COLUMBIA BAR IS LESS FORMIDABLE

Present Channel Is Gradually Growing Deeper, Says Engineer.

GAINS A FOOT IN YEAR

Other and More Striking Developments Are Not Improbable, According to Army Man's Annual Report.

That the Columbia River bar, with 23 feet at low tide, has one foot more depth than a year ago, will be shown by the annual report to be forwarded today to the War Department from the office of Lieutenant-Colonel Roessler, who is in charge of this engineering district.

The report will treat also of the river channel between Portland and the sea, showing how the Government money has been expended, what has been accomplished and what remains to be done. Within the scope of the report will come the Celilo Canal and the upper waters of the Columbia and its tributaries.

The most important part of the report will be that treating of the Columbia bar, for which a further appropriation by Congress at the next session will be absolutely necessary for continuance of the jetty project. The last appropriation will only finish that part of the jetty extension begun in the last one or two years, and after it shall have been expended this year there will be nearly a mile of the south jetty yet to build and the whole of the north jetty, until the deepening project shall have been carried out.

The crest of the bar is some 800 feet narrower than last year, where ships pass in and out. This is considered by Colonel Roessler as a very favorable sign, and he and his assistant engineers would not be surprised at any time to hear of the bar crest breaking through at some point into a deeper channel than at present.

The bar bends around the river entrance in an arc about 2½ miles in extent, and throughout its entire length it has an almost uniform depth of between 23 and 24 feet. This is a surprising condition, and is perhaps without a parallel in the world.

The shoaling difficulties on the bar come from the heavy surf, which beats back the sand that is swept out by the scouring energy of the currents, and builds it up into a ridge, called the crest of the bar. This effect of the surf is shown plainly near the present end of the jetty, where on the inner side is a depth of between 30 and 35 feet, while on the outer side, where the surf breaks, there is but 19 or 20 feet. At the extreme end of the present jetty is 45 feet.

The building of the jetty through this depth would be difficult and expensive, and the engineers have not made up their minds how they will cope with it, when next year, a further appropriation expected from Congress, will enable jetty work to continue.

LIFESAVERS SAVE FISHERMEN

Boat Occupied by John Jurmu and J. Wuhkola Overturned.

ASTORIA, Or., July 12.—(Special.)—During a heavy northwest gale at the mouth of the river this afternoon a fishing-boat occupied by John A. Jurmu and John S. Wuhkola, who fish for the Columbia River Packers' Association, was capsized on the bar. The Cape Disappointment life crew went out with the new power surfboat and succeeding in saving the men and boat, but a portion of the net was lost.

COMPANY SHORT OF OIL.

Explosion at Portsmouth Causes Union Company to Refuse Orders.

The Union Oil Company, which controls the tanks at Portsmouth, one of which blew up recently, has issued notice to the effect that it will not be able to supply fuel oil for a short time on account of the explosion.

All their available supply has practically been exhausted and it will be necessary to await the arrival of the oil steamer Whittier and a train of tank cars coming up from California.

Vessels Finish Loading Lumber.

The schooner Virginia finished loading her cargo of 700,000 feet of lumber early yesterday morning and left down stream in the afternoon in tow of the steamer Harvest Queen. She is bound for San Francisco, and will return to Portland as soon as she is discharged at the Bay City.

The barkentine Georgina also finished loading yesterday and will probably leave down today. She is also bound for San Francisco.

Steamer Comeric Is Due Today.

The British steamer Comeric is due to arrive today, and as soon as she is brought up the river will commence loading lumber at the Portland Mills. She will occupy the berth just vacated by the Richmond and will take on a part of her lumber cargo at this mill. She is scheduled to finish at the North Pacific Mill.

Marine Notes.

The Alliance was worked yesterday by union longshoremen, who will continue loading the vessel, which is scheduled to leave for Coos Bay tonight.

Inspectors Edwards and Fuller left yesterday for Newport, Idaho, where they are to inspect the steamer Saretta and other craft in that vicinity.

The steamer T. J. Potter leaves Ashstreet dock each morning except Saturday, in the future, at 9 o'clock. On Saturdays the boat leaves at 1 o'clock in the afternoon.

Arrangements have been practically completed for an excursion to be tendered the National Educational Association on th steamer Bailey Gatzert on their arrival at Cascade Locks next Monday.

The British ship Carnedd Llewellyn finished at the Greenwich dock last evening, and the German ship Emilie finished at the Montgomery dock yesterday. Both vessels will probably leave down today.

The British steamship Richmond shifted from the Portland Mills down to the North Pacific Mills yesterday and will complete her cargo of lumber at this place. She is expected to finish loading by the first of the week.

The German steamer Otta is due to reach this port from San Francisco tomorrow. She is reported to have left the Bay City Wednesday and should be off the Columbia tonight She is coming to complete her cargo for the Orient.

The British steamships Kelvinbank and Manchester Port are due to arrive here next week for lumber cargoes to the Orient and United Kingdom. The former brings lime and cement as her inward cargo, while the latter is coming in ballast.

Arrivals and Departures.

ASTORIA, July 12.—Condition of the bar at 5 P. M., smooth; wind northwest; weather clear. Sailed at 5:20 A. M., steamer Whittier, for Port Harford; sailed at 9:25 A. M., steamer Columbine; arrived down at 1:30 and sailed at 4:25 P. M., steamer Hilonian, for Honolulu; sailed at 4:40 P. M., brigatine Lurline, for San Francisco.

San Francisco, July 12.—Arrived—Steamer Atlas, from Portland. Sailed at 5 P. M.—Steamer Cascade, for Portland.

San Francisco, July 12.—Arrived—British steamer Sutherland, from Manila, Ilo Ilo and Mororan; steamer Atlas, from Seattle; steamer Go Lightly, from Seattle; steamer Shasta, from Bellingham. Sailed—Schooner Transit, for Gray's Harbor.

Brisbane, July 12.—Sailed—Maheno, from Sydney, N. S. W., for Vancouver, via Honolulu.

Hongkong, July 12. — Sailed — German steamer Numantia, for Portland.

Manila, July 12.—Arrived yesterday—Schooner Polaris, from Portland.

CASTLE ROCK MAY STAND

CONDEMNATION SUIT NOW ON TRIAL AT STEVENSON.

Portland & Seattle Road May Be Forced to Buy to Obtain Right of Way.

STEVENSON, Wash., July 12.—(Special.)—In the Superior Court at Stevenson, Wash., today, Judge McCreadie held a preliminary hearing in the controversy between the Portland & Seattle Railroad and the Columbia Valley over the right of way of the two roads in Skamania County. Counsel for the Columbia Valley admitted that the Columbia Valley Railroad is in reality the O. R. & N.

A jury was secured today to try the condemnation suits of the Portland & Seattle Railroad vs. Charles H. Ladd et al., and the Portland & Seattle vs. T. F. Leavins. These two suits involve the contest for the right of way between Castle Rock and the Columbia River, and the Court and jury visited the scene of the controversy this afternoon. The contention of the owners of Castle Rock is that the building of the railroad will prevent them from using the stone of Castle Rock for commercial purposes, as it will shut off their means of loading on the river barges and make blasting impossible.

It is the local sentiment that the owners of Castle Rock have never intended to quarry the rock, but have taken this means to force the Portland & Seattle Railroad to purchase the entire rock in connection with their right of way, at an exorbitant figure.

Captain Short of the Oregon Round Lumber Company, of Portland, has been retained by the Portland & Seattle Railroad to give expert testimony in this case relative to the feasibility of transportation of stone quarried at Castle Rock by water after the construction of the railroad.

There is much interest in the outcome of this case, and it is now believed that this wonderful production of nature is destined to remain in all its grandeur.

WAR HERO LOSES HIS LEG

John Broils Says He Hoisted First American Flag in Manila.

WEISER, Idaho, July 12.—(Special.)—John Broils, a resident of Cambridge, this county, was run over by a Pacific & Idaho Northern passenger train this morning, between Cambridge and Council, and his right leg cut off below the knee. He was taken to Council and then brought back to Cambridge, where he was operated on and then taken to the poor farm.

Broils was a soldier in the Philippines, and says he is the man who hoisted the American flag over Manila when that city surrendered. He was attacked with malaria while in the Islands, and since returning to the United States has become a morphine fiend and general wreck. He is in a serious condition.

Puts Dirt Into Water Mains.

ALBANY, Or., July 12.—(Special.)—The Willamette Valley Company, owner of the Albany water system, which gets its water from the Santiam River by means of an open canal flowing through the fields between Lebanon and Albany, has filed an injunction suit to restrain the Lebanon Paper Mills Company forever from floating logs down the ditch to the paper mill. This is a custom that has been followed for some time, and has resulted in sending great quantities of rubbish, wood splinters and debris of every kind down the canal to the water works in Albany, causing trouble to water-users.

Pure Water for Montesano.

MONTESANO, Wash., July 12.—C. H. Kiehl, general superintendent of the Montesano Light & Water Company, arrived in this city yesterday from Seattle, for the purpose of directing the work of installing a new water system, the source of the present supply being in danger of contamination by its proximity to the logging camps. The improvements which will be made under the supervision of Mr. Kiehl will consist of a new pumping plant and several miles of flumes and intakes out along the east branch of Sylvia Creek and its tributary streams.

Fire Warden in Clark County.

OLYMPIA, Wash., July 12.—(Special.)—J. R. Welty, State Fire Warden, today appointed David F. Reid, of Vancouver, Deputy Fire Warden for Clark County. The Fire Warden said today the State Board of Forest Commissioners would enforce strictly this year its rule in regard to spark-arresters on locomotives. Locomotives that burn coal must have a net with a mesh of no less than No. 12, and those that burn wood must have a netting of no less then six meshes to the inch, of No. 16.

Car Takes Fire in Train.

WEISER, Idaho, July 12.—(Special.)—While on the way to Council yesterday a car of merchandise in the Pacific & Idaho Northern Railway from this city caught fire, and, with its contents, was entirely consumed. A car of dynamite was also in the train, and it was saved from the flames after considerable work and danger on the part of the train crew. The fire is supposed to have originated in the car of merchandise.

Rancher May Have Been Murdered.

OAKLAND, July 12.—John O'Brien, a rancher, was run over early this morning and his body cut in two by a car of the Haywards electric line on the San Leandro road near Elmhurst. O'Brien was lying across the track, and the motorman did not see him in time to stop.

A gash on the back of the head gave rise to the theory that O'Brien's body had been placed on the track after his murder.

Aberdeen Telephone Franchise.

ABERDEEN, Wash., July 12.—(Special.)—A franchise has been granted by the council to E. C. Finch and others for a new telephone service. Considerable concessions are granted by the men behind the enterprise.

DR. WISE LECTURES

Audience at Chautauqua Hears Study of Lincoln.

JUVENILE COURT TALK

Judge Frazer Tells an Interested Crowd of Listeners of Working of Institution and Effect on Portland Youngsters.

OREGON CITY, Or., July 12.—(Special.)—With her songs and stories of the old South Mrs. Gielow entertained another large Chautauqua audience this afternoon. Her stories and reminiscences of the old plantation days equaled in interest her splendid lecture of yesterday. Mrs. Gielow's best story today, perhaps, was an account of how Jeremiah won Carolina by supplying a 'possum feast for the object of his adoration.

Tonight Rabbi Stephen S. Wise, D. D., of Portland, delivered his able lecture on "Lincoln, or the Scorn of Consequences," being a character study of the martyred President. The lecture was one of the ablest efforts of Dr. Wise, and was attended by one of the largest audiences of this year's assembly.

At the afternoon programme today Professor Beal, the Chautauqua elocutionist, gave a reading, consisting of a recital of some of his personal experiences. Professor Beal comes from Los Angeles, and while he may be a success as a reader, his attempted humor this afternoon proved exceedingly tiresome to a sweltering audience.

Mrs. Imogen Harding Brodie, the Chautauqua soloist, made her initial appearance this afternoon and was warmly greeted. She sang "Thy Name," by Mary Knight Wood, and for an encore gave "The Nigatingale's Song," by Nevin.

Judge A. L. Frazer, of Portland, this morning at the auditorium, delivered an address on "The Juvenile Court," in which he reviewed the workings of the juvenile institution at Portland, showing that during the year the organization has been in operation more than 700 children have been brought before him for petty misdemeanors. In addition to this number of cases that came before the observance of the juvenile court, 300 other cases were investigated, making a total of 1000 cases that received the attention of the court and its officers.

There is a surprisingly large attendance at all of the Chautauqua classes, and the membership in each is increasing daily. Dr. B. J. Hoadley addressed his class in English literature at the second session concerning the story of the English Bible from Wycliffe to the American revision of 1901. "By all means," he said, "make use of the American revised version, which modernizes the Bible. It excels in exactness and it represents American scholarship. It is the very best version in the English language."

Disappointed in that some talent that had been contracted for has failed to put in an appearance, the Chautauqua management has arranged for two balloon ascensions as additional entertaining features of this year's assemly. An experienced aeronaut from Portland has been engaged and will make two ascensions—one on next Monday afternoon, immediately following the ball game, and the second at the same time the following Saturday afternoon. In each instance, an ascent of from 3000 to 5000 feet will be made.

The Portland Trunk Company this afternoon defeated the Northwest Gun & Bicycle Club at baseball, the score being 7 to 4 in favor of the trunkmakers.

Friday's Programme.

MORNING.

Summer school.

11 to 12—Round table, equal suffrage, Mrs. Henry Waldo Coe and Mrs. Clara B. Waldo, speakers.

AFTERNOON.

1:00—Concert, Parsons' Orchestra, one hour.

2:00—Solo, Mrs. May Dearborne Schwab. Concert, the Hawaiian Royal Orchestra and Glee Club. Programme: March, "Liberty to the Captives"; "Pili Mahamaha," song, Peter Kalani; Hawaiian serenade, "Old Plantation"; waltz song, "Aloha no Wan i ko Mako"; intermezzo two-step, "Cherry"; bass solo, "Wiliwili Wai"; characteristic, "Happy Heine"; waltz song, "Ko Leo"; tenor solo, "Hooheno"; march song, "Kawaihain"; valse, "A New Years Dream"; farewell song, "Aloha Oe."

3:30—Baseball, Chemawa vs. Multnomah Amateur Athletic Club.

3:30—W. C. T. U. round table, scientific temperance, L. H. Amos and Mrs. Jane M. Donaldson.

7:00—Concert, Parsons' Orchestra, one hour.

8:00—Solo, Mrs. Imogen Harding Brodie. Lecture, Dr. George R. Wallace, Spokane, "The Fool's Paradise."

CHARGED WITH BURGLARY

Arraigned at Oregon City, With Other Charges Pending.

OREGON CITY, Or., July 12.—(Special.)—Frank Riggins, alias Miller, the young desperado who was captured near this city Monday morning, was today arraigned before Judge McBride on a charge of burglary. He took until tomorrow to plead, and O. D. Eby was appointed by the court to defend him.

Deputy District Attorney Schuebel today filed another information against Riggins, charging him with the burglary of Johnson's jewelry store at Estacada. There is another charge, that of larceny of Constable Adams' horse, pending against the youthful criminal. It is understood that Miller will plead guilty when brought into court tomorrow, and in that event it is likely that the other two charges against him will be dismissed.

M'MINNVILLE, Or., July 12.—(Special.)—Young Riggins, arrested Monday at Oregon City for burglary, was awaiting trial here for housebreaking. The crime was committed in the foothills above North Yamhill. The janitor of the Courthouse here was in the habit of taking him out to help him, and while he was not watched Riggins slipped over the fence and escaped.

INJURED IN A COLLISION.

Mrs. Anderson's Husband Was on Trip to Grant's Pass.

LOS ANGELES, Cal., July 12.—(Special.)—Mrs. James Crampton Anderson, wife of a mining operator now at Grant's Pass, Or., supposed to have sustained a fractured skull in a collision between her vehicle and a trolley car, was resting easier today. Mrs. Anderson was riding with Charles Stewart, coachman for her brother-in-law, E. L. Doheny, the mining magnate, when at College and Buena Vista streets the collision occurred

The coachman urged the high-spirited mare ahead, thinking he could clear the approaching car, but too late. The rig was overturned and both occupants badly injured. A few minutes later Mr. Doheny arrived in his automobile, and doctors and trained nurses were put at the victim's disposal. Anderson wired from Oregon he would return at once.

CRUSHED UNDER LOAD OF HAY

John Kappermann Was Soon to Marry Daughter of Employer.

OREGON CITY, Or., July 12.—(Special.)—John Kappermann, aged 25 years, fell from a load of hay near Willamette this afternoon and was crushed to death. While descending a grade in the road with a loaded wagon, Kappermann was thrown from the rack and falling between the horses, the wagon and its heavy load passed over his body. Kappermann's relatives live in Nebraska. He was engaged to wed next month the daughter of William Hellberg, for whom he was working when today's fatal accident occurred.

Charges Riflemen With Rowdyism.

SALEM, Or., July 12.—(Special.)—Contractor W. Emerson, who is laying a new floor on the steel bridge across the Willamette River at this place, has made complaint to the Salem police that members of the Oregon National Guard, who are camped across the river from Salem, have thrown a lot of his property in the river. He says he left a number of heavy tools on the bridge, and these, together with a number of thick planks, were thrown into the river. While he did not see Guardsmen throw his tools overboard, he is confident from what he has been told that the mischief was done by the riflemen.

Hot Weather Hurries Harvest.

EUGENE, Or., July 12.—(Special.)—The condition of the crops in the Upper Willamette Valley, especially around Eugene, during the past week have been excellent, and all the farmers are happy. The haying season is about half over and the crop to be harvested will be one of the largest for years.

The warm wave which has extended over the valley during the past few days has been somewhat detrimental to the wheat crop, which, according to the farmers, has advanced too far. Harvest hands are reported scarce, even with the good wages offered.

CHAINS WELDED ON THEM

BRUTAL TREATMENT OF CAPTURED SEALERS IN RUSSIA.

Loaded With Irons, Imprisoned in Filthy Hovel and Left Destitute When Liberated.

VICTORIA, B. C., July 12.—Captain T. H. Thompson and Joe Knapp, American citizens; Edward McNeill, George McCamish; Canadians; Jose Villoa, a Spaniard, who reached Kobe after being released from prison in Siberia after serving two years, were cruelly treated, according to letters received here. The prisoners were seal hunters, employed on the Japanese sealer Kyoichi Maru, formerly the Diana, of San Francisco, and were captured by the cruiser Gromobol in August, 1904, and taken to Nicolaiefsk and thence to Khaborovsk.

Captain Thompson, navigating officer of the sealer, whose home is in San Francisco, was suspected of being a spy because of some drawings found in a notebook. He was loaded with chains welded on his arms and legs by blacksmiths, and confined for six months in a small, unlit cell, built of wood and swarming with vermin. When brought out for trial he was unable to walk, and was practically dragged to the court along the snow. The trial had been concluded when the prisoners were brought in, and each had been sentenced to 16 months' imprisonment.

They were better treated after being sentenced, though almost starved, and when liberated were destitute at Khabarovsk. They were finally given passage to Vladivostok, securing food through the kindness of an English and German traveler, and were sent to Kobe as destitute seamen on a Japanese steamer from Vladivostok.

The 200 sealskins taken by the sealer and everything of value on board was taken by the Russians and the schooner sunk.

Divorces at Oregon City.

OREGON CITY, Or., July 12.—(Special.) Judge McBride, at an adjourned term of the Circuit Court, today granted divorces as follows: E. H. Pickard vs. Mary E. Pickard, Florence Idella Fink vs. John Fremont Fink, Idella K. White vs. Charles White, in which plaintiff is awarded $7.50 per month alimony and the custody of a minor child. In the divorce suit of Ralph Gowaniock vs. Hattie Gowaniock, an order of default and reference was entered.

Two additional divorce suits were filed today, as follows: Susan Harris vs. H. E. Harris, charging cruel and inhuman treatment. They were married at Marquam, this county, in 1888. Plaintiff asks for the custody of the minor children and an allowance of $35 per month for their maintenance. Married at Fort Perry, Ontario, Canada, in 1885, F. O. Wiles charges Agnes J. Wiles with desertion at Missoula, Mont., in 1905.

Nurserymen to Meet at Salem.

TACOMA, Wash., July 12.—(Special.)—The charms of a cherry feast were arrayed against those of a peach festival at the closing session of the fourth annual meeting of the Pacific Coast Association of Nurserymen this afternoon, and the cherries won and the association will meet at Salem, Or., next June. The following officers were elected for the coming year:

President, C. W. Powers, of Chico, Cal. Vice-presidents—C. W. Howard, of Riverside, Cal.; C. F. Lansing, of Salem, Or.; W. D. Ingalls, of North Yakima, Wash.; M. J. Henry, of Vancouver, B. C.; P. A. Dix, of Salt Lake, and C. P. Hartwell, of Caldwell, Idaho. C. A. Tonneson, of Tacoma, continues as treasurer.

Accidentally Drowned at Boring.

OREGON CITY, Or., July 12.—(Special.)—Carl Olsen, a Swede, aged 31 years, was accidentally drowned at Boring yesterday afternoon. After a brief absence, the associates of the drowned man, upon returning to the mill pond at Palmer's sawmill, where he was employed, found Olsen had disappeared. A search was conducted and the body was later recovered from the pond.

At an inquest this morning the jury found that Olsen came to his death either by accidentally falling into the water or by becoming overheated and then falling into the pond.

Grocers Not to Buy Infected Fruit.

SALEM, Or., July 10.—(Special.)—County Fruit Inspector E. C. Armstrong today called upon all retail grocerymen and secured from them an agreement not to buy from farmers any fruit infected with San Jose scale. The dealers were willing to make the agreement and will keep it in letter and spirit. If the retail merchants prevent the sale of diseased fruit to them, the inspector can give his entire time to watching the farmers who peddle fruit about town direct to the consumers.

Clackamas Road Viewers Appointed.

OREGON CITY, Or., July 12.—(Special.)—The Clackamas County Court today appointed the following board of road viewers for the ensuing term: County surveyor, S. A. D Hungate, W. H. Counsell, of Milwaukie, and Nixon Blair, of Needy.

FOREST FIRE NEAR SAND POINT

Damages Railroad Material and Drives Laborers to Flight.

BUTTE, Mont., July 12.—A Sand Point special says:

Owing to a bad forest fire burning for the second time this season, the Spokane International Railroad Company has suffered losses near Colburn. Several hundred ties, poles and piling, which belonged to the company, went up in smoke, caught in the path of the fire, which is thought to be under control this morning.

The fire drove out Contractor Purvis, the men and horses being hurried to Colburn for safety.

The railway company lost two culverts, which are totally destroyed, and will be rebuilt immediately, as the tracklayers are now close to the scene of the fire. The railway company and the Humbird and Musser lumber companies are hurrying men to the scene to keep the fire from spreading to their timber.

BOUNDARY BOARD ADJOURNS

Oregon's Testimony Concluded and Washington Will Be Heard.

ASTORIA, Or., July 12.—(Special.)—The taking of testimony, as submitted by Oregon in the boundary line case, was concluded here this evening and an adjournment taken until next Monday, when the boards, representing the two states, will meet at the Breakers Hotel, on North Beach, and hear the testimony to be submitted by the State of Washington.

The evidence adduced thus far shows that at the time the State of Oregon was admitted and the boundary was designated as the center of the ship channel which was on the north side of Sand Island. The principal witnesses examined were pilots and steamboat men, who have been navigating the waters of the Columbia river for a number of years.

FELL UNDER CAR WHEELS

George McKinley Is Fatally Mangled Near Walla Walla.

WALLA WALLA, Wash., July 12.—(Special.)—George McKinley, of Los Angeles, Cal., attempted to board a freight train at Hunt's Junction early this morning, missed his footing and fell beneath the cars. He was found along the track near Hunt's Junction with both legs cut off at the knees and the left ear severed from his head. He was taken to the St. Mary's Hospital at this place, and died soon after.

McKinley was about 25 years old, and has a mother residing in Los Angeles and a married sister in Portland. A brother-in-law will arrive from Portland in the morning and take the remains to Los Angeles.

Heavy Shipment of Salmon.

SEATTLE, Wash., July 12.—(Special.)—The first heavy shipment of red salmon to arrive from the North was received by George T. Myers, of Portland, from the cannery owned by George T. Myers & Co. at Chatham Bay, Alaska.

The same company has received a shipment of 600 cases, which came down on June 27, but the last shipment is the largest received so far.

Boy Drowned at Seaside.

SEASIDE, Or., July 12.—Frank Spear, the 10-year-old son of the nightwatchman at the mill, was drowned yesterday afternoon. The boy was bathing in the Ohanna River with a number of other children. He could swim but little, and ventured into too deep water.

Swimmer Burst Blood Vessel.

M'MINNVILLE, Or., July 12.—(Special.)—The funeral of Guy Thompson was held here yesterday. Thompson was drowned while in swimming in the millpond at Carlton Tuesday. The direct cause of his death was the bursting of a bloodvessel.

Very Hot Day at Eugene.

EUGENE, Or., July 12.—(Special.)—Today was by far the hottest of the year in Eugene, the thermometer running as high as 98. The day was very sultry, with hardly a breath of air stirring.

Henrik Ibsen's widow has for some time been collecting letters written by her husband and will have them published.

FACTS GUARANTEED

NEURALGIA AND ANÆMIA ARE CURED BY PINK PILLS.

Showing the Power of this Wonderful Prescription Over the Blood And Nerves.

For nearly a generation the people of this country have known Dr. Williams' Pink Pills, during which time proof of thousands of cures by this remedy has been published and confirmed and not one person has been harmed in the slightest degree by their use. The pills contain no opiate, narcotic or stimulant, nor any drug which could injure the most delicate constitution.

Two cases in one family is a creditable showing as to the efficacy of Dr. Williams' Pink Pills in disorders of the blood and nerves and the following cases may easily be investigated by the incredulous:

"For over a year," says Miss Charlotte Van Salisbury, of Castleton, N Y., "I suffered from neuralgia and palpitation of the heart. My skin was pale and sallow and I was troubled with dizziness, fainting spells and fits of indigestion. I was very nervous and would start at the slightest sound. At times a great weakness would come over me and on one occasion my limbs gave way under me and I fell to the sidewalk.

"Of course I was treated by our local physicians and also consulted a noted doctor at Albany, but nothing they gave me seemed to benefit me. One day I read in a newspaper about Dr. Williams' Pink Pills for Pale People and I immediately gave them a trial. I soon felt much better and my color had begun to return. I continued using the pills and by the time I had taken eight boxes I was entirely cured.

"My sister, Sarah Van Salisbury, suffered terribly from anæmia. She was pale and thin and we feared that she would become a victim of consumption. She tried Dr. Williams' Pink Pills for Pale People and in a short time she began to gain in strength and weight. She is now strong and well and we both heartily recommend Dr. Williams' Pink Pills to all who are in ill health."

Dr. Williams' Pink Pills are sold by all druggists or sent, postpaid, on receipt of price, 50 cents per box, six boxes for $2.50, by the Dr. Williams Medicine Co., Schenectady, N. Y. Descriptive pamphlets free on request.

TRAVELERS' GUIDE.

O. R. & N.

UNION PACIFIC

OREGON SHORT LINE

AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	9:30 A. M. Daily.	5:00 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Great Northern points.	6:15 P. M. Daily.	8:00 A. M. Daily.
ATLANTIC EXPRESS for the East via Huntington.	8:15 P. M. Daily.	7:15 A. M. Daily.
PORTLAND - BIGGS LOCAL, for all local points between Biggs and Portland.	8:15 A. M.	6:00 P. M.

RIVER SCHEDULE.

FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach steamer Hassalo, Ash-st. dock.	8:00 P. M. Daily, except Sunday. Saturday 10:00 P.M.	5:00 P. M. Daily, except Sunday.
FOR DAYTON, Oregon City and Yamhill River points, Ash-st. dock (water per.)	7:00 A. M. Daily, except Sunday.	5:30 P. M. Daily, except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 8:40 A. M., or upon arrival train No. 4, daily except Saturday. Arrive Riparia 4 P. M. daily except Friday.

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.

EAST via SOUTH

SOUTHERN PACIFIC COMPANY — PACIFIC COAST STEAMSHIP COMPANY

Leaves.	UNION DEPOT.	Arrives.
*8:45 P. M.	OVERLAND EXPRESS TRAINS for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Stockton, Los Angeles, El Paso, New Orleans and the East.	*7:25 A. M.
*8:30 A. M.	Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsville, Springfield, Wendling and Natron.	*5:55 P. M.
*4:15 P. M.	Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:35 A. M.
7:30 A. M.	Corvallis passenger.	5:50 P. M.
*4.50 P. M.	Sheridan passenger.	*8:25 A. M.
§10:45 P. M.	Forest Grove passenger.	§1:50 P. M.

*Daily. §Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30 A. M.; 12:50, 2:05, 4:00, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:30 A. M.; 1:55, 3:05, 5:05, 6:15, 7:35, 9:55, 11:10 P. M.; 12:25 A. M. Daily except Sunday, 6:25, 7:25, 9:30, 11:45 A. M. Sunday only 10:00 A. M.

Leave from same depot for Dallas and intermediate points daily, 4:15 P. M. Arrive Portland 10:15 A. M.

The Independence-Monmouth Motor Line operates daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, $20; berth, $5. Second-class fare, $15; second-class berth, $2.50.

Tickets to Eastern points and Europe; also Japan, China, Honolulu and Australia.

CITY TICKET OFFICE, Corner Third and Washington Sts. Phone Main 712.

C. W. STINGER, City Ticket Agent. WM. M'MURRAY, Gen. Pass. Agt.

PACIFIC COAST STEAMSHIP CO.

Special Alaska EXCURSIONS

Cottage City, July 13, 27. City of Seattle, July 20. Fare $66 round trip.

"AROUND PUGET SOUND" EXCURSIONS EVERY FIVE DAYS.

SOUTHEASTERN ALASKA ROUTE.

From Seattle at 9 P. M. for Ketchikan, Juneau, Skagway, White Horse, Dawson and Fairbanks.

S. S. City of Seattle, July 10, 20; Aug. 1.
S. S. Humboldt, July 14, 23.
S. S. Cottage City (via Sitka), July 13, 27.

NOME ROUTE.

Third sailing S. S. Senator, about July 15.

FOR SAN FRANCISCO DIRECT.

From Seattle at 9 A. M.—City of Puebla, July 10.

Portland Office, 249 Washington St. Main 229.

G. M. LEE, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A. 10 Market St., San Francisco.

Columbia River Scenery

Regulator Line Steamers

THE EXCURSION STEAMER "BAILEY GATZERT" makes round trips to CASCADE LOCKS every Sunday, leaving PORTLAND at 9 A. M., returning arrives 6 P. M.

Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder street, Portland; foot of Court street, The Dalles. Phone Main 914, Portland.

San Francisco & Portland Steamship Co.

Operating the Only Direct Passenger Steamers

Future sailings postponed indefinitely account San Francisco water-front strike.

JAS. H. DEWSON, AGENT.

ALASKA

FAST AND POPULAR STEAMSHIPS LEAVE SEATTLE

"Jefferson," June 30; July 12, 24, via Wrangel.
"Dolphin," June 24; July 6, 18, 30.

CHEAP EXCURSION RATES.

On excursion trips steamer calls at Sitka, Metlakahtla, Glacier, Wrangel, etc., in addition to regular ports of call.

Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Totem Poles."

THE ALASKA S. S. CO.
Frank Woolsey Co., Agents, 252 Oak St. Portland, Or.

TRAVELERS' GUIDE.

TIME TABLE — GREAT NORTHERN RAILWAY

THE COMFORTABLE WAY.

TWO OVERLAND TRAINS DAILY

THE ORIENTAL LIMITED
The Fast Mail
VIA SEATTLE OR SPOKANE.

Daily. Leave.	PORTLAND Time Schedule.	Daily. Arrive.
8:30 am	To and from Spokane, St. Paul, Minneapolis, Duluth and All Points East Via Seattle.	7:00 am
11:45 pm		6:50 pm
6:15 pm	To and from St. Paul, Minneapolis, Duluth and All Points East Via Spokane.	8:00 pm

Great Northern Steamship Co.
Sailing from Seattle for Japan and China ports and Manila, carrying passengers and freight.
S. S. Minnesota, July 23.
S. S. Dakota, Sept. 2.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)
S. S. TANGO MARU will sail from Seattle about July 21 for Japan and China ports, carrying passengers and freight.
For tickets, rates, berth reservations, etc., call on or address
H. DICKSON, C. P. & T. A.
122 Third St., Portland, Or.
Phone Main 680.

TIME CARD OF TRAINS

NORTHERN PACIFIC

PORTLAND
DAILY.

	Depart.	Arrive.
Yellowstone Park-Kansas City-St. Louis Special for Chehalis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Kansas City, St. Louis and Southwest	8:30 am	4:30 pm
North Coast Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East	2:00 pm	7:00 am
Puget Sound Limited for Claremont, Chehalis, Centralia, Tacoma and Seattle only	4:30 pm	10:55 pm
Twin City Express for Tacoma, Seattle, Spokane, Helena, Butte, St. Paul, Minneapolis, Lincoln, Omaha, St. Joseph, St. Louis, Kansas City, without change of cars. Direct connections for all points East and Southeast	11:45 pm	6:50 pm

A. D. Charlton, Assistant General Passenger Agent, 255 Morrison st., corner Third, Portland, Or.

Astoria and Columbia River Railroad Co.

Leaves.	UNION DEPOT.	Arrives.
Daily.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore.	Daily.
8:00 A. M.		11:55 A. M.
7:00 P. M.	Express Daily, Astoria Express, Daily.	9:50 P. M.

"Portland-Seaside Flyer"—Saturday only, leave Portland 3:10 P. M.

C. A. STEWART, Comm'l. Agt., 248 Alder st. J. C. MAYO, G. F. & P. A. Phone Main 906.

PORTLAND - ASTORIA ROUTE

Fast Str. TELEGRAPH

Makes round trip daily (except Sunday). Leaves Alder-street dock 7 A. M.; returning leaves Astoria 2:30 P. M., arriving Portland 9 P. M. Telephone Main 565.

American-Hawaiian Steamship Company

The splendid A1 steamer "NEVADAN," Green, master, will arrive at Portland on or about Monday, July 16, and, having discharged her New York cargo, will load at once and sail promptly for Honolulu and Kahului, Hawaiian Islands. Freight will be received at any time from now to date of sailing for this steamer at Columbia Dock No. 1, foot of Northrup street.

For rates of freight and all other particulars, apply to

THE CHAS. P. BEEBE CO., Agents, First and Ankeny Streets.

Steamer Chas. R. Spencer

FAST TIME.

Up the beautiful Columbia, the most enjoyable of river trips. Leaves foot Oak st. for The Dalles and way points daily at 7 A. M., except Friday and Sunday; returning at 10 P. M. Sunday excursions for Cascade Locks leave at 9 A. M.; return 6 P. M. Phone Main 2960.

WILLAMETTE RIVER ROUTE

Boats for Salem and way landings leave Portland 6:45 A. M. daily (except Sunday). Leave Salem 7:10 A. M. OREGON CITY EXCURSION SUNDAYS only, leave Portland 8:30, 11:30 A. M. and 3:30 P. M.

OREGON CITY TRANSPORTATION CO., Dock Foot Taylor St.

Dr. W. Norton Davis & Co.

ESTABLISHED 1889

Van Noy