FARMERS ARE FORCED TO FLEE

Many Take Refuge in Trees or on Housetops-Damage to Crops and Property is Immense at Marysville and Vielts.

MARYSVILLE Kan. Aug. E.-A cloudburst struck in this vicinity early today, causing the Big Blue River to rise is feet within a few hours, and sending a great flood of water south down the bottoms flood of water south down the bottoms along that stream. Many inhabitants in the fewlands were driven from their homes, and heavy damage to property was done. As far as known, but one death has been reported. Frederick Ivers, of Bulleyville, was drowned near that town, going down with a bridge over a swellen stream. a swollen stream.

Take Refuge in Trees.

Marysville was deluged and the bottoms were filled with water three to 15 feet deep. Fifty houses were almost entirely submerged, their inmates taking refuge in trees and on housetops. Nearly a hun-dred persons were rescued in boats. The storm washed out the tracks on the Blue Valley branch of the Union Pacific for several miles, and wiped out the tele-graph and telephone wires, cutting the town off from outside communication un-til late today. Tonight the river is falling although farms for miles around will be under water for several days. South of here, at the town of Blue Rapids, the Blue River rose to within a few inches of the highest point in the June rise, causing much damage to farm property.

River Is Three Miles Wide.

wall of water struck Vieits, a town of 1000 on the Vermillion River, east of here in the same county, driving the resi-dents of the lowlands from their homes. All the stores, and perhaps 25 residences, are inundated. The damage at that place estimated at \$50,000. The river is three

etta, north of Marysville, close to the Nebraska line.

The same storm struck Seneca, in the next county east, where four and three-quarters inches of water fell. It was the heaviest downpour since 1862, and it left the Nehamaha River the highest ars. Many fields of corn were inundat-the Grand Island Railway bridge at attle went out, and several miles of Beattle went out, and several miles track and half a dozen culverts on that

LIGHTNING CARRIES DEATH.

Illinois Man Sitting on a Porch Is Killed and Three Are Injured.

PEORIA, Ill., Aug. E-A severe rain and electric storm passed over Messville, this county, shortly after 7 o'clock this morning, doing considerable damage.

Quite a number of people congregated on
the porch of a hotel and a holt of lightning struck a tree directly in front and
instantly killed George Pence and injured John Crawi, John Eppinger and a third man whose name is not known. The injured will probably recover. Pene was foreman of the telephone construc-

Topeka Expects More High Water, TOPEKA, Kan., Aug. 25.—The Kansan River is slowly rising as a result of high water in the stream. The river has been high for several days. Rain is reported tonight throughout the central portion of the state, and more high water is ex

TO SUCCEED TAFT.

(Continued from Pirst Page.) The resignation was accepted by the nt with the understanding that Mr. Root continue as Secretary of War at least until January 1. Governor-General William H. Taft, of the Philippines, will

Secretary Root will get out of office spine time in January, and Judge Tait will as-sume the duties of the office shortly after-

cation of the correspondence between him and Secretary Root concerning the lat-ter's resignation. In full, the correspond-

Resignation of the Secretary.

"Dear Mr. President: You have been good to assent to the sufficiency of the reasons for which I have wished to retire to private life as soon as practicable after the establishment of the general staff of the Army and the completion of my full four years of service as Secretary of War. While it is understood that you will probably not arrange to fill the office as you wish before the end of the year, and that I am to remain in office in the meantime, it is probable that you will be ready to send a name to the Senate in November or December, and before you do no my resignation should be to your do so my resignation should be in your

"I find myself on the eve of sailing for England to attend the sessions of the Alaska boundary tribinal quite unable to judge how many months I shall be kept away from this country, and I therefore now tender my resignation of the of-the of Secretary of War to take effect upon the appointment and qualification of the successor. I shall carry with me un-shated loyalty to your administration, confidence in the sound conservatism and eanneance is the scuttar conservation and patriotic unselfishness of your policy and auduring gratitude for the kindness and consideration with which your friendship has honored me. I shall not coses to appeciate the sympathy and loyality to Fresident McKinley with which you took and carried on his work—and I shall always to have been a part of the and carried on his work—and I shall al-mays be happy to have been a part of the administration directed by your sincere and rugged adherence to right and devo-tion to the true interests of the country. "I am, with great respect and esteem,

always faithfully yours. "ELIHU ROOT." "To the President."

Regrets of Roosevelt. Regrets of Roosevelt.

"OYSTER BAY, Aug. N. 1960.—Hon. Elihu Root. Secretary of War, Washington—My Dear Mr. Root: It is hard indeed for me to accept your resignation, and I do so not only with keen personal regret, but with a lively understanding the gap your withdrawai will create in public life. My sense of personal loss is very great; and yet my sense of the loss to the Nation as a whole is even greater. You have been over four years Secretary of War. I wonder if you yourself realize how much you have accomplished during that period. If you will turn to your first reports and have accomplished during that period. If you will turn to your first reports and will read therein the recommendations you made in order that the Army might be put on an effective basis, you cannot but be plaused at the way in which these recommendations have now been adopted by Congress as well as by the Administration, and have become enacted into laws or crystallized into custom.

"We never had a public servant of the Government who has worked harder than you have worked foring these four years and a haif, and this not merely in point

of time, but above all in point of inten-

of time, but above all in point of intensity, and your success has been equal to your labors. The only reward you have had or can have is the knowledge of successful achievement, of the performance in fullest fashion of a great public duty, the doing of which was of vital importance to the Nation's welfare.

"Your duties have included more than merely the administration of the department and the reorganization of the Army on an effective basis. You have also been the head of a department which dealt with the vast and delicate problems involved in our possession of the Philippins Islands and your success in dealing with Islands and your success in dealing with your part of the work has been as signal cess in dealing with the purely

"To very few statesmen indeed in any country is it given at the gne and the same time to achieve signal and striking triumphs in the administration and refrumpas in the administration and re-form of the military branch of the Gov, erament and in the administration of what was in effect a department of insu-lar dependencies, where the problems were new to our people and were in them-selves of great difficulty. Moreover, aside from your work in these two divisions of the Government service. I appreciate most the Government service. I appreciate most keenly the invaluable advice and assistance you have rendered me in innumera-ble matters of weight not coming direct-ly in your departmental province, but in which I sought your aid with the cer-tainty of not being disappointed. Your position on the Alaskan boundary commission at the present moment is an illus-

mission at the present moment is an illustration of these services.

"May all good fortune attend you wherever you are; the American people wish you well and appreciate to the full the debt due you for all that you have done in their behalf. Faithfully yours,

"THEODORE ROOSEVELT."

MINERS CALL A STRIKE.

Action of Management in Upholding Non-Union Man the Cause.

COLORADO SPRINGS, Colo., Aug. 26 .-The most important development in the strike situation today was the calling of a strike at the Teiluride mill this evening by the Smeltermen's Union. Early in the day, a non-union workman who had in-curred the dislike of the union men, was assaulted by some of them, and as a result he resigned his position.

Manager Fullerton issued a notice to the men that if such a thing should occur again he would discharge every union em-ploye of the mill. The strike followed and the mill was closed. About 150 men are The Telluride has heretofore

UNION CHARGED WITH MURDER. Knights of Labor Under Suspicion

in Death of New York Man, NEW YORK, Aug. 25—Surrounding the death of John G. Denny, an expert machinist, conspicuously identified with a warfare waged between labor unions, are circumstances so suspicious that the police have been called upon to investigate. It is the assertion of the many widow It is the assertion of the man's widow that he was murdered because of his labor differences, and that men opposed to him in organizations killed him or insti-gated his death. This belief of foul play is shared by Denny's friends and shop

enny's body was found near Erie Ba-Sunday. His hend was in the shallow water, but one leg was entirely dry. His face was badly battered and other bruises

ere on his body. His money and watch ere undisturbed. The widow has told the police that her husband frequently had been threatened by men opposed to the Knights of Labor, with which he affiliated. A watchman at the dock says he saw Denny and another man walk out on the pier early Sunday morning and declares neither man came back. So far the police have found no corroboration of the watchman's state-ment as to any person accompanying Denny, but say he started home alone about midnight, a few hours before his

POLICE GUARD WHILE HUNGRY EAT

Close No Restaurants. CHICAGO, Aug. E.—Striking waiters and cooks made another desperate effort today toput imo effect the strike order which yesterday proved almost a failure. Pickets were posted about all the establishments where strikes were called to stop, if possible, the men continuing at work. Committees also visited other restaurants to call their employes out, meet-naker, set her staysail, and headed for taurants to call their employes out, meeting with but indifferent success. An apthe mark. With the wind over their quarter both washis made fast time of it, peal for aid to the steam power coun-cil, which controls the light, heat and but it was apparent that the Reliance power in the big cafes and restaurants, was gaining. They made the second turn acceed Secretary Root as Secretary of resulted in the appointment of a special as follows

or ar.

President Roosevelt today authorized the lilowing statement:

The President some months ago tenbred the Secretary Ship of War to Judge today, in which he said the association following statement:

"The President some months ago tendered the Secretary ship of War to Judge that the Secretary ship of War to Judge that the would succeed Secretary Root.

Taff, and at that time it was arranged that he would succeed Secretary Root.

The President some months ago tendered Association gave out a statement today, in which he said the association had wen a complete victory in the present strike difficulty.

Of nearly 50 strikes called since yester-day morning, not one has resulted in the closing of a restaurant. Pickets posted The President also authorized the publi-ation of the correspondence between him and Secretary Root concerning the lat-guard while hungry citizens dined.

HEARD MINERS' GRIEVANCES.

Carroll D. Wright Meets With Conciliation Board as Umpire.

NEW YORK, Aug. 25.—The board of conciliation provided for by the anthracite strike commission met today behind closed doors. Carroll D. Wright met with the board for the first time as umpire. Several matters on which the board failed to reach an agreement were submitted to Mr. Wright.

When the board adjourned, Mr. Wright said he would not render his decision as umpire for some time, but would take the evidence with him to Washington, and go over it carefully before deciding. Another meeting will be held tomorrow.

Assaulted by Union Men.

COLORADO SPRINGS, Colo., Aug. 25. Walter Keene, a nenunion employe of the Water acce, a nonunon employe of the Telluride Reduction Company of Colorado City, was assaulted this morning by union employes, who are alleged to have threatened his life. Manager Hugh W. Fullerton immediately issued a statement in writing to the mill and smelter men's union, threatening to nonunionize his mill throughout in the event of a recurrence of throughout in the event of a recurrence of the offense.

Foul Play Is Suspected. CHICAGO, Aug. 3.-The body of an un-identified man has been found in the Desplaines River at Riverside, and the police think a murder has been committed. A knife wound in the left side would have caused death. There were no other marks on the body and the pockets of the dead man contained nothing by which he might be identified. He was between 40 and 45 years old and well dressed.

Valparaiso Bakers' Strike Ends. NEW YORK, Aug. 2.—The bakers' strike in Santiago has ended, says a dispatch to the Heraid from Valparaiso, Chile. The employers rejected the demand for Sunday holidays made by the strikers, but granted an increase in wages.

Arrest Man Resembling Eldridge, VIRGINIA, Nev., Aug. 25.-Officers to-day received notice ... om Reno that two men resembling convicts were coming over

which allowance was made to her. The is seconds were dead loss. The official starting time was:

Reliance, 11:00:36. Shamrock III, 11:02:00.

Shamrock III, 11:20:00.

The actual starting time of the Shamrock was 11:20:18. Both went agross the line on the starboard tack, but held that tack for not more than a minute, and then headed for the Jersey coast.

Once fairly away, Captain Wringe, of the Shamrock, resumed his tactics of the previous race, gave his boat a good rapfull and sailed through the Reliance's seamd got under her lee bow, while Captain Barr pinched the Reliance close into the wind sad began to cover the distance to the windward mark. Captain' Wringe's maneuver gave him a wind clear of interference, and when once satisfied that the Reliance could not bianket his boat, he flattened in his sheets and began to point closer to the wind. Captain Barr, however, was nursing the Reliance up to windward in masterly fashion.

windward in masterly fashion, Reliance First to Go About.

Half an hour after the start, the dis-tance between the two boats had widened materially, the Reliance pointing higher and the Shamrock footing faster. They and the Samirock rooting laster. They were half a mile apart when they tacked off Highland Beach at 11:42. The Reliance was the first to go about. When both yachts were filled away it was clear that the Reliance was gaining. The to windward of the Reliance's

Meantime, the wind had been increasing and was now blowing at the rate of seven knots. Carrying a hard full, the Sham-rock III was heeling prettily, mowing through at a fast clip, and making much more fuss under her bows than the Amer ican boat. Captain Barr was pinching the Reliance into the wind until her little baby jib fluttered. The race was being fought out on the same lines as the previous race. The Reliance sought to make her gain by outpointing the British boat, while the latter endeavored to make up for what she lost in pointing by footing faster with a rap full.

Straight Course to Turning Mark. At noon, the wind had increased to ten knots and hauled about a point to west-ward, so that both yachts could lay a straight course to the turning mark, not more than two miles distant. They were beeling hard and dragging their lee rails through a lather of froth and sending it spurting from their bows in a fashion that spuring from their bows in a issued that indicated that they wer making at least 12 knots, and there was little danger that the race would not be finished within the time limit. Without making another tack, both boats made the turn of the first

seconds ahead of the slippery Yankee craft, but it was evident that the latter had won the race, barring accident.

In a herese varying from four to ten knots an hour, she had made good the time allowance in a ten-mile thresh to windward, and there was every reason to helieve that, in reaching and running, which are her two strongest points of sailing, she would quickly overcome that official six seconds.

Both captains broke out balloon jib top-

salls when they squared for the second turn. The wind was so far aft that they quickly decided that, instead of being a broad reach, as intended, the course to the turn was a run. Spinnaker booms were guyed out, and the great sails added to the tall reaches of canvas. Staysails were taken in and, with spinnaker booms yed well forward the yachts ran away

Both were heading off their course a bit to make their spinnakers draw well, and they ran that way for half an hour, when the Reliance smothered her spinnaker and began to set her susysail. During that time, she did not appear to have gained an inch, but immediately on laying her true course, she began to draw away. Ten minutes after the Rellance, naker, set her staysail, and headed for

The Reliance was leading by three min-utes and 55 seconds, having gained 40 seconds in the run across from the first to the second mark. She had over-come the time allowance, made good the difference at the start, and established a margin to her credit of 34 seconds, With a close reach still to be made, there was

Defender First Around Mark. The Reliance whirled about the mark gybed over, trimmed in her sheets, and romped away on a close reach toward Sandy Hook lightship and the finish line. She was three-quarters of a mile away before the Shamrock III rounded the mark. Both yachts were beeling before a 12-knot wind from south by west, and were rolling at least one mile an hou faster than the wind was blowing. Their sheets were eased just enough to put them on almost their best point of sailing, and one upon which the Reilance has often demonstrated that she is faster than any racing craft ever built. She was heeled just enough to bring her long overhangs to bear and give her the benefit of her great sailing length. The guide vessel. coastwise, was neurrying along ahead of her at full speed, but the Reliance was overhauling her inch by inch, and when the lightship hove fair in sight, about two miles away, was not more than a quarter of a mile astern of the guide vessel. A mile further on the Coustwise sheered off and gave the Reliance a cieur course to

As the wind softened, the Reliance first set a baby jib topsall, which the Sham-rock had been carrying since turning the second mark, and then exchanged it for a big reaching jib topsall. In which the Shamrock promptly followed suit.

Shamrock Gains at the Last, When the Reliance was a quarter of a mile from the finish line, the wind died away considerably, but the Shamreck III came beoming along, carrying a splendid creeze and fast overhauling the leader. It ooked as though the British boat was going to get within her time limit, but the finish line was too close, and the Re-liance slipped across it with one minute ond 19 seconds to spare. The Shamrock III finished in a softening wind and both boats were taken in tow to Sandy Hook. The official time:

NEW SAIL IMPROVES SHAMROCK. Crews of Both Yachts Are Out Early

Preparing for the Race. NEW YORK, Aug. 25 .- The crews of the - contestants were and before breakfasting had taken the covers off their mainsails and raised their jibs and staysails in stops. After breakfasting at 7 o'clock Shamrock's crew started at once to work on

the new mainsail, expecting it would take more time to get a proper set to it than if using the old one. At 7:55 they had it well under way, while Reliance at the same time began to raise hers.

The Shamrock got her new mainsall in

prace, and to more assure it notes very much of an improvement over the one one. It aid not say the boom, and it set up wen to meet the cirb topean. There was only one purker in it, and that about the feet from the boom. As the wino caught it, it cented close to the mast, and there was a broad curve on the reach. I am proved of great advantage on the reach, or the vendulamen say. AGAIN THE RELIANCE WINS (Continued from First Page.)

so the yachtsmen say.

feelance was using only one new sail,
and that a jus walch set a little flatter
than her old juo, and this, too, was consu-

ered of advantage to that boat on the reach. Mr. Iselin went abourd Reliance while his crew was at president on the tender. Sir Thomas, on the deck of the Erin, was incomed to be less communicative

I think we will get a good race today, and I nope our new sail may be a suc-Mr. Iselin was in excellent good numor

and to a query stid:
"It looks like good racing wenther, and
It looks like Heijance weather, also."
Reliance began to raise her mainsail at
8:20 and by that time Captuln Wringe had got Shamrock's sall to his liking after having sent two men to pull it taur at the boom end, so as to draw out the wrin-kles from along the gaff. It wrinkled then only where it was likely to catch the full force of the wind on the reach and

Reliance's mainsul showed hardly a wrinkle, and looked half as big again as that on the Shamrock. that on the Shamrock.

Captain Wringe was evidently in good spirits after his sail was fitted. He paced the deck with the New York Yacht Club's representative, smiling and jok-

ing. Reliance's bail was got up quickly, an at 8:30 both boats were taking aboard the day's provisions for the crews.

Rellance raised her club topsull at 8:33 and after the trimming of yesterday it

fitted perfectly, Mr. Herreshoff, builder of Rellance, who passed the night on his yacht Roamer which was anchored in Sandy Hook Bay, went aboard Reliance after taking aboard an extra topsull,

Reliance dropped her moorings just before 9 o'clock, and under mal fore 3 o'clock, and under mainsail and club topsail was ready to go to the start. She started on the port tack, broke out her staysail and jib, and caught the breeze beautifully, rounding the Hook like a great white bird. As she went out the passengers on the Kalser Wilhelm der Grosse, which was coming in from Cherbourg, gave her a cheer.

Shamrock at 9 o'clock took a line from

Shamrock at 3 o'clock took a line from the Cruiser, her tender, and was towed out with her mainsail set.

The American yacht left under sail for the first time. Thursday and Saturday of last week she had the services of a tug. Before going out a No. 3 club topeail, one of the largest on the boat, was sent aloft, and breaking out two-lower headsails she slipped away from her moorings, and, easily rounding the point of the Hook, steod to the enstward through the main ship channel. Two or three snamrock, 12:24:55.

Reliance Has the Race Won.

Though the Reliance had a lead of three minutes and fifteen seconds, she still lacked six seconds of making up the time sllowance and the difference of one minute and twenty-four seconds at the start.

Officially, the Shamrock III was still six seconds ahead of the sill was still six seconds and the s

tows. Nearly an hour remained before the starting gun was to be fired. Sham-rock's crew worked smartly, and inside of ten minutes all the targe sulls were placed. The topsail Reliance set while inside the Hook proved somewhat smaller than the weather conditions assessed as a Canweather conditions warranted, and Cap-tain Barr, finding the see amouth and the wind comparatively light, decided to change for a larger one. This work con-

At 10:25 the signal was hoisted for a triangular course, the regatta committee tug Navigator coming to anchor about a mile to the westward of the lightship. At 10:50 the course sigmils were hoisted. Five minutes after the regatta committee had raised the nignal for a triangular ruce the three sets of flags were broken out on the stay, denoting the direction of the three legs. As read from shore the first leg was south, giving the boats a beat down the Jersey shore. The next was northeast by east one-haif east, which, under the condition of the wind readilized. der the conditions of the wind prevailing at the time, would give the yachts a broad

reach from the first to the second mark on the starboard tack.

The preliminary signal was fired at 10-85 and immediately afterward the fight for

LIPTON SAYS BEST BOAT WON. Shamrock is Improving, However, and He Hopes to Take Next Race. NEW YORK, Aug. 25 .- After the race,

NEW YORK, Aug. 25.—After the race, Sir Thomas Lipton said:

"You have all seen the races, and the only thing I can say is that we did better to-day than in the last race, which is hopeful. I figure my defeat at a little more than one minute. If I make as much progress in the next race as I did over the last, I will be in line to win the third race. I was more than pleased at the way my boat was handled today. It is hard to admit it, but the best boat won. Perhaps with more wind at the finish, the result might have been different. But I do not want to throw any cold water on Pomeroy

Mrs J M Hasleton, Bu H Dunn, Clympia

moses very the victor. It is hard to win every rac

in such a series, and I hope our turn will come next."

Captain Barr said: "That's number two, Now we will get ready for the third."

Lord Shaftesbury said: "We are licked. The Reliance is jolly well the best."

C. Oliver Inelin said: "I don't suppose anybody ever saw two boats better handled than those today. It would seem, however, that the Reliance has proved her superiority in all kinds of weather, and superiority in all kinds of w

PLEASURE BOATS IN COLLISION.

J. P. Morgan's Yacht Strikes Monmouth, but No One Is Hurt, NEW YORK, Aug. 3.—The first serious accident which has marked the nightly home of the steamship from the racing course took place tonight in the collision of J. P. Morgan's yacht Corsair with the fast Sandy Hook steamer Monmouth, under charter by the New York Yacht Club and filled with members and their friends. The Corsair struck the Monmouth a giancing blow on the starboard side neary amidships, her bowsprit raking the Monmouth's side, breaking stanchions and awning supports and smashing woodwork and glass. The Corsair fell astern carry-ing a part of a twisted iron support on her bowsprit, but not appearing to be disher bowsprit, but not appearing to be disabled. On the Monmouth there was a brief panic, the many passengers on that cide of the boat rushing away to safety. Several women fainted, it is said, but no one was burt.

BIRDS HALT TROLLEYS.

Sparrows Build Nest in a Kansas City Switchbox,

New York Times. Two little sparrows stopped the cars on he Southwest Boulevard, Kansas City, to, for an hour recently, inconvenienced company a lot of money. The sparrows were mates, and they chose for a home the big red box that is fastened to the top of a pole at Twenty-fourth street and the Southwest Boulevard. This box contains the apparatus of an automatic switch.

At 10:30 o'clock the electrical power upon At 19:36 o'clock the electrical power upon the trolley wires of the Southwest Boule-vard suddenly ceased. It was found that the trouble came from the switch-box. A man with a lantern climbed up and man with a lantern climbed up and opened its door and as he did two spar-rows flew past. The moment the nest was removed the current flowed upon the trolley wire as usual.

AT THE HOTELS.

THE PORTLAND A E Rawason, Scattle E S Erwin, city
F J Taylor, Chan N P Wheeler, Jr., EnEM O'Brien, do deaver
Mrs A Holland, S F H Crookham and wife,
J J Collarhan Futte,
H Crookham and wife, rs A Holland, S F
J Collaghan, Speffel C L Rinard, Illinois
lies E Collaghan, Sogrid C L Rinard, Illinois
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irs H C Tompains,
Springfield
Dammert, St Louis
F Montetth, de
F Kicke, wi and
dr, Westport, Neb
F McNaught, Seatil
Gerb, wr and son,
Chgo
T Elechboltz, St L
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H Crookham and wife,
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H Strettler, Chicago
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H Friedland, Chicago d Griffin. Eau

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McCabe, 60
Stuart, Scattle
Were and wife,
J T French, Cincinn
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do Cleveland

E J Wheeler and wife,
New York
E C Wheeler and wife, Chicago McDeritt and wife, Glichrist, Alpeno
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D Geiser, Baker Cty C M Culer, wife and Son, Astoria J W Cameron, Chgo C W Nibley, Perry J Son, Astoria S Iwanainger, wife and nephew, S F M J Heineman, do M O Lowasdale, do M C Lowasdale, do M C Lowasdale, do

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Mrs Davis do
Mrs Carona Wilkshe E
C A Cole, do
O L Lues San Fran
Mrs Sent, do
Linzie Hesse, do
Mrs Bent, do
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Mrs Beriley, S
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Mrs Hesse, do
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Mrs A F Smith, Shingleton
C M Shepherd, do
Mrs A F Smith, Shingleton
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C M Shepherd, do
Mrs Howe, do
J M Hutcon, City
J A Robenbach, do
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J M Hutcon, city
J C Cooper Chicago
Mrs Howe, do
Mrs Homelach, Louisy
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THE IMPERIAL.

THE IMPERIAL.

R Alexander, Paditon
Mrs Alexander, do
TD Hurf, Chgo
Mrs Huff, do
D P Pillerton, Seattle O
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Mrs Gutsch, do
J W Chausse. Grant's Mrs I. Stowell, Skane
Pass Fred C Hender, do
Mrs Fred C Hender, do
Mrs J S Wyatt, Cal

Thir St. Charles Mrs J S Wyatt, Cal

H T Wilson, Dayton
F Miller, Kalama
Mrs Miller, do
J D Sime, Gresham
B Metzger, do
G B Shaw, Cleope
T Dorris, Cathlamet
Wm Doeris, do
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W P Mathews, Camas G W Taylor, Cail Rk A R. Hovey, Indoes Bert Raymond, do A L. Kieser, Warrendl H S Clyde, Rd River N I Johnson, Pt Wing C Amberson, do T S Noeron, Woodland G H Dayton, do T S Noeron, Woodland G H Dayton, do T S Noeron, Woodland G H Dayton, do T S Noeron, do

C H Cochran, do
V Shap, do
G F Harkness, do
W Wadel, Swansen
Geo W Taylor, de
Harat Terney, Tullmk
Mrs Hoard, Hillishrg
Mrs Haymond, do
Currie Dawthit, Stevenson, Wash
E W Robinson, Kerns
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I H Stone, Cottrell
Mrs Farrell, Skasway
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Mrs Stone, So

J H Stone, Cottrell
Mrs Farreli, Skagway

THE ESMOND

J Sanvola, Keiso
L T Piper, Deer laind
R H Bayley, Kelso
J W Stanoley, Catalian
L E Stroup and wife,
Keiso
J W Stanoley, Catalian
L E Stroup and wife,
Keiso
J W Stanoley, Catalian
L E Stroup and wife,
Keiso
J W Stanoley, Catalian
L E Stroup and wife,
Keiso
J W Stanoley, Catalian
Coysterville
J W Greemand do
L C Cark
Oysterville
J W Christenson, Ast
Mrs Trippe and dghtr,
Astoria
S W Eourne, Rainier
S W Cornsellus
S W Eourne, Gany's Riv
J A Bear, Claiskanie
E W W Christenson, Ast
Mrs Trippe and dghtr,
Astoria
S W Eourne, Rainier
S W Mcrrift, Order
S W Macrift, Order
J W Berr, Claiskanie
E A Taylor, Walia Wal
J Z Rainirong,
Canhy
C W Wafe, Toledo
Miss Daras Turner, do
Miss Pascher, do
Miss

G Rossick, do Mark Lane and wife H Wade, Sheridan Hotel Brunswick. Seattle. European plan, popular rates. Modern improvements. Business center. Near depot.

First-class restaurant in connection

Rainler Grand Hotel, Seattle, European plan. Finest cafe on Coast. Hdgrs, naval, military and traveling men. Rooms en suits and single. Free shower baths. Rates, \$\frac{1}{2}\$ up. H. P. Dunbar, prop.

Ambidextrous Pitcher.

PORTLAND, Aug. 25.-(To the Editor.)
-Having noticed the inquiry in the Sun--Having noticed the inquiry in the Sun-day Oregonian as to an "ambidextrous pitcher," I wish to state that I have seen a pitcher use this peculiar delivery to great advantage. The young man I refer to is a Minnesota Indian by the name of William Hole-in-the-Day. He halls from the White Earth Indian Reservation of that state. The last I heard from him was several years ago, and in the ing his way into very fast company.

"READER." several years ago, and he was then work-

The Greatest Train in the World

The above picture shows the recent record-breaking shipment of starch made by The Oswego Starch Factory, Oswego, N. Y. This train, consisting of twenty-four cars, is loaded entirely with

KINGSFORD'S

OSWEGO SILVER GLOSS OSWEGO CORN STARCH

-over a million packages in all. A gigantic testimonial to the excellence of the above products. This train carries a supply to the wholesale grocery trade of the west; a car is sold to the local wholesale grocers:

- MASON, EHRMAN & COMPANY

THE OSWEGO STARCH FACTORY, Oswego, N. Y.