nie, a handsome young woman about 55 years old. There is a child, too, a sprightly little youngster of 12 months' worldly experience. Now, the husband has a lit-

tle property in land, money amounting to \$1310, and it occurred to the prudent young wife the other day that as George was

not old enough to manage his own affairs the court should be appealed to for the appointment of a guardian.

Who was more fitted for the office than

the cherished wife of the young man's bosom? The matter was proposed, George consented, and today Mrs. Jennie

Balley is the proud possessor of a ward as well as a husband.

LAND OFFICE VACANCIES.

Terms of Ten Officers Will Expire

During the Coming Year.

WASHINGTON, Nov. 22.-During the

comin year the terms of 10 of the land officers of Oregon will expire by limitation, and successors to these offi-

limitation, and successors to these offi-cials will have to be named by the pres

for this place, although there are a num-

ceivership at Oregon City has already been filled, on recommendation of Senator Mitchell, his man Bibee having been ap-

pointed to succeed William Galloway, a Democrat, who had served in that posi-tion since February 13, 1896. The present

Register at the Oregon City land office, Charles B. Moores, was first appointed September 21, 1897, but was reappointed

January 12, of the following year, so his term will expire January 12, of next year. The Register and Receiver at the Rose-

burg land office were both appointed June

2, 1898. Their terms will consequently expire June 2, 1902. It is yet an unset-

tled question whether Joseph T. Bridges

will continue as Register and James H. Booth as Receiver at this office. Edward

W. Bartlett, Register at La Grande, was

first appointed November 6, 1897, and re-appointed January 12, 1898. His four-year

term will expire next January. Samuel O. Swackhamer, Receiver at this office, was not appointed until June 11, 1888, and his term will not expire before the cor-responding date in 1902. The Register and

Receiver at The Dailes land office, Jay P. Lucas and Otis Patterson, respectively,

were both appointed June 11, 1898. Their allotted term will expire June 11, 1962. The term of Eldon M. Bratton, Register

of the Lakeview office, expired December

14, 1902, while that of his colleague, Harry Bailey, will expire February 8, next. The

Receiver at the Burns office, Charles New-

ell, was first appointed July 18, 1898, but was reappointed December 14, 1898, which

will carry him on the rolls until near the

close of the next calendar year. The Re-ceiver of the Sitka land office in Alaska.

Albert J. Apperson, was appointed from Oregon May 3, 1895, and again December 15, 1899. His successor will in all proba-bility be an Oregon man, although the

piace may not be filled for over a year.

Judging by the compensations of the land officers of the several Oregon offices,

for the year 1909, Oregon City, Roseburg, La Grande and The Dalles are on a par, the Register and Receiver at each of these

points earning \$3000 apiece. This included

\$500 salary. At the Lakeview office, the land officials each earned \$1122 for the

hope that all will be harmony when it comes to filling this aggregation of offices.

Neverthless much interest will be mani-

fested in the prolonged fight, which will continue from early in January to late

in December, to see what member or com-

bination of members, of the delegation will be strongest with the Administration.

There has already been an intimation as

to what the result will be, but the workngs of the Oregon delegation are strange

indeed, and no one can forecast the outome. At all events, there are 10 plums anging high, and there will be an abun-

dance of anxious applicants for each of

INDIAN WIVES OF WHITE

In his third paper on the Indians

lished tomorrow, Thomas N. Strong

deals most charmingly with the sub-

ject of native wives taken by the Hudson's Bay Company "chiefs." It

is quite as interesting to the newer

population as to pioneers, and is

LATEST TRIBUTE TO GENIUS OF OREGN STEAMBOAT BUILDERS.

Schoone Winchester Will Load at Perland for Samoa-Steamer Line to Puget Sound.

Columbia River sternwheel steamers are famous the world over as being the most perfectof their class that are to be found mywhre in the world. Some of the larger stenwheelers on the Columbia are the fastes and finest boats of that kind that were ver constructed, and the smaller ones re in most cases models of that type & a carrier. The latest tribute that has been paid to the genius of Oregon buildes is an order given the Willamette Iron and Steel Works, of this city, for a compite sternwheel steamer 120 feet long. to beshipped to the French possession in Chas. The company securing the orthe Briland Ship-Bullding Company, and it wil be sent forward in knockdown shap as soon as it is completed. The engines which are now in course of con-struction at the company's works in this city, are 12 inches diameter of cylinder, by 48 inhes stroke, and are of the latest in and pattern. The boller is 44 inches in diameter, with 12-foot tubes. The French commany for whom the boat is building nees three of the boats and has placed theoretr for this one as a sample. If it

proces satisfactory, two more of a simi-larsize and type will be ordered.

A Portland secured the building of this bot in competition with bids from other it is apparent that the headquirters of finance and trade for the Pa cir Northwest is not losing any prestige in the manufacturing line. That it is not aline in steamboats that other ports can be underbid, is apparent from the fact stamer for the Orient yesterday received a order for a large number of iron doors t be shipped to Seattle for the Govern rent. From Seattle they will be for-parded to Fort Casey for use in the new

FOR PUGET SOUND. eray Steamship Company Will In-

augurate Weekly Service. Mr. F. P. Baumgariner, local agent of he Gray Steamship Company, yesterday eceived notice that his company would itspatch the steamship Chico from San Francisco for Portland next Monday. On arrival at this city, the Chico will load for Puget Sound, sailing for Scattle and Tacoma Thursday. It is the intention of the company to have a weekly service between Portland and the Sound cities. There is a very heavy traffic, which is rapidly increasing, and but little difficulty cted in securing full cargoes both The Chico is a stanch, wellequipped steamer, about the same size as the Alliance, and can carry 700 tons of dead weight cargo. Scattle and Tacoma are large purchasers of Oregon produce, and there is also considerable wheat and flour shipped from Portland to those ports.

so that if the steamer rate offers any in-ducement over that of the railroad, a good business will be handled. For return business, the new line will rely largely on coal and lime. The latter, which is now brought here by rail, is han-dled so many times in transit here that it does not always reach here in as good condition as it would if it were handled but once after leaving the kilns. It has been several years since Portland had water communication with Puget Sound, but in the old days, when the Alaska steamers came to Portland, a considerable portlan of their revenue was secured from coal and lime which was brought in on the down trip, and flour, potatoes, onlone, apples, etc., taken away on the

FOR SAMOAN ISLANDS.

Portland Will Dispatch a Cargo to New Territory.

The schooner Winchester has been chartered to carry a hospital from Portland to the Samoan Islands and will arrive at Portland early next month to take aboard Portland early next month to take aboard Jorgensen, of San Fra the unusual cargo. This hospital, to-master of the Aurora. gether with its equipment, is being con-structed in this city on an order from Mr. Gustav Kunst, of the big exporting firm of Kunst & Albers. Mr. Kunst recently purchased the home of the late Robert Louis Stevenson in Samon, and resides in that beautiful land for a portion of the year. Since his residence there, Mr. Kunst has become very kindly disposed toward the gentle South Sea Islanders around whom Stevenson has woven such a halo of poetry and romance, and it is to show his good will for them making them a present of this hospital. All of the work except putting the frame together and adjusting the doors, windows, beds, etc., will be performed in this city and the building will New York. go forward in knockdown shape. The Winchester will arrive in Portland

about December 15th, and as she is a small craft will be loaded quickly and get away shortly after Christmas. Mr Henry Mett, local agent for Kunst & Albers, is looking after the preparation of the cargo in this city, and if there is any more room on the schooner than will be needed for on the schooner than will be needed for the hospital and its equipment, he may from Liverpool. send some other Oregon products along

FINES PAID UNDER PROTEST.

Three Nome Steamers Carried More Passengers Than Allowed.

SHATTLE, Nov. 22.-The United States Treasury is being replenished to the extent of \$24,600 by the owners of three Nome steamships, the Roanoke, Portland and Valencia, for violation of the customs regulations in carrying passengers from the North in excess of the license limit. On Thursday the owners of the Valencia put up \$860. The Portland's owners and the owners of the Roanoke have signified their intention of paying \$6650 and \$8350, of the Treasury Department's regulations. All these moneys are being paid under pro test, and the matter is to be taken up later with the Treasury Department officials at

The management of the respective ves sels say that they did not wilfully violate the law. While at Nome they secured special permits of Collector Ivey, of Alaska or his deputies, to carry stated numbers of passengers in excess of their license limit However, the customs officers of this district declined to recognize the permits, on by the United States Marine Inspectors of Hulls and Bollers.

In the case of the Valencia it was found that she had exceeded her regular license limit by 179, and had in addition 71 stowaways. The Portland and Roanoke exceeded their allowance by 123 and 167 passengers, respectively.

REMARKABLY ROUGH VOYAGE.

Word From Discovery, Which Left

Seattle to Go on Alaskan Run. SEATTLE, Nov. 22.—The United States mail steamer Discovery, Captain Frank M. White, which left this port recently for Alaska to go on a Winter run between Juneau and Dutch Harbor, had a remarkably rough voyage, at least as far as Valdes. She was 125 hours making the voyage from this port to Juneau, according to a letter received today by S. G. Simpson, owner of the vessel, from Cap-tain White. Fourteen hours of this time she was in a blizzard off Cape Fanshaw. Fort Riley, Kan., with the Seventh Field Prince of Wales Island. Captain White, Battery, United States Artillery, and Prince of Wales Island. Captain White, Battery, United States Arti in his letter written from Virgin Bay, 20 Richard W. Canfield, at home,

STERWHEELER FOR CHINA miles south of Valdes, November 12, says Kayak, with all anchors down and full steam shead. I shall write you in full from Valdes. The ship (Discovery) is O. K., and all well."

ELMORE IS SAFE.

Overdue Steamer From Nome Was Spoken November 12.

SEATTLE, Nov. 22.—The long-overdue steamer Elmore, 35 days out from Nome, will probably reach port within the next few days. She is reported as having been spoken by the steamer Discovery on November 12. For 35 hours previous to November II the Discovery had been windbound at Kyak. A fierce storm was raging, but apparently the Elmore weathered the blow in good shape. Some specuered the blow in good shape. Some speculation is growing regarding the non-appearance of the schooner John A. Long, also from Nome. None of the recently returning craft from the North spoke the vessel south of Dutch Harbor. On October 5 the schooner was entering that port in distress, short of provisions and water. The vessel had 90 passengers aboard, and, while no grave fears are entertained for the safety of the schooner, it is thought that some discomfort would result from the long voyage and the storms which she must have met if she left Dutch Harbor within two weeks after the 5th.

WIND AND RAIN.

Harbor Work and Grain-Loading Hindered by the Weather.

A high wind in the harbor bindered the work of the longshoremen yesterday, and none of the ships finished loading. The Amiral de Cornulier, which is nearly com-pleted, was unable to shift across the river, and will not finish until today. The Prinsesse Marie, which is loading flour at the Albina Mills, will also finish today. The Ocklahama and the Harvest Queen reached Astoria with a couple of ships, and the Sirene left up. The Henriette Cleomene and Schwarzenbek all cleared yesterday, and two of them will probably leave down today. The rain prevented work on the steamer Horda at the old Pennoyer mill. The big liner Indrapura finished discharging her inward cargo in the forenoon, and is over at the Albina dock taking on some flour. She will shift down to the flour mills today, as soon as Suildings under construction at that point. There were bids for the work from Seat-te, Tacoma, San Francisco and Portland. Her outward flour cargo will consist of nearly 48,000 barrels. the Prinsesse Marie is out of the way.

BARGE CAPSIZED.

Bermuda Goes Down Off Point Wil-

son With 150 Tons of Ore. PORT TOWNSEND, Wash., Nov. 22.— A barge loaded with 150 tons of iron ore, in tow of the British tug Bermuda, capsized off Point Wilson today at 1 o'clock in a strong tide rip. The iron ore was consigned to the Pacific Steel Company's melter at Irondals, on Port Townsend

Bay, The American bark Carondelet, Captain Saxe, arriving today from Callao, reports having a narrow escape from being run down Wednesday night inside of Cape Flattery by the British ship Scottish Locks. Both vessels were beating up the Straits on opposite tacks, A light wind prevailed. Danger signals from the Caendelet attracted attention on the Scottish Locks in time to avoid collision, as the versels passed each other they nearly scraped sides.

Barods May Be Saved

MARSHFIELD, Or., Nov. 20.—The tug columbia went from here Monday to the stranded bark Baroda, taking the cables with which it is hoped to work her out through the surf. The attempt to get the ends of the cables ashore is said to have been successful, and as the bark is reported to be affoat at high water, the chance of getting her off, with favorable weather, is considered good.

Donble Tragedy at Sea.

MOBILE, Ala., Nov. 22.—The British bark Birnam Wood, from Rio Janeiro, came into port today in charge of the mate who reported a double tragedy at November 18 Captain Morris killed the steward and this morning the Cap-tain jumped overboard and was drowned

Aurora to Go to China. EVERETT, Wash., Nov. 22.-The bark-

entine Aurora, which was built here, lert last night for Tacoma, where she todos and decrease, as compa lumber for Shanghai, China, Captain P. spooding week last year: of San Francisco, will sail as

Domestic and Foreign Ports. ASTORIA, Nov. 22.-Arrived down at 9:30 P. M.-French bark Europe, Arrived down at 10 P. M.—British bark Barfillan. Left up at 4 P. M.—German ship Sirene. Condition of the bar at 5 P. M., rough; wind southwest;

weather foggy,
San Francisco, Nov. 22.—Arrived—Steamer
Mandelay, from Coquille River; steamer Arcate, from Coos Bay, Sailed—Steamer Weilington, for Ladysmith; steamer Umatilia, for Vic-Queenstown, Nov. 22, - Arrived - Lucania,

from New York for Liverpool. Glasgow, Nov. 22.—Arrived—Livonia, from Boston. Hamburg, Nov. 22.—Arrived-Pretoria, from

Tacoma, Nov. 22.-Arrived British bark Me-Tacoma, Nov. 22.—Arrived Sritina bark me-tropolis, from Acapulco, Chile; Britinb bark Pass of Melfort, from Santa Rossila. New York, Nov. 22.—Arrived—Graf Walder-see, from Hamburg, Boulogne and Plymouth, St. Vincent, Nov. 22.—Arrived—Belgian King.

from San Francisco, via Montevideo, for Antwerp.

Queenstown, Nov. 22.—Sailed—Waesland, for
Philadelphia, and Island, for Boston, both

KILLED BY 6000 QUESTIONS A Young Civil Engineer's Death

Caused by Mental Strain. New York Herald, Middletown, N. Y.—Paul Canfield, son of General Superintendent Edward Canfield, of the Ontario & Western Railroad, died suddenly at the home of his parents here on Wednesday of acute brain fever,

due, it is believed, to the severe mental strain of many hours on the witness Mr. Canfield, who was in his 27th year, was assistant engineer of the Rutland, Burlington & Vermont Railroad, and recently was called to New York from Rut-land, Vt., as a witness in an important lawsuit in connection with the railroad He remained in New York for a week, and during that time, it is said, was called upon to answer 6000 questions pertaining

to the case. The questions were of the most technical nature, and to the mental strain and consequent worriment over the case his death is attributed. He reached his home here a week ago, greatly fatigued, and it was at first feared typhold fever would develop. Last even-ing brain fever developed and he died suddenly this morning. Mr. Canfield had received the best edu-

cational advantages and had traveled ex-tensively. He was graduated from Union College in 1897, after taking the course in civil engineering. He subsequently took a position in the engineering department of the Ontario & Western Railroad, where be made rapid strides. In April last he accepted a position in the engineering department of the Rutland, Burlington &

Vermont Railroad. Vermont Railroad.

Before going to Rutland he was President of the Common Council of this city and also president of the Young Men's Republican Club. He was a member of the Sigma Phi Fraternity of Union College, of which his father and brothers are also members. Mr. Canfield and Miss Marie Ireland, of Crystal Run, were to be mar-

ried in a short time. Besides his parents, Mr. Canfield is survived by three brothers, David Hastings Canfield, an architect in New York; Lieutenant Edward Canfield, Jr., a graduate of West Point, who is now stationed at

WEEKLY TRADE

IRON AND STEEL MARKET SHOW-ING MATERIAL ADVANCES.

Bradstreet Reports Wheat Exports of Over 5,500,000 Bushels-Weekly Bank Clearings,

NEW YORK, Nov. 22.—R. G. Dun & Co. s weekly review of trade tomorrow will say:
Never before in the history of the United Never before in the history of the United States was there such good reason for a day of National thanksgiving. This country has made unprecedented strides toward a position of international supremacy, not only in com-merce, but also in finances. To a marked demerce, but also in manners. To a marked de-gree business enterprises have proved success-ful. An idle wheel in mills or factories is the exception, while labor is well employed at high wages that consumptive demands sustain the market values of all staple commodities. Trunsportation facilities have been unable to Transportation facilities have been unable to keep pace with the Nation's requirements, many complaining of tardy deliveries, which alone act as a brake on commercial progress. Strength is the rule in the markets for farm products. Favorable weather near the closing days of corn harvesting fails to bring any re-action from the highest price level in many

price, despite the marked difference in size of crops. Receipts for the week were 5,040,417 bushels, against 2,606,776 bushels last year. in coffee has resumed normal Failures for the week numbered 215 in the United States, against 238 last year, and 31 in

HOLIDAY TRADE GOOD. Iron and Steel Market Also Showing Liberal Advances.

Carada, against 29 last year.

NEW YORK, Nov. 22.-Bradstreet's to forrow will say: Taken as a whole, the reorder demand for Taken as a whole, the reorder demand for jobbers the country over and the inquiry for holiday goods is equal to, and in the latter case, superior, to recently preceding years. While complaints of insufficient transportation facilities come from all leading American, Canadian, and even some Mexican points, the chief tension is noted in that park of the country between the Allegheny Mountains and the Mississippi and between the Lakes and the Ohio River. Whils it is expected that the close of lake navigation will relieve the tension and release some cars, little permanent improverelease some cars, little permanent improve ment is looked for until after January 1. The fron and steel market has burst its boods this week, so far as prices are concerned, and pig fron is 80 cents to \$1 a ton higher at nearly all markets. The former advance is on Southern grades, and the latter is secured for prompt

grades, and the latter is secured for prompt delivery of much needed supplies. Steel works in the Pktshurg district are, however, reported as being unable to run to their full capacity, owing to the lack of sup-piles of pig fron, and the furnaces producing plies of pig from any the furnaces producing this latter are, in turn, suffering for want of coke. Chicago rall mills, which produce one-third of the country's output, are sold one year ahead, and the Providence Locomotive Works are likewise booked toward the end of 1802. Many furnaces are out of blast at Pittsburg, and \$1 advance is demanded for prompt deliveries of Bersemer. Some German steel has reached that center, and larger imports are expected. Steel billets are scarce at \$88 per ton. Finished products are without much

change, but central Western mills will not promise deliveries of steel bars inside of 60 days, while structural material is hard to get. Wheat weakened early on the record-break-ing increase in the visible supplies reported in the Bradstreet statement. Northwestern receipts were also very heavy, but a good export demand is reported at the decline. The South-western drouth is reported broken. Wheat, in-cluding flour, exports for the week aggregate 8,518,900 bushels, against 4,853,754 bushels last week, and 3,527,296 bushels in this week last year, Wheat exports from July 1 to date ag-gregate 122,701,581 bushels, against 74,245,113 bushels last season. Eastern shoe factories are busy on orders.

there is less than the usual between-season quietness. There is a rather easier tone to hides, which favors buyers.
Failures in the United States for the week aggregate 223, as against 213 last week, 211 in this week a year ago, 202 in 1899 and 182 in Canadian failures for the week nu

and the call for Spring stocks is so urgent that

against 30 last week, and 31 in this week a year ago. Bank Clearings.

NEW YORK, Nov. 22.-The following table compiled by Bradstreet, shows the bank clear-ings at the principal cities for the week ended November 21, with the percentage of increase and decrease, as compared with

Currently versessions	A S a Laboratory	-	~2
Boston Philadelphia St. Louis Pittsburg	140,302,000		9.
Philadelphia	120,550,000	9.8	192
Re Loude	54,464,000	29.2	150
Distance	20 050 000	3.1	27
PILLADULE	39,050,000	40-1	**
	24,845,000		1
San Francisco Cincinnati Kansas City	27,184,372 20,494,000	30.0	
Charlenger	20.404.000	24.7	133
Citientine Cities	16 dog 000		***
Kansas City	18,600,000	3.1	(K) 0.
San Francisco Cincinnati Kansas City Minneapolis Cleveland New Orleans Detroit Louisville	19,197,000 14,128,000	40.8	
Cleveland	14, 128, 000	16.4	
Nam Orleans	16,679,000	1.8	151
NEW CONTRACTOR	70.711.000	74.0	**
LPOITOIL	16,511,000 9,342,000	74.8	(30,00
Louisville	9,342,000	9.8	**
Indianapolis	12,192,000 7,615,000	47.0	172
The cost Acres as	7 675 000	4.0	133
Providence	1,010,000	4.9	4.4
Omaha	0,919,000	6:5	
Milwaukee	8,338,000	16.5	
Duffula	8 439 000	12.3	
Duning	A THE OWN	7.5	***
Buffalo	0,420,000	343	
	6,725,900 4,755,000 4,744,000	23.9	0.0
Denver/	4.744.000		
Gr. Lounnin	5 111 000	27.6	1669
ne dements	TO TATE OWNER	10.5	
Richmond	3,191,000	10.0	
Memphis	4,541,000	12.6	
Seattle	3,495,758	22.1	144
Weaklaston	2 805 (990		- 6
Washington	5,111,000 3,747,000 4,541,000 3,495,758 2,695,000	10.1	17
Hartford Los Angeles		10.1	4.0
Los Angeles	4,208,000	81.4 29.9	
Salt Lake	4,555,000	29.9	100
Toledo	2,434,000	2.8	25
Salt Lake	9 000 000	23.5	100
Portland, Order cover	3,028,358	23.0	14.8
Rochester	2,353,000	1.5 7.7	
Peoria	9.500.000	7.7	920
Marie Williams	2 000 000	64.7	220
Fort Worth	3,096,000	99.1	
Atlanta	3,029,000	***	7.00
Norfolk	1,605,000	40.00	
Des Moines	2.174.000	42.0	
Des Moines New Haven	1 778 000	6.5	23
New Trucker Sections	1,638,000 1,703,000	9.45	
Springfield, Mass	1,703,000	11.7	18.4
Augusta	1,495,000 1,733,000	****	- 8
Nashville	1 732 000	23.6	
Nashville	2 700 000	18.0	
Worcester		30/0	2.8
Grand Rapids	1,638,000 1,701,000	18.0	4.9
Sloux City	1.701.000	16.5	
Bioux City	1,278,000	5.3	1130
Dayson, O	7 477 000	18.9	
Syracuse	1,442,000 1,643,000	40.0	
Scranton	1,643,000	40.3	
Portland, Me	1,570,000 1,458,868	23.7	
Cyclenta	1 458 948	36.3	-926
Spokane	2 201 404		100
TRCOMB	1,331,406	10.0	2.53
Evansville	590,000	2.542	20
Wilmington, Del	1,140,000	12.7	100
	898,000	21.2	
Davenport	200,000	Mrs.m.	10
Fall Biver	865,000	25/27	-84
Birmingham	1,214,000	15.5	10.0
# Name of Street	1,295,000	33.0	024
Macon Little Rock	950,000	2.4	
Manager There's	600,000	20.0	2.7
Little Hock	939,000 662,000	18.7	(89
Helena	562,000	12.3	
Knoxville	684,000	27.9	15
T marcali	BUT DOD	8.9	100
Lowell	607,000	7.4.0	70.0
Wichita	204,000	14.9	0.0
Akron	712,000	40.9	
New Bedford	712,000 668,000		
Faulmeton	558,000	14.7	100
Lexington	BOOK SHAP	A-61-5	
Springfield, Ill	\$54,000	1.0	2.3
Binghamton	352,000		37
Chattaneoga	352,000 492,000	9.8	
Walemanon	419,000	8.5	- 2
Kalamazoo	4311,000	0.0	9.
Fargo	685,000 562,000	4 2.50	lac)
Youngstown	562,000	63.3	10.0
Springfield, O	325, 000	10.9	
Designed	355,000	19.1	-
Rockford	404 200	Adva	1 4
Canton	400,000	2316	34
Jacksonville	261,000	28.4	100
Sloux Falls	226,000	24.1	23
The engine	3/00 0000	24.1	
Prement	200,000	W. C.	
Bloomington, Ill	166,000 291,000	35.3	
Jacksonville, Ill	164,000	2000	-
Columbus, O	6 975 000k	20.4	
Collington, Cree street	6,975,000	AUTO B.	i
Galveston	8,270,000	20.00	11
Houston	44,041,000		-
Colorado Springs		****	W.
Colorado Springs Wheeling, W. Va	717 (99)	COL	. 5
Wheeling, W. Va	7.45		
Chemier			
	243,000		
Wilkesbarre	717,000 343,000 887,000	****	2
Wilkesbarre	001,000	****	-
Albany	5,576,000	****	

CANADA.

21,610,980
14,083,841
5,290,930
1,802,883
r, B C 985,089
907,874
N B 815,190
B C 629,507
1,486,205

Totals\$ 46,227,164 30.6 ...

San Francisco Bulletin, "How would you like to go with this

nice, kind lady, and let her take care of

you?" inquired Judge Troutt this morning of a smooth-faced young stripling who

sat in court, nursing a year-old-baby. The

Foronto
Winnipeg
Halifax
Vancouver, B. C....

Making Matters Worse. NEW YORK, Nov. 22.—Commenting on the European political situation, the London correspondent of the Tribune,

The second letter of Mr. Chamberlain is more judicious than the first, but there is no evidence in the dispatches from Berlin, Cologne and Frankfort that the Ger-man prejudice against England has been appeased. The same English journals are adding tinder to the flames by making citations from the German military histories, showing what was done during the final stages of the war with France. It is certain that the friendship of the German Emperor has blinded English eyes to what has been going on in the Father-land. It has been an open secret to every one recently traveling in Germany that the public feeling was strongly against England, and that the military classes have been markedly contemptuous British

NEW YORK, Nov. 22.—Francisco Gam-ba, president of the Cuban Commission sent by the merchants, business men and agricultural associations of Cuba to the United States with petitions for the improvement of relations between the two countries, has just been interviewed on Cuban affairs. When saked if it was his opinion that the United States should an-

nex Cuba, he said:
"As a member of this commission, representing all classes and political parties of Cuba, I do not feel myself at liberty to express an individual opinion. But, were you to say that 90 per cent of the business people and property-owners of Cuba favored annexation, you would be "Judge, she's been a kind, good wife to correct."

FEES ON LAND BUSINESS

me for two years. I guess she'll make as good a guardian—I consent."

Whereupon Judge Troutt made and signed an order appointing Jennie Bailey guardian of her husband, George Addison crawford Balley, pending his arrival at his majority. Then the newly appointed guardian took up her child in one arm, gathered her young husband with the other and left the courtroom perfectly satisfied, while the spectators indulged in a AMOUNTS TAKEN IN BY NORTH-WEST OFFICES IN PAST YEAR.

Oregon Leads All Other States in the It was a peculiar case. The young hus-band, George A. C. Balley, is only 13 years of age, and yet he has been maried for more than two years past to his wife, Jen-United States in Timber Entries.

WASHINGTON, Nov. 18. - Appended to the annual report of Land Commissione Hermann is a statement of the fees and commissions collected at the several land offices during the past fiscal year, as well as the net revenue arising therefrom. after deducting the amounts earned and paid to registers and receivers as compensation. This statement shows the total amount of fees and commissions in Oregon to have been \$88,236, and the total amount paid registers and receivers \$31,107, leaving a net revenue derived by the United States amounting to \$57,128. By and districts the fees and commissi were as follows:

\$5146, and at Lakeview \$1985. At all other offices this item amounts to \$5000. The total fees and commissions in Wash-

ington were \$113,270, and the total compen-sations paid \$39,923, leaving a net revenue derived amounting to \$73,346. The fees and commissions by land offices were as ent delegation. This item in itself is quite an important one, and will call for the best efforts of the Oregon Senators and North Yakima \$ 6,221 Vancouver

Representatives, in order that they may agree upon men in every way suited for these important positions. It is the pol-icy of the Roosevelt Administration to The salaries paid at North Yakima aggregated \$5053, at Olympia \$4565, and at all

select the very best men available for Registers and Receivers of land offices, as well as for all other places. other offices \$6000. From the total of fees and commissions collected in Idaho, amounting to \$58,235, was deducted the saiaries paid, 29,336, leaving a net revenue of \$28,238. The re-Early in December it is expected that some one will be recommended to fill the vacancy in the Registership of the Burns land office, caused by the removal of George W. Hayes. Up to the present time no recommendation has been made ceipts by land offices were as follows: Blackfoot ...\$16,669 Halley \$ 5,919 Bolse 9,175 Lewiston 14,567 Coeur d'Alene. 18,574 ber of candidates in the field, who are regarded with more or less favor by different members of the delegation. The Re-

In Alaska, the total amount of fees and commissions from all sources was \$271. all being collected at Sitka, while the amount of \$567 was paid out in salaries to Registers and Receivers, making a de ficit of \$5175, all told. The salaries paid to land officers amounted to \$73 at Circle, \$676 at Rampart, \$1500 at St. Michael and

Oregon at the Head,

The report is also supplemented by a number of other tables of more of less interest. From these it is seen that there were 646 entries made in Oregon under the timber and stone act, covering 95,435 acres, for which was paid \$238,589. In point of timber entries, Oregon stands at the head of the list, Minnesota, the second state, having disposed of but 60,000 acres in this manner during the year. Washington is the third state, having displace with sales of 44.971 acres, at \$112.672.
Mineral entries were made in Oregon covering 1685 acres, for which was paid \$4585. In Washington, the mineral entries covered 853 acres, and brought in \$6007, and in Idaho 3857 acres were disposed of for \$15,065. In Oregon, there were 134 original desert land entries, of 20,611 acres, bringing in \$5152. In Washington, there were 47 such entries, covering 7216 acres, and realizing \$1304, while in Idaho, 421 desert land entries, covering \$4,859 acres, brought in \$15,214. Final desort land entries were entries were made on 3156 acres in Ore-

acres in Idaho. There has been an exceptionally large number of homestead entries commute-to cash during the past year. In Oregon such commutations numbered 278, and covered 42,457 acres, from which was re-alized 354,357. In Washington, 125 entries of 18,947 acres were commuted, realizing \$31,423, and in Idaho 120 homestead entries were commuted, 15,092 acres being involved. The amount derived was \$22,-

In Oregon, 1574 cash sales, covering 192. 521 acres, were made for \$316,507; in Washington, these sales numbered 597, covering 68,388, from which was realized \$185,328. The sales in Idaho covered 115,429 acres, and realized a total of \$181,683.

burned May 23, 1900, had a tendency to keep down the earnings for that year. The salaries at Burns for 1900 were \$1813. Homestend Entries. There has also been a great stimulus in filing of original homestead entries. In the natural course of events, the rec-ommendations of Representative Tongue, should they meet with the approval of the In Oregon, 4290 entries, for 644,166 acres were filed, the total of fees and commis sions collected being \$68,007. In Washingtwo Senators, would govern in appoint-ments at Oregon City, Roseburg and Lakeview, while the wishes of Representon, there were 5131 entries, for 764,712 acres, from which \$94,065 was derived. In Idaho, there were 2004 entries covering 341,376 acres, from which were derived \$38,116. Even in Alaska, there were 24 tative Moody at The Dalles, La Grande and Burns would be respected under similar conditions. However, viewed in the entries for 341 acres, bringing in \$145. light of past experience, there is little

There was also a goodly number of fi-nal homestead entries, 1051 in Oregon, 1037 in Washington, 1001 in Idaho, and 24 in Alaska. These entries covered, respectively, 152,189, 148,591, 143,679 and 340 acres

and brought in, in commissions, \$5424 in Oregon, \$7925 in Washington, \$5509 in Ida-ho, and \$25 in Alaska. There were 53 final timber culture entries in Oregon covering 8019 acres; 81 in Washington, covering 12,225, and 20 in Idaho, covering 1945 acres.

Four entries were made of 637 acres in Oregon, with Military bounty land war-rants. No lands were entered in any of these states with private land script.

The Oregon state selections for the year covered 42,507 acres; the Washington state selections embraced 29,408 acres, and those in Idaha, 269,056 acres. In these states, the railroad selections for the year aggregated 23,394 acres in Oregon; 134,508 acres in Washington, and 159,551 acres in Idaho. In addition to these, 153,671 acres in Oregon were covered by wagon road selections Indian allotments took up 1028 acres in Oregon and 3379 acres in Washington Swamp land patents covered 2555 acres in

Conservative South Carolina.

Independent.

Most of the distinct plantation dialects are found in South Carolina, whose people have been credited with more characteris-tic individuality than those of any other state. Certainly they are in many respects the most conservative. There are still in use at every session of the Leg-islature the heavy gold-headed mace, overtopped by its pointed crown, that was sent over for use by the colonial govern-ment, and the sword of state, with the king's monogram on the scabbard. Here, too, as in no other state, the presiding officers of the Legislature still appear in long velvet gowns, the one in various shades of purple, the other in different hues of blue,

Here the courtly gentleman of the old school still addresses a married woman 'Mistress Smith," or "Mistress Jones," the case may be, and he in turn is copied by the negro.

The word "halr" and kindred words are

still pronounced as spelled in the time of caucer. The dropping of the "u" in "honor" and its companion words, and the second "l" in such words as "trav-eler," has never been encouraged, though the public schools have discontinued their use. Not many years ago a boy was cor-rected by his father for spelling "labor" with a "u." He was told he would be marked for spelling incorrectly.

"If I leave out the 'u,'" he said, "my father will switch me: if I put it in, you mark me. What am I to do?" It is needless to say that the father was a stickler for the old regime.

This same "u" in "honor," "favor," etc., was at one time dropped in England,

but restored to use in 1843.

It is surprising to find in South Carolina, settled largely by Huguenots, so lit-tle of the French element in either lan-guage or customs. The French in Louisiana made a great effort to retain their language and customs of the mother coun-try. Less than 10 years ago there was but one magazine published in Louisiana, and that was entirely in French.

Do You Wish the Finest Bread and Cake

It is conceded that Royal Baking Powder is purest and strongest of all baking powders, absolutely free from alum, ammonia and every adulterant. "Royal" makes the best and most wholesome food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

BROUGHT

BENEFIT OF OREGON'S EXHIBIT AT BUFFALO.

Eastern Firms Led to Invest Heavily

in Oregon Pine and Other Woods -Large Orders Placed.

BUFFALO, N. Y., Nov. 18 - (To the Editor.)--The question is asked quite often: Does it pay a state to make an exhibit of its resources at expositions? Especially is this true about the time the Legislature is asked to make an appropriation of a given sum of money for that pur-pose. There is no doubt, as it has developed, that many are instrucere both in and out of the Legislature, but many per-sons are perfectly honest and sincere, and do believe it to be true when they say exhibitions of the state resources do not pay.

Unquestionably this belief is based on lack of business education and the prin-ciples underlying modern business methods of judicious advertising.

Exposition work has developed into an intense business proposition, and practical experience counts for as much, yea even more, than in any one other busi-ness on account of its diversified branches and many factors entering into it, and like other business ventures, some suc-ceed where others have falled, and vice versa; but I desire to confine myself to the question asked, and will simply state a few business facts, which have grown out of Oregon's exhibit at this Pan-American Exposition, and in doing so will confine myself to just one of our five exhibits, any of which can bear similar estimony.

Take our forestry exhibit; in it, we ex-

and bridge builders have thronged this exhibit all Summer for business informa-tion, and I will recite only a few of the results. For obvious reasons I do not spectac tion, and I will recite only a few of the results. For obvious reasons I do not spectacle of a desperate fat man is fear-give names, though interested persons can get them from us at any time.

"In this system there is no necessor."

get them from us at any time.

One firm in Philadelphia which manustrees boxes, has completed arrangements for one car of spruce boards in shocks to be shipped to it every day of the year. Another firm is now negotiating with one of our shipped multiple of the year. ngle mills for the exclusive sale of its entire output, which liquids:

s 25 cars per month. ased only the Eastern white pine, has placed an order for 40,000 feet of sugar pine lumber with the Klamath Lumbering Company, and henceforth will use no close the company and henceforth will use no close the country of the country

Another lumber merchant in Philadelphia has already in his yard and on the way two million feet of Oregon pine (fir) with which he supplies the many ship knees:

invented a patent cheese package, and as he has the sole control of the United States, supplies all cheese factories with boxes and packages. These are made out of cottonwood, and he is now on his way to Oregon, where cottonwood is pientiful, to locate a mill and factory for the man-

ifacture of cheese boxes. In this connection the American Lumberman says in its last issue:
"Oregon fir is being used in this mar-ket, especially by the Monongehela Riv-er Consolidated Coal & Coke Company, Pittsburg, Pa., which has just placed an order for several million feet of these timbers. One hundred coal barges will be built. The high price and scarcity of pine, which has heretofore been used in the construction of these barges, caused the change to the Western product,

which is received here ready for immediate use. Its durability, lightness of weigh and non-absorption of water, are three important advantages for its use in con-structing river craft. The coal combine will send a representative West shortly o place orders aggregating several mil-ion feet of Oregon fir."

It will be remembered, that In our ex-

hibit here we show a fir log 74 feet long by 34 inches square, and several ship's planks planed, 74 feet long, 4 inches thick and 20 inches wide, each without a sin-

have come to our notice within the last few weeks. Oregon appropriated \$20,000 for our exhibit at Buffalo; will some one for our exhibit at Buffalo; will some one kindly calculate the percentage of profit on the investment, and then multiply it by five, as all of our exhibits here can produce similar records, and the result will answer the question in cold blooded business figures. "Does it pay the state to make an exhibit of its resources at HENRY E. DOSCH.

FOR THE HEAVY-LADEN.

An Ensy Way of Getting Rid of Surplus Flesh.

Boston Journal. We recommend to the attention of the incomfortably obese the case of Arthur, B. Carter, the author of "The Prevention and Cure of Obesity"-the man "who reduced his weight 40 pounds in nine months,

Mr. Carter is no suspicious theorist; on the contrary, he is an allve-and-kicking example of his own efficacious practice. We seldom pass a drog shop without noticing "anti-fat" advertisements—without thinking of the pitiable conditions of the extra heavyweights. And see the poor creatures going down the street, puffing like porpoless, shaking like jellies, beyond agility, except in dangerous situations, as ponderously awkward as Morris safes! Theirs is not a natural condition, other-wise, like the elephant, they would be

provided by nature with the grace to stand on their heads and with the speed to outstep all their fellows. But is their condition helpless? Is there a mark on the scales whereat it must be said: "Abandon hope, all ye who pass be said: 'beyond?' Too often, we fear, the mastodonic citizen, unnerved by fruitless diet-ing, and by tumbling in the gymnasium, sighs. Yes! Mr. Carter, with his index

No! Let us investigate his confidence. Mr. Carter was at one time hopeless hibit all the varieties of commercial wood in their various forms, which grow in Oregon. Representation of woodworking establishments, lumber dealers, railroad ing only two meals a day, taking abundant product their varieties builders have through this dant exercise, and taking two highly recommended courses of medical treat.

The too fat may safely drink A New York firm, which heretofore has without milk or sugar, tea without milk

> filluted with three times the quantity of water. These are the solids that the overburdened may eat without sinking to their

a manufacturer of veneer for furniture started for Oregon last week for the purpose of locating a veneer factory.

Then there is a manufacturer, who has invented a patent cheese package. Lean meat, poultry, game, Frankfore sardines in oil, herring and seis; skimmed - milk cheeses, mushrooms, squash, lettuce, radishes, cabbage, turnips, spinach, dandellon, rhubarb, celery, asparagus, ontons, water cress, cucumbers, tomatoes, pickled beets, gluten crackers, shredded-wheat biscuit, toast from gluten, graham or white bread, hard water crackers, olives, apples, oranges, lemons, bread fruit, peaches, apricots, plums, watermelon muskmelon; in fact, all fruits except bananas, figs, dates and raisins,

sour pickles, In the name of Lucullus! what more would a rational human being wish for? And "thoroughly satisfy hunger!" And drink as much water as you like!
Yet on this diet Mr. Carter, in nine
months, between March 4 and December

12, 1900, reduced his weight from 230 to Yes, there is hope for the fat-hope and

The Doyle-Burns Suit.

COUNCIL BLUFFS, Ia., Nov. 22-James Doyle, plaintiff in the big mining suit, was again on the stand today. He testified that he was not secretary, and that he drew a salary of \$60 a month for about a year for acting as assistant man-ager. He also swore that he was never permitted to inspect the books or have access to them, and declared he never before today had an opportunity to handie the certificates of stock issued to him.

We have thou sands of testimo-nials from grate-

ful patients who have been cured of

plenty of Duffy's Malt Whiskey, and take it regularly. By this time I was willing to do anything for relief. So the dear old man, though he is not a whiskey doctor, ordered a me to begin at once with two table-spoonfuls as a dose every two hours day and night. I dld so, and imme-

day and night. I did so, and immediately began to improve, and now, sixweeks from that time, I can breathe almost as well as I sere could, and Dr. C. says my lungs are healed, except one dull place in the right lung, and that the cavities are contracting. I do not know whether God is going to let me get well or not, but I humbly trust He will, and I believe that, under God, your Whiskey has raved my life thus far, and if I canne rk. I had begun a year ago I would have been cured by this time. have been cured by this time. MRS. H. E. HIDDLE, Zeno, S.C.

have been cured of Consumption by Duffy's Pure Mait Whiskey.
Gentlemen-I had a cough for three years, effects of grip and not taking proper care of myself. In April, 1898, I became so weak I was unable to work. I was examined by two physicians who told me I had broughtis very bad. They advised me to use Duffy's Mait Whiskey, but I was Dudy's Pure Malt Whiskey is a pure invigorating stimu-lant and tonic. buffy's Malt Whiskey, but I was so bitter against whiskey I would not consent.

By August 20th last I had gone so far as to be mable to get my breath, except with difficulty—
was very low. I thought I could not live much longer. Our old physician, Dr. T. W. Campbell,
of Energy, S. C., examined my lungs and told
me the right one was very bad, and the left one
but a trifle better, but that I had enough lungs
left to live a good while yet if I would take

Every bottle of the genuine bears a proprietary r. venue stamp. All druggiets and grocers or direct, express paid, \$1 a bottle. Sen

DUFFY MALT WHISKEY CO., Rochester, N. Y.