CENTER OF OREGON

Land of Buttes, Dead Craters and Sandy Plains.

HAS MANY LEVEL VALLEYS

Professor Russell Describes Great Central Plain of Oregon, Through Which Deschutes River Makes Rich, Beautiful Valley.

OREGONIAN NEWS BUREAU, Washington, May 28.—Central Oregon has been under exhaustive atudy by Professor Israel C. Russell, of the Geological Survey, and the report of his observations. when printed, will present many facts not generally known, but which ought to be Compared with other parts of the country, Central Oregon has been little exploited and little is known of it. Professor Russell's report will make his read-ers more or less familiar with the country he traversed. The following summary of his report is given out by the Geological

of the least known sections of the United States is Central Oregon. The relief of surface in this section presents well marked contrasts, ranging from nearly level feature surfaces of the desert where the general elevation is about 4000 feet, to the rugged snow-clad summits of the Cascade Mountains, the highest of which, Mount Jefferson, reaches a height of 10,350 feet. The contrast between the region extending 150 or more miles east of the Cascade Mount-ains, and the great series of peaks and ridges bounding it on the west is so great that the former region, although actually rugged, seems by comparison monotonous and lacking in relief of surface. But for the overshadowing importance of the great mountains of western border, however, the cen-l portion of Oregon would in gen-l be recognized as monotonous.

Especial consideration was given to the geology and paleontology, as well as to the water resources. Almost in the exact geographic center of the state is what is known as the great sandy desert, an extensive tract of nearly level land which has been termed sandy on account of the thick sheet of pumiceous sand and dust that covers large portions of it. The length of the desert is in the neighborhood of 150 miles, and its width is from 30 to So nearly uniform is the surface that one might drive through-out its length, and even for a much greater distance than that indicated above, without meeting any greater obstruction than the rugged sagebrush and, to indicate the aridity of the re-gion, without finding a single water-ing place for men or animals. The borof this vast tract are indefinite as it is bounded by mountains, both of volcanic origin and of upheaval, be-tween which lie the extensive plains that unite to form the central plain. Many Extinct Volcanoes.

On the plain itself there are prom inent elevations, either standing as isolated buttes or as groups of hills or mountains, which are rendered especially conspicuous, because of the gen-eral smoothness of the surface from which they rise as well as by the steepness, and in some instances the ruggedness of their sides. The most common and conspicuous elevations are due to volcanic eruptions. In travel-ing west from Burns to Sisters a num-

ber of the volcanoes were found in the first half of the journey, and farther west a number of ancient craters or much-eroded volcanic peaks and numerous young volcanoes were located These young volcances are situated for the most part in the northern part of Lake County and in the southwest-ern part of Crook County. Their cones. so recent in numerous instances that erosion has not yet broken their crater rims, are so numerous that 50 or more frequently can be counted in a single

view, while a change of a few mile perhaps as many more within the The topography of the whole region characterized by the broadness of s elevations, which are due in a mi-

nor way to the presence of eminences left by widely extended erosion, but principally to the constructive volcanic activity. The valleys between the mountains, buttes, hills, etc., are in general level floored. Sheets of basalt which have invaded the valleys and given them level floors occur widely throughout this section, and in many ecalities form the present surface These lava sheets range in thickness from 80 to 100 feet, as an average minimum, up to probably several huned feet. Following the spreading it of the volcanic products, both quid sud fragmental, came a heavy ad widely distributed shower of

pumiceous fragments ranging in size from dust particles to masses of highvesicular pumice two to three feet diameter, which still remain on the plains and mountain ranges in thickness up to at least 70 feet. This covering lies on it like a great snowfall over an extent of several thousand square miles, particularly east of the Cascades. It not only has produced many changes in the minor features, but on account of its extreme porosity is one of the leading factors controlthe agricultural value of the count-

Arid Interior Basin.

This portion of Central Oregon forms the extreme northern end of the great interior basin, which for so long was regarded as the insuperable barrier to The portion of the great basin in South-Central Ore-gon comprises the country west of Harney and Malheur Lakes and north of Warner. Albert, Summer and Silver Lakes, and also about 40 townships northeast of the Glass Buttes. It is without surface streams, to the small precipitation, the character of the soil and the saured condition of the underlying ava sheets. The entire region shares in the same general geologic and climatic condition; the valleys are occu-pled for the most part by basaltic lava flows; the surface over broad areas in composed of loose porous material, largely volcanic dust and lapilia; the rainfall is small and the surface streams are generally absent. A characteristic feature of the great sandy acteristic resture of the great sandy desert and of the adjacent country is the presence of eroded valleys and cases disproportionately large in reference to the weak stream now occupying them, and what is even more conspicuous, the presence in several instances of stream channels no longer occupied by water. These features are pying them, and what is even more conspicuous, the presence in several instances of stream channels no longer cocupied by water. These features are similar to and, in fact, form a part of the characteristics of the great basin and of much of the country adjacent to it, particularly on the north, showing tomethat what is now an arid country was formerly well watered. One of these streamless channels has a length of about 75 miles, its course is well defined, and in certain localities it is an arrow, steep-sided canyon at least 200 or 450 feet deep, cut in basalt. In the first of the memory of the oldest inhabitants.

LONDON, June 21—Indian Secretary Broderick, in presenting the Indian budget were helpless in the week, but though the work was done with frantic haste and without regard to danger, the flames gradually drove the rescuers basin and either work was done with frantic haste and without regard to danger, the flames gradually drove the rescuers basin and after 10 minutes of awful battle the rescuers were driven away from the blasting combination coach and the imprisoned passengers were local to the stream of the courtry well watered. One of these streamless channels has a length of about 75 miles, its course is well defined. The most important were and after 10 minutes of awful battle the rescuers were driven away from the blasting combination coach and the imprisoned passengers were local to the flame of the work was done with frantic haste when the work was done with frantic haste of the great to danger, the flames gradually drove the rescuers bate in flames gradually drove the rescuers bate in flames gradually drove the rescuers before read, made the following statement early loday:

"Vice-President W. C. Brown and I have been getting all the information from the scene of the wreck by telephone at his residence. The terrible tragedy made and the imprisoned passenger were local to the flames of the work was done with the work was done with from the blasting of the flames of awful have been getting all t

this channel has never been known to

Beautiful Deschutes Valley. One of the most remarkable streams

embraced in the area investigated in the Deschutes River, a fine stream of clear, cool water which has its source on the east slope of the Cascade Mountains, flows northward, and joins the Columbia about 15 miles above The Dalles. The country it drains is forceted and holds several lakes of ex-ceeding beauty, on account of the clearness of their waters and the primeval wildness of the forest-covered mountains about them. Owing to the retention of the main tributaries of the rivers in lakes, as well as the forest shelter of its drainage, and also to the fact that nearly the whole of the region drained by the head channels of the river is covered by a thick surface sheet of puriceous dust, which acts as a filter, in addition to the fea-tures just described, the Deschutes is of special interest to geographers, as it exhibits certain peculiarities not commonly dealt with. Although flow-ing from high plains on which precipitation varies conspicuously with sea nal changes, and where snow melts rapidly as the heat of Summer in-creases, its volume over a large sec-tion of its course is practically constant throughout the year.

Stream gaugings over a distance of 50 miles show that the variations in the height of the river during the year is not more than eight or perhaps 10 inches where the width is not abnormally restricted. Wooden bridges which cross the river in this portion of its course are placed only two or three its course are placed only two or three feet above its surface during the Summer stage, and even the amount of space thus afforded beneath their floors is determined by the height of the approaches, and not by the fluctuations in the surface levels of the water. The reason for the practically constant volumes of the Deschutes is mainly because it is bordered through-out a part of its course by cellular lava, into which its waters flow when

a tendency to rise is experienced. The greater the volume of the river the more efficient this natural subter-ranean spillway becomes. Investiga-tions indicate that the water which thus escapes from the river finds its way through or beneath the lava and again comes to light, in part at least, often at a distance of from 30 to 40 miles from where it disappeared.

BIDS ENGINEERS' OPEN

For Extending Coquille Jetty and Repairing Lighthouse Dwelling.

Major W. C. Langfelt, United States engineers, yesterday opened bids for the extension of the north jetty at Coquille. The bids which were forwarded to Washington, were as follows:

John Kiernan John Kiernan 141.262
A. K. and A. M. Bentley 47.270
A. J. McCabe 9,562
Bids were also opened for the making of repairs to the dwelling at the New Dungeness light station on Puget Sound,

Sam McGee, Port Townsend Dundon Bridge & Construction Co 25499 San Francisco

WILL TAKE LUMBER TO MANILA

Drumeraig Is Chartered by Pacific Export Company.

The British bark Drumeralg was char The British bark Drumeraig was char-tered yesterday by the Pacific Export Lumber Company to take a cargo of lumber to Manila. The bark arrived at Honolula June 10 with coal from New-castle, N. S. W., and as soon as her cargo is discharged will proceed to this city.

the British steamer Eandhurst, which was chartered by the same firm to carry lumber to Taku Bar, is due from Mororan on July 2. roran on July 2.

The German ship Christel finished load-ing lumber at the North Pacific mili yesterday and will leave town in a few days. She carries about 1,500,000 feet of

lumber and is bound for South Africa. Fast Time Down the Coast.

days. She

SAN FRANCISCO, June 22 - (Special.) A large fleet of consters came into port oday bringing lumber and coal from the forests and mines of the northern slopes. The barkentine Amelia came down from Gray's Harbor in steamship time, making the run in three and a half days. schooner Dauntless, also from Gray's Har-bor, was not slow, having bowled her way from port to port in just 20 hours. The barkentine Planter came down from Port Hadlock in five days.

Another Steamer in Toledo's Place.

ABERDEEN, Wash., June E-(Special.)—The taking off of the steamer To-ledo from the Gray's Harbor-Portland ron has caused considerable surprise, though the boat was too small for the passenge rade. The business promised well, and t is expected that another vessel of bet-er accommodations will be put on shortly.

New Steamer for Alaskan Trade. VICTORIA B. C. June 22-The Can construction of a new passenger steamer to cost in the neighborhood of \$100,000 The new steamer will be used in North ern British Columbia and Alaska trade.

Acme Towed to San Francisco.

SAN FRANCISCO, June 22.-The steam

Domestic and Foreign Ports.

ASTORIA, June 22.—Condition of the bar at 5 P. M., smooth; wind west, weather cloudy. Arrived at 4:20 A: M. and left up at 12:30 P. M.—German steamer Arabia, from Hongkong and way ports. Arrived down at 4:30 P. M. Schooners O. M. Kellogg and

Nabel Gale. San Francisco, June 22.—Arrived at S.A. M. -Steamers Aurelia, from Portland, and Se quola, from Astoria. Arrived-Steamer M. F. Plant, from Cooe Bay, barkentine Amelia, from Gray's Harber; schooner Dauntless, from Gray's Harber; steamer Asuncion, from Seattle. Sailed-British steamer Queen Alex-

andra, for Yokohama, Hongkong, June 20 .- Arrived previously-

Steamer Tartar, from Vancouver, B. C., via Yokohama. Sailed June 21-Empress of In-dia, for Vancouver, B. C., via Shanghai, Kohe Yokohama, June 22 - Arrived previously-

Steamers Beira, from Tacoma; Shawmut, from Tacoma and Seattle for Hongkong, etc.; Voigs, from San Francisco.

More Money for Army in India. LONDON, June 21-Indian Secretary

finding of his gold watch imbedded in his charred body. The cases of the watch had been melted together. They were pried open and his name was found engraved upon the inside. His wife saw the name and fell in a faint.

The body of Mechling was identified by

The first death today of the injured was that of H. H. Wright, of the G. M. Featherstone Foundry & Machinery Company, of Chicago. Other deaths followed at intervals of half an hour or longer until noon, when the list of badly inured had been exhausted.

Thirty pouches of mail were carried n the train, 30 from Chicago and 10 from Toledo. Some of the bags were caught in the flames, but their contents were only partially burned, and much of the mail was saved. It was resorted, repouched and sent East today

Fireman Escapes by Miracle.

The wrecked train was making nearly 70 miles an hour when the accident occurred, according to the fireman, Aaron Gorham, of Norwalk, O., who was badly rulsed. He miraculously escaped death. "We were speeding like the wind," said Gorham, "when the engine left the track, It occurred so quickly that I little knew what happened until we crashed into the Mentor freighthouse. I neither heard nor saw the engine after that,

"The engine overturned, and somehow the tank managed to fall upon me, but not heavily, and I was sheltered by it. I usness from the terrible blow which I had received upon the head, and knew nothing until I was dragged from underneath the wrecked engine. My es cape was positively a miracle, since I did not meet the fate of poor Taylor." One of the most appalling features of

the wreck was the burning of the dead and injured. A. P. Head, of London, England, had inhaled flames and smoke. His tongue was swollen and his lungs were seared so that the doctors declared he could live

nly a few hours.

H. H. Wright, of Chicago, was pinioned n the train, and was partly extricated by his own efforts when the flames over-took him and burned him so severely that he died later. He was brought to Cleveland on the relief train. His arms and hend were burned so badly that he was hardly recognizable.

Mentor, the scene of the wreck, is the home of the widow of the late President Garffeld.

Conductor Alexander Hammond, of the limited, told his experience, "I rushed back to the switch immediate-

ly after the wreck. It was open and ocked open. I tried it and found that it worked all right. The switch light was out. Not a wheel had rolled over the switch since No. 10, the east-bound Chtcago and Boston train, went through, 45

J. Prior, colored, a porter on the second car of the train, was busy preparing berths for the passengers when he felt the train leave the main track. He said he just went up into the air and then lurched sideways.

"I fell against a window and broke it. I crawled out of the window, coming out ever a face appeared at a window I grabbed for the man and pulled him ut. All were saved, but I was burt a little. My hand was cut and my shoulder sprained severely."

Dying Man Tells His Story.

James H. Gibson, of Chicago, a pasenger on the train, died at a Cleveland Hospital early today from his injuries. Gibson was conscious to within a short time of his death, and spoke calmly of his experience. He said:

I can tell very little about it, for I lost insclousness and saw but little of what ocurred after the crash came. I was seated in the smoker, pretty well back, and the first realization I had of an ac ident was when I felt myself suddenly hurled over the back of the seats and found myself in darkness among the struggling and shricking masses of human beings. There was a frightful roarcrawled about blindly and felt what eemed to be a window frame. With my hands I broke a glass and managed to raw myself through the window.

"There was such a cloud of steam verywhere that I scarcely knew which was to run, but I had the instinct to stagger away from the blinding, stinging steam that I could feel was scalding my flesh.

"I must have lost consciousness about this time, for I have only a confused recollection of people coming to help me and the impression that my hands and arms were bleeding where I had broken the glass. Then I remember nothing more until I was an board the train coming to Cleveland."

A quantity of first-class mall matter was destroyed by the fire which consumed all except the two rear coaches. The mail was largely composed of schooner Acme that was badly damaged through pouches from the West, destined by fire in the harbor at Eureke about a for Eastern points. for Eastern points.

A score or more of physicians from Cleveland, Collinwood, Ashtabula and Painesville went to the scene of the wreck at the request of the Lake Shore After the physicians had officials. treated the injured the latter were placed aboard a special train and brought to this city, where they were hurried in waiting amubiances to be

conveyed to the hospitals. The scene was terrible. The night was dark, save for the light from the blazing wreckage of the coach that was crushed and splintered on top of the engine. Men swarmed about it, combating the flames with the means at hand, groping their way through Hingo, June 22.—Arrived previously—
Steamer St. Hugo, from New York, via
Singapore Manila, Shanghai, etc.

at hand, groping their way through the blinding, scalding steam that rose in clouds, hunting for the injured, in clouds, hunting for the injured, whose piteous cries were such as chilled the hearts of those who heard

Injured Burned to Death.

There was a small water supply, and the means at hand for fighting the flames were pitifully inadequate, but he zeal of the rescuers wrought great things for the first few minutes. It

in helping care for the injured as they were taken from the wrock. Bedding, blankets and sheets were stripped from the berths of the four Pullman coaches and used for the relief of the

Conductor Hammond, who Conductor Hammond, who escaped, started the work of rescue, and led his fellow trainmen and the less seriously hurt of the passengers in deeds of res-

cue that were truly herofc.

It was the belief of the men who were at the scene that those whose were at the scene that those whose bodies were burned in the wreck were unconscious after the crash. They felt certain they were able to release and take out of the wreck all of those who were able to call for help, and thus help the rescuers locate them. In the glowing furnace that roared and sputtered with terrific ferocity it was possible to see a number of the bodies, but it was impossible to get to them until it was impossible to get to them until the arrival of the fire department, which was able to quench the finmes.

Weird Scene of Ruin.

The scene of the wreck as the res-The scene of the wreck as the rescuers redoubled their efforts to recover the bodies, after the help of the fire department made their fight with the flames successful, was weird and horrible. A pall of smoke hung over the wreck, on which the firemen were pouring great streams of water. Rescuers with lanterns groped through the smoke and steam and spared no efforts to set to the bodies. o get to the bodies.

Despite all this, the condition of the odies was such as to make identificaon almost impossible. One body was recovered with the bend missing. The clothing was gone from the body, and there was only the smallest chance of a successful identification. The bodies were placed on a special train and hurried to Cleveland.

At 1 o'clock the body taken from the wreck was thought to be that of Newton Walters, of Hamburg, N. Y., who was bagagemaster of the train. The identification was not complete.

Officials of the road started an informal investigation immediately on ormal investigation immediately on their arrival. They could not under-stand why or how the train could be derailed at the switch, which is pro-vided with every known safeguard, and

was carefully inspected prior to the passing of the train.

Arthur L. Johnson, of Comey Johnson, millinery manufacturers. Cleveland, was a passenger on the wrecked train, and was riding in the smoker at the time the wreck occurred, and is believed by a traveling companion to have perished. A passenger who was with Mr. Johnson on the train, and who escaped without serious dam-sge, says Mr. Johnson was caught in the derailed cars in such a way that

Tragic Meeting of Friends.

escape was practically imposs

It was a tragic coincidence of the wreck that it should happen close by the Summer home of Horace Andrews, president of the Cleveland Electric Railway Company, and that one of the fatally injured passengers should be his lifelong friend and bosom compan-ion, C. H. Wellman. Wellman knew that he was near the house of his friend. When he had been carried to a place of safety his first words were feeble call for Mr. Andrews.

a feeble call for Mr. Andrews.

Bystanders learned of the wish of
the supposedly dying man, and a shout
went up for the man he wanted to see.
Mr. Andrews had hurried to the scene of the catastrophe as soon as he learned of it, and he was led to the spot where Wellman lay in his agony. Kneeling by the side of the sufferer, Andrews spoke a few words of com

"Come nearer," whispered Wellman. His friend leaned close to the injured "I'm terribly hurt, Horace, Yes, man. I'm dying. I'm terribly scalded, and I won't live. I know that. So I want you to take this message to my wife." Mr. Andrews leaned still closer order the underside of the train. When-that the message was whispered in his ever a face appeared at a window I crabbed for the man and pulled him unconsciously turned away for a moment, while the last tender words were

After that Mr. Wellman rallied and asked after his friend and partner, Thomas R. Morgan, who was with him on the train. He was told that Mor-gan still lived.
"Thank God for that," he murmured.

"Oh, I hope Tom will live. Soon after that the injured were placed aboard the relief train and hurried to Cleveland, Mr. Wellman among the rest.

BOY MAY BE INNOCENT CAUSE ment supplies in the Southwest. Told Two Men He Had Been Open-

ing Switch. CLEVELAND, O., June 22.-It is probable that investigation tomorrow will develop that a boy 14 years old meddled ing and hissing of steam, and I seemed with the switch at the Mentor Stosion to be stiffling in a dense cloud of it. I last night and caused the wreck of the Twentieth Century flyer.

William Usber, ticket agent of the Nickel-Plate, and James Barnes, of Willoughby, were on the scene of the wreck 20 minutes after it happened. On the way they met a boy carrying a lantern. They questioned him and he said that he had been down to shut a switch. The men went to the scenc of the wreck and found the switch open, but locked. The men are ing passed the one hundred million mark of the opinion that the boy thought that there was a freight ahead of the Twentieth Century and opened the switch to let it through and take a siding, and that he fice, July 15, 1898, to June 22, 1996, inclusive meant to open the switch instead of closing it.

H. S. Storria, general superintendent o the Lake Shore, said that the matter would be investigated tomorrow, although he is inclined to doubt the story that a boy had turned the switch.

WILL RETURN TO OLD TIME

President Newman Makes Change,

Though Denying Its Necessity. NEW YORK, June 21-President New man, of the New York Central and Lake Shore Railroads, said today that the 29hour schedule of the Twentieth Century Limited train will be restored at once in place of the 18-hour schedule on which

the train had been running for only a few days. Mr. Newman said: "Since the sad accident which has hap-pened on the Lake Shore, I have had a consultation with the operating officials, who have explained that the accident was caused by a misplaced switch, and was not due to the speed of the train, and not due to the speed of the train, and they assure me that the present schedule can be safely and easily maintained. While I agree with the operating officials that there is no physical reason why the schedule should not be continued, never-theless in my judgment the time of the Twentieth Century Limited should be re-stored to 30 hours and it will be done stored to 20 hours, and it will be done

WRECK RESULT OF MALICE

No Other Cause Possible Than Tam-

me one tampering with the switch. The evidence seems to point to a deliberate, malicious attempt to derail the train. It seems hard to believe that any person could be guilty of such a fearful crime, but we are forced to this opinion by the

"Train No. 10, which left here yesterday morning at 10:30, passed this switch less than an hour ahead of the Twentieth Century Limited. The switch was all right then, There was no train between the two. The information leads us to think that some time between the two trains the switch was tampered with. "The train was going at the customary rate of speed, which is about 60 to 55 miles an hour. This speed we do not believe was the cause of the accident. The same accident would have befallen any train going at a much less rate of speed, and in the case of a long, heavy train the fatalities would have been even greater."

When asked if the accident which had befallen the train would lead to the aban-donment of the 18-hour schedule between Chicago and New York, Mr. Daly denied

that any such result would follow.

"We do not believe that the rate of speed is a factor to be considered in the disaster of last night. If we were to think speed the cause of the accident and should seek to eliminate all possibility of such catastrophes, we would have to reduce the running time of trains to 15 or 29 mires an hour. This the public would not tolerate."

CLEVELAND, O., June 21 .- D. C. Moor assistant general superintendent of the Lake Shore Road, after investigating the

"I have made a careful and thorough investigation. The switch was open I am satisfied that some one having a key opened the switch with malicious intent. The train did not jump the track.

General Manager W. H. Marshall, of the Lake Shore Road, expressed the opinion today that the wreck was deliberately planned by some unknown person through the switch at Mentor.

Fireman Gorham, who suffered serious injury, declared today that the signal light showed white. The switch was found to be in perfect condition immediately after the wreck.

NOTED AS ADVERTISING MAN

S. C. Beckwith, Who Died of Injuries, Agent for Oregonian.

NEW YORK, June 22.-8, C. Beckwith, NEW YORK, June 22.—S. C. Beckwith, who died today as a result of injuries sustained in the wreck, was well known in newspaper advertising circles. He was president of the S. C. Beckwith Special Advertising Agency which has offices, in this city, and was a representative of the Portland Oregonian. He was 50 years old.

Bennett Famous Patent Lawyer.

NEW YORK, June 22.—John R. Bennett, who met death in the Twentieth Century wreck at Mentor, O., was one of the foremost patent lawyers of the country and appeared in many of the im-portant cases growing out of the infringe-ments on great inventions.

His notable case was his victory for the City of New York over the use se attachment. The case dragged along ore than 25 years, and involved nearly \$27,000,000. A decision in favor of the city was handed down in the United States Circuit Court of Appeals, last Dec

Two Well-Known Men Victims.

CHICAGO, June 21.-H. H. Wright, whose name appears in the list of casual-ties, was secretary of the Featherstone Foundry Machine Company here. James H. Gloson, another Chicago victim, was secretary of the American Foundry & Machine Company. Both lost their

ONCE LIVED IN OREGON

William S. Grant, Former Government Contractor, Dies in Maine.

FARMINGTON, Me., June 22 - (Special.) William S. Grant, a widely known ship ullder and war-time Government contractor, died here today, aged 80. He was one of five who owned the Kennebec Steamboat Company, and during the Civil War hamiled big contracts for Governbig wagon train was captured by th Confederates in Texas, he put in a claim, and, while prosecuting it, engaged in busi-ness in Oregon, Seattle and other Pacific Coast points. Congress finally awarded him \$77,000, and he closed out his Oregon business, returning East.

OVER \$100,000,000 IN GOLD

Receipts of Seattle Assay Office in Seven Years.

SEATTLE, Wash, June 21.-At the lose of business yesterday, Frederick A. Wing, assayer in charge of the United States assay office here, announced that the institution has completed its "century nstitution has completed its "century the receipts of gold and silver havnting to \$100,189,000.

grand total from the opening of the ofup to 6,962,158.72 troy ounces. Reduce avoirdupois pounds, it gives 297,145.77.

BRIEF TELEGRAPHIC NEWS

John Parmalee, of Chicago, left his en-tire estate of \$400,000 in trust for the pur-

The lard refining building at the packing plant of Schwarzschild & Suizberger, at Armourdale, Kan., was destroyed by fire yesterday. Loss, close to \$300,000. Under the guise of telephone inspectors, thieves secured entrance to the country home of a corporation lawyer in New York and stole jewelry worth \$23,000, but of much greater value as family heir-

The French torpedo-boat Harpon struck a rock during the maneuvers off Cher-bourg Wednesday night. She was refloat ed and towed to the arsenal. Vice-Consul General Dean B. Mason, son of United State Consul-General Frank H. Mason, at Berlin, was married yesterday to Miss Alice Peterson, of Berlin General Montero Rice has formed a new Spanish Cabinet.

Dispatchers Favor Block System.

DENVER June 21.-The National Train Dispatchers' Association closed its convention today with the selection of Buffalo, N. Y., as the next meeting place and the election of the following officers: President, F. X. Meyer, Marshall, Tex.; vice-president, L. H. Phetteplace, Williamson, W. Va.; treasurer and editor, John F. Mackie, Chicago; executive committee, C. D. Richards, Philadelphia, J. B. Jerome, New Albany, Ind., T. D. Delimin, Youngstown, O., and C. W. Fisher, Denver.

The most important work of the con-Dispatchers' Association closed its con

Fisher, Denver.

The most important work of the convention was the adoption of resolutions demanding the establishment of the block system on every railroad in the United

Graduates at Oberlin.

NEW YORK, June 23 .- (Special.)-Emery Charles Dye, of Oregon City, was graduated today with the degree of bachelor of arts, at the seventy-secncement of Oberlin

That Personal Touch



Stein-Bloch

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Clothes

all Stein-Bloch Smart Clothes. Write for "Smartness." an education in correct dress, which also explains he wonderful Wool Test and tells you where Statis-Bloch Smart Clothes are said in your city.

THE STEIN-BLOCH CO. Wholesale Tailors 130-32 Pifth Ave., Tailor Shops, New York. Rochester, N. Y.

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that strife for perfec-

tion which every true

craftsman puts into his

work-that is the sig-

nature which Stein-

Bloch artisans have

been putting upon Wool

Tested material for fifty

years-the final touch of art which lends

supreme distinction to

THE XXTH CENTURY SEWING MACHINE



The highest type of FAMILY SEWING MACHINE-the embodiment of SIMPLICITY and UTILITY-the ACME of CONVENIENCE.

Don't Use Poor Oil

For use on sewing-machines, writing machines, bicycles and all purposes requiring a fine lubricant the best is cheapest in the end. Genuine Singer Oil can only be obtained at Singer Stores

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PORTLAND.

IN A WEEK

MAIN ST., OREGON CITY, OR.



We treat successfully all private user your and chronic diseases of men, also blood, stomach, heart, liver, kidney and throat troubles. We cure SYPHILIS without mercury) to stay cured forever, in 20 to 60 days. We remove STRICTURE, without operation or pain, in 15 days.

We stop drains, the result of self-abuse, immediately. We can restors the sexual vigor of any man under 50 by means of local treatment peculiar to ourselves.

OREGON.

We Cure Gonorrhoea In a Week

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