

NEWS OF CITY

BY GOLDEN GATE

Trouble Is Being Experienced in Securing Candidates for Mayor at the San Francisco Election.

Immense Arch Is Being Erected for Grand Army Encampment—Gossip of the California Metropolis.

(By John J. Harrison.)
SAN FRANCISCO, July 20.—The United Republican League is trying to pick out a candidate for Mayor, but so far has failed to settle upon any one. M. H. de Young, who is "mentioned" regularly as a Republican candidate for Mayor, and was again talked of in the summer in the connection, has informed the leaders of the league that under no circumstances would he be a candidate. This information was given with such emphasis that General de Young was again removed from the list of possibilities. Speaker Arthur Fisk is now most prominently mentioned for the nomination in a list of about a dozen aspirants. Some of the other prominent men whose names are being canvassed are ex-Senator James A. P. Williams, State Senator "Eddie" Wolfe and Colonel J. C. Kirkpatrick, proprietor of the Palace Hotel.

The rumormongers in the Union Labor party have called out resolutions adopted by Mayor Schmitz's branch in which they announce "certain self-constituted Labor party leaders," charging them with an effort to "disrupt the regular organization and with trying to bring political injury to our chosen standard bearer, E. E. Schmitz, whose record and conservative action in office have reflected credit on himself, on his party and on our city, and call upon every true friend of labor and of fair dealing to rally to his support."

One Cent Short.
The surety company on the official bond of Treasurer McDougald has made a count of the money in the treasury vaults, amounting to \$2,471,317.06. This amount agrees "to a cent" with that called for by the treasurer, but it is issued adversely, for, as a matter of fact, the cash was found to be one cent short. Ex-Treasurer Wilder's shortage now shows a balance of \$14,789.16, which, however, is covered by a surety company's bond and the city will not, therefore, lose one cent.

A dispatch from Washington a day or two ago stated that an order had been received at the United States Treasury for \$5,000 in nickels and pennies to be sent to this city. This dispatch created considerable talk, as it was thought that another effort would be made to put the much-misused small tokens into circulation here. The assistant treasurer at San Francisco makes the statement that it is no unusual thing to send for nickels and pennies, which are needed at the branch postoffices and in making exact change in other places. It is not at all likely that pennies will be put into general circulation here hereafter, but it is no unusual thing for people here to simply throw pennies into the street when they receive them.

Must Stand the Loss.
The remarkable forgery by which Arthur H. Dean, Charles Becker and James Creggan swindled the Crocker-Woolworth Bank out of \$20,000 in 1898 is recalled in a decision rendered by the Supreme Court. It will be recalled that Dean deposited in the Nevada Bank a draft drawn by a bank in the interior on the Crocker-Woolworth Bank for \$22,000, and afterwards drew \$20,000 in cash against the deposit. It turned out at the end of the month, when the settlements were made, that the draft had been issued for \$12, and Becker, by a process unknown to this day, erased the amount named and filled in with the \$22,000. Dean escaped, but Becker and Creggan were caught and are now serving terms in the penitentiary. The decision of the Supreme Court places the loss upon the Crocker-Woolworth Bank.

Sculptor in Want.
A very good case came to light one day last week in the admission to the City and County Hospital of Francis Marion Wells. Wells was a well-known sculptor, litterateur, club member, and man-about-town. He was forced by dire illness and strain of circumstances to apply for admission to the hospital. Broken in spirit, sick right up to death, his arms paralyzed, his mind practically deranged, he was compelled to seek the only relief at hand and become a ward of the city. Mr. Wells, who was called designed the statue of Liberty on the dome of the City Hall, which is considered a fine piece of work and a monument to his ability. The figure was modeled from his wife, and the pose is extremely graceful. He also designed the entrance to the first National Bank Building, and did some artistic modeling for the Hibernia Bank Building. His old-time friends of the Bohemian Club were much shocked upon learning of his pitiable condition, and will doubtless come to his assistance in rendering him more comfortable and attending to his and his family's immediate wants.

Anglo-American Ship.
On the 16th of July a British steamer Dedic was upon the high seas making for this port from the Orient. Captain Smith of the steamer paid honor to the national holiday by hoisting the Stars and Stripes at the mainmast. For one day the Dedic was an American ship and the flag was saluted morning and evening, and the 42 cabin passengers spent the day in true Yankee fashion by holding a continuous revel.

ment concluded to go there again this year. The program will be much as usual. Saturday night, upon arrival of the party and after dinner a jinks and dance to fill in the time, possibly till morning, and on Sunday visits to the quaint old town of Monterey, the 17-hour drive, bathing and a generally restful time is outlined.

Hotel Changes.
The death of Major Hooper, proprietor of the Occidental Hotel, in all likelihood will bring about a long-contemplated change in that valuable property. The hotel is owned by the Hon. Charles H. Hooper, who is now abroad and is charged by some of his relatives as being slightly non-complaisant. It was stated in the real estate columns of the daily papers some weeks ago that the trustees of the estate intended to raise the old hotel to the ground and erect a fine modern office building. Major Hooper's lease of the hotel expired some weeks ago and it is not known that it has been renewed.

Work is progressing at the intersection of Third and Market streets, known as "Newspaper Corner," upon a magnificent arch for the Grand Army encampment, to be held here in August. From the architect's designs this will be the most magnificent structure ever designed ever made on the Pacific Coast. The arches will spring from four massive pedestals upon the apex of which will rise a richly-ornamented canopy composed of thousands of electric lights. The arch will have a graceful sweep of 160 feet from pedestal to pedestal and will rise to a height of 77 feet above the street line. From this height the arch supports a beautiful colonnade of columns, resting on a circular base 50 feet in diameter, all handsomely and richly ornamented in stucco work with electrical effects interlaced and worked out in a striking design with 1,600 electric lights. The stucco work of the circular base of the arch is a masterpiece of design, and the whole will be a beautiful frieze of scroll design brought out in bold relief. Surmounting this colonnade and extending to a height of 135 feet above the street line will be a beautiful tent-like electrical canopy carrying 2,000 electric lights worked in lines of alternate red, white and blue, and supporting a 40-foot flagstaff carrying a 24-foot American flag. At the base of this flagstaff and falling away in graceful curves to a distance of 90 feet below will be a huge electrical hall seven feet in diameter studded with hundreds of electric lights worked out in beautiful design and the whole having the appearance of an immense hanging basket of beautiful electrical effects. Surrounding this hanging basket and dropping 20 feet from the 50-foot circle will be 16 large lanterns worked out in pleasing design and carrying great clusters of electric lights, showing a beautiful lacquer effect.

Recent Hotel Arrivals.
Among the recent hotel arrivals are: H. V. Gates, B. H. Bancroft, L. J. Chapman, C. Davis, J. Kamm and wife, H. G. Colton, F. L. Roberts, A. J. Deane, J. Wiley, F. Davey and wife, Fred A. Raach, C. G. Andrews, W. J. Richards, C. C. Brooks, S. Baker, R. M. Breva-ton and wife, J. Dannels, S. R. Eldridge, J. E. Morgan, W. B. Lobner, C. R. Davis, Portland, C. G. Gilbert, J. Granstrom, Baker City, H. Maun, George F. King, Medford; A. L. Breckenridge and wife, Astoria.

TO WELCOME KING ON IRISH GROUND
Great Preparations Being Made for Edward's Visit in Dublin.

(Journal Special Service.)
DUBLIN, July 20.—All Dublin, and in truth, all Ireland, is on the qui vive in anticipation of the King's coming. Visitors are already pouring in, and it is estimated that the normal population of Dublin, about 365,000, will by next Tuesday have swollen to 1,000,000. The star-spangled banner is very prominent along the flags, covering the houses along the royal route.

Meanwhile there is much speculation as to the exact nature of the welcome that awaits the royal visitor. There can be no doubt that Edward VII is personally popular in Ireland. Frank, open-hearted, generous and invariably considerate, courteous and kind, he is of the type of man that appeals to the Irish. Whatever be the foundation for the impression, it is generally believed that the King is friendly to Ireland, and that he would not object to a revision of the laws which would give the right to her people to govern themselves.

In other words, he is said to be a Home Ruler, who added to this, it is believed that the land bill now in Parliament is largely, if not mainly, his inspiration, and that to him is due the release of P. A. McHugh, M. P., from Silgo Prison, there seems to be no interruption in English as proof that the King is friendly to Ireland, and that he would not object to a revision of the laws which would give the right to her people to govern themselves.

As a Man—Not a King.
But it is as a man and not as a king Edward VII will be received here. As a man he represents a standard that the Irish people appreciate and admire; as a king he represents the establishment, which deprived Ireland of her independence and the right to make her own laws, and lowered her to the position of a mere nonentity in the council of empires. The establishment, which established by the nefarious act of union, which deprived Ireland of her independence and the right to make her own laws, and lowered her to the position of a mere nonentity in the council of empires. The establishment, which established by the nefarious act of union, which deprived Ireland of her independence and the right to make her own laws, and lowered her to the position of a mere nonentity in the council of empires.

MISS YOUNG ENGAGED
(Journal Special Service.)
SAN FRANCISCO, July 20.—It is announced here today that Miss Elizabeth Young, is soon to marry Lieut. John R. Hannay.

BEAUTIES OF THE GLENDALE TRIP

Through Canyons of Klickitat Representatives of Portland's Best Business Men Travel—Capital Well Directed Works Marvels.

GLENDALE, Wash., July 20.—With flags flying, whistle tooting, band playing, the excursion train of the Columbia River & Northern Railway Company pulled up the Klickitat and Swale canyons on Saturday, and the entire valley of the Klickitat made it a holiday. The spirit was infectious. Everyone caught such universal good nature, such hospitality, such deep appreciation by the guests seldom mark any similar event. People came from the cabins in the canyon, from the houses on the ranches in the prairie, and from their homes and stores in the villages, to extend a greeting to the 40 business and professional men from Portland, and the 24 who came from The Dalles. The Dalles party consisted of: E. O. McCoy, W. H. Wilson, S. Bolton, W. A. Johnson, H. C. Liebe, Judt Fish, J. P. McNairy, J. M. Paterson, Dr. E. E. Ferguson, W. E. Nixon, Leo Shannon, W. H. Moore, C. F. Mittelbach, James Snipes, George Ruch, Jake Freeman, James Wood, Charles Twineham, M. Z. Donnell, R. H. Weber, Joseph Nitschke, A. W. Zimmerman, S. L. Brooks, M. T. Nolan.

The Portland party consisted of: Manager H. C. Campbell of the Columbia River & Northern Railway Company; Rufus Mallory, president of the company; Railway Company, L. A. Lewis of Allen & Lewis; George W. Simons, auditor; W. P. Hawley of the Crown Paper Company; J. C. Ainsworth of the United States National Bank; John M. Gearn of Dolph, Mallory, Simon & Gearn; A. H. Devers of Clemons & Devers; F. A. Nitchy of the Crane Company; D. Pattullo of Balfour, Guthrie & Co.; I. N. Fleischer of Fleischer, Meyer & Co.; A. H. Averill of the A. H. Averill Machinery Company; E. Ehrmann of Mason, Ehrmann & Co.; H. W. Mitchell of the Mitchell, Lewis & Staver Co.; George W. Evans of the Buffalo Pitts Company; T. D. Honeyman of the Honeyman Hardware Company; H. W. Goode of the Portland General Electric Company; W. B. Glafke of W. B. Glafke & Co.; Hugh McGuire of the Pacific Paper Company; E. Oliver, chief engineer of the Railroad Company; P. S. Malcolm, insurance adjuster; F. I. Fuller of the Portland Railway Company.

J. J. GOLDEN
The founder of Glendale. The company of George Taylor of Taylor, Young & Co.; H. S. Woods of Balfour, Guthrie & Co.; P. H. DeHaas of St. Paul, Minn.; Judge C. B. Bellinger of the United States Court of the Oregonian; H. L. Pittcock of the Oregonian and vice-president of the Railroad Company; E. B. Piper of the Oregonian; C. J. Mattinson of the Oregonian; C. J. Owen, John Stevenson of the Telegram; Hoffmann, J. E. Lathrop of The Journal.

A Beautiful Canyon.
If Manager H. C. Campbell of the railroad does not advertise his line as "The great scenic route of the West," he will be remiss in duty to his stock and bondholders. Certainly there are no canyons more beautiful than that of the Klickitat River, nowhere a finer combination of the rugged features of mountain range and the beauty of green valleys. It is a succession of surprises as the train rounds the curves. For 1500 to 2000 feet the peaks arise on all sides with timber which will be typical of the warm-hearted hospitality of the Irish people.

So rapid is the ascent, that one rises 1600 feet in passing 43 miles from Lyle to Glendale. The train was made up with the engine behind and two flat cars in front, upon which were chairs, affording opportunity to view the scenery to best advantage. The Portland party had left that place on the Bailey Gatzert at 11:30 Friday night, Captain Freeman commanding the boat, and Manager Campbell in charge of arrangements. Lyle was reached at 8:30 Saturday morning, and the state for Glendale made at 10. Making several stops, the train arrived in Glendale at 1 p. m., and after dining the party went to witness the ball game between Glendale and Vancouver Barlocks, in which the soldiers were welcomed in a score of 14 to 3.

Carriage rides were given the guests during the remainder of the afternoon and in the evening before the public meeting, and then a banquet following.

Address of Felicitation.
At the public meeting Judge N. B. Brooks presided, and delivered a welcome to the guests, to which Judge Rufus Mallory, president of the company, made response. H. W. Scott, spoke of the industrial development of the Northwest. Judge C. B. Bellinger acknowledged for the guests the courtesies that had been extended, and Manager Campbell responded to calls for an address, giving a brief review of the enterprise that has resulted in building the road of which he is the executive head. Music was rendered by the local band, and Mr. Dunbar, pitcher of the home baseball team, sang a solo. At the banquet Mr. Presby was toastmaster and called for the following sentiment responses: "Portland," John Gearn; "The Dalles," H. W. Wilson; "Klickitat County," E. B. Ward; "Economy of Transportation," H. C. Campbell; "Ben Elephant On His Hands," in which Swigert told his tale in song; "Recollections of Glendale," A. H. Devers; "What I Know About Right of Way," N. B. Brooks; "The Railway Commission," C. B. Bellinger; "The Oregonian," E. B. Piper. Sunday morning came the run down

overtaking of capacity of heavy freight. The road has two locomotives, two passenger coaches, 60 flat and box cars, and the usual furniture and round-houses, depots and terminal facilities. Trains are running regularly, making a round trip daily, 48 miles, between Lyle and Glendale.

The Valley of the Klickitat.
The valley of the Klickitat will develop rapidly now that it has adequate transportation facilities. It is already producing annually half a million pounds of wool, large quantities of live stock, and there are fifteen lumber mills operating. Wheat to the amount of 1,000,000 bushels is raised each year. The lumber industry especially will feel the stimulating effects of the new road, for heretofore it has been impossible to ship out lumber from the heavily timbered mountains of the Simcoe range and foothills. The conditions also warrant the expectation of the production of immense numbers of hogs, always a wealth-producing industry. Lyle is the river terminus of the Columbia River & Northern, a town of about 200 people, with evidence on all sides of assured growth and no inconsiderable commercial importance. The railroad company owns the town site, and proposes extensive improvements



A Lyle, Wash. Thirst Dispensary Which Had No Attractions for the Party

pressing their appreciation of the delightful of the journey and the complete arrangements made therefor by Manager Campbell.

HISTORY OF THE BIG ENTERPRISE TOLD
(Staff Correspondence.)
GLENDALE, Wash., July 20.—One year only has been consumed by Portland capitalists in organizing, financing and building a railroad (The Columbia River & Northern Railway Company), from Lyle, Wash., to Glendale, Wash., erecting depots, warehouses, securing rolling stock, manning the road with experienced men and acquiring a line of steamboats to ply the Columbia River from Lyle to Portland, the line known as the Regulator-Line, formerly owned by The Dalles, Portland & Astoria Navigation Company.

In accomplishing these things, the Portland capitalists have given quick and cheaper transportation to a region—Klickitat County—that had previously been cut off from easy access with the outside world, and was compelled to get along with the wagon for freight and the stage coach for passengers. It is a region 25 miles wide and 150 miles long—the dimensions of Klickitat County. It is now sparsely settled. But, already, under the impetus of rail communication, the little towns along the line of road are bounding forward, and giving evidence of the benefits they are receiving from the new enterprise.

Men Who Built the Road.
The Portland men who have thus launched out into a field that had been too long neglected are: Rufus Mallory, president; H. L. Pittcock, vice-president; E. E. Mallory, secretary; H. C. Campbell, general manager; Directors—Rufus Mallory, Charles E.

Up On the Prairie.
This side from Wahkiakus the railroad leaves the Klickitat Valley proper, passing up Swale Canyon to the prairie and reaching the wheat district at Daly. There is a large warehouse with capacity for 40,000 sacks of wheat, owned by Balfour, Guthrie & Co. Centerville, a place of 200 inhabitants, is the next station, and it is the very heart of the wheat region wherein 1,000,000 bushels of wheat are raised annually. Centerville is growing very fast. Improvements are being made among them the construction of a water system. The people are enterprising, wide awake and propose to do their share towards carving out the fortune possible by reason of the great resources of the country.

For nine miles from Centerville east through continuous wheat fields the road runs to Glendale, the inland terminus of the line. Here are 1,500 residents, and here will be many more than 5000 people before long, for the town is making great progress during these days. It is the county seat of Klickitat County. A fine new hotel of 60 rooms has been built. There are excellent stores carrying large stocks. There are sawmills, planing mills, a private telephone system reaching every point in the Klickitat Valley, being patronized by very many of the ranchers. The water system is especially fine, water being brought 12 miles from Simcoe Mountain, pure as the water from Bull Run, that supplies Portland. Glendale supports a good academy.

Beyond Glendale lies the country that must for some time at least go without rail transportation facilities—the region where yet the cowboy lives and the sheep raiser thrives and the horse man finds room for his equine bands. It is the great range country, that feeds so many of the Western towns in other states. And beyond the lower ranges are the mountain grazing lands, and the hills, covered with a very good quality of yellow pine of high commercial value. This only a beginning.

Portland capitalists have been well to come here and build this road. It is, however, only a beginning of the service of the line. Here are 1,500 residents, and here will be many more than 5000 people before long, for the town is making great progress during these days. It is the county seat of Klickitat County. A fine new hotel of 60 rooms has been built. There are excellent stores carrying large stocks. There are sawmills, planing mills, a private telephone system reaching every point in the Klickitat Valley, being patronized by very many of the ranchers. The water system is especially fine, water being brought 12 miles from Simcoe Mountain, pure as the water from Bull Run, that supplies Portland. Glendale supports a good academy.

Inventory of the Equipment.
The company owns at the present time, at the beginning of active freight service, the following equipment: The Dalles City and the Regulator, between Portland and The Dalles. The Bailey Gatzert, between Portland and Cascade Locks, making round trips daily. The Metlak, which will in a few days be run as a local freight distributor between Cascade Locks and The Dalles. This last named arrangement is calculated to obviate the criticism to which the company has been subjected for irregularity in the running of its boats, irregularity explained by Manager Campbell as due to high water and

THE POOR PRISONER'S THOUGHTFUL ADVICE

Being the Sayings of One Jack the Can Opener Who Is Adept in Giving Advice to Others How to Avoid Being Caught.

Get thee the Jimmy crack and come into the corridor. The jailer has gone forth for the eve and large numbers of trustees are in command. Your 38 cents' worth of stale bread and 6-cent-a-pound meat have been consumed and—

STORY SLEEPS.
The Jack Matthews has received their notification and the warrant shavers are on our side. The push and the pull and the brawl and the booze are with us and we cannot lose. The night is dark and the air is filled with rumors of holdups. There are on these premises no hold-downs except during office hours and—

STORY SLEEPS.
Outside the prison walls lies a clear street, not paved, to be sure, for the taxpayers are being—well, you know and we can make our way to the shadows of the city prison and sleep peacefully under a friendly corner of them until morn. There we will be safe from discovery for the detectives are at the east end of the bridges and at the what-ya-call-it hotel. They have been on duty four consecutive hours and are completely exhausted. The Sheriff's deputies have not yet recovered from the arduous pleasures of the ball game and—

STORY SLEEPS.
Now is the time to strike while the

eral large enterprises that must be set on foot if Portland is to wage successful commercial battle for the supremacy in her legitimate territory. This region belongs to Portland and The Dalles, and there are other localities through which rail lines must be constructed. There are other regions that in the nature of the case will always depend upon Portland for attention. But there are some wherein are possibilities of rival cities coming with rail connections that will induce traffic elsewhere, as for instance, Central Oregon, with a line of road running up from the south that, once completed to Lakeview, will command the trade of that wide scope of country for San Francisco.

The trip of observation taken along the new road of the Columbia River & Northern Railway Company impressed one with the possibilities before the state's metropolis if only she will go forth and take hold vigorously of the situation. One cannot fail to wonder that so many years elapsed before capital realized what might be done here in the valley of the Klickitat. And, too, one cannot avoid the remark that a strange apathy exists in Portland in regard to the opportunities in a dozen other regions that like this, awaited attention by the city that may, if it will, remain pre-eminent among all North Coast towns.

The Excursion.
LYLE, Wash., July 20.—The splendid excursion party composed of 40 of Portland's most prominent business men, arrived here during Friday night and Saturday disembarked from the steamer Bailey Gatzert.

The town was astir in the effort to enter the body who came for the purpose of viewing the branch of the new Columbia River & Northern Railroad now in operation between here and Glendale. To try that the town was astir puts it lightly, for in fact the whole population turned out and there were also large delegations present from Waco and Sherman counties.

At 9 o'clock in the morning the excursionists were met at the hotel by representatives of this locality who acted as an escort to places of interest. Fully an hour was spent in looking over the excellent facilities of the natural harbor of the town. The expression was made by all that Lyle promises great and many developments when the railroad plans are fully carried out. At nearly 11 o'clock the party boarded the special train of the Columbia River & Northern Railroad and proceeded on toward Glendale where a gala time awaited them.

The train was made up with the view to comfort and expediency. Several coaches and a long line of flat cars had been arranged before the engine, and in and on these the excursionists were packed. They might better inspect the beautiful scenery along the route. The arrangement was well planned for no smoke from the engine obstructed even one of nature's offerings.

GLENDALE, July 20.—When the business men's delegation from Portland reached this place before noon Saturday a royal greeting was given them. The town had a holiday appearance. Flags and pennons were everywhere, and mingled with the cheers that announced the arrival of the party were voices belonging to the big delegation from The Dalles. Carriage rides about the country were arranged, and for more than two hours time was delightfully spent in this way.

A splendid welcome and an excellent program of entertainment was meted out to the visitors. A baseball game between the Chicago Cubs and the Vancouver team was carried out in the early afternoon and at night an elaborate banquet was given by the citizens of this place in the town hall. Keen appreciation for the occasion is felt by the members of the excursion party, and just so keen is that of the residents of this town and the country contiguous to it.

The opening of the road is looked upon as the greatest event in the history of this part of the State of Oregon, and to the men who were instrumental in its consummation and completion the greatest praise is given.

WANTS INFORMATION
Several letters have been received at the Portland Chamber of Commerce asking information of Oregon's resources. A letter was written from St. Paul stating that it was impossible to secure any printed matter of that locality. A quantity of literature describing Portland and the state at large will be placed in information bureaus of every city of importance in the United States. At the next meeting the advertising committee of the Portland Chamber of Commerce will probably take this matter up.

AT PORT OF ASTORIA
ASTORIA, July 18.—Arrived yesterday the steamer Dispatch from Eureka; the ship Two Brothers from San Francisco to load at Vancouver; the schooner David Evans from Honolulu, which goes to Seattle for ten days to the north, on account of coming from an unhealthy port. The British steamer Tottenham arrived today from Port Los Angeles in ballast.

HUNTED MAN IS IN THIS CITY

L. E. Nolan, Who Eloped from Walla Walla with His Own Stepdaughter, Has Been Seen in Portland.

He Married a Woman Who Had a Living Husband from Whom She Had Not Been Divorced—Deserted Her.

Walla Walla officers who come to Portland searching for a man who married a woman who already was a wife and then deserted her because he loved her daughter more than his.

Two weeks ago L. E. Nolan, an ex-convict, ran away from Walla Walla with his own stepdaughter, his own stepdaughter, abandoning his wife and children. George W. Sams, the father of the girl, swore out a warrant for the arrest of Nolan and the Washington State officers have been on a still hunt for the absconding husband and stepfather. Nolan is in Portland and the Sheriff at Walla Walla has been notified of this fact. The state and were the matter taken at once to arrest him and return him to his former home for trial on a charge of abduction.

Nolan was met on the street in this city by Calvin Malone, a Walla Walla merchant who is receiving medical treatment in Pe land. Relatives of Mr. Malone who were with him at the time of the meeting also recognized the ex-convict. "Why, there is Nolan," one of the party said, and the man wanted by the law had his name called and looked at the speakers—then fled.

A Peculiar Elongement.
Mr. Malone at once notified Sheriff Charles S. Painter, at Walla Walla, that Nolan is in Portland. The Nolan-Sams elongement case is peculiar. Nolan, while an inmate of the Washington state prison, was married to a woman named Mrs. George W. Sams, then a faithful wife with a large family. It was a case of love at first sight for both of them, and when Nolan was released from prison a few months later he moved into the Sams home and made the condition of affairs so comfortable and amusing by the neighbors, did not appear strongly to the humorous side of Mr. Sams, and he objected. When his objections became strenuous Nolan and the erstwhile Mrs. Sams eloped into the desert, and there they lived for some time. Sams was totally eliminated from consideration in this matter. Then the two returned to the Sams home and made their. And Sams continued to live there, too.

At this was ten years ago. Mrs. Sams became known as Mrs. Nolan and the children that she bore were similarly called. Sams acted as maid-of-all-work and helped to support the Nolans as well as the children of his own blood.

Happiness Could Not Last.
It was a strangely assorted family, and a seeming happiness could not last. For Nolan, growing tired of the charms of the doubly married Mrs. Sams, transferred his affections to her daughter, who was far nearer his own age. The elongement followed. Then the fire of Sams' revenge, which had smoldered for decades, burst into flame, and he appealed to the law to give him vengeance. It was at first thought Nolan would be arrested on a charge of adultery, but attorneys were of the opinion that the fact of Sams having failed for ten years to object to Nolan's intimacy with the former's wife would invalidate any charge of this character. But Sams was determined to bring about the arrest of Nolan, so he accused him of abduction and the desired warrant has been issued.

Now Nolan is in Portland, and, although his exact street and number are not known, it is not thought there will be any great trouble experienced in running him to earth.

REDUCED RATES TO THE SEASIDE.
Go to Newport on Yakima Bay—an ideal beach. It is becoming very popular with the city and people. The low rate of \$3.00 has been made by the Southern Pacific Company in connection with the Corvallis & Eastern Railroad for the summer round-trip from Portland, tickets good going Saturday, returning Monday.

A delightful ride through the beautiful Willamette Valley, with privilege of going up one side of the Willamette River, returning the other. Ask any S. P. Co. or C. & E. R. R. agent for a beautifully illustrated booklet describing the seaside resorts at Yakima.

LOW AUGUST RATES.
O. R. & N. Again Gives Long-Time Limit
August 18, 19, 25 and 26 the O. R. & N. again sells long-time tickets to points in the East, with stopover privileges. Ask S. P. Co. or C. & E. R. R. agent for ticket office third and Washington streets.