学会的经常的生态法会议的问题的 自然和中的现在分词冲突 THE MORNING OREGONIAN, THURSDAY, JANUARY 25, 1900.

BUT FEW SHIPS ARE DUE plowed through that structure and torn WORK DONE BY DREDGE

LIGHT MOVEMENT OF GRAIN PRE-VENTS EXPORTERS CHARTERING.

Bates Are High in San Francisco-Scattle to Lond a Siberian Steamer-Elm Branch in Trouble.

A three-masted bark in ballast was reported off the mouth of the river yesterday, but, owing to heavy weather, she stood off shore again. The vessel is prob-ably the British bark Belmont, 70 days from Hong Kong. There are but two other vessels buildes the Belmont due at Portland before the middle of next month. These are the British bark Gulf Stream, put 14 days from Honolulu, and the Brit-ish bark Donna Francisca, & days from Rio Janeiro. Neither of the last two is fully due, unless they make fast trips, but both will probably be along early in Februnry. Notwithstanding the scarcity of ships, and the large amount of wheat still in the country, chartering is at a stand-still either for present or next season's loading, and the only spot ship in the Northwest, the St. Enoch, has been without an offer for over 10 days. In the San Francisco market there is

a little more life, and several shins have been chartered within the past few days. The Matterhorn, which has recently arrived, and has not yet discharged her in-ward cargo, was chartered outward from the Bay city vesterday at 36s 3d for wheat and barley, and the Roby, which was in-tercepted off San Francisco heads and taken into the Bay city while en route for Portland, was chartered last Saturday at 35 shillings. This is probably fully as well as she could have done, had she continued her journey, as none of the ex-porters will take hold of ships so long as there is so much firmness shown by wheat-holders. The grain tonnage en route and in port is nearly equal at the present time, there being 3,360 tons en route, and 31,588 tons in port. Of the latter, over half is tons in port. Of the latter, over half is already loaded, and most of the remainder is well along toward the finishing point.

#### NEWS FOR SEATTLE.

#### Queen City Discovers That a Steamer is to Lond for Siberia.

German tramp steamship Milos is on route from Japan for Seattle to load flour for Siberia. Several steamships have proviously loaded at Seattle for Siberia, but the Post-Intelligencer indulges in quite a "pipe dream" over this particular one, and says:

"This is the first substantial evidence of the contemplated change from Portland to Beattle of the American terminus of the Siberian steamship line, W. R. Townsend, agent for Clarkson & Co., who was here in the spring of 1899, more than hinted that the company had such a plan in view, but would not make an official statement, as something might result to overthrow the arrangement. He, however, said he fa-voted moving the line to this port, as it was superior in many respects to Port-land, chieffy on account of the impossibil-ity of taking & full cargo to that port, because of the low water in the Columbia river and the bar at its mouth. "Clarkson & Co. are direct agents for

the Basso-Chinese bank, and for the last few years have been especially inboring to develop trade with Siberia. For this pur-pose they put on a chartered line be-tween Vladivostock and Portland, from three to five round voyages a year being made. Most of the cargo of these vessels consisted of Washington products, which had to be shipped to Portland by rail and then transferred to the vessels. To obviate this, as well as make their terminus where deep water would enable them to do away with lighterage, they have decided that Scattle is to be their American port

The Milos is a steamship of 4209 tons net register, and will, therefore, take large cargosa. Part of the first cargo will be

It will probably be news to Portlanders to learn from such an eminent source that this city has been the "American terminus of the Siberian steamship line." Portand has dispatched a great many cargoes

Wreekage Sighted. SAN FRANCISCO, Jan. 24 .- The steamer City of Peking reports that 1300 miles east of the Japanese coast she passed

what looked like the mainmast of a fore and aft schooner. The wreckage was new, and as it was blowing hard at the time some vessel bound this way has evi-dently met with a mishap. January 22, when about 30 miles west-southwest of the Farallones, the British ship Samoena passed what looked like the deckload of a lumber vessel and a considerable quan-tity of wreckage. Several of the lumber ficet are making long trips from the Sound, and it may be one of them that has met with a mishap.

City of Scattle to be Towed Home SEATTLE, Jan. 24 .- The tug Tyce will SEATTLE, Jan. M.-The tug Tyce will leave tomorrow for Juneau, to tow down the steamer City of Seattle, which was recently disabled during a severe storm. The steamer will reach this port in about 10 days, and will then be sent to the drydock for repairs. The City of Seattle has been libeled for \$0,000, the steamer Cottage City claiming that amount for salvage. Bonds in double that sum have been executed. been executed.

### Steamer From Comox.

VANCOUVER, B. C., Jan. 24.-The an-nouncement is authoritatively made today that the Dunsmuirs will put on a direct boat from Vancouver to Union (Comox), the service to begin April 1.

#### Domestic and Foreign Ports.

ASTORIA, Or., Jan. 24.-Three-masted bark outside at 2 P. M. Condition of bar at 5 P. M., rough; wind, northeast; weath-

San Francisco, Jan. 24.-Arrived-Steam er Robert Adamson, from Nanaimo; schooner Gem. from Coos bay; bark Theo-bald, from Osyter bay. Salled-Washtenaw, for Comox. Sailed Jan. 23-Steamer Newburg, for Gray's harbor, New York, Jan. 24.-Sailed-New York,

for Southampton; Oceanic, for Liverpool; Friesland, for Antwerp. Vancouver-Cleared Jan. 2-Bark Guy

C. Goss, for Philadelphia. Coos Bay-Arrived Jan. 23-Steamer Al-ice Blanchard. Bar-bound-Steamer Ar-

Acapulco-Salled Jan. 3-British ship

Cleomene, for Oregon. Willaroo-Arrived Jan. 23-Bark Hesper, from Port Gamble.

Form Fort Gamble. Port Los Angeles-Arrived Jan. 23-Ha-wallan steamer San Mateo, from Nanalmo. Seattle-Arrived Jan. 23-In distress, British bark Ravenscourt, from Tacoma for United Kingdom, and ship Columbia, from Tacoma for San Francisco, both in tow of tug Tyce, and collided five miles

Manila-Arrived Jan. 3-Flintshire, from

San Francisco, via Honolulu. Liverpool, Jan. 24.-Sailed-Waesland, for Philadelphia. for Philadelphia. Southampton, Jan. 24.-Arrived-St. Paul, from New York. Sailed-Saale, from Bremen for New York. Liverpool-Sailed Jan. 23-Sylvania, for

Plymouth, Jan, 23-Salled-Patria, for

New York, New York, Jan. 24.-Arrived-Kaiser Wilhelm II, from Genoa. New York, Jan. 25.—Arrived—Rotterdam,

from Rotterdam.

## HOTEL ARRIVALS.

THE PORTLAND. E Morgan, San Fran P M French, S F E N Clintsman, In-dianapolis S L Meininger, N Y H N Stevenson, U S N J W Sanford, U S N H Marron, S F H N Stevenson, U S N J W Sanford, U S N J W Sanford, U S N H Mainer, U S N B H Harrison, U S N B H Harrison, U S N C D Stevens, Boston R Mines J acobs, Corralis Miss S Jacobs, Corralis Turner, U S army Leo Wiel, New York G H Dunaton, Buffalo THE PERKINS. THE PORTLAND. the nave been primping intrograms and 600 feet of pipe line on the west side of the river, which is about the limit we can operate effectually with the present current. It is intended after this channel is cut to have the ships go through the

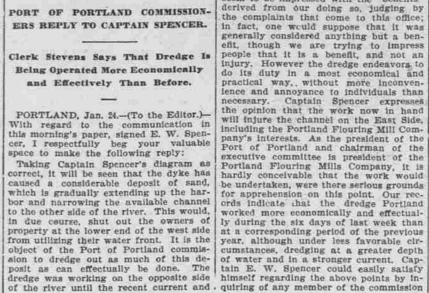
THE PERKINS.

line, I can only say that the United States government insists that the dump shall be put ashore, and others on whom we have been forced to dump material do not seem to be impressed with the "benefits" PORT OF PORTLAND COMMISSION-ERS REPLY TO CAPTAIN SPENCER. Clerk Stevens Says That Dredge Is Being Operated More Economically

## and Effectively Than Before. PORTLAND, Jan. 24 .- (To the Editor.)-With regard to the communication in this morning's paper, signed E. W. Spen-

cer, I respectfully beg your valuable space to make the following reply: Taking Captain Spencer's diagram as correct, it will be seen that the dyke has

caused a considerable deposit of sand, which is gradually extending up the har-bor and narrowing the available channel



Local paint and oil manufacturers and all others using alcohol in the arts or in medicinal and other like compounds are much intersted 'n a bill now pending in congress providing that the failure of the secretary of the treasure to prescribe regulations for giving such persons a rebate equal to the tax paid on the alcoho shall not be a bar to actions brought in the United States courts to recover the amount. The bill was introduced by Representative Russell, and is intended to correct a wrong inflicted on manufacturers using alcohol in the foregoing named manner, by a decision of the United States supreme court. The court held that, because Secretary Carilsie did not formulate regulations for re-paying the revenue tax on alco-

DEMAND LAWFUL REBATE

USERS OF ALCOHOL IN THE ARTS

Local Manufacturers Want Congress

to Undo an Unjust Act of the

Supreme Court.

FAVOR RUSSELL'S BILL.

hol used in manufactures, etc., accord-ing to the provisions of section 61 of the act passed August 28, 1894, the rebate could not be collected by action. Congress provided for it, but the failure of the secretary to do what was required of him defeated the purpose, according to the de-cision of the court. Representative Russell seeks to have the decision of the court set aside, in practice, by a specific declaration that the United States is liable

for the rebate allowed by congress. The act under which the trouble arose was passed in 1894, and repealed in 1896, scarcely two years elapsing while it was in force. But during that period large claims accrued. At the time of commence ing the action, which was immediately after the law was repealed, approximate-ly \$6,000,000 was claimed. All manufac-turers or persons using alcohol in the manner intended by the statute to be covered by the rebate provision had not reported their claims then. Of course there are many who did not save their stamps, as is required, and can never make a valid claim. That 6,000,000 were presented by the latter part of 1896 and early in 1897, is evidence that, were it not for the decision of the supreme court, the government would be liable for a large sum under this law.

Section 61, of the 1894 act, reads as follows:

Any manufacturer finding it necessary to use alcohol in the arts or in any medicinal or other like compounds may use the same under resul-tions to be prescribed by the secretary of the treasury, and on satisfying the collector of internal revenue for the district where he re-sides or carries on business, that he has com-piled with such regulations, and has used such alcohol therein and exhibiting and delivering up the stamps which show that a tax has beer paid thereon, shall be entitled to receive from the United States a rebate or repayment of the tax so paid.

It appears that the bill passed shortly

not arrange for payment of the rebate without enforcing certain regulations, which would cost \$500,000 annually, and for which no appropriation was available. At the first meeting of congress after enactment of the law he reported this fact. stating that he could not act until con-gress made further provision. Congress never made the appropriation, and the secretary never attempted to enforce any regulations for payment of the rebate. When the manufacturers presented their stamps and asked for the payment to them of the sum the stamps showed had been paid out in taxes, the subordinates of the secretary refused, whereupon the matter was taken before the court of claims. A

is very close to the record. Cullison's 206 gress had made no appropriation enabling was the high total, Mays leading Arling-ton with 172. The next games will be be-tween Commercial and Multhomah, at sity therefor, the conclusion was impera-



"DUFFY'S PURE MALT WHISKEY? Yes, madam, we sell the genuine only. It is absolutely pure and the greatest known stimulant." -HONEST DRUGGIST

# **Drops of Water**

may in time wear away the hardest rock. A tickling in the threat, a slight cough, may be the dangar sign of the consumptive of tomorrow. Nature is generally considerate and gives a signal and, a warning that these who would avoid death by consumption had better heed. Duffy's Pure Mait Whickey will care Consumption, but don't wait until you have con-tracted the dread disease. Cure the cough by using Burfy's Pure Mait Whiskey as directed. It will mave you a great deal of suffering and possibly death by consumption. Mother died of Consumption. Daughter kept strong and well

## by Duffy's Pure flatt Whiskey.

"Gentlemen: In reference to your Mile Whitary, I must say that it is excellent. I have had it is use for marily one year, and in that time my inmity has been greatly breadned, expecially my eidest damption, who was always in delicate bealth. She is over interest years of age, and is strong and heavy. I have given her three tablespondials a day. It was for her that I wanted the consumption cases. I think it was lockly that is point, for the motor of it of consumption when the dampter was is years of age, and the strong and heavy. If was lock the motor of its of consumption when the dampter was is years of age, and the physician said the child would not have to be over fainteen years of age. Now they ever sinteen and the dambt was the story was fainteen and the child would not have to be over fainteen parts of age. If the heavy is a marked we have a start was the story of a story of a start with the law and the story of a start of the heavy. It is childred to the story of a story of a start when the story of a start with the story of a start with the story of a start of the heavy. It is story to be over the start fails we many lives if the popule will take it. It is defined by the most storengthening stimulant that I have were seen, and we have tried a great many before we came to your. Wery truly yours. Mil. JOHN PPLUG PHLDHM. 536 Master Street, Philaielphia, Pa."

7,000 doctors prescribe it, and over 2,000 hospitals use it exclusively on account of its" absolute purity and excellence. All druggists and grocers, \$1.00 a bottle. Cet the genuine only-astStrutes are dangerous.

DUFFY MALT WHISKEY CO., Rechester, N. Y. And Takes of Millings in a proving which a start which and the second start and

Charlotte J. Hellenbrand, 21; James T. Stockman and Frankenfeld, and they are Ogden, 21, Ida E. Hoffman, 21; Abraham Shapirer, 33, Esther Lindenbaum, 27; Seid Gain, 22, Mary Chan, 29. stationed respectively at San Francisco, Havana and Washington. There are but two higher officials in the service, Pro-

#### Contagious Diseases.

fessor Moore, formerly in charge in Chica-go, now head of the department and sta-Son of Charley Twin Wo, 244 Yamhill tioned at Wushington, and Professor Cox, now of the Windy city, promoted last year from the grade of forecast official. street, diphtheria. Francis Honeyman, 255 Eleventh street, scarlet fever.

Building Permit. L. E. Hamilton, three-story frame house on Fifth street, between Oak and Pine;

\$3000. Births.

January 20-Boy, to the wife of Frank A. Sum, 272 Clackamas street.

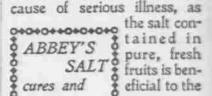
BOOMING OREGON WEATHER

B. S. Pague Is Doing Missionary Work in Chicago,

Oregon people are not as a rule valnglorious about their weather, yet just now this is receiving so flattering an advertisement in the East as will almost ut the modest Webfooter to the blush. hicago has been having a spell of remarkably baimy spring-like weather. And Joe Carll, who will be remembered by many Portlanders as an artist formerly

on the staff of The Oregonian, has just drawn a life-like picture for the Chicago Newse of that old crony of Jupiter Pluvius, B. S. Pague, sitting up among the clouds on the top floor of the Auditortum tower, with his arms folded com-placently over his capacious chest and a

ook of autocratic satisfaction upon his In the winter time is often a face, while he says: "Yes, sir, I brought this weather with me from Oregon. I consider it a fine brand. I am proud of it. Out on the Pacific coast, we don't have your raging winters, 20 or more degrees below zero. We believe the proper thing is a little rain now and then and a little less hear



prevents

Headache,

Constipation, &

system.

The basis

of Abbey's

Effervescent

Salt is the

salt extract-

ed from the

juices of

in excellent

As to Registration.

WALKER, Or., Jan. 2L-(To the Editor.) -1. Must a woman that is otherwise quali-

fied register to entitle her to vote at a school meeting?

2. Is a woman that is a freeholder com-

1. While the act speaks generally of

electors and elections, yet it may fairly

be construed to relate only to state elec-

tions. Therefore, school elections are un-

2. The law requires that the elector

who applies for registration with a notary

public or justles of the peace must pro-

duce witnesses who are freeholders in the

county. If a woman be a freeholder th

A soother of disturbed feelings-Zarina Characters.

THE SCARCITY OF

FRESH FRUITS

the county she is a competent witness,

affected by the law.

petent to witness an application to reg-ister? J. F. WALKER.

before adjournment, and became a law without the approval of the president. Secretary Carlisle concluded that he could or calling at the office, 668 Worcester block, before taking the matter up through the press. Whilst careful investigation of the expenditure of public funds is always to be commended, unwarranted criticisms do not help to promote individual interest and gratuitous service in

public affairs. 1 am, yours respectfully, E. T. C. STEVENS,

Straight Games. from Arlington on the Commercial alleys last night, in the third subseries of the interstate championship. The second court held that the secretary could not game was very close, the home team win-ning by only two pins, but the others lions were in force to ascertain the truthwere one-sided. Commercial's last game fulness of all claims, and that, as con-

Commercial won four straight games decision there in favor of the government caused the case to be appealed to the su-

COMMERCIAL CLUB WON. Defeated the Arlington Team Four

Clerk of Port of Portland Commission.

Siberia, and will continue to dispatch them in greater numbers than ever before: in fact, than will be dispatched from Seattle, but as yet we have not learned that this city was the terminus of any particular line. As to Clarkson & Co., and the talkative Mr. Townsend, the few cargoes dispatched by them were on small steamers that did not carry one-third the cargo carried by the regular Portland-Oriental liners, which had no difficulty in going up and down the river and crossing in and out. Not a single "essel that was dispatched by Clarkson & Co. ever lightered a pound of freight. If there were ever any Washington products shipped on those steamers, they came down over the natural route to the high seas by way of the O. R. & N. Co. to

This city always was, and always will be, the shipping point for most of the products of the state of Washing on, and the two Siberian steamships, Ness and Tyr, which will leave Portland next month, will undoubtedly carry away some Washington products, which will not seek tide water by the long and expensive over-

e-mountain haul to the Sound. Lastly, the Milos is not 4200 tons net register, but is 1695 tons net register or 390 tons net smaller than the steamship Necs, due at Portland to load for Siberia early in February. Mr. Townsend is a brother of Ned Townsend (Chimmie Fadden), and, in the language of Chimmie, "wot t'ell" is the use of misrepresenting a simple item of news in order to attempt to belittle the port which supplies Siberia and the far East with more Western products than all other ports in the Northwest combined.

#### AN UNSAFE HARBOR.

Shipping Suffers Heavy Damage in Seattle Harbor-Elm Branch Adrift.

The troubles of the steamer Elm Branch which lost her propeller while en route to this city, and was towed into the Found, are not yet at an end. While lying in the unprotected harbor of Seattle Tuesday she was blown adrift, and made things lively for awhile. A Seattle paper, in describing the trouble, says: The gales whistled through the myriad of masts in the bay, holding high car-nival. It tossed the vessels about with a viciousness born of hurricane anger. The big British tramp steamer Elm Branch, tied up at the Morans' shipyard dock, went on a veritable stampede. Under the great momentum of the elements she broke from her wharf, tearing out a fivepile dolphin, which she dragged in her watery trail. The bow had been made fast to the dolphin, and the stern to the dock. Both lines hauled piles after them. and away the Elm Branch went up the bay. As she tore loose from the wharf, she "mixed things" with T. E. Jones' big piledriver, which was tied at the same dock. Somehow she got the piledriver tangled in her bow, and shoved the contrivance well out into the bay, then let it loose to the mercy of the elements. Strong winds sent the piledriver flying up the water front, where she at length brought up against the British ship Gion-doon, lying along the south side of the Arlington dock. One of the Glendoon's lifeboats was smashed, and several small steam and sall craft were ruthlessly brushed against,

Meanwhile the Elm Branch's officers were trying with might and main to get the powerful steamship under control. They succeeded in bringing her to an an-chorage standstill about 200 yards off Yesler wharf, where she remained all yoster-day. She will lie at anchor there until the Moran dock is repaired, and then resume her position at the wharf for the completion of the repair work, One water-front authority declared yes-

torday that, had not the Elm Branch been

Leo Wiel, New York G H Dunston, Buffalo THE PERKINS. A J Johnson, Astoria T E Going, Sumpter Miss T Geer, Salem Mrs H Cooper, Salem Mrs H Cooper, Salem Mrs H Lanning, Domeroy Mrs I Harrington, do Mrs H Lanning, Pomeroy Mrs I Harrington, do Mrs H Lanning, Oo Mrs H Lanning, Astoria G Gordon, San Fran H M Swerit, Vancou-ver barracks C Gordon, San Fran H M Swerit, Vancou-ver barracks C Gordon, Sen Fran H M Swerit, Vancou-ver barracks C Gordon, San Fran H M Swerit, Vancou-ver barracks C Gamman, Portland J P Hull, 60 J A Hiskeley, Penditon A Penney, Los Gatos D E Shone, New Mrs J W Conn, Astoria Mrs S Matthews, do Mrs S Holmes, Kalaman Mrs J S Matthews, do Mrs S Holmes, Kalaman Mrs J S Matthews, do Mrs S Holmes, Kalaman Mrs Methone, Christian J A Loomia, Iwaco J Katene, Seattle W Parko, Seattle W Parko, Seattle W Daweno, Row J L Loomia, Iwaco J C Lawrence, Saffield W T Spaniwick, Ornaha W Lowison, Spokane O L Holton, Bojokane C Lawrence, Saffield W T Spaniwick, Ornaha W Lowison, Spokane J C Lawrence, Staffield W T Spaniwick, Ornaha W Suith, Derver Frank Wood, Chicago D L Holton, Bojokane C M Kanye Manager, Astoria H Bakene, Chip

THE IMPERIAL.

THE ST. CHARLES.

 M. R. Chamber, Law
 THE ST. CHARLES.

 A. K. Wellire, Scattle
 G. W. Esterbook, Ocean-side

 T. C. Parker, Salem
 G. W. Esterbook, Ocean-side

 J. P. Stapheton, Vancouvr J. B. Shepherd, city
 G. Hill, Seattle

 J. H. Glay, South Bend, Sam Phillipe, Amity
 Mrs J. Sedweil, Amity

 J. H. Ghene, South Bend, Sam Phillipe, Amity
 Mrs J. Sedweil, Amity

 J. H. Baniler, Rainler
 Mrs J. Stedweil, Amity

 J. H. Baniler, Rainler
 J. Stark, Anielogo

 J. Barz, Rainler
 J. B. Bill, Oak Point

 Mayarers
 Akson Hayes, do

 C. H. Hatch, Salem
 J. P. McLing, Astoria

 Massenin, La Grande
 J. B. McLing, Astoria

 A. S. Lemley, La Grande
 D. Savaze, Williams

 J. B. Ward, La Grande
 D. Savaze, Williams

 J. B. Model Grony, Cathlamet
 T. Moord, Cathlamet

THE ST. CHARLES.

#### Hotel Donnelly, Tacoma

opean plan; headquarters for com-ial men. Chilberg's restaurant in

#### Hotel Butler, Seattle.

European. Rooms with or without bath. Ladies' and gents' grillrooms in connection.

Kruse's Grill Room and Restaurant-Stark street, opp. Chamber of Commerce.

## Critleism of Amateur Shows.

Albany Democrat. About the most difficult thing a local newspaper has to write up is an amateur entertainment. Taffy for everything is expected. Criticism is beyond the question, and to leave a name out is about at bad, no matter how poorly represented. The best way is to please one's self, of else give a two or three-line general enm and let the kicks fall on your back.

#### Warde's New Play.

SEATTLE, Jan. 24.-The Frederick Warde company produced tonight, after onths of rehearsal, "The Duke's Jes-r," a new romantic comedy, by Espy Williams. The polormance was witnessed by a big house, and was an unqualified success. The new play scored a hit, the red clear of the Pacific Coast Com- interest being maintained throughout.

2 of the law incorporating the Port of Portland, your correspondent appears to overlook the amendment to section 2 by the legislative assembly in 1899, which states as follows: "The object, purpose states as follows: "The object, purpose and occupation of said corporation, the 'Port of Portland,' shall be to improve the Willamette river at the city of Portland and Willamette and Columbia riv between said city and the sea, so that there shall be made and permanently maintained in said Willamette river from wharf line to wharf line, and in the Willamette and Columbia rivers between said ity and the sea, a ship channel of such depth at any and all points as it may deem necessary and having a depth at all points, at mean low water, both at said city and between said city and the sea of not less than 25 feet, etc." It will be seen from this that the object, purpose and occupation of the Port of Portland has now been enlarged from making a channel to dredging the harbor as well consequently the work now being done by the commission is strictly in accordance with its duties. Your correspondent states the dredge is cutting a channel 80 feet wide and 25 feet deep. This may be a typographical error, but to straighten the matter out, I wish to say that the present channel under excavation is being cut 180 feet wide. With regard to the reflections cast on the vice-president of the Port of Portland, using his official capacity as an opportunity for personal profit, prior to bringing the dredge to this side the river, the vice president voluntarily said that owing to his connection with the North Pacific Lumber Company and his position with the Port of L/rtland that the North Pacific Lumber Company de-sired to pay for whatever benefits accrued to it, through the operation of the dredge, and the company will be charged up in accordance with the North Pacific Lumber Company's request. I may mention that this channel will benefit other private individuals as well as the North Paclific Lumber Company, and no demand has or is likely to be made on these other beneficiaries, who would doubtless con sider such a demand unreasonable, in view of their already being taxed for

driftwood made it difficult and expensive

to operate the dredge longer on that side.

that the best practical method under the present conditions is to cut a channel

through this sand bank down to the

North Pacific Lumber Company's wharf, which is approximately the northwestern

limit of the harbor, and obliquely across this sand spit to the channel on the oppo-

site side paralleling the dyke, but, of course, some distance above it. We have been pumping through some

hannel, and then operate on the east side

of the sand bank, running our pipe line across the east channel and dumping on

to the east shore. This method appears to be the most practical one for remov-

ing the large deposit now referred to in

our correspondent's letter. With regard to his reference to section

The

executive committee have decided

general improvements. Mr. Spencer's figures are so extravagant that it seems hardly worth while to cor-rect them, but he infers that the Port of Portland is consuming the North Pa-cific Lumber Company's sawdust at an expense of some \$200 a day. His wording here is not quite clear to me, whether he imagines that our fuel is now costing \$200 day, or whether the whole expenses of the dredge are \$200 a day, run principally to consume the North Pacific Lumber ompany's sawdust; but, to put the matter into definite form for your readers to judge, I beg to submit the following: For the six days, Monday, September 18, 1889, to Saturday night, September 23, 1889, inclusive, dredging silt (which is the most favorable material for hydraulic dredging, and actually director of them

dredging), and actually digging 32.16 hours, using slabwood at \$1 50 per cord, we con-sumed 63 cords at a cost of \$34 50, and excavated 43,271 cubic yards of material This seems to be one of our most success. ful periods of operation in the past with slabwood.

The report just to hand for last week, from Monday, January 15, 1900, to Saturday night, January 20, 1900, inclusive, ac-tual digging hours 113.5, we consumed 20,-460 cubic feet of sawdust at 30 cents per 100 cubic fest, and also 1½ cords of 4-foot wood at \$1 50 per cord, at a cost of \$63 63, and excavated 51,464 cubic yards of sand. I may mention the North Pacific Lumber Company has no contract with the Port of Portland, and doubtless the commission would be glad to save money if any one will furnish the sawdust at a lower figure; for this sum the sawdust is deposited on our barges by the lumber company,

With regard to the benefit derived by the North Pacific Lumber Company by our dumping the material on the shore

Multnomah, Saturday night. The scores: PLAYERS. Arlington-troasma Mays Muir Reed .... Totals ..... 234 245 218 212 909 Commercial-Dunlap .....

STEELES

Totals ...... 254 247 252 312 1065 The Oregon Road Club last night took four straight games from the Astoria Football Club in a bowling contest on the Road Club's alleys The score by games is as follows:

Total 

#### Bowling at Seattle.

SEATTLE, Jan. 24 .- The Seattle Athletic Club bowling team won its second victory in the interstate championship tournament tonight by taking three out of four games from the Seattle Bowling Club. The work of both teams was poor. The individual scores follow:

S. A. C.-| S. B. C .-142 Sauls 173 Baldwin 160 Huston Nelson . Haggins ..... 140 Harrison owes ..... 144 Darlington ...... 168 Gillette ..... 162 154 Barrager ..... Total ...... 927 Total ...... 926

Score by games: 220 248 196 262-926 223 252 222 230-927 S. A. C.

## ROAD SUPERVISORS.

#### County Commissioners Make Appointments for the Year.

The annual appointment of road superisors for Multnomah county for the year beginning February 1 was made by the board of county commissioners as follows: No. 1-Linnton, W. J. Miller. No. 2-Sylvan, George Fultz. No. 3-Portland Heights, E. A. Moses. No. 4-Hillsdale, J. W. Ryan. No. 5-Woodstock, P. J. Kelly. 6-Gresham, Albert Cleveland. No. 7-Pleasant Home, A. Littlepage No. 8-Mount Tabor, James E. Snuffin No. 9-Rockwood, John Conley. No. 10-East of Sandy, T. L. Evans. No. 11-East of Sandy, Joseph Ellis, But three changes are noted in the pernnel of the road supervising staff. in the eighth or Mount Tabor district, and the other two in the district east of the

Sandy river. In the eighth district, James E. Snuffin has been appointed to succeed W. H. Dougherty, who resigned some time ago. The old tenth district, comprising all that territory east of the Sandy, has been divided into two districts, to be known as the tenth and eleventh districts. Thomas L. Evans was appointed visor of the tenth district, and Joseph El-lis of the eleventh. C. J. Littlepage has been supervisor of both of these districts the past year.

Zarina Cigarettes-not made by Japs or Chinaman. 10 cents for 10.

sity therefor, the conclusion was impera-tive that congress intended to leave the entire matter with the treasury depart-

> This decision of the court created a ruction where large quantities of alcohol had been used in the manufacture of goods. Manufacturers contended that congress had passed a definite and positive law. They had gone on in business, calculating on its provisions. It promised a rebate equal to the revenue tax on all alcohol they used. In figuring their profits and costs, they had relied on this statute. The government had made a sort of agreement or contract, and, assuming that the will of congress could not be set aside by a simple administrator of the law, they had contracted obligations and established relationships. The decision of the suprem court, they said, was unprecedented, and would make all business men hereafter walt when congress legislated to see if the administrators chose to execute the law before embarking on business under its provisions. Of course, there was no appeal from the

supreme court, but manufacturers whose interests were affected are seeking to right their wrongs through the Russell bill, which is as follows:

Be it enacted by the senate and house of rep-resontatives of the United States of America, in congress assembled. That the failure of the secretary of the treasury to prescribe regula-tions for the use of alcohol in the arts and in medicinal and other like compounds, as required by section 61, of the revenue act of August 28, 1894, shall not operate as a defense on the part of the United States to any suit of a manufacturer under sald act brought in any court of the United States.

The aid of congress is invoked here to declare responsibility on the part of the government where the supreme court deever since. That's when I came to town. cided there was none, on the ground that a wrong has been perpetrated on manu-Even the posts are spouting verse on the theme, as will be seen by the followfacturers and business men. Should the ing "Chicago chansonette" Russell bill pass, those who used alcohol in the manner specified by the rebate pro-I'm in a dilemma, a fog and a mane That tortures my nights and embitters my vision will be enabled to collect. the days; . The fact is, the weather's the cause of my amount of their claims without the regu-lations of the treasury department, for the time covered in the demands is long I find I've no use for my warm winter clothes;

past.

## DAILY CITY STATISTICS.

## Real Estate Transfers.

Sheriff to Pacific States Savings Loan & Building Company, lots 19 and 20, block 9, Ivanhoe; Janu-Loan & Building Company, lots 19 and 20, block 9, Ivanhoe; Janu-ary 23 B. F. Crouch to Frank H. Lewis, lots 3 and 4, block 15, North Al-bina; January 22 Ferdinad Opitz and wife to Michael Devaney, lot 5, block 3, Marquam Road addition; January 23 Sheriff to G. Oesiata, lot 14, block 24, Central Albina; January 22 Arthur Reeves and wife to Mrs. S. L. Ross, lot 12, block 22, Sunnyside; January 29 block 44, Peneinsular addition No. 4; January 18 James T. Taggart to Eugenia H. Taggart, W. ½ lots 3 and 4, block 26, Caruthers addition; January 15 Lioyd Brooke and wife to the Di-rectors of the Library Association of Portland, lots 1, 2, 7 and 8, block 214, Portland; May 11, 1885. Jerod H. Jacobs to Catherine L. Van Ness, lot 11, Cedar Hill; Jan-uary 15 Deaths. .\$ 1.003 909 80

In fashion and cut they're the latest, no doubt, But what's now in meason next year will be sut. And if all the winter this spring weather lasts, To second-hand clotherman they'll go as sif-20,000

#### Deaths.

January 23-Charles A. Schafer, aged 58

Spokane, Wash; pneumonia. January 22-George Hayes, aged 54 years, St. Vincent's hospital; spastic paraplegia.

#### Marriage Licenses.

Marriage Licenses. Piluso Giusseppi, aged 23, Celestina Con-cetta, aged 21; William W. Graham, 25, other three offices are Messra. McAdie,

"I have been out there a long time running the weather on the north Pacific coast from the office at Portland. As the rnment decided to send me to Chicago to experience a change of heart, I thought a little missionary work on my own ac ount would be a good scheme, so

than in summer.

brought a trunk full with me. Dyspepsia, remember, the weather turned warm



11.

Pague as Sketched by Carll,

about New Year's and stayed that way

And Pague's here from Portland, the bland

The pointsman who has all the seasons to shift,

Has turned the wrong hand and sent winter

Some time in November there came a cold

gnap, icago ecomed caught in a keen loy trap,

Twas then that I went-though I own was And spent down in State street unlimited cash

On garments and wraps round my form to sn-

To keep myself hot white the weather was

And leave all my cestly new surments at home

But where am I now? As I've toggery piled,

The winter has proved must unbealthily I stroll on lake front, or in Lincoln Park

Oh, man from far Oregon, why Interpose?

We like to have winter when we've winter

And citizens ancient, like Fernando Jonesi,

Foretold a hard winter in shivering tones,

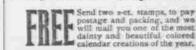
WOCE,

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Chi



The Abbey Effervescent Salt Com Dent, R. 13 Murray St., New York

All Druggists.

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# Home Cure for Weak Men

If you are in trouble and suffering from sciatica, lumbago, rheumatism or a weak back, and will wear one of my Belts, in a short time you will be glad weather man, Who's brought a new brand that old zero will to say the same thing.



There are many imitations put upon the market by other firms and said to be the same, but every one of my Belts has my name stamped thereon. If you will call at my office, you can see them and consult me free of charge, or send for my little book, "Three Classes of Men," which is sent free upon applica-

DR. A. T. SANDEN

Russel Bldg., Cor. Fourth and Morrison Sta PORTLAND, OR. Office Hotrs: 9 to 9; Sundays, 2 to L.

B. S. Pague, the News goes on to say, is one of the four forecaster officials is

tion.

uary 15 .....

We use to have white when we we white elothes. Not summer in winter and autumn in spring. Not sumhine when ieless coldly should eling. Just look at these overcoate, theters and wraped Who would pay one for them? Not you years, Good Samaritan hospital; dilatation of heart. weather chaps! The worst of it is, if I hadn't them here, The weather would certainly now be severe. January 20-Nat H. Lane, aged 44 years,