MEN AL SERVICES 31

THE MORNING OREGONIAN, WEDNESDAY, JANUARY 10, 1900.

Baker will report to Captain von Egloffstein and assist him in this school as he may direct. III. The non-commissioned officers (first ser-geants excepted) of this battallow will report in fatigue uniform to Captain von Egloffstein every Tuesday evening, sommencing January 16. 1960, at 8:15 o'clock P. M., in the board of Meany room, for theoretical and practical in-ARAB A RECORDB-REAKER the total documented tonnage built in the United States during the current fiscar year bids fair to be somewhat over 300,-POINTS IN OVERLAP CASE THEIR WORK ENDED 000 gross tons. IT DATES BACK TO EARLY RAIL-LARGEST CARGO OF BREADSTUFFS NOT YET ORGANIZED. Chamber of Commerce Trus-EVER CLEARED FOR ORIENT. ROAD HISTORY IN OREGON. Monwy room, for theoretical and practical in-truction is the infantry drill regulations and allitary duties. They will be provided with a oppy of the United States drill regulations and Shipbuilding Trust Has Secured No. tees Go Out of Office Today. Option on Huntington's Plant. Wheat and Flour Shipments Were NEW YORK, Jan. 9.-The Herald says: Settlers on Oregon & California Comnanual of guard duty. To retain warrants, non-commissioned officer vill be required to obtain an average of TO per ent in the drills and in oral questions pro-Rumors have been revived that articles pany Lands Would Have Been Over 230,000 Bushels-Decem. of incorporation are about to be taken out for a corporation that would absorp the leading shipyards of the country. Colonel J. J. McCook is named as the head of the enterprise, and Collis P. Hunting-ton as one of its prime movers. Mr. Hun-tington last night denied that he knew that any such consolidation had been con-summated. He said: GOOD WORK DONE LAST YEAR Protected. ber Customs Business. ounded, considered collectively. IV. First surgeants of companies E. F. G and I and the surgeant-major will report, in fatigue uniform, to Lieutetant E. C. Mears, at The news furnished in a dispatch from Washington, published yasterday, that Jus-tice Harlan, of the United States suprame court, had rendered a decision in the case of the United States vs. the Oregon & California Railroad Company, John A. Hurlburt and Thomas L. Evans, commonly known as the "uvarian case" in favor of Presidency Will Go to George Tay-The largest cargo of breadstuffs even put affoat for the Orient was cleared at lor, Jr., If He Will Accept-Secrethese bendquarters, on Asturday, January 13, at 8:15 o'clock P. M., for instruction in mill-tary correspondence, the methods of keeping company books and records, clerical work in general. The adjutant will assemble the first serguants for this purpose as frequently as may be necessary. Portland yesterday afternoon. This cargo, tary Oliphant Not Candidate. which goes forward on the steamer Arab summated. He said: "I have heard talk on this subject and have read about it in the newspapers. 1 of the regular Portland line to the Orient, lacked less than two barrels of flour of The annual meeting of the Chamber of known as the "overlap case," in favor of the defendants, will set at rest the minds of a large number of settlers on the lands equaling the Pacific coast record for big have been asked if, representing the yards at Newport News, I would join in such an enterprise. I replied that I was favor-able to combinations of capital. I saw somewhere that \$20,000,000 was to be the capital of the new enterprise, but as I would want mearly that much for the yard at Nowmort News I grass this a misrake " Commerce will be held at the Chamber cargoes of flour, and in addition to 47,801 barrels of flour, she carried 16,665 bushese V. The battallon court of discipline will con-barrels of flour, and in addition to 47,801 barrels of flour, she carried 16,665 bushess ing, January 23, at 8 o'clock P. M., for the of Commerce at 2:30 this afternoon. Offiinvolved, who have not herelofore been able to secure a clear title to their cers will be elected for the ensuing year. trial of such non-commissioned officers, musi-cians and privates as may be ordered to ap-General Charles F. Beebe will not be a measure, on the basis of 41/2 bushels to claims. candidate for re-election to the presidency, The suit, which has been in the courts for several years, involves the ownership of some 218,000 acres of land, and the story connected with the case is a long one, dating away back for over 30 years, and is a part of the early history of trans-continuets withereds. VI. Company commanders will drill their companies for at least one hour and a hair, and in no instance will companies to sconary these hendquarters. the barrel, and the total cargo carried by nor will D. D. Oliphant accept another which want searcy intri intra for the yard at Newport News, I guess it is a mistake." Mr. Huntington denied that any one held an option on his yard. He said ne believed Colonal McCook was the active head of the proposed enterprise. Mr. Huntington was told in Washington it was said that the snourcement of the term as secretary. George Taylor, jr., now vice-president, will be elected president if he will accept. Henry Hahn, of Wadhams & Co., has a clear field for the can come to Portland with safety somecontinental railroads. The first grant that figures in this sult VII. The officers of the battalion will assemwke-presidency. Up to yesterday after-VIL The officers of the battation will atem-ble in the upper drill hull in fatigue uniform Gade arma) for instruction and drill by the The Arab, which is 375 feet long on the combination was only being withheld noon no one had made an active canvass was to the Northern Pacific In 1864, It being a grant of land along the most direct practicable route for a railway from the for the secretaryship. The trustees whose terms will expire to head of Lake Superior to Pugst sound, with a branch from the main line down the Columbia river to Portland. That day are: Charles F. Beebe, George Tay-lor, jr., D. D. Oilphant, Henry Hahn, Herman Wittenberg, R. Livingstone, J. F. grant extended southward 40 miles from Vancouver. In 1886 congress made a grant to the Oregon & California company of Batcheider, J. A. Bell and George Lawrence. They have had a busy year, and to the Oregon a claimrna company of land extending across Oregon from Port-land south, a part of which overlapped the prior grant to the Northern Pacific, In no event does the Northern Pacific have any interest in this case, as its have succeeded in accomplishing a great deal for Portland. Their most notable

achievement was their co-operation with Senator Simon in the matter of having transports sent to Portland to carry troops and supplies to the Philippines. This substantial recognition of Portland's harbor by the war department was high y gratify-ing to all Oregon. In connection with this work, General Beebe made a special trip to Washington, and held many con-ferences with government officials in be-half of Portland. While East he collected half of Portland. While East he collected much valuable data about drydocks and other enterprises, which will be turned to good account this year. The work of sup-plying delicacies, medicines and neces-saries to Philippine-bound troops, and of enterialning returning veterans, required much time and money. The soldiers of Minnesota, Idaho, Washington and other states were as royally treated as if they had been Oregonians, and the enterialnhad been Oregonians, and the entertain-meni given them will cause them to remember Oregon and Portland for many a day. For a time last fail the trustees gave as much attention to Chamber of Commerce work as to their private busi-ness. They will retire from office today with the consciousness that no nine men have ever worked so hard or so much in harmony for Portland as they have. The outgoing trustees held their final

meeting at 20:30 yesterday morning, and went over the annual reports, and cleaned up all pending business except a few minor matters which were left to the incoming board. President Beebe presided.

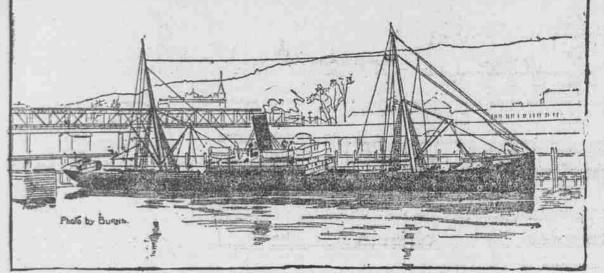
Government Hospital at Vanconver. President Beebe called attention to the bill locating a permanent general hospital at Vancouver, which has been introduced in congruss by Representative Jones, of Washington

Washington. George Taylor, jr., said that the hospital was of great importance to Portland, "Vancouver's healthful location is well known," said Mr. Taylor. "Before long, many soldiers will be returning from the pines, and Vancouver is the place for them." The trustees voted to request the Oregon

congressional delegation to co-operate with the Washington delegation in behalf of the Vancouver hospital. Stati tics showing that Vancouver is a healthier place than the Presidio will be sent to Washington to help the bill along.

Representative Cooper.

The secretary was directed to write a letter to Representative Harry A. Cooper, of Wiscensin, congratulating him on his appointment as chairman of the committee on insular affairs. Representative Cooper was told that the Chamber of Commerce Holmes, the part originally played by Mr.



ORIENTAL LINER ARAB, LOADED WITH RECORD-BREAKING CARGO OF BREADSTUFFS FOR CHINA AND JAPAN PORTS.

E. C. Hlackwood; Privates Emmett Drake, E. J. Erinick, J. A. Carr, W. K. Benvis, W. T. Lambert, P. Patterson, J. R. McDevitt, com-pany F. Private Lambert D. Whitehurst, company I

upon recommendation of their company com-is 5094% barrels, valued at \$13,643. For mander, the following privates of company F Nagasaki, there is 5611% barrels, valued at

will report to the adjutant every Thursday evening at S o'clock P. M., until further orders, The commanding officer of company G will reurn Private Edmonds as performing detached service, and not as absent

By order of R. JUBITZ, Major. Official: E. C. Mears, 1st Lieut. and Adjt.

COMING ATTRACTIONS.

The Neill Company. "A Bachelor's Romance," Miss Martha Morton's delightful comedy, which the splendid Nelli company will present in this dity next Monday evening, was ortginally produced two seasons ago by that popular actor, Sol Smith Russell. The Nelli company has the exclusive right to present this famous success in America, paying the author for such privilege the sum of \$500 per week. In it Mr. James other port in the world can make such a showing.

001, for that port. For Yokohama, there

have been dropped for continuous neglect of duty: Privates Paul R. Dempey, J. P. Leps-comb, R. A. Gann, R. W. Jamieson. X. Private E. E. Edmonds, company G, is hereby detailed clerk at these beadquarters. He will report to the adjutant every Thursday evening at \$0'clock P. M., until further orders. valued at \$0875, and a lot of lumber, bar-

rel stock and hops for Hong Kong. The flour shipment was so close to the record held by the Lennox that it is armost a tie, the record shipment of the latter steamer last April being 47,803 barrels.

The Arab's is the fifth flour cargo in excess of 46,000 barrels to leave this port. In addition to the two above mentioned, the Abergeldie is third on the list, with 46,899 barrels; the Lennox, with a second

cargo of 46,450, and the Mogul, with a cargo of 46,344 barrels, making a total of 235,297 barrels for the five cargoes. This is an average of over 47,000 barrels per cargo for the five steamers, and no

CUSTOM-HOUSE BUSINESS.

United States by act of congress of Sep-tember 25, 1890. The Oregon & California Railroad Company took the ground that the title to the lands under its patents battallon commander on Saturday, January 13, at S:15 o'clock P. M. IX. Honorable discharges have been issued to the following: Sergeants William L. Gould, L. C. Dick, W. R. Allen and W. M. Davis; Corporals J. R. and H. M. Temlinson; Musician Corporals J. R. and H. M. Temlinson; Musician was given by act of congress of July 25, 1859, which granted to it all lands on either side of its line of railroad from Portland south, within 20 miles in place or primary limits, and 10 miles indemnity limits, which

Colonel McCook asked to be excused from talking on the subject. Jefferson Seligman, who is interested in financing the enterprise, said so far as he knew the combination had not been consummated. "In fact, I don't think it will be formed on the lines originally suggested, and 1 have not heard that its plans have been definitely outlined."

Yards that are said to be sought by the McCook syndicate are those of the Cramps, the Newport News yards, the Union iron works, the Bath iron works and the yard of which Lewis Nixon is the map, although rejected by the commis-sioner and the rejection acquiesced in by active head.

Another Grain Cargo. The Portland Grain Company got out another wheat cargo for Europe yesterday. the German bark Hyon clearing for Queenstown or Falmouth for orders, with 62,825 bushels of wheat, valued at \$34,200. This is the third cargo for January, and, as half a dozen of the ships were working wheat yesterday, there will be more to follow in a few days.

Domestic and Foreign Ports. ASTORIA, Or., Jan. & -Arrived, at 10:50 A. M., and left up at 1:20 P. M., steamer Aberdeen, from San Francisco. Arrived down at 9:20 A. M., British bark Ancyra. Left up, at 2:35, German ship Nereus. Condition of the bar at 5 P. M., obscured: ind, south:



This striking photograph represents the three-year-old son of Mrs. Jess. Potter of 394 South First Street, Brooklyn, N. Y., who says, under date of Sept. 23, 1899, regarding his cure of a disfiguring face humor: My baby's face was covered with ringworms. We could not lay a pin between the sores on his face and neck, and he was a sight to look at. Two doctors attended him for three weeks, without success, when I heard of Cutleura. I got a box of Cuticura Soap, and a box of Cuticura Ointment. I only applied them three days, when I could see his face was better, and in four weeks he was cured. His face is as clear as a bell, and not a mark on it.

In all the world there is no treatment so pure, so sweet, so economical, so specify effor-five for distressing skin and scalp lumors of infants and children as CUTICUEA. A warm bath with CUTICUEA SOAP, and a single anointing with CUTICUEA Contents, puress of emolilent skin cures, followed when necessary by a mild does of CUTICUEA RESOLVENT, will afford instant relief, permit rest and sleep to both parent and child, and point to a speedy, permanent, and economical cure when all else fails. Sold throughout the world. Price, THE SET, \$1.25; or, CUTICUEA SOAP, Mc, CUTICUEA, Sold throughout the world. Price, THE SET, \$1.25; or, CUTICUEA SOAP, Mc, CUTICUEA, Sold throughout the world. RESOLVENT 50c Por Baby Humors," free. POTTER DEEG AND CHEM. CORF., Sole Props., Boston, "How to Cura

singer, appellant, against the Eastern Ore- and Mrs. C. E. Millor, grand organist. gon Land Company, which is appelled in oth cases

SUIT FOR A RAILROAD.

Spreckels Company's Action Agninst Graham for Coos Bay Road.

J. D. Spreckels & Brothers Company, of San Francisco, have commenced suit in the United States court here against the Coos Bay & Eastern Railroad & Naviga-tion Company and Thomas R. Sheridan were, at the date of the act, public lands. The defendant company further claimed that the Northern Pacific never did anyand the other directors of said company to secure possession and control of the railroad of the company.

thing under its grant which operated to identify these lands, or to withdraw them from the character of public lands. The United States set forth that on. March 6, 1885, Josiah Perham, as president of It is alleged that Spreckels Bros. fur-nished to R. A. Graham the mency to build said railroad and took as security practically the whole issue of bonds of the road, to wit, \$830,000 out of \$825,000 of the Northern Pacific, filed a general route map with the commissioner of the general land office, and that such filing of such the bonds and a majority of the stock, indersed but not registered. Graham owing them on a settlement \$523,000. Coming them on a settlement \$323,000. Com-plainants brought suit against Graham in California to foreclose the pledged stock and bonds, so as to become sole owners of the property. On June 8, 1509, an agree-ment was entered into between Spreckels Bros, and Graham, whereby Graham was given six months to ropurchase from them their interest in the stock and bonds of the road and their Beaver Hill Coal Com-pany for \$550,600, Graham agreeing that should he not consummate the purchase the railroad company, operated to with-draw these lands as public lands, and that, therefore, they could not be granted to another railroad company. A large proportion of these lands had been sold by the railroad company to stillers, of which Huriburt and Evans, the defendants named in this suit, are types. In such cases the settlers are protested by the act of March 3, 1837, and of May 2, 1836, and whether the railroad company won or lost, the settlers who have bought from and paid the railroad company would get title to their lands. Judge Gilbert, who heard the case in the

pany for \$55,600, Graham agreeing that should he not consummate the purchase he would relinquish to Spreckels Bros. all his interests in the road and mine, making Spreckels Bros. sole owners of both. In conformity with this agreement, the Spreckels Bros. and Graham lodged with the Bank of California as trustee all the stock and bonds of the road and stock of the mine, to be delivered to Gra. atock of the mins, to be delivered to Gra-ham in case he made payment of the \$520,-000, or to be delivered to Spreckels Bros. in case Graham failed to make this pay- the party was that the dancers were all ment.

Graham defaulted in the navment, and men who had shaved at least twice

and arts, c. E. minur, grant organised performed the installing corroword with grace and dignity This chapter is in its minth year, and is in good working con-dition, endeavoring to perform the duties for which it was organized. Many pleas-ing remarks were made by visiting men-base drive which it will adjust the the for which it was organized, Jakay picture ing remarks were made by vielting mem-hers, after which all adjourned to the hanquet hall, where a dainip but generous imcheran was served. The offloors in-stalled were: Worthy matron, Mrs. Chara E. Rumsey; worthy patron, Mr. W. L. Dinsmore; assistant matron, Mrs. Elina-beth Dunning; secretary, Miss Marquaret Howatson; treasurer, Miss Susie Thrail; conductress, Miss Susie Starr; assistant conductress, Miss Starr; assistant conductres, Miss Starr; assistant

ist, Mrs. C. E. Miller. -0-0

A Ball at Clarno's Ferry.

indies from 14% up, and the young

might have business with him in connection with the development of American commerce in the Philippines, and that its officers and members hoped to become better acquainted with him

Astoria Indorace the Drydock Plan. A letter from the Astoria Progressive Commercial Association brought news of the approval of the plan of the Chamber of Commerce for a government drydock, to be built at any point on the Columbia or its tributaries to be selected by the United States engineers. The Astoria association thanked the Chamber of Commoree for its co-operation.

Manufacturing Enterprises.

Stephen Carver, president of the Bank of Ontario, wrote that the town of Ontario. Malheur county, wants a woolen mill. He asked that the Chamber of Commerce put him in communication with capitalists who would undertake the enterprise if given substantial aid by the people of Mal hour county. The secretary was instructed to inform Mr. Carver of the effort Porticted land is making to get a woolen mill, and the progress of the negotiations. This in-formation will give Mr. Carver an idea of what further steps to take to have a The offer of William P. Phin and J. L.

Hockett to establish a knitting mill was referred to the Manufacturers' Associa-Messrs. Phin and Hockett say that they can have a plant which will give employment to 20 men ready for work in the spring.

Minor Business.

The letter of N. B. Kelly, secretary of the Philadelphia Traders' League, requesting the co-operation of governors of states and commercial and trade bodies in behalf of the Nicaragua canal, was referred to a special committee

a special committee. T. S. Townsend was elected a member of the Chamber of Commerce.

SCHOOL OF INSTRUCTION.

First Battalion of the Third Regiment to Attend It.

Military instruction for officers and nonand officers in the First battalion, Third regiment, O. N. G., is being in-sugurated by Major R. G. Jubitz in a forsugarated by Major R. G. Jubitz in a for-mail manner. An order has just been is-sued instructing the officers of various companies to appear at the Armony at given dates for this purpose. The time spent for drilling has usually been an hour a week, but until further orders are in-much Major Jubitz will moutre the comsued Major Jubitz will require the comdevote not less than an hour and a half of their respective evenings each week. The battalion court of discipline had been ordered to convene, and set eral other matters pertaining to the work of discipline and instruction have been taken up by the battalion commander. This promises renewed life in the Guard or-ganizations of the city. Major Jubitz has been in command only a short period, but been in command only a such period, our already he has under way work for great improvements in the efficiency of the com-mands comprising his battallon. The gen-eral order for the commencement of edneational work is as follows:

Benitquarters First Battalion, Third Regin Jarantey, O. N. G.-Portland, Or. Jan. S.-Or-ders No. 1.-L. This haitalion will parade in faitigue uniform for drill in the school of the attalion as follows: Companies P Derivation of follows: Companies P and G, Monday, January IS, companies E and I, Thurs-day, January IS, Assembly at 8:15 of lock P. M. H. Captain G. C. von Egloffstein is hereby placed in charge of the bantalion school for non-commissioned officers. He will conduct this school in a systematic and therough man-ner, forwarding to these bradquarters monthly a list of absorbers and a sufficient school of the a list of absontees and a written report of the ground covered and the progress made by early per, Lieutenant Frank 8. all mills will be running full blast.

The atmosphere of "A Back lor's Romance" is distinctly rural. The scenes are laid in New York and New England, and the characters are thorough-

ly American. The literary flavor of **A Bachelor's Romance" is contributed by David Holmes, the bachelor, the literary critic on the Beview; Mr. Mulberry, an an tique literary man, who is unable to turn his college education into money, and bemoans the superficiality of the time in matters of literature; Archibald Savage, a modern and thoroughly up-to-date jour-nalist and the antithesis of Mulberry, and Harold Reynolds, a reporter. Whatever dash of wickedness and worldliness there is in the play is furnished by Gerald Holmes, a pleasure-loving man of the world, and by Helen Le Grande, who, on the other hand, is a fascinating widow

The sale of seats for this most import-ant dramatic engagement of the year will begin at the box office next Friday morn-

"A Cheerful Linr."

"A Cheerful Liar," which has been rec-ognized as one of the liveliest and most Duties diverting farces of the day, will be presented at the Metropolitan, commen Sunday, January 14. "The Liar" has been very successful in both New York and Chlcago (having run some 450 nights), and Miss Bomar has duplicated the Eastern success of the comedy in the West. The play, while uproariously funny, is pure in tone, and is entirely free from all vulgar-

ity, or, in fact, anything that might be construed as offensive. In the hands of Miss Bomar, it is raised above the usual plane of farce-comedy. There is some-thing so quaint in her funmaking and her originality is so marked that she has firmly established with the public in all sections of the country her undisputed talent and ability as a comedienne. Miss Bomar is proud of the fact that she has surrounded herself with an excellent com pany, and it is said she has enlisted the efforts of several beautiful and talented

"Buman Hearts."

preclated.

Hal Reld's play, "Human Hearts," re-plete with interest, mirth and pathos, will be presented at Cordray's by special request next week, and no lover of the drama should fail to attend the perform-ance. But few traveling companies carry so much and elaborate scenery. No expense has been spared in the effort to make this performance in every way artistically realistic. One breathes the atmosphere of the simple farm life, and one's heart throbs with the sufferings of plain country folks, who engage the attention with their homely ways and sim-ple nature. No one will regret the time spent in witnessing this enaction of the lives of simple folks who have witnessed the greatest of sorrows, separation and injustice; and all will not only be chas-tened by pity for the afflicted, but will be refreshed by laughter in plenty, for which the playwright has fully planned.

Whatcom County Shingle Mills.

Whatcom (Wash.) Reveille. The greater number of the mills will

not start up on January II, in the opinion of President Moultray, of the County Manufacturers' Association. A good many have not yet remained closed down 60 days, as they agreed, while a number of those that have will be unable to start, on account of the mud in the woods and on the logging reads, while others along the river do not consider it safe to put bolts in the water now, because of the erratic character of the Nooksack at this time of year. The days are very short, and in cloudy weather the work in the nills and woods is interfered with by izrkness. In another month, however,

Exports for December Valued at Nearly a Million Dollars.

The report of the collector of customs month ending December 31 shows the following transactions: Vessels entered from foreign ports..... Vessels cleared for foreign ports..... Entered from domestic ports..... Cleared for domestic ports..... Entries of merchandles for duty..... Entries of merchandles free of duty....

Entries for warehouse..... Entries for export to adjacent British provinces Entry for rewarehouse Entries from warehouse for consump-. 44 Entries for immediate transportation without appraisement

Licenses for coasting trade granted..... Licenses granted to vessels under 20 Value of exports-

.\$892.032 00 Domes 822 148 0 72 00 Official fees

Total \$ 46,681 73 Refunds and drawbacks paid..... \$2 78

AMERICAN SHIPBUILDING.

Vessels Constructed in 1899 Were Larger than Those Built in 1895. The total number of vessels built and officially numbered by the bureau of navigation during the calendar year just anded was 954 of 267,642 gross tons, compared with 955 of 237,600 gross tons, for the year 1898. Steam vessels built during 1879 numbered 421 of 160,122 gross tons, compared with 550 of 169,602 gross tons for 1893. Sailing vessels numbered 532 of 107,510 gross tons, compared with 405 of 67,998 gross tons for 1898. The increase is almost wholly on the Atlantic and Gulf coasts, where 658 vessels of 163,519 gross tons were built, compared with 538 vessels of \$5,005 gross tons for 1898. On the Pacific coast only young women, who will be greatly ap-114 vessels of 20,067 gross tons were built, compared with 240 of 61,923 gross tons for the previous year. This failing off in con-

ion on the Pacific coast, in spite of fact that the Alaskan trade next year will be very large, is due partly to the bellef that American merchant vessels hith-erto employed as transports to Manila witi be released and enter the coasting trade in the spring. Construction on the Lakes comprised 70 vessels of 72,094 gross tons, compared with 66 of 75,067 gross tons for 1858; on the Mississippi and Western rivers 112 of 11,542 gross tons, compared with 111 of 14,666 gross tons for 1858. Of steel steam almost wholly for the coasting trade, 75,313 gross tons were built on the seaboard and 59,556 gross tons on the Great Lakes, compared with 35,219 gross tons on the seaboard and 47,410 gross tons on the Great Lakes for 1898. The construction of 75,313 gross tons of steel steam vessels on the seaboard is the largest output of this de-scription in our history. For purposes or comparison, it may be noted that unor-ficial figures show that one British ship-

vard during 1899 built 82,634 gross tops of steel steamships, and another built 77,501 gross tons during the year. Eighteen Brit-ish shipyards during the past year launchcertained, but it will exceed 744 steamships of 1,563,515 gross tons, practically all of which were steel, built during 1558. The returns for the first six months of the fiscal year show the construction in the United States of 527 vessels of 135,487 gross

tons, compared with 511 vessels of 120,154 gross tons for the corresponding six In Norway the average length of life is said to be greater than in any other months of the previous fiscal year. None of the foregoing figures include unrigged barges and canal-boats. Including these, country on the globe.

tained the contention of the company; Judge McKenna dissented, agreeing with Port Ludlow, Jan. 9 .- Salled-Bark Sull- Judge Gilbert. From this decree the telma, for Coquimbo. Tacoma-Arrived, Jan. 8-U. S. S. Sher-

United States appealed to the supreme court of the United States. The case was nan, from Seattle: 7th, steamer Port Albert, from Manila.

Robe - Sailed, Jan. 5-British steamer Goodwin, for Tacoma.

San Francisco, Jan. 9.—Arrived—Schoon-er Wahkiakum, in tow of tug Samson, from Portland; schooner Volunteer, from Coos bay; schooners Laura Madsen and Webfoot, from Gray's harbor; ship Oriental, from Seattle; barkentine Catherine Sudden, from Olympia; steamer Tellus, from Nanaimo. Salled, Jan. 8-Steamer from Nanaimo. Salled, Jan. 8-Steamer pany claimed that the land remained pub-Arcata, for Coos bay; steamer Coquille lic land unaffected by any legislation in

cision was expected in May last, but the court adjourned without handing one down, and it went over till the next term. It is set forth in the case that the Northern Pacific filed no map of general route in its branch line, other than the Perham map, until August 13, 1870, and it never filed any map of definite location River, for Gray's harbor: 9th, stcamer favor of the Northern Pacific or any act

udge McKenna

United States circuit court, decided in fa-vor of the United States on September 9, 1895. The Oregon & California Railroad

unearned grant was forfelted by act of

Congress. This sult was commenced by the United

States against the Oregon & California Railroad Company, John A. Huriburt and Thomas L. Evans, to set aside patents

issued by the United States to the com-pany, May 9 and July 12, 1871; June 22, 1876, and June 18, 1877, and involves 218.-

068.06 acres; that is, all lands within 40 miles south of Vancouver and 30 miles east of Portland. The United States claimed that the land within these lim

its was granted by act of congress July

2, 1864, to the Northern Pacific Railroad Company, to aid in the construction of its branch line from Pasco to Portland,

and that this branch line not having been constructed the land was forfeited to the

argued and submitted April 15, 1899. A detransfer the stock and to register Spreckels Bros, on the books as owners of the property. The suit is brought to compea registry of the stock and a reorganiza tion of the board of directors of the company, in accordance with the rights of the stockholders, a recovery on behalf of the corporation against Graham for any moneys found to be, improperly di-verted by Graham or converted to his own use, and for the appointment of a receiver to operate the railroad pending the termination of these proceedings.

The court has appointed J. B. Hasset, who has been identified with the for some time, receiver of the railroad and he will continue to operate the road and mine till further orders.

DAILY CITY STATISTICS.

Real Estate Transfers.

125 December 19 Mount Calyary Cemetery to George R. Boneset, lot 105, section 2, Decem-Ler 12 David Goodsell and wife to Bertha G. Gillam, let 6, block 5, Mayor Gutes addition, January 5. Lee McGrew to Emma M. McGrew, lots 7 and 8, block 2, Fernwood, January 6 Sheriff to John M. Stringley, subdivi-sion C. Jot I. block 5. Portland Home-stead, January 4. 177

Contagions Diseases.

Powell Van Leer, age 4 years, 1050 Macadam strest, scarlet fever. Son of W. B. Honeyman, age 12 years, 205 Eleventh street, scarlet fever.

Marriage Licease. William F. Strauss, 51, Clatsop county, and Renate Kroschowski, aged 46.

Denths. January 7, John Gilbertson, age 75 years, 431 Front street, cancer.

Births. January 3, boy to the wife of David M. Dunne, 40 North Seventeenth street. dista to

Elevator Suit Begun.

The trial of the suit of Wil is D. Palmer against the Title Guarantee & Trust Com-pany for \$5240 damages, was begun in Judge Scars' court yesterday, and will be cooncluded today. On St. Patrick's day, 1839, Paimer fell out of the elevator cage in the Marquam building, and says his arm was broken and his wrist injured, and his scalp bruised and cut, alleges ermanent injuries. He testided that he entered the elevator to go to the third story, and immediately upon getting in sold the operator he had changed his mind and would not go up that trip, and started to get out. He said at that moment the elevator man started the care, and he (plaintiff) fell out head first onto the stone or of the haliway. The defendant contends that Palmer jumped out after the levator had been started, and was injured

pecause of his own negligence. The Title Guarantee & Trust Company is the owner of the building, as trustee for P. A. Marquam.

Order of Eastern Star.

Installation of officers of Martha Wash-ington chapter, No. 14, Order of Eastern Star, took place Monday evening, January 8, in Masonle hall, Burkhart building, Grand Worthy Matron Mrs. M. Lutke, as-

claimed, making them sole owners. The secretary of the corporation refused to transfer the stock and to register Secret stock and 19%. Old bachs and wids were consigned occasionz.

Homestends on the Nez Perces,

Lewiston Teller

The homesteads on the Nez Perces reservation now have cash value. Relin-pulshments at the hand office are illed very often for a consideration of from \$15% to \$4000 each. The cash value of all thin body of land, fully 1,000,000 acres, is a sub-stantial commercial asset to the credit of the Lewiston district. This value is based upon the capacity of the land for the production of crops. Though the value of the land ma not be considered an active asset, the facome from the farms furnished will give perpetual life to the trade. This wealth is a new gift to the trade of this community. values and the engacity to produce in-comes for the farmers has come only with the extension of railroads and the opportunity to reach the market.

FRIED ONIONS.

Indirectly Caused the Death of the World's Greatest General.

It is a matter of history that Napoleon was a gourmand, an inordinate lover of the good things of the table, and history further records that his favorite dish was fried onions; his death from cancer stomach, it is claimed also, was probably caused from his excessive indulgence this fondness for the odorous vegetable ence of The onion is undoubtedly a wholesome article of food, in fact, has many medifinal qualities of value, but it would be difficult to find a more indigestible article than fried onions, and to many people they are simply poison, but the onion does not stand alone in this respect. Any ar-ticle of food that is not thoroughly digested becomes a source of disease and discomwhether it be fried onlong or beef steak

The reason why any wholesome food is not promptly digested is because the stamach lacks some important element of di-gestion, some stomacns lack peptone, others are deficient in gastric juics, still others lack hydro-chloric acid.

The one thing necessary to do in any case of poor digestion is to supply those elements of digestion which the stomach lacks, and nothing does this so thoroughly and safely as Stuart's Dyspepsia Tablets. Dr. Richardson, in writing a thesis on treatment of dyspepsia and indigestion, closes his remarks by saying. "for those suffering from acid dyspepsis, shown by sour, watery risings, or for flatulent dyspepsia, shown by gas on stomach, causing heart trouble and difficult breathing, as well as for all other forms of stomach trouble, the safest treatment is to take one or two of Stunyt's Dyspepsia Tablets after each meal. I advise them because they contain no harmful drugs, but are composed of valuable digestives, which act promptly upon the food eaten. I neve knew a case of indigestion or even chroni dyspepsia which Stuart's Tablets would not reach."

Cheap cathartic medicines claiming to cure dyspepsia and indirection can have no effect whatever in actively directing the food and to call any cathartic modulue a cure for indigestion is a misnomer. Every druggist in the United States and

Canada sells Stuart's Dyspeptia Tablets, and they are not only the safest and most successful, but the most scientific of any reatment for indigestion and stoma traubles.

Jeanle, for Nanalmo; steamer Washtenaw, done by the Northern Pacific or the land department up to July 25, 1886; that it (the O. & C. Co.) obtained title to these landed by filing its map of definite location B. Brown, for Sydney. Plymouth, Jan. 9.—Arrived—Graf Wal-dersee, from New York, for Hamburg, to and coterminus with the lands in question, and that these patents gave to the

company a perfect title. United States District Attorney Hall, who is familiar with the case, when seen yesterday, expressed no surprise at Justice Harlan's decision. He says the railroad people won on the ground that the North-

people won on the ground that the North-ern Pscific Company did not file an ac-ceptable map of its line, and was never the owner of the lands, which, therefore, came under the provisions of the grant to the Oregon & California Railroad Com-

pany. There are several suits involving same points, which will be affected by this decision. Two of these are the cases of sisted by Mrs. D. L. Houston, grand mar-John D. Wilcox, appellant, and E. I. Mes- shal: Mrs. M. E. Hall, grand chaplain.





MAP SHOWING OVERLAPPING PARTS OF TWO RAILROAD LAND GRANTS

for Comox; steamer Lakme, for Seattle. Port Townsend, Jan. 9.-Salled-Ship J. and proceeded.

Sydney, N. S. W., Jan. 7.-Arrived-Steamer Warrimoo, from Vancouver, via Hopolulu Hoquiam-Arrived January 5-Schooner Charles R. Wilson, from San Francisco

for Aberdeen. Spoken.

December 18, in latitude 23 north, longi-tude 12.3 west, British ship Kate Thomas, from Cregon for Queenstown; December 4, at 55 south, longitude 55 west, British ship Karoo, from Puget sound for Clyde.

OREGON CITY 20 Mile Lime

COLUMBIA

PORTLAND