

POLICE COURT
DAILY GRINDP. I. Barnum Has War With a
Cowboy.

MRS. RYCKMAN HEAVILY FINED

Many Troubles of Many Strange
People.

P. I. Barnum, while not the founder of the circus bearing his name, was last evening associated closely with one of the showmen of the Buffalo Bill Company. Three of Col. Cody's exponents of strenuous cowboy life, were going to their car, and noticed a woman scorching along Sixth street.

One of the men said "Hello, baby!" The alleged baby dismounted from her wheel, and waited for her husband, who was also riding a bicycle, to appear. When he arrived, Mrs. Barnum told him she had been insulted, and demanded that he wipe out the insult, by administering a whipping to the men.

One of the men was tried to explain that the woman had not been insulted, and as the husband demanded satisfaction, let him have it. Barnum claimed he had been attacked with a razor. After the battle a razor blade was picked up on the pavement. O. Attwood, the defendant, said he did not use the knife, and was not looking for trouble when he was forced to fight by Barnum.

Judge Hogue imposed a sentence of \$5 on Attwood, and stated that the evidence showed that Barnum was in a measure responsible for the trouble. He did an unwise thing by getting off from his wheel and going back to quarrel with the men, when it would have been an easy matter to continue going.

SOBE ON CHINAMEN.
John Carlson, who several days ago, arrived on a sailing vessel from China, gave an imitation of a roughhouse in the laundry of Hon Lee, in Lower Alameda, on Tuesday evening. He and another seaman filled up on Winch's brew. They then recalled some indignity to which they had been subjected while their ship was in an Oriental port, and started in to get even with the first representative of the Flowery Kingdom that they met. They began operations by defacing the building of a common enemy, by breaking the windows, doors and furniture. Carlson stated he was so drunk that he did not know what he was doing. He was fined \$5.

HAS A PEACE TO SLEEP.
Mike Kelly, a youth with warm hair and plenty of freckles, who was found reeling on the streets after hours, was given ten days and, for that length of time will not have to worry for a place to sleep or eat. The man claims he is a sailor on the revenue cutter Thetis, and is off on a leave of absence.

GAVE A PEACE BOND.
Walter Wolf appeared in the case against J. A. Smith, for the alleged threatening to do bodily harm, to Sam Newman, who conducts a theatrical booking agency. Attorney Stout, appeared for the defendant and waived examination, pending the filing of a peace bond, which was fixed at \$500. Smith is a traveling man, and states the case is the outcome of spite work. The trouble originated over some attention that Smith gave to the wife of Newman.

GILES LAKE TROUBLES.
Joseph Smith was brought into court on the complaint of Anton Gunderson for allowing a cow to wander about the shores of Giles Lake, and incidentally through the cabbage patch of the complainant. Attorney Petrain, put up a cash bail of \$5, for the appearance of his client on Friday. The case is another instance of the settling of neighborhood differences through the medium of police court. About a week ago Smith had Gunderson arrested for poisoning chickens.

WOMAN FIGHTER FINED.
Mrs. Mattie Ryckman, the East Side fighting woman, was found guilty of assault on Jacob Danner and fined \$20. Danner had two women for witnesses. They testified that they saw Mrs. Ryckman on the street following up Danner with a chair, and whenever an opportunity presented itself landing on him. She followed him for half a block. Judge Hogue in reviewing the case stated that the woman has been the aggressor. In the first place she had no right to interfere

with Danner on Saturday evening, as she was no longer in charge of the house. That it made no difference whether Danner struck the first blow or not, the woman had no right to follow him out on the street and beat him, as there was nothing to show that he was in the wrong. After the sentence the woman who has a triple expansion tongue, abused both Attorney Clatsen and Judge Hogue. That she is not now in jail for contempt of court is due to the good nature of the court. Few persons would have overlooked this rank breach of manners.

HOPHEAD CHINAMAN.
Kim Lee, on complaint of Officer Franklin, was fined \$10 for throwing papers and rubbish on the streets of Alameda. The defendant is a small shriveled up man, with a face wrinkled like an apple. His head was one mass of sores. He is in the last stages of the opium habit. To every question asked him he replied in the affirmative.

A REGULAR BOARDER.
James Riley, a regular boarder in the city prison, was given 30 days. He is a little old man with a deaf ear, greasy clothes and a nervous manner.

A FIERCE INDIAN.
One of the wild Indians of the Wild West show, appeared for being drunk and disorderly. He was picked up in the North End while practicing a war dance which looked as if it would lead up to a real battle, instead of the make-believe ones that the redman gives at the performance.

WANTS A CORK LEG

Ex-Convict Ingram Raising Money
for That Purpose.

A one-legged man who arrived in Portland from Salem yesterday attracted considerable attention, as he moved around the streets with the aid of crutches. When it became known who the man was he became quite an attraction.

The cripple is Frank Ingram, the convict who was shot by David Merrill at the time the latter and Harry Tracy made their sensational escape from the penitentiary. Ingram was at work in the stove foundry at the time the breach started, and received a bullet in the left leg above the knee. The bullet shattered the bone making amputation unavoidable and for a time the injured man's life hung by a thread.

In time, however, Ingram recovered and was almost immediately pardoned by Governor Geer. He had always been an exemplary prisoner and took long chances in attempting to impede the escape of Tracy and Merrill.

On emerging from prison Ingram was without money and physically unable to work. His present trip to Portland is for the purpose of selling small trinkets of bone and iron made by himself while in the penitentiary, to raise money with which to purchase an artificial limb. He then expects to start a general repair shop.

YAMHILL HUSTLING

McMinnville Early Birds After the
Worm of Immigration.

President J. C. Cooper, of the McMinnville Board of Trade, is in Portland on business connected with Yamhill development. The organization has been completing what all the communities bent on growth should go in for—printed matter showing up their regions and advantages, especially now that a new tide of immigration is to be expected from the low rates being inaugurated from the East September 1st. The Yamhill County workers have gotten out an issue of 100,000 pamphlets, which two tons of matter are to be distributed gratis by the Harman interests and bureau of immigration from Chicago. The documents will thus go directly into the hands of passengers on the trains, and will be a guide to the home-seekers, and doubtless lead many to decide on locations. Yamhill will thus be sure to be one of the early worms out after the unsuspecting but delicious grub.

This much done for the Yamhill country in general, Mr. Cooper's organization will next issue a folder or pamphlet on McMinnville, for like distribution. In fact the publication is rapidly nearing completion at the hands of Portland printers and artists. The Yamhill publication will cost \$1,000, which has been raised by subscription of the enterprising people of the vicinity.

SWINDLED IN
TIMBER LANDSSeattle Investors Plucked by Land
Sharks.

LIVELY TIMES ARE COMING

When Final Proofs on the Claims
Are Made.

U. S. Commissioner Presby of the Goldendale, Wash., land office, is at the Hotel Perkins, and is here on official business with the Vancouver land office. With reference to the reported land frauds in connection with timber entries, Mr. Presby said it had developed no new features, the only cases brought to his attention as yet, being those of the Leavenworths. In this case, L. W. Leavenworth and three members of his family allege to have been outrageously swindled by a Seattle firm of timber locators, known as Kinney & Co. He is a railroad man, an officer of an Alaska railroad company. He himself took a claim and was satisfied, and then sent his two daughters and wife to secure timber claims. In due time they returned from Goldendale, reporting that they located fine claims, with large amounts of timber on the same. Later a surveyor who had been in the employ of the Kinney concern dropped the hint that the Leavenworths had been deceived and had not been given the right land, and Mr. Leavenworth going there to investigate found this true, and that instead of having some fine timber land, his family were in fact on the baldest and most worthless land in the entire region, being in fact, at least, on the barren peak known as Old Grayback, about 15 miles from Goldendale. Mr. Leavenworth applied to Mr. Presby for relief, who advised him to first get restitution of the money he had paid, and this was several hundred dollars, and this was the first step in the case.

Mr. Presby said that as to prosecution, it would probably be necessary in the state courts, for obtaining money under false pretenses. There is another phase of the case, however, which is the fact that the victims have not only been swindled, but have been led to commit perjury. In the affidavits made in the filings, that they examined the land personally, etc. As to the extent of like frauds, Commissioner Presby said that undoubtedly very many recent localities in that district are next to worthless, and certainly very many in the town that the Leavenworths are in, which is Town 6, Range 14. These cases will be fully exposed only when it comes to making final proofs, which will commence within two or three weeks, when some lively developments are probable.

ALASKA
RAILWAYWater Power and Electricity Fol-
low the New Railroad.One of the Original Pro-
moters Talks of the
Project.

S. H. Soule of Chicago, one of the original organizers of the Alaska & Siberia Railroad, recently consolidated with the Trans-Alaska Company, and which is for building the line across Alaska from Cook's Inlet to Council City and Nome, is in Portland. He informed The Journal that the Northern enterprise is progressing favorably. During the summer representatives of the Eastern financiers have been making examinations of the preliminary surveys, and for their report now about to come from the North, the Western interests are gathering in New York. It has been expected that construction would be commenced ere this, and it would have been but for the fact that the different projections of short lines were changed into one whole, by consolidation, and also that the proposition was changed from narrow gauge to standard. The terminals, as now understood, will be Innekayon Bay on the Inlet, and Port Solomon, at the mouth of Salmon River, near Nome, for the upper end, with connecting line to Nome. The whole system will be about 650 miles long, including the trunk line across to Port Clarence on Bering Sea.

TEA PLANTS
DOING WELLThose Sent to Rogue River Valley
by Southern Pacific Are
Growing Well.

Oregon may yet add another important industry to her list and more fully demonstrate the advantages and wonders of her soil. The tea plants which the Southern Pacific Railroad Company distributed in the Rogue River Valley are showing signs of being adapted with this climate and are beginning to grow.

While there is not expected to be a harvest of any importance this year, it is gratifying to know that the plants live and are thriving. Oregon is believed to be adapted to the growth of tea plants, as there is considerable rain and the thermometer seldom goes down below zero in the sections chosen for the experiments. Our climate is similar to that of Japan, where the plants thrive luxuriantly.

We cannot compete with the Oriental countries on account of the cost of labor, but if we can produce a crop equal that

of any other country, we can dispose of the present consideration of labor when that comes up to be in the South where there is the labor of colored children, these climatic conditions are no better than our own.

Tea has been grown in South Carolina for the last 10 years, and it is in some respects better than that grown in the Orient. Dr. Charles V. Shepard, the owner of 50 acres of plants under successful cultivation. Some of the teas grown on his plantation are thought better than those grown in Asia.

The chief expense in tea culture is the initial one, the cost of setting the plants out. The cost ranges from \$25 to \$30 per acre, but the product is of sufficient amount and value to warrant this expenditure. The best soil is that of pine woods and of black sand and clay. It has to be deeply plowed and the plants are set about six feet apart. The fall of temperature does not injure the plants. They will easily stand a degree slightly less than zero.

There is a demand for tea grown in the United States, and the cultivation is fast coming to be an important one. Here in Oregon there is no reason why we cannot develop the industry and employ the thousands of Orientals who flock to this coast.

NEWS OF THE
LABOR WORLDWhat Portland Workers Are Doing
for Their Advancement.

The Carpenters' Union met last night and initiated 13 new members. The Carpenters' Union met last night and initiated 13 new members. The Carpenters' Union met last night and initiated 13 new members.

The Electrical Workers at their meeting last night took in 10 new members. A committee was appointed to procure uniforms and additional badges for the big celebration next Monday.

The \$75 silk flag to be awarded by a local firm to the union making the best showing in the parade Monday will be unfurled to the breeze this afternoon at some conspicuous point in the city, where everyone will have an opportunity to admire it.

The Retail Clerks held an enthusiastic meeting last night, which was well attended. They expect to have 400 people in the line of march, 100 of whom will be ladies. For their use a fifty-bus, six hacks, two carriages, eight automobiles and a number of other rigs have been engaged.

LIGHT FOR
GOLDENDALEWater Power and Electricity Fol-
low the New Railroad.

Manager J. A. Cranston, of the General Electric Company, is making estimates for an electric lighting plant for the rising new town of Goldendale, in the Klickitat country. At the same time the Willamette Iron Works are estimating the improvement of the water power for the same place, by which the lighting plant is to be operated, which is by power from the Little Klickitat. Several mills are also on the taps for the place, which will get power from the same source. All of this is the result of growth attending the new railroad coming in from Lyle, on the Columbia River. That road, the Columbia River & Northern, is about ready for the steel, and wheat buying has already commenced at Goldendale and other points. The warehouses are under construction, being those of the Balfour & Guthrie system of Portland.

There is a veritable boom on for the Klickitat region.

TO PROTECT
BLACK BASSSportsmen Say That Small Fish
Are Caught.

A stir has been created in sporting circles on account of the effort which is being made to have a law passed at the coming Legislature which will prohibit the catching of black bass in the State of Oregon under seven inches in length.

Black bass were introduced into various streams in the state several years ago and are beginning to breed rapidly. Fishermen knowing these facts are working overtime in trying to lure these gamey tribe from their watery homes.

Very few of the fish that have been caught have measured over three or four inches at the utmost and Eastern sportsmen in the city for a visit say that if the fishermen intend to catch bass of that size that it will not be very long before they are entirely exterminated.

Most of the Eastern states in whose waters the black bass flourish have stringent laws relating to the catching of these fish under a certain size. Sportsmen say that before the laws were passed that the supply of black bass was swiftly running out. With a stringent law in this state it would not be a very long time before all of our streams would be plentifully supplied.

A prominent sportsman of this city, in speaking of black bass, said that he much enjoyed fishing for them, and that for any other specimen of the finny tribe. He claimed that the bass are much more gamey than trout or any of the other fishes of the state. "Black bass, too," he said, "can be fished for at any season of the year as they do not have any regular season to spawn like the trout. Protect the little bass," he concluded, "and you will have all the large ones you want in a few years."

A LIVE NEWSPAPER.

The Journal is grown in its heart—it is content to be a newspaper, alive to the needs of the people of "Where-Rolls the Oregon."

LIE AWAKE
OF NIGHTSLabor Men Are Planning Hard
to Win.

PRIZES GIVEN BY THE JOURNAL

For Most Progressive Union—Pres.
Mickley Approves.

The Labor Day parade gives every evidence of being an immense affair. Ten thousand men in solid procession will make an imposing sight, not witnessed every day in the thoroughfares of any city. Every craft in the labor field will be represented, and the participants will endeavor by their garb and banners to convey to the assembled throngs, the particular branch to which they belong.

Each union is vying with the other in making preparations for the great event. Many of the members are lying awake nights formulating plans by the adoption of which they hope to excel all competitors. There is an object in view for all this planning and conviving. The two unions in the line of parade which can prove to the spectators that they are more progressive, popular and enterprising than any of the others, will win \$50 in cash and a very fine roll-top writing desk representing the first and second prizes respectively which The Journal intends to award them.

A voting contest conducted by The Journal, and extending for a period of one month, is the plan which has been decided upon to ascertain who the victors will be. In this way each union will be given an opportunity of not only winning honor and distinction, but gold and property as well.

Charles Mickley, president of the Federated Trades Council, says: "The Journal has hit upon a unique plan. Its proposed voting contest to encourage the unions to make good showing on Labor Day is one of the best things ever advanced in that line by a local newspaper."

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FUN AS A CHINAMAN

How a Railroad Man Gulled a Crowd
on the Portland Streets.

Perhaps Charles D. White, the versatile N. P. brakeman, did not have a stomach full of fungus Third and other streets yesterday morning, with a clever little impersonation of the heathen Chinese. Charley came in full of fire and vim, and in a short lay-off, and as he is known to be very clever in the pig-tail dialect, he proceeded to get up a rig which would, as it did, fool the best of them. Having made up as a Chinaman, he procured a dilapidated wheelbarrow of the hand-made Chinese pattern, with rickety, "sticky" wheel, and having procured an over-topping load of refuse oil cans, old carpet, tarpaulins, oilcloths, broken bottles, and such trash, appeared on Third street with his load, down near the bend, and just as a good crowd had gathered and commenced to gully him, he managed to have his load tipped off. The spectators laughed in derision and increased their gulling. Without so much as noticing one of them, the "Chinaman" proceeded to gather up his load, and again to start, with the same result, the crowd increasing its funny business at his expense. Over and over again this was done, not a soul, apparently, suspecting, and the impersonator, with Oriental patience, each time reloading his wheelbarrow, trying to go on, never once cracking a smile, nor all the time deigning to notice his amused spectators. Nor did they discover why the wheelbarrow did not run, or they would have discovered Charley's guile, which was that the hub was wound around with dirty-looking rags, as if, carelessly caught in the running gear. The heathen was a full half hour in going a few feet, and the crowd was in fact nearly half paralyzed with the fun they got out of it. But what of the railroad man? Perhaps it was not funny to him, to think how he was fooling the entire outfit. When finally he, too, had his fill, he walked off to a safe street, dumped his barrow, pulled off a wig, and pig-tail, and with a good-bye to a few of the gaping spectators, was away to tell his intimates that he had had the biggest time of his life.

The annual rumor that the Canadian Pacific will seek an entrance into Chicago has started on its rounds accompanied by the statement the company is after the Chicago Great Western.

On Nov. 12 the Rock Island will begin running through trains to the Pacific coast. Ten new trains are being built at a total cost of \$1,500,000.

Rock Island engineers have reached Houston and are pushing on with the survey of a line to Galveston.

During 1901 242,456 tons of freight were carried by the Pennsylvania system, of which 133,946,281 were hauled east of Pittsburg and Erie and 30,821,762 on the lines west of these ports. The increase in total tonnage over the previous year was 24,321,658.

"We have come to the conclusion that if the brakeman had not been eating his dinner the accident would not have occurred," was the remarkable verdict of a Baltimore Coroner in the case of the death of a man who was struck by a Northern Central train.

The Chicago & Northwestern has opened a branch line of 54 miles between Sleepy Eye and Marshall, on the Sleepy Eye & Redwood Falls division and increases the company's mileage to 903 miles.

It is much to be feared that between the present law freight rates on grain and the raising of the taxes on his art gallery, at St. Paul, it will be hard for James J. Hill to make both ends meet this year.

NOT ONE ROBBERY.

During the gathering of the large crowd to attend the Wild West show, not a single instance of loss or robbery has been reported at police headquarters. This is a remarkable showing for an occasion of this kind, and leaves the impression that the city is practically free from pickpockets.

WHITE COLLAR LINE BOATS.

Astoria, daily 7 a. m. except Sunday. The Dalles, daily 7 a. m., except Sunday. Alder street dock. Both 'phones, Main 261.

"The Klickitat County Republican primaries will be held on Saturday," says Henry Winters, who arrived in Portland today. "There is unusual interest, even for the county candidates, and especial interest as to state and national questions. Our State Senator, the sentiment is most pronounced against John L. Wilson, but not centered on any favorite, with considerable leaning toward the Seattle man, Preston, depending, however, on what his true attitude shall prove to be on the railroad question. That county is intensely against a Railroad Commission, due in large part, to the great interest in railroad development which is to bring us into connection with the outside world, by the new road coming in from Lyle, and thus giving long needed rail and steamboat outlet to Portland direct. It is probable that strong anti-commission resolutions may be adopted, which leads to doubt as to whether Governor McBride will get the endorsement which his friends have expected him to get in Klickitat County. The convention is to be held on September 8th."

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EYE AID

It's just this way about your eyes: You can go on straining them; you can't help you. In our advertising we can warn you, but it's only in a personal way we can do you or your eyes any good. Our glasses will do you good if you will let us fit you with a pair.

Optical prescriptions filled promptly.

We have our own factory.

A. & C. Feldenheimer
Corner Third and Washington Streets PORTLAND, OREGON

LOCOMOTIVE
SPARKLETSDoings in Railroad World—Changes
and Items of Interest.

The Northern Pacific and the Great Northern main lines will be connected by new construction between Jocko, Mont., on the Northern Pacific, and it is officially announced construction work will commence January 1. The new line in Montana will give the two coast systems their fourth connection of main lines west of St. Paul. The two lines cross north of Fargo, and will connect between Huntley, Mont., and Shelby Junction by Standardizing the Great Falls & Canada.

By the construction of the Jocko-Kalka-pell cut-off the haul eastward over the Great Northern to Butte and Helena will be shortened many miles, which will be of much value to continental traffic moving eastward to the smelters.

Word comes from Chicago that experiments are being conducted by the Illinois Central with a device that its promoters predict may revolutionize the freight-carrying business.

The experiments are being made with a box car, the tracks of which are fitted with ball-bearing journals, which make the car run so easily that one person can move it. This feat has been accomplished by many who have examined the car in the yards.

The car was loaded with 800,000 pounds of steel castings and made the trip to New Orleans, where it was loaded with coffee and returned to Chicago.

If the ball-bearings prove practicable loads can easily be doubled and hauled with the same power now used.

In substituting oil for coal the Southern Pacific effects a saving of \$1,000,000 a year and dispenses with the services of all coal handlers. So far the saving has averaged about \$600 a month per engine.

Burlington officials announce the new Des Moines & Burlington division will be opened on Nov. 1. The link between Tracy and Oshkosh is being rapidly constructed.

The coal road being constructed by the Great Northern from Jennings north to Fernie, B. C., will reopen to traffic about September 15.

The Southern Pacific expects to have its dining car service in operation this fall between New Orleans and San Francisco.

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THE HUDSON
BAY COMPANYMay Have an Exhibit at the Lewis
and Clark Fair.

DESIRE FOR IT ACCENTUATED

By Receipt of a Letter From J. C.
Grahame, of Victoria.

The Lewis and Clark Fair management will make an effort to get the Hudson Bay Company to make some kind of an exhibit at the fair.

The desire for such an exhibit has been accentuated by the receipt of a letter from H. M. Grahame, J. P. of Victoria, B. C., who gives some valuable information regarding the company.

The head office of the Hudson Bay Company is in London, England. The following gentlemen comprise the board of directors: Governor, Rt. Hon. Lord Strathcona and Mount Royal, G. C. M. G.; deputy governor, Rt. Hon. the Earl of Litchfield; committee, Sir Sanford Fleming, K. C. M. G., Russell Stephenson, Esq., W. V. Vangun, Morgan, Esq., Thomas Skinner, Esq., and John Coleman, Esq. The head office for Canada is located in Winnipeg, Manitoba, and C. C. Chipman, who holds the position of commissioner, is the principal officer in the Dominion.

Mr. Grahame then states in his letter: "If your people could get the ear of Lord Strathcona through your Embassy in London, I am of the opinion that no difficulties would be met with in inducing the company to make an exhibit. It would also be advisable to write to the commissioner, C. C. Chipman, in Winnipeg, and interest him at the same time."

"I may mention that my father, James A. Grahame, who is still alive and living here, and who was chief commissioner of the company from 1875 to 1884, went to Fort Vancouver as a clerk in 1844 under the late Dr. John McLaughlin, and who only left in 1858 or 1859 when the company gave up business in the United States and handed over the fort to your Government."

Such an exhibit by the Hudson Bay Company would be a great feature of the Lewis and Clark Fair, as it would be a link in the history of the Oregon country.

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