LEADING LOCAL CHURCHES REPRE-SENTED AT ANNUAL MEETING.

Permanent Organization Effected-Mrs. E. W. Allen Elected President -Many Interesting Discussions,

The Portland women who are interested In missionary work held an interden tional meeting yesterday in the First Baptist church, and effected the organization of a Woman's Missionary Social Union, its membership embracing workers of the missionary societies of the various evangelical churches of this city.

At 2 o'clock the meeting was called to order, Mrs. L. E. Rockwell giving an earnest five-minute talk on the text from Malachi, "Bring ye all the tithes into the storshouse." After Mrs. Wheeler had sung one or two appropriate songs, Mrs. E. W. Allen explained the objects of the meeting, and a temporary organization was formed, with Mrs. Allen chairman, and Mrs. Ackerman eccretary pro tem. Mrs. J. F. Ghormley then read a timely and instructive paper on "The History and Aim of Missionery Social Unions," in which she traced the growth of this

organizations. "From the time the heroic Judsons were borne away across the strange waters to the still stranger shores, as ambassadors of the Prince of Peace and Light, to the present moment," said she, "has the mamionary spirit, the true Christ spirit, been manifesting itself more and more perceptibly through the agency of woman,

branch movement from the large church

She then called attention to the progress nade in union work, first, a few denominational unions, next a midcontinental union, then a national, and now there is to be a world's union.

"The results expected are a clearer ap-prehension of the principles and methods of mission work, a vindication of Chrisof mission work, a vindocation of cara-tian missions, and a great practical ad-vance toward unity, 'that they may be perfected into one, that the world may know thou didst send me,'
"The Woman's Missionary Social Union

is not a chance flower, but the national outgrowth of a century of prayer and Christian activity, and of the demands of the times. This idea assumed an organized form in 1891, in the city of Springfield, Ill., and has been of incalculable value to the local work for which it was originally designed. Its influence proved contagious, and many cities now enjoy the result, having organized similar unions. There being no national organization, it is im-possible to ascertain positively the number of unions in existence. Reports have been sent to Mrs. Lindsay, of Springfield, leader of the movement, from more than

ons, located in 26 states "She says the principle means for attain-ing the objects of the union are: Mass conferences, receptions, so-union missionary library, a reading table, systematic visiting among the auxiliaries and executive committee

Mrs. Allen then read the names of those ade up the various con

Committee on nomination-Mrs. A. N. Fisher, Mrs. W. M. Cake, Mrs. James Failing, Mrs. Lounsbury, Mrs. S. Huneaker, Mrs. Dalgieish; Constitution—Mrs. Watson, Mrs. Seli-wood, Mrs. Ackerman, ns Mrs. Edgar P. Hill. Mrs. John A. Bell.

First Woman Delegate,

An important feature of the afterno the initiative and appointed a woman as one of its two representatives, the example being followed some months lat-er in Great Britain and her dependencies. "The innovation," said Mrs. Eggert, was graciously accepted, and a most

hearty welcome accorded us. "This council has been called one of the most remarkable religious gatherings of this end of the century, and has proven that distance is no hindrance to Christian

"Theology, international relations, the Christian attitude toward war, Christianity, the study of other religions, sociological and educational questions, the pastoral function, the churches, Christian citi-senship, Congregationalism and its special mission in the countries represented, independence and fellowship, and mission-ary problems, were expounded by men of international reputation among the greatest thinkers and most devoted Christians of our time, and no speaker seemed to avoid any question concerning mat-ters of general interest to Christian stu-

"Reports from 20 mission-fields showed among other encouraging conditions that the educational work is almost self-sus-taining. That 128 schools, with 295 teachere and more than 10,000 pupils, drew from the treasuries of the American board and the woman's board, last year, less than-

"Agein, that in our boarding echool in the Madura mission, 16 different castes are represented, all sitting on the same benches, enting the same food, which is distributed by the pupils, irrespective of

"Rev. Henry Fairbank, of the Marathi on, showed that the sacraments of baptism and the Lord's Supper are doing much to overturn the institution of caste and to change the social life of the peo-

"As to method, much interest centered in what the board has named 'The Forward Movement, a plan for bringing into closer personal relations the laborers in foreign fields and the givers at home. Bince its inauguration last February

over 20 churches had adopted as their own some particular missionary worker, assuming the responsibility of his sup-port; and the wonderful increase of inter-est and gifts had been most encouraging. The student volunteer movement also demanding the attention of the

churches, and at one of the evening sessions 19 university students in one-min-ute speeches, thrilled the audience with their pleading to be sent into missionary

Miss Ellen Strong, who leaves in two or three weeks to continue her work in Corea, then gave an exceedingly interesting talk on this subject, saying that in 10 years' time over 1000 converts were is quite encouraging. Portland may ye made. Indeed, it seemed to her sometimes own a symphony orchestra that bears as though the whole nation was turning toward Christ, so encouraging was the

Miss Millspaugh, state missionary, told a very pretty kindergarten story, illustrat-ing the change that had taken place in the Christian church as regards missionary work, its former worldliness, present unselfish Christian sentiment.

The programme was varied by music from Mrs. Whittaker, of Singapore, who gave a hymn in the Malayan language. Chinese girls from the Mission Home and Chinese children from the mission school also helped to enterinin the audience.

The question box, which was in charge of Mrs. Belle Sellwood, brought forth

very interesting discussions on many matsionary union, and to local needs in the The committees were then called upon

to report. That on the constitution hand- to meet.

ARTICLE L This organisation shall be called the Women's

Missionary Social Union

ARTICLE IL Its membership shall be comprised of the numbers of all missionary societies of the evangelical churches of our city, who may chouse to connect themselves with it.

ARTICLE III. The general objects of this union are: First—To enlarge our knowledge of missionary work carried on by all the denominations repesented in the union

Second—To enkindle greater interest and en-husiasm by mutual conferences regarding suc-essful plane and methods for the conduct and mprovement of our expanate sociation.
Third—To attinuiate a spirit of systematic and
idenal styling for the support of missions,
Fourth—To promote mutual sympathy, united. prayer and effort, for the extension of one king-dom of our Lord Jesus Christ.

ARTICLE IV. The officers of the union shall be a president two vice-presidents, a secretary and a treasurer, who shall be elected after previous nomination at each annual meeting.

ARTICLE V.

There shall be an executive con sting of the officers of the union, together with the presidents of the separate societies, to meet at the call of the president and secre-tary of the union. Five members of this com-mittee shall constitute a quorum.

ARTICLE VI. For the purpose of defraying the current ex-penses of the union an annual offering shall be taken at the evening session.

ARTICLE VII. The annual meeting of the union shall be held such time and place as the executive com

ARTICLE VIII. minating committee shall be appointed at a called meeting by the executive committee two months before the next annual meeting, whose duty it shall be to select the names of officers for the ensuing year, and to present

them at the next annual meeting. ARTICLE IX. This constitution may be amended or altered a two-thirds vote at any meeting of the

The committee on nominations handed in a list of five names for officers, all of which were accepted, only one change being made in the case of a nominee who was compelled to be absent from Portland uring the coming year. As finally changed

the list stands as follows:

President, Mrs. E. W. Allen; first vice-president, Mrs. W. H. Saylor; second vice-president, Mrs. Alexander Blackburn; secretary, Mrs. R. E. Jones; treasurer, Mrs. The committee on resolutions then sub-

mitted the following:
"Resolved, That we, the attendants of this interdenominational missionary con-ference, extend to the ladies of the First Baptist church our hearty appreciation of their cordial hospitality, and express to all those who have contributed to the enyment and profit of this meeting our sinere thanks,

"We would announce as our deep cen riction that such gatherings cannot but emphasize the fact that we are working for one cause and master. "Respectfully submitted,

MRS, EDGAR P. HILL "MRS. JOHN A. BELL." The meeting then adjourned to enjoy a easant social reumon and dinner, which was served at the church

NEW CANAL COMMISSSION.

Members Will Sail for the Isthmus Saturday.

NEW YORK, Jan. 3.-The commission appointed by President McKinley under an act of congress to determine the most feasible and practicable route for a canal across the isthmus of Panama, will sall Saturday for the scene of its labors by a An important feature of the afternoon was the reading of a paper by Mrs. Fredorick Eggert, who has just returned from
the Bast whither she went as a delegate
to the second international Congregational council, held in Boston last September,
emjoying the distinction of being the first
emjoying the distinction of being the first
emjoying to such a council. To enjoying the distinction of heing the first fessor W. H. Burr, of Columbia university of Pennsylvania, Pro-woman delegate to such a council. To stry: George S. Morrison, civil engineer, the first international council, which met in London, England, in 1891, no women co, of Plorids; Alfred Noble, civil en-tin London, England, in 1891, no women co, of Plorids; Alfred Noble, civil en-hall or snow. During this month danwere sent as delegates, but in this, the gineer, Chicago; General Peter Haines, particular descond, the state association of Oregon United States army; Professor L. M. miversity of Pennsylvania; General O. H. Ernst, United States army. A member of the commission said today: The duty of the commission is not to decide between the claims of the Panama and the Nicaragua canal—though it may come to that-but to determine 'the most feasible and practicable route, whatever that may be. Whether there is any route solutely without bias. It is uncommitted, open-minded, judicial.

"We shall sall directly to Greytown whence we shall proceed to make a ful examination of the Nicaragua canal route Upon reaching the Pacific side, we shall go down the coast to Panama and follow the route of the French canal back to the Atlantic side. Alternative routes will then be considered, and their investigation undertaken. We shall be kept at the shall, of course, avail ourselves of all the best existing means of travel, but expect that some of the journey will have to be accomplished on foot,"

Vladimir de Pachmann.

Speaking of De Pachmann, the great Russian planist, who is to be heard at the Marquam Grand on Monday evening, January 8, Philip Hale, the eminent Boston critic, says:

"It is our old friend, Viadimir de Pach-mann, who, after all, is the chief prims donna of the festival. He is one of th very few planists who reconciles me to the prevailing and too popular theory that the plane is a musical instrument, for Mr. de Pachmann knows the limitations of the plane, and he respects them. Why speak at this late day of the indescrib able beauty of his touch, of the exquisite finish of his runs and ornaments, of the keenly defined rhythm, of the poetry of his phrasing? There is no planist heard in this country for the last 10 years who so appreciates the twilight that was dear to Chopin, or understands so thoroughly the neurotic nature of the compose There is no planist who is so intimate with Chopin, or to whom Chopin himself would have so gladly and so sadly lis-tened. De Pachmann's triumph was instantaneous and overwhelming."

Symphony Concert. Interest among music-lovers of Portland over the grand concert to be given by the Portland Symphony Concert Friday evening increases as the date approaches. A symphony concert is rarely heard in this especially by a home organization. That talented musicians should organize themselves and essay such difficult work, with the assurance of giving full satisfaction if properly supported by the public, is quite encouraging. Portland may yet

wide reputation. Two Accidents.

Last evening Miss Bluhm, aged 59, of Montaville, fell from the walk and sus-tained a fracture of the right forearm. In the afternoon Mr. Edmonson, aged 44, fell from a ladder and fractured the left femur bone. This fracture involves the hip joint, and is a serious injury. Both are resting easily, and both were attended by Dr. Byron E. Miller.

Benefit Ball.

Summers company. No. I, of Albina, is preparing for a grand ball Friday at Go-mez' hall. The company is underthking the affair with the purpose of further increasing their relief fund. Since the veteran volunteers have commenced or-ganizing they find many demands upon their associations, which they endeavor

MAMMOTH STEAMSHIP BRINGS 3000 TONS FROM A SINGLE PORT.

The Largest Oriental Steamer That Was Ever in Portland-North Pacific Weather Forecast,

The mammoth freight steamship Arab, which is making a special trip for Dodwell & Co., on the Portland route, arrived up from Astoria yesterday morning, and ommenced discharging at Ainsworth dock at noon yesterday. The Arab brought the largest consignment of freight that has yet seen received from a single port in the Orient. The regular liners and most of the extra steamers start from Hong Kong with a good list of freight, and at half a dozen other ports before leaving the Orient they take on additional cargo. This in the aggregate frequently amounts to 4000 to 5000 tons, but the Arab, coming direct from Kobe, and touching at no other port, brought over 3000 tons of mis-cellaneous freight. The principal items on the manifest for Portland were; Fourthousand sacks of rice, 1500 sacks of paper-maker's clay, 1000 sacks of sugar, 700 bales of hemp and a lot of hambods, curios, etc. There was a big consignment for New York, the matting alone for the metropolis amounting to nearly 6000 rolls, and there was also over 1500 packages of curios and rugs, paper and miscellaneous bric-a-brac galore. There was wine for San Francisco and sugar for Astoria; matting for Chicago, Philadelphia, St. Louis and a number of other Eastern cities, and

books for Boston. The officers of the steamer report an un-eventful trip. Nothing was sighted on the way over, and the weather, with the exception of a few days, was very good. Christmas day being exceptionally fine. The Arab is the largest steamer that has yet visited Portland in the Oriental trade, and her dimensions are nearly equal to those of the big Glenlochy and some of the China Mutual liners, which were here two years ago. The Arab was built at Newcestle, about 10 years ago, and is 375 feet long, 46.3 feet beam, and with 8500 tons of freight abourd draws 24 feet of water. In spile of her great size she is water. In spite of her great size, she is not as slow as most steamers of her class, for she is well equipped with power. Her engines are of the triple-expansion type, and are 28, 45 and 74 inches diameter of cylinder, by 48 inches stroke.

The Arab is in command of Captain N. K. Wills, with H. Griffiths first officer, J. Mitchell second officer, W. H. Proppert third officer, A. Walker chief engineer, Forbes first assistant engineer, J. Graam second assistant, and W. Packhan third assistant engineer. The steams The steame of these picturesque Orientals aboard, with 14 Europeans to look after them. The steamer will finish discharging today, and will be loaded for the return trip as rapidly as possible.

WIND AND WEATHER.

Oungerous Gales Expected Off Vancouver Island During January. The North Pacific pllot chart, with the recast of wind and weather which may be expected off this coast during the month of January, is at hanc, with the folowing information for the use of mariners

rulsing on the waters mentioned: The subchart of isobars and isotherms for this month shows an almost permy nent high, with its center near latitude 28 degrees north, and longitude 135 degrees west, somewhat south and east or its position for December. The trade wind limits will probably be found a little

farther south, not so clearly marked, and the winds not so constant in direction as those of last month. In the Middle North Pacific ocean the average storm track for January is con-siderably south of that for December, and the area of frequent gales may be expected to extend as low as the 30th par-allel and reach across the entire ocean. North of the 40th parallel, across the engerous gales frequently visit that part of the ocean immediately to the westward of Vancouver Island and the coast of Washington and northern part of Oregon, this locality being the region across which the storms from the Northern Pacific ocean most frequently pass upon entering on the American coast. In the small area included between latitude 45 degrees north and 50 degrees north, and longitude 125 degrees west and 130 west, for the month preferable to either of those, which have of January, covering a period of 10 years, become so well known, we shall do our one-fourth of the observations gave a torce of wind 7 and above (Beaufort scale). Frequent squalls in the vicinity of the Philippine is and and occasional squalis in the vicinity of the Hawalian is ands

may be expected. Occasional highs and lows will be found moving in a generally easterly direction across the ocean. Generally, in front of the cyclonic area, or low, the weather is damp, with thermometer rising and barrometer falling; while in front of the anti cyclonic circulation, or high, it is dry, cooler and the barometer rises. The 'average storm track" traced on the chart

shows the average path of the centers of these lows. The average low near the Aleutian islands will be found to have despende somewhat and moved slightly to the south-

Typhoons are usually infrequent this After crossing the line coming norm, vessels bound for the west coast of Amer-ica may expect frequent squalls, with oc-cusional thunder storms, in passing hrough the doldrums.

Occasional fog and heavy mist will proably occur along the coast of the United States. The coasts of China and Japan may be expected to be comparatively free from fog during this month.

DISCHARGED ON LIGHTERS. Owners of a Schooner Load of Lumber Evade Their Creditors.

During the scramble last week to locate the Beaver Coal Company property, upon which to file an attachment, says the Roseburg Review, a Marshfield merchant wired one of the foremost legal firms in San Francisco to attach the cargo of lumber on the schooner Gem. When the Gem came alongside the dock in San Francisco she was minus her cargo, which had been loaded on lighters in midstream and spirited away to keep creditors from locating the same. J. B. Hassett, whilom secretary of the railroad, silently took his departure this week for San Francisco, and reports say to commune with R. A Graham. Just where Graham is no one knows but Hassett, and before leaving he refused to talk of Graham's whereabouts.

ALGOA AGROUND, Mammoth Oriental Freighter Struck

a Reef at Honolulu. SAN FRANCISCO, Jan. 3.—Advices from Honolulu, of date December 26, state the steamer Algoa ran on a reef while entering that harbor on December 23, and nar-rowly escaped destruction. She was pulled off by tugs, after four hours' work, and it was found that no serious damage had been done. The Algoa, which is the larg-est vessel that ever visited Honolulu, had on board 13,000 tons of freight.

HAWSER TOO SHORT. Tugs Were Unable to Get Close

Enough to the Lightship. ASTORIA, Jan. 8.—The expected attempt to tow the lightship to sea this morning did not materialize, although everything was in readiness for it and the conditions were favorable. The two bar

VOMAN'S MISSION WORK ed in the following, which was accepted with only a slight change in article VII.

Constitution.

As amended, the constitution reads:

HEAVY CARGO FROM KOBE

The tugs did not get into less than 18 feet of water. The lightship is affeat at high water, and there is little question but that some means will be found to get her to

REINSURRANCE OFFERED.

Fears for the Transport Victoria-The Overdue Fleet. SAN FRANCISCO, Jan. 3.—Twenty per cent reinsurance was today offered on the transport Victoria, which salled October 17 from this port for Manila. The Victoria broke the thrust block of her main shaft November 9, about 2500 miles main shart November 9, about 2000 miles from Manila, near a fumber of rock isi-ands. The transport refused a tew from the Tartar, possibly for the feasin she wanted to avoid paying salvage. Both vessels were in the employ of the gov-ernment, but both being under charter, a deficate question might have arisen in regard to the tow bill. The Victoria is chartered at so much a day, but the goverament will not pay the price for the time the vessel is drifting about the Pa-cille. The Victoria is an iron steamer of

Jules Verne at Astoria Tuesday, and the Normandle, the Godiva and the Cassaro at this port today, leaves to be accounted for only one of the overdue fleet that was caught in the October gales off the Horn.
That vessel is the French bark General
Neumayer, 181 days from Swensen, and
the underwriters how fear that she was
the vessel that was rumored to be ashore at Cape Horn. All the arrivals report heavy weather, and some of them sur-fered to a great extent, while one, the Godiva, was swept fore and aft. October 17, what the captain describes as a "tidat wave," or "surf sea," broke aboard, and swept away everything movable on deck.

ENTERS A PROTEST.

Master of the Louis Pesteur Objects to Paying a Fine. ASTORIA, Jan. 3.—Before leaving up the river this afternoon, Captain Tatter-vin, of the French bark Louis Pasteur, flied an application for the release of his vessel from the \$5000 fine for coming into port without a consular bill of health. He states that before leaving Limerick

Foundered in a Hurricane. LONDON, Jan. 4-A dispatch from Bris-tol says that the British steamer Bor-gliese, of Glasgow, foundered off Cape Finistere last Friday in a hurricane. Twen-ty-two of the crew were drowned. The survivors, nine in number, have just ar-

Dredger Launched TILLAMOOK, Or., Jan. 3.-The new gov. ernment dredger and snagpuller, built by the Tillamook Lumber Company, was successfully launched Monday.

Overdue Steamer, Arrives. SAN FRANCISCO, Jan. 3.-The steamer Walla Walla, slightly overdue from northern ports, arrived here today. She was de-layed by inclement weather.

Domestie and Foreign Ports. ASTORIA, Jan. 3.—Arrived—Barkentine Tam O'Shanter, from San Francisco. Sailed-Steamer Columbia, for San Fran cisco. Left up at 1 P. M.—French bark Louis Pasteur. Left up at 1:40 P. M.— French bark Jules Verne. Condition of the bar at 4:30 P. M -Moderate; wind, south-east; weather, cloudy.

cast; weather, cloudy.

San Francisco, Jan. 3.—Sailed—Steamer
State of California, for Portland. Arrived

— Barkentine Gleaner, from Columbia
river; steamer Walla Walla, from Vicoria; steamer Bristol, from Departure bay; steamer Albion, from Tillamook; steamer Mackinaw, from Seattle; steamer Newberg, from Gray's harbor, steamer Grace Dollar, from Gray's harbor.

Tacoma — Arrivad Jan 2— Bark Tidal Wave, from San Podro. Arrivad Jan 3—Bark Vidette, from Port Townsend.

Manila—Arrived Dec. 31—British steam-

r Garonne, from Tacoma. Honolulu — Arrived Dec. 24 - British steamer Warrimoo, from Victoria. Port Arthur-Arrived Dec. 26-Norwegian steamer Tyr, from Vancouver.

Shields-Arrived Jan. 2-British bark Dunreggan, from Oregon. New York, Jan. 3.—Sailed—New York, for Southampton; Fuerst Bismarck, for Antwerp - Arrived Jan. 2-Southwark,

from New York. Liverpool, Jan. 2.—Arrived—Dominion from Portland, Me. Southampton, Jan. 3.—Sailed—Steamer Trave, from Bremen, for New York. Hoquiam—Arrived Jan. 2—Schooner Re-corter, from San Francisco for Hoquiam; schooner La Gironde, from San Francisco for Hoquiam; barkentine Monitor, from

San Francisco for Aberdeen; schooners Twilight, Zampa and San Buenaventura. from San Francisco for Aberdeen, Southampton, Jan. 3.—Arrived—Steamer St. Paul, from New York.

"Articles" by Statesmen."
The Cornhill.

Labouchere indulged inrather disrespectful remarks about leader writers in Truth a couple of years ago. "Article writing is, to a great extent, trick writing," he wrote. - "To 'catch on they must dogmatize in pointed common-place. Some persons possess this trick, which is rather an acquired than a natural gift. I have seen articles written by eminent statesmen. I never saw one which would not have been more effect-ively written by a professional journalist." The last sentence, at all events, would be confirmed by many editors. Articles by eminent statesmen are excellent when the eminent statesmen their names at the bottom. Otherwise they are no better, but perhaps a little worse, than other people's effusions. Mr. John Bright once wrote a "leader" for the old Morning Star, of which he was part proprietor, and the policy of which he controlled. It was a very poor thing in the opinion of the editor, but, of course, it had to be published. Next day a conservative newspaper had a reply to the article, which began: "The great Tribune has laid aside his pen, and some miserable hireling of The Morning Star has taken it up." Mr. Bright called at the office of the Morning Star that after-noon, and said, good-humoredly, "I don't think leader-writing can be my forte."

Another Idea of Gordon.

"The River War," by W. S "It was a pity that a man, thus glori-ously free from the ordinary restraining influences of human society, should have found in his own character so little mental ballast. Mercury uncontrolled by the force of gravity was not on several oc-casions more unstable than Charles Gor-don. His moods were capricious and uncertain, his passions violent, his impulses sudden and inconsistent. The mortal en emy of the morning had become a trust ed ally before the night. The friend he loved today he loathed tomorrow. Scheme after scheme formed in his fartile brain and jostled confusingly together. All in ssion were pressed with enthusiasm All at times were rejected with disdain A temperament naturally neurotic had been aggravated by an acquired habit of smoking, and the general carried this to so great an extreme that he was rarely seen without a cigarette. His virtues are famous among men. His daring and sources might turn the tide of war. His energy would have animated a whole people. His achievements are upon rec-ord, but it must also be set down that few more uncertain and impracticable tugs went out, but could not get nearer than a half-mile of her, and they did not have a hawser to reach that distance. few more uncertain and impracticable forces than Gordon have ever been introduced into diplomacy."

SEVERAL ALASKA NEEDS

A DELEGATE WANTS TO REPRE-SENT IT IN CONGRESS.

Was Chosen by Recent Convention in Juneau-Our Island Posses. sions in Same Situation.

WASHINGTON, Dec. 30.-That the people of Alaska want a delegate in congress, the same as Arizona and New Mexico, cannot be downed, but that they will get one in the near future is another matter, and one which admits of much specula-tion. There recently errived in this city Mr. John G. Price of Theorem. Mr. John G. Price, of Skagway, who announced the purpose of his coming to be a desire to secure recognition in congress as a delegate from the great Northwestern territory. In this effort Mr. Price has a companion, as there is now a gentleman in Washington who came on from Hawaii for the same purpose, but who will doubtfor the same purpose, but who will doubt-less have to face the same disappoint-ment. The point is raised that if Alaska is allowed a delegate in congress, Hawaii would have to have one, and likewise Puerto Rico, and in the course of time, the Philippines would have a delegate in the national house. At best, this is a simply argument against the admission of Mr. Pribe as a delegate.

Mr. Price as a delegate, Mr. Price as a delegate.

But withal, Mr. Price is probably as well fitted to hold a seat in the national house as the vast majority of men who are now members of that body, either as representatives or delegates. He is 29 years of age, a native of Iowa and a graduate of law in that state. He has been in Alaska but a little over two years, and in that time has acquainted himself with the situation in that country, and has learned the needs of the people. Falling of admission to the house, provided resolutions are offered to give him a seat, he will yet remain here, and use his best efforts to secure much-needed legislation for Alaska. He would, of course, like to He states that before leaving Limenes he requested his agents to secure all necessary clearance papers and bills of health; that he is unable to speak or read health; that he is unable to speak or read would fare better than if her interests would fare better than if her interests are looked after by private individuals, papers given him were the proper ones, are looked after by private individuals, For this reason, he asks that the fine be who must labor only with such members remitted or be reduced to a nominal one as they can interest in the matter. Already he has seen Speaker Henders and other prominent republicans of the house, but what encouragement he re-ceived from them is not known. Mr. Price says that Alaska suffers be-

cause there seems to be a decided lack of reliable information in congress as to the needs of that territory. The fact that Senators Shoup, Foster and Fair-banks, and Representatives Payne, Dal-zell, Steele, Warner, Tongue, Cushman and Jones have all visited Alaska during the past summer, gives him much encouragement, as he thinks their visits have enlightened them as to actual conditions there, and that they will dissem inate the information they gathered dur ing the vacation. Some evidence of the fact that these congressmen did observe a lack of proper provision for Alaska is the number of bills that have already been introduced by various of their number for providing better laws, better communication, better sea-coast protection and better service in other directions. One of the sections of the crimina ode passed by the last congress tained a provision, in connection with the license law, which imposed a sort of in-come tax, which has proved very distasteful to the people. Mr. Price says this tax is now being paid, but not a cent of it is being expended for the benefit of home improvements. He will seek to secure the repeal or this provision. He says the people do not want a territoria form of government particularly, that they do not care for a legislature or counell appointed by the authorities in Washington, as has been recommended by the president. They want to elect their own legislature, but prior to that prefer to have an adequate set of laws, leaving the matter of territorial government fo the future. Mr. Price is a republican, but says that

Alaska is probably democratic. He himself was elected to come to Washington by a territorial convention, which Hong Kong-Saffed Nov. 16-British bark | held at Juneau in October, The conver Beimont, for Oregon. Arrived prior to Jan. 3-Japanese steamer Kinshui Maru, from Seattle. by vote from all parts of Alaska. The convention considered matters on which the enactment of laws was desired. for Southampton; Fuerst Bismarck, for Genoa and Alexandria; Kensington, for Antwerp.

deliberations of this territorial convention were very thorough. The members, according to Mr. Price, were representative

men of Alaska. In brief, the plans outlined by this convention provided for two additional judges of the district court, a delegate to con-gress; probate judges, having in addition to the usual powers jurisdiction in certain civil cases and criminal cases; justices of the peace, and magistrates with powers for incorporated cities and towns; for a civil code and a code of civil procedure; for amendments to the criminal code; for general municipal incorporation law; for the extension to the district of the homestead, timber and stone and coal land laws, with provisions for special individ-ual surveys, and for modifications of the mineral land laws to stop the wholesale appropriation by a few individuals of the

ublic mineral lands.

He spoke very highly of the people of Alaska, but pointed out that they had no lew that allows them to incorporate towns or cities. In Skagway there is a common council that makes laws for the population, but the acts of this council are not legal. He thinks that with mining laws. more judicial districts, and better court facilities, the territory will be able to get along in much better fashion than has

been possible in the past, or at the pre Spraking of Delaware. Philadelphia Record. Teacher-Now, Tommy, tell me what the principal commodities of the state of Delaware are? Tommy (who reads the newspapers)-The failure of the peach crops.

Knew Two Kinds. Chicago Record. "See my lovely new Oriental screen."
"Yes, Is it one that folds when you don't want it to or one that won't fold. when you do want it to?"

Dull Witted. Philadelphia Record. Borrowell-I can't imagine what you see n Smithkins. He's so very dull. Wigwag-He's sharp enough to cut you

TRAVELERS' GUIDE.

WHITE COLLAR LINE COLUMBIA RIVER & PUGET SOUND NAVI-GATION CO. PORTLAND AND ASTORIA.



BAILEY GATZERT (Alder-street dock) Leaves Portland daily every morning at 7 Clock, except Sunday. Returning, leaves As-oria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351. U. B. SCOTT, Presidenc.

WASHINGTON & ALASKA STEAMSHIP CO.

Steamship "CITY OF SEATTLE" will leave Seattle December 15, and every 10 days there-after, for Vancouver, Ketchikan, Juneau, Skap-way, Skagway, making trip from Seattle to Skagway in 72 hours. For freight and passage inquire of DODWELL & CO., LIMITED, AGENTS, 252 Oak Street. TRAVELERS' GUIDE.

TWO TRAINS DAILY FOR ALL POINTS EAST

Union Depot, Sixth and J Streets.

FAST MAIL AND PORTLAND - CHI-CAGO SPECIAL ROUTE." Leaves for the East via Spokume daily at 3:48 M. Arrives at S A. M. Leaves for the Bas A. M.

Leaves for the East, via Pendiston and Huntleaves for the East, via Pendiston and Huntington, daily at 8 P. M. Arrives, via Huntington and Pendiston, at 6:45 P. M.

THROUGH PULLMAN AND TOURIST

SLEEPERS. Water lines schedule, subject to change with

OCEAN AND RIVER SCHEDULE. OCEAN AND RIVER SCHEDULES,
OCEAN DIVISION—Steamships sail from Ainswarth dock at 8 r. M. Leave Fortland—Johnbie sails Tues. Jan. 2; Fri. Jan. 12; Mon.
Jan. 23; Thurs. Feb. 1. State or California
sails bun. Jan. 1; Wed. Jan. 17; Sab. Jan. 21;
Juns. Feb. 4.
From San Francisco—State of California sails
Wed. Jan. 3; Est. Jan. 13; Tues. Jan. 23;
Fri., Feb. 2. Columbia sails, Mon. Jan. 8;
Thurs., Jan. 45; San. Jan. 28.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA. camer Hassaio leaves Fortland daily, except lay, at 8 P. M.; or Saturday at 10 P. M irning, leaves Astoria daily, except Sunday.

WILLAMETTE RIVER DIVISION. PORTLAND AND CORVALLIS, OR FORTHAND AND CORVAILIS, OR.

Steamer Ruth, for Salem, Albany, Corvallis and way points, leaves Portland Tuesdays, Thursdays and Saturdays at Ga. M. Heturman, leaves Loradis Mandays, Wednesdays and Eridays at B A. M. Breumman, Property and Salem and way points, leaves Portland Monanays, Wednesdays and Fridays at Ga. M. Returning, leaves salem Tuesdays and Ga. M. Returning, leaves salem Tuesdays, Thursdays and Saturdays at Ga. M. VAMBILL RIVER ROUTE

PORTLAND AND DAYTON, OF Steamer Elmore, for Dayton and way points leaves Portand Tuesdays, Thursday and Saturdays at T.A. M. Heffirming, Saves Dayton for Portland and way points Mondays, Weanssdays and Fridays at 6 A. M. SNAKE RIVER ROUTE.

SNAKE RIVER ROUTE.

RIPARIA, WASH, AND LEWISTON. IDAHO.

Steamer Spokane or assumer Lewiston leaves
Riparia daily at 1730 A. M., arriving at Lewiston
at 12 o'clock soon. Returning, the Spokane or
Lewiston leaves Lewiston daily at 8:30 A. M.,
arriving at Riparia same evening.

W. H. HURLBURT.
General Passenger Agent.

V. A. SCHILLING, City Ticket Agent.

Telephone Main 713.

New Steamship Line to the Orient CHINA AND JAPAN, FROM PORTLAND, In connection with THE OREGON RAILROAD & NAVIGATION CO. Schedule, 1820 (subject to

DODWELL & COMPANY, Limited, General Agents, Portland, Or. To principal points to Japan and China.



Deput Fifth and I Streets Arrive

OVERLAND EX-PRESS TRAINS, for Salem, How-burg, Ashland, Sac-ramento, Ogden, San Francisco, Mo-fava, Los Angeles, El Paso, New Or-leans and the East. 7:00 P. M. *D:15 A. M. *8:30 A. M. 47:00 P. M.

At Woodburn (dally except Sun-day), morning train connects with train for Mt. Angel, Silverton, Browns-ville, Springheld and Natron, and

evening train for Mt. Angel and Sil-17:20 A. M Corvailla passenger. [5:50 P. M. [4:50 P. M Independence pas's: [S:25 A. M

*Daily, ||Daily except Sunday,

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates \$17 first class and \$11 second class, including steeper.

Rates and tickets to Eastern points and Europe. Also Japan, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 194 Third st.

YAMHILL DIVISION. Passenger Depot, foot of Jefferson Street.

Leave for Oswego daily as 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 5:15, 6:25, 8:45, 11:30 P. M.; and 0:00 A. M. on Sunsays only. Arrive at Portland daily at *0:35, 8:35, *10:30 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Sherilan daily, except Sunday, at 4:30 P. M. Arrive at Portland at 9:30 A. M. Leave for Airile Mondays. Wednesdays and Fridays, at 8:35 A. M. Arrive at Portland Tuesdays, at 8:35 A. M. Arrive at Portland Tuesdays, Thursdays and Saturdays at 3:32 P. M.

*Except Sunday. R. KOEHLER, C. H. MARKHAM, Manager, Gen. Frt. & Pass. Agt.

Canadian R

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Offers the LOWEST RATES and BEST SERVice to and from all Eastern points and Europe, Through tourist cars from coast to St. Paul, Toronto, Montreal and Boston WITHOUT

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FOR ALASKA THE COMPANYS eleg steamers Cottags City, to Topeka and Al-Ri le TACOMA A. M. SEATTLIA. A. M., Jan. 5, 10, 15, 20, 20; Feb. 4, 4, 14, 19, Mar. 1, and overy fifth thereafter. For further in the course of the course The company reserves the right to change teamers, sailing dates and hours of sailing Meamers, halling without previous notice.

AGENTS-N. POSTON, 249 Washington st., Portland, Or.; F. W. CARLETON, N. P. R. R. dock, Tacoma; J. F. TROWBRIDGE, Puges Sound Sugit, Ocean dock, Seattle.

GOODALL, PERKINS & CO., Gen. Agts., S. P.

Astoria & Columbia River Railroad Co.

For Maygers, Rainier, ARRIVES Claiskanie, Westport, UNION Culton, Assoria, War-rentoe, Flavel, Ham-mond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seashore 11:15 A. M.

Ticket office, 255 Morrison st. and Union depot.
J.-C. MAYO, Gen. Pass. Agt., Astoria, Or.

TRAVELERS' GUIDE.

THE FASTEST AND MOST

EAST AND SOUTHEAST



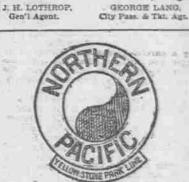
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Leave Union Repot, Fifth and I Sts Arrive Fast mail for Tacoma, Seattle, Olympia, Gray's Harbor and South Bend points, Spokane, Rossland, D. Pullman, Moscow. 5:50 P. M. iston, Buffalo 11:15 A. M. sas City, St. Louis,
Chicago and all points
east and southeast.
L. Puget Sound Express
for Tacoma and Santils
and intermediate points No. 4. 11:30 P. M.

Pullman first-class and fourist sleepers to Min-espolis, St. Paul and Missouri river points with-nut change. Vestibuled trains. Unless depot connections to ill principal cities.
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A. D. CHARLTON Assistant General Passenger Agent, 255 Morrison St., Cor. Third, Portland, Oregon,



To Assist Travelers

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fickets, baggage—to do anything
and everything that will help
them to enjoy their trip.
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Portland, Gr.



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NO CHANGE OF CARS TO DENVER, OMAHA, KANSAS CITY, ST, LOUIS, CHICAGO and the ATLANTIC SEABOARD. LEAVING PORTLAND ENIGH DEPOT, DAILY, AT 8:00 P. H.

For railroad and sleeping-car tickets and all other information apply to CITY TICKET OFFICE 124 Third Street, Portland, Oregon

W. E. COMAN, General Agent.

I GREAT NORTHERN Ticket Office: 122 Third St. 'Phone 680

LEAVE. The Flyer, daily to and from St. Paul. Minnesser Spolls, Duluth, Chicago No. 3. 3:45 P. M. and all points East. 8:00 A. M. Through Palace and Tourist Sleepers, Dining and Baffet Smoking-Library Cars.

JAPAN - AMERICAN LINE STEAMSHIP IDZUMI MARU For Japan, China and all Asiatic points will leave Seattle

VANCOUVER TRANSPORTATION CO.—
Steamer Undine, Captain Charles T. Karam,
leaves Vancouver at 8:30 A. M. and 1 P. M.
Leaves Portland at 10:30 A. M. and 4:30 P. M.
Sundays excepted. For feelight or passage apply on board, foot of Taylor street. Round (rig.
30a.

ABOUT JANUARY 1.