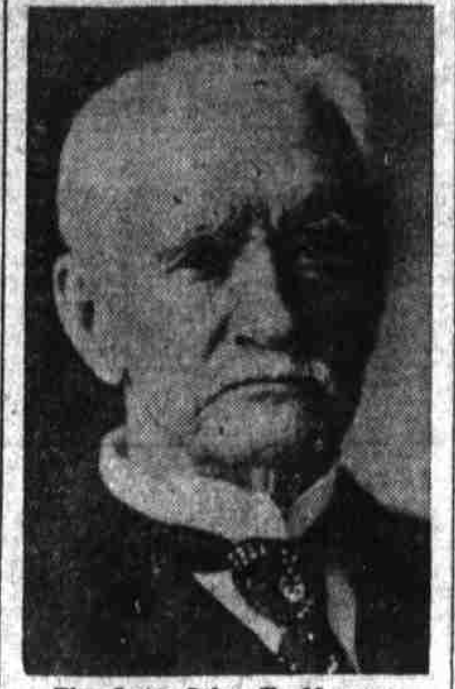


SENATOR MORGAN DIES AT WASHINGTON HOME

Alabama's Representative in Upper House Passes Away at Capital City.

DEATH OF STATESMAN IS LOSS OF COUNTRY

For Years Dead Man Was the Most Prominent in National Affairs and Made the Building of the Panama Canal Possible.



The Late John T. Morgan.

(Journal Special Service.) Washington, June 12.—John Tyler Morgan, United States senator from Alabama, died in this city last night at 11:15 o'clock from angina pectoris, from which he had been suffering for a number of years.

Misses Mary and Cornelia Morgan, daughters of the late senator, and his secretary, J. O. Jones, were at the death.

The funeral will be held at Selma, Alabama, which was Senator Morgan's home. John Tyler Morgan was in his eighty-fourth year at the time of his death, having been born June 20, 1824, in Tennessee. He removed to Alabama with his parents in 1833.

Practiced Law. Deceased received an academic education, and in his early youth was a good Latin student. He practiced law at large. In 1861 he was a member of the Alabama secession convention. He went to the United States senate in 1876, and in the last two elections there was no opposition to him.

"Obey the laws of God and the country, and follow the guidance of an honest conscience." It was at once a fixed rule of life and his advice to fellow-men. Fearless in all matters public and private, rigid—almost leaning backward—in honor and honesty, tireless in duty as he appreciated duty, he was a living testimonial to the value of his maxim.

Made Canal Possible. The great study of his life as a public man primarily concerned foreign affairs. He was a member of that committee of the senate continuously since he entered that body in 1877, and when not chairman he was for many years the leading minority member. He was also the one great authority in congress on the subject of the isthmian canal, and while at the very last he postponed action on canal legislation and the Panama treaty, it must not be forgotten that to his efforts for 30 years is due the possibility of any canal at all. His most notable fights since the famous canal debates were those on the arbitration and Santo Domingo treaties. On both he took a strong position against the administration and was the most potent factor in the real contest of the senate. Some idea of the variety of

STANDARD FINES TOTAL MILLIONS

Government Attorneys Believe Oil Trust Will Be Compelled to Pay.

(Journal Special Service.) Washington, June 12.—Well-informed government officials when asked if it was true that Harriman had so protected himself in his merger operations as to be immune from criminal prosecution declined to discuss the matter, but made significant comment that Harriman's chief counsel is John G. Milburn, who occupied a similar position with the Standard Oil, which has just suffered such signal defeat in the St. Paul case.

In this connection there is considerable speculation regarding the amount of fines which will be levied against the Standard in Chicago. On the counts brought the fines could aggregate, under the law, some \$50,000,000. There is ground to believe that the government expects the fines will not be less than \$2,000,000 or \$3,000,000, or they may be more.

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Portland, Oregon.
Ticket Office, Third and Morrison.

SPEND MILLIONS ON COAST LINE

As Result of Honda Disaster Southern Pacific to Overhaul Roadbed.

(Journal Special Service.) Los Angeles, June 12.—The Southern Pacific has begun a general overhauling of its coast line of nearly 600 miles and will make repairs and improvements costing \$2,000,000, according to reports here. This action is the result of the Shriners train horror at Honda and many other wrecks, possibly caused by weakened or imperfect track.

Four months will be required to do the work, which is to be thorough from one end to the other. Officials say that up to the severe weather of the past winter and the early spring the line was in excellent shape. Rain storms that raged all along the coast weakened the roadbed in exposed places and caused no end of trouble. One feature of the work is the reducing of curves and the substitution of steel, stone and cement bridges over the small streams for the old wooden structures. Massive steel shields will be constructed for cutting off freshets down mountain sides.

Represents Astoria Banks.
Astoria, Or., June 12.—C. R. Higgins, assistant cashier of the Astoria National bank, will go to Portland tomorrow as a representative of the Astoria banks at the session of the Oregon State Bankers' association, which convenes in Portland Friday.

Never out of Season
Folger's Golden Gate Spices

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Summer
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Always the Same
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A Price That Will Pay 60 Per Cent on the Investment
The Only Coal Mine That Is Near to Portland
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Coal Enough to Last for One Hundred Years
The Opportunity to Investigate Before Investing
Verily, Your Opportunity as Well as Ours

Grand Free Steamboat Excursion to the Properties Sunday

The steamboat Kellogg has been chartered by us for a free excursion next Sunday. It will leave the foot of Salmon street at 7:30 a. m. The boat will proceed down the Columbia, taking the exact course of the coal barges that will bring the coal to Portland. Lunch will be served free before landing. The entire party will be conducted through the properties, each one being urged to secure samples from the veins for assaying upon return. Returning, the party will walk over the tramway grade to the river, demonstrating the ideal shipping facilities. When all have investigated the proposition to their satisfaction, the Kellogg will start on its return trip. Supper will be served free on board, returning. Remember the following:

THERE IS ROOM FOR ONLY 150 PEOPLE ON THIS TRIP
OUR OFFICE IS OPEN EVERY NIGHT UNTIL 9 FOR TICKETS
ALL DETAILED INFORMATION FURNISHED FREE AT OUR OFFICE
EXCURSION FOR INVESTORS; NOT A FREE PICNIC
PAY NO ATTENTION TO KNOCKERS; THEY ARE ALWAYS PLENTIFUL
SEE FOR YOURSELF WHAT WE HAVE AND ACT ON YOUR BEST JUDGMENT
TAKE OUR WORD FOR NOTHING

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