TWO SHIPS IN THE OFFING

EN ROUTE FLEET WILL SOON BE OF SMALL PROPORTIONS.

Island Coal Fleet a Big Factor in Grain Freights on the Coast -Marine Notes.

Two square-riggers were reported off the outh of the river yesterday afternoon. was low water with a very long run out about 2:36 yesterday, so that no attempt was made to get the vessels up to the bar, but they will probably be in this morning. The vessels are thought to be the American ship Clarence S. Bement, ship Chile, 56 days from Nagasaki. The Bement was never regarded as a fast ship, and is making a long voyage. Another faster square-rigger that is about due is the Colony, 55 days from Taltal. These are the only square-riggers known to be due at the present time, but the bark Belmont, & days from Hong Kong, is due, and the bank Hadden Hall, 59 days from Panama, is also thought to be near at hand. When these five vessels arrive, there will be quite a scarcity of ships for the next month, until some of the Honolulu fleet begins to get around this way.

ere is a big fleet of ships headed for the island port with coal from Europe and from Australia, and the Pacific coast will be obliged to draw heavily on this fleet for tonnage if there is any movement at all in wheat. There have been no recent charters in Portland, but as high as 25 60 has been paid in San Francisco, and it is not at all improbable that the Bay city will be a competitor of Port-land in bidding for some of the tonnage poal. None of the coal fleet sailing under

Over 40 Propple Landed at New tles pre

Statistics agers of by William C. Moors, the landing of at the New York barge office, and that the enormous total of 187,615 cabin and add,702 steerage passengers landed at New York last year from the vessels of the various trans-Atlantic lines, as compared with 80,586 cabin and

North German Lloyd, Bremen, 17,759 cabin and 52,646 steerage; Hamburg-American line, Hamburg, 14,168 cabin and 18,668 steerage; White Star line, Liver-pool, 12,761 cabin and 25,208 steerage; French line, Havre, 6124 cabin and 22,883 Holland-American line. Rotterdam, 4019 cabin and ILES steerage; Prince line, Med-Herranean, 14 cabin and 12,784 steerage; American line, Southampton, 14,888 cabin and 11,241 steerage: Navigazione Genercabin and 2000 steerage; Hamburg-Amerage; Hollan 155 cabin and 852 steerage; Atlantic trans-port line, London, 2657 cabin; miscellan-eous, 581 cabin and 551 steerage.

SHORTAGE OF SHIPS. San Francisco Has Less Than One-

Third the Number Required. J. W. Harrison's annual coal report congrain tonnage situation in California.

Among other things, it says:
"The most astute calculators have been all at sea this year with their coal fig-ures. Being assured early in the year of a generous harvest, and consequently a large influx of tonnage would be re-quired to transport our cereals to Europe, the incoming tonnage would be composed of 80 per cent of coals. With this in view, full stocks and low prices should necessarily prevail. Far from this being the case, two-thirds of our last grain crop is here in warehouse today, viz., 740,000 short tons wheat and 235,000 tons barley. To move this, we have but 80 vessels (loading and en route) chartered, capable of carry-ing grain, of a capacity of 249,000 short tons, and here in port loading, 16 vesseis, capacity of \$5,000 short tons; in all, less than one-third of our actual tennage requirements. Furthermore, this is all that can possibly arrive here before next May, unless tramp steamers come to our recue. I have made these figures to prove this port in 1800, and several months hence priced foreign coals. Fully 20 per cent of the coal now consumed here is produced by our Northern collieries, and is under the absolute control of but five local managers, who could establish prices within one week 25 per cent above ruling rates. Their beneficent action calls for special

Gale on French Coast.

PARIS, Jan. 10.—Heavy gales are blow-ing along the entire French coast, and a number of small vessels, with their crews, have been lost, although several life-boat rescues are reported. A fishing-boat foundered off Bullonne-sur-Mer, almost the crew perishing. The bark Jeanne Eugenls sank near Cherbourg, and five persons and development of the crew perishing. sons were drowned. Heavy weather is re-ported from all Mediterranean ports.

Marine Notes.

The German bark Hyon, the "baby" of he grain fleet in port, will leave down the river this morning.

The German ship Nereus arrived up last evening, and went to the esevator dock to discharge ballast, preparatory to loading wheat for the United Kingdom.

The steamer Columbia arrived up about 4 o'clock yesterday afternoon, after an uneventful trip from San Francisco. The State arrived at San Francisco yesterday

The steamer Elimbranch is slightly overdue from the Orient. A steamer was re-ported outside yesterday morning, but afterwards hore away to the north before her identity was established. It was thought to be a coast coilier.

Domestic and Foreign Ports. ASTORIA, Jan. 10 .- Arrived at 7:40 .A.

Southampton, Jan. 10.—Arrived-Kaiser Wilhelm der Grosse, from New York, for Bremen; steamer New York, from New

er Sinte of California, from Portland: copy, at the latest sales brought less than steamer Robert Adams, from Nanalmo, half that see

Arrived last night-Schooner Monterey, from Coos bay. Salled-Barkentine Glean-er, for Columbia river; schooner James A. Garfield, for Coos bay; barkentine North Bend, for Gray's harbor.

Tacoma, Jan. 19.—Arrived — Schooner Challenger, from Seattle. Seattle — Sailed January 9 — Steamer Townsend, for Skagway.
Port Los Angeles-Sailed January 9-

Norwegian steamer Titania, for Nanaimo. Sydney — Arrived January 9 — British steamer Warrimoo, from Vancouver. Liverpool, Jan. 10.—Arrived—Rhynland, from Philadelphia. Moville, Jan. 10 .- Arrived - Anchoria,

from New York, for Glasgow. Lendon, Jan. 10.—Arrived—Menomines, from New York Kobe Arrived January 9-Energia, from Tacoma, for Hong Kong,

Bibraltar-Arrived January 9-Werra, New York, Jan. 10.-Sailed-St. Louis, for Southampton; Noordland, for Ant-

San Diego-Salled January 9-U. S. S. Ban Diego-Sailed January S-U. S. S. Philadelphia, Marblehead and Iowa. Bouthampton, Jan. 10.—Sailed—Lahn, from Bremen for New York. Bremen, Jan. 10.—Arrived—Dresden, from

Rotterdam, Jan. 10 .- Arrived-Massdam, from New York. Giasgow, Jan. 16 .- Anchoria, from New

OPPOSING RECIPROCITY.

Appeal of the League of Domestic

Producers. CHICAGO, Jan: 10.—An appeal to the agricultural interests of California in paricular and the Pacific coast in general has been prepared by the League of Do-mestic Producers. This organization is a Docs a Cash Bond Stand Good Till coalition of growers of sugar beet, sugar cane and manufacturers of sugar therefrom, growers of tobacco and clgar makthat is now headed for the Island with coal. None of the coal fleet sailing under fruits, vegetables, woot, cotton, rice and a foreign flag is eligible for the sugar nuts. Its purpose is to defeat the adbusiness out of Honoiulu, and for that mission of produce from the tropics or reason the singular spectacle of an iron from South America at lower tariff rates

present rate, she could receive over \$25,000 for the trip, and, at the present rate, she could receive over \$25,000 for taking a carry of wheat from San Trancisco of wheat from San Trancisco of wheat from San Trancisco of the trip, and otherwise the court thinks mark is carry taking a carry of wheat from San The pending treaty of reciprocity with France is full of mischief for California's other thing, with the chances somewhat in favor of the latter. Mark has a research which in favor of the latter. Mark has a regreat wine industry, as you know better than we. The pending treaties of reciprocity with the British West Indies and reads: "Received from Dan Marx, \$250 bail greatly reduced duties, which would se-riously injure the home market for the same articles as produced in California, viction, and that as she appeared for trust the vescels of the various trans-Atlantic same articles as produced in California.

The proposed free admission of Puerto Rican produce is but the first step toward in the the free admission of sugar, fruits, to-bacco, etc., from the Philippines, and, ere long, from Cuba. That such policy would ruin the most profitable agricultural industries of California goes without say-

"On top of all this comes the treaty steerage; Cunard line, Liverpool, 19,045 sugar and wool may be imported from the cabin and 20,853 steerage; Red Star line, per cent reduction in duties. Asserted the cabin and 20,853 steerage; Red Star line, per cent reduction in duties. can go now, Annie." This was intended to mean that the defendant would appear in court when wanted.

Exports of wool in 1897 were 452,000,000 pounds, nearly four times as much as the total wool imports in the United States the past year and twice the total product.

This was intended to mean that the defendant would appear in court when wanted.

Mr. Giltner, counsel for the state, in response, said: "If Mr. McGinn says she will be here, I will take his word for it."

Judge George asked what the ball was, and W. Giltner answered \$250 in cash. tries on earth. It has nearly four times ale Italiana, 89 cabin and 8838 steerage; total wool imports in the United States Anchor line, Glasgow, 6182 cabin and 5512 the past year and twice the total producsteerage; Union line, Hamburg, 422 steer-age; Thingvalla line, Copenhagen, 752 to two-thirds of all the foreign wool entering this country comes under class 2, coarse wool, so that any such tariff ican line, Mediterranean, 425 cabin and 2, coarse wool, so that any such tariff favors steerage; Linha de Vapores Portuly stimulate direct imports from Empress Insulane de Navegacao, Lisbon, of our coarse-wool sections, like Arizona, of our coarse-wool sections, like Arizona, New Mexico, Colorado, Okiahoma, but Glasgow, 1647 cabin and 1247 steer- New Mexico, Colorano, Grand Washington, also California, Oregon and Washington. The excuse for the treaty is that Ar-gentina wools are mostly carpet grade, ed to let the defendant go, with the unbut 10 years ago the department of ag-riculture pointed out that 'there is no question of the possible production in the United States of carpet wools in ample variety. It is true now as then. "We, therefore, appeal to the great ag-

ricultural interests of the Pacific coast, especially to the fruitgrowers and wooltains some very interesting figures on the growers, to unite in a strong protest to congress against the proposed sacrifice of their interests and also the sacrifice of similar interests in nearly every state and territory in the Union. We ask the fruit, wool, beet-sugar and similar interests to send resolutions, petitions and letters to their respective senators and representatives and in every legitimate way second the efforts of the League of Domestic Producers to ward off this danger. This policy advocated by the league will in no wise interfere with the largest possible expansion without any sacrifice of our vast demestic and agricultural interests, upon which national prosperity depends."

TENDERFOOT FINDS RAILROAD Says Vanderbilts Are Building Wel-

ser Line to Reach Portland. MINNEAPOLIS, Jan. 10,-A special from

Lewiston, Idaho, says: The Pacific & Idaho Northern railway now being built from Weiser, in the south-ern part of the state, north to Seven Deviis, is the most mysterious piece of railroad building in the country. It begins nowhere and ends nowhere. Yet over 103 miles of the finest roadbed have been built and cash is paid for everything, and only the best material is purchased one knows who is furnishing the cash or why the road is being built. It is believed, however to be the Vanderbiit connecting link between the east and west. The Oregon Railroad & Navigation Company is to build 77 miles from Riparia to Lewis-ton, and eventually this piece of road will connect the Oregon Railroad & Naviga-tion Company with the Oregon Short Line. This will make it possible to start a car at New York city and pull it to Portland Or., on tracks owned by the Vanderbilts The new road will come down the Salmo to Snake, and then to Lewiston. Ther the Vanderbilt system will have water grades through the mountains and to the

Kipling's Limitations. New York Commercial Advertiser. A critic has said that, from an artis tic point of view, the greatest mistake Kipling ever made was in not dying last spring. Many to whom he then seemed to have said the ultimate word now are outliving their indiscriminating enthusiasm, and see that, while he gives voice to one and an admirable side of the Anglo-Saxon character, there are other sides he cannot touch. The brutal quality, seemingly so necessary in the successful man grappling with ploneer forces had not been receiving its due in liter-ature before him, any more than had machinery—equally brutal in its advances. He was the healthy reaction, and his success shows how he was needed. The pendulum is swinging a little the other way at precent. As a Western paper has said, war in itself is no longer popular. M. and left up at 1:26 A. M.—Steamer Columbia, from San Francisco. Reported outside at 5 P. M.—Two square-riggers. Condition of bar at 5 P. M.—Rough: went blood crazy for a time. It was clv-liked enough to become easily sated, how-weather, cloudy; wind, northeast. turn to the gentler things again-better worthy of cultivation by literature than Remen; steamer New York, from New Serumen; steamer New York, from New Cheminacy. And Kipling's "Schoolboy default against W. A. Trites, for \$39, in-Lyrics," which sold last April for \$675 a

IN THE SEVERAL COURTS

NEW RULES FOR BUSINESS IN THE COUNTY COURT.

Hours for the Holding of Court-Days for Hearing Final Accounts, Motions and Demurrers.

Judge Cake has adopted the following rules for the systematic conduct of the business of his court;

First-The court will convene every n at 3:30 and every afternoon at 2 o'clock, at which time all business of any kind or descrip-tion must be presented to the court. No orders will be taken in chambers, and no business any kind will be performed except in open court and at the hours above mentioned. Second—Final accounts will be heard on Monday of each week at the regular sees ourt, as above specified, and notice of the tim of settlement of final accounts must be pub-lished for five successive issues in some news-paper in Multnomah county, the proof of pubation to be flied with the county clerk before

the consideration of the final account.

Third—in addition to an order settling the acunt of the administrator or executor, an ad

a book provided for that purpose,

FORFEITED BAIL. Day of Sentence? Annie Stebbins, the negress convicted in the criminal court Monday of larceny of

\$50 from Andy Grow, is reported to have run away. She was at liberty on \$250 cash bail, and it was supposed she would appear for sentence; but she cannot be found. Pawnbroker Dan Marx, who put to the islands, and other iron vessels coming in ballast from the islands to San Francisco, will be winnessed this year. The Tille E. Starbuck, which arrived in San Francisco with general cargo from New York last week, will leave the Bay city in ballast for Honolulu to load sugar for Delaware breakwater at \$5 per ton. This will bring her owners a gross amount of \$25,000 for the trip, and, at the present rage, she could receive over \$25,000 (60) to the matter of the matter o celpt from Jalier E. J. Dougherty, which viction, and that as she appeared for trial Marx had completed his obligation, and

Marx had completed his obligation, and is entitled to the return of the bail. On the other hand, it is argued that where cash bail is furnished, the court knows no owner. It is the property of the defendant, so far as the court is con-cerned, and stands for any appearance of the defendant, and is subject to forfeiture

n the event of nonappearance.

When the jury returned a verdict of guilty late Monday afternoon, Henry E. McGinn, who appeared for the woman, after speaking to the court and arranging as is usual, that the sentence should not be passed immediately, remarked: "You can go now, Annie." This was intended

and Mr Gilfner answered \$250 in cash. Attorney McGinn stated: "I don't know

ere. I don't know." Attorney Giltner remarked in that case the woman had better be detained. The court said \$250 was a great deal of

noney nowadays, Mr. McGinn further stated: "I suppose

Deposition Taken.

The damage suit of Willis D. Palmet against the Title Guarantee & Trust Company will be submitted to the jury by Judge Sears this morning. John Matheson, the young man who was running the elevator in the Marquam building at the time of the accident is not here, so his deposition was taken and was read to the jury. He states that just as the ele-vator started and while the door was being closed, Palmer made a fump through stopping the door in its motion, and fel out or jumped out, and seemed to lose his balance while on the edge of the ejevator cage. He says Palmer was responsible for the door not being closed.

Several witnesses testified that it was the custom of elevator men to give the door a push to close it with one hand while they moved the lever by which power is applied with the other, and that the door, though moving very easily and rapidly, would not be entirely closed until the cage was several feet above the floor. Whether or not this practice constitutes negligence when the person jumps or falls

out is for the jury to determine.

Palmer avers that the door was open when he went to get out, and that he told the elevator man he would not go up that trip, and that just as he was going through the door the man started the elevator.

New Suits.

The Hibernia Savings bank has sued Edward Killfeather and John Montag to recover \$300 on a joint promissory note

secuted September 4, 1898. Mary Trigg has sued John E. Trigg for a divorce, and for one-third of his prop erty, comprising 20 acres, at Woodstock. She also states that her husband owns notes and mortgages valued at \$2000, and she demands \$1500 al mony in gross, and asks to be restored to her former name, Mary Furkins. The parties were married at Portland, November 25, 1899. The plain-tiff charges the defendant with cruel treat-

F. M. Roberts has sued Loyal E. Wood-worth, James R. Greenfield et al. to foreose a mortgage for \$3000 on 10 acres of land Isabella Windle has sued Kate O'Neal and Barney O'Neal in the state circuit court to foreclose a mortgage for \$400 on lots 27 and 28, block 8, Point View addition

Criminal Court.

addition.

Huston Shannon, who pleaded guilty to larceny of an overcoat, was sentenced to ilk months in the county jall by Judge George yesterday. Shannon is a good-looking young negro, and has been a solder. His attorney stated that the man desired to rejoin his company at Fort Wrangel, Alaska, and asked for a light Ed Fishnigan, indicted for larceny, pleaded not guilty and the trial was set

for January 16.

Court Notes.

The final account of Anna Tilleson, ad-ministratrix of the estate of Emil Tilleson, deceased, was filed, showing \$87 claims

Judgment by default in favor of Elizabeth Waterford, against B. H. Bowman, for \$100, was declared by Judge Sears yesterday.

zer, yesterday.

In the suit of R. H. Hornan against Society Christopher Columba, the jury returned a verdict in favor of the plaintiff for \$70. He sued for \$105. The suit of the Irving Park Association against Virginia Watson, to recover about \$1700 on an alleged unpaid subscription to

ment in favor of T. M. Summer, adminis-trator of the estate of Jasper Clift, de-ceased, for \$419.

stock in the plaintiff's corporation, was heard by Judge Cieland yesterday, and taken under advisement. In the suit of Frederick K. Arnold, guardian of Mary Ahern, insene, against Mary Fitzpatrick et al., to foreclose a mortrage for \$600 on lots 2, 336, 7, 11, 12 and 13, block 3, Cook's addition, a decree was rendered by Judge Cleland yesterday.

In the case of a number of foreign manufacturers of liquors, bitters, etc., against S. Arata and others, charged with against S. Araia and others, charged with infringement of trademarks. Judge Gil-bort yesterday granted 20 daya' additional time in which to file rebuttal testimony. The court also denied a motion for ruling

PROMINENT RAILROADER.

on the testimony.

Retirement of James Charlton From the Chlengo and Alton.

Retirement of his father and promotion

count of the administrator or executor, an additional order must be presented discharging the executor or administrator, exonerating his bondsmen and distributing the extate.

Fourth-Motions and demurrers will be heard on Saturday of each week, and must be set down for argument either by agreement of counsel or order of court not later than the Thursday prior to the Saturday upon which the said motion or demurrer is to be heard, in a book avoided for that nurses. of his brother to the position made vacant is the news that comes from Chicago to A. D. Charlton, of this city. James Charloffice be occupied 29 years, and his son and former assistant, George J. Churlton, has been made general passenger in his stead. In railroad circles, James Chariton is widely known, and the an-nouncement of his vacating the important office in the Chicago & Alton, although not with the purpose of retiring from work entirely, has been received with many marks of regret and consideration. The information from Chicago proves that the Charlton family are railroad men. Three members have already attained high po-The following letter from sitions. Charlien in response to expressions of re-gret from Kansas City rally and men is a lesson to young men who hesitate at work: Chicago, Dec. 20, 1899.-Gentlemen: I have your telegram of yesterday, conveying to me friendly greetings from 40 of my fellow rallway employes, traveling passenger agents and ticket agents of Kansas City, assembled at the hanquet, 27th inst., tendered to Mr. C. R. David-

passenger bureau. Your message gratified me beyond any words of mine to express. I am unable to give you any idea of even half the pleasure it gave me. Thank you most sincerely for it. I wish I could make return in some way for anything so houghtful, kindly meant and flattering.

I hope to be back in the ranks again speedily, and be one of the boys, as usual. For so young a man, it is too early for me to tire, and, besides, I am not of a retiring dis position. In railway work, or in some other work, in the future, as in the past, I shall ex nd my superfluous energy until nes in which no man can work. I shall wear

out and not rust out.

I hope that you have had a merry Christmas and that you will have a happy New Year. With gratitude for your abounding kindness to me, yours respectfully,

J. CHARLTON.

The passenger and ticket agents who ass bled at the Midland hotel on Wednesday night, when a banquet was given in honor of C. R. Davidson, formerly secretary of the Kansa City passenger bureau, appointed a committee to draft a suitable telegram to be sent to James Chariton, the honored general passenger agent of the Chicago & Alton, who has resigned his position and leaves the service of that road today. The committee, consisting of E. S. Jewett, W. N. McDearmon and Henry N. Garland, sent an appropriate message, expressing the re-gret the Kanips City passenger men feel at the departure of Mr. Chariton from the serv-los, and yesterday the answer was received.

In Chicago, the home of Mr. Charlton during his long term with the Chicago & Alton, the esteem of those associated with him is even higher, as will be seen from the following, published in the Chicago

One of the last official acts of C. H. Chap pell, as vice-president and general manager of the Chicago & Alton rallroad, was to send the following highly complimentary letter to James Chariton, who was so long the general passenger and ticket agent of the Alton:

"Chicago, Dec. 50, 1839.—Mr. James Charl-ton, General Passenger Agent-My Dear Mr. Charlton: Before you and I sever our connec-tion with the Chicago & Alton road I desire to thank you most heartily for your valuable serv-tee to the company and for your loyalty and support to your superior officers. I have never known a more loyal and faithful official than ou have been. With high regards, I am, your very truly, C. H. Charrente, very truly, "Vice-President and General Manager,"

James Charlton is one of the best-known figures in the passenger ranks today, and h assertions have had more effect in shaping the policies of Western railroads than any man in the business. His railroad career is interesting. He is a native of Northumberland county, England, and entered the rallway service in April, 1847, as junior clerk in the freight department of the Newcastle & Carlisle railway, New castle-on-Tyne, England. When he resigned his connection with that company he had attained the position of chief clerk and cashier in the freight department He entered the auditor's office of the Great Western radway, of Canada, April, 1857, as assistant to the chief clerk, and after-wards served as clerk in charge of statistics and freight accounts, chief clerk auditor and general passenger agent. He left the service of the Great Western railway in 1870 to accept the position of gen-eral passenger and ticket agent of the North Missouri Railroad Company, which be held from March 22, 1870, to July 13, 1871, when he resigned to accept the general passenger agency of the Chicago &

Alton railroad.

There is, perhaps, no traffic officer connected with any rallway line in the country who is better known or more highly respected by the general public and railway officials than Mr. Charlton. He is recognized as an authority on all matters pertaining to passenger traffic, and is looked upon as the foremost passenger traffic man in the country. Thoroughly experienced in all branches of the passenger business, he has by his methods brought the passenger revenue of the Alton road to the top of the list. He has been quick to take advantage of all situations to keep his line before the general public and close in touch with the people, and there is per-haps no line so widely and favorably known to the traveling public as the Chi-

cago & Alton, Mr. Charlton has been the friend of the young men, willing to lend them a helping hand at all times, and not a few go to him constantly for advice. He has educated and helped to their present positions a number of young men who now occupy positions as general or assistant general passenger agents on a number of Western and Southwestern lines.

The battle-cry of the passenger department of the Chicago & Alton railroad, under Mr. Charlton, was "a reasonable commission to ticket agents, first, last and all the time," and he has consistently adhered to this position in the face of organized opposition on the part of strong lines in the East who have tried to force other methods in advertising and securing business. On two occasions have the entire rallway systems of the East, backed by very nearly the combined railway systems of the West, instituted boycotts against the Chicago & Alton railroad for adhering to this policy, and twice has Mr. Charlton fought them to a standstill where they have been obliged to withdraw their boy cott and permit the Chicago & Alton to

conduct its business in its own way. Mr. Charlton is not only a railroad man, but an interesting writer and forcible speaker. Some of his letters and utterances have been widely printed and generally read throughout the country. His His Walter R. Vivian has confessed judg- leisure hours are spent at his home, where



THE SURE ROAD .. TO . 1 HEALTH REACHED BY THE TIMELY USE OF

he has a private library second to few in this country. Most of his time away from official duties he spends in reading and

It goes without saying that the man who has engineered the passenger traffic of the Chicago & Alton through so many years to success, and who possesses the indemitable energy of James Charlton, will, within a short time, again be in the harness as a leading official of some other great sys

THROUGH EXPRESS SERVICE. Alaska Pacific Company Billing to

Dawson City, The Alaska Pacific Express Company of which M. G. Hall, of Portland, is general manager, has entered into an exclu slve contract for operating on the White Pass & Yukon raliroad, from Skagway to Lake Bennett, at which point connec is made for Dawson with sleds and dos leams. There is now a daily messer service between Skagway and Bennett The railroad company is pushing construction operations day and night, and the managers announce that when navigation opens next spring, the terminus of the railroad will be at the foot of Lake Lebarge, 30 miles below White Horse rapids. The trip next summer from Skugway to Dawson can be made in 60 to 72 hours

Main Line vin New Westminster. MONTREAL, Jan. 10.-The Canadian Pacific Railroad Company will make ap-plication at the next session of the Do-minion parliament for power to divert the main line from Mission Junction, B. C. to New Westminster, B. C., thereby mak ing New Westminster a man line point in direct connection with Vancouver, B. C., instead of a branch line station, as now. A clipping from a Kansas City paper instead of a branch line station, as now. This charge has been decided upon in of railroad men of that place for the old deference to the continued request of Eastern through passenger business.

New Manttoba Cabinet,

WINNIPEG, Man., Jan. 10.—Premist MacDonald aunounced the new cabinet to He takes the attorney-generalship day. and the other portfolies were distributed as follows: Treasurer and minister of agriculture, J. C. Davidson; secretary and minister of public works, Dr. McFadden. Without particles, James Johnston and Colin H. Campbell.

For 25 cents, you can get Carter's Little Liver Pills—the best liver regulator in the world. Don't forget this. One pill a dose,



mres the sick and strengthens then it the same time. Write for boo at the same time. Write for that tells all about the baths. Pullman cars to the door. OTTO E. NEVER, Paso Robles, Cal



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TRAVELERS' GUIDE.

Pacific Coast Steamship Co. FOR ALASKA THE COMPANY'S elegant steamers Cottage City, City of Topeka and Al-Ri leave TACOMA A. M., SEATTLE 9 A. M., Jan. 5, 10, 13, 20, 25, 30; Feb. 4, 9, 14, 18, 24, Mar. 1, and avery fith day thereafter. For further information obtain company's folder, steamers, salling dates and hours of salling without previous notice.

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

Sound Supt., Ocean dook, Seattle. 2000DALL, PERKINS & CO., Gen. Agia., S. F. WASHINGTON & ALASKA

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Steamship "CITY OF SBATTLE" will leave Seattle December 15, and every 10 days thereafter, for Vancouver, Ketchikan, Junesii, Skagway, making trip from Seattle to Bangway in 72 hours.

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TRAVELERS' GUIDE.

EAST AND SOUTHEAST

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