BIG ORIENTAL LINER INDRAVELLI DELAYED BY BAD WEATHER.

Indrapura Detained by an Accident at Hong Kong-German Bark Bertha Ready for Sea.

The Portland and Asiatic liner Indravelli reached Ainsworth dock at 2:30 yes-terday afternoon, bringing about 3000 tons of miscellaneous merchandise, a considerable proportion of which was for Port and, and the remainder for Eastern points. The Indravelli had a rough trip coming over, and was over a day late in arriving, in addition to the time loss through delays on the other side. The indravelli left Astoria on her last outward trip November 6, and arrived at Hong Kong December 15. She remained there until December 30, sailing on that date for Portland. The first stop was made at Mojt, and she sailed from that port January 7, reaching Kobe a day later and taking about considerable later and taking aboard considerable freight. She sailed from Kobe January 9 and reached Yokohama January 11. Fine weather was experienced all the way up the China seas, and also when she left Yokohama, January 11.

A northwest wind for the first few days increased to a moderate gale on the 15th and 16th, and on the 17th a heavy of the time. The weather for the next been exactly the same for at least 20 two days showed no improvement, and miles after leaving Flattery. on the 20th, when the line was crossed. The Matteawan was noticed in the the barometer induiged in a remarkable exhibition. It dropped to 27.29 without the Neah Bay, six miles from the terminausual accompaniment of a violent storm, etrong gale was raging, with but little abatement, for three days. It was dur-ing these three days of heavy east and southeast winds that the vessel lost a full day's time, but even after the 14th the weather was anything but pleasant. Captain Craven's many friends in this city were somewhat alarmed over the report telegraphed from Astoria that he was quite ill with stomach trouble. He was confined to his bed when the ship resched this city, but was by no means in a serious condition. He is suffering from an attack of la grippe, and, in order to secure rest from the cares of his the missing craft, big ship, and also good medical care, he was taken to the hospital as soon as the ship reached the dock. He expects to b right in a few days, and will be ready to take the ship out when she complete her outward cargo. First Officer Porter is looking after the business end of the steamer in the meantime,

David Walls, who has been chief en-gineer of the steamer since her appear-ance on the Portland route, will leave the vessel before she sails from Port-land and proceed to England to take charge of the engine-room on the Indromayo, a new steamer of the same line as the Indravelli. The steamer will commence discharging this morning.

The Indrapura, which follows the Indra-elli, has been unavoidably detained in Hong Kong by a collision, and will no reach Portland before March L.

### FAST WHEAT-LOADING. Tacoma Doing Good Work With

Cheap Non-Union Grain Handlers. The Tacoma dock grain handlers receive only 25% and 25 cents per hour, con pared with 35 cents per hour paid in this city, but they are doing as good work as has ever been done in this port. The Tacoma Ledger has the following regarding last three ships that were loaded at

"Wheat stowed away in the hold of a vessel at the rate of 164 4-15 bushels per minute for nine consecutive hours was the feat accomplished yesterday at Balfour, Guthrie & Co.'s warenouse on the four-masted British bark Puritan Captain Amesbury, which finished her cargo at 5 o'clock last evening. This is equivalent to 2 11-15 bushels per second, or 4 2-5 tons per minute, a total of 264 tons of wheat per hour, aggregating 4223 2-9

sacks, or 2856 bushels, per hour.
"The Puritan has aboard a total wheat cargo of about 2897 tons, amounting to about 59,130 sacks. During the nine working hours of yesterday alone she took 28,-000 sacks. Last Wednesday the Puritan was shifted from the stream to the Balfour docks for stiffening, and in two and one-half hours took on 8000 sacks.

'McCabe & Hamilton stevedores, Mon day afternoon, in the four working hours of the day left after the lining was finished, put 13,130 sacks of wheat into the Puritan. They had orders to finish her Tuesday night, and yesterday morning began work at 7 o'clock, and all day yesterday the wheat was stowed away at the rate of 26 tons per hour, a total of 2375 tons being put aboard. The total cargo of the Puritan aggregates about 128,021 bushels, and she is said by ship ping men to have received the quickest dispatch of any vessel on record on this Coast of recent years.'

"With the Puritan finished, a total of five cargoes are in port now ready for sea. The three-masted British ship Glenelvan, Captain E. E. Robbins, which was shifted into the stream yesterday, has a total of 3141 tons of wheat aboard. unting to about 117,254 bushels. The Glenelvan received only ordinary dispatch, 27 working hours being required to put her cargo in her hold, including stiffening, which is an average of 4342 bushels per hour, which is by no means slow. She will get to sea in a day or two.

"The four-masted German bark Robert Rickmers, Captain Schwarting, finished her cargo Saturday night, and, although she has been unusually long in port, owreceived pretty quick dispatch when she began taking cargo. The Rickmers is charter to Kerr, Gifford & Co., and has a cargo of 3334 tone, aggregating about 124,469 bushels. The whole cargo was loaded in 2912 hours, of which, however, 81/2 were put in on stiffening. But of 5152 bushels an hour.

## MORE WHEAT CARGOES

German Bark Bertha Makes a Total

of 22 January Wheat Ships. The German bark Bertha, the 22d grain ship to finish loading at Portland this month, completed her cargo yesterday afon, and will clear today or tomor-At least one more versel, the Lita, finish this month, and there is a poseibility that the number may be swelled to an even two dozen by the Cambrian Warrior or the Reinbek both of which are nearly ready for sea. The in-port list was increased yesterday by the arrival of the British ship Lord Shaftesbury, which comes from Ham-burg by way of Henolulu. She brings a part cargo of general merchandise to Meyer, Wilson & Co., and, so far as known, is on the free list. As she is a pretty good carrier, her arrival without a charter will not improve the already weakened condition of the freight mar-The list of ships in port is still ing up to pretty good proportions, and there will be over a dozen unfinished vessels in the river February 1

### FERRY STEAMERS COLLIDE. Serious Loss of Life Narrowly Avert-

ed on North River. NEW YORK, Jan. 30 .- The Jersey Central ferry-boat Central was run into by a railroad tug in the North River during a snow storm today. There were 500 passengers on the ferry-boat of whom about 190 were women. The Central found it very heavy going in the storm and was

HAD A STORMY PASSAGE tow a float carrying a dozen loaded freight cars, crashed into the Central below the paddle wheel on the women's cabin side of the vessel. Before the Central could reverse her power the tug had forged its way through the light woodwork that covers the ladies' cabin and the women inside were panic-stricken. Their shricks, combined with the crack-ling sound of the breaking timbers, quickly brought a number of the men passen-gers over to their side of the boat, The men rushed over so quickly that the Centrai careened, and it was feared for a second that she would turn turtle.

The Central's running gear was not damaged, however, and she soon righted herself and proceeded to her New York slip. Twelve women fainted, but they were soon revived. No one was badly

The snow, which began falling here yesterday morning, continued through the night and today. At 9 o'clock this morning the total fall was four inches.

### WAS CONDOR LOST IN COLLISION. Captain of Lightship Believes the

Matteawan Struck Her. SEATTLE, Jan. 30.—Great excitement has been caused in local marine circles by the theory of collision between the ondor and Matteawan, advanced by Captain Hasdorff, of the Cape Flattery lightship, and every circumstance tending to throw light on the fate of the two vessels is now cited in support of a deduction that appears most tenable, steamers sailed from Ladysmith and Victoria, B. C., respectively on December 2. the 15th and 16th, and on the 17th a heavy and passed through the Straits within a gale, with high seas and a violent snow half hour of one another. The course of storm, made it very uncomfortable on the Matteawan bound for San Francisco the vessel, the decks being flooded most and the Condor for Honolulu would have

tion of the Cape. He has so reported to but as it rose a few hours later the the local office. Still later Captain Has-weather became worse, and on the Elst a dorff, of the lightship, stationed 14 miles south of Cape Flattery, and anchored off Flattery Rocks, noted the steamer southward bound, about two miles off, and evidently in distress. The Condor must have been at that time but a short distance behind.

It is now believed here that the Mat-teawan put back for shelter at Neah Bay and at some point near and undoubtedly southward of Cape Flattery collided with the Condor. The terrible marine tragedy which would follow such a collision is accepted here as the explanation of the awful mystery which shrouds the fate of

### STORMS UNDERMINE LIGHTHOUSE. Grent Sen Wall Made Necessary at Point Wilson.

PORT TOWNSEND, Wash., Jan. 30 -The storms and high surf during the past week nearly undermined the Point Wilon lighthouse. The continued beating of the surf on the splt on which the light-house is located has washed it away so that the lighthouse is now only about 50 feet from the water, when heretofore it stood 200 feet therefrom. A lighthouse engineer who visited the scene a few days ago decided that in order to protect the building a sea wall 1000 feet long would have to be constructed. This work will be commenced as soon as the weather conditions are favorable. The lighthouse was built 22 years ago, and this season's storms are the first to cut away the site.

## FULWOOD IS CHARTERED.

After Long Delay and Heavy Loss, t Lumber Charter Is Accepted. The British ship Fulwood, which has been in the river for nearly two months, has at last accepted a lumber charter, and will leave up from Astoria this morning The rate was not made public, but in view of the weakness in grain freights it is

believed to be quite moderate.

The Fulwood refused 40 shillings for grain loading on arrival in the river, and the failure of her owners to take advan-tage of this rate has caused the loss of many thousands of dollars by the decline in freights.

There are still two disengaged grain ships in the river, the Lord Shaftesbury and the Versailles, both late arrivals.

## Astoria Marine Notes

ASTORIA, Jan. 30.-The British ship Star of Germany, which has been outside for several days, awaiting orders, has been ordered to come inside and proceed to Portland to load wheat for Eu-The master of the British ship Fulw received word this afternoon that his ves sel had been chartered to load lumber at

Captain Vaughan, of the sunken French bark Henriette, received word this after-noon that be had been appointed master of the French bark Duchess Anna now at San Francisco.

## Owners' Trial of the Spokane.

SAN FRANCISCO, Jan. 30.-Over 200 invited guests went on the owners' trial of the Spokane, of the Pacific Coast Steamship Company's line, today. Cap tain Thomas Wallace was in command of the vessel, and upon this occasion a speed of 14.55 knots an hour was made. Sunday morning, in command of Cap-tain Alexander, the Spokane will sail for San Diego, taking the place of the Santa Rosa, and will remain on that route at least a month.

Dismantling the Ernest Reyer.

ABERDEEN, Wash., Jan. 30.-Alderman Sherwood, who bought the wreck of the French bark Ernest Reyer, ashore near Quinault River, for \$1200, is dismantling the vessel. He went to Portland and made claim to chronometers taken away from the bark by the captain and brought them back with him. This property is worth all he paid for the wreck.

Dynamite Steamer's Predicament.

PORTSMOUTH, Va., Jan. 30 .- The Government wire to Cape Hatteras went down in last night's storm, and it is not known whether the Norwegian steamship Dagrs were required to take cargo gery, laden with dynamite, and which was it being stowed away at the rate reported pounding on the coast, has been reported pounding on the coast, has been released. Wreckers from Portsmouth have gone to the ship.

Domestic and Foreign Ports.

ASTORIA, Jan. 30.—Left up at 7 A. M.—British steamer Indravelli. Arrived down at 10 A. M.—German bark Selena. Arrived in at 12:40 P. M.—British ship Lord Shaftesbury, from Honolulu. Arrived at 2 P. M.—Steamer Lakme, from San Francisco. Arrived at 3 P. M. and left up at 5 P. M.—Steamer Geo. W. Eider, from San Francisco. Left up at 4:80 P. M.—British ship Centurion. Condition of the bar at 4 P. M.—Moderate. wind cast. the bar at 4 P. M .- Moderate; wind east

weather hazy.
San Francisco, Jan. 30.—Arrived at 5 A. M.—
Steamer Columbia, from Portland.
New York. Jan. 30.—Arrived—Nord America, from Genoa; Oceanic, from Liverpool. Havre, Jan. 30 .- Arrived-La Savoie, from

Queenstown, Jan. 30.—Arrived—Germanic, from New York for Liverpool. London, Jan. 30.—Arrived Manitou, from New York.

Liverpool, Jan .30.-Arrived-Nordland, from mu, Jan. 30.-Arrived-Steamer City of Puebla, from San Francisco. Salled-Steamer Cottage City, for Skagway; steamship Washte-

Cottage City, for Skagway; steamship Washtenaw, for San Francisco.
Seattle, Jan. 30.—Arrived—Ship Springbank,
from Vancouver. Satled—Ship Donna Francisca. for United Kingdom, with wheat.
San Francisco. Jan. 30.—Sailed—Schooner Palcon, for Coos Bay; schooner Lizzie Vance, for
Gray's Harbor; steamer Arcata, for Coos Bay;
steamer Sequota, for Gray's Harbor; brig W.
G. Irwin, for Roche Harbor. Arrived—Steamer Columbia, from Portland; steamer Victoria,
from Ladysmith; schooner Marcel, from Tacomi; steamer Newburg, from Gray's Harbor;
ship Benjamin Packard, from Ladysmith; ship
Invincible, from Port Blakeley.

sengers on the ferry-boat of whom about 160 were women. The Central found it very heavy going in the storm and was feeling her way slowly out into midstream.

About a quarter of a mile from her slip at Communipaw one of the heavy tugs of the Baltimore & Ohio Railroad, having in Portland, Or.

TOP OF PEAK BREAKS OFF

EARTHQUAKE AND SLIDE IN THE OLYMPIC RANGE.

News Is Carried to the Const by Indians, Whose Hunting Ground Is Spoiled.

PORT TOWNSEND, Wash, Jan. 30 .-According to a report reaching here today, an earthquake and silde occurred in the Olympic Mountains, in the Western portion of Jefferson County, just prior to the big storm of last week. The news was brought here by a passenger arriv-ing from down the Straits of Fuca, who stated that Indians report that a number of earthquake shocks were felt, which was editor and proprietor of the Milton were followed by a crashing noise. The Eagle for years up to four months ago, next day the Indian hunters came to the when he sold out to his brothers-in-law.

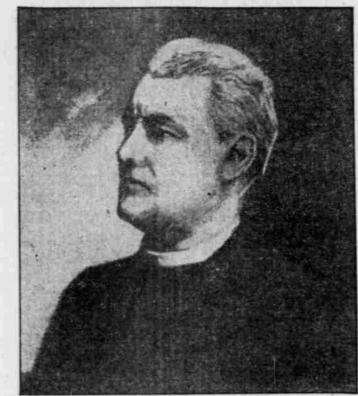
and a prominent Republican of Montana, is seriously ill at the Lane Hospital in this city, suffering from a complication of diseases of the liver and stomach, His home is at Great Falis, Mont., and sev-eral weeks ago his son brought him here for medical treatment.

Prominent Klondike Millman. PORT TOWNSEND, Wash., Jan. 30.relegram was received here today, direct from Dawson, announcing the death of Grant Perkins, a prominent millman of the Klondike, of abcess of the brain. De-ceased was formerly manager of the Mer-chants Bank, in this city, and was Cusoms Auditor for the Puget Sound collection district. He left a wife and one

Frank G. Hull Missing. MILTON, Or., Jan. 30,-The whereabouts of Frank G. Hull is a matter of solicitude to his wife and four, children. Mr. Hull was editor and proprietor of the Milton

NEW EPISCOPAL BISHOP OF OLYMPIA.

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RIGHT REV. FREDERICK W. KEATOR.

TACOMA, Jan. 29.-Right Rev. Prederick W. Kentor, who has arrived to take up his duties as bishop of the Olympia jurisdiction of the Episcopal Church, was elected at the last triennial conference of the church, to succeed the late Bishop

The confirmation ceremonies were held Wednesday, January 8, in St. John's Church, Dubuque, Ia., where he has been presiding as rector until leaving to enter upon his new duties as bishop of the jurisdiction of Western Washington.

Bishop Keator is recognized as one of the strongest men in the church of his faith. He was educated for the profession of law, and for a number of years was an active practitioner. His higher education was acquired at Yale and the New Haven Law School. He engaged in professional practice in Chicago, where he became prominently identified with church work and was qualified as a lay preacher. He was finally persuaded to dedicate himself to the ministry, and after securing his degree in the Western Theology Seminary was regularly dained. After serving the rectorate of Grace Church, Freeport, Ill., for four years he was called to the leading parish of St. John's, Dubuque, where he was adced to the rural deanship of Northwestern Iowa, and later was chosen delegate to the general convention, where he was so signally honored

coast and reported that one of the peaks | Harry and Carl Brown. He was one of in the Olympic Range had broken off and slid into a small valley, almost filling it with dirt and snow. The little valley was uninhabited and was a favorite hunt-

Told to Keep Off Reservation. As a result of a misunderstanding beween the Postal Telegraph Company's ineman and the United States Indian agent, when the lineman appeared on the by the storm of last week, ordered him off. The company will submit the mat-ter to Washington.

Victims of the Storm. Tales of death and misfortune caused by last week's storm are beginning to come in. The latest victims of the storm are William Munn and Arvid Pearson, two prominent young men of this city. On the norning of the storm they left this city in a small boat for Protection Island, on a hunting expedition. Nothing has been heard of them since. Shortly after their

departure the storm came up, and it is believed the boat was swamped and its occupants drowned. "MR. BOX" SOLDIER SUCCEEDS. Friends Assist Him, and He Goes Home as Passenger Not as Freight. SAN FRANCISCO, Jan. 30.-Harry M. Prouse, the young soldier who tried to

the best-known Democratic politicians in the county, and started the Lawton Standard two years ago. He disposed of the paper and then went to Milton and completed the sale of the Eagle, after which he left this county, presumably bound for Port Angeles, Clallam County, Wash. He never arrived there, and had disappeared as completely as though swallowed by the sea. Owing to his high ison, the Postal Company has not had through wires for a week. The Indian lived and his popularity with all his acquaintances, his sudden disappearance has created no end of talk, particularly

> Will Be Hanged Today. SOUTH BEND, Wash., Jan. 30.-Lum You, the Chinese murderer of Oscar Bloom, will be hanged here tomorrow forenoon. The murderer had great hopes that Governor McBride would commute his sentence, but the Executive today wired that he would extend no elemency

First Snow at Roseburg. ROSEBURG, Jan. 30.—After a week of frosty weather one inch of snow feil here last night—the first of the season. It rapidly disappeared under a rising tem-perature today. The heavy snowfall in

Ten Inches of Snow at Walla Walla. WALLA WALLA, Wash., Jan. 30 .-About 10 inches of light snow, which made

placer miners.

NORFOLK, VA.

Several Buildings in the Business District Are Burning-No Loss of Life.

lames across the street.

In less than half an hour the building of the Atlantic & Virginia Clothing Com-pany was in flames. The four-story building on the corner of Plume and Granby streets, occupied by the Johnston China Company and apartments, to-gether with four three-story brick build-ings adjoining it, were burning at 2:30, and it looked as if the entire eastern down-town section of the city were threatened. A half million dollars may threatened. not cover the loss,

2:30 A. M.-All the north wing of the Atlantic Hotel is in flames. Wind is blowing and Johnston's China store and the flats above are completely gutted.

3 A. M.—The large department store of Watt, Rettew & Clay, is burning flercely. The Academy of Muste is in this block and will probably go next. The walls of the Atlantic Hotel, on the branch extremt side, have fallen, and ing the flames which broke out there

er of the Columbia building.

The fire was the largest in this city for 30 years. Its rapid spread was due to lack of water. The Western Union Telegraph Company's building, at one time

A Bad Chicago Fire.

in great danger, is safe.

CHICAGO, Jan. 30 .- Fire that broke out this morning destroyed the five-story brick building at 190-192 Illinois street, with its contents, causing a loss of about \$150,000. The first and second floors were occupied by the Dauchy Iron Works and the upper floors by the L. B. Smith Shoe Dressing Company. Heavy machinery in the upper part of the building caused the floors to collapse, and the entire contents of the structure crashed through into the

## MORE PAY FOR TRAINMEN

for Two Years.

Palace Car Company Organized. the mountains will greatly benefit the Company.

It is stated that the company has

### Spring. Equipment for the new service will cost the system nearly \$1,000,000, and WHISKY BARRELS EXPLODE

HALF A MILLION DOLLAR FIRE AT

NORFOLK, Va., Jan. 31.-At 2 o'clock this (Friday) morning, fire was discovered on the first floor of the Columbia building on Granby street, occupied by Brown's saloon, Nedder's restaurant and on the upper floors by about 150 offices. In 15 minutes the flames were bursting through the roof and the rear wall had failen. Explosions of whisky barrels in Brown's saloon blew out the front of the first and second floors and drove the Hill system at present

Branby-street side, have fallen and No loss of life has so far been reported.
4:30 A. M.-Watt, Rettew & Clay's department store will probably be saved, as the firemen have succeeded in extinguishthus far the fire has not crossed to the west side of Main street nor spread southward on Main street. While the fire is not yet under control, it is not thought the flames will spread much further. The Atlantic Hotel is in ruins, 4:50 A. M .- The fire at this hour is un-

der control and nothing else will go. The loss probably will run over \$500,000. The burned district is spread over a city block and at least 150 business firms and liv-ing apartments were consumed. Colonel J. Hull Davidson, who conducted the American Cafe at the Paris Exposition, is the lessee of the Atlantic Hotel. He cannot now estimate his loss nor car D. Lowenburg, president of the Norfolk & Atlantic Terminal Company, the own-Several thrilling rescues were made by the police, firemen and citizens. In one building, five women were carried down

by the fire-escape uninjured. The tele-

Also Shorter Hours on Union Pacific

OMAHA, Jan. 30.-The adjustment comnittees of the conductors and trainmen of the Union Pacific Railway have signed a two years' agreement with General Manager Dickinson, of that road, whereby they receive a substantial increase in pay and shorter hours in many cases. Trainmen will be paid full time for "deadheading" to their work, and full time while waiting at terminal stations for their trains when they are delayed beyond schedule time. Hereafter passenger trains will all carry two brakemen. All passenger conductors receiving less than \$125 per month are given an increase in salary of \$5 to \$10, and many other concessions are made to the men. The agreement covers the entire Union Pacific system.

NEW YORK, Jan. 30.-Organization of the recently incorporated American Palace Car Company has been completed by the election of the following officers: J. H. Hoadley, president; W. J. Arkell, vice-president, and William J. Hoagland, secretary and treasurer. James M. Brady has resigned as director of the Pressed Steel Car Company and has been elected a director of the American Palace Car

go to Chicago in a box, has gone East on ' .45 of an inch of water, fell between placed orders for 100 of its palace sleep-

## ATHLETIC LEADERS AT WASHINGTON AGRICULTURAL COLLEGE.



Football Captain for 1092.

sums thus advanced.

Thirteen-Mill School Tax Voted.

tax of 13 mills for 1902 has been voted by

will be 50 mills, the same as last year.

Iliness of a Wealthy Montanian.

SAN FRANCISCO, Jan. 30.-Captain

Thomas Couch, a wealthy mining man area, insuring protection to the crops.

GRANT'S PASS, Or., Jan. 30,-A school



ARTHUR E. WILLIAMS. Football Manager for 1902.



A. L. HOOPER. Baseball Manager for 1902.

PULLMAN, Wash., Jan. 39.-John Hugh Jones has been elected captain of the Washington Agricultural College football team for next season. Jones played at halfback on the 1897 team, and at center rush during the seasons of 1990 and 1901. He was Second Sergeant of Company L. Pirst Washington United States Volunteers, and served in the Philippines during the year 1898-99. He is known as a steady player, and a good field captain. He is a member of the junior class Arthur E. Williams, '03, who will manage the college football team, is noted for his executive ability and good judgment,

and will no doubt make an excellent manager, A. L. Hooper, '03, who has been chosen to manage the college baseball team this season, is one of the old-time athletes of the college, and was captain of the victorious football team of last season. The baseball prospects of the college are excep-

cusnomed seats. Chief of Police Walt-mann and Captain Seymour made up be-tween them an amount sufficient to pay for his transportation. Superior Judge Hunt, who was impressed by the young man's determination to get home, conbeen about 20 degrees all day. At 9 o'clock tonight it is 5 above zero. The Booth-Kelly Company Buys It. tributed \$5 towards his expenses while en HARRISBURG, Or., Jan. 30.-The Booth-Prouse says he will return the

cushisped seats. Chief of Police Walt- midnight and 3 P. M. The mercury has ing-cars, to be operated principally on Eu-

Kelly Lumber Company today purchased the sawmill of the Harrisburg Lumber Company, and about 3000 acres of timber land on Falls Creek owned by the same company. The transaction represents \$50,-Snow Protects the Crops.

Surveying Down the Columbia. supplies have arrived here from Tacoma. in transit to a party of engineers running a raisroad line near Cathlamet, Wash. They were shipped by the construction department of the Northern Pacific Rail-road, with all charges prepaid. Some of

At 5 ropean roads,

these engineers have been making extensive soundings of the Columbia River near Fast Time on Canadian Pacific. PENDLETON, Or., Jan. 30.-Three inches of snow fell last night over a large ST, PAUL, Jan. 20 .- Across the continent in three days is the time the Cana-

real and Vancouver. The average running time will be 40.3 miles an hour. The train will make no local stops whatever, Getting Away From the Merger. OMAHA, Jan. 39.-January 1 a general order was issued by the Burlington Railroad that all of the rolling-stock of the Great Northern road was to be treated as Burlington cars and so reported. Two weeks later the order was modified to include only box cars, and today a third circular was issued doing away entirely with the original order. All Great North-

ern cars will now be treated as foreign

ters to mean that there is no prospect of

cars. This is taken at the local headquar

will cost the system nearly \$1,000,000, and will be supplied by builders in the United States. This service will be in addition to that formerly operated, and the new train

will be tri-weekly. The Canadlan Pacific

will cut 24 hours from the running time, making a 72-hour schedule between Mont-

other departments being merged into the Extension of the "Katy." DENNISON, Tex., Jan. 30.-Engineers have arrived at Muskogee, I. T., to survey the Missouri, Kansas & Texas extension from Weybark up the Kansas Valley to Guthrie, and will begin work at once. The new line will tap the richest country In the Arkansas River bottom. Along this valley route are some of the finest agri-cultural lands in the world, and they are never affected by drouth. The line will reach some of the best towns in the Creek

Nation, and will pass through the gas bel in the western part of that nution.

Argument in Discrimination Case. WASHINGTON, Jan. 30.—The Interstate Commerce Commission today heard argunents of counsel in the case of the Business Men's League of St. Louis against a umber of transcontinental railroads, incolving the question of the difference in rates for carload lots and less than carload lots shipped from Chicago, St. Louis and the Middle West points to the Pacific Const. The hearing was not concluded.

New Rock Island Directors. NEW YORK, Jan. 30 .- At a meeting of the directors of the Chicago, Rock Island & Pacific Railroad Company, held here today, George M. McMurtry, W. L. Heine and F. S. Wheeler were elected to the board in place of H. R. Bishop, Tracy

Bows and F. H. Griggs, who retired,

ENTERTAINED BY TEMPLARS Last Day of Admiral Schley's Visit to Louisville.

LOUISVILLE, Jan. 30 .- Admiral Schley, as the guest of the Louisville Knights Templar, had little opportunity to rest today. From 10 o'clock in the morning, when he visited the Girls' High School until he left the Tempiar ball at the Gait House at midnight, every moment of his time was occupied. The greater por-tion of the day was spent among chidren, and the Admiral shook hands with about 1000 boys and girls, who expressed their pleasure by cheering their visitor, and presenting him with flowers.

This afternoon the most enthusiastic iemonstration of Admiral Schley's visit took place while he was leaving the Pendennis Club in a carriage, which was to take him to the Masonic Widows' and Orphans' Home. As he stepped into the carriage it was surrounded by hundreds of men, women and children, who had been gathering in the street for half an hour, and who pressed around him, eager to shake his hand. The forward movement of the Admiral's carriage and a plateon of mounted police, who acted as a guard of honor, gradually got the Admiral clear of the crowd.

The day's programme for the entertain ment of the Admiral consisted of a visit to the Girls' High School, followed by a breakfast at the home of Mr. and Mrs. Henry T. Jefferson, a trip to the tobacco breaks, a luncheon at the Pendennis Club, and in the afternoon a visit to the Masonic Home and the Industrial School of

Reform. The chief event, however, was the Templars' reception and ball at the Galt House tonight. Several hundred uniformed Knights and their ladies were present, and the ballroom of the hotel was elaborately decorated with electrical designs of flags, anchors and Templars emblems, while potted plants and flowers and festoons of evergreen lent attractiveness to the scene, Admiral and Mrs. Schley, the former in his Templar uniform, with Grand Commander H. T. Jet ferson, of Kentucky, and Mrs. Jefferson surrounded by a committee of 56 Knights, occupied a postion on a dais at one end of the room, in tront of a great Rear-Admiral's flag, surmounted by a great American banner, on which Schley's name was formed by electric lights, while a long line of Knights and their ladies passed by and shook hands with the Ad-Following the reception was the ball, which was opened with a grand march, led by Admiral Schley and Mrs. Jefferson, and Commander Jefferson and

Mrs. Schley, to popular airs.

Admiral and Mrs. Schley will take a much-needed rest, and at 3 o'clock P. M. will leave for Nashville in the private car of President Smith, of the Louisvill & Nashville Railrong.

## HENRY'S WESTERN TOUR.

Itinerary Completed by the Committee on Arrangements.

WASHINGTON, Jan. 30 .- The commi e on arrangements for the reception of Prince Henry held another meeting, and completed the itinerary of the Western trip which will be taken by the Prince. The desire to meet the wishes of Prince Henry to see as much of the United States as possible in the time alloted to his visit has resulted in a programme which allots a very short period of time to many of the localities that hoped to have the Prince with them at least one or two In Cincinnati his stay will be less than half a day, and in other cases it has been necessary to cut out important cities or break up the long projected night runs. Atlanta has been omitted from the programme, and Chattanooga probably will be the extreme Southern point.

Prince Henry Reading Up. BERLIN, Jan. 30. - Prince Henry of Prussia is maintaining unusual privacy at the Schloss, and spending much of his time reading about the United States. Prince Henry is using every opportunity to meet well-informed Americans and to talk with them concerning the United

Invited to Cornell. ITHACA, N. Y., Jan. 30. - President Schurmann has cabled Ambassador An-

drew D. White to extend to Prince Henry an invitation to visit Cornell University

when the Prince arrives in the United

FREIGHT TRAINS COLLIDE.

Orders. GRAND JUNCTION, Colo., Jan. 30 .-Three men were killed in a head-on col-lision between two freight trains on the Rio Grande Western, near Cisco, Utah, 56 miles west of Grand Junction, this morn-

Train Dispatcher Gave the Wrong

ng. The dead: ORA WEBSTER, conductor. WILLIAM TUSKEY, engineer. DANIEL BUCKLEY, brakeman.

The trains in collision were the first section of the west-bound freight, No. 17. leaving here at 2:50 A. M., and the eastbound freight from Sale Lake, No. 145. The accident is believed to have been caused by the train dispatcher giving the wrong orders to the east-bound train. Both trains were running at a high rate of speed, and the impact of the engines dian Pacific expects to make early in the was terrific. The engines literally plowed

# Catarrh of the Stomach

Pleasant, Simple, but Safe and Effectual Cure for It.

Catarrh of the stomach has long been considered the next thing to incurable. The usual symptoms are a full or bloating sensation after eating, accompanied



ometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs, and difficult breathing, headaches, fickle appetite, neryousness and a general played-out, languid feeling.

There is often a foul taste in the mouth, coated tongue and if the interior of the stomach could be seen it would show a slimy, inflamed condition.

The cure for this common and obst?nate trouble is found in a treatment which causes the food to be readily, thor-

oughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. prompt and healthy digestion is the one necessary thing to do, and when the normal digestion is secured the catarrhal condition will have disappeared.

According to Dr. Harianson the safest and best treatment is to use after each

meal a tablet, composed of Diastase, Aseptic Pepsin, a little Nux, Golden Seal and fruit acids. These tablets can now be found at all drug stores under the name of Stuart's Dyspepsia Tablets, and not being a patent medicine can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals. Mr. N. J. Booher, Chicago, Ill., writes: "Catarrh is a local condition resulting from a neglected cold in the hend, whereby the lining membrane of the nose be-comes inflamed and the poisonous dis-charge therefrom passing backward into the throat, reaches the stomach, thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of the stomach without cure, but today I am the happiest of men after using only one box of Stu-art's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found flesh, appetite and

sound rest from their use."
Stuart's Dyspepsia Tablets is the safest preparation, as well as the simplest and most convenient remedy for any form of indigestion, catarrh of the stomach, bilsour stomach, heartburn and

into one another, and were reduced to a

heap of broken fron and twisted rods. Half a dozen cars or more of either train

were demolished and their contents scattered along the right of way."

THE DEATH ROLL.

Byron Terrill, Stage Driver. WICHITA, Kan., Jan. 30.-Byron Terrill, the last of the famous stage drivers of Kansas, died at Geuda Springs today. He drove stages before there was a mile of railroad in the state. He drove Hor-John Brown, nearly all of the Territorial Governors, and Henry M. Stanley, the African explorer. He was well known in Arizona, where he accumulated a fortune, At a stage tournament in Denver he won a prize over all the crack drivers of the West by cutting the figure 8 in the small-

ST. LOUIS Jan. 29 .- Hon. Charles E. Pearce, who represented a St. Louis dis-trict in the Fifty-fifth and Fifty-sixth Congresses, died today from pulmonary

Dr. Charles H. Burnett. PHILADELPHIA, Jan. 30.-Dr. Charles H. Burnett, the eminent aurist, is dead at his home, at Bryn Mawr, near this city. He was 61 years of age.

Dr. A. B. Miller. PITTSBURG, Jan. 20.—Rev. Dr. K. B. Miller, for 11 years president of Waynesburg (Pa.) College, died today of paraly-

Ex-Congressman Charles Sprague, PROVIDENCE, R. I., Jan. 30.—Ex-Con-gressman Charles Sprague, of Massachusotts, died at a sanitarium here today.

Misbranding of Food. WASHINGTON, Jan. 30.—Representative Serman, of New York, has made a favorable report from the House committee on commerce of the bill to prevent misbrand. ing food and dairy products by providing heavy penalties. The report says cheese and maple syrup are articles much sub-



A DAMAGED PROSTATE

There is no such condition as "weakness" in a man otherwise strong and robust, and if the following facts are understood he may realize the unelessness of treating it as such.

Anatomy and physiology leach us that the Prostate Gland, so-called neck of the bladder, is the very center of the reproductive system in the male. Inflammation of any organ invariably causes disordered function of that organ and symptoms peculiar to the organ inflamed arise. It should be apparent that the Prostate, when damaged by iong-continued and too-often-repeated excitement, that disordered function must result. Congestion of the Prostate, by these factors, is so long kept up that it finally becomes localized as a chronic affection, and a catarrhal condition of the ejacuitory and prostatic ducts establishes itself. This is invariably followed, if cure is not effected, by all those symptoms known as "weakness."

The greater number of patients suffering from this "weakness" are healthy, robust men in every other respect, men who possibly have been treated with tonics, electricity, etc., for a weakness which, if the above has been made clear, will be understood never to have existed. Some years ago we called the attention of the medical profession and others to the fact that the above well-defined disorders were not weaknesses, but symptoms, results of inflammation, and that stomach drugging could not cure. But procedures directed toward repairing the damage always proved successful, as indicated immediately by increased circulation and renewed strength. We send free on application a colored chart of the organs, which will be found useful in home diagnosis and interesting to all wishing to study the anatomy of the male.

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