SEATTLE PLAYERS MAKE NO SCORES

Errors by Substitute Shortstop Give Two Runs to the Visiting Portland Team.

HITS BY M'LEAN

In the Ninth Jud Smith Makes Circus Catch of Hot One From Householder and Siwash Hopes Go Glimmering.

PACIFIC COAST LEAGUE.

Portland 2. Seattle 0. San Francisco 4, Oakland 0, Freeno S. Los Angeles O. Standing of the Clubs. Portland
Los Angeles
Seattle
Oakland
Fresno

SEATTLE, Wash., July 17 .- (Special.)-The errors of Bull Croll, subbing at shortstop for Ross Hall, who is out of the game on account of an in

jured knee, gave today's game Portland. Croll let two easy popups Portland. Croil let two easy popups glide through si fingers, and the muffs cost a run each. Garvin and Calif pitched beautiful ball in the face of support that was far from perfect, but the errors of the Portland men did not prove as costly as those made by Croil. Both pitchers were in the hole most of the time, and there were 21 men left

Jud Smith furnished the delding feature of the game by robbing Blanken-ship of a hit by a swell one-handed stop in the ninth. Kane was on second and would have scored had the ball got away, but that stop put the final touch on Seattle's chances. The batting of McLean was another feature, for the big fellow got four hard hits in as many times at bat. Only one of the hits counced in the run-getting, however. The score:

SEATTLE.

AH	- 14	24	240	•	25				
Kane, 2b 5	0	19	3	4	0				
Van Buren, cf 4	0	0	1.	0	0				
Blankenship, C 5	0	0	9	2	- 0				
Householder, rf 4	0	2	2	- 1	0				
Croll, \$8 3	0	0	1	- 22	11:4				
Strelb, 1b 4	0	1	59	1	- 1				
Mott. 3b 3	- 0	0	2	1	1				
Jones, 1f 4	0	1	0	0	0				
Carvin D 3	0	0	0	4	0				
Vickers*1	0	0	0	0	0				
The second secon	-	-	min'	-	-				
Totals	0	6	27	15	6				
*Batted for Garvin in	the	nint	li.						
PORTLAND.									
AB	R	H	PO	A	. 100				
McHale, cf 5	0	1	3	0	0				
Sweeney, sa 4	0	0	- 3	3	2				
The state of the s	120	12.1	11.00	175	1/20				

PORTLAN	SD.				
AB	R	H	PO	A	. 1
McHale, cf 5	0	1	3	0	
Sweeney, sa 4	0	0	-33	3	
McCredie, rf 5	0	0	1	- 0	
McCredle, rf 5	1	1	0	1	
Smith, 3b 4	1.5	0	2	- 4	
Moore, 2b 2	0	1.1	3	3	
McLean, d 4	0:	4	- 6	2	
Lister, Ib 4	0	1	8	1	
Califf, p 2	0	0	0	. 2	
	-	-	-	-	10
Totals	. 2	. 8	7.28	15	
*Householder out for t	nter	fere	nce.		
the first and th	-	Earl Service	2007		

SUMMARY.

Two-base hit—Mitchell.

Double play—Croil to Kane to Streib.
Stolen bases—Blankenship. Householder.
Mitchell and Smith.
Sacrifice hits—Croil and Sweeney.
Struck out—By Garvin, 7; by Califf. 4.
Bases on balls—Off Garvin, 3; off Califf. 1.
Hit by pitched ball—Van Euren. Left on bases—Scattle 10, Portland 11. Time of game—One hour and 50 minutes Umpire—Mahaffey.

Seals Strong at the Bat.

LOS ANGELES, July 17 .- San Franclaco in the opening game of a series at Chutes Park today put Los Angeles down and out with a score of 8 to 0. Superior pitching by Hitt and heavy stick work by the visitors turned the trick. The score:

Los Angeles0000000000000 4 San Francisco240010010—813 Batteries-Randolph and Eager; Hitt Umpire-Knell,

Fresno Shuts Out Oakland.

OAKLAND, July 17.—Fresno shut out the home team today. The score:

Fresno000210100-4 8 0
Oakland0000000000-0 8 3
Batteries-McGregor and Dashwood;
Reidy and Hackett Umpires-Perrine and

AMERICAN LEAGUE.

Detroit 5, Boston 3.

BOSTON, July 17.-Tannehill's wildness in the fourth inning of today's game proved costly, the two passes issued developing into runs. Long hitting gave Detroit three more in the eighth. Boston rallied in the minth, three singles and a triple scoring two runs. Both teams played a slow fielding game. Score: Detroit5 7 1 Boston 3 10 3

Batteries-Killian and Schmidt; Tannehill and Armbruster,

No Games at Washington and Phila. WASHINGTON, July 17.-Washington-Chicago game postponed; muddy grounds. PHILADELPHIA, July 17.-St. Louis-

hiladelphia game postponed; rain, NEW YORK, July 17 .- New York-Cleveland game postponed; rain.

NATIONAL LEAGUE.

Chicago 6, New York 3.

CHICAGO, July 17.-By better hitting CHICAGO, July 17.—By better hitting and base-running, the locals defeated the champions easily today. Both pitchers were rather unsteady, each giving five bases on balls, but, when hits were needed, Brown steadied, white Mathewson was hit hard with men on bases. Steinfeldt, Evers and Kling did sensational fielding, each accepting numerous difficult chances. The score:

R.H.E. 9 3 New York 2 7 2 Batteries-Brown and Kling; Mathewson Umpires-O'Day and Johnstone.

inning. He was given good support. Phil-adelphia hit Willis with comparative case. The score:

R.H.E. ...1 5 4 Philadelphia ...4 9 1 Batteries-Willis, Lynch and Gibson; Sparks and Dooin. Umpires-Klem and Carpenter.

St. Louis 7, Brooklyn 1. ST. LOUIS, July II.—St. Louis had an easy time defeating Brooklyn today. Beebe pitched a sterling game, while Mc-Intyre was easy for the local batters. St. Louis7 14 3 Brooklyn1 2 3 Batteries-Beebe and W. Marshall; Mo-Intyre and Ritter.

Cincinnati 12, Boston 4.

CINCINNATI, July 17.—Cincinnati hit Young hard today, the run-getting being aided by errors on the part of the Boston team. Weimer was hit hard in two innings. The score: Cincinnati ...12 16 3 Boston

Batteries-Weimer and Schlel; Young and Needham. Umpire-Conway.

WHICH TEAM LEADS RACE?

Disputed Game Would Put Portland

Ahead of San Francisco. Assistant Manager Higgins, of the Portland Baseball Club, said Monday night, before the Beavers left for Seattle, that there was still room for doubt whether Portland or San Francisco is in the lead in the pennant race. A'disputed game between the Beavers and Los Angeles is the turning point of the issue. On April 30, on the Los Angeles grounds, Portland left the field before the game was finished, by agreement with the Angel manager, to catch a train. The locals were ahead at the time, but Los Angeles protested and was given the game by Umpire McDonald. President Bert afterwards said the game should go to Portland, but apparently he has never had such decision entered on the secretary's books. Assistant Manager Higgins, of the Port

THE DAY'S HORSE RACES.

At Brighton Beach.

NEW YORK, July 17.-Brighton Beach Orphan Lad third; time,

1:14 2-5.
Six furlongs—Klamesha won, Bryan second, Corn Blossom third; time, 1:14 3-5.
Selling, mile and a sixteenth—Hyperion
won, Azellna second, Edith James third;
time, 1:47.
The Seagate stakes, mile and a furlong—
Sir Huon won, Albert F. second, Maxie Witt
third; time, 1:54.
Mile and a sixteenth—Feature.

Mile and a sixteenth—Far West won, Sailor Boy second, Blandy third; time, 1:47 3-5. Five and a half furlongs-Killaloe

Dominator second, Dunvalle third; time, 1:08 2-5. Mile and a sixteenth—Tyron won, Reid Moore second, Novena third; time, 1:483-5.

At Seattle. SEATTLE, July 17 .- Results of races at

SEATTLE, Jilly 11.—Results of races at The Meadows:

Five furious—Lady's Beauty won, Alta Spa second, Waynagootis third; time, 1:02.

Mile—Flourish won, Katie Crews second, Glen Brier second, time, 1:24%.

Five and a half furious—C. of Diamonds won, Grass Cutter second, Tavora third; time, 1:624.

time, 1:06% Mile and a sixteenth—Kumiss won, Bolo-man second, Fulletta third, time, 1:47.6. Six furlongs—Royal Rogue won, Entre Nous second, Judge third; time, 1:14. Mile and an eighth-Briers w , Epicure second, Expedient third; time, 1:55%

Descending Willamette by Canoe. Four members of the Portland Rowing Club-George Houghton, Harry Smith, Bernard Winneman and George Allen-left Eugene in canoes Sunday, and are naking the trip down the Willamette in their boats. They expect to consume a week on the way, as they are making it by easy stages, camping as they go. their boats.

OTTA COMES TO COMPLETE CARGO FOR SIBERIAN PORTS.

Has Part Cargo From San Francisco and Sound Ports and Will Finish Here.

The Norwegian steamship Otta arrived at the Montgomery dock yes-terday and commenced taking on the remainder of her cargo for Vladivostok and other Siberian ports. She commenced to load on Puget Sound and was then sent to San Francisco, and at both of these ports only a portion of both of these ports only a portion of her cargo was forthcoming. The Otta then proceeded to this city to com-plete her cargo. She commenced load-ing flour and grain yesterday and will finish with 1,500,000 feet of lumber. While flying the Norwegian flag the Otta has not yet visited a Norwegian port, for ever since she was built the vessel has been engaged in other parts of the world. of the world

of the world.

For the first few years after she was launched she plied as a collier between Cape Breton and Boston and was later sent around to the Pacific, where she has been engaged in the tramp freighting business between the Sound ports, San Francisco and the Orient. This is her first visit to Portland and it is likely that she will reland, and it is likely that she will re-turn here for another cargo of lumber as soon as her present cargo is de-livered.

NIPPON LINERS MAY COME TOW.

Japanese Inspect Portland Harbor

and May Establish Line. Agents for the Nippon Yusen Kalsha, or Japanese Mail Steamship Company, have been in this city for the purpose of looking over the field and reporting to the headquarters of the steamship company as to the advisability of having their persons call at this port.

vessels call at this port.

Messrs. S. Awaya and A. Yatsui, of the Mignon Yusen line, were escorted to the different points of interest in the harbor, visited the drydock at St. Johns and investigated the commercial conditions of the port at some length.

The Japanese officials are said to have

the port at some length.

The Japanese officials are said to have left very highly impressed with local conditions, and will probably advise the extension of their line to this city.

The visit of the Japanese agents is also believed to be the result of an agreement between James J. Hill and the agents of the Nippon Yusen Kaisha whereby the Japanese liners will call at Portland instead of Seattle, and thereby give the Hill liners right of way without competition from the Sound, while at the same time the North-Bank branch of the Hill road could secure the bulk of the new line's business out of this city.

Local shipping circles will watch future developments with considerable interest, for an alliance between Hill and the Nippon forces would mean an added impetus to the local Oriental trade.

PITTSBURG. July 17.—Sparks pitched a strong game for Philadelphia, Pittsburg being unable to get a run until the ninth Pills.

For any case of nervousness, sleeplessness, weak stomach, indigestion, dyspepsia, relief is sure in Carter's Little Liver Pills.

Steamer F. A. Kilburn Loses Almost Two Days.

WEATHER WAS PECULIAR

Captain Merriam Reports Encoun tering Dense Fog Bank Along Coast Which Has Been in Evidence Since Earthquake.

from San Francisco and way ports last evening and berthed at the Greenwich dock. She brings 74 passengers for the collegation of lumber destined for Cope Her cargo is valued at \$43,470. lock. She brings 74 passengers from the coastwise ports, which is the limit of

her capacity, and in addition has all the freight she can carry. Captain R. W. Merriam states that his vessel was delayed almost two days on the up trip through the most peculiar weather conditions he has ever witnessed on the Coast. While approaching Eu-reka he encountered so dense a fog bank that it was necessary for him to pick that it was necessary for him to pick up the Eureka light buoy and anchor for 26 hours before being able to make the port. The same fog was encountered at the entrance to Coos Bay and there the vessel was delayed 14 hours.

"I cannot account for the peculiar phenomenon," said Captain Meriram last evening, "for we never before experienced such heavy fogs off that section of the Coast and in addition there were other noticeable weather conditions that

other noticeable weather conditions that fild not seem to harmonize with previous experiences along our routs. These phe-nomena have been noticed to some ex-tent ever since the San Francisco earthquake and whether they are a result of this occurrence we canot say, but the fact remains that conditions arrive at times that keep a navigator guessing. So far nothing out of the ordinary, except for the loss of a few hours, has occurred, and I do not think that any dangerous conditions are likely to arise as a result of the atmospheric or climatic changes. Aside from the delay, we had a very pleasant voyage, and are meeting with excellent business along the Coast. We this occurrence we canot say, but the excellent business along the Coast.

are filled up both with passengers and freight on every trip, which, of course, augurs well for coastwise trade."

The Kilburn made the run up from Astoria in seven hours, which is considered excellent time for a vessel of her class.

The work of unloading commenced almost before her passengers disembarked, for the vessel has enough outward freight on the dock to tax her capacity and will take a full list of passengers on the re-

take a full list of passengers on the return trip.

In spite of the edict recently issued by the company, there is a continued demand for berths to San Francisco, but as the coastwise traffic easily taxes the vessel's capacity, none are sold.

The Kilburn is scheduled to leave on the return trip Thursday evening, and yesterday Agent Greenough was forced to turn away considerable freight booked for the Coast towns and San Francisco.

for the Coast towns and San Francisco.
Some little freight may possibly be received today if the vessel's capacity will
be able to accommodate it, which will be
known when the work of loading her is well under way.

KITSAP TRIAL RUN TODAY.

First Trip of New Vessel Will Be

Held This Afternoon.

The first run of the steamer Kitsap will be held this afternoon. The vessel will start from Supple's shipyard and will be taken down to the oil tanks at Linnton, where she will be tanked up for a short spin as far as the Columbia and from there will proceed back to the city. Owing to the demand of the owners for her immediate delivery at Seattle, the vessel will not have a very extensive trial here, for the time is limited and it will be necessary to house her over before being taken around to the Sound.

Captain E. W. Spencer will have the helm when the new craft swings from her mornings for the days of the days of the courts by the press and the people.

California Liner Brings Full Cargo and Will Return Immediately.

and Will Return Immediately.

The North Pacific Steamship Company's steamer Roanoke arrived up from San Francisco yesterday. She was slightly delayed at Eureka by the fog prevailing along the coast, and came up a little behind her schedule.

The Roanoke brought 142 pagengers and 600 tons of general merchandise from San Francisco.

She will leave tomorrow evening on the return trip and has most of her berths engaged, for she is the only passenger vessel on the San Francisco run. It is likely that the Barracouta, which is reported as having sailed from San Francisco yesterday, will arrive here tomorrow and may be able to leave Saturday. She will take all the passengers who may not be able to get berths on the Roanoke tomorrow.

Enough freight is piled on Colum-bia dock to tax the capacity of the Roanoke and yesterday the agents commenced refusing freight for this voyage. Enough business is offering to supply several more vessels be-tween Portland and San Francisco.

NO WORD FROM KOHALA.

Barkentine Which Left Aberdeen May 10 Not Heard From.

ABERDEEN, Wash., July 17 .- (Spe-

WASHINGTON, July 17.—The Navy
Department has been advised of the
safe arrival of the monster drydock
Dewey at Olongapo Naval Station.
The huge craft has been achored
safely at Riviera Point and will be
fitted for use immediately. She is con-

sidered to be in an excellent location on account of the single foot rise of tide noted at this point.

KELVINBANK IS CHARTERED

J. J. Moore & Co. Secure Steamers to Load Lumber for Vladivostok.

commenced discharging her cargo of cement at the Mersey dock yesterday, and the work will prothably be com-pleted by the end of the week.

As soon as she has finished discharging cement she will commence loading lumber for J. J. Moore & Co., who have taken the vessel to carry 3,500,000 feet of fir to Sydney, Australia.

The British steamship Kelvinbank

Marine Notes.

The O. R. & N. Co.'s bar tug Wallula was brought up from Astoria yester-day and hauled on the ways at the boneyard for an overhauling. The vessel is to be placed in first-class condition for the heavy Fall traffic. The German ship Emilie went into the stream yesterday and will leave down today. She takes 1,383,963 feet

Copenhagen. The olicarrier Asuncion arrived at Linnton late last night from San Francisco. She will probably be brought to Porciand in case the tanks at Portsmouth are not in condition. Two more scows will be launched at Supple's shippards today. They will be taken to the scene of the Portland & Seattle Railway work immediately, where they are to be used in carrying rock and materials for the construction of the Columbia River bridge.

Joseph Supple is also constructing a pile driver for the same people and it is expected to have this completed in a short time.

The frame work for the new steamer Delta, which is to be shipped knock-down to the Alaska Commercial Com-pany, is practically completed and will shortly be ready to be sent Norch,

Arrivals and Departures.

Arrivals and Departures.

ASTORIA, July 17.—Condition of the bar at 5 P. M., smooth; sonthwest wind, weather cloudy. Arrived at midnight and left up at 1:30 A. M., steamer Roanoke, from San Francisco; arrived at 6 and left up at 10 A. M., steamer F. A. Kilburn, from San Francisco, arrived at 11:50 A. M., steamer Asuncion, from San Francisco; salled at 1:15 P. M., steamer Francisco; salled at 1:15 P. M., steamer Francisco; arrived down at 2 P. M., schooner Berwick; left up at 8 P. M., steamer Asuncion; arrived down at 3:15 P. M., British ship Carnedd Llewellyn.

St. Helens, July 17.—Passed at 4:40 P. M., steamer F. A. Kilburn.

San Francisco, July 17.—Arrived—Schooner Virginia and brig Lurline, from Portland; July 16, steamer J. B. Stetson, for Portland; July 16, steamer Rosecrans, for Portland; July 16, 11 P. M., steamer Barracouta, for Portland.

San Francisco, July 17.—Arrived—Steam-

July 16, 11 P. M., steamer Baracoute for Portland.

San Francisco, July 17.—Arrived—Steamers Czarina, from Coce Bay; Robert Dollar, from Beilingham: Signal, from Coce Bay; Daisy Mitchell, from Wilapa; Watson, from Mitchell: schooners Virginia, from Astoria; Ruby, from Coquille River; brig Lurline, from Astoria; schooner Lily, from Umpqua-Salled — Steamer Buckman, from Seattle; schooner Advance, from Coquille River; schooner Coquil, from Olympia; steamer J. B. Stetson, from Astoria.

JUDGE CAREY DEFENDS THE JUDICIARY FROM CRITICISM.

The People Cannot Be Trusted to Make Their Own Statutes, He Thinks, Under the Initiative.

Captain E. W. Spencer will have the helm when the new craft swings from her moorings for the first time this afternoon, and he will probably let her out a trifle when she passes beyond the city limits. There will not be any great effort made to test her real speed capacity, for it is the desire of the builder to permit this part of her preliminary work to be done when she reaches the Sound and is given her owners' trial.

Captain J. J. Reynolds, who is to take the vessel over to the Sound, is in Portland and will be one of the interested personages aboard on this afternoon's run.

ROANOKE SAILS TOMORROW

California Liner Brings Full Cargo

California Liner Brings Full Cargo

Town system of government is peculiar, as you will observe, in the two characteristic features of providing unusual safeguards against hasty and ill-considered legislation, and in providing a judiciary as far removed as possible from political influence and from the influence of popular clamor vested with extraordinary powers. The right and the stuty of he judiciary to pass upon the constitutionality of laws has never been seriously questioned since the days of the great Chief Justice Marshall, whose review of the flower ment is so clear and comprehensive that it sets at rest forever all debate unon that subject.

The principal objection to the initiative method of adopting laws, as now provided in Occasion.

The principal objection to the initiative method of adopting laws, as now provided in Oregon, is the very apparent danger that laws will be emacted in times of passion and prejudice which are unjust or imperfect. By the legislative method, the Legislature convenes several months after the election. Billis introduced are, in practice, referred to committees and discussed in open session. Two houses must concur in adopting the measures proposed, and great care is taken, under the rules, to see that they are properly enrolled and engrossed, and signed by the presiding officers. Finally, they must be submitted to the Executive for approval or rejection. The constitution carefully protects against special or local laws on certain subjects wherein favoritism or inequality may affect the value of the measure as a public law; and the title must indicate the subject, and matters not germane to the subject cannot be incorporated in the act. The yeas and nays must be recorded, and the public reading of the bill by sections in each house cannot be dispensed with.

These and other safeguards under the constitution are intended to and do to some extent protect against fill-advised and carelessly that the same of the laws. But even no defective statistics

tent protect against ill-advised and careleasly drawn laws. But even so, defective statutes are not uncommon, as everyone knows. That a law drawn by one citizen and petitioned for by others who have not had the advantage of discussion in committee or in public meeting, and who, as a rule, sign the petition without even reading the bill, will more frequently than not be defective, not to say oppressive and unjust in some of its features, seems to me almost a certainty. Yet this is the initiative plan which we have adopted in Oregon. And voters are required to express themselves at the polls for or sgainst the proposed measure as a whole, without power of amendment, and generally without knowing more of its import or its contents than is to be derived from some more or less misleading, but possibly votecatching, title or phrase by which it is indicated on the ballot and spoken of upon the stump. tent protect against ill-advised and carelessly

ABERDEEN, Wash., July 17.—(Special.)—No word has been received from the barkentine Kohala, which salled for Shanghal, China, from this port May 10. The captain of the Kohala was arrested on his arrival here some time ago on complaint of his sailors who claimed that they had been malcreated, but he was released for lack of evidence. The Kohala remained here several weeks after she was loaded for inability to obtain a crew.

DRYDOCK SAFE AT OLONGAPO

Dewey Is Anchored at Her Destination in Philippines.

WASHINGTON, July 17.—The Navy Department has been advised of the safe arrival of the monster drydock Dewey at Olongapo Naval Station.

The written constitution is a suffer and so include representation. The written constitution is a suffer and so the contents than is to be derived from some contents than is to be derived from some contents than is to be derived from some more or less minleading, but possibly vote catching, title or phrase by which it is indicated on the ballot and spoken of upon the atomic than is to be derived from some more or less minleading, but possibly vote catching, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, but person to an ometimate the more or less minleading, but possibly vote catching, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, the stump.

Such a method of adopting laws is so crude and so much in conflict with the methods on the atomic, title or phrase by which it is indicated in the ballot and spoken of upon the atomic, title or phrase by which it is indicated in the ballot and

of officers and citizens. Otherwise property is held at the whim of the populace, and personal liberty is never eafe. In Oregon we may now be said to have no constitution, because what we call the constitution is subject to amendment at each election. Such amendments may be supported by many persons who neither know nor care about the effect of their votes.

It has been the pride of our country that the courts have been kept free from supplelon of partisanship or venality. The very rare instances in which any American judge has been accused of dishonesty or partiality may be forgotten in contemplating their marvelous record of almost universal probity and high-minded and conscientious devotion to duty. And this is the enfeguerd, the greatest of all safeguards, against anarchy and destruction. For in the courts the people may eafely put their trust. Wrong decisions may be not infrequent; the law's declays may be subject to just criticism, but as long as citizens may look with confidence to the courts to deal honestly and fearlessly with judicial questions, and to declare, if need be, that a law is invalid because it is not grounded upon the constitution, the faults of the Legislature or of the Executive, or the unreasoning impulse of the people themselves toward action which will later be repented of, will be checked and reduced to a minimum.

Corporations are the natural result of

Corporations are the natural result of commercial evolution. They exist not only in America, under the American constitution and judicial decisions, but in all civilized countries. There has been no tendency to favor corporations at the expense of individuals to be discerned in the legislations, or the decisions of the courts. But the great enterprises that have distinguished America as the most progressive of all countries in trade and manufacture have been made possible by corporations, such as irrigation companies, railroad companies, manufacturing companies, trading and mercantile companies, and many more, that are mere forms of gathering together under one management the sums of money that could not be contributed by one single individual, and that can best be handled by corporations rather than partnerships. The privileges enjoyed by such corporations are granted them because it is necessary in accomplishing the great projects of commerce and manufacture that such companies be formed, and because they cannot be formed or made successful without the privileges mentioned. They are owned by their stockholders, who are individual citizens. Their property is, or should be, sacred as is the property of the individual. But it will not be sacred in constitutions are abolished and courts are treated with contempt.

Mark you, I am not eaving that there are

ontempt.

Mark you, I am not saying that there a
Mark you, I am not saying that there a not abuses of corporate management, no need of legislation to correct abuses. I do not say that great aggregations of capital not say that great aggregations of capital, under corporate management, as for that matter under individual management, may not become a menace, and may not need careful and thoughtful legislation as a remedy. But I say that if you get away from your constitution, if you incite the people to distrust the judiciary, if you adopt such foolish measures as the initiative, you destroy the very foundation of individual rights and liberties.

the courts also, reflect the public will. Radi-cal, hasty, and destructive legislation is not to be recommended as a cure for the like that now exist in the body politic. But, if evils are discovered, remedial legislation will follow in due course, through the action of Congress and the state Legislatures, under the forms of the constitution. It may sometimes seem that such legislation comes slowly, but it is better to come slowly than too fast, as the experience of mankind most certainty shows. And when public opinion concentrates upon the wrong and the remedy, the Legislatures soon follow. They may be slow, and the checks against haste may seem too numerous to the impatient and the radical, but as surely as the stars move in their prescribed courses the evolution of law progresses, and it is not well to advise such modification of the system of government as will unduly hasten legislation in one direction, lest it hasten too fast in other directions also, and lest all control and limitation be lost. CHARLES H. CAREY. that now exist in the body politic. But, if



ESTABLISHED 1889 Van Nov Hotel, Cor. Third and Pine Sts. Portland, Oregon

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cure has been effected. Consultation free
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150 Pages, 25 Pictures First Copy Cost \$1000. SENT FREE. Love, Courtship, Mar-riage and All Diseases of Men explained in plain language. This wonderful book tells everything you want to know and everything you should know in regard to happy and unhappy wedded life, diseases which forbid marriage, ruinous early follies, self-destruction, lost manhood, poor memory, premature decay, nervousness, blood polson, dwarfed organs, stricture, weak lunce, liver and kidney diseases ignorance begets misery; knowledge brings health and happiness. Written by the World-Famous Master Specialist, "The Most Wonderful and Grestest Scientific Book of the Age." Lawson.

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It makes the toilet something to be enjoyed. It removes all stains and roughness, prevents prickly heat and chafing, and leaves the skin, white, soft, healthy. In the bath it brings a glow and exhilaration which no common soap can equal, imparting the vigor and life sensation of a mild Turb-tab bath. All Grocers and Druggists



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RIVER SCHEDULE.

FOR ASTORIA and way points, connecting the points, connecting the points, connecting the points of t FOR DAYTON, Ore-gon City and Yamhili River points, Ash-st, sock (water per.)

FOR DAYTON, Ore-Daily, Daily, Daily, except except Sunday, Sunday,

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 5:40 A. M. or upon arrival train No. 4. daily except Sat-urday. 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

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for Salem, Roseburg, Ashland,
Sacramento, Ogden, Ean Pranclaco, Stockton,
Los Angeles, El
Paso, New Orleans and the
East.

Version train *7:25 A. M. Morning train
eonnects at
Woodburn dally
except Sunday
with trains for
Mt. Angel. Silverton, Brownsvilla,
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 passen-6:50 P. M. *4.50 P. M. Sheridan passen-*8:25 A. M. \$8:00 P. M. Forest Grove pas-\$11:00 A. M. eenger. "Daily, &Daily except Sunday,

PORTLAND-OSWEGO SUBURBAN BERVICE AND YAMHILL

DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40

A. M.; 12:50, 2:05, 6:00, 6:20, 6:20, 8:20, 10:10,
11:30 P. M. Daily except Sinday, 5:30, 6:30,
8:40, 10:25 A. M. Sunday only, 9 A. M.

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

Leave from same depot for Dallas and intermediate points daily, 7:30 A. M. and 4:15
P. M. Arrive Portland 10:15 A. M. and 6:30
P. M.

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First-class fare from Portland to Sacra-

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First-class fare from Portland to Sacramento and San Francisco, \$20; berth, \$5. Becond-class fare, \$15; second-class berth, \$2.50. Tickets to Esatern points and Europe; also Japan, China, Honolulu and Australia.
CITY TICKET OFFICE. Corner Third and Washington Sts. Phone Main 712. C. W. STINGER, WM. M'MURRAY, City Ticket Agent. Gen. Pass. Age



Special Alaska EXCURSIONS Cottage City, July 27: August 10, 24. City of Seattle, July 20. Fare \$66

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S. S. City of Seattle, July 20; August 1.

S. S. Humboldt, July 23.

S. S. Cottage City (via Sitka), July 27;
August 10, 24. NOME ROUTE. Third eailing S. S. Senator about July 24 FOR SAN FRANCISCO DIRECT.

From Seattle at 9 A. M .- Umatilla, July 18. Portland Office, 240 Washington St.
Main 229.
G. M. LEE, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A.
10 Market St., San Francisco.

Astoria and Columbia River Railroad Co.

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For Maygers, Rainfer, Clathkanle, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearbart Park, Seaside, Astoria and Seaside, Astoria and Seaside, Control of the Control 9:50 P. M

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S. S. Minnesota, July 25.
S. S. Dakota, Sept. 2.
NIPPON YUSEN KAISHA
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8. S. TANGO MARU will sall
from Seattle about July 21 for
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4:30 pm 10:55 pm

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Ticket Office 132 3rd St., near Alder.

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Green, master, will arrive at Portland on or about Thursday, July 19, and, having dischaiged her New York cargo, will load at once and sail promptly for Honolulu and Rahului, 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.

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Scandinavian American Line Large Fast Twin Screw Passenger Steamers
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UNITED STATES. July 18, Aug. 30

OSCAR II. Aug. 2, Sapt. 13

C. F. TIETGEN. Aug. 6, Sept. 20

HELIG OLAV. Aug. 16, Sept. 27

For tickets apply to Local Agents, or to

A. E. JOHNSON, 1 Broadway, N. Y.

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