RAISE LAND PRICE

State Board Doubles Cost of School Tracts.

INDEMNITY ACRES PUT AT $5

This Is Done in Accordance With an Opinion Recently Given by Attorney-General Crawford on Construction of Law.

SALEM, Or., July 28.—(Special.)—Pursuant to an opinion recently given by Attorney-General Crawford, holding the act passed by the last Legislature invalid as to the sale of school lands, for the reason that it was omitted from the title of the act, and the board was, therefore, free to sell school lands at any price it may fix, not less than $1.25 per acre, the State Land Board today made an order raising the price of all school land to $2.50 per acre in accordance with the contemplation of the Legislature. It also decided to raise the price of all school land inside of temporary withdrawals for reservation purposes to $5 per acre.

These orders and decision of the Attorney-General emanated from an application being made to the board for the purchase of a tract of school land located in one of the proposed forest reserves of Eastern Oregon, in which case the applicant maintained that the board was compelled under the new act to sell all the school land at $2.50 per acre. The board fixed the price of indemnity land at $5 per acre in accordance with the new law.

NORTHWEST DEAD.

Mrs. Mary Philippi.

EUGENE, Or., July 28.—(Special.)—Mrs. Mary Philippi, one of the oldest women in this county, died at her home in this city today, aged 83 years. She was born in Pennsylvania, and spent most of her life there, coming to Oregon 18 years ago. She leaves three sons and four daughters, all residents of this state. Most of them live in Eastern Oregon.

E. A. McKenzie.

WALLA WALLA, Wash., July 28.—(Special.)—E. A. McKinzie, a well-known local carpenter and member of the Woodmen of the World, and Independent Order of Oddfellows orders, died at 10 o'clock tonight of paralysis, superinduced by heat prostration this afternoon. McKinzie was aged 40, and leaves a wife and two children. He had previously suffered from paralysis and the attack was readily brought on.

Oakland Woman's Will.

NEW YORK, July 28.—The will of Mrs. Alice Skae, a California widow, who committed suicide July 6, at a hotel in this city, has been filed for probate. Mrs. Skae directed that the burial vault at Oakland, Cal., in which her husband and two children are entombed, be taken down by her executor and a new one erected at a cost of $25,000. She leaves the residue of her estate in trust for her daughter, who is to receive the income for life.

New Oregon Rural Mail Carriers.

OREGONIAN NEWS BUREAU, Washington, July 28.—Oregon rural carriers were appointed today as follows:

Dallas, regular, John D. Shaw, substitute, Ned E. Shaw; Sherwood, regular, John Owens, Orin J. McConnell, Horatio H. Welch, Eben W. Johnson, substitutes, Samuel O. Hognen, Albert Voss, Clifford Saltus, Ernest G. Hagey.

Regent of Idaho University.

BOISE, Idaho, July 28.—Governor Harrison has appointed James F. McCarthy, of Wallace, as regent of the State University at Moscow, vice John B. Goode, resigned. It is understood Mr. McCarthy will give special attention to the mining department of the university.

Commissioner's Resignation Rumor.

BOISE, Idaho, July 28.—(Special.)—A message from Caldwell states there is a well-defined rumor that R. H. Davis, State Immigration Commissioner, has resigned. The Governor states no such resignation has reached him.

Presidio Hospital Executive.

SAN FRANCISCO, July 28.—Lieutenant B. J. Edgar, Jr., a Quartermaster Commissary officer and ordnance officer of the general hospital, Presidio, has been appointed executive officer of the hospital.

JURY IS AT LAST SECURED

Trial of Alleged Kentucky Assassin Will Be Begun Today.

CYNTHIANA, Ky., July 28.—At the second day's trial of Jett and White, charged with the murder of J. B. Marcum, court opened at 8:30 A. M. The 100 men whose names were drawn yesterday, and who were summoned to attend as jurors, responded today and the completion of the jury will proceed. Captain B. J. Ewen, chief witness for the prosecution, is here under protection of the troops. His arrest is known to be the result of a complete understanding between the civil and military authorities. Ewen is held in camp as a prisoner, in which capacity he can be protected to the full extent of military power. Ewen feels more secure now than for months.

The motion of the defendants for a continuance to the September term was renewed but was overruled and the selection of the jury began. At 4:30 P. M. a jury was accepted by both sides. All are farmers except one, who is a bookkeeper. The defense filed a demurrer to the indictment, but it was overruled. The defendants then waived formal arraignment and pleaded not guilty.

After the jury was sworn, court adjourned until tomorrow morning.

FEMALE CONVICT IS RELEASED.

Chicago Woman Who Killed Husband Leaves Mexican Prison.

CHICAGO, July 28.—A dispatch to the Tribune from El Paso, Tex., says:

Mrs. Mattie D. Rich of Chicago, who was sentenced in 1900 by Mexican courts to 15 years' imprisonment in the Penitentiary in Chihuahua, for the murder of her husband, John D. Rich, in Juarez, on the night of April 27, 1899, has been released. Her release was ordered on account of insufficiency of evidence. The case of Mrs. Rich was one of the most notable in the history of the courts of Chihuahua and Texas, as she took refuge on this side of the river after the death of her husband, and was extradited.

SHOT TRYING TO SAVE WOMAN.

New York Policeman Prevents Soldier From Killing Sweetheart.

NEW YORK, July 28.—In full view of hundreds of people going to work, Patrolman Cornelius Mulvey, aged 40, was shot and probably fatally injured on the corner of Avenue B and Seventh street today, while trying to prevent a soldier from shooting his sweetheart. The soldier is Adolph Schloss, 22 years old, of the Eleventh Battery, Field Artillery, stationed at Fort Hamilton, Brooklyn. After shooting the policeman the soldier turned the revolver on himself, but without serious damage.

Mulvey was shot in the center of his forehead, the bullet passing entirely through his skull and out at the back of his head. Schloss was arrested immediately. His sweetheart, Louise Freedman, 18 years old, ran away screaming after the shooting, but was found later. She said that her father wished her three older sisters to marry first, and she had therefore broken her engagement with Schloss, who shot at her after she had refused to renew the engagement.

Schloss has been in the army for two months and was on leave of absence. He declared that he had been away four days over his leave, but said he had no intention of deserting.

FATAL DRUNKEN QUARREL.

Two Italians Are Dead and Another Mortally Wounded.

GILLETT, Wyo., July 28.—As a result of a drunken quarrel between a number of Italians at Feltx, six miles west of Gillett, two men are dead, and another is so badly wounded that he will probably die.

Joe Datri and Dominix Eggie got into an altercation and Datri struck Eggie over the head with a bottle, inflicting a severe scalp wound. Eggie stabbed Datri three times, inflicting fatal wounds.

Frank Bellagalla and Nick Eggie, a brother of Dominix, then entered the fight, taking opposite sides. Bellagalla shot and killed Nick Eggie. Dominix Eggie and Bellagalla then exchanged several shots, the latter being killed and the former badly wounded.

ROSEBURG'S FAST GROWTH

COUNTY SEAT OF DOUGLAS FAST COMING TO FRONT.

Railroad Communication With the Coos Bay Country Is Most Earnestly Desired.

ROSEBURG, Or., July 28.—(Special correspondence.)—Twenty-five years ago Roseburg was a small village of a few hundred people and now it is a town of about 3000; and during all that time it has been hoping and wishing and working for a railroad to Coos Bay. The conditions have always been favorable for building the road; being a good route, through a country able to provide a traffic, and the cost of the necessary 65 miles of road to complete the gap would be only a little over three-quarters of a million dollars. That this road will be built some day is almost certain, but the people of Roseburg would like to see it done soon.

In 1873 when D. S. K. Buick, T. R. Sheridan, and other citizens of Roseburg, called a public meeting and agitated making the survey of a railroad from Roseburg to Coos Bay, the Southern Pacific Railroad was then completed only as far as Roseburg and it looked very attractive to think of a terminus on Coos Bay. So several preliminary surveys were made until it was decided that the route was an entirely practical one and that the road could be built at an expense of about $1,500,000 from Roseburg via Camas Valley down the Middle Fork of the Coquille River and past Myrtle Point, Coquille and to Marshfield, a distance of about 90 miles. For twenty miles at this end of the proposed road is a splendid farming country and for 40 miles through to near Myrtle Point is an unbroken forest of fir, cedar and sugar pine timber, which can get to a market only by a railroad. At that time all those timber lands belonged to the Government, while now they belong to private individuals or rich lumber companies. The building of this railroad seemed to offer such a splendid chance for the instrument of capital that a railroad company was organized at Roseburg, of which T. R. Sheridan was made president. More surveys were made, rights of way secured, etc., and during the Fall of 1889 or 1890, R. A. Graham, who represented capital in Canada, and besides had considerable of his own, offered to take all the surveys, rights of way, etc., of the local company and build the road along the route selected by the engineers. This was entirely satisfactory to the people of Roseburg and so a new company was organized the only condition being that T. R. Sheridan should be president, and he was so elected, and has been every year since. This railroad company is called the Coos Bay, Roseburg & Eastern Railway & Navigation Company and during the years 1891 and 1892, 30 miles of railroad were built from Marshfield to Myrtle Point and there, on account of lack of funds for building, the road stopped. Not only did the road stop building but there were debts, and finally for those debts the road passed into the hands of J. D. Spreckels & Sons, of San Francisco, who now own it. This leaves a gap of about 65 miles to complete it to Roseburg, and it is the building of this part which now interests the people here. There is no longer any doubt but that this road will be built, the only question being when and by whom. The coal on Coos Bay and in the hills west of Roseburg along the line of this railroad is wanted in this part of Oregon. The timber on the headwaters of the Coquille river can find an Eastern market by being hauled here to Roseburg and going over the Southern Pacific Railroad or westward by water. The passenger traffic to and from the Coos Bay country is one of constantly increasing importance. There is business for the road and the road is needed to create and expand the business there already.

Major Kinney's Railroad Venture.

Last year it seemed that this road would at least be built when a gentlemanly appearing business-like man came to Roseburg and announced that he represented plenty of capital and proposed building the road. This was Major L. D. Kinney, who proceeded to buy terminal grounds at Roseburg and on Coos Bay and placed engineers in the field. But when Winter came all active operations ceased and still the people wait. Mr. Kinney paid out many thousands of dollars in buying lands, etc., paying a portion down, and unless he pays the balance by about August 1, he will lose all he has paid. Mr. Kinney was in Roseburg a few days ago and has gone East, and I am told he expects to resume operations soon now, the delay being occasioned by matters over which he had no control. Many of the business men here have faith in Mr. Kinney and believe he will yet succeed in building the road, while others say not he, but some one else, will build it. All agree that the road will some day be built.

A Chance for Capital.

The timber along the line of this railroad will alone pay to build it. All of Douglas County, of which Roseburg is the county seat, is interested in this road. It has been suggested that Douglas County should make a standing offer to remit all taxes on a railroad for 20 years, which will be built between Roseburg and Coos Bay within the next five years. The increased values of land along the line of road and increased population of Douglas County would compensate the county for this concession. It would amount to giving the railroad a bonus of $250,000 and yet would cost the county nothing directly. This railroad passes through a country which even after the timber is taken off will still be of value. There is no other way for a great part of this timber to reach market, so that the owners cannot market it without a railroad and it cannot lie idle there forever. The price of timber is higher today than for many years and sawmills will certainly be put in the country there, but there must be a railroad. The question arises: "Who is going to build it?" Here is an opening for the investment of a million or so dollars, which looks attractive. I feel very positive this road will be built and would not be surprised to see men put at work on it very soon.

About Roseburg.

I have devoted considerable space to the consideration of the Coos Bay Railroad because the people here are greatly interested in seeing it built. The present population of Roseburg is about 3000, although within the corporate limits, there are only about 2000 people. Roseburg has a payroll of about $200,000 a year resulting from being a division of the Southern Pacific Railroad. There are here employed either directly or indirectly about 250 men, and many of them have families and homes here. In addition to the railroad payroll there are a number of employes in the service of two planing mills, flouring mills, water and electric light plants, marble works, creamery, steam laundry, brewery, etc.

At Roseburg is located the United States Land Office, a Government Weather Bureau, and the Soldiers' Home. The county Courthouse erected in 1899 is a substantial brick building, and the City of Roseburg has a two-story brick City Hall.

A Timbered Section.

The Roseburg Land Office is in what is known as the Roseburg land district, and comprises nearly 12,000,000 acres of land. Within these boundaries are 11 counties in whole or part, and there yet remain of unsurveyed lands over 2,000,000 acres, and 3,546,440 acres unappropriated. The rush for timber lands has been very active during the past three years, and many hundreds—yes, thousands—of Eastern people have come here and taken timber lands, some also locating homesteads and intend remaining in the state. Eastern lumbermen have seen the great increase in values of Eastern timber, and consequently the opportunities of securing land for $2.50 an acre was not to be overlooked. Now that these lands are being taken up, it will not be long until sawmills and railroads will follow. The Umpqua River is now being cleared of obstructions so that logs may be floated, and in the not far distant future Roseburg will have some large export sawmills. The Southern Pacific Railroad has recently built several switch tracks through the Kinney addition. These will serve later as loading tracks from manufactories there.

Douglas County, of which Roseburg is the county seat, has an area of about 4800 square miles. The county embraces the Umpqua River and its tributaries, and has a length east and west of about 200 miles. The communication between the eastern part of the county on the Pacific Ocean and the westtern part is difficult and slow, and for that reason settlement of the country has not been rapid. Railroads will do a great deal to open up Douglas County, and those railroads are wanted east and west, since the Southern Pacific abundantly supplies the wants north and south, and the time is now near at hand when they must be built. The well-authenticated reports that a railroad is to be built from San Francisco north up the coast to Coos Bay will have a tendency to stir up capital to build a railroad westward from Roseburg, and that is just what the Roseburg people want done. The fact that a great part of the timber lands are now owned by individuals instead of the Government tends to strengthen the certainty of a railroad to Coos Bay. Roseburg is the center of a large extent of country, and will continue to gradually grow as this adjacent territory becomes developed and settled, but with the actual construction of a railroad across to the ocean Roseburg would have a "boom." Some people deprecate a boom in the abstract, but when a boom comes—as, for example, in the rush for timber, which has crowded the hotels of Roseburg for the past year—it is noticed that the hotelkeepers have an exceedingly satisfied appearance. A boom to them is a good thing, and so it is to every resident when founded on a substantial basis.

E. C. PENTLAND.

The New Joke.

Birmingham Ledger.

The new joke in the Postoffice Department is that "too many non-workers took Payne's salary compound."

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

RAILROAD RATE JUMPS UP

(Continued from First Page.)

local millmen have the word of Ben Campbell, assistant traffic director of the Harriman lines, that the Harriman system does not intend to discriminate against Portland in any way.

A number of the traffic men of the Harriman system met in San Francisco a few days ago and decided upon the new rate. The Portland mills, knowing of the intention of the Southern Pacific to raise the common-point rate to San Francisco, sent as a representative F. H. Ransom, the treasurer of the Eastern & Western Lumber Company, one of the largest mills of the city.

Mr. Ransom has just returned from the meeting, and is very reticent as to the effect it will have upon the lumber-carrying trade of the state and city.

"Ben Campbell promised me that the Harriman system had no intentions of discriminating against Portland, and would do nothing to hurt it. Mr. Coman was there, and did all he could for Portland, as well as for the company." Further than this, Mr. Ransom would make no statement.

W. E. Coman, the local freight and passenger agent of the Southern Pacific, returned last evening from San Francisco, where he attended the meeting of the Harriman traffic men called to discuss the new lumber rate, among other topics. He admitted that such a rate was contemplated, but said that no definite announcement had been made. "If such a rate is made, there is no idea of knocking the Portland mills out of the San Francisco market," concluded Mr. Coman, when called up at his residence last evening.

Apparently, while Mr. Coman was on the way home the local office received orders to notify the millmen that the new rate would go into effect on August 20. Accordingly, several mills are known to have been notified by telephone that after August 20 lumber would be carried to San Francisco for $5 a ton.

Some of the local millowners do not entirely agree with the reported promise of Ben Campbell that the Harriman lines will do nothing to injure Portland. "It shows the hand of Harriman," says one lumberman. The others do not take such a hopeless view of the case.

"It will hurt us in shipping flooring and ceiling," said a member of the Portland Lumber Company. None of those questioned on the matter would allow their names to be used. They do not wish the antagonism of the Southern Pacific for speaking too openly, and, again, all the mills of the city are closely joined together, and there is a strict rule against too much talking.

"We have heard rumors of this for a long time," said one millman last evening. "There is no doubt but that a large syndicate is trying to get hold of the timber of Oregon. We understand that the mills in the interior along the line of the Southern Pacific will get a preferential rate, so that the Booth-Kelly Company can ship cheaper to San Francisco by rail than the Portland mills. At present Ashland gets the common-point rate, all lumber north of that place being carried at the same rate."

"Just as soon as the product of the Portland mills gets upon the water between here and San Francisco, then they at once come into close competition with the mills of Seattle and other Sound cities which own their own vessels."

"The company gives us a very low rate to San Francisco now," said the manager of a North Portland mill. "The railroad men say that there is no profit in hauling lumber at that price, and, as they are short of cars, it will make no difference. I think, however, that it will unquestionably hurt Portland. We have formerly had a great advantage over the Sound mills in being able to send in single carload lots when ordered, while all their lumber went by water. Now our shipments, too, must be large and slow, so that we will come into competition with the mills of the Puget Sound towns. There is no doubt that an actual shortage of cars exists. The Southern Pacific buys a great deal of its material from the Portland mills, and it is a fact that much of this has to be shipped to San Francisco by water, so great is the shortage of cars. Of course the rates to tide water are much lower than to points farther up in California. It is much cheaper to ship lumber to San Francisco than to Redding, for instance, though Redding is several hundred miles this side of San Francisco."

It was not until late last evening that the slightest rumor of the intended increase in lumber rates became known about the city. The railroad company had said nothing of it, as the general office in San Francisco had not made the news public. The millmen have been keeping the matter strictly under the rose, as they hoped up to the last that the railroad company would not make the rate if nothing were said to fix it in the mind of the public that such was its intention. Now the millmen have been notified by the freight office of the Southern Pacific, and the announcement has become public property.

The Once-Dreaded Pass.

Skagway Alaskan.

The White Pass Athletic Club has shown a commendable spirit in the manner in which it has gone to work to reorganize its baseball team. The White Pass ball team is one of the very best in all the North, which is shown to be a fact by its record. It has defeated every team it ever met, except that of White Horse, and with that the record shows two victories against three defeats. The games have all been close, and it is about even up as to which is the better team Skagway has easily the strongest team in Southeastern Alaska, judging from the hits and errors made at the Juneau tournament. Eddie Barry should be given every encouragement in his effort to make prize-winners.

Negro's Possibilities.

The Booklover's Magazine has a remarkably readable article by Professor Burghardt du Bois, entitled "Possibilities of the Negro," and dealing with the careers of such representative negroes of the present time as Booker T. Washington, Edward H. Morris, H. O. Tanner, Paul Lawrence Dunbar, and others. Professor du Bois argues that much of the best work done by negroes is lost sight of, as such:

If the medical student reads in Da Costa of the skilled surgeon who recently sewed up a hole in a living man's heart he will not read that the surgeon was colored; the wanderer amid the beauties of the Luxemburg is not apt to know from the dark hues of the "Raising of Lazarus" the still darker hues of its painter; and it was a Texas girl who naively remarked: "I used to read Dunbar a good deal until I found out that he was a nigger."

AT THE HOTELS.

THE PORTLAND.

G P Bent, Chicago
E Fyann, Milton
C E Smith and wife, Montreal
E A Klenge, Seattle
J Magill, London
Mrs C W Anebie, N Y
C V Anebie, N Y
F H Stanley, S F
W K Seeley
Mrs T R Kershaw, Whatcom
Miss E Campbell
J R Jordan, St Louis
C Zelmer
W G Bickelkempt, Everett
F A Barker and wf, Chicago
M Hersog, S F
F Cardine, Tacoma
J A Walker, N P R
J J Deppeler, N Y
E J Parsons, S F
W H B Kent, Wash
G G Agnew, N Y
G B Agnew, N Y
D Patton, N Y
Miss N G Agnew, New York
Miss E Agnew, N Y
A Abrahams, S F
R W Gardner, Quincy
W S Flock, do
C R Williams, S F
R B McMullen and family, Chicago
J S Fassett and fam, Elmira
F Cushing, Chicago
J A Marcian, S F
D Baird, Jr., Camden
I R Thompson, Erie
Mrs J K Smith, Spok
G W Sanborn and wife, Astoria
J L White, do
J Steinhart, S F
Miss J G Foster, Cinc
Miss P C Foster, do
C H Davis, Jr., Saginaw
M Kelley, Duluth
W A Montague, K C
Miss M A Hall, N Y
C A Jacob, Jr, N Y
S S Brady, Houston
B C Wright and wife, San Francisco
Mrs W C Coulson, San Francisco
J R Pollock and wife, Fernoe
G E Burchard, Summit
S O Newton, S F
Major H G Lotrinjera and wife, Que
M Rosenbaum, city
C H Hunt, Phila
H D Phillips, Paducah
J L Coke, Honolulu
S Baker, Portland, Me
Dr. J Schneider and wife, Milwaukee
M Griebach, do
F S Bradley and wife, New Haven
A S Hilt and wife, do
Mrs H P Hoodley, do
Miss H Hoodley, do
J W Marshall, Denver
T H Curtis, Astoria
B Burkhardt, Vancouv
W A Williams, Chgo
W A Bettel, U S A

THE PERKINS.

G F Brown, Corvallis
W Kramer, Myrtle Creek
H Truax, Grants Pas
F H Moulton, S F
E B Burns, Seattle
V T Truax, Grants P
M McCulloch
H J Brennann, Chgo
G H Linton, Grants P
Mrs Linton, do
Miss Linton, do
Mrs P Haskell, Tacom
Dr V Schafer, Tekamh
Mrs Schafer, do
J H Nixon, Albany
E Levy, do
A T Killiker, Salem
C E Moulton, Tacoma
W S Lysons, Kelso
H True, Marion O
Mrs True, do
H A True, do
R C Russell, city
H D Taylor, city
W H Fenton, Boring
Mrs Fenton, do
E Cydeman, St. Paul
W Ballons, Pendleton
Mrs S E Hawkins, Arlington
G E Leonard, do
R E Dowdy, Hoquiam
Mrs Dowdy, do
Mrs O M Kellogg, do
G W Johnson, Dufur
L L McCurdy, Maddin
Mrs McCurdy, do
Miss Irene Watton, Heppner
R F Watton, Albany
Rebecca Driskell, Hepp
J E Johnson, Kelso
O Taylor, do
C I Henkle, Little Rk
O Matton, Elkton
Alice A Mendenhall, Bloomingdale
E Grimes, Nome
S F Ennis, Sacramento
Mrs Estela G Ford, Skagway
J Crawford, Whatcom
E G Kembler, Oakind
Mrs Kembler, do
E H Eggleston, Chgo
F Rice, Myrtle Crk
N J Bliss, Lake City
D Barney, Dodgeville
D G Jackson, Hood Riv
Mrs Jackson, do
Miss Jackson, do
E A Tranz, do
Mrs Tranz, do
Miss Tranz, do
E P Dorris, Lewiston
Mrs Dorris, do
A M Burnbach, McMinnville
M A Gartner, do
E Sevler, S F
Mrs E Lewis, Bak City
T Davey, Boise
G N Batton, Moro
B F Jones, Toledo
E V Johnson, Cambridge
W S Zimmerman, do
I N Allison, Walla W
F C Nourse, Boise
G A Nourse, do
R I Russell, Goldendle
W J Wilkenson, Lewiston
Mrs Wilkinson, do
G Wilkinson, do
Mable Wilkinson, do
J P Anderson, Tacoma
W E Newton, do
C A Burnett, Pendletn
S J Shell, do
Miss Becker, Pasadena
Miss Long, Chicago
A Arend, Spokane
H L Morse, do
W H Eccles, Or
W Frazer, Los Ang
Laura A T Hodson, Newburg
D W Shelter, Canton
Mrs Shelter, do
H W Stone, city
J M Southgage, do
B Bissinger, S F
L B Armes, do

THE IMPERIAL.

O Oppenheimer, S F
R W Retner, Pendletn
J C Mayo, Astoria
A J McCormack, S F
J Fry, Astoria
E A Gerding, do
A Heidebrand, do
L B Montague, city
Mrs B Brown, Milan
Marie Aslakoon, Milton
H Erickson, do
Mrs S Bardahl, do
J Prom, do
Marie Johnson, do
A Patterson, The Dls
W Lyon, do
J Bloomfield, N Y
J L Strong, Lincoln
Mrs J P Symons, Centralia
Miss Gertrude Symons, do
H W Symons, do
Mrs J J H Greggs, Wenatchee
L N Clark, Pittsburg
H E Taylor, Boise
E M Hichcock, Mpls
E F Bert, S F
Mrs Bert, S F
E W Carter, Ashland
C A Flynn, Bak City
W L Bowen, do
Rev G T Ellis, do
Mrs Ellis, do
Mrs French, Salem
Miss E Kane, Kokomo
Julia Beidner, Baker C
G M McConnell, do
W E Fusch, Burns
J R Dickinson, Pendlt
H Wise, Astoria
Mrs R H Wilcox, Pendleton
Mrs Dement, Astoria
Mrs E G Warren, do
G I O'Connor, city
I Francis, Rochester
Mrs Francis, do
D McFarland, Louisville
Mrs McFarland, do
Jessie W Boalton, Baker City
A E Dickey, Jamestown
Mrs Dickey, do
Mrs Dickey, Indlpe
Mrs G H Stevenson, Tacoma
R P Boise, Salem
E P Boise, do
Z Hommel, Balm
Stella Thornton, do
R W Ritner, Pendlton
A J Sayer, Harney
Mrs Sayer, do
E T Kruger, Spokane
R G Breeze, Iowa
C P Ferry, do
C C Strayer, do

THE ST. CHARLES.

H Kimbal
A L Brown
J A Smith, Blalock
T L Bruce, Clatskanie
A G Smith, Clatskanie
W N Conyers, do
M E Erickson, do
O Erickson, Clatskanie
A Jurhs, Warrenton
J Matson, Warrenton
Miss Matson, do
E L Burnett, Pendletn
E Carlson, Kalama
G Rackey, Rainier
T K Hisey, aGtes
J W Merrill and family, Cornelius
J G Foster, Hoquiam
H W Lyons, Idaho
R J Moses, Philomath
H W Man, Rainier
V Wachowick, Rainier
J Z David, Rainier
R Parrish, Rainier
W Davis, Rainier
J Larsen, Rainier
J F Archibald, Goble
E M Edwards, Emmett
A A Smith, Emmett
J Burnett, Emmett
J L Beezley, Falls Cty
Dr J D Thompson, Ridgefield, Wash
John Kayberg, Astoria
Agnes Farmer
J R Mills
Anna Stevens
Mrs T K Johnson, Euston, Or
Ella A Wilson, do
E A Mills, Wellsdale
Joe Brown, Seattle
Jas Harris, Seattle
Mrs Harris, Seattle
Master Harris, Seattle
Lee White, Hoquiam
A C Jones, Hoquiam
L L Webber, Marshlnd
F B Stoddard, city
A Cartright, city
C Monroe, Cathlamet
W A Syverud, Osnabrk
G S Giles, Goldendale
H W Larsen
P G Smith, Seaside
Mrs Smith, Seaside
B J Mills, Eagle Cliff
Mrs Mills, Eagle Cliff
F A Smith, Palmain
Miss H Halpruner, San Francisco
W F Douglass, Stevnsn
Miss S B Kidwell
Mrs S B Stone
J C Spooner, Seattle
Mrs Spooner, Seattle
C Olmstead, Cathlamet
D R MacDonald, Mercer, Pa
J E Cantrell, U S A
H MacDowell, U S A
William Simpson, city
H Jansen
A Granners
R Fields
C Fields
M G Vest
L N Allison Hillsboro
Miss Weaver, city
C Edwards, city

THE ESMOND.

Amy Beardshear, S D
Eva Boals, Neb
W A Curtis, Adna
C T Harrington, Tacoma, Wash
P Wienland, Winlock
W A Edgerton, St Jns
C L England, Castle Rock
S L Knox, Stevenson
W Groset, Troutdale
R Wherry, Astoria
I A Jones, Ashland
W McGrath, Ashland
W J McClure, Coeur d' Alene
C Katestner, city
T Benson, Spokane
Mrs P Benson, do
A D Erb, Hubbard
D D Erb, Hubbard
Mrs C Erb, Hubbard
Miss S Erb, Hubbard
E V Hale, Springbrook
D C Gibson, Pierce
F Clemmens, city
W F Bellrood, Cedar Mills
B W Maddox, Rosebrg
Mrs Maddox, do
W J Hess, Astoria
J W Iman, Stevenson
F W Johns, Fair Oaks
Wm Martin, S F
Mrs Martin, San Fran
J A Eggers, Dillard
E D Bogan, Hubbard
R R Erwin, Hood Rvr
A Streidell, Stella
C C Masten, Svenson
Geo Gilbert, Chicago
A Anderson, Silverton
Mrs A Anderson, do
S V Crow, Vancouver
T B Laugbery, Astoria
Dan Savage, Sheridan
H Jones, Astoria
J Dahlstrom, Astoria
A E Miller, Astoria
O L Carter, Dayton
H W Long, Cathlamet
H C Johnson, Tillamok
E Belle Cramser, Salem
C E Skidmore, Salem
W Williamson, Stella
C T Vinsen, Seattle
Mrs C Vinsen, Seattle
John Larsen, Bridger
George Dole, Camas
Ed Anderson, Stella
Mrs E Anderson, do
R E McRae, Siletz
J A Widaman, Tacoma
Miss Lillian Stratton, Ostrander

Hotel Brunswick, Seattle.
European plan, popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Hotel Donnelly, Tacoma.
First-class restaurant in connection.

Rainier Grand Hotel, Seattle.
European plan. Finest cafe on Coast. Hdqrs. naval, military and traveling men. Rooms en suite and single. Free shower baths. Rates, $1 up. H. P. Dunbar, prop.

Hotel Richelieu, 210 Occidental ave., Seattle. Modern, Eup. plan; 50c to $1.

OFFICERS OF ASTORIA REGATTA COMMITTEE.

Charles V. Brown, chairman.

Oswald West, secretary.

William E. Schimpff, treasurer.

ASTORIA, Or., July 27.—(Special.)—Charles V. Brown, Oswald West and William E. Schimpff, chairman, secretary and treasurer, respectively, of the regatta committee, are hard at work making preparations for the carnival of sports that will be held here from August 19-21, and a programme has been outlined that will embrace both land and water contests in almost endless variety. The city is also putting on her best clothes in anticipation of the occasion. Streets are being repaired and improved, and the wharf where the grandstand is usually erected is being rebuilt, in order that a stand much larger and more commodious than those of former years can be erected, at a point that affords an excellent view of the whole racecourse.

Of course, the greatest interest centers in the water sports and races, and of these there will be many. Portland, Vancouver and San Francisco will each be represented by shell and barge crews, as well as singles. Willapa Harbor will send a big fleet of yachts to contest with those expected from Portland. Heretofore there has been considerable dissatisfaction with these races, on account of the difference in the class of the boats, those from Willapa being adapted for "heavy" weather, while the Portland craft far outdistanced them in light winds. To obviate this a change will be made, and there will be a race for Portland boats, one for Willapa Harbor boats, and a free-for-all, with no handicaps. Fishing-boats and launches are listed for a number of contests, that are always exciting.

Of the land sports, the programme includes hose team races, for which several large cash prizes will be awarded, footraces, including one for loggers, wearing the regulation logger's shoes, a shooting tournament, with cash prizes and medals, one being for the regatta championship, and open to all comers. There are to be Indian canoe and Chinese barge races, as well as exhibitions in fancy swimming and high diving.

The Chinese are taking no little interest in the event, and as an attraction of the opening parade will have the largest dragon ever brought to America. It has already been shipped, and 200 Orientals have been detailed to handle it.

Assurance has been received from the Secretary of the Navy that as soon as the Pacific squadron returns from its Alaskan trip a number of the fleet will be ordered to Astoria.

The contest for the election of a regatta queen will be concluded on next Saturday, and her maids of honor will comprise the carnival queens from the various cities throughout the state. The admiral and his staff will be appointed within a few days.

HELD FOR TIMBER SWINDLE.

Missouri Man Alleged to Have Used Mails to Defraud.

ST. LOUIS, July 28.—Henry A. Bradford was arrested here today by Postoffice Inspectors on the charge of using the mails in a scheme to defraud, as a result of an investigation of land swindles that have been in progress since last December. Bradford's arrest resulted from complaints that he was using the mails to sell fraudulent land titles. Bradford's bond was fixed at $2000, but up to a late hour tonight he had failed to give a bond.

Postoffice Inspector Dice said the investigation has led to the arrest of 13 other men on similar charges in different parts of the country, and he is of the opinion that the arrest today will mark the final collapse of one of the most gigantic land swindles in the history of the country.

CHIEF WITNESS CHANGES FRONT.

Boy Denies Damaging Testimony Against Parents in Murder Case.

CHICAGO, July 28.—Julius Wiltrack, the 11-year-old boy, who was the chief witness for the state in the prosecution of his father and mother for the murder of Paul Paszkowski, whose body was found in a shallow grave in the outskirts of the city several months ago, denied today all the damaging statements he had made against his parents. He swore today when called to the witness stand by the defense, that he had been terrified into making the statements to the police and disclaimed all knowledge of the affair.

NEGROES FLEE FROM INDIANA.

Feeling Against Them Made More Intense by Late Race War.

EVANSVILLE, Ind., July 28.—Many negroes have been passing through this city on their way to the South, where they will seek homes. Many of them came from Danville, Ill., and points on the Illinois Central Railway. The feeling against the negroes in the Southern Indiana towns has grown more intense since the trouble in Evansville recently.

Testimony in Legislative Scandal.

ST. LOUIS, July 28.—The taking of testimony on behalf of Harry Faulkner, ex-member of the House of Delegates, who is having his second trial on the charge of perjury in connection with an alleged municipal franchise boodle deal, ended this afternoon, and Judge Douglas retired to prepare his charge to the jury.

Mass Celebrated in Ecuador.

GUAYAQUIL, Ecuador, July 28.—A grand solemn requiem mass for the repose of the soul of Pope Leo was celebrated in the Cathedral here today. Among those present were civil and military authorities and the Consuls. The building was crowded. The Consuls half-masted the flags over their residences during the service.

Salonica Outrages May Be Renewed.

SALONICA, July 28.—Dispatches received here say that 18 Bulgarian officers have left Sofia for Salonica for the purpose of renewing the dynamite outrages. Several of them are supposed to have already arrived here. The population is anxious.

Two Killed in Gas Explosion.

COLUMBUS, O., July 28.—An explosion of natural gas wrecked the building at 117 North High street today, killing two women and seriously injuring a dozen men. The dead: Mrs. Wilhima Lewis, Mrs. F. A. Grehl.

Large Terminal Contract Is Let.

BALTIMORE, July 28.—The Baltimore & Ohio Railroad has let the contract for the Washington terminal improvement to an engineering and construction firm of Philadelphia at their bid of over $2,000,000.

All Records Surpassed!

83,790,300 Bottles of Budweiser

"King of Bottled Beers" sold in 1902.

This proves the world-wide popularity of this famous brew.

The product of

Anheuser-Busch Brewing Ass'n

Orders promptly filled by

S. A. ARATA & CO., Wholesale Dealers, Portland, Oregon.

POSITIVE CURES

Urethral Obstruction Cured

NO CUTTING—NO PAIN—CURED TO STAY CURED

It matters not how long you have suffered from urethral obstruction, or how many different doctors have disappointed you, we will cure you just as certain as you come to us for treatment. We will not do it by cutting or dilating. Our cure is new—entirely original with us—and perfectly painless. It completely dissolves urethral obstruction and permanently removes every obstruction, allays all inflammation, reduces the prostate gland, cleanses and heals the bladder and kidneys when irritated or congested, invigorates and restores health and soundness to every part of the body affected by the disease.

OUR CANCER CURE

We have secured the services of a cancer specialist, Dr. C. Billington, who has had remarkable success in curing, to stay cured, for the past fifteen years, the worst cases of cancers. His treatment is original and painless, without use of the knife. Hundreds of testimonials from people in neighboring towns and in this city are on file at our office of cancers removed, with no sign of return. His treatment removes the cancer and all affected tissues, restoring it again to a healthy growth. Several cases are now under treatment at our offices, and any one suffering from this dread disease is invited to call and consult this doctor.

Only CURABLE cases taken. Persons reading this ad. should send it to some one suffering from cancer. The cancers are attended only by the specialist, who does nothing else, and has absolute and personal charge and care of all cancer cases coming for treatment.

Dr. Billington is known in California, Washington, Idaho and Oregon, in all of which states he had succeeded in accomplishing some remarkable cures of cancer. Remember, he does not use the knife.

We also cure to stay cured forever VARICOCELE, BLOOD POISON and all associated diseases and weaknesses.

If you cannot call at our office, write us your symptoms fully. Our home treatment by correspondence is always successful. Our counsel is free and sacredly confidential, and we give each patient a legal contract in writing to hold for our promise.

Hours—9 to 8; Sundays, 10 to 12. Address all letters to

ST. LOUIS DISPENSARY

SECOND AND YAMHILL STREETS, PORTLAND, OR.