

What a difference a few years make! Twenty years ago I reported a meeting of the Transcontinental Passenger asso-ciation, and this week I attended the meeting of that association held in Port-land. Just one person attended the Portland meeting who was present at the gathering 20 years ago. This was Charles S. Fee. passenger traffic mana-ger of the Southern Pacific, who has fairly earned the name of father, or rather maker, of general passenger agenta. Twenty years ago Mr. Fee was gen-eral passenger agent of the Nortllern Pacific. Apropos of his connection with the Northern Pacific a good and true story has started the rounds of the rall-road world. J. B. Baird, general freight agent of the road, was in Portland a week ago. He told the writer that he recently had a general overhauling of the records of his department. While in the midst of papers and dust Vice-Presi-dent J.'M. Hammond went into his office and requested Mr. Baird to save for him any old papers in which he (the vice-president) might have a personal inter-est. Several were found, among them a letter written in 1877 by Charley W.

the state of the s

By M. J. Boohe.

nental Passenger association before I make any further digression. The per-sonnel of this association ranks that of any similar organization, not even ex-cepting the Trunk line. The heads of the passenger departments of the roads, members of the to the roads. members of the A.C.A., comprise a gab-axy of brains seldom if ever equaled in or out of the railroad world, and it is a very noticeable fact that younger men and brighter minds are supplanting the old-timers. If I mistake not, S. K. Hooper of the Denver & Rio Grande is one of the very few others who is a member of the association today and

from the Alton, the major, as Mr. Hooper is known the country over, has served longer, consecutively, as a gen-eral passenger agent than any man in



manager of the San Francisco Chroni-cle, having recently gone to that paper from the St. Paul Dispatch. Mr. Hannaford sent Mr. Hornick's let-ter back to him just 28 years after the letter was written, with this notation

'C. S. Fee.

Hornick, introducing Charles S. Fee to Mr. Hannaford, who was at the time the road's general freight agent. Hor-nick had charge of the rallway depart-ment of the J. M. Jones company of Chicago. Later Hornick came to Port-land and was chief cierk to John Byrne, then passenger agent of the Oregon Ral-way & Navigation company, and now

way & Navigation company, and now general passenger agent of the Santa Fe coast lines. Hornick is now business

What They Did for Mim. "C. W. H.: I did the best I possibly



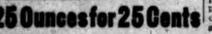
A. L. Craig.

could for the young man, but could not keep him with us. J. M. H." Of course, Mr. Hornick gave the let.

Of course, Mr. Hornick gave the let-ter to Mr. Fee and he has had the letter framed. It occupies a prominent place on the swall of his office in the San Francisco general office building of the Southern Pacific outhern Pacific company. But to get back to the Transconti-



Because it is backed by a reliable



Sec. 1

A. D. Charlton.

the business. For 30-odd years the major has held this title, and looks now as if 30 years from now he would still be general passenger agent of the D. & R. G. I say D. & R. G., for it surely has been Major Hooper who has made the Denver & Rio Grande what it is coday—the most popular of the trans-continental lines. He was the first, if not to recognize, at least to tell the people of the country of the wonders of the Royal Gorge of the Arkansas and of the gorgeous beauty of the Canyon tion and the assembling of it it will of the gorgeous beauty of the Canyon of the Grande. It was Major Hooper's Judicious advertising that made the Denver & Rio Grande known as "the scenic line of the world." Other roads may have scenery its equal or even su-perior, but if so the fact has not been nade known to the public.

Bean Brummel Lomaz.

road officials are known. Mr. Lomax is one of the best dressed men in the railroad business, and is looked upos

railroad business, and is looked upos by many as the Beau Brummel of the association. It was quite amusing to see Mr. Fee and Mr. Lomax fighting for the same ends and the same principles. Today they belong to the same family (Harri-man's), while a few short months ago they represented direct competitors and bitter rival companies. It is another bitter rival companies. It is another case of the lion and the lamb, though

case of the lion and the lamb, though it would be difficult to tell who was the lion and who the lamb. though it would be difficult to tell who was the lion and who the lamb. In the Harriman group at the eastern end of the long tables were two young men who are certain to make their mark in the railroad world-George Gardner, chief rate clerk of the Southern Paeific and S: F. Booth, general agent of the passenger department of the Union Pa-cific at San Francisco. Mr. Booth's popularity on the coast was shown by his election last February as president of the Pacific Coast Association of Traffic Agents. Mr. Gardner was one of the best-posted then at the meeting. He had everything pertaining to the interests of his company at his fingers' ends, and when making a statement, made it in a terse and succinct manner. In fact, he is, if anything, too economical with his words.

Looks Bright for Wakeley.

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STORY OF PORTLAND IN NEW YORK WORLD

For the past two weeks the New York World has had a representative of its business office, William Blake Upper-man, in this city, compiling data for a complete exploitation of the city of Portland. The object of this edition is to place before the inhabitanta of con-gested districts in the east, middle west, south and northwest such and avert

south and northwest such an exploita-tion of a country where there is elbow room for all, that they will take advan-tage of the cheap railroad fares to visif tion and the assembling of it, it will tion and the assembling of it, it will go further. It will meet the wishes of the projectors of the exposition, which were to make it the nucleus around which there might be a general upbuild-ing of Portland and the great state of

Oregon. Mr. Upperman has received the heartlest indorsement of his work from the business men of the commu Of those who attended the Portland meeting, E. L. Lomax of the Union Pacific comes next to Mr. Fee in point of service as general passenger agert. For 18 years he has had the say of what rates should apply over the Union Pa-cific, and has made his name a house-hold word wherever railroads and rail-regular channels. regular channels.



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WOODARD, CLAREE & CO., Fourth

mission by Yennate, a member of the Thlingit tribe. His mother was the of an Indian holding a cane, in rep-resentation of the woman's brother, a noted Indian doctor and sorcerer. This unique genealogy may only be inter-preted by a member of the family.

The totem poles, 15 in all, are from two tribes living on Prince of Wales island. At an old village called Tuxekan four were obtained. Another was presented to the commission by Chief Tom, a Thlingit of Klawack: The very Tom, a Thingit of Riswack. The very large poles are from the Hydah villages, Sukwan, Klinkan, Onhonklis and Ka-saan. Many of the poles, with an enormous dugout war canoe, were lent by the natives, and must be returned at the close of the exposition. The totem pole is as sacred to the Alaskan family as is the old family Bible to Caucasian.

SEE SOMETHING WORTH SEEING

A Trip "Up the Columbia" to Cascade Locks and Return.

See the Columbia river from Portland to Cascade Locks. See scenery that is grand and magnificent. See beautiful waterfails; see seething whirpools, hills and virgin forests; see myriad islands in their mantle of colored foliage; see beetling crags and frown-ing palisades; see the fish-wheels Th ing palisades; see the fish-wheels Th-operation scooping the finny beauties from the deep; see the mounts whose peaks are crowned with everlasting snow; see the Cascade Locks which cost the government \$3,000,000 to build; see the Columbia in all its charm and beauty; you see a thousand scenes which delight the eye. The main thing is to see that you make the trip on the palia-tial steamer Balley Gatzert, and you can see it all to perfection and in com-fort. The Gatzert is the finest and can see it all to perfection and in com-fort. The Gatzeri is the finest ane-swellest boat that ever churned the waters of the Columbia. See that you make the trip next Sunday and you will have a trip of a lifetime. Fine Sunday dinner will be served on board. See that you make no mistake but take the Balley Gatzert from foot of Alder street. Steamer leaves 9 a.m.; arrives back 6 p. m. Round trip \$1.50. This trip can also be made.every Monday, Wednesday and Friday, leaving same dock at 7 a.m. Phone Main 914.

Wants \$3,000 for Beating. (Special Dispatch to The Jonrasl.) Eugene, Or., June S. James E. Mont-somery, a farmer residing near Eimira, has commenced suit for \$3,000 dam-ages in the Lane county circuit court against W. B. Smith and his sons, Ben and Norris, farmers residing near Hale. Montgomery asserts that his nervous system is permanently simpaired be-cause of a beating givin him by Smith and his sons last May 7. He says they threatened him with a revolver, beat him over the head with a club and set dogs upon him that tors his legs.

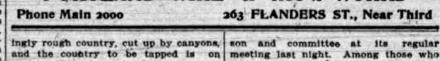
Thingit tribe. This income of the Raven clan. The significance of the totem is obvious. A brown bear, totem of the Kokwonton tribe to which Yen-nate's father belonged, is under the raven. Below the bear is the figure of an Indian holding a cane, in rep-of an Indian holding a cane, in rep-tor an the woman's brother, a mate to made to meet new conditions. This work will be done in about two weeks. Surveying is still carried on to de-termine the best route for the Northera Pacific's extension between Lewiston and Grangeville. It will be six weeks the force this work can be finished and a before this work can be finished and a final decision made as to the route the road will take through the Camas and

road will take through the Camas and Nez Perces prairies. It is an exceed- esting program in charge of Dr. John

prairies high above the Snake river. Indiana Society's Meeting.

meeting last night. Among those who took part was S. B. Huston of Hillsborg, The attendance was large.

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