NORTHERN PACIFIC IGNORES SUR-VEY OF COLUMBIA VALLEY.

Proceeds With Original Investigation, Though Much of the Data Has Been Compiled by Others.

The Northern Pacific Railroad does not seem disposed to grant any recognition to the Columbia Valley Railroad Com-pany, which was organized about four years ago to build a road down the north bank of the Columbia from a point op-posite Wallula to Ilwaco. L. Gerlinger is esident of that company. For a year more the company had surveyors in the field locating a line down the river, and it is understood that it has the rec-ord practically complete for railroad con-struction on that route. The Northern Pacific, which is now examining the same route, ignores the work of the other company, which it suspects of some sort of ailiance with the O. R. & N., and proceeds as if it had undisputed possession

When the Washington & Oregon wished to appropriate the old right of way and grade of the defunct Portland & Puget Sound Railroad, between Vancouver and Kalama, it was opposed by the Columbia Valley Railroad. But the Washington & Oregon won its point, got the property and built the railroad. The Northern Pa-cific now has the Washington & Oregon, and it also has the Paul Mohr portage, thus crowding the Columbia Valley out at another strategic point. And Northern Pacific engineers are working between Kalama and the mouth of the river, over the same course that has been surveyed and mapped by the Columbia Valley. The Columbia Valley line extended b tween Kelso, on the Northern Pacific, and

tween Keiso, on the Northern Pacific, and Ilwaco, hugging the river bank nearly all the way, even through the United States reservations at Three Trees Point and at Fort Columbia. The route was thoroughly examined with two objects in view to determine the cost of construction bility of the producing region lying back om the river. It was found that the se along the river would not only get the trade of the considerable towns already there, but it would also command the traffic of the interior, which naturally drained to the river. It was found, too that the cost of building a first-class road on that side of the river would be rather heavy, but the work would be permanent, and maintenance charges would be light.
An attempt was made to get right of

way through the two Government reserv way through the two Government reservations for the Columbia Valley Company, but it was unsuccessful. Whether the Northern Pacific Raliroad opposed the granting of such privilege by the authorities at Washington is not known. But it may be assumed that the same reasons that would stand in the way of granting right of way to the Columbia line would prevent the Northern Pacific from building on that route, and if the railroad must keep outside those reservations, the course will need to be materially changed from that of the sur-vey that has been made by Mr. Gerling-

While the water at Ilwaco does not offer much inducement for establishing a harbor there, it is said there are several points along the lower river where deep-draft ships can be accommodated, and that the Northern Pacific will improve one of them. It has already been settled that a railroad down the north bank of the Columbia is practicable, even if the Northern Pacific does insist on making its own examination of the route anew. The road can be built there, it will tap a considerable volume of local business, and it will enable the Northern Pacific to get

to tidewater without climbing over the top of the Cascade Mountain range. In the allotment of railroad terrifory the country north of the Columbia was given to the Northern Pacific, but it is to be observed that the O. R. & N. still handles a large part of the business of that region, because it naturally drains out to the river, where the O. R. & N. operates steamers that get it, or where ferries connect with the O. R. & N. Rail-By building a railroad down the north bank of the river, the Northern Pa-cific will command the traffic of its own territory for itself.

SOON TRAINS TO GRESHAM.

Track Being Ballasted-15 Miles of Grade Beyond.

Trains will be running to Gresham in bout two weeks. The tracklaying between Lents and Gresham was finished a few days ago and the ballasting is now in progress. Upon completion of this regular trains will be run. It is expected that the first schedule will provide for four round trips a day between Portland and Gresham. The frequency of trains will be governed largely by the demand for service after they are started.

Beyond Gresham the grade is completed for a stretch of five miles, half the dis-tance to the new town of Borings. The heavy work on the line is between Gresham and Borings, the deepest cut being but a short distance south of Gresham. The steam shovel of the contractors, Winters, Parsons & Boomer, taken out there and set to work this week. It is expected that the grade will be made ready for track as far as Borings in about

South of Borings about 19 miles of grade have already been completed, the work being easy through that country. It will not take long to lay the track there when the intervening stretch shall be in condition to transpoort materials over.

The last of the rails were taken from

the Allerton yesterday and delivered at the Oregon Water Power & Railway Com-pany's new wharf above the Madisonstreet bridge. Another vessel with rails for that railroad is in the harbor and a third ship is at sea. Those will complete the rail order for the Clackamas County extension. The Allerton's cargo will lay

nore than 30 miles of track.

Trolley wires will not be put up on the new line until Spring. Trains operated on the extension before that time will be drawn by steam motor. The entire line is expected to be ready for regular running of trains by June I, and President Huri-burt expects to accommodate a large mountain travel next ecason.

RAILROAD GREENHOUSES.

Pennsylvania to Raise Its Own Shrubs and Flowers.

NEW YORK, Dec. 29 .- The Pennsylva nla Raliroad Company has commenced the building at South Elizabeth, N. J., of a large system of hothouses and conservatories for the growth and nursing of shrubbery, trees, plants, flowers and exotics, to be used principally in the gar-dens at stations along the New York and Pittsburg division, as well as orchids and expensive flowers for the officers and for special occasions, says the Press. Some of the hothouses will be constructed especially with a view to accommodate some of the latest flowering plants and trees The hothouses of glass will cover nearly 29 acres owned by the company in South

It is the intention of the company to many miles of tracks between Eliza-and Philadelphia with shade trees and to lay out next Spring and Summer pretty gardens at stations along the line in a more extensive manner than before. Nearly \$1,000,000 will be spent, more than any conservatory in the world has cost.

Official Changes on Two Railroads. TOLEDO, O., Dec. 28.—By an order is-sued today by President T. Ramsey, of the Wabasa and Ann Arbor Railroad Companies, effective January 1, General Manager H. W. Ashley, of Toledo, will become assistant to the president in the operative department of both companies. The office is newly created. E. B. Pryor will be assistant to the president in the executive departments of both companies.

EXAMINES FOR ITSELF This office is also newly created. The offices of general manager and assistant to the vice-president are declared vacant and abolished.

New Board for Pere Marquette. BOSTON, Dec. 29.—At a meeting of Pere Marquette Railroad Company offi-cials, the following were elected to the

Thomas H. West, of St. Louis; F. K. Bixby, of St. Louis; Samuel R. Shipley, of Philadelphia; Newman Erb, of New York; Myron J. Carpenter, of Chicago, A. H. Prince was elected president an H. Carpenter vice-president and gen-

Charles H. Heald, John M. Graham, C. W. Mink and C. T. Crapo. The change results from the recently purchased controlling interest in the company by

Western Maryland's Mortgage. BALTIMORE, Dec. 29.-The Western

Maryiand Railroad Company today filed in the Recorder's office a morigage to the Bowling Green Trust Company of New York to secure an issue of \$10,000,000 of general lien and general mortgage 4 per cent 50-year gold bonds. This mortgage is subject to a prior mortgage securing an issue of \$50,000,000 in gold bonds. Both mortgages are dated October 1, 1902, and the bonds in each case expire October 1, 1953. All the property of the railway pledged in the first mortgage is pledged in

Railroad Brevities Superintendent J. P. O'Brien, of the O. R. & N., who, with his family, is spending the holiday season at his old home in Connecticut, is expected home about

January 10. racoma as district baggage agent of the Northern Pacific and on January 1 will come to Portland as baggage agent at the Union Depot, succeeding B. A. Farrar, who has resigned this position.

Editor LeBarron, of the New York Central's Four Track News, announces that the leading article in the January number of that magazine will be entitled "The Mazamas," and is from the pen of W. G Steel. The frontispiece of the magazine will be a view of Mount Hood rom Government Camp.

Already railroad men are wondering who will take the place of F. A. Bancroft, when he shall resign to become postmaster. There is no official intima-tion of what will be done then, but unoftion of what will be done then, but unor-ficial rumors connect the name of C. K. Fronk, present Southern Pacific agent at Albany, with the Portland position. But Mr. Bancroft has not yet resigned. The bill clerks in the local freight office of the Southern Pacific are sending out to railroad offices all over the coun-try a noved New Year's card. It is an original design covering a whole sheet of tissue paper, and includes the South-ern Pacific trade mark, "Portland, Oregon," in the most prominent place, a rib-bon woven through the figures 1908 with compliments of the season upon it, and the "Lewis and Clark Centennial, 1906., id print. In the corners are pictures of frogs sitting on toad stools and holding umbrellas over them, with the leg-end "still raining." These cards are a unique advertisement of the Lewis and Clark celebration and they will be widely

TO ELECT NEW TRUSTEES Chamber of Commerce Will Hold, Annual Meeting January 14.

The Chamber of Commerce will hold its annual meeting of members Wednesday evening, January 14. New officers will be elected and retiring officers will submit short reports. The trustees will hold a meeting this morning to transact general business and to appoint a committee to arrange for the annual meeting. It will be probably the last meeting of the present board of trustees. The trustees are: S. M. Meare, president: L. A. Lewis, vice-president: Lewis Russell, secretary, and F. M. Warren, C. E. Ladd, W. J. Burns, W. S. Sibson, W. B. Ayer and Adolphe

Ex-Collector of Customs J. W. Ivey, of Alaska, has asked the Portland Cha of Commerce to urge upon the National telegraph cable to Alaska. He writes from Washington as follows:

"In his annual regort for 1902 the Secretary of War made the following suggestion: "I wish to call your especial attention to the importance of a cable between the northwestern coast of the State of Washington and the southern point of our Alaskan Territory, to as to point of our Alaskan Territory, so as to connect the telegraph system of the United States with the telegraph sys-

tem in Alaska,"
"We must have an all-American line instead of depending on the Canadians, as at present. I am satisfied the War De-partment will use its influence to accomplish this result. It is believed here that if the proper effort is made, an ap-propriation can be secured at this session of Congress for the construction of a cable from the northwest coast of the State of Washington to Valdes, via Juneau. I have written the other chan bers of commerce of the Pacific Coast, as well as of Alaska, to move in the mat-

ter at once. therefore ask that your honorable body assist us in immediately memorializing Congress for such appropriation."

TRACING THE SMUGGLERS Evidence Against Lieutenant Decker, Who Refuses to Testify.

SAN JUAN, Porto Rico, Dec. 25.—The hearing of the smuggling cases before United States Commissioner Anderson was resumed today. The session was devoted to the charges against Lieutenant-Commander George W. Mentz, U. S. N., Supervisor of Elections Benjamin Butler and James Brennan, an employe of the Country Club. Several teamsters testified to having removed 15 or 16 boxes from naval station here to the barracks, and others to the home of Robert Giles, a Government road contractor, who is also charged with smuggling. The teamsters testified that they were working under the orders of Lieutenant Stewart McC. Decker, commissary of the Porto Rico Decker, commissary of the Porto Rico Regiment, who was present at the station when the boxes were removed.

Captain Joseph T. Crabbs, of the Quartermaster's Department, his chief cierk and Lieutenant Decker testified that Captain Crabbs had said he was complying with a request from the naval station for conveyances, but that the Captain was not present at the time of the occurrence in question, and had no record of the

in question, and had no record of the in question, and had no record of the orders relating to it.
Lieutenant Decker refused to testify concerning the loading of the wagons at the naval station, and was ordered by the Commissioner to appear before a Judge and show cause why he should not be punished for contempt of court. The hearing then adjourned.

Fire at Braddock, Pa. PITTSBURG, Pa., Dec. 29.-Three buildings were burned to the ground and two hotels and the postoffice were damaged by fire at Braddock, Pa., today. Chief McMichaels, of the Fire Department, and Policeman George Young were badly in-jured by an explosion of gas. Loss, \$55,000.

REDUCED RATES TO THE EAST.

Vin the Rio Grande Route. On January 8 and 9 tickets will be on sale from Portland and common points to Kansas City, Mo., and return for \$20. From Spokane and common points, \$50. For particulars, call on or write to W. C. McBride, general agent, 124 Third street.

Will positively cure sick headache a prevent its return. This is not talk, it truth. Carter's "and Liver Pills. O pill a dose. Try them.

See Barrett's adv. on Page 8.

ENGINEER CHOSEN

SUCCESSOR TO BLACKWELL NOT YET APPOINTED BY PORT.

Willamette Iron Works' Bill for Dredge Engines-Other Matters Considered at Meeting.

The Port of Portland Commission held The Port of Portland Commission held yesterday what the members believe will be the last meeting of the year. A number of routins matters had come up that required consideration before the next regular meeting is held. It was expected that an appointment would be made of an engineer to superintend the construction of the solutional devices at Vancouver in of the sectional drydock at Vancouver in place of Mr. Blackwell, who recently re-signed, but beyond a general discussion of the matter nothing was done. A num-ber of applications have been received since Mr. Blackwell severed his connec-

tion with the board. Another matter taken up was Engineer Lockwood's report on the Willamette Iron & Steel Works' complaint against deductions from their bill for the new dredge engines. In view of certain sub stitutions and changes from the original specifications, the company's bill was cut down materially, which caused the engine-builders to file a protest. Mr. Lockwood stands by his former recommendations in the matter that the deductions be made, and the board instructed the clerk made, and the board instructed the cleri It is hoped by the members that the

uestion has now been closed.

The port is still being offered sites for the drydock. P. J. Mann gave it a 90-day option on his property on the west bank of the river near the lower end of Swan Island, at what is known as the Staver tract. Other locations were also discussed. A subject that is bothering the board is the disposal of the new dredge. The Government was offered the use of the dredge some time ago, and after a lot of correspondence a contract was entered nto and signed between the Commissioners and Captain Langfitt, representing the War Department. However, the engineers have not yet taken the boat, and in the meantime the port must operate it at its

COMPLETES WORLD CIRCUIT. Mexico & Orient Closes Beal With Hamburg Line.

KANSAS CITY, Dec. 29 .- A contract for service with the Hamburg-American Steamship Line was ratified today by the Kansas City, Mexico & Orient Railway, at a meeting of the directors of the latter company held in this city. The Hamburg Line will extend its service and will have a close traffic arrangement with the Orient at Port Stillwell, the terminu the road on the Mexican Coast, and the new line of steamers will, it is announced, be in operation by the time the Orient road is completed to the Pacific Ocean. The directors also elected George Crocker fifth vice-prosident. His election

as a director of the company was anounced some time ago.

President Stillwell was much pleased with the successful efforts of his con to conclude the contract with the Ham-burg-American Line, which he said he considered one of the most important deals for the Orient road since the cor-poration was financed. The Mediterranean Line has been extended to include Cal-cutta and Hong Kong, and it is this line that will by today's deal enter the Pa

cific Ocean and complete a world circuit by a connection at Port Stillwell. The route has not been definitely deter-nined, but it is probable that it will be a direct one from Port Stillwell to Hong Kong by way of Honolulu. A year ago the Santa Fe Railway system began nego tiations looking to the establishment by the Hamburg Line on the Pacific of a line to be operated in connection with that road, but the negotiations were discontin-

RUSHING GRAIN CARGOES. Ships That Must Finish Loading Before the Year Ends.

As the year draws to an end the steve igs at the grain docks, as several of the vessels must be loaded before the New Year. The Aller-ton, which moved down to the Oceanic dock from the Oregon Water Power & Railway Company's wharf, had the last of her steel rails taken out yesterday morning, and before dark the ship-liners had finished their work. This morning grain-loading will commence on her and the sacks will go into her hold in a stendy

stream until she is loaded.

The Dowan Hill, at Columbia dock No. 2; the Aster, at the elevator, and the Werra, at the flouring mills, will com-plete their cargoes this evening.

ABERDEEN'S SHIPPING.

Eighteen Million Feet of Lumber Londed in December.

ABERDEEN, Wash., Dec. 29.-(Special.) Within the past two weeks more vessels have reached this port than ever known before in a much longer period. At one time there were 21 vessels in the harbo being loaded with lumber. It is estimated that the shipments of lumber for December will amount to 18,009,000 feet. On ac count of the record, the Council will pass an ordinance creating the office of Harbormaster.

Repairs to the Umstilla.

Upon her return to Puget Sound the steamship Umatilla will be withdrawn from the San Francisco run for better-ments and repairs aggregating \$75,000, The contract has been awarded to a Seattle firm. It provides for four new boil-ers, a remodeling of her engines and a general overhauling. The vessel will be out of commission possibly three months. Meanwhile her place is to be taken by the Nome steamship Senator, which is operated by the Pagific Coast Steamship Company, as is also the Umatilia, Cap-tain James B. Patterson, the Senator's regular master, will command her on her new run. The vessel is now out of com-mission, being tied up in Eagle Harbor, During the repair work to the Umatilia Captain Cousins, her master, will remain by the ship.

Norma Has Contagion Abourd. ASTORIA, Dec. 29.—(Special.)—The Brit-ish ship Norma, which arrived it yes-terday from Honolulu, shipped several of her crew at that port, and the be paid off here today. When Dr. Earle, the quarantine officer, examined the crew he found that one of the men, Jacob Gastens, was suffering with a contagious

Cherry Pectoral

Don't try cheap cough medicines. Get the best-Ayer's Cherry Pectoral -pay the price. Sixty years of cures. Your doctor uses it for coughs, colds, bronchitis, and all lung troubles. 25c. 60c. 81. disease of the eyes. This man he ordered to remain on the vessel while in port and to be taken out of the country on her. The customs authorities were noti-

her. The customs authorities were n fied, so the vessel will be unable to go clearance outward unless the man is More Pay for River Men. The O. R. & N. Co, has decided to raise the wages of all its deckhands, watchmen and firemen, beginning January 1. The increase in wages will be \$5 per month, and about 125 men will benefit by it. It will include employes on the Snake River boats as well as those running on the Willamette and Columbia.

Marine Notes.

The Foylednie is ready to discharge cargo at Mersey dock. Two gangs are at work discharging salt rom the Herzogin Cecilie at Victoria

The steamer Hassalo left down night on her old run to Astoria. The Po ter goes to the boneyard for the Winter. The John A., with 300,000 fect of lumber shipped by the North Pacific Lumber Company, has cleared for San Francisco The Marie has cleared for Queenstown or Falmouth for orders with 111,025 bushof wheat, worth \$79,928, dispatched by

The Wiscomb Park, now at the coal bunkers, will move up to the Oregon Water Power & Rallway dock tomorrow

Foreign and Domestic Ports. ASTORIA, Dec. 29.—Arrived down at 10:30
A. M.—French bark Lamortclore. Sailed at
10:30 A. M.—Steamer Columbia and schooner
Advent for San Francisco. Left up at 12 M.—
British ship Ventura. Sailed at 12 M.—Schooner
Wempe Bros., for San Francisco. Condition of the bar at 4 P. M., moderate; wind

tion of the bar at 4 P. M., moderate; wind cast.

San Francisco, Dec. 29.—Sailed at 11:30 A.

M.—Steamer Geo. W. Elder, for Portland. Arrived—Steamer Sonoma, from Sydney; steamer Neko, from Hamburg; steamer Wyefield, from Nanaimo; bark Charmer, from Seattle; schoonor Jessie Minor, from Coos Bay; steamer Edith, from Seattle; steamer Arcata, from Coos Bay; barkenfine Gardiner City, from Port Gamble; steamer Umatilla, from Vetoria; steamer Tellus, from Ladysmith. Sailed—Steamer Zealandia, for Honolulu; steamer John S. Kimball, for Seattle; steamer Titania, for Nanaimo.

Havre, Dec. 29.—Arrived—Mones, from Tacoma, San Francisco, etc., for Hamburg.
Queenstown, Dec. 29.—Arrived—Ivernia, from Boston, for Liverpool, and proceeded.

Liverpool, Elec. 28.—Sailed—Cestrian, for Boeton. Arrived 27th—Bovic, from New York;
28th, Lancastrian, from New York.

28th, Lancastrian, from New York. Antwerp, Dec. 29.—Sailed-Finland, for New Bremen, Dec. 29.-Salled-Maine, for New Antwerp, Dec. 20 .- Arrived-Vaderland, from St. Johns, N. P., Dec. 20.—Arrived-Cartha coninn, from Liverpool, for Halifax and Phil

Dec. 29.-Satled Dec. 28-Seattle, Dec. 29.—Sailed Dec. 28.—Steamer Charles Nelson, for San Francisco. Arrived—Steamer City of Puebla from Anacortes.

Tacoma, Dec. 29.—Arrived—Barkentine Thomas P. Emigh, from San Francisco; schooner King Cyrue, from Houolulu; steamer San Mateo, from San Francisco. Sailed—French ship Bayonne, for Queenstown, Falmouth or Plymouth. London, Dec. 29 .- Arrived-Minnetonka, from

New York, Dec. 29,-Arrived-Saxonia, from Liverpoof; Zeeland, from Antwerp.
Hoquiam, Dec. 29.—Arrived—27th, schooner
J. M. Weatherwax, from San Pedro for Hoquiam; 28th, schooner Wawons, from San Pedro for Aberdeen. Salled—27th, schooner Henry Wilson, from Aberdeen for San Francisco; anta Monica, from Aberdeen for San Fran-isco; 28th, steamer Grace Dollar, from Ho-ulam for San Francisco.

MUST NOT DISCUSS TESTS Wiley Shuts Out Humorists From His Chemically-Fed Boarders.

WASHINGTON, Dec. 29 .- Hereafter the chemically-fed boarders, on whom Dr. Wiley, of the Agricultural Department, is trying the boracic acid tests, will not be allowed to talk about the progress of the experiments. Secretary Wlison tothe experiments. Secretary Wilson to-day gave orders to admit no newspaper to the place where the men are fed, and for the boarders to refrain carefully from giving out any in-

public will not take the experiments serlously, owing to the fact that sor are treating them lightly and in a humorous way. One of the officials said today if the boarders violate the orders issued they will be dismissed from the public service.

First Baptist Church Revivals. Dr. Shepardson, the wheel-chair preach-

er, has proved a most acceptable leader at the First Baptist Church revivals. His sermons on Sunday were very strong and the audience very large in the evening Yesterday afternoon more then 100 were present at the Bible readings.' A large audience was present last night. Mrs. Shepardson presided at the piano, and a chorus of boys and girls has been organized, which adds much to the interest. The second study in Hebrews will be given at 3 P. M. in the main audience room. There will be preaching at 7:45 with good music.

Mrs. Langtry in a New Role, NEW YORK, Dec. 23.—At the Garrick Theater tonight Mrs. Langtry presented "The Crossways." written by herself and J. Hartley Manners, this being the first American performance of the play. As the suspected, insulted woman, Mrs. Langtry had an opportunity to display her ability to all the suspected. ability to win the sympathies of an audience and at the close of each act she re-ceived warm applause.

POLICE GUARD THEM CAREFULLY FROM THE CURIOUS.

Eva, the Youngest of the Party, Wishes to Share Her Mother's Prison, but Is Dissuaded.

PARIS, Dec. 28.-The members of the Humbert family, who were recently ar-rested in Madrid in connection with the great safe frauds in this city, arrived at Orieans railroad station here at o'clock this morning. There was emonstration. The prisoners were con ducted to the Conclergerie Prison. The arrival of the fugitives was devoid

of sensational incidents, as the French police had chosen an hour for their re-turn here when Paris was only half awake. The crowd at the rallroad station was comparatively small, but a large force of police and soldiers, mounted and on foot, was drawn up in front of the sta-tion and guarded all the street approaches in order to prevent the possibility of a popular demonstration. A number of chisf functionaries of the prefecture were on hand to personally superintend the prisoners' arrival.

party were kept separate during the trip from Madrid to Paris, and they were brought from the train in two separate parties. The women came first, lean-ing on the arms of officers. Mme. Humbert was dressed in black, and was veiled, but was readily recognized by her stout figure. Her young daughter, Eva, was the most pathetic-looking of

Mme. Humbert was followed by her sis-ter, Marie, who did not show the bravado exhibited in Madrid, but was pale she exhibited in Madrid, but was pale and appeared disconsolate. Frederick Humbert. Mms. Humbert's husband, looked completely broken down. Romain d'Aurignac and his wife. Emile, main-tained the calm, defiant attitude they had shown throughout. . M. d'Aurigane still wore a Spanish beard which had served

The party passed through double lines of police to the carriages in waiting. Detachments of mounted police officers rounded the vehicles, which were di at a rattling pace through the gathering crowds to the Conciergerie, where minute preparations had been made to receive be prisoners.

return of the Humberts to Paris is the absorbing topic for conversation throughout the city, indeed throughout France, as no event since the turn of Dreyfus has aroused such tense interest. All classes of society are equally interested, and the Humberts operations were so colossal and so interwoven with some of the foremost per sonages in France, that their return was viewed with apprehension. Crowds from all parts of the city were ready to assemble at the station and give the pris-oners a disorderly reception, but the secrecy of the police baffled the plans of the mobs and permitted the Humberts to be landed sliently and swiftly inside the gray walls of the priso

the government in ever attempting to bring back the fugitives, owing to the political and social shock which was sure to follow, but the arrival of the prisoners is now generally accepted as showing the purpose of the authorities to spare no means for the prosecution and punish-ment of the accused. The plans for the prosecution of the Humberts have not yet

been announced. ing to the belief of the authorities that Eva Humbert was the innocent vic tim of her mother's operations, they pro-posed to entrust her to the custody of her grandmother, Mme. Gustave Humbert, widow of the former Minister of Justice in the De Freycinet Cabinet, bu Mile. Eva positively declined the proposal, declaring her purpose to remain with her mother in prison. The attitude of the girl excites universal sympathy. Later in the day Eva Humbert was given in charge of her grandmother, who prevailed upon the child to accompany The reason for this is a fear that the sublic will not take the experiments sersublic will not take the experiments will not her home. The Judges, during the not enter upon the merits of the case, as Mme. Humbert and the other chief figures

were too overcome with the excitement and fatigue tions against the possibilities of suicide. Everything which could be used in self-destruction was taken from the prisoners.

BUSINESS IN GREAT BRITAIN. Railroads and Manufacturers Com-

ing Up to Date at Last. NEW YORK, Dec. 29.-The year which is rapidly drawing to a close has been on the whole a good one for British trade, says the Tribune's London correspondent ough the boom which was predicted as the result of peace in South Africa has not yet put in an appearance, still John Bull, shipowner, shipbuilder, manufacturer, merchant, engineer, colliery owner, banker and financier, can afford to look back upon 1902 with a certain sense of sat-

John has at last "woke up" to the necessity of keeping himself abreast of the times in regard to methods. Amalgamation and reconstruction have been the order of the day and even the rallway companies have begun to take in hand the rorganization of their mineral and goods and the street is down and paved again, traffic. Revenue is coming in well in ex-

cess of estimates and shows a fair proportionate increase over last year, after mak-ing allowances for additional taxation.

On the other hand, though more than six months have elapsed since the termi-nation of the Boer War, the national ex-penditure has not yet begun to show the reduction which taxation and the termireduction which taxpayers would like to see, and it is probable, in consequence of increased demands for various purposes in South africa, for reorganization of the army and navy and for larger grants on account of education, this side of the national accounts will not show a very considerable reduction for some time to

The question of the appointment of a British Mir ister of Commerce is the chief topic of discussion in trade circles, just now. Commercial men regard the Board of Trade as a fossilized department, and it certainly at present is of little use to traders. Sir. Albert Rollit will present the views of various British Chambers of Commerce in this matter when Parliamen reassembles in February. What they ask for is a Minister of Commerce, who himself has been a commercial man.

Stolen Letter of Credit. LONDON, Dec. 23 .- Two Russians, Pinkevitz and Green, claiming to be nat-uralized Americans, have been arrested in London, charged with being in illegal possession of a letter of credit for \$25,000, lost on the Continent by M. Greenbaum. Some of M. Greenbaum's cards were also found on the men arrested. They bear the address, "Hurst Club, San Fran-cisco." About \$17.835 of the sum represented by the letter of credit remained undrawn. Greenbaum lost his pocket-book at Baden Baden, June 24. It con-

tained 1375 besides the letter of credit.

Pays Ransom With His Life. ST. PETERSBURG, Dec. 29.-A dispatch rom Mescow announces that an Armenian named Jambore was murdered while entering the church. He was captured by brigands in the Caucasus several months ago and obtained his release by promising to pay them a ransom. This he falled to do and his capters killed him in revenge.

BILL FOR A FIREBOAT.

Drafted by J. C. Flanders, and Approved by Chamber of Commerce.

A Legislative bill has been drawn up to authorize Portland to get a fireboat. It was drafted by J. C. Flanders, and has been approved by the fireboat committee of the Chamber of Commerce and by the Taxpayers' League. It authorizes the City Council to levy a special tax of not more than 1½ mills for the fiscal year ending December 21, 1203.

"This bill will empower the city to raise as much as \$65,000." said Mr. Flanders yesterday, "by special tax, and more money can be obtained by appropriations from the general funds of the city, if more is needed. The measure provides that all the money shall be raised in one year, so that no indebtedness will be incurred by the city in securing a fireboat." Some time ago a committee of the Chamber of Commerce estimated the probable cost of a fireboat at between \$5,-000 and \$75,000. It decided that a service-able wooden boat could be built and equipped for \$50,000. This committee was sed of E. M. Brannick, J. C. Flanders, F. H. Ransom, A. F. Biles and Jo-han Poulsen. The committee started out to secure donations to a fund of \$50,600 on the understanding that the money would be paid back when the Legislature should authorize a tax for a fireboat. This project was given up because of the nearnean

of the Legislative senion.

The bill concludes with an emergency clause, saying that an argent necessity now exists for a fireboat and author-izing the immediate purchase or construction of a boat. The bill follows:

Section 1. The Council of the City of Portand is hereby authorized and empowered, in its discretion to assess, levy and collect a special tax not exceeding 1½ mills of each dollar of valuation upon all property, real and personal, within the City of Portland, and not exempt from taxation. Such special tax shall only be levied for the fiscal year of said city ending with December 31, 1903, and the pro-

of the City of Portland.

Sec. 2. Section 114 of the charter of said City of Portland shall apply as to the time and manner of the levy of such special tax. Sec. 3. Insumuch as the City of Portland has no authority to levy a tax for a fireboat, and an urgent necessity now exists for a fireboat in all city, and insumuch as the purchase or construction of a fireboat for said city is necescary for the immediate preservation of the pub-lic safety of the City of Portland, this act shall take effect and be and remain in full forc eand effect after its approval by the Gov-

The new charter does not give the city power to raise money for a fireboat by a special tax. At one time the instrument did authorize the city to do this, but in the revision of the charter by its framers this authority was taken away.

Work on Morrison-Street Sewer. Work was begun yesterday on the sewer to be laid in Morrison street from the river to Fifth street. A trench was dug half way across Front street. With the traffic from the bridge and that throng-ing Front street, a crowd and a jam which made things very interesting for teamsters surged about the intersection of Front and Morrison all day. The laborers and the public will be very giad when the sewer is laid across Front strest and the street is down and paved again.

sewer might have been put in during the Summer, but he was told that it was not needed then, as the little old sewer was sufficient, but when the gutters are flooded with heavy rains it was overtaxed and basements, rendering it imperatively necessary for a larger sewer to be laid at once. If people will be patient, the job will be completed some time.

PERSONAL MENTION.

W. D. Hoflus, of Seattle, a prominent dealer in iron and steel, is at the Port-

A. Gelser is registered at the Portland. Mr. Gelser is a prominen man and banker of Baker City.

Louis Glass, general manager of the Pacific States Telephone Company, ar-rived from San Francisco yesterday. County School Superintendent R. F. Robinson, who is now in Southern Oregon, is expected to return home Wednes-

Oscar Mayer, a resident of Portland, who has acquired some extensive inter-ests in Alaska, arrived from Juneau yes-terday.

Colonel L. N. Peyton, a millionaire mining man of Spokane, is a guest of the Portland. He is accompanied by F. D. John Woods, of the Macadam road, who

was injured December II in a collision between his team and a train near the plant of the Northwestern Meat Company, was able to be moved yesterday from the North Pacific Sanitarium to his home, and is progressing as satisfactorily as can be expected. S. M. Mears, president of the Chamber

of Commerce of this city, returned last week from the East. His train was delayed 24 hours in Wyoming by snow, Mr. Mears is strongly in favor of the pro-posed reduction of the tariff on goods imported from the Philippines. He said vesterday that he did not see why the United States should give tariff concessions to Cube and fail to do the same

Attorney Earl Sanders, a second Oregon boy, formerly of The Dalies, but now located in Coeur d'Alene, Idaho, is in Portland. Mr. Sanders campaigned for Democracy in the recent Idaho election and is regarded as one of the coming young men, politically, in his adopted state. Idaho has a bright future, rays. Mr. Sanders, and as he puts it the present day version of Horace Greeley's famous remark should be: "Go West, young man, settle in Idaho and grow up

country. Thomas G. Farrell has returned from a three weeks' trip to Southern California. He was very favorably impressed by what he saw of that state. He says that the streets in California towns ar better order than they are in Portland, as when a hole is worn in the surface it is repaired at once, and not left to grow larger, as is the case here. He also thinks the larger blocks and broader streets of these cities are much better than the small blocks and narrow streets in Portland. He enjoyed the bright, sun-shiny weather which prevailed most of the time he was in California, but did not find it so warm as he expected. He ran into a cold rain storm at Los Angeles, and was told the weather was the worst they had had there, so things are about the same there as in Fortland this Win-

Moritz Thomsen, a wealthy flouring-mill-owner of Scattle, is registered at the Portland. Mr. Thomsen thinks that there is nothing in the report recently published that the Frye-Bruhn Meat Company, of Seattle, will shortly remove tts big slaughter-house to this city. "Mr. Frye owns too many interests in Seattle," said Mr. Thomsen, "to be able to transfer his business to Portland without sustaining a very heavy lose. The City Council of Seattle is insisting that all abbattoirs be removed beyond the city limits, but it would be far cheaper for the Frye-Bruhn Company to comply gracefully with this regulation than to attempt to move their great business to any other district. No, I do not see how t could be accomplished at all."

The proudest and happiest commercial

traveler in Portland yesterday was M. J. Davis, a veteran in the business, who ending with December 31, 1983, and the Bro-ceeds of sald tax shall be placed in a separate fund created therefor, and to be known as the fireboat fund, and shall be expended only for the purpose of purchasing a freboat under the purpose of purchasing a freboat under the not only presented with a badge of the association, set with a diamond-the presentation speech being made by D. M. Dunne. and one of his brightest oratorical efforts—but, as the most popular member of the T. P. A., and the one who has done the most business for the T. P. A. Guide, he was elected third vice-president by acciumation. When it is president by acciamation. When it is known that there are 700 members of the T. P. A. in Oregon and Washington, it will be seen that Mr. Davis has a right to be proud and happy.

ROSEBURG, Or., Dec. 29.—(Special.)—Governor T. T. Geer arrived in Roseburg from Salem yesterday, and is a guest of Commandant Shipley, of the Oregon Soldiers' Home.

NEW YORK, Dec. 29.—(Special.)—From Portland—A. Soloman, at the Albert. From Spokane-F. R. Marvin, at the

From Olympia, Wash.-T. H. Cavanaugh, at the Heraid Square.
From Seattle-F. Lusk, at the Astor;
F. W. Hicks, S. B. Wicks, at the Manhattan; D. Mackellar and wife, at the Imperial.

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