THEY WILL SERVE FOR THE COM-ING JANUARY TERM.

Continuance of O. R. & N. Cases-Damage Cases Transferred-Re-

ceiver's Report Argued.

The following have been drawn as jurors for the January term of the state circuit

court, commencing January 21: F. C. Frost, Portland, insurance agent; H. S. Giles, Portland; Joseph Paquet, Portland, boatbuilder; J. Buillivant, Portland, grocer; William Selover, Portland contractor; W. H. Bond, Powell's valley farmer; John Hoffman, Shattuck, dairy man; E. J. Haight, Albina, real estate; John Corkish, Portland, manufacturer; E. M. McFarland, Portland, banker; J. E. Haseltine, Portland, merchant; C. E. Howlett, Portland, printer; H. B. Chase, Portland, manufacturer; D. W. Taylor, Portland, surveyor; John Kelly, Portland, restrance agent; W. L. Lotan, Portland, clerk: H. Timm, Portland, musician; J. F. Failing, Portland, merchant: August Dennerherg, Portland, plumber; Albert Cleveland, Gresham, farmer; B. H. Bow-man, Portland, banker; George Gardner, Portland, contractor; W. S. Falling, Haw-thorns, place, farmer, George, S. Batty, Charmer, George, S. Batty thorne place, farmer; George S. Batty, Portland, real estate; C. R. DeBurgh, Portland, contractor; W. M. Killings-worth, Portland, real estate; J. K. Hardie, Brower, miliman; D. C. McKercher, Port-land, merchant; E. S. Brubaker, Mount Tabor, grocer; D. L. Povey, Portland, glassworker; S. F. Scott, Willamette klough, farmer; John O'Brien, Portland, printer; B. O'Hara, Portland, capitalist; Kronenberg, Gresham, farmer Charles Kohn, Portland, liquor merchant; Theodore Nicolai, Portland, millman; Alex M. Barrell, Portland, clerk; B. Goldsmith Portland, capitalist; James Lyons, Port-land, liveryman, B. P. Reynolds, Sandy, farmer: Isuac Hill, Portland, farmer; Louis Dammasch, Portland, liquor merchant; H. R. Long, Portland, laundry

O. R. & N. Cases Continued.

In the case of the American Loan & Trust Company vs. the Oregon Railway & Navigation Company, in which Mr. McNeill was appointed receiver of the Oregon Railway & Navigation Company, two petitions were lately set down for hearing about the middle of this month. One is in regard to the discharge of the present receivers of the Oregon Short Line & Utah Northern Railway and the appointment of a separate receiver. The other is for an order modifying the origi-nal order appointing Mr. McNeill receiver, in regard to the provision included in it, requiring Receiver McNeill to pay the ex-penses of operating the Oregon Rallway & Navigation Company for six months rior to his appointment. This provision s now found to mean that the Oregon Railway & Navigation Company must pay some \$600,000 of the ciaims incurred by the Union Pacific during the time it secured the revenues of the Oregon Rallway & Navigation property and did not pay the bills incurred for its operation. As General Attorney Thurston, of the Union Pacific, and distinguished Eastern counsel are coming out here to argue these cases, and as they will not be able to get here before the last of the month, both cases are to be continued till Janu

To Get Laborers' Pay.

Joe Day yesterday sued N. J. Blagen, assignee for E. S. Larsen, to recover 386 25, laborers' wages. Just prior to his 386 55, laborers' wages, Just prier to his failure, Larsen took a contract from Clinton & McCoy, to build an irrigation ditch, on which was employed a large force of men, Day being one of them. M. J. MacMahon, counsel for Day, states that he brings the present case to test the laborers' and employers' act passed by the last legislature. This law establishes a priority for claims for wages over other creditors' dues. There are 120 other wage-claims besides that of Day, and, if successful in the Day suit, the attorney will proceed with the others, but will doubtless bunch them. Judge Stearns has these same laborers' claims before him as part of the general assignment him as part of the general assignment proceedings of E. S. Larsen, and some time ago effort was made to have him enforce the payment of them by the assignee. The court held that, according to the assignment law, no action could then be taken, for the payment of the labor claims. Stipulated time required by the statute had not clapsed. But, to facilitate matters and assist the laborersing etting their money more speed-ily, his honor suggested that the claims be prosecuted under the new laborers'

Damage Case Transferred. The case of Charles Scott, administra

tor of the estate of Jungira Misawa, a Japanese, vs. the Portland Consolidated Street Railway Company, was yesterday transferred from Judge Hurley's to Judge Shattuck's court, for trial, Jungita Misawa was killed at Second and Burnside streets by a car of the Secondstreet line. Scott, as administrator, succifor \$500 damages, and the trial before Judge Hurley, last Pebruary, resulted in a verdlet by the jury, for plaintiff for \$125. The court granted a new trial of the case, which was set for yesterday. All of the parties interested yesterday appeared be-fore Judge Hurley, and, by general con-sent, it was argued that the case go before Judge Shattuck without jury, on the evidence adduced at the former trial of After reviewing this evidence otherwise, according to his best judgment.

The suit of the Oregon German Baking company is set for trial today in Judge

Stearns' court. Th case of William Littschke was set for trial on Monday, January 14, yester-

day, by Judge Stephens, The Northwest Flour & Shipping Com-pany yesterday sued V. Kratz, in the state circuit court, to recover \$100. The divorce suit of Mary Marx vs.

Lehman Marx was vesterday

The trial of C. E. Kindt for adultery set for Monday next, was yesterday continued by Judga Stephens for an in

Licenses to wed were issued yesterday for J. Robinson, aged II. Anna Applestone 19; J. C. McEwan, II. Lillian McKee, II. Jokop N. Jessem, 49, Fannie E. H. Jen

Articles of incorporation of the National Cider & Venegar Company have been filed with the county clerk by Henry Hunter, Alexander Warner and Willis E. Potter; place of business, Portland; capital stock,

day filed with the county clerk of the Hesperian Investment Company: object, to deal in real estate; capital stock, \$500; incorporators, W. M. Law, E. W. Murphy, W. E. Pulliam; place of business, Port-

Passengers for San Francisco. The steamer Columbia sailed for San Francisco last night with the following

J. Hewitt and wife, G. A. Crall, A. Gardner and wife, H. C. Meyer and brother, L. Phillip and brother, E. M. Archer, Miss C. E. Wolf and mother, W. White and wife, Miss M. Gill, Mrs. J. Munpin and sister, Mrs. J. Kaser, G. Lancaster, A. Johnson, G. Maxon, Walter Knowiton, H. L. Gilbert, D. M. Parkhurst, F. H. Com, E. N. Johnson, Miss Smith Mrs. Coffin, E. N. Johnson, Miss Smith, Mrs. W. A. Smith, F. A. Spencer and wife, J. D. Durham, Mrs. Henalin, Miss H. Holson, C. Ward, George Allen, Mrs. L. George, Miss K. Ruhe, J. Walter, wife and child,

NEW PANEL OF JURORS | Miss L. Bothenker, Miss S. M. Reed, Whittenburg and non, Annie King, Annie Pearson, and 70 in the steerage.

PURE WATER AT HAND. Great Volume That Pours Down From Bull Run.

The water supplied to the city from Bull Run, since January 1, has met with general approval, and the service has been most satisfactory. The pure crystal fluid is especially appreciated at this time, when the Williamette is running muddy and is contaminated with the washings of the whole valley and the washings of the whole valley and the sewerage of all the towns along its banks. Notwithistanding predictions that the pipe would never bring in enough water to supply the city, there are 12,000,000 gallons in reservoir No. 4. The flow was easured a day or two since, when the water was turned on at full head. It was found that the pipe discharged in Port-land 55,550,699 gallons in 26 hours. This is about a million gallons more than was as about a minon gations more than was shown by the first test, when the air valves on the summits had hardly yet got in working order. Telephone connection with the head works was restored several days since,

and the flow through the pipe has been reduced to 17,000,000 gallons per day. Dur-ing the cold snap, when many persons leave faucets partly open at night, the city is using and wasting 15,000,000 gallons per day. The works are being operated most successfully. Owing to the ground being covered with snow, it has not been practicable to find the covers over the practicable to find the covers over the blow-off valves, and occasionally a per-son complains that the water is not clear. This is caused by the mud in the pipes being stirred up by greater pressure at some point. As soon as the snow goes off, the "blow-offs" at the extreme ends of the distribution system will be opened and the pipes be given a thorough slut-ing, which will prevent any recurrence of riled water in the future. Bull Run, hav-ing a clean, rocky bottom, and no culing a clean, rocky bottom, and no cul-tivated land along its banks, never runs muddy like the Willamette, and the water is the purest and sweetest that can

Engineer Smith has dispensed with the services of all employes possible, and igures that the expense of supplying the ity with water through the new works will be \$30,000 less per year than it cost for pumping. An engineer will be kept at the Lincoln-street reservoir, and one from Palatine Hill at the City Park, so that an egineer may always be available in case it should be necessary for any reason to start up the pumps. A watchman will also be kept at Palatine Hill, to prevent any such wholesale pifering as occurred when the old company abanloned the old pumping station, and brass-work, which cost about \$3000, was carried off by boys.

The cost of pumping water would have

The cost of pumping water would have kept increasing as the city grew, but, under the present system, further reductions of expenses can be made, when everything has been tested and is in complete order. It has been found by experiment that when the flow of water into the pipe is increased at the head works, the effects of the increase are felt here in about 20 minutes and a decrease. here in about 20 minutes, and a decreas in the flow makes itself perceptible here

The purity and softness of the water of Bull Run was ascertained by analysis nade by order of the committee, several years ago, before the works were com-menced. The report was published in these columns, and showed that the water was free from deleterious organic matter, and ranked with the best on record as being excellently adapted for family use. These recommendations are indorsed by the public, and physicians say that the introduction of this pure water is one of the greatest boons ever conferred upon the city, and has a very beneficial effect on the general health of

BEFORE THE COURTS.

Decision in the Sugar Investigation

WASHINGTON, Jan. 8.-The district ourt of appeals today rendered a decision affirming the judgment of Judge Cole, overruling the demurrer filed by Elverton R. Chapman and John W. Macartney to the indictments found against them for refusing to answer questions asked by the senate sugar trust investigating commit-tee. District Attorney Birney said, after the decision was handed down, that he would bring the defendants to trial in about a month. Judge Cole, of criminal court No. 2. whose decision is will render his decisions in the cas other recalcitrant witnesses, Henry O, Havemeyer and John F. Searles, prest dent and secretary, respectively, of the American Sugar Refining Company; E. J. Edwards and J. S. Shriver, newspaper correspondents, and Edward A. Seymour. stockbroker, on Saturday next. The of-fence charged in the indictments is pun-ishable by a fine of not more than \$1000 nor less than \$100, and imprisonment in jail for not more than 12 months, nor less than one month.

A Cigarette Case.

NEW YORK, Jan. 8.-Judge Lacomb, Ir he United States circuit court today handed down a decision in favor of the American Tobacco Company, otherwise known as the cigarette trust, against the National Cigarette Company, for the vio-lation of patent rights. Judge Lacomb states in his decision that he will suspend judgment in case an appeal is taken.

Laidiaw's Suit Against Sage. NEW YORK, Jan. 8 - The third trial of the suit of Laidlaw for \$50,000 damages against Russell Sage for injuries receive when Norcross threw the dynamite bom in Sage's office, began today. Only on

uror was obtained from the panel, and

A PAULIST CHURCH, A Permaneut Mission to Be Founded nt San Francisco.

NEW YORK, Jan. 8.- The Paulist on in this city, is about to found a branch of the congregation in San Francisco. The Rev. Edward Brady and two of the fathers took possession of a parish in that ity last month, at the request of Archishop Riordan. It is the first attempt of the Paulists to form a permanent mission sitside of New York. The congregation s of American origin, and has been in exstence not more than 30 years. Its found er was a noted American, Isaac Hecker, who had some radical ideas as to church work in this country, and did much to put them into practice. He believed in preaching the gospel to all classes, and not exlusively to his own followers. He believed also in making use of the press to any extent. As a result of his theories the Paulists now have a printing establishment in connection with their church time to lecturing to mixed congregation in the West. The novitiate was removed to the vicinity of the Catholic university of Washington, that the novices might have the benefit of a thorough training in modern science. The comm numbers 50 men-nevices and fathers As the number increases, new hou be founded in the leading cities of the

A Church Member Cowhided,

country.

PINE BLUFF, Ark., Jan. &-E. L. Co. church, was cowhided in his office yesterday by Miss Mabel Huggard. A few days ago Miss Huggard, through the medium of a neighbor, received an insulting proposition, which was alleged to have been sent by Coburn. The young woman's brother, in company with his sister, went to Coburn's office, and held a shotten over the hitzer while his sister. shotgun over the latter while his sister cowhided Coburn

A WORLD-FAMOUS RAILWAY TRAIN-

ELEGANT COMPARTMENTS.

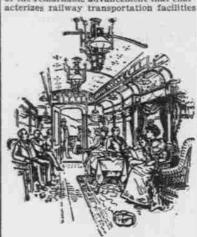
Worth Nearly a Quarter Million Dol

lars-Privacy in the Home As-sured-The Wonderful Pennsylvania Limited.

The art of railroading, for it surely is an art, has practically been reduced to a science also, and nowhere is that science so closely studied and its successful workings so clearly manifest as on the Penn sylvania lines. This vast system puts the Northwest and West in touch with the East and South. Its steel rails connect Chicago-the natural gateway-with Pitts-burg, Harrisburg, Baltimore, Washing-ton, Philadelphia and New York, on the East, and with Indianapolis, Louisville Dayton, Springfield, Columbus and Cin-cinnati on the South. Their importance as the principal avenues of travel between the most populous portions of the country demands careful attention to details in management and operation, hence im-provements in the various branches of raffroading as a rule make their initial ap-

pearance on these lines.

The first vestibuled train in service was run over them between New York and Chicago, In the natural order of im-provement it has undergone changes and is now the world-famous Pennsylvania Limited. This train represents the acme of the car-building art, and is in conson-ance with the well-known policy of the Pennsylvania management to excel everything. It is a wonderful exposition of the remarkable advancement that char-



Observation Car.
THE PENNSYLVANIA LIMITED. of the present day. This train represents an investment of over two hundred thousand dollars and it can be readily imagined that its magnificence is grand to the ex-

The Pennsylvania Limited is usually omposed of six cars with perfected vesti-ule attachments enclosing them into practically one elongated car having a series of apartments. The perfected ves-tibules are an improvement over the old style, as the floor projects out over the style, as the floor projects out over the steps, making a wider passage, and the beveled plate glass extends all the way down to the floor. Pullman smoking, li-brary, dining, sleeping and observation cars make up this series of compartments. In this whirling palace, perfection in travel is exemplified in its highest degree. The interiors are finished in most excel-lent style. The upholstery, handsome decorations, delicate tracery in highly pol-ished hardwood finish, burnished brass ished hardwood finish, burnished bras chandelier electric light fixtures, give a fascinating effect to the surroundings. This delightful ensemble is not for the eye alone, but is adapted to the require-

ments of travel. The cosy smoking compartments with their comfortable arm chairs and divans, are pleasant retreats for smokers. Meals served in the dining-car constitute menus that outrival the culinary productions of noted caterers. The service includes the finest china, cut glass and silverware. In the library-car with its convenient bookcases, tables and desks, are interesting books, magazines and the daily papers. The sleeping-cars,



THE PENNSYLVANIA LIMITED. with their rich curtains and beautifu ugs, are well arranged for the comfort at night the roomy berths invite to rest ful slumber. The observation-car brings up the rear of the train and has a large portico, protected by polished brass rail

ings, free from any obstruction to the sight. From this enclosure, which comfortably seats 16 persons, may be viewed the dissolving scenery. The recent addition of compartment cars to the equipment of this train is in harmony with its completeness. In design and finish they are the finest cars con-structed to date. Their arrangement into frawing-rooms and staterooms affords the

privacy of home or of a hotel room. Women traveling alone, or with children, as well as invalids, will find all desired seclusion in these cars. Each compart ment is supplied with individual lava-tories, and is fitted up in luxury. Distinctive features of the Pennsyl

ania Limited include a barber-sh



Library and Smoking Car. THE PENNSYLVANIA LIMITED.

barber while the train is going a mile i minute; and an experienced waiting male whose especial care is the comfort of

The Pennsylvania Limited is in reality

a flying hotel of the most modern type. It has its smoking and reading compartments; dining-room, drawing-rooms and

ments; dining-room, drawing-rooms and staterooms; sleeping apartments, bath and barber-shop. Liquid refreshments are stored in the buffet, from which one may order anything from a bottle of beer to the finest brands of champagne.

Leaving Chicago Union Station daily at 5:20 P. M., the palatable dinner served on the Pennsylvania Limited is scarcely over when the train rolls into Fort Wayne, having made the run of 148 miles to that city without a stop. The train is far into the state of Ohio before the hour marks the customary retiring time. Pittsburg is reached at 6:00 A. M., and passengers destined for points beyond the iron city who are not early risers, awake to find



THE PENNSYLVANIA LIMITED. that beenive of industry has been passed while they were sleeping. The everwhile they were sleeping. The ever-changing romantic scenery of the Allegheny mountains forms a pleasing pano-rama on arising, and after the morning meal, the grandeur of the famous Horse-Shoe Curve followed by picturesque views of the Blue Juniata and rich pastoral scenes of Eastern Pennsylvania may be enjoyed from the flying observatory. Har-risburg is reached in the early after-noon; Philadelphia at + o'clock, and New York at 6:39 P. M. The buffet parler-car carrying the Limited's passengers from Harrisburg reaches Baltimore at 4:29 P. M., and Washington at 5:45 P. M.

During the 24 hours consumed in making the run from Chicago to New York, pas-sengers on this train have at their comnand all the comforts of hotel, club or nome. Courteous attendants cheerfully end every effort to make the journey one of enjoyment. The luxurious ease in which the trip may be made on the Penn-sylvania Limited compels a thought of what the future will bring forth. It certainly will be a long time before the elaborate manner in which the require-ments of travel are met by this train will

The luxury in which a trip over the Pennsylvania lines may be made is fittingly supplemented by every desired conce for shaping details of a jour-In addition to the Pennsylvania Limited, other well-equipped passenger trains run over these lines from Chicago to New York and intermediate points.



Features of the Pennsylvania Limited. They leave Chicago every day from the 3:15 P. M., 8:30 P. M. and 11:30 P. M. There are also daily trains running over the Pennsylvania lines from Chicago to Columbus, Springfield, Dayton, Cincinnati, Indianapolis, Louisville and principal cities and towns in Ohio and Indiana. Through tickets over them to points east and south of Chicago may be obtained at principal offices of railways lead-ing from the West and Northwest to that city, or inquiries addressed to any of the passenger representatives stationed at prominent cities in the Northwest and West, or to H. R. Dering, assistant general passenger agent, No. 248 South Clark street, Chicago, will bring a prompt reply. In fact, travel over the Pennsylvania lines has reached that point of perfection re-quiring intending passengers only to send name and address, mentioning the point they desire to visit; also stating when they wish to start and how many will compose the party. Valuable information will be sent in reply, including the lowest rate best route and time of trains, If preferred, a personal visit will be made by one of the representatives to their home for the purpose of alding in arranging for the journey. He will procure tickets and check baggage through to destination, so that passengers may leave home unincumbered by luggage and relieved of the bother of having it checked. They will be able to start with fickets and all travel-

REAL ESTATE TRANSFERS

ing arrangements satisfactorily made, so

perfect are the methods of conducting transportation affairs on the Pennsyl

vanta lines.

Fourteen deeds, aggregating \$16,816, wer iled for record yesterday with the county re order, as follows: M. N. Crane and husband to D. Gran-tham et al., 5% acres, sec, 23, 1 N., lot 16, N. 39.56 feet lot 14, blk 14, Al-bina
J. R. Cardwell to M. Anderson, lots 7, 8, blk 13, MaBelle Park.
J. Marchbanks and wife to J. W. Nib-letts, lot 6, blk 2, Hart's add.
F. Pelder, guardian, to C. H. Chance, lots 41, 42, 43, blk 8, Peninsular add. Sheriff to C. W. Gay, lots 7, 8, blk 147, East. Side.
W. C. Smith and wife to M. M. Taylor, lots 3, 4, 5, blk 112, Norwood.
Investment Co. to M. L. Gray, lot 20, blk 9, Irvington Fark.
E. K. Jones and wife to L. F. Guthrie et al., part lot 1, blk 48, Carathers to Ca-rubbers and
J. Meyers to G. Schoter, lot 20, blk 16, Linnion. 1,200 2,453 Linaton
Columbia R. E. Co. to W. A. Baker, lots
23, 24, bik 29, Williamette add.
28, W. W. McFride and wife to G. E. Quiggie, lot 11, bik 4, Scoffin's add.
20, bits 13, 14, bik 2, Piedmont.
2018 13, 14, bik 2, Piedmont. 2.000 Titles Examined and Insured.

Money to lend on improved city property. The Title Guarantee & Trust Company, Chamber of Commerce.

PORTLAND GROCERY COMPANY,

313 Washington Street, Are Selling:
11 pounds granulated sugar. \$1 00
1-pound can Royal baking powder. \$5
French peas, per can. 15
Table peaches, per can. 15
Table pears, per can. 15
2 cans peas, corn, or tomatoes. 22
2 cans St. Charles cresm. 25
Full-weight soap, per box. 50

To make tea properly-never boil it-one teaspoonful for each person is the right quantity for "Blue Cross" Ceylon tea.

Derangement of the Liver, with consti-pation, injures the complexion, induces pimples, sallow skin. Carter's Little Liv-er Pills remove the cause.

CUT THIS OUT

PASTE IT IN YOUR HAT

James Dugan, of Salem, Mass., died in June, 1893, with policies of insurance upon his life aggregating \$325,000. He had failed in business and suicide was suspected.

Here is a list of his policies-and this is the way his insurance insured:

NAME OF COMPANY	OF POLICY		WHAT THE COMPANIES DID
Equitable Life Assurance Society Northwestern Mutual Life Ins. Co. Mutual Benefit Life Ins. Co. National Life Ins. Co. of Vermont Etna Life Ins. Co.	. 25,000 . 25,000 . 15,000	\$125,000	ARE CONTESTING THE CLAIM.
	`	,	
Mutual Life Insurance Co	.\$85,000	1	
State Mutual Life Assurance Co	30,000		SETTLED
Massachusetts Mutual Life Ins. Co	20,000		THE
John Hancock Mutual Life Ins. Co	20,000	}	CLAIM
Home Life Insurance Co	. 15,000		BY
New England Mutual Life Ins. Co	. 10,000		"COMPROMISE."
Berkshire Life Ins. Co	10,000	\$190,000	
The Manhattan Life Insurance Company		\$10,000	Paid the Claim in Full

Insurance That Insures

Sold by

S. E. MULFORD,

-Manager-

NORTHWEST PACIFIC DEPARTMENT

Manhattan Life Insurance Co.

Oregonian Building

208-209-210

WHAT THE TELEPHONE ACCOM-PLISHED THE PAST YEAR.

Chousands of Miles Without a Mishap-The Elder Still Aground-Other Marine News.

During the year isse, the steamer lore-phone, owned by the Columbia River & Puget Sound Navigation Company, of which Captain U. B. Scott is president, made 312 round trips between Portland and Astoria. The distance from Portland to Astoria by the ship's channel is 100 miles, but, counting the distance run and landings made on both sides of the Columda river, crossing and recrossing, the dis tance covered is 165 miles, each way, or 210 miles for the round trip. This makes 65,530 miles covered by the boat. For 59 rips made during the seaside travel from Astoria to Young's bay, and return, eight miles, there is an additional 400 miles, or 55,920 miles run during the year.

Only one trip was missed, January 12, when the Telephone laid over in Astoria until next day on account of a heavy storm. Total landings made during the year were 12,731. Ten months in the year the boat laid up Sunday in Portland, and oths, during the seaside season she laid over in Astoria Saturday night and Sunday, and came up Sunday night. The Telephone carried the United States nail for the Union Pacific railroad from January 1 to July 16. There was a large number of people carried, and a good many tons of freight, without any accident or loss. The officers of the Tele-phone-Captain T. H. Crang, Pilot W. E. Larkins, Engineer C. W. Evans, Purser C. R. Donohue, Freight Clerk E. B. Scott and Steward A. R. McGillis-are proud of this record. With the exception of the engineer, they have never been sick a day or lost a meal.

The Lighthouse Tenders. Captain Farenholt, lighthouse inspector has returned from Astoria, where he spent three days endeavoring to get o to Tillamook rock with supplies. T Columbine went down to the mouth of the river, but found it would be impos-sible to make a landing on the rock, the seas were so high. After Captain Farenholt came away, the Columbine managed to land some stores on the rock, but was unable to make a "landing" at the lightship, on account of the fearful seas running, notwithstanding an off-shore gale was blowing. The Columbine was to en-deavor to land some building material at the rock vesterday, and if she succeeded will come up to Portland after a lot of sinkers for buoys.

The Manzanita, which was sent round

to the Sound to straighten out the buoyage there, has not been able to do much yet on account of snow storms and prevailing Captain Farenholt has received word that the Umpqua lighthouse was put in operation December 31, and that everything worked satisfactorily.

Freights and Charters.

SAN FRANCISCO, Jan. 8.-Wheat ship ers have again entered the market for onnage for the first time in 17 days. G. W. McNear took two ships yesterday, and Balfour, Guthrie & Co., one. Two of these were the iron ships, Cavalier Ciampi, 1709 tons, and Sutherlandshire, 1549 tons, to Cork, at 27s 6d. The other was the wooden ship St. Francis, 1811 tons, to Liv-erpool direct, at 28 9d. As expected, the three ships just arrived at Astoria were chartered before arrival to load wheat for Europe as follows: Clackmannanshire, 1482 tons, Ms 9d; Earlscourt, 1113 tons, 35s, and Persian, 1334 tons, 33s 9d. The two ships just arrived at San Diego were en-gaged for wheat-loading before arrival, as follows: Aldebaran, 1816 tons, 30s; Balumbie, 1131 tons, 33s 9d. Other charters from this port are the Bundaleer, 921 tons, assorted cargo for Santa Rosalia; Eva, 253 ons, assorted cargo for Mahukona, and Laura Madsen, 329 tons, now on the Sou lumber, thence to Guaymas.

The Elder's Mishan.

The Oregon Railway & Navigation Company is having a hard time getting the steamer George W. Elder out of the mud at the foot of Swan island, where she stuck on her way up the river Monday. The steamer is by no means in a danger-out position, but considerable expense will be attached to releasing her. Nearly all her cargo of coal has been lightered, and several strong steamers of the company will try to pull her into the channel today. The river is falling at the rate of nearly a foot a day, and whatever is done in the way of getting the vessel out of her scrape must be done immediately.

Marine Notes. The Standard was shifted from the foot

A STEAMER'S RECORD of Couch street to the bunkers, where of the week. The party of Vanderbilt of-The Falls of Foyer finished loading

wheat at the elevator yesterday. The Clackmannanshire arrived up yes terday afternoon and dropped anchor in

The Samaritan, Auchencairn and Thallata loaded wheat yesterday and the Scottish Dales and Harland discharged

ballast. Captain McGee, of the Alexander Black, who was here last year, writes to a friend in this city that he is now in com-mand of the John Cooke, en route from Liverpool for San Francisco. He is anxious to come back to Portland again and probably will. The captain adds that he has an Irish wolfdog aboard, and that there is only one more like it left in Ireland.

Bomestic and Foreign Ports. HOQUIAM, Wash., Jan. 7.-Sailed-Schooner American Girl, from Aberdeen for San Francisco. Arrived-Steamer. Cosmopolis, from San Francisco.

SAN FRANCISCO, Jan. &-Arrived-Schooner Laura May, from Gray's har-bor. Cleared-State of California, for Astoria and Portland. Departed-Bark Germania, for Seattle,

A NEW OFFICE. Central Traffic Association Appoint a Freight Commissioner.

CHICAGO, Jan. 8.-Realizing that the present condition of freight matters de-mands the attention of another man, who shall give his entire time to their affairs, the Central Traffic Association today cre ated a new office. The title of the office is freight commissioner, and the duties are the same as those performed in the office of like name in the Trunk Line as-sociation, C. H. McKnight, the present secretary of the association, is to fill the new position. H. C. Smith, now clerk, becomes secretary. The proposition to re-duce the eastbound rate of freight shipments to a 25-cent basis was discussed at length, but no definite decision was reached. At the meeting of the general freight committee of the Central Traffic Association it was agreed that nothing could be done until the executive com

mittee took some action. The general meeting of transcontinental lines today listened to communications from Chairman Caldwell, of the defunct Western Passenger Association, who is in Montreal. A conference was held there this morning with the Grand Trunk and Canadian Pacific, and the result was much more hopeful. Chairman Caldwell did not report to the general meeting He has full authority to settle matters according to the plans already proposed. Another conference was held in Chicago today on the question of California rates, the Southern Pacific and the Santa Fe coming to an amicable conclusion.

FREIGHT TARIFF CHANGES. Recent Alterations in the Western Classification.

Under the Western classification, which applies to all lines west of Chicago, in the ssue of January 1, 1895, many important changes have been made. Some agricul-tural implements, which heretofore have been rated as third-class, less than carloads, were advanced to second-class, as well as stoves, but these rates, however, were subsequently restored to the old basis, and stand today with no change from the rates which existed prior to January 1. On July 1, it is anticipated these articles will be advanced to the basis of second-class.

An important rule adopted by the com-

mittee provides that minimum weights on all freight in car lots, classified as third-class and higher, shall be 29,000 ounds, and on freight classified in car lots fourth-class and lower, 24,000 pounds, unless otherwise specified. Prior to Janu-ary 1, the established minimum weight car lots was 20,000 pounds on all freight, except in cases of light and bulky articles. Many other minor changes were

Passenger Agent Hall Promoted. DENVER, Jan. 8.—An order has be received at the Santa Fe offices in th city promoting Colorado Passenger Agent I. H. Hall to the position of general pas-senger agent for Colorado and Wyoming, as successor to General Agent Collbran. A. P. Tanner, transferred from Topeka, will be assistant freight agent.

Northern Pacific Receivers Meet. NEW YORK, Jan. 8 .- Receiver Thomas . Oakes, of the Northern Pacific railway having returned from Europe, Receivers Payne and Rouse were in New York today to hold a receivers' meeting. No action was taken on matters of public interest.

W. H. Mead, of the Omaha line, will return from San Francisco the latter part

A. J. Leland, of the Northwestern, left yesterday for a trip up the valley. The Great Northern office yeaterday re-ceived a circular to the effect that the Eastern railway of Minnesota has been admitted to the Union depot at Duluth, jointly with the Northern Pacific, St. Paul & Duluth, Duluth & Iron Range, Duluth, Mesala & Northern and Duluth, South Mesala & Northern and Duluth, South

Shore & Atlantic. Blooded Stock Killed by Lightning. LEXINGTON, Ky., Jan. 8.-T. C. Ang-lin's bad luck continues. Several of his valuable trotting-bred colts have been shot and seriously injured during the past few months by unknown persons. Last summer a Wilkes Boy yearing was killed by lightning, and last night three of his best brood mares were killed by light-ning in the same paddock where the year-ling lost his life. The mares were Annie Almont, by Almont, dam by Mambrino Patchen; a mare by Electioneer and Mam-brino May by Mambrino Patchen, dam by

Onward. They were with feal to Wilkes

Dobs Is Not Dead. TUCSON, Ariz., Jan. 8.-The reported killing of Frank Dobs on the Yaqui river, in Mexico, by Indians, whom it is alleged he left stranded at the midwinnter expo-sition, is denied by American Consul Hale,

Beacholm Tree's Company LONDON, Jan. 8 .- Mr, and Mrs. Beerbohm Tree, with their company, will sail for America on the steamer New York



Luxuriant Hair

With a clean, wholesome scalp, free from irritating and scaly eruptions, is produced by CUTICURA SOAP, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet, bath, and nursery. It clears the scalp and hair of crusts, scales, and dandruff, destroys microscopic insects which feed on the hair, soothes irritated and itching surfaces, stimulates the hair follicles, and supplies the roots with energy and nourishment. For the prevention of facial blemishes, for giving a brilliancy and freshness to the complexion, as well as for cleansing the scalp and invigorating the hair, it is without a peer.

For had complexions, oily, mothy skin, red, rough hands and shapeless nails, dry, thin, and falling hair, and simple baby blemishes it is wonderful.

Sold throughout the world. Price, sec. Porrest Dang and Chem. Comp. Sole Props., Rossian

What is Drudgery? Housekeeping GOLD DUST Washing Powder.

DRINK LIPTON'S TEA For Sale, Wholesale and Retail, by

Sealy, Mason & Co., 229 Yamhill St., - Portland LAND PLASTER

\$1.50 PBR BARREL EVEROING & FARHELL, COZ. FEONT AND ALDER STREETS