Come to Portland.

HERE IT COULD BEST BE DONE

Mr. Hammond and the Astoria Boad -Comment on Mr. Mellen and Mr. Huntington.

PORTLAND, Or., Nov. 18.—(To the Editor.)—One of the results of the late visit of Mr. Meilen, president of the Northern Pacific, to this city, and the publication in The Oregonian of the rather remarkable interview had with him, apparar to have been to call up once more the question of the correct incation of the seaport of the Columbia River, and there-In the duty of the City of Portland to the mouth of the river in general, and the City of Assoria and the Astoria rafi-road in particular. I shall not attempt to add to the able instructive and al-together unanswerable article of Major Alfred F. Scars, which appeared in your lastic of Sunday, November 4, but there are some matters contained in a letter of Mr. A. B. Hammond, published in the same number, which deserve attention. What Mr. Hammond has to say appears to be about equally divided between com-

plaist and argument: that is to say: Be-ginning with the complaint that he was led to build the Astoria road by editorials of The Oregonian and a resolution of the Portland Chamber of Commerce, he hases on the fact of editorials and resolution and the additional evidence of opinions expressed by the late C. P. Huntington and Mr. Mellen, an argument that Astoria, at the mouth of the river, is in fact the proper site for the scaport of the umbla; to end with the complaint that narrow-minded citizens of Portland pre-

nature designed it.
In so far as the editorials of The Oregomian are concerned, I shall leave the col-tor to answer for his own sins of com-mission and do nothing more in this connection than suggest to Mr. Hammond nection than suggest to Mr. Hammond that if the opinions of newspapers are a sound basis on which to build railroads, and a sufficient guarantee on which to finance them, the field for profitable railroad building is much more extensive than has been supposed. As to the resolution of the Puritand Chamber of Commerce indersing the Astoria railroad: 1 believe the records of that body will show that I had the honor of introducing that that I had the honor of introducing that resolution, but will fail to show, either in the resolution or the remarks made in its support, any suggestion that the resolution was introduced in the interest of any other city or town than the City of Portland, or in the expectation that the building of this railroad would move the scaport of the Columbia from Portland to the mouth of the river. I connot answer as to the motives which led the mumbers of the Chamber of Commerce to wote for that resolution, but I can assure Mr. Hammond that, had I for one moment believed that the building of his road would weaken the position of the City of Fortland, as the principal seaport of the Pacific Northwest, by ever so little, I would have been the last man to introduce it. Before the building of the railroad it was believed by the people of Astoria, and presumably by Mr. Hammond, that it was the one and only thing necessary to move the scaport of the Columbia to Astoria, or at least the mouth of the river. I believed it would bring the trade of Astoria to Portland. The railroad has been in operation for some little time. There has thus far been no change in the location of the scaport introduce it. Before the building of the me shange in the location of the scaport of the Columbia. The Astoria merchants can speak as to its effect on the trade of that city.

Were we to somit that the opinion of

were we to some that the opinion was of great value, the question of what that opinion in fact was would still remain. What Mr. Huntington sold in the letter published by Mr. Hammond, or on other occasions, was and is no evidence of the opinion held by him. There is every reason to suppose that Mr. Huntington was a prime mover in the building of Mr. Hammond's railroad. He was not by any means averse to picking up a few millions on town lot booms, when occasion of-fered, at the expense of the guillile pub-lic, or even at the expense of his shareders, and on such occasions, as on all others where he had interest to serve, Mr. Huntington's true opinion was not to be found in what he said. He had no pride of opinion, and was always ready to admit his error in judgment to those who had suffered from it, after that error had brought millions into his own pocket. But, assume that the opinion expressed in the letter which Mr. Hammond pubished was the honest opinion of Mr Hunnington, of what value is 117 Mr. Hunnington was a great railroad man. No one will damy it. His success at the busi-ness proves it. If we are to judge of his success in the line of scaports by the same standard, he knew nothing what-ever about them. Apparently his idea of a scaport was water of sufficient depth to float a ship at the end of a railroad. To all outward eceming, he tried his hand at four semports, made a signal fallure in each case, and died without any more extanded knowledge on the subject than he had when he began. In sa ing this I do not mean to in the slightest degree dispurage Mr. Huntington, He was a man for whose ability I had great respect. But because Mr. Huntington was a great railroad man is by no means any reason why his opinion on the subject of sesports should be of value. His experience with them shows his ideas on the subject to have been not alone crude, but fixed, which facts and experience had no

In so far as Mr. Mellen is concerned, one might be disposed to inquire what opportunity he had had in a life spent almost entirely in the interior, to acquire such knowledge on the subject as to make his opinion of value, were it not that in this case the source of his opinion is so evidently his pocket that the inquiry ap-pears to be unnecessary. About one-half the road from Portland to Astoria belongs to the Northern Pacific; about one-half the amount allowed for the haul from Portland to Astoria would go into the treasury of the Northern Paulic, No doubt Mr. Mellen feels deeply for the mouth of the river. He feels it to the ex-tent of several hundred of thousands of dollars per year of profit to the North-arn Pacific.

The fact is that while the other sen-cets of the Pacific Northwest have been unde-that is to my, have been pushed into and are maintained in their present positions by effort and capital—Portland has simply grown. No individual or col-lection of individuals, no transportation He or number of transportation lines, no combination of capital, has worked no combination of capital, has worked for Periland or boomsed her into her present position. Her own citizens have always been in doubt as to her right to the position which she occupies. Her railroads have come to her to get her business, and have one and all termi-mated here for the reason that here wan the beginning and the end of their busi-ness. From the carliers metters downthe beginding and the end of their busi-ness. From the earliest settlers down-ward, the people of Portland did not come to at remain in the city with the intesit or purpose of founding a city here. They came in search of a location in which to do business, and remained for the reason that they found here what they sought. The ships did not come to Portland by reason of a subsidy said them to induce them so to do. They came on a business hads. They were all securing an outward, some bad a full or came on a business basis. They were all seeding an outward, some bad a full or partial inward, cargo. They came to Poetland for the reason that their cargo could be carried between Portland and the see obseque in their hold than by any other known means of transportation, and their country was a guestion of profit or loss to either the chartener of profit or loss to either the chartener.

SITE FOR A SEAPORT or the ship. The seaport of the Columbia is at Portland for the sole and only reason that this is the proper and only natural place for it, and it will remain been for the reason that it cannot be established and maintained at any other potes on the Columbia River save at a steady and continuous expense for maintenance.

steady and continuous expense for maintenance.

One might suppose, from the discussion of this subject and the arguments deed, that the question of seaports was a new one-those of the Columbia or the Pacific Northwest being the first that had been established in the world. It appears from published charts, maps and the records of commerce that the world was not only full of seaports before either Portland or Astoria had been heard of but that at the present time there are a few others in existence. There is no such tring in the world as the principal seaport located on a river being below the head of navigation for seagong vessels, where the course of the fiver is in the line of the commerce which passes through the port.

RORTH PORTLAND.

The Only Labor of its Kind Understance in the First Ward-increasing Induces.

The evening of All Saints' Day was the such tring of All saints' Day was the such tring of All saints' Day was the occasion of an interesting service at this mission worthy of record. Bit hop Morris had appointed that evening from the receiption of the missionary in charge, Rev. S. T. Simpson, presented a very interest, as the night was, the little chapsi was the night was, the little chapsi was a new one-those of the fiver is in the prise of the present time there are a few others in existence. There is no such tring in the occasion of an interesting service at this mission worthy of record. Bit hop Morris had appointed that evening from the occasion of an interesting service at this mission worthy of record. Bit hop Morris had appointed that evening from the occasion of an interesting service at this mission worthy of record the occasion of an interesting service at this mission worthy of record the occasion of an interesting service at this mission worthy of record the occasion of an interesting service at the occasion of an interesting service at this mission worthy of record the occasion of an interesting service at this mission worthy of record the occasion of an interesting service at this

mude possible by the crushing process. In the question of natural location, it is a matter of distance and the attracis a matter of distance and the attrac-tion of gravitation on the one side, with capital on the other. Capital can over-come both, but at each time it is done it takes a part of the capital either out of the original investment or the possible profit, while the distance and attraction remain the same. Though capital at times does so unwittingly, it never inten-tionally pits itself against these natural forces for in a contest with them it can forces, for in a contest with them it can only diminish itself, and when it is ex-hausted they are found in business at the same old stand, with their stock in trade not one whit reduced. The Northern Pacific is already feeling the weight of 70-odd miles added distance and heavy mountain grades. The burden will not grow lighter as business increases and

competition becomes closer.

To one at all acqualited with the facts, the complaint that Portland by active effort prevents the \_outh of the river. from enjoying its natural advantages upfrom enjoying its natural advantages ap-pears to be the most absurd of all. What has Portland done for herself? The list of her efforts begins and ends with re-moving obstructions from the channel of the Columbia and Willamette Rivers. Her sins of commission against herself would make a long list, among which are to be noted the breaking of the joint lease of the O. R. & N. to the Indeafor the Columbia and Willamette Rivers. Her sins of commission against horself would make a long list, among which are to be noted the breaking of the joint lease of the O. R. & N. to the Union Pacific and Northern Pacific, which would have given Portland undisputed control of the Pacific Northwest, as well as the Oriental trade, and left the Sound without a Tacoma, and probably without a Seattle. And the throwing to Seattle of the Alaska trade, which has become the life and is about the sole support of that city. Presuming the space which you care to devote to this article to be limited, I shall not attempt an enumeration of her sine of omission, her wasted opportunities. One of these days there will come to Portland a steamship man having sufficient knowledge of navigation to be able to measure distances by sea, and sufficient practical experience to estimate the relative darager and cost of the lind make a long business on the same principle and deline the publications of the best reading that the publications of the presentation of the processing limited, and distinct practical experience in the publications of the presentation of the process of the interest of the mission at the publications of the presentation of the process of the just and day furnish. An additional teacher has did not have writed as serior for interest of the mission, and sufficient practical experience to estimate the relative darager and cost of the indice and control of the school and reading the process of the mission and the process of the mission and the process of the indicent practical experience to estimate the relative darager and cost of the indicent practical experience to estimate the relative darager and cost of the indicence. Rishop Morris to prove the process of the mission and the process of the mission and the process of the mission and the process of the indicence is severy prospet for a growing a "living" megazinism, with a taste of everything in it.

From doing business on the send control as indices the mission and will come to Portland a steamship man having sufficient knowledge of navigation to be able to measure distances by sea, and sufficient practical experience to estimate the relative darager and cost in personally responsible for its main support; and white grateful to the gentless that its process of the inside and outside routes to Alatto estimate the relative danger and cost of the inside and outside routes to Alaska. He will put on and operate a line of steamers, and all that makes Scattle other than a local port for a section of Puget Sound will come to Portland, and then Scattle will how! that Portland's greed and capital have deprived her of that which belonged to her of right.

When a means of transportation can be found cheaper than the hold of a searous crosses; the search of the Columbia.

going vessel, the seaport of the Columbia will move from Portland to the mouth of the river. Whenever Mr. Hammond can interest the managers of the ratiroads centering at Portland in town lots tent that they are willing to make their stockholders pay the expense of the boots, he can work up a boom at the mouth of the river, that will last until the town lots are so'd, and the trans-portation business settles back to a business basis once more

FIRST T-RAILS IN AMERICA Made in Cardiff, Wales, for the Camden & Amboy Ratirond.

ELLIS G. HUGHES.

Cardiff Western Mail. Cardiff Western Mail.

In recognition of Mr. Andrew Carnegie's gift of £10,000 for a new building for Stevens Institute of Technology in Hoboken, N. J., it has been decided to present him with a section of an original 35-pound T-rail from the Camden & Amboy Railroad, enclosed in a suitable recepticle. The institute has a local interest, inasmuch as the rails were rolled in the Dowlats works in 1831 and were the first T-rails designed or made, although the Vignoles rails produced in France sev-eral years later have generally been crud-ited with being the earliest. The former ited with being the earliest. The former were designed by Robert L. Stevens, who was sent to England to have them made, there being in America at that time no mill capable of doing the work.

Arrived in England, he called for bids on the job from various iron works, but at first none of them ventured to under-take it. After a while he persuaded Mr. (subsequently Sir) John Guest to attempt the task, not, however, before guaran-toes had been given against damage to the machinery in performing the mighty task of rolling a 25-pound rail. Finally the raffs were satisfactory rolled. They were sent to the United States in a good many different vessels. a few tons at a time, for they were regarded as a perilous

Dr. Morton has facsimile of letters, specifications and bills connected with talks matter, which are to be enclosed in the sliver box which is to contain section of rull.

Daty Registered.

Weshington Star. "While traveling on the Continent last Summer," said a gentleman who has jus-returned from a European trip, "I cuguged the services of a courier, and one evening, on arriving at an inn in Austria I sent him to enter my name in accord-ance with the police regulations of the country. The man replied that he had already anticipated my wishes and regis-tered me as an American gentleman of

But how did you write my name? I nelced.

"I can't exactly pronounce it, but I copied it excefully from your portmanteau, mir. "But it is not there," I said. Bring

# AT ALL SAINTS' MISSION

UPLIFTING WORK CARRIED ON IN FORTH PORTLAND.

through the port.

Among the arguments used, if not by Mr. Hammond, at least by nome of his supporters, is one which appears to me so peculiar as to be worthy of special notice. It is said that while the argument of natural location might at one time have been valid. In these days of wast capital and its combination it is promises of Christ with Chesicare as a proposition.

in bound around with copper and filled to the very brim with rice, plainly cooked in water. The flower of Japan fills another large bowl from M: darkens its snowy white surface with a black sauce flavored with fith; mixes it all together, carries the bowl to her lips, and crams down all the rice, shoveling it with her two chorsticks into her threat. And so

THOUSAND DOLLARS A WEEK A Vandeville Star Enrus More Than President McKinley.

Vaudeville houses pay Jessie Bartlett Davis the tidy sum of \$1000 a week for seven-night and three-matines performances. These performances each call for minutes's work at the most, says Ashton Stevens, in the San Francisco Exam-

Mrs. Davis gets \$5 a minute while she waits, to say nothing of the appliance and the flowers and the lovely press notices. Her professional expenses are for a maid, which she would have anyway, and a few handsome frocks, which she would



ALL SAINTS CHAPEL, RECTORY AND KINDERGARTEN, LIBRARY AND READING ROOM, TWENTY-SECOND AND REED STREETS, NORTH PORTLAND.

erous help he is receiving from its
friends in that locality and elsewhere, he is still much in need of furNight by again of my own accord, but not
by the accidents of environment." ther aid in what he regards as unques tionably a needful and promising work.

TRAFFIC ARRANGEMENT.

Entered Into Between Great Northern and Union Pacific Systems.

OT. PAUL, Minn., Nov. 10.-The Great Northern is about to conclude a new traffic arrangement with the Union Pacific Company, involving the extension of business between the two companies on a more extensive scale. The agreement a more extensive scale. The agreement a word of the control of the con at the mouth of the river to such an ex- Northern is about to conclude a new will include both passenger and freight business. The preliminary contract has been drawn, and was today sent to the been drawn, and the Oregon Ballroad & Union Pacific and the Oregon Ballroad & Union Pacific and the Oregon Ballroad & bross animal out of the business, or will details were practically agreed upon at a conference between Vice-President Milter, of the Great Northern, and General ler, of the Great Northern, and General ler, of Manager Munros, of the Union, Pacific down salaries. This may mean that offic. The passenger agreement was con-sidered by General Passenger Agent Whitney, of the Great Northern, and Whitney, of the Great Northern, and General Passenger Agent Lomax, of the Union Pacific. As the Chicago, St. Paul, Minneapolis

& Omaha system is closely allied to the Union Pacific interests, the consent of that road to the agreement was obtained yesterday. The Omaha will have first call on all interchangeable business, but the Great Northern, through the new agreement, will be considered a close sec-ond choice, and will get a much larger share of the business than heretofors. The Great Northern has for some time seen the possibilities in the way of in-creasing its business through Sloux City creasing its business through Stoux City and Omaha to points on the Union Pacific. All manner of freight moving from the Twin Cities into Nehraska, Colorado, Missouri, etc., can be sent to the Union Pacific over the Willmar & Sloux Falls the and return freight can be very advantageously handled over the same

Boiler-Makers Threaten.

SPRINGFIELD, Mass., Nov. 10.—The striking boller-makers in the shops of the Boaton & Albany in West Springfield threaten to the up the whole Wanderblit system if their demands are not granted. They declare they have 20,000 boller-makers behind them, and can call upon other labor unions to back them in their demands. mands.

Back Island Extension Opened. CHICAGO, Nov. 10.—The new extension of the Rock Island road between Gowrie of the Rock Island road between Gowne and Sibley, Ia. was opened to public traffic today. The road is 100 miles in length. At Sibley it connects with the Burlington, Cedar Rapids & Northern road, thus opening up direct communica-tion with other parts of Iowa, as well as Chicago and the markets of the East.

Formally Transferred. BOSTON, Nov. 10.-The Boston & Albany was formully transferred today to the New York Central & Hudson River

Menu of a Japanese Beauty. The satin-akinned, almond-eved flower of Japan is very fastidious about her food, and does not suffer like her Cauca-"But it is not there," I said. Bring me the book."
The register was brought, and on looking at it what was my amagement at finding, instead of a very plain English name of two syllables, the following portenious entry: "Monsieur Warranted Solid Leather."

The dispart to of the drollest compact.

tion. It is brought in on a tray of red lacquer, in mistroscopic cups with coy-ers. A hashed sparrow, a stuffed prawn, senweed with a sauce, a sait sweetment, a sugared chill.

After all these dishes, which are a mere make-believe, a wooden bowl is brought

The dinner is of the drollest comp

lection of some 1700 volumes of the best from doing business on the same principle

sawed-off versions of "Othello" and "Vir-

by the accidents of environment."

Night by night vaudeville is becoming more and more an animated magazine, paying any price, serving any matter to sustain and increase its circulation. In New York last week Osear Hammerstein

priced legitimates play the deuce with the dignified stage and drive the acrobat and slap-stick comedian and the college-bred animal out of the business, or will

ting down salaries. This may mean that variety performers will receive no greater pay than real actors receive. I don't know whether this is a wise policy or not. Jessie Bartiett Davis earns more than 850,000 a year for her managers. Otherwise she would not get that sum. Managers are not conducting sanitariums for their own health.

An Ancient Error. E. R. Sill.

He that has, and a little tiny wit—
With a beigh, ho, the wind and the rain.

The time to give the its those old superstitious twals, That the poets sing and sigh.

The "sobbing wind" the "weeping rain,"

Tasto the sweet drops—no tang of bring; Feel them. They do not burn; The daily bads, whereon they shine, Laugh, and to blockens turn. There is no natural grief or sin;

'Tis we have flung the pall, and brought the sound of sorrow in-Pan is not dead at all. The merry Pun! His blithesome look

Twinkles through sun and rain; By lyied rock and rippled brook, He pipes his jocund strain. If winds have walled and shies wept tears To post's vision dim,
"Twas that his own sobs filled his earn,
lits weeping blinded him.

"Yis laughing breeze and singing shower, As ever heart could need; And who with "heigh" and "ho" must lower Hath "thay wit" indeed.

Postal Card Electricity. No doubt you've all made a rubber comb

## SAD PLIGHT OF INDIANS

TERRIBLE SUFFERING AMONG TREES IN NORTHERN ALASKA.

Stricken With Disease, and Without Food or Medicine, They are in Bauger of Extermination.

WASHINGTON, Nov. 4.—Some idea of the terrible conditions' that prevailed among the indians slung the northern coast of Alaska during the past Summer-may be gained from the following letter of Chief Surgeon Ebert, of the Depart-ment of Alaska, written from Fort St. Michael Michael:

"Accompanied by Father Kockarsky, of the Greek Church, and Mr. Windberg, who had reported certain cases of destitution among the natives, a start was made for Cape Alpalciuk, seven miles northeast. Here we found John, his wife, five boys and one girl, all suffering from the epidemic influence as rapidly fatal to the natives. A wife and one son were lying dead and unburied in a separate tepec, a short distance removed, surrounded by a litter of young puppies and older dogs. Of the members of the family nitve but one, the wife, was at all able to care for hesself. The father was in a precarious condition, unable "Accompanied by Father Rockarsky, of ment of natural location might at one if the have been valid, in these days of the same te pass that as they went they in a not longer. I am not disposed to question of the have been valid, in these days of the power of capital has the faith in the power and promises of Christ, with obedience to his anything is this world selich acts on a cold-blooded business besties, and with the one sole and only end of profit in view. It is capital. Capital is without sentiment, and is not out to try lis an another way of the consumitation of sprofits, and when. Instead of a steady profit, it encounters a steady loss, the question of when it will in that instance, and to the extent of the moral septem and the continuous of the clay sport to be capital. Summanded the content of the content bers of the family, were given them for saveral days, and promises of further as-sistance when fatigue party to bury the dead should be sent.

"A half mile beyond was found a house and tent both unoccupied, the natives having died as shown by recent graves. That the owners were among the wealth-ler of the natives was evidenced by the possession of two stoves, several trunks, quite a cache of drying salmon, and cloth-ing showing at least a reasonable purchasing capacity by the late possessors. Two seines in which salmon and other fish were entangled, partial decomposition showing that at least a fortnight must have clapsed since last drawn, were still in the water, while a third was on a rack on shore.

"The recent graves, the last being cov-ered meraly by a skin of a kyack, showed that natives themselves had attended to burisl; the fact that the dogs remained would indicate that no other members of the family existed.

members of the family existed.

"At Point Keketaunick, the village which at one time must have numbered not less than 100 inhabitants, and at which the priest expected to find about @ people, there were but four families, a total of 19 or 20 souls. Excepting one man, a boy and two half-grown girls, all were helpless. Even these were to a greater or less degree suffering from the prevailing sickness and three had died. Beyond a few fish and birds there was no fand supply. To these were given the stores directed to be distributed by the Department Commander.

"Owing to the lateness of the hour other camps more in the immediate-vicin-ity of St. Michael, were unvisited, though

tive should lay by his Winter stores and as this epidemic extends to Cape York, as I have seen by personal observation, people for the next 10 months.

### FROM HEAD TO FOOT.

The need for greater activity in the proper observance of masculine raiment and fashions is being gradually recognized. The fair sex are ever at work in the endeavor to induce pig-headed men to move with the times and to avoid being more than three years out of date in the cut of his clothes; but, if I see many more well-to-do men stouching about in the pride of their sloventy sex. 1 shall have to start on a scheme for hurrying them up with a very sovere Legislative enactment

Men have complexious just the same as women, and they ought to make the best of them just as women do, by providing them with the kind of background best suited for them. There are men who look perfect bounders in top hats, wifle others present a fearful and wonderful spectacle in billycocks. There are men with straw-hat faces, and men with

golf-cap faces, men whose saivation is a green necktle, and men who should never look at green.

Byeny man should know to which class he belongs. He should know whether he looks best in a topper or billyeack, a straw hat or a rolf cap: whether nature. straw hat or a golf cap; whether nature intended him for dark the or for light ones; whether he can trifle with a check sult or toy with a tap walstcost—in short he should study dress, and he has just us

much right to do so as a woman.

Actors dress better on the stage today than they did. The marked improvement in the clothes of the scotor is no drubt the result of a general advante in cases.

A black or dark Oxford Vicuna Chesterfield is the only obview style of eventue. field is the only correct style of evening overcoat just naw. There are men, know, who complain that they cannot g into a well-fitting coat of this description without running the risk of creasing their shirt fronts by the exertion. In order to avoid this little missep, the sleeves of the coat should be lined with a cord of silk -not sath. The Chescerseid can then be No doubt you've all made a rubber comb plck up bits of paper by first rubbing it briskly on a rough cost sleeve, but did not no overcoate, and this is where you ever hear of a postal card that could they make a mistake. A saith liming

Balance a walking stick on the back of a chair and this is when a chair and the speciators that you have going to make it fall without touching it or the chair. Having thoroughly dried a possal card, preferably before an open fire, rub it briskly on your court what confusing. The confusing the hair among men what confusing the hair among men what confusing the hair among men what confusing the same where are the same where a mistake. A satth liming the same will be same to the cloth aleave. as chair and tell the speciators that you have continged to make it fall without blueble one of the chair. Having thoroughly dried a possel card preferably before an open fire rive to the possel card, preferably before an open fire rive to it briskly on your cout sieve and then hold it mere note cold of the stick. The stick will at once be stituted to the card, and will follow it as if it were a magnet. As it moves it will soon lose its equilibrium and fall from the chair.

Of course you understand the perinciple of the experiment. By rubbing the card you waken electricity in it, and it these becomes a sort of magnet, with the power to attract light bodies, Do not try the experiment in dump weather.

The main should be an about a state of any one that almost the province in the stock as the power to attract light bodies, Do not try the experiment in dump weather.

The most about an about the state of hadden on the power to attract light bodies, Do not try the experiment in dump weather.

The most about an one of the stock as a sort of magnet, with the seals and brush it very smoothly is traced to the experiment in dump weather.

The most about an about the state of hadden on the power to attract light bodies, Do not try the experiment in dump weather.

The most about an about the state of hadden on the power to attract light bodies, Do not try the experiment in dump weather.

The most about an about the state of hadden on the power to attract light bodies and trace and try that one needs a hair-out or that one has just had one.

The most about all this is master for hadden to at such instructs find the state of the stock as a sort of magnet, with the needs as a sort of magnet, with the seals and brush it very moothly is traced to at such instructs for hadden t

It is the Yankne whicker. You never see it on Europeans It represents Yankne wit drollery, shrewdomse, ingenuity. The Englishman's chop whickers are powerd-

tal.

It might be mentioned that the world's greatest generals and leaders have besu beardless, for instance: Alexander, Hannibal, Pompey, Caesar, Frederick the Great Napoleon, Wellington, Lord Nelson, Washington, Von Moltke and McKinley, but this does not prove that all smooth-faced men are fearless or great. Hypocrites, shrewd, dry-boned hwyers, sharp money lenders, wearenfaced cranks are often beardless, but their countenances are thin, rasor-like, with countenances are thin, rasor-like, with lines and counter lines and furrows run-ning about, which, if you will look close-ly at them, will reveal much to you of the

owner's character.
BEAU BRUMMEL, JR.

AT THE HOTELS. L Riebt, Sun Fran
Henry Ottenberg, M Y
Henry Ottenberg, M Y
Hanny Ottenberg, M
Hanny O THE POSTLAND.

Columbia River Scenery.

Regulator Line steamers, from Oakstreet dock daily, except Sunday, 7 o'clock
A. M. The Dailes, Hood River, Cascade Locks and return. Call on, or 'loss
agent for further information.

THE FERKINS.

H L Staples, Loomis, Wash Wash W P. Chasspreys, do L N Roney, Eugens W F. Fitsmanee, S. F. W Salider, C. G. Harriey, Sigia, O. W Salider, C. G. Harriey, Sigia, O. W Salider, C. H. Hunsalew, Ashland, Call Mrs. S. B. Huston, Hills-ber, M. Locas, Salt Lake, horo, Or Mins Grace Boscow, do C. R. Hamblin, Cincins R. N Stanfeld, Persilling L. Bowel, Tangent, Mills Grace Boscow, do C. R. Hamblin, Cincins R. N Stanfeld, Persilling J. Bowel, Tangent, Otto McCarthy, do J. Bowel, Sande, Or Bert Simmons, Hepper J. Frances, Ashland, Or Otto McCarthy, do J. Uringston, do J. C. Keanedy & ty, Shamokawa. P. Weigh, Modler, Or H. Stevens, "Stranger in N. Y. Co. S. Wilson, Oasid, Ca. D. H. Williams, Dalies P. F. Larry, Saattle C. J. Hill, Souton, Mrs. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. P. Hardosty, Ashloris, None C. J. Hull, Storton Mrs. P. Hull, THE PERKINS.

THE IMPERIAL.

Owing to the lateness of the hour other camps more in the immediatesvicingity of St. Michael, were unvisited, though a further distribution of supplies was made.

'The diseases are epidemic influents and measles. Owing to the scarcity of food during Spring and early Summer, the ability to resist their inreads has been materially decreased; in other words, partial starvation adds to the mortality. With the entire community stricken by disease all further sources of food cesses as far as the efforts of themselves, the natives, are concerned, and those who do not die directly from the infection which in many cases seems to terminate in an acute tuberculosis, will die of starvation unless relief from Government sources is furnished.

'As this is the season in which the native should lay by his Winter stores and as this epidemic extends to Cape York.

THE ST CHARLES. C. W. Knowles, Manager

Alf R Kelly, San Fr THE ST. CRARLES. Now fork inst week Oscar Hammerstein and I have seen by personal observation, and am reliably informed also down to the coast to the Kinskogulim and up the wants to be amused."

The sallor on horseback is always a novelty. Jessie Bartlett Davis in a valiety programme is a sensation. Large-ly because the down to the coast to the Kinskogulim and up the Tukon for over 300 miles, it is evident that no natives will remain alive by nex:

Spring unless immediate measures are taken to feed, clothe and care for these people for the next 10 months."

THE ST. CHARLES

The part of the people and down to the coast to the Kinskogulim and up the Tukon for over 300 miles, it is evident that no natives will remain alive by nex:

Spring unless immediate measures are taken to feed, clothe and care for these people for the next 10 months."

D J Chatle, Baginaw
F M Grost, Sagtnaw
Jas Gibboos, Sagtnaw
M White, St. Haleas
H N Smith, city
W E McKenziy
A Fuller, Woodawn
C F Howard
G A Emerson, Houtton
John Johnson, Kansas
Thos H Aifman, Cathlame
Mrs J Hertel & son,
Bridal Vell
R P Sibley, Sacrante
R Mrs J Hertel & son,
Bridal Vell
R P Sibley, Sacrante
R M Brios, Chinook
R M Brass, Fales Leg
A M Recchem, Logan
Mrs June Belknap, HWitter
Mrs J Hertel
C C Howard
C B Davis, Chinook
F W Green
John Nevin
C J Hoofe, Mr Pleasant
L E Wilkes, Hillsbore
G E Bursis, Oregon Cy
C Howard
C E Bursis, Oregon Cy
C Howard
C B Jishnson, do
Jas Miller, Hillsbore
G C Howard
G C Howard
C B Horis, Oregon Cy
C Howard
C B Jishnson, do
Jas Miller, Hillsbore
G C Miller, Cottage Gr Mrs June Beikrap, IIwaco
M Bgan, Heazo
M Bgan, Heazo
Geo Emerson
C J Howard
John Nevin
C J Howard
Jah Wilkes, Hillsboro
Jas Millet, Hillsboro
Jas Millet, Hillsboro
Jas Millet, Hillsboro
Jar Mowler, Rainter
G C Millet, Cettages
G Millet, Cottages
G Millet, Millsboro
G Millet, Cottages
G Millet, Cottages
G Millet, Millsboro
G Millet, Cottages
G Millet, Millsboro
G

R J Medlerhad, Kelko 
W L Reevrey, Corvallie 
W L Reevrey, CorY S Heisley, Seattle 
High Heston, Fi St 
J E Petrer, Chicago 
J Barver, W C C Veurg, Cregon 
W B Harvey, W C C Veurg, Cregon 
W B Harvey, W C C Veurg, Cregon 
K High W Va 
C Olimatend, W Va 
G Dimetend, W Va 
C Dime Hotel Brunswick, Sentile.

ropean; frut-class, Rates, %e and up, block from deput, Restaurant next

Tacoma Hotel Tacomi American plan. Bates, S and up. Dannelly Hotel, Tacoma. European plan. Rates, 55c and up.

THE JOURNEY NEAR SPEED.

My step has grown slow; my hate is now

I stand like a tree yet left from the past.
That throws its dark shade upon a young growth.
Expecting to fast with Wieter's first binst;
To lie on the earth, from sunshine resorts. The friends of my youth have gone from my The eyes that I ere are youthful and bright;

The objects once painted in facey's bright has Are colorists now, or dothed in gray, ambition no longer impays to presses. The things that had gifter, but now tade

If you take "Seventy-acren" you don't take Cold or have the

If you will keep a vist of "77" at hend and take a door when necessary, you will never have a Cold. It doesn't malter if the weather changes suddenly; if you are caught out with light apparel, without rereat or wrap; if you get overheated and ride in an open car, or are exposed waiting for your carriage; if you work or sew in a cold room or alt in a draughty shurch, meeting house, opera or theater. If you carry a vial of "77" (it fits the pocket and pocketbook), and use it freely, you will be protected and will not

take Cold. At druggists, or matica, Me. Dr. Humphreys' Manual on the care and treatment of the sick in all allments (especially children) malled free. Humphreys' Homeopathic Medicine Ca., Cor.

They pay high solaries in a way that makes the old school of Englishmen shiver. But their reward is certain. By thus wisely using the power at command, they are evolving a whole class of technists, experts, musters, call them as you like, who bring to the problems confronting them intelligence that has no counterpast save in rare instances in similar colorations have lar enterprises here.

Hallows' E'en. Nora Hopper in Longman's Magazina, Awake, arive, you dead men all-dead women,

wake, store, you deed men all-deed would, waken you?

The hunder's moon is in the sky-ber sture of Yrosty des 
Earth emotives; throw your covers off of grave grars rank and green.

This is the dend men's holiday, 'the Hallows' Even.

fown' E'en. The mother with her hurled child falls into The baby at her strouded breast suchs outs and sleeps away; The lover dead fusive years ago seeks out his buried dear That put her broken heart to sleep but yes-teryear.

Beheld, my lown, my hafr is black, your bonny hair is white; How comes my during's eyes so dim?"
"With essping many a night,
With sewing many a weary day through years

that know not you; But I have done with resumany and bitter sue. "My garland of dry resembly bangs where I used to print;
My gurden with its tanny flowers runs wild
for many a day;
The best funts that I remided well the passing children pull,
The press leaves strew the way they go,
sizes-frost, to school,

"And I have done with beacons how, have said any task all through, And I may rest at last, exceptionart, as once I prayed, with you." He kines her, he blesses her, he strokes her faded hair-

She never was so dear to him when she was Brother and sinter parted long by bitter words and blind.

Forget the years of severed ways with old love in their mind.

The begar that of hunger died, the girl that died of shame.

Are playing with dead children here some childlen game. and blind,

Rusband and with forget the Wrong that Repl their souls spart. Hand liss in hand as tenderly as heart beats upon heart.
This is the day for buried love to see as it is

This is the dead men's holiday--All Blattows' \_\_\_

THROUGH TO CHICAGO

Without Change. The Chicago-Portland Special runs through to Chicago without change, in it hours. Palace and ordinary sleepers, dining-cars (meals a la carte), chair cars Choice of many different routes to all Eastern points via the O. R. & N.

Oldo Town Barned. LIMA, O., Nov. 10.—The town of Wren, southwest of this city, was almost wiped out of existence by fire last night. The entire business district and half the rest

sence portion of the town was burned. Marcus Daly's Condition. NEW YORK, Nov. 10.-Marcus Daly, of Montena, passed a fair day, and is improving, but is not yet out of danger,

ENTHUSIASTIC CONVERTS.

There Are Thousands of Them Who Belleve as Titls Woman Does.

Mrs. Ira Knowlton, of Butte, Monte, is a most enthusiastic convest to the vir-tues of Stuart's Dyspepsia Tabets as a cure for obvinate stomach troubles. She says: "I had poor digestion nearly all my life. It now seems to me that for years I never knew what it was to be hungry, to have a good, natural appe-

"I was troubled with gas in atomach causing pressure on the heart, with pai-pitation and short breath. Nearly aver-thing I ate soured on my stomach, s.metimes I had cramps in the stomach, which

stomach, but their medicines would not reach it and I would still be a superer, has I not, in sheer desperation, d.cl. ed to try Stuart's Dyspepsin Tablets. "I knew they were an advertised rem.

whitel

And deep are the lines imprecised on my direct.

My eyes that, in youth, were justicus and bright.

Are clouded by years and see the world bleak.

I would like a few war left from the rank. digestion and loss of flesh and appetite,

and I hesitated no longer.

I bought a 56-cent box at my drug store and took two of the large tablets af arench ment and found them delightful to The friends of my youth have gone from my sight, and wait for my coming on youther bright left any pain or uneadiness in the normach or about the heart I took one of the small mbists, and in three weeks it seemed to me as if I had never known what stomach trouble was. "I Reep Stuart's Dyspepsin Tablets in the house, and every member of our fam-ily uses them boundonally after a hearty meal or when any of us, have a pain or sales in the fluctuation.