RECORDS BROKEN BY TWIN CITIES

Open River Transportation Company's Boat Makes Fast Run.

USES NO LINE IN WILD GOOSE RAPID

Steamer Returns From Lime Point to Lewiston, a Distance of 34 Miles, in One Hour and Thirty-eight Minutes.

A record trip, for the upper river, was made by the steamer Twin Cities, one of the Open River Transportation company's boats, on Sunday, when she made the trip from Lewiston to Birch Creek, a distance of 34 miles, in 6 hours and 8 minutes. On her return she covered the distance in 1 hour and 38 minutes, carrying 46 passengers on the return trip and making eight landings.

Arthur L. Wylie, general agent of the company, who is in town for the day, was on the steamer, as was also Dorsey B. Smith, general manager, when she made her record run. Mr. Wylie said that it was an interesting experience, and one that he would not have missed, as one does not have a chance to take such a ride on a steamboat every day.

"At one place," he said, "the boat went a distance through the canyon, of four miles in eight minutes, and there was some doubt in the minds of the passengers whether that was not exceeding the speed limit."

Not satisfied with breaking one record, Captain Riggs went after another and got it, and apparently without much difficulty either. The other feat was the running of Wild Goose rapids without the use of a line. That alone would have been sufficient, as it is a feat never before accomplished by any other steamer, boats at this stage of water making use of a slough to one side of the rapids. After getting into the rapids, it was a hard fight for a few minutes, but she finally won out and made it all right.

The Twin Cities made this trip especially to carry some pipe and fittings to Lime Point for the West Coast Portland Cement company, which is enlarging its plant, bringing back some wool on her return trip. She also carried some passengers from Lewiston on the round trip.

ANOTHER RAFT TO SEA

Hammond Lumber Company Sends Second to San Francisco.

Another large ocean going raft of logs was started on its way to San Francisco at 3 o'clock this morning from the Hammond Lumber company's mills.

The raft is the same size as the one which was sent down to California a couple of weeks ago by the same company, and contains about 5,000,000 feet of lumber. It is being towed to Astoria by the towboats Shaver, Sarah Dixon and Henderson, belonging to the Shaver Transportation company. It will be met at Astoria by the Hammond Lumber company's tug Fenwick, which will tow it to San Francisco.

ALONG THE WATERFRONT

The O. R. & N. steamer T. J. Potter left the Ash street dock this morning at 8 o'clock on her first trip this season to North Beach. She had a large number of passengers on board.

J. F. Gladden assumed his duties this morning as agent for the Open River Transportation company at The Dalles, and A. C. Hancock, whose place he took, will go to Omaha in a few days, where he will take a position with the Union Pacific on July 15.

The Alliance, which arrived from Coos Bay last night, will go to the drydock to have a new propeller put in place tomorrow morning.

A meeting will be held in the Port of Portland offices on Friday afternoon at 4 o'clock to give the members of the East Side Improvement club a chance to be heard in regard to the O. R. & N. bridge question.

The steamer Arabia is expected to be ready to sail by Saturday.

The first vessel to clear this month was the Hunter for Tacoma.

For San Francisco tonight the Casco will leave with flour and lumber.

The tug Joseph Pulitzer will be ready to leave for Astoria tonight or tomorrow morning.

A civil service examination will be held soon for the position of mate in the quartermaster's department. Applications must be in the office off Herbert F. Ward, secretary of the 12th civil service district at San Francisco by July 8.

The Port of Portland took over the towing on the river and at Astoria today.

MARINE NOTES

Astoria, July 1.—Sailed at 4:40 a. m.—Steamer Breakwater for Coos Bay. Sailed at 5:25 a. m.—Steamer Argo for Tillamook. Sailed at 6:25 a. m.—Steamer Maverick for San Francisco.

San Francisco, July 1.—Arrived—Steamer George W. Elder from San Pedro for Portland. Arrived at 12:30 and sailed at 8 p. m. yesterday—Steamer Yellowstone from Redondo for Columbia river. Spoken June 12—French bark Desaix from Portland for Falmouth.

Coos Bay, June 30.—Arrived—Steamer Wasp from Columbia river.

Honolulu, June 30.—Sailed—British ship Glenholm for Portland.

Astoria, July 1.—Condition at the mouth of the river at 8 a. m., smooth; wind northwest, 12 miles; weather clear. Tides at Astoria Friday—High water, 12:50 p. m., 7.0 feet; low water, 6:22 a. m., —1.0 feet; 6:12 p. m., 3.7 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Numantia, orient	June 30
Eureka, Eureka and way	July 1
Roanoke, San Pedro	July 4
Sue H. Elmore, Tillamook	July 5
Geo. W. Elder, San Pedro	July 6
State of Cal., San Francisco	July 6
Falcon, San Francisco	July 6
Alliance, Coos Bay	July 7
Breakwater, Coos Bay	July 8
Argo, Tillamook	July 8
Rose City, San Francisco	July 12
Henrik Ibsen, orient	July 22
Selja, orient	Sept. 15

Regular Liners Due to Depart.

Selja, orient	July 3
Alliance, Coos Bay	July 3
Rose City, San Francisco	July 3
Arabia	July 3
Numantia, orient	July 5
Eureka, Eureka and Coos	July 5
Breakwater, Coos Bay	July 5
Geo. W. Elder, San Pedro	July 7
Argo, Tillamook	July 7
Falcon, San Francisco	July 9
Roanoke, San Pedro	July 14
State of California, San Fran.	July 10
Henrik Ibsen, orient	Aug. 17
Rygja, orient	Sept. 1

Vessels in Port.

Leyland Bros., Br. sh	O. W. P.
Donna Francesca, Br. bk	Astoria
Churchill, Am. sch	Astoria
Alvena, Am. sch	Astoria
W. F. Jewett, Am. sch	Astoria
Washington, Am. ss	Linnton
Nestfield, Br. bk	O. W. P.
Brabloch, Br. bk	Oceanic
Compeer, Am. ss	Rainier
Mabel Gale, Am. sch	Astoria
Glenalyon, Br. sh	Oceanic
C. S. Holmes, Am. sch	Astoria
Carmel, Am. ss	Oak Point
James F. Tuft, Am. bkhn	Astoria
Gulf Stream, Br. bk	Elevators
Frieda, Ger bk	Astoria
Majestic	Oceanic
Casco	Oak street
Schwartenbek, Ger. bk	Inman-Poulsen
Arabia, Ger. ss	Inman-Poulsen
Selja, Nor. ss	Ainsworth
Hawaii, Am. schr	Inman-Poulsen
Argo, Am. ss	Oak st.
Bessie Dollar, Br. ss	Linnton

En Route to Load Lumber.

Wellesley, Am. ss	San Francisco
Carlos, Am. ss	San Francisco
Cascade, Am. ss	San Francisco
Olympic, Am. ss	San Francisco
William H. Macy, Am. sh	San Francisco
Inca, Am. sch	San Francisco
Bowdoin, Am. str	San Francisco
E. H. Wood, Am. sch	San Francisco
H. B. Bendixen, Am. sch	San Francisco
Johan Poulsen, Am. ss	San Francisco
Irene, Am. sch	San Francisco
Geo. W. Fenwick, Am ss	San Francisco
Hazel Dollar, Br. ss	Japan

En Route With Cement and General.

Poltallock, Br. sh	Antwerp
Wavertree, Br. sh	Ellesmersport
Matterhorn, Br. sh	Newcastle-on-Tyne
Babin Chevaye, Fr. bk	Antwerp
Crown of Germany, Br. bk	Antwerp
Genevieve Molinos, Fr. bk	Antwerp
Marechael de Castries, Fr. bk	Glasgow
General Faidherbe, Fr. bk	Antwerp
Gael, Fr. bk	London
La Rochajaquelin, Fr. bk	Antwerp
P[illegible]ne, Fr. bk	Cherbourg
Bossuet, Fr. bk	Antwerp
Ernest Legouve, Fr. bk	Hamburg

En Route to Load Grain.

Le Pelier, Fr. bk	Dublin
Le Hermita, Fr. b	Newcastle, N. S. W.
Neilly, Fr. bk	Limerick
Cornil Bart, Fr. bk	Hobart
Lisbeth, Ger. sh	San Diego
Michelet, Fr. bk	Fleetwood
Turgot, Fr. bk	Hull
Andre Theodore, Fr. bk	Iquique
Montcalm, Fr. bk	Adelaide
Col. Villebois Mareuil, Fr. bk	Australia
Bayard, Fr. bk	Australia
Vincennes, Fr. bk	Limerick
Bidart, Fr. bk	Nagasaki
Marechal Castries, Fr. bk	Glasgow
Pierre Loti, Fr. bk	Falmouth
Manx King, Br. sh	Antwerp
Colony, Br. sh	London
David D'Angers, Fr. ship	London
Altair, Br. bk	Newcastle, Eng.
Crown of Germany, Fr. bk	Antwerp
Babin Chevyae, Fr. bk	Antwerp
Gael, Fr. bk	London
Gen Fardherbe, Fr. bk	Antwerp
Hoche, Fr. sh	Newcastle, N. S. W.
Matterhorn, Br. bk	Newcastle, Eng
La Rochajaquelin, Fr. bk	Hull
Pottaloch, Br. sh	Antwerp
Wavertree, Br. bk	Ellesmere
Leon Blum, Fr. sh	Hull
Rene, Fr. bk	Hull
Scottish Glens, Br. sh	San Francisco
H. D. Troop, Br. bk	Yokohama
Marechal d'Noailles	Antwerp
Parnassus, Ger. ship	Santa Rosalia
Jordanhill, Br. bk	Guaymas
Walkure, Ger. ss	New Zealand
Duquesne, Fr. bk	Point Pirie
Glenholm, Br. ship	Honolulu

En Route With Coal.

Hoche, Fr. bk	Newcastle, N. S. W.
Joinville, Fr. bk	Newcastle, N. S. W.
Bongainville, Fr. bk	Swansea

Oil Carrier en Route.

Atlas, Am. ss	San Francisco
Asuncion, Am. ss	San Francisco
Argyle, Am. ss	San Francisco

Wood Used for Putty.

From the Scientific American.

A refinement in yacht construction, introduced last year by Fife in the construction of Shamrock, consists in the substitution of a thin slip of wood, known as a "slip feather," for putty, in stopping the seams after they have been caulked. The "feather" is covered with a very tenacious glue, driven hard home into the seams, and left to dry. After the sides are planed off a remarkably smooth surface is obtained, the skin of the vessel being to all intents and purposes in one piece. This method has the further advantage that there is no calking to work out when the vessel is being heavily strained.

Lightning's Antics in a Church.

From Journal des Debats.

Lightning struck the steeple of the little village church of Gassin, near Toulon, the other day. The electrical fluid, it is stated, followed the iron cable which is used to ring the church bell and set the bell ringing. Then it tore the door off a cupboard containing a number of candlesticks and lit all the candles as though by enchantment.

It completed its antics by ripping up the floor of the sacristy, but, so it is said, previously rolled up the carpet with perfect symmetry.

Far Eastern Notes.

Crops in Manchuria are reported to be the best in 30 years.

Bids for supplies for the military in the Philippines are asked for in such quantities as 6,600,000 pounds of frozen fresh beef, 200,000 pounds of frozen fresh mutton, 464,000 pounds of rice, 110,000 pounds of sugar, 8232 cans of assorted jams, 20,000 pounds of butter, 2400 cakes of soap, 35,000 one ounce bags of smoking tobacco, 6000 half pints of "fizz" water, and so on. All military supplies are admitted duty free.

Philippine planters, finding hemp cultivation not as profitable as in former years, are beginning to till their lands for other crops.

Burma's yield of ground nuts this year will amount to 7,500,000 nine gallon baskets. Linseed is only half a normal crop, and rape seed will be up to normal.

China purposes establishing wireless telegraph stations between the Altai mountains and Ahsien in the northwest of Chinese Turkestan. The telegraph administration in Shanghai urges on the Chinese government that wireless telegraph installation in the interior is one of the most important needs of China today.

The Chinese bureau of foreign affairs and the minister of agriculture, industry and commerce have agreed on a set of special regulations for the opening of new government ports or centers. They are based on the principle of strict distinction between a settlement and a commercial port. They comprise four main points, (1) China will herself open the ports, (2) foreigners will be allowed to trade in these ports, but not to have stores therein or to own land in the interior, (3) the Chinese authorities will protect this port with Chinese troops, (4) foreign interference in local administration will be restricted.

The Java Reptile Skin company, capital $40,000, has been established at several places on the island of Java, for the purpose of dealing in snake skins. The company will buy live snakes and skin them alive, as the skins are much superior when so taken. They are extensively used in Europe for making belts, bags, etc.

The new Chinese government arsenal at Canton now turns out rifles and quick firing guns according to the latest patterns, which are almost as good as those imported from foreign countries with regard to make and finish.

The newly-established German school in Canton, China, was opened on February 25, and a number of Chinese students are being trained in the German language.

The Fool Wise Men.

From the Atchison Globe.

A submarine warship sank in Russian waters the other day, with 20 men on board. Two divers were killed in trying to rescue the bodies of the crew. This is a very common sort of accident; a good many submarine crafts have gone to the bottom, and the others will go. The submarine is not of the slightest use, and never will be, yet how the fool wise men continue to build them and experiment with them! And how the fool wise men experiment with "war balloons!" A submarine boat is intended to slip up on a warship, explode a powerful bomb, and sink the warship; a warship costing $10,000,000 to $15,000,000. The crew of a warship is usually composed of from 500 to 700 men; the idea of a submarine is, of course, to kill these men, too. The idea of a "war balloon" is to drop explosives from the clouds, and murder men. Yet how the fool wise men are attached to the war balloon and submarine idea! What a pity it is that the active men of the time do not devote their energies to the good of the plain people, instead of trying their best to bring on disastrous, foolish and unnecessary wars!

DO NOT WORRY

It Makes Wrinkles, Prematurely Ages and Causes Nervous Dyspepsia.

It really doesn't seem sensible for anyone to worry or fret about indigestion or dyspepsia; they are curable until they develop into or lead to diseases that may be incurable. Kodol prevents dyspepsia and other serious ailments by giving the stomach effective aid in its processes of digestion—thus making and keeping the stomach well, strong and active. And when you have a sound stomach, you need not worry about dyspepsia, or what it leads to. Indigestion and dyspepsia if neglected too long, will result in irreparable damage to the whole system. Kodol is the stomach's ever ready assistant—anxious and able to help prepare this food, and make strength and vigor for the body. Every tablespoonful will digest 3¼ pounds of food. If your stomach is experiencing any difficulty at all in the correct performance of its daily task—try a few doses of Kodol. You will then know just what Kodol is for—and what it will do. Our guarantee—Get a dollar bottle of Kodol. If you are not benefited—the druggist will at once return your money. Don't hesitate; any druggist will sell you Kodol on these terms. The dollar bottle contains 2½ times as much as the 50c bottle. Kodol is prepared in the laboratories of E. C. DeWitt & Co., Chicago.

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Pleasant, Palatable, Potent, Taste Good. Do Good. Never Sicken, Weaken or Gripe. 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back. 922

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OBSTRUCTIONS—My treatment is absolutely painless, and perfect results can be depended upon in every instance. I do no cutting or dilating whatever.

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Every case of contracted disease I treat is thoroughly cured; my patients have no relapse. When I pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the disease will return in its original form or work its way into the general system. No contracted disorder is so trivial as to warrant uncertain methods of treatment, and I especially solicit those cases, that other doctors have been unable to cure.

I have the largest practice because I invariably fulfill my promises.

My Colored Chart showing the male anatomy and affording an interesting study in men's diseases free at office.

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Without using knife, ligature or caustic, without pain and without detention from business, I cure Varicose Veins in one week. If you have sought a cure elsewhere and been disappointed, or if you fear the harsh methods that most physicians employ in treating this disease, come to me and I will cure soundly and permanently by a gentle and painless method. Don't delay. Varicose Veins has its dangers and brings its disastrous results. If you will call I will be pleased to explain my method of curing.

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For more than 30 years the St. Louis Medical Company has been the foremost company on the Pacific Coast in the treatment of men's diseases, and as its head physician I am today acknowledged to be without a peer in the West in the cure of

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My methods have been copied after and imitated, but never more successfully than another man would be able to imitate the signature peculiarly characteristic of some one else.

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In the treatment of nerve strain or

Vital Weakness of Men

and the long train of distressing complications, such as loss of memory, despondency, gloomy forebodings, specks before the eyes, bad dreams, as well as the prevalent forms of

Infectious Diseases
Rupture, Fistula, Piles

and all pelvic ailments of men, are handled by me with consummate skill and success acquired through years of research and experience. To the individual seeking relief from any of these disorders it is simply a question of whether he desires service from a recognized authority or from some one of less experience and ability. If you will come to me I can demonstrate to you how I am taking broken down wrecks of humanity from every walk of life and making them as vigorous and healthy as their fellows. I don't care what has caused your trouble or who has failed to cure you, I will cure you completely and permanently or not charge you a cent for my services.

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