HILL RULER OF THE NORTHWEST

Under Agreement Harriman Stays Out of Northern Territory.

MERGER SUIT IS NUGATORY

Three Roads Remain Merged Under Hill's Control Despite Government Suit--Harriman Secure in Own Territory.

NEW YORK, May 31.—(Special.)—The treaty of peace between the Hill and Harriman interests has been formally signed. It amounts to merely an agreement that the two warring interests of the North will let one another alone and allow the development of the Northwest without any interference. The only tangible points of the agreement are that the Clearwater extension will be built from the north by the Northern Pacific and without any interference from the Union Pacific interests on the southern end of the extension; that Harriman will not make any effort to interfere with the Hill administration of the Burlington and the Northern Pacific, and that J. J. Hill will not invade the Harriman territory or interfere with the traffic of the Oregon Short Line.

The situation is exactly where it was before the trouble arose over the Clearwater extension and later over the Northern Pacific. There was at that time a clearly-defined policy of mutual forbearance. It was an unwritten law of the Northwest that the Harriman lines and the Hill lines should not interfere with one another. This agreement lasted from 1897, when the Union Pacific bought the Oregon lines, until 1900. It was not really broken until Hill captured the Northern Pacific in 1901. Mellen, of the Northern Pacific, raised the row over the Clearwater line, not Hill of the Great Northern.

Hill Controls Northwest.

The situation in the Northwest is not now difficult to understand. Hill is absolutely in control of the policies of the Great Northern, Northern Pacific and Burlington. There is not going to be any change in the control of either the Burlington or the Northern Pacific. The reports that either one or both will be relinquished at any price to Harriman may be dismissed without consideration. Hill will not only continue in control of both these lines, but he will continue to use them in his general operating scheme, just as he would have under the Northern Securities Company. When the Hill-Morgan forces call for proxies for the Northern Pacific meetings, they will get not only the votes of their own people, but also the vote of the Harriman stock. There will be no contest at any time between these two interests in these two roads. Hill is absolutely the master of the Northern Pacific as completely as of the Great Northern.

Merger Suit Did Not Gain End.

The agreement is therefore an entire victory for the Hill forces. The aim and objective of the Government in the anti-merger suit has been completely set at naught. If it really was the aim of the Government forces under Philander C. Knox to destroy the Hill monopoly of the Northern traffic routes, the Government has met a direct and potential defeat. If J. J. Hill, sitting in his office at 22 Nassau street, could in 1902 dictate the traffic and operating policy of the Great Northern, the Burlington and the Northern Pacific, it is equally true that J. J. Hill, from the same place, can in 1905 dictate those policies in exactly the same way. In point of fact, he is more and more the potential autocrat of the Northern roads. Anyone who doubts this statement may well remember that in 1902 E. H. Harriman, William Rockefeller and James Stillman sat on the board of the Northern Pacific. Recently they have been dropped and have been succeeded by representatives of the Hill interest. There is not on the Northern Pacific board today a single man whose vote and influence cannot be swung any way by the single nod or word of Hill.

Some Committees May Suffer.

The difference is a difference of form. In 1902 a single corporation held control of these three roads. In 1905 a single man can do whatever his soul desires with these three roads. It is a legal whitewashing of the Northern Securities merger. If this merger was opposed to the best interests of the Northwest and had been condemned on that ground, the present situation would be equally intolerable. The fact, however, was that the merger was condemned on technical grounds alone. Therefore the Northwest is not alarmed over the present situation.

There is not the slightest doubt that the result will be to the benefit of all three railroads and of the countries they serve. There may be communities in the Northwest—there doubtless are—whose citizens think the Hill monopoly will hurt them. There are towns in Washington that claim the Hill policy kills the manufacturing interests by bringing freight too cheaply from the East. These towns will continue to suffer and feel badly. Hill will most certainly continue his well-known policy of letting the freight schedule produce the freight. It is his declared and never refuted policy to make the Western lands produce for his railroad every ton of freight that will pay the railroads. He does not care about the manufactures so much as the productions of the soil and the forests. His policy calls for the carrying of manufactured goods West and the carrying of raw materials East. On that basis he has created the Great Northern.

Two Roads Form One System.

The Northwest must come to realize that the Northern Pacific and the Great Northern are in effect one system. They compete for traffic at a few points; that is true. So do the various divisions of the Pennsylvania system compete with one another for traffic. So do the Lake Shore and the Nickel Plate fight fiercely for traffic out of Buffalo. But in the end there is but one result. The revenues collected go through various channels and land at last in the same hands. Since the distribution of the assets of the Northern Securities Company under the Hill plan, every former stockholder of the Great Northern before the merger of 1901, has now become a stockholder of Northern Pacific as well. Therefore he will get dividends from both stocks. The surplus revenues of the Northern Pacific belong to the same people who own the surplus revenues of the Great Northern. In other words, the owners of the Great Northern also own the Northern Pacific.

All this is with the approval and backing of the United States Supreme Court. That court has not only not assailed the right of J. J. Hill to exercise these prerogatives, but has expressly refused to aid the attempt of the Harriman forces to break into this monopoly. Hill is established in his position not only by the unanimous vote of the stockholders of the Great Northern and the Northern Pacific, but also by the unanimous vote of the seven Judges of the Supreme Court of the United States. His position seems impregnable.

Chief Engineer on the Ground.

WEISER, Idaho, May 31.—(Special.)—J. H. Harris, of Denver, Colo., late of the engineering corps of the Denver & Rio Grande Railroad, has been engaged by the Pacific & Idaho Northern Railroad as chief engineer in charge of the construction work of the proposed extension. Mr. Harris arrived in this city Monday afternoon and yesterday morning left for Council, the terminus of the railroad, from which point, accompanied by General Manager Heigho, of the P. & I. N., they went horseback over the proposed route.

It is stated that upon their return to Weiser preparations will be made for the beginning of work on the grade.

SALE OF STREET-CAR LINES

Chicago Companies Offer to Transfer to City.

CHICAGO, May 31.—The Daily News today says: A definite proposition on the part of the Chicago Traction Companies to sell the car systems in this city has been made to Mayor Dunne, and if reports are correct, the offer will in all probability be accepted.

This development came today while the Mayor and his advisers were in consultation with James Dalrymple, the Glasgow tramway manager. It is believed that negotiations between the city and the companies will come to a speedy issue.

The proposition made embraces the following: The immediate turning over of the two traction systems to the city or lease of their operation under city supervision.

The rehabilitation of both systems by their present owners, the city ultimately paying whatever outlay is necessary in order to establish a first-class and up-to-date service.

Election to board of directors of both systems of representatives and experts for the city, who shall work in harmony with the general managers of the traction companies in the task of rebuilding the lines.

The temporary passing over of the so-called 20-year rights, the awaiting of a final determination of the status of those rights before estimating or attempting to establish a value for the tangible property of the systems.

An appraisement of present values of the systems.

Acceptance of Mueller law certificates in payment for the properties.

BOMB THROWN AT KING

(Continued from First Page.)

was wounded by the explosion. The woman proved to be a dressmaker. Her injuries are not dangerous. Another woman had her dress torn to ribbons by the force of the explosion.

The policemen are the most seriously wounded. One received a fragment of the bomb in the back, while another was seriously injured in the leg.

The force of police reserves has been called on duty to maintain order.

Bombs Brought From Spain.

An anarchist arrested early this morning was known by the police to have brought a number of bombs from Spain. Diligent search led to the discovery of all except one of them, which is believed to have been the bomb thrown at the royal carriage.

It was at first reported that all of the festivities would be suspended, but it is not thought that such action will be taken. The programme today includes a visit by the King to the military camp at Chalons, with a gala reception at the Elysee Palace tonight.

The authorities stopped dispatches to Spain immediately following the announcement of the explosion.

KING ALFONSO CARICATURED

Signs of Hostility Mingled With Plaudits of Populace.

PARIS, May 31.—King Alfonso, accompanied by President Loubet, and with a brilliant military escort, visited the Invalides, Pantheon, Notre Dame and other historic monuments. Along the route the King met with an enthusiastic reception from vast crowds of people.

Speaking to one of the French officers, the King jocularly remarked that, if he heard any hisses, he intended saluting the hissers. However, the rigid police precautions prevented any demonstrations on the part of the anarchistic element.

The Spanish Embassy called the attention of the Prefect of Police to a huge caricature of King Alfonso exhibited on the Boulevard des Italiens. The picture was suggestive of the King's matrimonial intentions, showing him surrounded by pretty women and throwing kisses to them. The police ordered the caricature to be taken down, which was done against the protest of the proprietor.

The Minister of the Interior ordered the removal of a red flag which was flying over the Workingmen's Exchange, bearing the inscription, "Remember the Victims of Barcelona." The police hoisted a tricolor in place of the revolutionary emblem.

BOMBTHROWER IS IDENTIFIED

Another Bomb Loaded With Explosive Found on Street.

PARIS, June 1.—Arsene Arnould is the name of one man arrested on suspicion of having attempted the assassination of King Alfonso. He is held on the evidence of a woman, who alleges she noticed him lighting a supposed fuse. Arnould is employed as a laboratory attendant and resides in Paris. He is suffering from a wound in the eye.

Shortly after the passing of the Spanish King, another bomb was found in the Rue Rivoli near the spot where the explosion occurred. It also contained dangerous explosives.

Jemtchug May Have Escaped.

TOKIO, May 31.—(9 P. M.)—The reported sinking of the cruiser Jemtchug has not been confirmed, and the name of the cruiser has been dropped from the list of destroyed vessels. It is suspected that the protected cruiser Aurora and the cruiser Almaz were sunk, but positive confirmation is lacking.

(A dispatch from Vladivostok stated that the Almaz has arrived there in a damaged condition.)

ARMY IS LOSING HEART FOR FIGHT

Linievitch Tells Czar Naval Disaster Will Cause Demoralization.

COUNCIL OF WAR MEETS

Czar Inclined to Continue War Despite Arguments of Peace Party. Rumors of Disaffection of Sailors and Workmen.

ST. PETERSBURG, June 1.—(3:20 A. M.)—Whether peace or the continuance of the war will be the result of yesterday's conference between the Czar and his Ministers at Tsarkoe-Selo, hangs in doubt, the Ministers who returned to St. Petersburg late at night preserving a cautious reticence over the proceedings of the council as far as the attitude of the Emperor is concerned. Prince Obolensky, who had an audience yesterday with his majesty, found him resolutely determined on the prosecution of the war.

Various rumors are afloat, all agreeing that a continuance of the war was the first question taken up, whereupon the peace party offered a strong line of argument, which was supplemented, it is said, by a dispatch from Lieutenant-General Linievitch, in which that commander expressed a fear as to the demoralizing effect of the naval disaster on the army.

Little hope for the Russians can be found in the latest dispatches regarding the naval battle off Tsu Island. Only four of the vessels of Rojestvensky's fleet are known to have reached Vladivostok, the cruiser Almaz and the torpedoboat destroyers Grozny, Brava and Teroshlahty.

The full extent of the Russian casualties in men and officers drowned, wounded or captured is not yet known. The Japanese losses, as reported from Tokio, are only three torpedoboats sunk, three officers killed and about 200 men killed or disabled. Not one of the big fighting ships of the Japanese navy was lost.

It is now definitely known that Vice-Admiral Rojestvensky is captured. He is seriously wounded, but, it is stated from Tokio, will recover.

Interest now turns to the situation in Russia as the result of the naval disaster. The Emperor Wednesday summoned to the palace at Tsarskoe-Selo all the members of the imperial family, and later called into extraordinary council Admiral Alexieff and all his Ministers of state, and a series of conferences took place as to the course to be pursued. The result of these conferences is in doubt, the Ministers, on returning to St. Petersburg, observing a cautious reticence as to what took place. It is believed, however, that the Emperor is determined on a prosecution of the war. The army in Manchuria is not yet aware of the disaster to the navy, and, the dispatches say, is still praying for victory.

The Russian press, with few exceptions, is openly indignant, and is attacking the bureaucracy, one paper saying that "those guilty of the Russian defeat should be overwhelmed with shame."

Admiral Voelkersam is supposed to have perished.

the news of which had already reached the troops from Vladivostok and was rapidly spreading.

Though the city is tranquil, Governor-General Trepoff is continuing his precautionary measures. Two further Don Cossack regiments have arrived and the police and reserves are held on duty. During the night small patrols were seen on the Nevsky Prospect and other streets.

Alarmist rumors are afloat as to the disaffection among the sailors quartered here and the workmen are again muttering about a general strike.

Persistent, but unconfirmed, rumors are in circulation to the effect that the protected cruiser Jemtchug has arrived at Vladivostok, and private messages from that vessel are said to have been received by the relatives of her officers here, but the Admiralty does not yet include her in the list of vessels which escaped.

CALL THE PEOPLE TOGETHER

All Russian Journals Unite in Denouncing Bureaucrats.

ST. PETERSBURG, May 31.—The catastrophe which has overtaken the Russian fleet has given a tremendous impetus to the demand upon Emperor Nicholas for the immediate convocation of a national assembly without waiting action upon the report of the Bouligan Rescript Commission. With the single exception of the reactionary Sviet, the press pours out indignation and wrath upon the bureaucracy, which is held responsible for all the misfortunes of the war. Only the Novosti and the Bourse Gazette, however, declare that peace should be concluded. The Russ, now the widest read paper in Russia, says "those guilty of Russia's disgrace should be overwhelmed with shame."

"The death of half a million of men," the Russ continues, "and the loss of millions of money is the price of the rejection of progress and western civilization. Sebastopol struck the shackles from the serfs, and Port Arthur, Mukden and Tsu Island should free Russia from the slavery of the bureaucracy."

The Slovo, another popular paper, is even more bitter. It says:

"Enough! Blindfolded for two years, the Russian people have been marching to the brink of destruction, but the bandages are now torn from the eyes of 130,000,000 of Russians, and they will neither be led nor driven over the precipice. Let the people speak. The bureaucracy has had its say, and has crowned its work of national shame and humiliation. Let it now listen to what those who have suffered in silence and who have supported them in luxury have to say. From this moment a convocation of the people has become as necessary as the air we breathe. If the bureaucracy this time stands between the Emperor and the nation, let it beware. Let it remember the lessons of Russian history, the history of the Zemsky Sobor of 1613. The Japanese are not fighting the Russian people, but the Russian bureaucracy, which has rejected with energy the talent of the nation for a host of sycophants and time-serving courtiers. Our only consolation in this bitter hour is the consciousness that it is not the people, but the government, which has suffered defeat. Enough!"

The Synotetchestva and Nashashien, two constitutional papers, are equally bitter.

The Novoe Vremya, while milder, defending the Russian nation against the charge of rottenness, and insisting that there is plenty of patriotism as evidenced by the fact that more young officers volunteered to go out with Admiral Rojestvensky than were needed, nevertheless joins in the cry for an immediate summoning of the people.

"Delay will be fatal," the paper adds. "All Russia's intelligence and all her ability are needed to meet the advancing crisis."

The Listok says:

"The war has taught the lesson that education, good government and freedom are always victorious over ignorance, misrule and despotism."

The Sviet remarks:

"We must not yield an inch, but fight on, if not on the sea, then on land. An ignominious peace would reduce Russia to a second-class power."

LODZ STRIKERS STONE TROOPS

Anarchy Rules City, Strikers Forcing Mills to Close.

LODZ, Russian Poland, May 31.—A conflict between strikers and Cossacks occurred here today. The soldiers were stoned by a mob of men who were trying to bring out some weavers who were at work, whereupon the troops fired, killing two men and wounding six.

A condition almost approaching anarchy exists here. The strikers appear to have supreme control. They are forcing the manufacturers to close their mills, and the manufacturers are urging the Governor to proclaim martial law. In one instance strikers ejected a military guard from a mill.

GOES DOWN WITH 600 MEN

(Continued from First Page.)

To the navy the Emperor issued the following rescript:

Our navy with the best strategy and greatest courage annihilated the enemy's squadron and answered our hope. We appreciate deeply your splendid success.

KUROKI'S ARMY HEARS NEWS

Deep Satisfaction at Victory of the Japanese Navy.

HEADQUARTERS GENERAL KUROKI'S ARMY IN THE FIELD, May 31, via Fusan.—A detailed report showing the extent of the Japanese naval victory reached the army today. The soldiers received the news as quietly as they always hear tidings of victory. There were no celebrations or demonstrations, but the deepest satisfaction prevails. Since it was known that the Russian fleet had started North the officers feared that some ships might succeed in reaching Vladivostok, from which base they might prove troublesome.

It is evident to all observers that General Kuroki's army has attained a higher degree of efficiency than at any time since the beginning of the war.

BATTLE OF SEA OF JAPAN

Togo Names His Victory in Which He Took Over 3000 Prisoners.

TOKIO, May 30.—(1:30 P. M.)—(Delayed in transmission.)—Admiral Togo, telegraphing today, says:

"The naval battle, fought from the afternoon of May 27 to May 28 in the vicinity of Okino Island and extending to the vicinity of Urleung Island, is called the naval battle of the Sea of Japan."

Admiral Togo says the Russian prisoners will exceed 2000.

ADMIRAL'S SKULL FRACTURED

Operation on Rojestvensky Necessary, but He Will Recover.

WASHINGTON, May 31.—The State Department has received the following cablegram from Tokio, dated today:

"Rojestvensky's skull fractured, requiring operation; serious, but not dangerous. Total Japanese losses up to date, three torpedoboats sunk, three officers killed, about 200 men killed and disabled."

TOKIO, May 31.—(5 P. M.)—It is now certain that Admiral Rojestvensky is a prisoner of the Japanese. He is wounded in the forehead, legs and back, but will recover. Vice-Admiral Voelkersam is supposed to have perished.

JAPAN CLAIMS NO INDEMNITY

False Report She Sought Compensation From France.

PARIS, May 31.—The Foreign Office absolutely denies the rumor that Dr. Montono's government has demanded from France the sum of $100,000,000 as damages for French breaches of neutrality in connection with the voyage of Admiral Rojestvensky's fleet.

ANOTHER FUGITIVE ARRIVES

Destroyer Bravi at Vladivostok With Many Survivors.

VLADIVOSTOK, May 31.—The torpedoboat-destroyer Bravi arrived here today and brought four officers and 197 men of the crew of the battleship Oslabya.

Manila Chinese Boycott America.

MANILA, May 31.—The Chinese Chamber of Commerce, by a unanimous vote, has decided to stand in line with the treaty ports of China in boycotting American merchandise in retaliation for the American exclusion law.

AT THE HOTELS.

The Portland—J. G. Megler and wife, Brookfield; E. B. Well, St. Louis; Mr. and Mrs. B. Bonney, San Francisco; A. I. Congdon and wife, North Yakima; W. A. Morris, San Francisco; H. L. Houston and wife, New York; L. Schwabacher and wife, T. Wechsler, San Francisco; J. Manx, H. Stengg, New York; H. O. McCoy, wife and child, Cambridge, Mass.; T. J. Finch, San Francisco; Mrs. T. B. Bigelow, T. M. Bigelow and nurse, Chicago; A. Apache, Ft. Apache, Ariz.; C. A. Ehner, Boise; J. A. Clark, W. R. Spencer, H. Eppel, New York; C. Stewart, Kansas City; Mrs. A. D. Schenck, Miss Van Dyke, Ft. Stevens; W. F. Custer, Chicago; H. D. Morton, Lacrosse; W. R. Hume, Astoria; J. J. Brody, New York; W. H. Moore and wife, Seattle; Mrs. W. J. Shiner, R. M. Shiner, New York; Mrs. I. P. Fairweather, E. Johnson, Wallace, Idaho; E. F. Wilbur, San Francisco; E. Jessen, Spokane; W. Faulkner, Los Angeles; E. Gunsburg, New York; E. Paresh, New York; W. Wallin, R. Keachler, W. Green, L. H. Wallin, Miss Orth, Miss Mack, M. Madsen, Salt Lake City; L. J. Hohn, New York; Mrs. E. Z. Steever, Mrs. F. T. Arnold, Mrs. S. Mc P. Rutherford, Miss Creager, Ft. Wallace; S. G. Blythe, Washington, D. C.; S. H. Piles, Seattle; T. Hedge, Burlington, Ia.; A. C. Churchill, Newberg; R. M. B. Libb and wife, St. Louis; W. H. Kline, Mrs. S. L. Kline, Corvallis; J. Davis, New York; H. Parkinson and wife, Seattle; W. G. Page and wife, Hailey, Idaho; O. Herf and wife, St. Louis; F. A. Fisher, Boston; A. Nathan, New York; Mrs. R. P. Guerin and family, city; E. Louis and wife, Vancouver, B. C.; H. Reecher and wife, Spokane; R. H. Kipp and wife, Colfax; S. Kay, Seattle; A. O. Decough, San Francisco; A. J. Condon, Chicago; B. W. Reed, Mrs. F. Martin, Rainier.

The Imperial—F. M. Benson, O. P. Coshow, Roseburg; John D. Olwell, Miss A. E. Merryman, Medford; D. H. Jackson, Ashland; F. Kerman, Joseph; H. G. Moulton, Eugene; A. F. Heide, E. C. McDougall, H. T. Dunham, Seattle; E. J. Sorenson, Pendleton; Mrs. E. Mungers, Marshfield; M. Doolittle and son, North Platte, Neb.; J. B. Lurch, Cottage Grove; Mrs. F. J. Bailey, Hillsboro; F. J. Smith, Caldwell, Idaho; Mrs. C. W. Fulton, Astoria; Charles E. Wolverton and wife, J. R. Whitney and wife, Salem; H. F. Toliver, Kansas City; J. W. Baker, Cottage Grove; James H. Sheldon and wife, St. Helens; J. P. Withrow and wife, Oronoco, Minn.; A. Seufert, The Dalles; G. S. Snider and wife, Chicago; F. A. Lenox, Stillwater; G. L. Davis, Hoquiam; C. E. Cutter, Tacoma; M. E. Eabert, South Bend; M. M. McDonald and wife, D. C. Minto and wife, Salem; Samuel White, Baker City; R. S. Bean and wife, Salem; C. W. Fisher and wife, Boise; W. Moore, Pendleton; J. Baumgartner, Salem; B. Lund, Cottage Grove; A. M. Crawford and wife, Miss S. Watson, J. W. Crawford, W. H. McNall, Salem; J. W. Callavan, Prineville; Binger Herman and wife, Roseburg; Mrs. J. A. Bosie, Pendleton; J. M. Maloney, Caldwell; George F. Stone, Seattle; James O. Laughlin, Rolla, N. M.; H. V. McCan, Los Angeles; Mrs. J. W. Topping, Burlington; Mrs. S. M. Waldron, Carrie M. Waldron, New York; J. O. Gillice, Spokane; W. T. Shaw, Corvallis; A. M. Simpson, San Francisco; H. G. Van Dusen, Astoria; A. Olson and wife, Deep River; James E. Ditter and wife, North Yakima; Mrs. B. Schanno, The Dalles.

The Perkins—Miss Ross, Portland, Or.; Mrs. Fred Shallock, Klamath Falls; E. C. Kirkpatrick and wife, G. L. Hawkins, R. E. Williams, Dallas, Or.; A. L. Parkhurst, wife and child, Ridgefield; M. A. Baldwin, Albany; C. R. Thompson, Albany; Miss and Mrs. C. F. Moon, Newberg; Mrs. C. R. Bagley, Hillsboro; E. Palmberg, Astoria; J. H. Cook, William L. Dystager, Seattle; C. C. Haynes, Forest Grove; A. B. McDonald, F. H. Carter, M. McDonald, South Bend; Robert I. Logan and family, Elma, Wash.; Perry P. Kelly, J. M. Simpson, Albany; J. E. Bagley, Dallas, Or.; L. F. Anderson, J. P. Tamlesie and wife, Walla Walla; E. R. Zimmer and wife, Centralia, Wash.; J. C. Bush, Chehalis, Wash.; S. F. Wilson, San Francisco; Ross E. Hibler, Seattle; Peter Bacigalupi, San Francisco; Mrs. John H. Waters and family, Emmett, Idaho; John Ellaway Hoag and wife, U. S. A.; H. J. Miles, San Francisco; George W. Osborn and wife, Grand Rapids, Mich.; F. T. Hale and wife, Adams, Or.; Frank J. Lease and wife, Lodi, O.; H. J. Bean, Pendleton; George Woodworth, Wisdom, Mont.; E. E. Bragg, La Grande; J. B. Fones, Tacoma; George Knightly, St. Louis; Miss Laura Muir, Pendleton; A. G. Henderson, Walla Walla; T. J. McHugh, Wardner, Idaho; B. A. Watt, Salem, Can.; Miss Helen De Mar, Miss Blanche De Mar, Boise, Idaho; Alice Jelley, Hoquiam; S. M. Le Cune, Tacoma.

The St. Charles—H. Large; W. S. Walker, Albany; M. L. Leader, Troutdale; J. R. Zentwalt, Condon; John Eckel, Butte; James E. Nevin, Spokane; R. Ward, Astoria; Fred Dentel, Aurora; Fay Moody; Mrs Moody; L. S. Triplitt, Cachton; H. L. Skirsen; F. D. Hish and wife; J. W. Thompson, Stevenson; John A. Cunningham, A. F. Gordon, Chehalis; M. V. Bishop, city; Ruth Robins, Pasadena, Cal.; C. F. Lansing, Salem; C. D. Havens, Aurora; R. L. Collins, Suver; J. V. Harlens, Molalla; J. K. Powell, Hayes, Wash.; Thoma Ziegler, San Francisco; Mrs. A. Wisbar, Pullman, Wash.; G. W. Bard, F. S. Rinond and wife, Canby, Or.; Mrs. Madge Saylor, Mrs. Nancy Kirk, Junction City; C. J. Rea, San Francisco; C. R. Thompson, Woodburn; H. K. Tackland; Mrs. L. Masser, Astoria; George Macraw, U. S. A.; A. B. Crew, George Lauthrea, Funeroy; E. J. Rowland, Louisville; Mrs. M. J. Scott, Kalama; T. Brugger, Woodland; O. A. Summer; E. Spires, Hoquiam; Fred Spires, Goldendale; G. R. Reed, Harrison, Idaho; W. A. Bicks, St. Louis; Mrs. Beck, Mrs. McDonald, Lexington; A. Blair; Newberg; James Fendall, Wallula; A. Wallace, Rainier; Mrs. Ward, Deer Island; W. W. Crull, Indianapolis; Y. A. Gray; O. Deverell, N. Henrickson, Corbett; Mrs. V. V. Blodgett, Oakland; E. H. Freeds and family, Fairfield; H. Wittref, Waverly, Wash.; W. M. Conway, New York City; George Chapman, wife and two children; D. C. Bruneman; H. C. Nicolai, city; S. K. Noel and wife, Bernice Noel, Woodburn; Mrs. Graham, Marshland; J. Shanks, Silverton; W. Elwood; H. B. Settins and wife, Knappton; Captain C. A. Weir, steamer Cash; C. Porter, city; L. F. Williams, Montavilla; William Wiest and wife, Stella; A. J. Noble and wife, Prineville; W. A. Buck; E. Fielder; Mr. Root and wife; A. W. Pratt, Seattle; W. H. Whipple, The Dalles; W. Dinsley; A. Spear, Aumsville; W. Brown and wife, Silverton; George Miller; A. C. Blankenberg, city; E. J. McPherson; C. Schote.

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First-class restaurant in connection.

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Our Annual June WHITE CARNIVAL Begins Tomorrow

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Tomorrow's Oregonian will contain the most interesting list. Hundreds bargains White Fabrics and White Articles.

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Great Bargains in Muslin Underwear
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Table Linens
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White Laces, Etc.

Great Bargains in White Waists
White Ribbons
White Dress Silks
White Dress Goods
White Handkchfs.
White Gloves
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In what it is and what it does—containing the best blood-purifying, alterative and tonic substances and effecting the most radical and permanent cures of all humors and all eruptions, relieving weak, tired, languid feelings, and building up the whole system—is true only of

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Positively cured by these Little Pills.

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