AID OF CONGRESS

What Lewis and Clark Board Will Ask.

GRANT OF $2,125,000

Bill Ready to Be Introduced in Both Houses.

UNITED SUPPORT OF COAST

National Aid Approved by President and Many Eastern Members of Congress—Committee Will Go to Washington.

A bill appropriating $2,125,000 for the aid of the Lewis and Clark Exposition has been prepared and will be forwarded to members of the Oregon delegation for introduction in Congress. Before it is placed in the hands of the state's representatives, formal approval will have been obtained from the Legislative committee of the Lewis and Clark Corporation, the board of directors and the State Commission.

It is to be left to the members of the Congressional delegation to choose the member of the House and Senate respectively who will introduce the appropriation act, but it is generally believed that United States Senator Mitchell will look after the interests of the bill. In the Senate this is regarded as a certainty, and it is believed he will give the matter his attention in the House, so far as possible.

The bill has already been submitted to Senators Mitchell and Fulton and Representative Williamson. Representative Hermann was unable to attend the meeting at which the bill was discussed, but is expected to join the other members of the delegation in expressing unqualified approval of it.

Details of Appropriation.

The appropriations provided for in the bill are:

For the erection of a Government building, $250,000.

To aid in the erection of a memorial building to perpetuate the memory of Lewis and Clark and to preserve the relics of their expedition, $250,000.

To provide suitable statues, and furnish historical data, etc., for the Lewis and Clark memorial building, $100,000.

To enable the officials of the Chemawa Indian School to make an exhibit at the Lewis and Clark Fair, showing the manner in which work at the Government training schools is conducted, $25,000.

For the purpose of aiding the Lewis and Clark Exposition, $1,500,000.

In a general way the provisions of this bill have been approved by the Trans-Mississippi Commercial Congress and the National Irrigation Congress. In addition, numerous Eastern Senators who have been approached on the subject have given their unqualified approval to a plan of asking the Government for a substantial appropriation and the Senators from Washington have agreed to support the Oregon movement. It is expected all the members of Congress elected from Coast states will be identified with the movement and that the Lewis and Clark bill will have hearty support.

Friends of the Exposition have discussed the question with President Roosevelt, and he has shown hearty approval of the project. He intimated several weeks ago to John Barrett that he would mention the Lewis and Clark centennial in his forthcoming message to Congress. His attention has been called to the subject more recently, and it is believed that Executive approval of the bill will be granted.

Send Committee to Washington.

The bill has been prepared by W. D. Fenton, a member of the executive committee of the Lewis and Clark board of directors. He has been awaiting the return of A. L. Mills, chairman of the Legislative committee, before submitting the measure to that committee for its approval. Mr. Mills has been too busy since his return to bring the question before the directors associated with him on the committee, but it will be brought up at once.

When Congress meets, it is the plan of the board of directors of the Lewis and Clark Fair to ask several prominent Portland citizens to go to Washington and urge the passage of the bill. The Lewis and Clark board of directors and the state commission will be represented on such a committee, and it is expected that with the important historical features of the Exposition thoroughly understood by the members of Congress, not much difficulty will be met in securing favorable action.

The suggestion has been made that Washington men be asked to assist in the movement, and it is possible that someone from California will be invited to accompany the local delegation. The members of the Lewis and Clark board are extremely anxious that a representative Washington citizen should go East to urge the passage of the bill. It is likely that representatives will be sent from both Washington and California.

FOR PORTLAND IN 1904.

Strong Delegation Going to Spokane Meeting of Traffic Men.

Portland traffic men will go to Spokane next month 50 strong to urge a strong campaign at the annual meeting of the American Association of Traveling Passenger Agents in favor of holding the 1904 meeting in Portland. The Spokane meeting of the Northwest division of the Pacific Coast Association of Traffic Agents is the last that will be held prior to the New Orleans gathering of traveling passenger agents. This makes the meeting especially significant so far as Portland is concerned.

A special committee of local traffic men, headed by M. J. Roche, traveling passenger agent of the Gould lines, and W. E. Seachrist, general passenger agent of the New York Central lines, has been making an active canvass among local railroad men to insure the attendance at the Spokane meeting of a big delegation from this city. Yesterday over 50 persons had definitely decided to attend and it is likely the delegation will be nearer 60 before the final plans are concluded.

The traffic men of the Coast have already approved the project of holding the 1904 National convention in Portland, but it has been asked of Portland railroad men that they take the initiative in an energetic contest for the gathering. It is proposed that a strong effort shall be made at the Spokane gathering to induce a big delegation to go from the coast to New Orleans and advocate the Portland plans.

The New Orleans meeting is to be held in November. Arrangements have been made for a big excursion party of railroad men to leave Chicago and another excursion will run out of San Francisco. It is likely the Portland workers will join the Chicago party in order to carry on their campaign while the traveling passenger agents are on the way to New Orleans.

Invitations to the National association will be extended by the Chamber of Commerce, Commercial Club, Board of Trade, Lewis and Clark Corporation, Mayor Williams and the railroad lines entering Portland.

LIBRARY FOR SCHOOLS.

Selected Books From Public Library Will Be Circulated.

County School Superintendent R. F. Robinson announces that in the public library there are 1500 books out of which it is proposed to form a circulating library for the public schools of Multnomah County, mainly those of the country, as they need books more than the city schools. The arrangement is to place these books in the hands of the pupils and keep them moving until they have all been read. After the first of the year there will be more books available for this purpose.

"I regard this movement for a circulating library in this county," said Mr. Robinson yesterday, "as one of vast importance. It will place within the reach of every pupil in Multnomah a supply of books that have been carefully selected with a view to the wants of the various grades of the schools. The books are of excellent character. They will be put up in boxes and sent out to the schools of the districts from the office of the County School Superintendent. I shall send them by some resident who will see that they are safely delivered. A record will be kept and the boxes of books will pass from one school to another until all have been read by all. This circulating library plan will apply more to the country than the city schools, but the latter can have advantage of it. In a short time the circulation of the books will begin.

As the libary is sustained out of the public funds, it is proper that the people should have all the advantages possible out of it. At the public library there is also a system of clipping of articles and pictures on different subjects, such as South America, Mexico and other countries, which the pupils have to study. They can have the advantage of this reference work."

TELEGRAPHIC BREVITIES.

An Illinois court has recognized a decree of divorce granted in Russia as valid.

Senator Scott, of West Virginia, continues to improve, and will be out in ten days.

Rural guards have captured Juan Lobez, the leader of the recent Cuban insurrection.

Four tourists who were climbing the Scaffel Mountain, in England, fell down a precipice and were killed.

Ten fishermen were drowned yesterday by the capsizing of a boat in Killim Bay, near Waterville, Ireland.

The 13th annual convention of the American Electro-Therapeutic Association opened at Atlantic City, N. J., yesterday.

The American Woolen Company, of Boston, has declared a regular quarterly dividend of 1¾ per cent on the preferred stock.

Oliver T. Sherwood, the defaulting cashier of the Southport, Conn., National bank, has been sentenced to ten years in prison.

The National Car Wheel Company, of Rochester, N. Y., with a capital of $9,000,000, filed articles of incorporation yesterday.

Lawrence Summerfield, of New York, is accused of swindling George A. McLean, of Pittsburg, out of $22,000 on a mining deal.

Honduras continues to threaten to invade Nicaragua unless boundary dispute over granting of a concession to Americans is settled.

C. P. Taft, of Cincinnati, has purchased "Maternite," one of the latest and most important paintings of Millet, the famous French artist.

The United States squadron under the command of Rear-Admiral Evans, has arrived at Kiao Chou, the German colony on the east coast of China.

The Kansas officers have not yet succeeded in apprehending Thomas Madison, the supposed murderer of three women in Smith County, last Tuesday night.

All the strikers in the Rock Island shops at Goodland, Kan., returned to work today in accordance with an agreement made yesterday, granting an increase of wages.

Pierre Senque, who was a candidate for the presidency of Hayti, in opposition to President Nordes, who has been banished from this country, has left Port au Prince for New York.

Charles R. Hill, ex-police captain of Minneapolis, pleaded not guilty to bribery and his trial was set for October 1. He is still in jail, having failed to secure the $7500 bonds fixed by the court.

Since the passage of the Irish land act many evicted tenants now residing in the United States have been making anxious inquiries regarding the possibility of reacquiring their former holdings.

J. B. McPherson, of Gettysburg, Pa., has been elected secretary of the National Association of Woolen Manufacturers, to succeed S. N. D. North, who resigned to accept the appointment as director of the census.

Annie B. Sharpley, who caused the Postoffice authorities much trouble through her swindling operations in raising the figures on postal money orders in many cities, has been sentenced to two years in prison in Pennsylvania.

The Columbia has been replaced as receiving ship at the New York Navy Yard by the Hancock, formerly an Army transport. The cruiser is to be overhauled and placed in shape for service with the training squadron.

Colonel B. F. Morley, manager of the Buena Vista, Colo., smelter and of the Mary Murphy mine at Romley, and Adolph Abrahamson, superintendent of the mine, were killed by foul air when making an inspection of the mine working.

Falling from the eighth floor of a building in course of erection at 20 West Eighteenth street, a distance of about 80 feet, and turning three somersaults in his descent, Joseph Heiser, an ironworker, escaped with a slight laceration of two fingers.

Ground has been broken in Jersey City for the new People's Palace, planned by Rev. John L. Scudder, pastor of the First Congregational Church. The building is to cost $100,000, and much of the money has already been raised.

A round-up of suspicious characters has followed the determination of the New York police department to end the feudal shooting affrays on the lower East Side, which have resulted recently in half a dozen men being killed. Twenty-four prisoners were taken in the first raid.

The fishing tug Silver Spray, which had an exciting brush August 12 with the Canadian patrol-boat Petrel, has again narrowly escaped capture. According to the captain, he was out looking for lost nets and might have been in Canadian waters. He immediately ordered his engineer to give the tug a full head of steam, and after a brief chase the Silver Spray escaped.

Talking School Consolidation.

ASTORIA, Sept. 22.—(Special.)—There is at present in what is called the Lewis and Clark section of this county, three school districts, and a movement is on foot to consolidate them into one district and use the schoolhouse at Chadwell. The persons favoring the consolidation believe that if this is done better school facilities will be offered and a graded school be maintained.

A part of the plan is to operate a line of stages from different parts of the district to convey the children to and from school.

New Ordinances for Astoria.

ASTORIA, Sept. 22.—(Special.)—On account of the accident which occurred on last Saturday by which a small boy was run over and killed by a heavily laden wagon being trailed behind another, the Council has instructed the City Attorney to prepare an ordinance forbidding the hauling of wagons as trailers through the streets of the city.

The Attorney has also been directed to prepare an ordinance providing that all buildings over two stories in height shall be equipped with fire-escapes.

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.

DAY FOR BABIES

Carnival Will Give Prizes to Precious Infants.

CHILDREN ADMITTED FREE

Balloon Ascension, Parade and Fireworks, Athletic Contests and Daring Feats Make Up Today's Programme.

TODAY'S PROGRAMME.

2:15—Afternoon concert for ladies and children.
Baby show and distribution of prizes.
Jabour's big shows.
7 P. M.—Balloon ascension.
Grand parade and fire works.
Athletic contests.
Jabour's big shows.
Confetti battle.

Beautiful weather brought out one of the largest crowds of the carnival last night, and they saw one of the best exhibitions ever given in Portland. Everything went off in first-class style from the balloon ascension in the afternoon to the brilliant pageantry of the big spectacle, "When Knighthood Was in Flower."

Today will be the day for babies of every degree of beauty and infantile excellence. And in the evening at 7 o'clock Thompson will make an ascension in an illuminated balloon and perform on the trapeze in midair, and afterwards make a thrilling parachute jump. All the shows will be in operation, and nothing will be lacking to make the day one of festivity and pleasure.

Baby day at the carnival will attract the most interesting array of beautiful children ever seen together in Portland. The competition will be for the large list of prizes offered by Mr. Jabour and the carnival association. Only those between the ages of 1 and 5 years are eligible. Up to last night Director-General Bentley had received notice from a score of fond mothers that they would be represented in the contest for the prizes. As a special inducement to the public to be present upon this occasion, the low matinee price of 35 cents has been made, all children under 10 years being admitted free.

As upon other afternoons, Brown's full band will give a concert and special programmes by the Jabour shows have been arranged for the entertainment of the ladies and children. Miss Liljens will make her sensational high dive, Schaar will ride to the top of the perpendicular slats, Edwards will make his hair-raising "slide for life" down the incline and dive into the tank of water, Thompson will make a balloon ascension and parachute drop, and the other artists carried by Mr. Jabour will do interesting acts.

In the evening the finals of the athletic meet will be pulled of, and this promises to be full of excitement. Mr. Kerrigan, who was injured while participating in the events Monday night, will not be present, but has arranged to have the meet properly taken care of. Lovers of this kind of entertainment cannot afford to miss the contests.

Director-General Bentley and Mr. Jabour have arranged to give a parade this evening, directly following the balloon ascension by Thompson, who bids farewell to earth at 7 o'clock, ascends 4000 feet and cuts loose, dropping several hundred feet before his parachute opens. On the trip up several hundred dollars' worth of fireworks will be set off by Thompson, and while the explosives are shooting he will perform a number of daring feats.

In the parade tonight, which will move over the principal streets, will be seen Mr. Jabour's artists, together with a number of the carnival people. Fireworks will make the route as light as day.

"When Knighthood Was in Flower" will be given again Friday night.

FIELD MEET A SUCCESS.

Gammie, Kerrigan and Coates Win Honors at Running.

The athletic meet at Multnomah field in connection with the carnival on Monday evening was a grand success as well as a novelty, as the records made were good and it was the first athletic meeting ever held in the city by electric light.

The first event was the 50-yard dash, and the first heat was won by George Gammie in 5 4-5 seconds with Connell, of Y. M. C. A., a very close second. The second heat was won by Bert Kerrigan and Coates, the crack hurdler, came in second. The final heat was captured by George Gammie, the club's great little sprinter, in the fast time of 5 3-5 seconds with Bert Kerrigan, his teammate, second.

Gammie made a record for himself by winning all the sprints, four in number. He easily captured the 75-yard dash from Connell in the good time of 8 1-5 seconds. In the 100-yard race he again showed his superiority by defeating the field hands down, second place going to Connell, the Y. M. C. A. sprinter. The 120-yard dash was easy for Gammie and Smithson, of the Y. M. C. A., was second; time, 12 4-5 seconds.

A. B. Coates, Multnomah's crack hurdler, won both hurdle races, the 120-yard low hurdles and the 75-yard high hurdles in the time of 12 4-5 and 8 1-5 seconds respectively. Oscar Kerrigan was second in both of these events and made an excellent showing. He bids fair to make a fast hurdler before long. Coates is probably the fastest hurdler since the days of Multnomah's great hurdler, Ed Morgan, who has not yet been equalled in the Northwest.

The field events were interesting and, as usual, Bert Kerrigan won the high jump, although he was hard pushed by his young brother, Oscar. Bert cleared the bar at 5 feet and 7 inches and Oscar was but one inch under him.

Ed Murphy, Multnomah's old-time vaulter, won the pole vault at 10 feet, and second place was won by Bert Kerrigan at 9 feet 6 inches.

Coates captured the broad jump handily from Bert Kerrigan, with a leap of 20 feet ½ inch and Kerrigan cleared 19 feet and 8 inches.

The shot-put was won by Multnomah's weight man, Sanders, with a put of 37 feet 5 inches and James was second with 36 feet 6 inches.

All in all, the meet was a success, was well handled by the committee, was enjoyed by the spectators and will no doubt be repeated at some future date by the clubmen.

Grand Jury Lets Jointists Off.

TOPEKA, Kan., Sept. 22.—The criminal docket of the District Court of Shawnee County contains 40 cases against more or less notorious jointists, charged with selling liquor. Court has been in session two days, and every man up for hearing so far has gone free. Some of them were released without the jury leaving the box. It now seems that not a conviction will be secured. Insufficient evidence is given as the cause.

Cures Nervous Dyspepsia.

Horsford's Acid Phosphate, the ideal stomach tonic and nerve food, banishes the depression, dejection and disturbed sleep caused by disordered digestion. Builds up the entire physical system.

BIG PRIZES FOR BABIES

The biggest and prettiest array of babies ever seen in Portland will be that at the Carnival grounds this afternoon. Through the kindness of Jaeger Bros., the Carnival is in a position to offer an elegant $60 prize for the prettiest baby. A silver cup goes to smallest girl baby, smallest boy baby, largest girl baby, largest boy baby, handsomest twin boys between the ages of 1 and 3, handsomest twin girls between the ages of 1 and 3, handsomest girl and boy twins, smallest pair of twins between the ages of 1 and 3, best-dressed baby girl under 2 years old, best-dressed baby boy under 2 years old, most uniquely dressed baby under 3 years old, best-looking colored baby 1 to 3, best-looking Chinese baby 1 to 3, best-looking Japanese baby 1 to 3.

Special Matinee Price of 35c
Children Under 10 Free

MAY GO ON ASTORIA RUN

STEAMER TELEPHONE LIKELY TO CAUSE A RATE WAR.

Boat Will Be Ready for Her Final Trip in Two Weeks—Log Raft Reaches San Francisco.

In about two weeks' time the new steamer Telephone, built here by the Arrow Navigation Company, will be ready for her trial trip. The boat is lying at the dock of the Willamette Boiler Works, where her machinery was installed. The engines are all in place, and all that remains to be done on her lower deck is to put in a little piping. Some time next week, after she has been inspected, the Telephone, will be taken up to Pacquet's yard, at the foot of Clay street, where she will be painted and her cabins and staterooms furnished.

The original intention of the owners of the Telephone was to take her to Puget Sound and place her on the Seattle-Whatcom route. It is believed this plan has been abandoned and the steamer will remain here. When Captain U. B. Scott was in Portland a few days ago he was asked what would be the prospects of the new boat on that route, and said the Telephone would never pay there. Captain Scott, who designed and built the original Telephone, is as well posted as anybody on Puget Sound steamboating and de declares there is no possible opening for the Arrow Company's new craft over there.

From a reliable quarter it is learned that the Telephone will join the Portland-Astoria fleet, probably in opposition to the two established lines. When asked if the Telephone is to go on the Astoria run, Joseph Pacquet, who is building the boat, merely replied: "I wouldn't be surprised." The inauguration of a new lower river line in opposition to the O. R. & N. and Kamm companies would no doubt mean a rate war fought out no less bitterly than that now raging between the Spencer and Regulator companies. They have had a taste of such warfare down that way, and know how to proceed. Neither of the two companies now in business would stand idly by and see a new-comer get a foothold on the route. The Telephone promises to be an exceedingly fast boat, probably the fastest on the river, and her advent in the Portland-Astoria passenger trade would mark an era in the business.

In the meantime, the struggle between the Upper Columbia companies goes on, and the traveling public is taking advantage of the low fares to patronize liberally the Bailey Gatzert and the Charles R. Spencer. The O. R. & N. is watching the situation closely, and if it finds its rail business is being diverted to the water lines, will take a hand in the cutting of rates.

VOYAGE OF BIG LOG RAFT.

Cargo for Forty Schooners Arrives Safely at San Francisco.

SAN FRANCISCO, Sept. 22.—(Special.)—The largest log raft ever towed down the Pacific Coast arrived here early this morning, in tow of the steamer Francis A. Leggett, Captain Jackson. It contains 8,000,000 feet of lumber, and was built in Oregon for the Hammond Lumber Company. Five days and 20 hours were consumed in the voyage down the Coast, which was not without incident.

Shortly after starting down Columbia River a heavy Southwest gale was experienced, and the Leggett had to make fast in the river, waiting for the storm to abate. The wind stirred up a bad sea, and the leviathan raft was nearly awash a good part of the time. The voyage was resumed after the weather moderated. Cape Blanco was passed Friday afternoon.

In appearance the raft resembled an enormous cigar. It is bound together with chains and heavy hawsers. It is estimated that the raft would make cargos for 40 ordinary lumber schooners.

Local shipping men consider it one of the greatest feats in Coast shipping circles that the raft was brought down without a hitch. In addition, they breathe a sigh of relief to think this menace to ocean shipping is out of the way. Talk is renewed of Federal statutes to prohibit the towing of these monsters.

Rate War on the Sound.

SEATTLE, Wash., Sept. 22.—A rate war among steamships operating between Seattle and Hood's canal points is promised. Yesterday the owners of the steamship Lydia Thompson announced that the rate on that vessel for a round trip between Seattle and any Hood's Canal points would be $1 instead of $3, which all the steamers are now charging. In addition, a 50 per cent reduction in the prices of berths and meals is announced. Other steamships to compete are expected to make similar or even greater reductions.

Duns Law Brings Part Cargo.

The British bark Duns Law, which was reported off the river yesterday, sailed from Port Los Angeles 48 days ago. She has been out six days longer than the Italian ship Ninfa, which was spoken off the coast by the Indrapura. The Duns Law brings a part cargo from Newcastle-on-Tyne to Balfour, Guthrie & Co., and is chartered to carry wheat and flour to the cape.

The loading of wheat ships in this harbor will begin Thursday, when the Nauarchos will commence taking cargo at Oceanic dock. The Windsor Park, at the elevator, is also ready for wheat loading.

Rough Experience of Coal Ship.

HONOLULU, Sept. 16, via San Francisco, Sept. 22.—The ship Erskine M. Phelps, which has made a very long passage from Norfolk, arrived yesterday, reporting very rough experiences off the Horn. A succession of gales swept the vessel and her cargo of coal began to get afire. The crew was kept busy for many days bringing heated coal on deck and allowing it to cool, but a bad conflagration was averted and the ship arrived here in good condition. She was 135 days in making the trip.

Melrose at Vancouver.

VANCOUVER, Wash., Sept. 22.—(Special.)—The four-masted schooner Melrose arrived at the Columbia River Lumber Company's dock this morning, where she will take on a cargo of lumber and ties for Redondo. The capacity of the Melrose is 800,000 feet. She will take on about 500,000 feet here, and complete her cargo by means of lighters at the mouth of the Willamette.

Liner Has a Tedious Voyage.

NEW YORK, Sept. 22.—The Hamburg-American line steamer Palatia arrived today from Hamburg and Boulogne, after a tedious voyage of nearly 18 days. The Palatia broke the tail shaft of her starboard engine on September 9 shortly after leaving the English Channel. Captain Magin decided to proceed to his destination using the port engines.

Grace Dollar Chartered.

The steamer Grace Dollar has been chartered by the California & Oregon Coast Steamship Company to load lumber and piles here for Redondo and Port Los Angeles. She will carry about 900,000 feet. The steamer is due here in a few days.

Delayed by a Broken Shaft.

NEW YORK, Sept. 22.—The Hamburg-American line steamer Palatia, which sailed from Hamburg September 4 for New York, arrived here today. The delay was caused by a broken shaft.

Marine Notes.

The County of Inverness has begun discharging coal at the bunkers.

The schooner Virginia has cleared for San Francisco with 700,000 feet of lumber.

The steamer Ocklahama was inspected yesterday by Local United States Inspectors Edwards and Fuller. Tomorrow they will inspect the Indrapura.

The steamer Marcot has been taken up to the boatyards to have some repairs made to her wheel. The Walker has taken her place on the Lewis River route.

The British bark Hougomont, which ran ashore at Allonby, England, last February, with a cargo of merchandise from San Francisco, has been thoroughly repaired and will load at Glasgow for Victoria.

The Norwegian bark Catharina, 112 days from Puget Sound, for Delagoa Bay, has been listed as overdue at 20 per cent reinsurance; wreckage and a boat marked "Cathari" were reported found on Queen Charlotte Island, which is the cause of the vessel being placed on the overdue list.

The British ship Nivelle has at last accepted a charter, having been in port at San Francisco just a year and a quarter, awaiting a rise in freights. She has accepted a rate of 48s 9d for lumber to South Africa, when upon her arrival there vessels were getting 25s for wheat to the United Kingdom and 60s to 65s for lumber to South Africa.

Domestic and Foreign Ports.

ASTORIA, Sept. 22.—Arrived at 7:15 and left up at 10:30 A. M., steamer Columbia from San Francisco. Sailed at 9:30 A. M., schooner J. H. Lunsmann, for Shanghai. Arrived at 10:30 A. M., barkentine Omega, from Newcastle. Sailed at 1 P. M., barkentine Alumna, for Port Adelaide. Outside at 5:30 P. M., British bark Dunslaw, from Port Los Angeles. Condition of the bar at 5 P. M., smooth; wind southeast; weather cloudy.

Antwerp, Sept. 22.—Sailed 19th—German ship Emilie, for Portland.

Eureka, Sept. 22.—Sailed at noon—Steamer Alliance for Portland.

San Francisco, Sept. 22.—Arrived at 9:15 A. M.—Steamer Francis H. Leggett and log raft all O. K., from Columbia River. Arrived at 8:15 A. M.—Steamer Geo. W. Elder, from Portland.

Tacoma, Sept. 22.—Arrived—Steamer City of Puebla, from San Francisco. Sailed—Steamer Elihu Thomson, for Nome, via Ladysmith; steamer Mineola, for San Francisco.

Genoa, Sept. 19. — Sailed—Vancouver, for Boston.

London, Sept. 22.—Sailed—Steamer Columbian, for Boston.

New York, Sept. 22.—Sailed—Steamer Kaiser Wilhelm II. for Bremen; Hovic, for Liverpool.

Glasgow, Sept. 22.—Arrived—Furnessia, from New York.

San Francisco, Sept. 22.—Arrived—Steamer San Mateo, from Tacoma; steamer Newburg, from Gray's Harbor; steamer L. Roscoe, from Coos Bay; steamer Czarina, from Coos Bay.

Hoquiam, Sept. 22.—Sailed Sept. 21, schooner Wm. Renton, for San Francisco. Arrived, schooner W. H. Smith, from San Pedro. Sept. 22, arrived, steamer Centralia, from San Francisco.

New York, Sept. 22.—Arrived—Kaiser Wilhelm der Grosse, from Hamburg; Bremen, from Bremen; Palatia, from Hamburg.

Liverpool, Sept. 22. — Arrived — Concordia, from Montreal.

Moville, Sept. 22.—Arrived—Furnessia, from New York.

Hamburg, Sept. 22.—Arrived—Deutschland, from New York.

Seattle, Sept. 22.—Arrived—Steamer Jeanie, from Nome; steamer Centennial, from San Francisco. Sailed—Steamer Nome City for Nome; steamer Valencia for Nome; steamer Meteor for Nome; French ship Madelaine, for Port Blakeley.

Yokohama, Sept. 22.—Arrived—Victoria, from Tacoma, for Hiogo, Shanghai and Hong Kong.

Colombo, Sept. 22.—Sailed—Keemun, from Tacoma, Hiogo, Yokohama, Hong Kong and Manila, for Liverpool.

Negro Murderer on Trial.

PEORIA, Ill., Sept. 22.—John McCrea, the negro who on June 23 shot and instantly killed Detective William Murphy, and who escaped lynching only because the authorities spirited him away to the Galesburg Jail, was placed on trial this morning. He denies his guilt, and his attorneys will open the defense that Murphy was not a properly commissioned officer, his appointment not having been confirmed by the City Council. McCrea was caught in the act of stealing coal from cars and killed the officer.

Visitors to Portland

Should not miss the delightful trips up and down the Columbia River. Particulars at O. R. & N. city ticket office, Third and Washington.

A New Wrinkle, (No. 3.)

Cream of Celery Soup

One cup of Stock made from Armour's Extract of Beef.
3 cups of celery cut in inch pieces
2 cups boiling water
1 slice onion
3 tablespoonfuls flour
2 cups milk
2 tablespoonfuls butter
salt and pepper

Parboil celery in water ten minutes; drain; add stock; cook until celery is soft and rub through sieve. Scald onion in milk; remove onion; add milk to stock; bind with butter and flour; season with salt and pepper.

Above is taken from edition *de luxe* "Culinary Wrinkles" (just out) which will be sent postpaid to any address on receipt of a metal cap from jar of Armour's Extract of Beef.
ARMOUR & COMPANY, CHICAGO.

Armour's Extract of Beef

The Best Extract of the Best Beef

THE CROSSETT
$3.50 SHOE $4.00
MAKES LIFE'S WALK EASY

Crossett Shoes fit the feet instead of making the feet fit the shoes—
that ensures comfort.

They have individuality and finished workmanship—
that is style.

They are made from honest material from heel to shoe-laces—
that guarantees wear.

If your dealer does not keep them, write me—I will tell you who does.

LEWIS A. CROSSETT, Inc.,
MAKER,
NORTH ABINGTON,
MASS.