

THE OREGON DAILY JOURNAL

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Representatives Purchase Line Mapped Out From Shaniko to Redmond by Central Oregon Railroad—Harriman Will Battle.

The Hill-Harriman battle for central Oregon, quieted insofar as the canyon of the Deschutes is concerned by an injunction from the United States courts, has opened up again with renewed vigor farther south and indications are that Crooked river crossing in Crook county may see a conflict between the rival construction crews before tomorrow night.

As has been the case throughout the entire struggle, the Hill interests have secured the advantage and the Harriman forces are hurrying to catch up with and, if possible, dislodge them. The most important move since the purchase of the Oregon Trunk line by J. R. Stevens is the purchase of the Central Oregon railroad which has a survey running from Shaniko to Redmond and which was consummated by the Hill representatives this morning.

Line Owns Survey.
This line owns a survey running from Shaniko to Redmond, most of which survey has been definitely located. The maps for that portion of its line running through public lands with the secretary of the interior have already been approved by the secretary. Other maps or survey have been approved by the land department but have not yet been approved.

Gets Rights of Way.
By the arrangement made the entire capital stock of the Central Oregon railroad is acquired by the Hill interests and a contract has been entered into with the Deschutes irrigation, power company and the power company interested in that company's irrigation project by which rights of way for the projected railroad line through the Deschutes valley and the power company's irrigation project to the Central Oregon Railroad company, a suitable arrangement having been made with the power company and the power company to be built in connection with the irrigation system will be protected where they are crossed by the railroad line.

The Hill interests represented by the Porter Brothers started in actual construction work on the line of the Central Oregon from Madras south this morning. Several camps are being established by the Porter Brothers and something over 10 teams are at work on the grading work. Supplies for this part of the work are all being sent from Shaniko, the nearest railroad point. The work is in charge of George A. Kyle, chief engineer of the Oregon Trunk and who has been selected chief engineer of the Central Oregon.

New Link Officers Elected.
An election of officers for the new Hill link in the Central Oregon line was held this morning. J. D. Williamson, president of the Oregon Trunk, was elected president of the Central Oregon line. J. D. Williamson, vice president, and C. H. Carey, secretary.

Jackson Smith, the newly-elected vice-president, is in charge of the construction of the Central Oregon line. He is one of the most successful railroad builders in the country and has built some of the most difficult lines in this country and foreign countries. The officers of the Central Oregon line will be the new Henry building, as will those of the Oregon Trunk.

The important feature of this new acquisition of Hill's is that it commands practically the only feasible route from Madras south to Redmond. The crucial situation in the line is the Crooked river crossing, where the survey of the Central Oregon crosses the canyon of Crooked river and the east point in that part of the country. At this crossing the rocks jut out in a promontory which is a comparatively inexpensive and easy matter.

Where Clash is Expected.
It is at this point that the next clash between the Hill and Harriman forces will probably occur. A telegram received this morning by Horace Howard, general manager of the Harriman line, states that the Harriman line will be in the morning and expects to begin work on the Harriman right of way there at once.

The Oregon Central survey, it is claimed, has the priority over that of the Deschutes Railroad company, inasmuch as maps for that portion of the line were filed by the Central Oregon in October, 1907, and were not filed by the Harriman line until the following February.

The surveys come together at the Crooked river crossing. This crossing is so narrow that it affords room for only one track, it is said, and inasmuch as it is not a canyon of a narrow defile, it is not believed that it can come under the canyon act and that Harriman will be able to force the use of it.

An Oregon Incorporation.
Another advantage gained by Hill in securing the Central Oregon line is that it gives him an Oregon incorporation—the lack of which the Harriman legal forces have been anxious to ground why he should be evicted from central Oregon railroad building. The fact that Stevens has determined to retain the corporate name of Central Oregon shows that he is alive to this advantage and intends to make the most of it.

Even more important than this, however, is the fact that the Hill interests have secured a right of way from the Deschutes irrigation and power company across their segregation. This is something that it is exceedingly doubtful if the Harriman line will be able to force.

The lands are owned jointly by the Deschutes irrigation and power company and the government and by the state. The railroad might condemn the corporation's interest, but it could not condemn the government's, nor the state's. The task of securing a right of way over this part of the route is apt to prove a hard nut for the Harriman legal forces to crack.

Harriman People Aroused.
That the Harriman people have awakened in the last few days to the advantage of the Central Oregon line seems probable. The fact that this railroad has offered them several times by its incorporation would not increase the pleasure the Harriman people would have in learning that it has been snatched up by Hill. It seems to be the old story of the Astoria-Columbia River railroad and the Oregon Trunk line over again.

The advantage they would have secured in buying this right of way not only would have assured them the easy crossing of Crooked river and a right of way through the Carter act project around Redmond, but would have prevented their rivals from securing the advantage of the new corporation and the ownership of the Central Oregon line, which is developing Crooked county. It is said that the Harriman officials expected the incorporation of the Central Oregon railroad, who are the men interested in the Deschutes irrigation and power company to turn over to them without charge their survey and right of way.

Mrs. Egan Brings Suit for Large Sum as Alimony.

Although Mrs. Christina Egan's claim that she is the widow of Charles Peterson was declared unfounded by County Judge Webster in the county court some time ago, she is now trying to collect \$2444 alimony from the Peterson estate by a suit in the circuit court. Argument on a demurrer was set for this morning, but Judge Gatens continued the matter until Wednesday to permit the attendance of attorneys from Tacoma representing Mrs. Egan.

Mrs. Egan married a man known as Oscar Peterson in Tacoma in the early 1900s, and in 1902 he deserted her. In March, 1902, she obtained a divorce and the court awarded her alimony of \$30 per month for the support of herself and her little boy. After the death of Charles Peterson in Portland in 1903 this boy appeared as a claimant for the estate, asserting that the man who died here was his father.

Judge Webster, after a long hearing, rejected the boy's claim. Notice of appeal to the circuit court was given, but the appeal was not perfected. Instead, Mrs. Egan filed suit against the estate for the unpaid alimony.

Gus A. Moser and John C. McCue, representing Otto W. Nelson, administrator of the estate, assert that this is barred by the statute of limitations, and this is the principal ground of their demurrer. If their demurrer is overruled, the circuit court will have before it the same question that was decided by Judge Webster in the county court in favor of the estate. The property of the estate is valued at \$5000 and \$10,000, so if Mrs. Egan should win she would get the most of it.

PADDY'S MARKET

'Tis in Cork and Worth Going To—With Your Skirts Up.

The very name of "Paddy's Market" conjures up visions of a man in a top hat, a monocle, and a cane, and a woman in a long dress, a high collar, and a hat. Not without reason, too, as Paddy's Market in Cork is one of the most famous markets in the world. It is a market where you can find everything you need for your household, from the finest food to the most durable clothing.

Down the open street where the market is held every Saturday, the vendors, chiefly old white-headed peasant women, sit around in the shade of their awnings, and there you can find everything you need for your household, from the finest food to the most durable clothing. The market is a place where you can find everything you need for your household, from the finest food to the most durable clothing.

Just before reaching the Oregon coast, the tug Hercules, which was on her way to the coast, was struck by a heavy sea and was forced to return to the coast. The tug Hercules, which was on her way to the coast, was struck by a heavy sea and was forced to return to the coast.

LANDING A GIANT PIKE
Was 45 Inches in Length—Said to Be Largest Caught in Britain.

From the London Daily Mail.
A giant pike, weighing 45 pounds and 45 inches in length, was caught last Sunday on the Hampshire coast by the orthodox method of rod and line.

The fish was weighed and turned the scales at 45 pounds. Its length was 45 inches and its girth 14 inches. When first taken out of the water on Sunday morning it was weighed with a spring balance and was found to weigh 45 pounds. In the intervening time it has shrunk to its present size. Said the captain of the fishing boat.

"I caught her on Sunday morning on Lord Wimburn's estate. The stream here is a very fast stream. I had an hour before caught and given away. I had a good catch, which I probably had a male fish. I dropped my bait into the run and it was carried by the swirl round the corner into a backwater, which I had been waiting for. I was waiting for the fish to come out of the water and I was waiting for the fish to come out of the water.

"The pike took me fairly quietly, for she was old and sluggish and not for some time I realized that I was fast to one of the biggest pike that have ever been caught in the British Isles. She fought me for nearly half an hour, and at last I managed to get her toward the bank. I was waiting for the fish to come out of the water and I was waiting for the fish to come out of the water.

"The whole thing was a fluke, probably, but anyhow we had a very good catch. I was waiting for the fish to come out of the water and I was waiting for the fish to come out of the water. The whole thing was a fluke, probably, but anyhow we had a very good catch. I was waiting for the fish to come out of the water and I was waiting for the fish to come out of the water.

Pride in Her Husband.
From M. A. P.
Sir Melville Beauchamp, who is a practical philanthropist and a social reformer of the useful type, while waiting in a tenement house for the occupant of the first floor to admit him, chanced to overhear two women conversing on the stairs.

One chanced to remark that her husband was always a drunkard. The other replied: "Well, now I never care about Sundays, but I always eat that 'beef' as a clean shirt every Saturday afternoon, 'cos that's the time he is generally drinking. When he does take his coat off to go to bed, I do like to see him look nice and clean."

Takes Ties to China.
Japanese Steamer Will Receive Cargo on Puget Sound.

Having finished unloading her oak timber at the Pacific Manufacturing & Lumber company's dock, the Japanese steamer Yawata will leave for Puget Sound tomorrow noon for Port Townsend, where she will load 2,500,000 feet of crooked ties for the railroad.

A lookout will still be made for the two deserters, M. Nagai and G. F. Kuchel, who did not return to the steamer after going ashore a few days ago.

EXPECT SALMON FLEET
Canneries Around Tillamook Getting Ready to Handle Catch.

Captain Schröder of the steamer Sue H. Elmore, which arrived from Tillamook yesterday, says that all of the salmon canneries down around that place are opening up and getting into shape for the salmon coming on the salmon fleet, which is expected to arrive.

Y. M. C. A. GETTING INTO NEW HOME



In Front of the Old Home of the Association.

The Y. M. C. A. is experiencing the joys of a real moving bee today, and has learned among other things that it possesses a great deal more plunder than it thought it did.

The work of moving into their new building was completed yesterday and will continue today and tomorrow. Temporary headquarters will be established Wednesday morning on the second floor of the new building in the boys' department, which is practically finished. They will include reading rooms and office.

The baths for the seniors will open on the sixth of September; the classes and gymnasium in the boys' department on the thirteenth; the swimming pool on the twentieth; the educational classes on the twenty-seventh, and the religious department, including the Bible school, on the fourth of October.

The dormitories will be ready the first of October, and will accommodate over 200 men. All of the furniture has been ordered and is now arriving. The furniture is all being made to order in Portland by five different furniture factories as it was found that prices and quality were better here than in the east.

24 HOURS LATE ON PASSAGE UP
Steamer Falcon Encounters Adverse Winds and Heavy Seas.

For about a month the steamer George R. Voeberg, which arrived from Nehalem at 5 o'clock yesterday afternoon, will be under command of the mate, A. Nomen, as Captain Voeberg is going to take a month's vacation, during which time he will visit the coast at Seattle.

On her trip up the Voeberg brought 15 tons of freight and 20 passengers. She will leave again Tuesday night for Nehalem, with the large Nehalem in tow. The cargo is loaded with railroad construction material and was brought up here by the Voeberg about three trips back, but was not taken back before on account of not having been fully loaded.

GOES ON VACATION
Captain Voeberg of Geo. R. Voeberg Relieved for a Month.

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MARINE NOTES
Astoria, Aug. 30.—Arrived at 4 and left at 5:30 a. m.—Steamer Fairview from San Francisco. Sailed at 6:15 a. m.—Steamer Yellowstone for San Pedro. Arrived at 7 a. m. and left at 8:40 a. m.—Steamer Johan from San Francisco. Arrived at 9 and left at 10 a. m.—Steamer Catalina from San Francisco. Left at 10:15 a. m.—Steamer Rose from San Francisco. Arrived at 10:30 a. m.—Steamer Annapolis for Portland. Arrived at 10:45 a. m.—Steamer Rose City from Portland. Arrived at 10:55 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 29.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 28.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 27.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 26.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 25.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 24.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 23.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 22.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 21.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 20.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 19.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 18.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 17.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 16.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 15.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

Astoria, Aug. 14.—Arrived at 5 and left at 6:40 a. m.—Steamer Breakwater from Coos Bay. Arrived at midnight last night—Steamer Elmore. Left at 5 a. m.—Steamer Voeberg. Sailed at 5:30 a. m.—Steamer Tahoe for Aberdeen. Arrived at 6:30 a. m.—Steamer Falcon from San Francisco. Arrived at 6:45 a. m.—Steamer Yosemite from San Francisco. Arrived at 6:55 a. m.—Steamer George W. Elder from San Francisco. Arrived at 7:10 a. m.—Steamer Maverick from San Francisco. Arrived at 7:20 a. m.—Steamer Alliance for Coos Bay. Sailed at 7:30 a. m.—Steamer Rose City from Portland. Arrived at 7:40 a. m.—Steamer Annapolis for Portland. Arrived at 7:50 a. m.—Steamer S. Loop from Portland.

HOUSED NOT LIABLE TO LIENS

Judge Gatens Holds That Mechanics Cannot Force Property to Pay.

A mechanic's lien for work or material on a house will not hold against a homestead exemption. This was the point decided by Judge Gatens in the circuit court today, in the case of B. L. Beard and H. L. Smith against Norman R. Landis and P. R. Salway.

Beard and Dickel did plumbing work in a house at 771 East twenty-seventh street. The defendants declined to pay in full unless mistakes in the location of cold and hot water pipes were corrected, and unless certain changes were made in fittings, which they asserted were not according to contract. The plaintiffs sought a judgment for the amount of the bill, and a lien on the premises. Howard & Humphreys, attorneys for the defendants, filed a plea in abatement on the ground of homestead exemption.

Authority for the court's decision was found in a case in the twenty-ninth Oregon, in which the supreme court of Oregon held that a mechanic's lien law did not exempt from the mechanic's lien law any property provided that the remedy was meant to be included within its operation.

While the amount involved is small, the principle is an important one, and the case has excited keen interest in Portland by five different furniture factories as it was found that prices and quality were better here than in the east.

RAILROAD TOWN DESTROYED BY FIRE
(Special Dispatch to The Journal.)
Tokos, Wash., Aug. 30.—The railroad town of Grand Forks, on the Milwaukee, near Taft, Mont., was destroyed by fire yesterday.

The hotel and a large store were among the buildings destroyed, and 300 people were homeless. The population is composed of workmen on the railroad, and the Chicago, Milwaukee & Puget Sound railroad.

Snail's Legal Status.
From The Philadelphia Record.
After a careful examination of the subject, has established "the legal status of the snail" by issuing a circular in which snails are defined as animals injurious to vegetation, and therefore legally subject to capture and destruction at all times and all seasons. This decision has created excitement and dismay among the numerous persons who earn a livelihood by collecting snails for market.

Snails are not French epicures, and immense numbers of these mollusks are consumed in Paris. In the winter of 1900 the consumption of snails in the French capital amounted to 800 tons. The consumption has since diminished, but snails are still a popular food in France, and are still received annually by the Hailex countries, the great market of Paris.

Hoppeys Wanted.
To buy heavy canvas goods with cuffs, 7c. Paros wrappers, all colors, 87c and 95c. Also mackintoshes. McAllen-McDonald, popular price dry goods store, cor. 3d and Morrison.

Journal want ads, cost 1 cent a word.

Alston & Hamlin
The Most Beautiful and Costliest Piano in the World

THE PIANO DE LUXE OF AMERICA

Acknowledged by scientists, piano-makers and the world's greatest judges as being the most wonderful piano ever created.

Exhibited only at

The W. B. Allen Co.

304 Oak Street Corner Fifth

With All His Worldly Goods.

From The Universalist Leader.

"Do you think you can manage with my salary of \$12 a week, darling?" he asked, after she had said yes.

"I'll try, Jack," replied she, "but what will you do?"

Large quantities of luscious huckleberries and blackberries are growing this year in the vicinity of Mount Hood.

That Sharp, Alcoholic Flavor

is found only in ordinary, inferior vanilla—never in Burnett's Vanilla.

The rich, subtle flavor of Burnett's Vanilla is too precious to ruin by adding too much alcohol. That is why the delicious, delicate flavor never varies.

That is why you should always insist on getting

Burnett's Vanilla

is one to be long remembered—the scenic attractions being without a parallel. Season tickets are on sale to the Canadian National Park and principal mountain resorts of the Canadian Rockies.

4 Trains Daily

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