SHIPS ARE VERY SCARCE

HIGH FREIGHTS ELSEWHERE HAM. PERING PORTLAND GRAIN TRADE.

Nitrate Ports Are Paying Record-Breaking Rates - Four Trans-Pacific Steamships Next Month,

These are golden days for shipowners, and they care not a rap whether the wheatgrowers of the Pacific Coast sell their wheat or eat it. The Orient has a record-breaking crop of rice, which is keeping all of the available steam tonnage engaged, and nitrate freights are higher than they have ever been before. Every export sawmill on the Pacific Coast has been obliged to turn down orders for lumber, on account of the inability to secure ships. There is but one disengaged grain ship on the Pacific Coast, and she has been asking a rate so far in excess of what the traffic will bear that exporther. An occasional ship has been picked up within the past month for new-crop loading, and as high as 38 9d has been paid for pretty good sized carriers. In San Francisco 4is 3d has been paid for spot tonnage, and 40 shillings for April

for spot tonnage, and 40 shillings for April ships. These rates seem very high in comparison with what we have been accustomed to paying, but they are apparently warranted by the amount of wheat yet to be moved, and the growing crop prospects and by high freights elsewhere. The German ship Carl, a 2000-tonner, which loaded at Portland last fall, has been chartered to load nitrate at a West been chartered to load nitrate at a West Coast port in November-December at 21s 2d. The Port Sonachan, another vessel well known in this port, has been taken at 33s 6d for the same service in Decem-ber. Considering the difference in distance, and the cheaper port charges at the nitrate ports, shipowners have always in-sisted on 10 shillings higher rate out of North Pacific grain ports than they would take from a nitrate port. Figuring on this differential, it would seem that grain freights are lower, proportionately, than

nitrate freights.

The shipowners are keeping pretty close tab on the amount of wheat yet to be moved from the Pacific Coast, and this perhaps is the reason that business is so near a standstill. The farmer has intibut the moment the foreign market im-proves so that the price could be paid, the shipowners give the screws another turn, and everybody quits again. If there is a crop failure in Oregon, Washington and California, and the farmers hold on to the reserves now unsold, freights will weaken, otherwise the outlook is most favorable for the shipowners to receive the ilon's share of the profits in the wheat business.

PLENTY OF CHARTS. Treasury and Navy Departments Are Both Const Surveyors.

NEW YORK, March 21 .- A special to the Tribune from Washington says: The Superintendent of the Coast Survey appeared before the naval committee o the House in opposition to the proposed appropriation to enable the Navy Department to continue its surveys of the new

Last year's naval bill, approved by the President on March 3, authorized the Navy to make "surveys of the imperfect-ly known parts of the coasts and harbors of the Philippine archipelago, and the is-lands of Cuba and Puerto Rico, with their bordering keys and waters and minor outlying islands." On the same day the President signed the sundry civil bill, which provided for the coast survey by the Treasury Department, with an ap-propriation "for every expenditure requisite for and incident to the survey of the coasts of the United States, and of the coasts under the jurisdiction of the United States." Both departments were thus authorized in direct terms to enter the same field of work, which they pro-

The Navy now has two vessels engaged in making surveys in Cuba, one in the outlying islands eastward of Puerto Rico, one in the Hawaiian Islands and one nt Guam, and orders have been issued for the preparation of six of the naval vessels in Philippine waters to begin the sur-veys of those waters. The Coast and Geodetic Survey has one vessel engaged in making surveys on the south coast of Puerto Rico, and one in the Hawalian Islands. Thus far no case has arisen in which vessels of the two departments have surveyed the same ground, and there has been no actual duplication of the field

But under the provisions of the Revised Statutes, section 431 and 432, the navy has been for years surveying in all parts of the world, and has been issuing charts of Cuba, Puerto Rico, Guam, Hawaii and the Philippines, while the Coast Survey has been limited to the shore line of the United States. However, in 1898, the Coast Survey published a chart of Cuba made up from Spanish sources, which had al-ready been made available to the Government and the people of the United States in a Navy Department chart years earlier About the same time and before the Treasury Department had done any surveying in the West Indies, the Coast Survey chart No. 910 of the Island of Puerte Rico was published in practical duplica-tion of Navy Department chart No. 1001, which has been on issue by the Hydro-graphic Office since 1897, and has the int-est information incorporated into it; in the same year and before the Treasury ent had done any surveying in ration Island; Coast Survey chart No. 4100 of the Hawalian Islands was published, duplicating the Navy Department chart No. 1368, which had been issued by the Hydrographic Office since 1893; and the Hydrographic Office since 1833; and, again in 1990, and without ever having done any surveying whatever at the Island of Guam, the Coast Survey republished in chart No. 4202 the information that is represented in Navy Department chart No. 1745, which the Hydrographic Office has been issuing since 1896, and which is now subject to extensive alterations found necessary through recent naval surveys.

To avoid further duplication, Congress

will probably confine the operations of the Coast Survey to the mainland of the United States. It has been found that to enable the Coast Survey to do the work will compel the repair of the older vessels of the Coast Survey and the building or purchasing of new ones and large sums to man them, and the work is es-sentially ship work.

COPRA AND COCOANUTS.

Brig Tropic Bird Arrives From the South Sen.

SAN FRANCISCO, March IL-The brig Tropic Bird, which has arrived from Ta-hiti, with a cargo of copra and over 24,000 cocoanuts, reports that all was quiet on the island when she sailed. It is probable that the City of Papeete and the Tropic Bird will be withdrawn from the South Sea trade, as the French mails, which both vessels carried, have been turned over to the Union Steamship Company, of New Zealand, and malls from here will be carried by the Oceanic Steamship Com-

TRANS-PACIFIC STEAMERS. Four Oriental Steamships Due to

Lond at Portland in April. The steamship Monmouthshire sailed from Yokohama for this port Tuesday. The "Shire" is a fast steamer, and will reach Portland early in April. She will be followed in the world. be followed in the regular line by the big steamship Braemar, which was on the Portland route for nearly two years. The Braemar left this route about eight months ago, and has since been running through the Suez. Her return to the Portland route will be halled with satisfaction, as she is a second or the same second or t faction, as she is a very large carrier, and a good boat to handle in the river. addition to the two steamers of the

regular line, there will probably be two other steamers for April. The Norwegian steamship Thyra, of the California & Oriental Steamship Company's line, will come to Portland to secure another cargo of flour for T. M. Stevens & Co., and the steamship Ness will probably return for another cargo for Viedlanstock.

meanship Ness will probably return for another cargo for Viadivostock.

The C. & O. line, which is controlled by the Santa Fe Raliroad, has already sent two steamships to Portland, and it is reported will follow the Thyra with another vessel in about 60 days. Portland's trade with the Orient for 1900 is starting in under most favorable auspices, and if tholds up through the year, will break it holds up through the year will break

Rescued From the Ice. CLEVELAND, March 21.-After a terlander, carrying a large supply of provis-ions today succeeded in reaching the two fishing tugs and the fireheat Farley, imprisoned in an ice field off this port. The fishing tugs started out from here Mon-day evening for Huron. The Farley was cay evening for huron. The Farley was sent yesterday to their assistance, but became jammed in the ice, and was rendered helpless. Thirty men, all told, were in the three ice-bound vessels. They suffered intensely from hunger and cold. There was practically no food on any of the invalence was a series when they left. the imprisoned vessels when they left port. The fishing vessels had no difficulty in reaching harbor. They were considerably damaged.

Notes From Astoria.

ASTORIA, March IL-The bark Harvester, which is taking on trap poles at Stella for Hume Bros. & Hume's Alaska fisheries, will finish loading tomorrow. She will then load \$0,000 salmon cases at the Astoria Box Company's wharf.

A bill of sale was filed in the Custom House today whereby S. A. Scott, of Ea gle Cliff, sells the gasoline launch Helen Scott to George W. Sanborn, for \$1700. She will be used as a tender for the Sanborn

annery.
The Peruvian bark Francisco Toso cleared at the Custom-House today for Callao, Peru, with 521,606 feet of lumber, valued at \$5227 74. She was loaded at the Knappton mills.

French Bark's Long Passage.

SAN FRANCISCO, March M. - The French bark Emilie Galline arrived today from Swansea, after a voyage of 27 days, which included a stop of nearly two months at Rio Janeiro, into which port she put to repair damage sustained in a heavy storm while trying to round Cape Horn. The vessel was obliged to retrace her course to Rio Janeiro, that being the nearest port where repairs could be made. During the progress of the storm, which lasted several days, she almost foundered.

Vessel Was in Distress. SEATTLE, March 21 .- The Nome News

of November 25 says:
"Last Monday afternoon a two-masted schooner was seen from Sinrock, flying distress signals, in the slush ice about 15 miles northwest of Siedge Island. Some of the Sinrock people also claim that the vessel fired guns. The schooner was watched for some time, but darkness setting in that out the view. No sign of the schooner has since been seen."

Ice-Bound Lake Steamers. CHICAGO, March 21.—A special to the Pimes-Herald from Grand Haven, Mich.,

The steamer Naomi is still fast in the ice eight miles north of here, and two miles from shore, where she has been since Sunday. Four of her passengers and two of the crew walked ashore today. They report all well on board, but the supply of coal is running low, and there is ice to the westward as far as the eye can

City of Florence a Total Wreck. SAN FRANCISCO, March 21.-Inspector Henry Payne, who visited the scene of the wreck of the British ship City of Florence, reported to Surveyor of the Port Spear today that the vessel and cargo are a total loss. Only a part of the hull is visible. There was no insurance on the

City of Florence, but the cargo of nitrate

Marine Notes. The big Oriental liner Abergeldie moved down to the Albina flour mills yesterday. and commenced loading outward cargo She will carry away a cargo which will be close to the record.

Two square-riggers were reported off the mouth of the river last evening just before dark. One is thought to be the Marechal Villiers, and the other is probably one of the Honolulu fleet.

The steamer Geo, W. Elder had not been sighted off the mouth of the river at dark last evening, and it is thought she has been detained by some slight ac-cident. She will probably reach Astoria early this morning.

The British ship Tinto Hill has been re-The British ship Tinto Hill has been re-chartered at San Francisco to load wheat for Valparaiso. The Chilean crop is not a failure, but the wheat is wanted for mixing purposes. The vessel is reported to have received 22s 8d for wheat to Val-paraiso, and 22s 6d from a West Coast port to Europe with nitrate

Domestic and Foreign Ports. ASTORIA, March 21.-Sailed-Steamer Dispatch, for San Francisco and way ports. Condition of the bar at 5 P. M., smooth; wind south; weather cloudy, with rain. Outside at 6 P. M., two square-

San Francisco, March 21 .- Arrived-Schooners Berwick and Del Norte, from Stuslaw; schooner Vine, from Gray's Har-bor; bark B. P. Cheny, from Seattle; schooner Sacramento, from Tillamook State of California, from Portland. Arrived March 29-Schooner S. Danieldson from Stusiaw. Sailed-Schooner Occi-dental, for Gray's Harbor; steamer W. F. Jewett, for Willapa; steamer Arcata, for Coos Bay; steamer Wellington. Salled March 20-Steamer Grace Dollar, for Gray's Harbor.

Port Townsend, March 21.—Arrived-Steamer Victoria, from Manila. Salled March 19-Steamer Humboldt, for Skag-

Port Los Angeles, March 21.—Arrived—Norwegian steamer Titania, from Na--Arrived March 16.-Japanese steamer Riojun Maru, from Seattle, and sailed March 18 for Hong Kong.

Hong Kong, March 21 -Arrived - Em-Yokohama—Sailed March 20.—British steamer Monmouthshire, from Hong Kong, for Portland. New York, March 21 .- Sailed-Cufic, for

Liverpool; Victoria, for Genoa, etc.; Oce-anic, for Liverpool; Kensington, for Ant-werp, via Southampton.

Bremen, March II.—Arrived—Kaiser Wilhelm der Grosse, from New York. Philadelphia, March 21.—Arrived—Switzerland, from Antwerp.

Southampton, March 21.—Sailed—Saale, from Bremen, for New York, New York, March 21.—Arrived—Steamer Kalserin Maria Theresa, from Bremen; Darmstadt, from Bremen.

Yambill County News. M'MINNVILLE, Or., March 21.-Farming is going forward all over the country, in consequence of the good weather of the past two weeks.

Mrs. Michael Hilary died here yesterday of consumption, and was buried from the Catholic Church today.

The bicycle paths of the county are in a fair condition. Between Dayton and Un-

londale a good path has been made this Spring.

Ex-soldiers of the Second Oregon of this place will celebrate the first anni-versary of the battle of Malabon next Sunday morning. The published orders state that they will "make a charge on the trenches of Malabon to take place at 6 o'clock; light marching order.

The local teachers' institute for March will be held at Carlton, March 31. The Yamhill County Sunday School Convention will be held in Carlton March 29 and 30.

AND NOW THE AFTERMATH

INSTRUCTIONS ANENT THAT NEW YORK AGREEMENT.

Illinois Central Appoints B. H. Trumbull Its Agent Here - Other Appointments-Railroad Notes.

Apropos of the resolutions adopted by the railroad presidents, published yesterday, the several representatives here of the lines interested have received instruc-tions from their superiors. What was written to one is, in substance, what was written all. Here is a sample paragraph: "This should have the effect of very materially strengthening the agreement between the transcontinental lines. We were a party to the obligation assumed . . . and it is the intention of the com-Another Eastern official writes to his

"I wish you would watch the situation very closely, both as to cut rates and transportation, and keep me fully ad-vised."

posed to carry out his instructions, because he did not want to lose his job. is he expressed it.

With the railroads watching each other so closely, there is strong probability that the agreement will stand, if not indefinitely, longer, at least, than any of its predecessors, for the railroad magnates are terribly in earnest.

One agent here remarked that he pro-

ILLINOIS CENTRAL.

B. H. Trumbull Its Portland Repr sentative-Other Appointments.

All speculation as to who is to take charge of the offices of the Illinois Cen-tral, to be opened in this city, can now be set at rest. An official circular of the company from Chicago, covering the matter, reads as follows:

matter, reads as follows:

"Mr. H. B. Trumbull is appointed commercial agent, with office at Portland, Or. His jurisdiction will extend over the freight and passenger traffic in the States of Oregon and Washington; the State of Idaho north of the lines of the O. R. & N. Co., and Northern Pacific Railway; the State of Montana, on and north of the main line of the Northern Pacific Railway and line of the Northern Pacific Railway and line of the Northern Pacific Railway, and east from Idaho State line to, but not in-cluding, Helena, Mont."

The appointment became effective March 15, but the official announcement did not reach Portland until yesterday. The Illinois Central also makes an-souncement of the additional appointments

following at Western points: Clarence Haydock, traveling freight and assenger agent, traveling out of Los Angeles. He is assigned territory in Arizona

and California.

James Culton is named as commercial agent at Denver, with jurisdiction over both freight and passenger traffic in Colo-rado. J. F. Van Rensselaer is named with him as traveling freight and passenger agent, out of Denver.

Donald Rose is appointed commercial agent at Salt Lake.

W. H. Suedaker is appointed general agent of the company at San Francisco. He will have jurisdiction over freight and pasenger traffic in Arizona, Utah Idaho, Wyoming as far east as Granger, and Montana, as far east as Helena, and in all territory west thereof.

It is reported that the Portland office of the company will be opened about April L

QUARREL WITH THE GOVERNMENT, Railroads Want Full Fare for Trans.

porting Soldiers. CHICAGO, March 21.—The Chronicle to

orrow will say: "General passenger agents of the rallroads operating in the territory west of Chicago have become involved in a quar-rel with the United States Government rel with the United States Government over the rate per ticket to be paid for the movement of soldiers to San Francisco, en route to the Philippines. The Government authorities are withholding nearly \$175,000 demanded by the Western roads for the transportation of soldiers. The troops were moved on orders from the War Department, and each man was charged at full tariff rates, less the deduction of the land-grant roads.

land-grant roads.
"When the railroads asked for a s ment of the transportation bills, the Treasury Department demanded a rate of 2 cents per mile, less the land-grant deductions. The 2-cent per mile rate is that given to parties of 20 or more traveling on one ticket, and this applies only to organizations traveling for the purpose of giv-ing entertainments, exhibitions and those taking part in contests. Officers of the railroads contended that military es not come under any of those heads, or that it is not what is known in railroad parlance as 'party business.' The Con-troller of the Treasury was then appealed to, and he gave an opinion that the rail-roads had no right to charge the Govern-ment any higher rates for transporting its troops than they did for carrying par-

ties of private citizens.
"Officers of the railroads appealed to their legal departments for opinions on the question, and a special meeting of the general passenger agents and the attorneys of the interior roads will be held in Chicago tomorrow to hear their opinion. If the railroad lawyers side with the Controller of the Treasury, the 25 or more Western roads that carried the military business will be out between \$75,000 and 100,000."

A MOOSE HEAD.

Inion Pacific's Addition to Its Collection of Bric-a-Brac. Professor F. R. Blockberger, late United States Consular officer at Rossland, B. C.,

placed a moose head, with finely branchin, antiers, in the windows of the Union Pa cific offices, corner of Third and Aide streets, yesterday. It makes a fine com-panion piece for the buffalo head which panion piece for the office. Profes-has for so long adorned the office. Professor Blockberger stated that the moose to which the head once belonged, was sho November 9 last, by the foreman of the mine in which he is interested, on Fish River, B. C.

Professor Blockberger is interested in the Shakespeare Gold Mining Company, the Evening mine and the Skylark. He has also on exhibition at the local offices of the Union Pacific specimens of gold-bearing ores, from his several mines. These average to run \$54 75 per ton. The Shakes-peare mine shows assays of from \$5 40 to \$30.

HEARING AT PHOENIX.

Interstate Commerce Commissio Takes Up Discrimination Case. PHOENIX, Ariz., March II.-The Inter state Commerce Commission began a hear ing today on the complaint of the ship-pers of Phoenix against the Atchison, Topeka & Santa Fe, the Southern Pacific, the Santa Fe Pacific, the Phoenix & Mart-copa, the Phoenix & Sait River Velley, and the San Joaquin Valley Railroads, charging a violation of section 4 of the interstate commerce rules, known as the long-and-short-haul clause," discrimination was made against Phoenis

At the conclusion of the shippers' case Mr. Herrin, for the railroads, ann that he was not rendy to proceed with the testimony on the part of the railroads, but asked that it be taken by deposition at a time to be agreed upon by the counsel for the commission. It was so ordered. The members of the commission left te-night for San Bernardino.

DIFFERENTIALS ABOLISHED

anadian Pacific Removes an Cause for Complaint. NEW YORK, March 21.-The agreement of the Canadian Pacific Railway its differential freight rates on shipments to and from American points, and particularly to and from San Francisco, is made without any reserve, according to a statement made by E. V. Skinner, general eastern agent of this line, although this agreement will practically shut out the Canadian Pacific from participation in San Francisco business. Mr. Skinner denied the charge that his road had any ulterior motive in making this change, and said that he had received strict orders not to receive any freight at differential rates. He made the statement good by refusing on the spot a whole carload at the old

differential rates,
This differential rate, which was about
30 cents less than the standard rate on first-class business to San Francisco, and proportionately less on lower grades, has heretofore brought the Canadian Pacific a large amount of business to San Fran-cisco from this city. With rates equalized, this large tariff will go to American lines, which make better time than the Canadian Pacific.

BRYAN RATES.

outhern Pacific and O. R. & N. Make Excursion Rates to Hear "Billy." A special excursion rate has been named by the Southern Pacific of one fare for the round trip, from McMinnville and inter-mediate points to Portland, for the occanediate points to Portland, for the occa-ion of the coming visit of William Jennings Bryan.
The O. R. & N. has also made a spec

rate of one and one-fifth fare for the round trip from Biggs and points inter-mediate, to Portland, for the same occasion. It is probable that a similar rate will be made to Pendleton and Baker City from Biggs, when Bryan appears at those

Eastern Rates Threatened. NEW YORK, March 21.—No settlement has been reached as yet of the dispute in regard to New England tourist rates be-tween the Lake Shore, the Michigan Cen-tral and the Grand Trunk, and it will probably become necessary for the Pres-idents to interfere once more. This dis-pute, coming, as it does, right on top of the settlement of the disagreement in re-gard to rates on business from St. Paul-Chicago lines, which was caused by the same lines, has given rise to considerable speculation among railroad men. "The clines that are making all the

trouble," said a passenger agent, "are Vanderbilt lines, and their action is in line with the evident policy of that system to knock out the differential roads. If this dispute is not settled soon, the result will be a demoralization of rates in this territory, because the sale of tickets good fro June to October, with stop-over privileges, via Albany to New England points, will naturally affect rates out of New York," Unless the matter is arbitrated, this dis pute, it is thought, may cause a disruption of the joint passenger agreement

Railroad Notes.

F. E. Rice, St. Paul, superintendent the Pullman Company, is in Portland. E. J. Pearson, of Tacoma, superinten-tent of the Pacific division of the Northern Pacific, was in the city yesterday. Marcus Talbot, Anaconda, Mont., general agent of the Butte, Apaconda & Pa cific, was in the city yesterday on his way to San Francisco and Los Angeles. He was accompanied by his family.

"How the 'Greyhounds' of the Burling ton Beat the Rising Moon," is the catchy title of an attractive piece of advertising ecently issued by that company. It con-ains an account of the great fast mail rain the company sent out from Chicago o Omaha, February 17.

J. H. O'Nelli, traveling passenger agent of the O. R. & N., has gone to Eastern Washington to look after excursions to Spokane, Walla Walla and Pendleton, inaugurated on account of the coming to hose points, the latter part of this month of William Jennings Bryan.

The current number of the monthly

"Sunset," issued by the passenger depart-ment of the Southern Pacific, is devoted especially to the interests of the San Joaquin Valley, in California. It is fully ip to any of its predecessors in the matte

FARMERS CLAIM WATER. they Notify an Irrigation Compan Not to Use a Creek.

BAKER CITY, Or., March 21.—The farmers of Rock Creek today served no-tice on the Rock Creek & North Powder the waters of Rock Creek and Killamacue Lake. The company was recently organ-ized in this city, and is composed of res-ident business men. The irrigation company located the waters after incorp ng, but the farmers deny that it has any rights in the premises, and have com bined to fight it out in the courts.

About 20 buildings are now under con

truction in Baker City, among them be ng two brick blocks, and the others are residences going up in different parts of the city. Excavations for the brick build-ings are going ahead as rapidly as possi-ble. The brick yards have been shut down during the Winter, and are not yet quite prepared to fill orders. All kinds of building material is scarce, as the lumber in all the sawmills is green and unfit for im-mediate use, and the building of wooden residences up till now has been retarded somewhat. Contractors, however, believe that, with the present warm weather, in-side of 30 days there will be plenty of ma-terial on hand, when the buildings now under construction will be rapidly com-pleted. The school board has decided to erect an eight-room school building or the east side. Fifteen thousand dollars is now in the hands of the school trustees, having been voted last Summer. The population of school children is rapidly increasing, and the present school building are greatly overcrowded. It is the in-tention of the School Board to erect an other building also, but its location has not yet been decided upon

PROBABLY A SUICIDE. Body of an Unknown Man Found in the River at Astoric ASTORIA, March 21 .- The body of a man

was found in the bottom of the river near the Astoria & Columbia River roundhouse this morning. It was partially buried in the mud, face down, with a rope around the shoulders, and attached to two iron car links. The remains are badly decomposed, and have been in the water at least two weeks. The clothing throughout was new, even to the underclothing and shoes. The pockets were found to be empty, and there was no clew to the identity of the man. In one of his trousers pockets was a half-pint whisky flask, not quite full. He was dressed in a light Melton overcoat, black diagonal coat and vest, and striped pants of good make. When the body was found all his clothing was close-ity buttoned around him, with the rope and couplers around it. He was evidently a man about 35 years of age, six feet tail and weighed 290 pounds; was smooth shaven, with gray hair and light eyes. There was some suspicion of foul play when the body was first found, but since it has been examined the belief is current that it was a deliberta price of the state of the stat that it was a deliberate suicide of some man who desired that his identity be never known if his body should be found. President Carlson, of the Taku Packing Company, left this evening for Alaska with a force of 30 men, to construct the cannery which his company will erect at Sunny Bay. Taku Iniet. The lumber is on the ground, so that the plant can be built in a short time. Preparations are being made to put up 12,000 cases of salmon in the season.

Two Indictments Returned.

on in the season.

HILLSBORO, March 21.-Circuit Court as not in session today. Yesterday in-ictments were returned against Sam Sipp. of Mountaindale, for obstructing a highway, and against Matt Cooper, charged with the larceny of a horse from one Miller, near Hillsboro. The jurors have been dismissed until next Monday. A de-fault has been entered in the divorce case of J. D. vs. C. E. Asher,



FIVE VALUABLE POINTERS

Don't be diverted from the main requisite I in a life insurance contract by trivial things.

> The main requisite in a life insurance contract is the financial strength of the concern to which you intend to entrust the future welfare of your family.

Surplus constitutes the financial strength 3 of a life insurance company.

> The Equitable Life has a larger surplus 4 than any other life insurance company.

The Equitable Life's surplus to policy-holders is over \$61,000,000. Strongest in the world. L. Samuel, manager, 306 Oregonian building, Portland, Or.

WAY OF TRANSGRESSOR | main untouched, owing to the abundance of grass prevailing all Winter.

EX-COUNTY TREASURER OF LINN SENT TO PENITENTIARY.

If He Shall Fail to Pay the Fine Imposed, His Entire Term Will Exceed Eight Years.

ALBANY, Or., March 21.-At an ad-ourned session of the Circuit Court, held this afternoon, ex-County Treasurer P. G. Morris, convicted of larceny of public money at the regular term of court, was sentenced to the penitentiary for a term of four years, and to pay a fine of \$3131 08 or imprisonment in the county jail for 1565.54 days, in lieu of said fine, and the costs of the action. As it is doubtful if the defendant will be able to raise the money for the fine, it means a total sentence of over debt reaches.

ence of over eight years.

The case has excited more interest here from the time the shortage in the accounts of Mr. Morris was discovered by the present County Treasurer, F. M. Jack, on his taking the office in July, 1898, n account of the previous excellent reputation of the ex-Treasurer. Green Mor-ris, as he was known, is a native son of Oregon, about 40 years of age. He was brought up on a farm, receiving a good common-school education, and was assisted materially by a year or two spent in the Monmouth Normal School. He was well liked by everybody, and was known for his integrity of character, so that when he was nominated by the Republicans in the spring of 1894 for the office of County Treasurer he "took" with the people, and received a plurality of over 500 in what had been at one time the banner Democratic county of the state; and again in 1896, after being renominated for the office without opposition, he received the highest vote of any man on the ticket, though at that time he had overdrawn his

account. In 1898, though presented to the convention, he was not nominated. Upon retiring from the office he was in-formed that he had failed to turn over to successor the amount the books called He insisted there must be a mistake, for. He insisted there must be a made and denied emphatically having received any more of the money of the county than he was entitled to. The books were ex-amined twice, and then again by his UMATILLA'S TAX ROLL bondsmen, so confident were many that there must be a mistake; but the same

Be Delinquent May 9. deficit appeared in each case. The bondsmen refused to pay the shortage, when suit was brought by the county, and the case was tried before Judge Burnett, who decided that the amount due was \$339 94 from the bondsmen of the first term, and

\$3610 from the bondsmen of the second term, a total of \$3800.74 and interest. The defendant went to trial last week The defendant went to trial last week in the criminal case under the second charge, with the civil judgment standing against him. The evidence showed that he had mixed his own accounts and those of the county promiscuously, and, while there was nothing to show what he had done with the money, a fact that continues a mystery, the charge of the Judge placed the responsibility upon his shoulders. the responsibility upon his shoulders, re-gardless of the fact that he had nothing to show for the money that had been used by some one, and the verdict was against him. The justice of it is generally admit-ted, though the defendant has the sympathy of many on account of the circumstances, and particularly on account of the fact that he has a wife and six children, the oldest of whom is 15 years of age, dependent upon him. To add to the matter, foreclosure of the mortgage upon his farm was begun a few days ago, and his home will be taken from him, so that when he finishes his terms of imprisonent, he will have no home to return to

DEVELOPING QUARTZ MINES

Great Activity Now in the John Day Country.

"The great John Day placer mining dis trict, which for 40 years has been noted trict, which for 40 years has been noted for its large output of gold dust, is now on the eve of a quartz mining boom," said A. C. Dore, a pioneer of Canyon City, yesterday, at the Imperial. "Quartz mine development is encroaching upon us from Baker County, and there is already talk of the Sumpter Valley Railroad being extended to Canyon City, a distance of 60 miles from its present terminus at Sumpter."

minus at Sumpter. Mr. Dore has mined among the tribu-taries of the John Day as far back as 1863, and he feels assured that the mother lodes of all these placers are now to be tapped with the aid of outside capital. "It is the history of all placer districts," he said. "to finally become deep mining localities, with stamp mills employing many hands, all the year round, where sluicing and hydraulicking had given work only while the snow on the mountains was melting. In the vicinity of Can-yon City, several rich ledges are being opened up, and one, the Prairie Diggings, was bonded last week for \$20,000.

"The extension of the railroad from umpter through Canyon City to Harney Valley will tap a region of Southeaster and timber resources, and the road that builds into that country can be sure of a profitable business from the start. Prairie City, 14 miles from Canyon City, is already feeling the thrill of new life, as a result of the railroad talk, and real es tate is taking in quite a boom there."

Mr. Dore did not travel over the usua route between Canyon City and the O. R. & N., but drove his own rig down along the banks of the main John Day River to Sherman County, and left his team in a livery stable at Grass Valley, a new town on the Columbia Southern Railroad. This involved a trip through a rich bunchgrass region, 80 miles in length, and he says he was struck by the prosperous conditions prevailing among the cattle and sheep ranches of Grant, Wheeler, Crook and Sherman Counties, Grass is waving in abundance everywhere, and stock is fat,

GOLD AND COPPER LEDGE.

Sixteen Feet Wide, and Carries \$46 Gold and Is 15 Per Cent Copper.

BAKER CITY, Or., March 21.—The Hawkeye mine at Dixie Butte is making an enviable record. Captain Sherbondy reports that the other day his men ran through a 16-foot ledge of ore, carrying \$46 per ton in gold and 15 per cent in copper, and that today he received word that they had uncovered a ledge 200 feet wide where the ore goes above \$100 per ton in gold. This district is near Prairie City, the new bonanza.

Quotations of Mining Stocks, SPOKANE, March 21.—The closing bids for

SAN FRANCISCO, March 21.-Closing quota-......\$0 06 Justice

5 Kentuck Con
14 Lady Wash. Con
82 Mexican
28 Occidental Con ...
4 Ophir Ander Beicher Best & Beicher... | Second | S

NEW YORK, March 21.-Mining stocks today closed as follows:

BOSTON, March 21 .- Closing quotations: Butte & Boston. 614 Parrott\$0 45%

PENDLETON, Or., March 21,-County Clerk Burroughs has delivered to Sheriff Biakeley the tax rolls for 1899. The total amount carried is \$160,805 19. Of this, the county and state taxation is \$117,258 55; the amount raised by property tax for the coyote bounty fund is \$6889.08, and the

syote tax on sheep is \$1576 96; the balance

of the taxes being for cities and school districts. The taxes are now due, and the County Court has set May 9 as the date

upon which they shall become delingu

Walter M. Pierce, Democratic county, chairman, and A. D. Stillman, state committeeman, together with other Democrats have been preparing for the coming of W. J. Bryan. At a meeting last night committees were appointed and arrange-ments made to hold the Bryan rally in the large new warehouse of the O. R. & N., at 10 o'clock, on the morning of

The Pendleton Commercial Association has taken in 66 new members, and enough prospective members are in sight to bring up the total to 150. A committee has been appointed to take up the matter of the construction of a fine new building, to be used jointly as a city nall and a home for the association. An eligible site is in view and plans are partly perfected for submission to the City Council and the Commercial Association for final decision.

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