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10:45 A.M.	AT	San Francisco	LV 6:00 P.M.

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ROSEBURG MAIL DAILY

8:30 A.M.	LV	Portland	AT 4:40 P.M.
9:27 A.M.	LV	Oregon City	LV 3:50 P.M.
10:15 P.M.	AT	Roseburg	LV 8:00 A.M.

SALEM PASSENGER DAILY

4:00 P.M.	LV	Portland	AT 10:15 A.M.
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6:15 P.M.	AT	Salem	LV 8:50 A.M.

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EXPRESS TRAIN DAILY (EXCEPT SUNDAY)

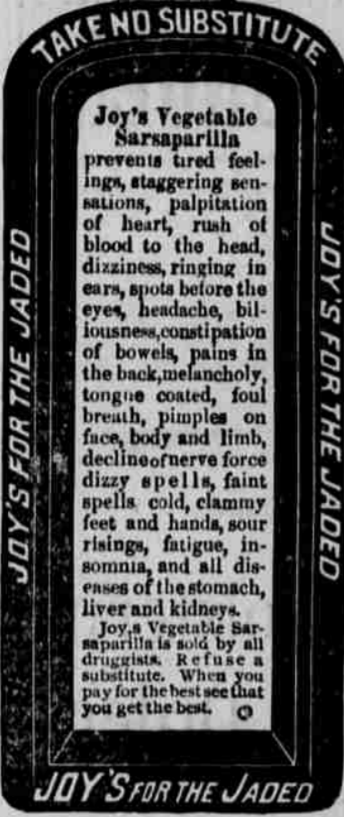
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ALASKA'S BOUNDARY

REPORT OF THE CHIEF OF COAST AND GEODETIC SURVEY.

General Duffield and Mr. King, the Canadian Representative, Meet at Albany and Compare Notes—Plans as if Recorded by Deeds and Maps.

Washington, Jan. 4.—General Duffield, chief of coast and geodetic survey, today presented to the secretary of state the report on the Alaska boundary, which was agreed on by him and the Canadian representative, Mr. King, at Albany this week. The report will not be made public until transmitted to congress, but it shows a practical agreement between the surveys of the two governments, and may have the effect of partially quieting the apprehension of trouble over the boundary.

The greatest difference between the lines run by the engineers of the two governments is only six feet and seven inches, or fifteen seconds of longitude. In view of the two surveys, General Duffield does not hesitate to express the opinion that there can be no dispute between the United States and Canada over the boundary. He said: "The line is as plain from the treaty as though it had been recorded by deeds and maps."

The two commissioners who met at Albany, had no authority to fix the boundary, but only to recommend from the results which had been reached the lines to be definitely established. The ratification of their work remains for another joint committee, and Secretary Olney will doubtless recommend to congress an act for the appointment of a commissioner to represent the United States for this purpose.

General Duffield is confident that the British can find no grounds upon which to base a claim to the gold fields of the Yukon river, since a British engineer, Oglesby, in 1893, after a very careful observation, marked the banks of the Yukon and Forty-Mile creek, where these streams are crossed by the 141st meridian, and his marks were verified by the United States survey. The only possible ground for contention General Duffield forces is furnished by that phrase of the Russian-British treaty that at no point shall the boundary be more than ten marine leagues from the shore. The United States government interprets this to mean continental leagues, while England might contend that ten leagues from the island shore was contemplated—a construction which would deprive the United States of a valuable strip of territory, if sustained.

IN BEHALF OF ARGENTINE.

Senate Asked to Exclude It From the Workings of the New Tariff.

Washington, Jan. 2.—Senator Voorhees has presented to the senate a communication from Senor J. V. Dominguez, charge d'affaires of the Argentine legation, bearing upon the relations between Argentine and the United States as affected by the tariff. It relates to the proposed tariff on wool under the house revenue tariff bill, and in order that there shall not be any interruption of the good feeling now existing, and to avoid disturbing the commercial relations between the two countries, he asks whether it could not be suggested, in considering the bill, that the proposed duty should be made to apply only to countries other than South American. He says the only importations from South America are comparatively small, and instances the statement of the National Woolgrowers' Association that their chief complaint is against Australian wools, and suggests that all desired ends could be accomplished by exempting South American countries from the operations of the bill. He adds: "In this way relations with a sister republic would not be affected, and the Argentine Republic would supply, in a moderate degree, the wants of this market, while that country could continue to expand her exports."

Dominguez calls attention to the fact that the principal European nations admit South American wool free of duty and asks how, if congress desires friendly and close relations between this country and other American states, it can pass a measure which will exclude from this market the chief product of one of the South American countries? After some debate the communication was referred to the committee on finance.

A Denial From New York.

New York, Jan. 2.—Regarding the article in the Portland Oregonian today forecasting a possible crisis in the Northern Pacific receivership controversy, it is said by local representatives of the Northern Pacific interests that the article had little basis in fact, and merely evidenced the feeling of the far Western interests concerning the apparent inability of the courts to agree on a single body of receivers for the system. The hitherto unsuccessful efforts of the Farmers' Loan & Trust Company to effect a settlement of the existing difficulties, however, have not destroyed the hope of adjustment in the near future, and the plan now under discussion is regarded as likely to reach a more successful issue.

The Debs Case.

Cincinnati, Jan. 3.—President E. V. Debs, of the American Railway Union, came under the jurisdiction of Judge Taft, of the United States court, during the great railroad strike of 1894, and the proceedings are not yet ended. Today, the demurrer of Debs and his associate directors, Howard and Rogers, in the contempt proceedings, was overruled and an order was issued directing Debs and associates to file an answer within 10 days. Debs may yet have to endure another trial for contempt.

FORTUNE FOR CAMPBELL.

Ohio's Ex-Governor Said to Have "Struck It Rich" in California.

Columbus, O., Jan. 2.—From reliable sources it has been ascertained here that ex-Governor Campbell has recently "struck it rich" in California gold mines. The information, as it comes from Captain Frank Barrett, formerly of Lancaster, and now located in the San Joaquin valley, Cal., is very interesting.

Some years ago Captain Barrett concluded to leave Ohio and seek new fields in the far West. He purchased a cattle ranch midway between San Francisco and Los Angeles and settled there. While there he heard the legend, which had been handed down from the Indians for half a century, that at a point in the San Joaquin river, on his ranch, there was a vast deposit of gold. The story was that in a pool formed by a natural dam in the San Joaquin, at the foot of the famous Gold Gulch, from which many fortunes had been taken, there were deposits of the gold which the depth of the pool had heretofore prevented anything like successful working. Lack of water had prevented the full working of the gulch itself, for the deposits required placer mining, and it was only when the spring freshets flushed the valley that evidences of the gold which had for years been swept toward the gulfs were obtainable.

Captain Barrett determined to work that pool, and he returned to Ohio and organized the Ohio Mining Company, with \$500,000 capital, and with Governor Campbell, Allen G. Thurman and other Ohioans as stockholders. Governor Campbell took one-eighth of the stock. Barrett's plan was to build another dam at the head of the pool, change the course of the stream, then drain the first dam and secure its rich deposits. Professional divers were first secured to prospect the pool. The result surpassed the wildest hopes. Gold was brought up to the value of \$10 a pan. Then the construction of the dam was begun. It was a tedious undertaking and it was only through the summer drought that progress could be made. The drainage of the pool has just begun, but it already promises to make fortunes for all the stockholders.

TO SETTLE RATE TROUBLES.

Western Lines to Hold Meetings in Omaha and Denver.

Chicago, Jan. 3.—Another effort is about to be made to settle the rate troubles in the West. A meeting has been called of the Montana lines at Omaha January 2, and if this in any way succeeds in straightening out the difficulties, a meeting will be held in Denver on the following day. This second meeting will take up the question of Utah rates, and the differences between the Union Pacific and the Denver & Rio Grande. The California lines are having some trouble with their passenger rates in connection with the landowners' excursions. Some of the land agents who are working up the business for these excursions have advertised that they will run free sleeping-cars from Chicago to California. The roads not engaged in the excursions claim the roads which are to carry the sleepers are in connivance with the land agents, while it is asserted on the other hand that the lines running the excursions are receiving full fare for all the excursionists they handle. The complaining lines threaten to take action in the near future which will even up the rates which they declare are being cut to the extent of \$15 for the free sleepers.

TRAINS COME TOGETHER.

Two Persons Killed, Four Seriously and Two Slightly Injured.

Cincinnati, Jan. 2.—Two passenger trains collided at 7:30 tonight on the Baltimore & Ohio Southwestern railway, near Coal City, fourteen miles from Cincinnati. They were the Louisville express, which left this city at 7:05 P. M., and the St. Louis accommodation, due here at 7:05, but which was an hour late. The first known of the collision here was when the wrecking train was sent out about 8 o'clock, accompanied by physicians, railway officials and others. The wildest rumors were current. The hospitals were put in readiness and police headquarters were promptly equipped for the care of the injured. When information was obtained from the scene it was found that there were two persons killed and six injured. Both engines were totally wrecked. The combination car of the Louisville express and the express car of the St. Louis train were telescoped.

Coal City is a coaling station on the road and has no telephone. When the engines were wrecked they knocked out a telegraph pole with such force as to cut off all telegraphic communication. Messengers arriving from the scene of the wreck report that all of the injured have been rescued and are being cared for. The killed are: Fireman Wilson, of Louisville express; an unknown man, buried under the wreck.

Our New Minister to Switzerland.

Kansas City, Jan. 2.—John L. Peak, United States minister to Switzerland, received his commission from Washington today and left, with his wife and three daughters, this evening, for Switzerland.

Creede Bank Closes Its Doors.

Denver, Jan. 3.—A special to the News from Creede, Colo., says: At a stockholders' meeting of the First National bank of Creede, it was decided that the bank go into voluntary liquidation at the close of business today.

The railroads will largely increase their mileage in the district next season. The Canadian Pacific will put a line on from Three Forks to Sloan City and probably on the Kootenai river.

THE HOP INDUSTRY

LARGEST CROP IN THE COUNTRY RAISED NEAR SEATTLE.

A Much Discouraged Business—Growers Raising Tobacco With Satisfactory Results—Latest Market Reports and Future Outlook—Notes.

Surrounding Seattle there is a vast hop-growing district which furnishes the product that brings many hundred thousand dollars annually into the state, says the Times. Most of the crop is handled by Seattle buyers. Hop culture in Washington dates from the year 1866, when a peck of hop roots harvested a bale of hops which were sold for eighty-five cents per pound. This attracted attention to the industry and resulted in further planting. Each succeeding year has witnessed an increase in production, culminating in a crop of 50,000 bales, or nearly 9,000,000 pounds.

Up to 1894 a fair price has been secured for the hop product of this state, the price per pound ranging from twelve to twenty-six cents. During the past two seasons, however, overproduction the world over resulted in the price dropping to six and seven cents. This fact has been very discouraging to the farmers, and during the season of 1895 many hops were not gathered. A return to normal conditions will mean a large acreage in this state and remunerative prices.

The hop ranches, whose products pass through the hands of Seattle dealers, range in extent from three acres up to 320. The largest in Washington, and it is said in the world, is known as the Snoqualmie hop ranch, 320 acres in area. At Meeker there is a farm of 150 acres, while at Puyallup there are three extensive ranches of eighty, seventy-five and seventy-two acres each. Aside from the vast number of laborers regularly engaged in the cultivation of the crop, during picking season, which lasts during September and part of October, the fields are filled with from 10,000 to 15,000 pickers.

The remarkable increase in hop production in the state of Washington has been due entirely to the existing favorable conditions for the development of this branch of agriculture. The deep, moist, friable, rich soil; the cool nights, coupled with long days of sunlight; the certainty of summer rainfall; the ease with which the loamy land may be cultivated; the constant continued growth unchecked from drought, have all contributed to make the yield large, the cost light, the crop certain, and the quality choice.

The best and most productive hop lands must be selected only by practical experience. The bulk of the crop of Western Washington at present is grown in the valleys of the White, Puyallup, Stuck, Skagit and Snohomish rivers and on the Duinness bottoms. In Eastern Washington, where the climate is more like that of New York, success has attended the efforts of the hop farmers of the Yakima valley where the acreage is constantly increasing. From the Cascades and the Olympics spring many streams, forming rich valleys adjacent to tide water. For countless centuries has the silt been coming down the mountain sides, and the process still goes on, vegetable growth springing up and taking possession of the newly made land. This rich alluvial deposit is inexhaustible and the hop roots penetrate deep into the soil to absorb the moisture.

The Latest Market Reports.

Some sales are made by holders in order to realize on other stock, but business on the whole is not active, says the American Agriculturist. As has been, efforts are still made to force prices below quotations, but thus far the tenacity of growers has kept the market from any material decline. Among holders in the city, however, there is some competition for brewers' orders and concessions are made at times to effect a trade. Export business is rather slow at present, owing to the full supplies of American hops already on the English and European markets. Growers as a rule are holding their crops, although here and there a farmer sells out at such prices as he can obtain. On the Pacific coast the situation is much the same as at this side of the country, while across the water a fair movement is reported for the choicest kinds, but poor grades are neglected.

Lord Salisbury offers little encouragement to English hop growers who are asking protection. A delegation last week urged that the government readjust the duty on hops, so as to encourage the growth of English hops and barley. Salisbury said that he believed that public opinion in England was not at all changed upon the question of protection, and this would not be attained at any period during the present generation.

Hop Notes.

Rangau, a the Grant's Pass hop raiser, has shipped a carload of splendid hops to London. The invoice consisted of ninety-one bales.

The Eugene Guard gives the following advice: "They are plowing up their hops—in England and New York. That's good. Don't plow up yours."

Not long since one of Salem's hop commission merchants telegraphed to a New York house, says the Salem Statesman, for an order on a certain lot of hops and requested an immediate answer. No reply came by wire, but a few days later a letter was received in which the following information was imparted: "Am not in a position at present to make any offers. It is very strange that none of my customers are interested in Pacific coast hops, and if they do not reverse their decision against them I am afraid that we will buy your hops in the spring by the bale and not by the pound."

both left the room, he went back and permitted himself the satisfaction of kicking the thing gently in several places.

The evening saw them both established at their desks. The horrid impossibility of it all struck upon Jones only too soon. He had written the opening chapter in his best manner, and the time came when he wanted to read it out. To give her her due, his wife listened eagerly, and did him full justice when he ceased.

"And now listen to mine," she said blithely.

Jones felt it to be his own act and deed, and he resigned himself to listen. Her chapter was really not badly written! Her style was evidently modeled on his own. Jones put his finger tips together and smiled hopefully. But when it came to her hero, alas! not only had he "a comb at the back of his head," as Stevenson puts it, but he was altogether impossible. How to wipe him tenderly out of the chapter without breaking of hearts? Jones fidgeted distressfully.

"That's not quite the sort of thing a man would say, dear," he suggested mildly.

"Oh, isn't it!" she answered, with derision. "As it happens, a man did say it—those very words. Do you imagine you know how every kind of man talks to a woman when he's alone with her?"

"Heaven forbid!" said Jones. "And who said it to you, may I ask?"

"I didn't say it was said to me," she replied, with some haste. "How do you like this ending? I think it's rather neat, don't you? 'And when they had both left the conservatory there was something frail and pink lying on the marble floor. It was a moss rose bud.' I rather admire that sort of ending."

"Where is the point?" inquired Jones.

"Oh, well, if you want points to every single sentence?"

"Well, but don't you see that unless you mean something by it there's no sense at all in the thing? It's simply Family Herald 'business.' I should have thought you'd have seen that."

"It's a matter of taste, and I differ from you," said his wife very coldly, "and if we are to pick holes in each other's work allow me to tell you that no lady would have behaved as your heroine did in that hansom!"

"Why, that actually hap"—began Jones unwarily.

"I knew it!" cried his wife, overturning the ink bottle. "It was that day you saw Kitty Cameron home from the theater. I thought so at the time! She shall never enter my house again."

Jones was enraged, but saw a possible "score."

"It was on the same day," he said slowly, with a painstaking smile, "as that on which you permitted yourself to be addressed by a man, not your husband, in the way you so tastefully chose to read me."

There was a silence. They glared at one another. Then Jones' wife got up and left the room with a queenly step, closing the door behind her with ostentatious gentleness.

Jones heard no more about collaborating for some time, but next day the bill came in for the writing table—7 guineas.

He bargained with Shaplemann, who consented to take it back for 4, and the incident closed.

Some months later Jones' book actually appeared, and his wife received numerous letters congratulating her on the authorship of it.

"What in the world do they mean?" he demanded.

"Why, dear," said she, a little shamefacedly, "I'm afraid I told most of them about that time when you and I—"

"Well, when we what?"

"Collaborated, dearest. Don't you remember?"—New Budget.

Tardy Praise For Boswell.

The London Standard showed a becoming respect for letters by devoting a "leader" the other day to the memory of Boswell, whose death, took place a century ago. It makes perhaps more of a tragedy of his end than the facts quite justify, but it does recognize his place in literature, which after all is the essential. His follies were not greater than Goldsmith's, and yet the world by a silly trick went on sniffing at "Bozzy" for generations. That nonsense is happily now about dead. We are beginning to speak fittingly of one of the greatest writers in literature. Boswell is to all other biographers what Shakespeare is to other poets. Lockhart's "Life of Scott" is admirable, but it has only to be compared to the "Life of Johnson" to show Boswell's superiority. Is it not time that the great biographer had his own life worthily written?—St. James Gazette.

The Two Turkeys.

Mr. Lanigan's fable of "The Two Turkeys" has a fine cynical flavor that prodigal sons will relish: "An honest farmer once led his two turkeys into his granary and told them to eat, drink and be merry. One of these turkeys was wise and one foolish. The foolish bird at once indulged excessively in the pleasures of the stable, unsuspecting of the future, but the wiser fowl, in order that he might not be fattened and slaughtered, fasted continually, mortified his flesh and devoted himself to gloomy reflections upon the brevity of life. When Thanksgiving approached, the honest farmer killed both turkeys, and by placing a rock in the interior of the prudent turkey made him weigh more than his plumper brother.

"Moral.—As we travel through life let us live by the way."—Buffalo Commercial.

Presumptive Evidence.

Miss Sharpgirl—I have read that a fish diet has a very beneficial effect on the brain. Do you think there is anything in it?

Casnecker—No, Miss Sharpgirl, I'm no fish eater.

Miss Sharpgirl—Well, then it seems as if there might be something in it after all.—Texas Siftings.