HANDS GET MORE PAY

ADJUSTMENT OF DIFFICULTY AT OREGON CITY MILLS.

Management Held a Conference With the Employes, and Made a Satisfactory Advance.

OREGON CITY, April 3.—The management of the Oregon City woolen mill held a conference with the employes this afternoon, and made a satisfactory advance in wages. More than 400 people are employed in the mill. For some days there has been considerable dissatisfaction among the

Seven men employed in the woodroom of the Crown Paper Company struck for a raise in wages last night from \$1.50 to \$1.75 per day. As the men were unskilled laborers, their places were readily filled, and the strikers are out of a job.

Recently C. W. Ganong, of Canemah, purchased of William Galloway a thoroughbred Jersey cow, noted for her milking qualities. Mr. Ganong has just completed a seven days test of the cow's butter-making capacity. He fed her on green grass and a small quantity of oil cake each day, and an accurate account. green grass and a small quantity of oil cake each day, and an accurate account of the butter made at each churning was kept. At the end of the seven days the total weight of the butter produced was if pounds and one ounce. No cream separator was used, but the skimming was done by the old method. The cow is a descendant of the herd of Jerseys kept on the farm of the late J. W. Nesmith.

Clackamas County Notes. The school children's essay contest un-der the auspices of the Clackamas Coun-ty Humane Society, will close April 10. Professor W. H. Davis, Rev. J. H. Beaven and Mrs. Jennie E. White are the members of the committee appointed to examine the essays and award the prizes.

A warrant was sworn out this afternoon for the arrest of Mrs. Susan Ternoon for the arrest of Mrs. Susan Ternoon for the arrest of Mrs. wadow, of Eagle Creek, on a charge of

COOS COUNTY CONVENTIONS.

Republicans Nominate a Ticket and Hear a Gold Democrat's Speech.

Hear a Gold Democrat's Speech.

The Coos County Republican Convention was held in Coquille City last Thursday and nominated the following ticket: Joint Senator, T. M. Dimmick; Representative, A. H. Black; Clerk, k. J. Coke; Sheriff, Steve Gallier; Commissioner, R. C. Dement; Superintendent of Schools, W. H. Bunch; Treasurer, J. B. Dully; Assessor, A. L. Nosler; Coroner, W. A. Toye; Surveyor, S. B. Cathcart. The following were chosen delegates to the Congressional and veyor, S. B. Cathcart. The following were chosen delegates to the Congressional and state conventions: R. C. Dement, T. W. Clark, Dr. E. Mingus, J. W. Bennett, John Morgan, T. M. Dimmick, W. Sinclair. For chairman of the County Central Committee, A. H. Black was chosen, with power to name a committee of five. He appointed J. W. Bennett, L. Harlocker, T. W. Clark, Dr. J. T. McCormac and L. A. Roberts.

During an interval, J. W. Bennett was called before the convention and gave his reasons for permanently leaving the Dem-ocratic party, and uniting with the Re-publicans. His address was cordially re-

publicana. His address was cordially received. He said in part:

"Four years ago I had the honor to receive, at the hands of the Democratic County Convention, the nomination for Representative to the Legislature of this state, at a time when the Democratic party advocated a sound-money policy. A few months later, and shortly after my Populistic opponent and myself had tied in the contest, the Chicago convention, by virtue of the influence of Mr. Bryan, abandoned the gold-standard policy and championed the free-silver cause, attempting to take from us the chief guiding star which was leading us from the uncertainty and disgrace of repundation to the present which was leading us from the uncertainty and disgrace of repundation to the present condition of prosperity. About this time the Republican party adopted the soundmoney policy, and it being the principal issue, indirectly adopted me and all soundmoney advocates. It is generally conceded throughout the country that were money advocates. It is generally con-ceded throughout the country that were it not for the assistance of the Sound-Money Democrate, Mr. McKinley would occasions than one, recognized that as-sistance, and for this reason, whenever a Sound-Money Democrat has seen fit to come over into the Republican camp, he has generally been received with a wed-

has generally been received with a wed-ding breakfast smile.
"It is not a pleasant thing for any one who has taken an interest in politics to part with his political associates, and a great many are deterred from standing up in the positions where they belong for fear of adverse criticism. But it seems to me to be far wiser that one's political friends should criticise him than that a sound-money advocate should go into the sound-money advocate should go into the free-silver circus and attempt to be one of the performers, thereby losing his self-respect, and the editor of the Hernid, last week, was about right when he said, in reference to me, that I had better stand up and be counted with the Republicant

up and be counted with the Republicans than be in bed with them. "There is a limit to every man's patience. Bryan is idolized by his party more today than previously, and is applauded in his efforts to undo the good accomplished by efforts to undo the good accomplished by the Republicans in the last four years. The time is here when all good citizens should array themselves on one side of the other, and on the question of delaying action patience has ceased to be a virtue. On prospective issues, it would be agreeable to note whether they mean by antiexpansion that this nation cannot reap the fruits of victory, or that it should confine its limits to the original 12 states of the Union, and if by anti-trust they mean anti-monopoly, they will find ampie protection in the Republican party; but, if they mean the annihilation of our co-operative creameries, for instance, or the deative creameries, for instance, or the destruction of the consolidation of the accumulation of the middle classes or the poor man's savings, which enables them to compete with the rich, then I believe they will find decided opposition here. In short, feeling entirely in harmony with the present Administration. present Administration, I have decided to cast my lot with the Republicans, with the intention of working in the Republican field, but not under the Republican plum tree, and this is why I thought it wise that my name should not be presented to this convention as a candidate for any

office.
"The Republican Administration is to be congratulated on the general condition of the country, and there is no good reason why every candidate which you place in nomination today should not be elected. nomination today should not be elected. Four years ago I addressed the citizens of this county in the principal towns and advocated the adoption of a sound-money policy, believing that the adoption of the gold standard would bring an era of prosperity upon this country which had not been equaled for many years. The present prosperous condition of affairs of this entire Nation is admittedly up to the most entire Nation is admittedly up to the most entire Nation is admittedly up to the most sanguine anticipations of the supporters of the present Administration. In our own y down here the cold, stubborn facts of fail to have their effect at the coming election. Four years ago all of the manufactories here were shut down or running on part time; the logging camps were doing but little, the demand for coal was unentiefactory, and miners were work-ing at reduced rates; the country generally was overrun with an army of un-employed, whereas, at the present time, the manufactories and mines are running the manufactories and mines are running on full time; the logging camps are busy Winter and Summer, the farmer, stockman and dairyman are prospering, and there are notices in many places showing that labor is in demand and wages advancing. Is it possible, then, that a Populist, who was so severe in his criticism four years ago, will be brave enough at this time to vote his former convictions, with the possibility of voting himself out of employment? Can he afford to take the chances of returning to the conditions of but four years ago. Is the stockman and dairyman, who, four years ago was

willing to take as low as \$\mathbb{a}\$ a head for calves, and other stock in proportion, willing to vote himself back to those days, and to the same conditions, when at the present time he can get double that amount for similar articles? When they look into the causes which produced the present satisfactory conditions, will they seriously contemplate doing anything which will disturb the present Administration, And shall we, out West here, set a bad example in June to be followed in November?"

a bad example in June to be followed in November?"
In conclusion, Mr. Bennett spoke in praise of Hon. Binger Hermann for "the remarkable energy and ability which he has displayed in providing for the improvement of our rivers and harbors."
The Democrats and Populists of Cocs County met the same day, March 29, in Coquilie, in separate halls. After considerable discussion the Populists decided against fusion and named this ticket:
Joint Senator, Thomas Buckman, Representative, R. D. Sanford: Sheriff, H. W. Dunham; Clerk, George Ross; Treasurer, D. Giles; Assessor, Charles Watson.

OBJECTION TO SECOND PRANCHISE alem Council Recommits Ordinance

for Light and Heating Service.

SALEM, Or., April 1.—At the regular meeting of the Salem City Council this evening, the principal matter under consideration was the proposed ordinance granting a franchise to F. R. Anson to operate a light and heating plant in this city. As it was expected that the ordinance would be voted upon at this meeting several friends and opponents of the bill were present. G. G. Bingham, attorney for the Salem Light & Traction Company, and W. H. Holmes, representing several citizens, addressed the Council in opposition to the bill. F. R. Anson spoke briefly in favor of the granting of the franchise. Further consideration was again postponed until the next meeting, the bill in the mean time being recommitted. The chief opposition to the bill was upon the ground that the present light company has not made more than expenses, and it would therefore be unjust to grant a franchise to a competing company. Another objection was that the bill does not place sufficient limitations upon the proposed new enterprise. for Light and Heating Service.

upon the proposed new enterprise.

Five Doctors of Medicine. Five men were graduated from the medical department of Willamette University this evening—I. N. Sanders, E. G. Kirby, J. H. Robnett, F. E. Brown, and F. R. Bowersox—and one woman—Miss Mary M. Myers—was granted a certificate f graduation from the nurses' class

The exercises, held in the First Method-st Episcopal Church, were opened with prayer by Rev. John Parsons. The first number on the programme was instru-mental music, and this was followed with mental music, and this was followed with an address by Hon. P. H. D'Arcy, on "The Medical Profession, Progress and Devel-opment." Dr. W. T. Williamson, head physician at the insane asylum, and a lecturer in the university medical depart-ment, delivered the address to the class. President Hawley conferred the diplomas. Mrs. Hallie Parrish-Hinges sang the clos-ing song.

Marion County's Finances. County Treasurer Downing's financial statement for the month of March shows the following totals:

Cash on hand March 1..... .\$ 3,657 91 . 10,289 34 Balance April 1.....\$12,979 53

Capital City Notes.

The State Board of Education today granted a state diploma to Miss Belle Wal-lace, of Pendleton, who comes to this state with a life certificate from the state

Laura E. Shaw, aged M, was today re-ceived at the Asylum from Morrow Coun-ty. She is married, and a resident of The City Treasurer's monthly statement

shows cash on hand \$6521 09. GENERALS AS SPIES.

Noted Commanders Who Have Pen etrated the Enemy's Lines.

It is not difficult to gather how much im-It is not difficult to gather how much importance military men attach to proper scouting or spying, from the fact that many of the most successful Generals who have ever lived have even taken upon themselves the great and manifold dangers of doing the difficult work personally on the eve of a momentous engagement, relates a writer in the Philadelphia

Foremost of these daring Generals was

Times.

Foremost of these daring Generals was the great Duke of Wellington, who is said to have spent a considerable portion of the night preceding the Battle of Waterloo spying upon the enemy's position; he confessed to this on more than one occasion. It has been said, and the story was generally credited in the French army, that Wellington, eluding the outposts and sentries, actually went through the French lines and heard the coming battle discussed by many prominent officers. But, while it is possibly true, this story lacks the stamp of probability, and was never, so far as is known, confirmed by the hero himself or anyone who should have known. There is little or ne doubt, however, that the Duke took his life in his hapds by spying upon the French position from per-liously close quarters, and that he went absolutely alone and on foot a great part of the way, and thus he possessed himself of information that proved of very material value to him. The Duke himself admitted that he spent the better part of an hour that night hiding in a dark citch, where the second of the province the control of the province the control of the part of an hour that night hiding in a dark citch, when the better part of an hour that night hiding in a dark citch, when the province the control of the province the control of the part of an hour that night hiding in a dark citch, when the province the control of the province that province the province the provinc admitted that he spent the better part of an hour that night hiding in a dark citch, spying upon the enemy, when he was sup-posed by the majority of his staff to be studying his plans for the battle. More than once before that, during, the Penin-sular War, Weilington had taken up the work of spice rather than leave anything to anyone whose eyes he trusted less than

his own.

Nor was Wellington's great antagonist, Napoleon, less appreciative of the importance of spying, for it was quite a usual thing for him, when face to face with an opposing army, as the two forces were drawn up ready for battle, to make his way into the enemy's camp, as far as his discretion would let him, and study the position of his foe at the risk of being shot or captured. nie own.

And it is pretty well known that when Napoleon was contemplating the invasion of England, he stole over the sea on many a dark night and landed at some spot on

a dark night and landed at some spot on the south coast to discover the exact place which offered most facilities for the speedy landing of an army of invasion. How completely he formed his plans, and how nearly England was in his grasp at that time, are matters of history.

Few Generals have, however, dayed to carry their work of spying so far into the enemy's camp as Lord Kitchener during his work in the reconquest of the Soudan. His extensive knowledge of the native habits and ability to converse in almost every dialect spoken north of the White Nile, have been of the utmost service during his exploits.

Professor of Athletics. CHICAGO, April 3.—At the 32d convoca tion of the University of Chicago, A. A. Stagg, master of the Maroon athletes, was promoted to a full professorship in physical culture and athletics.

Reciprocity With Trinidad PORT OF BPAIN, Trinidad, April 2.— The Legislative Council of Trinidad has ratified the reciprocity treaty with the United States.

experience both if you take Hood's may experies

BEGINNING OF A CITY

NEW TOWN ON THE GREAT SIBERIAN RAILWAY.

On the Obl River and a Railroad Junction—Sketch of the Tributary Country and People.

OB, Siberia, Aug. 24.—Here is the beginning of one of the important Siberian cities of the future, although now it is not even named in any except Russian guidebooks. As a matter of fact, this is not the country in which one may travel by the detailed information and advice of those important contributions to literature. I brought the best one with me, but I have got beyond its territory on this route. The last town named in it, in describing the railway, is Kainsk, which is nearly 200 miles west of here. Then follows this comprehensive paragraph: "From this point the line of the Siberian trunk railway is being surveyed, and there is a very long gap between it and Grafskay station, on the Ussuri river, to which a railway is being constructed to Vladivensian in which the great rivers of Siberia it is safe to predict the interchange of a large commerce. The rivers are ready and it will not be necessary to construct branch lines of realway tapping the country in order to develop it to the extent that has been necessary in our own great West. This is one detail in which the great and rown in which the great river of Siberia it is safe to predict the interchange over us. The guotation is interesting, because the gap thus succinctly dismissed would measure nearly 3000 miles. Fortunately for the traveler, the gap is not



written.
This is the junction of the West Siberian railway with the Central Siberian rail-way. From Cheliabinsk to this point the former is the name of the system, and from here to Irkutsk the latter. It is the Obl River, for which this town is named, that marks the division. At Kurgun, Petropavlovsk and Omsk the railway crosses three big tributaries of the Obl, the Tobol, the Ishim and the Irtish, the latter here research by a bridge 100 for latter before research by a bridge 100 for latter by the latter before research by a bridge 100 for latter by the latter before research by the latter atter being passed by a bridge 2100 feet long. But here is the great river itself, the name of which is one of the few things the name of which is one of the few things certain to be remembered by every one out of the dimmest recollections of school geography. A fine iron bridge, measuring 2800 feet from bank to bank, carries the trains over the stream, out of Western and into Central Siberts. Until the cell. and into Central Siberia. Until the rall-way crossing of the Obi was decided upon there was no town here of any conse-quence. Some maps show and some writ-ers have described the old Siberian town of Kolyvan as being here, but instead it is some distance down the river, far enough, indeed, to be entirely out of conenough, indeed, to be entirely out of con-sideration as a railway town. It is the coming of the railway that is making a new center of industry and settlement. On the west bank of the river, or a little way back from the bank, there was, in deed a Siberian village of little import-ance. Its name was and is Krivoshchekovo. ance. Its name was and is Krivoshchekovo. Fortunately for the convenience of travelers who might have to learn the pronunciation of the word before they could buy a ticket thither, that town has been relegated to second place, and the new station, from which this letter is dated, is given the advantage of the terminals of these two great railways. Of course it is two great railways. Of course, it is really no more of a terminal than Ogden was when the Pacific railways met thereparate corporations, while these two nes are owned alike by that greatest of corporations, the Russian Government but it will have all the business that will come from trans-shipments between river and rail, the interrupted train serv-ice of all except the express trains, which low run but once a week, and the great construction and repair shops that are be-ng established here. It is a fair pre-sumption that this town will be one of the ecord-breakers in its speed of growth, and that it will be well known on the

as great now as it was when that was Vladivostock will I see an interruption in the movement of settlers. Tomsk and Krasnolarsk and Irkutsk on this side of Lake Baikal, and the cities in Transbai kalla and along the Amur River are at former is the name of the system, and tracting their quota as well. But the railfrom here to Irkutsk the latter. It is the oblicity of this point was opened for travel a good while before the next section was completed. It passes the most easily improved agricultural lands of Sheria, and the Irush, the look, the Ishim and the Irush, the so far from home. It is quite certain, therefore, that I have seen the most im-portant phase of Siberian colonization as

portant phase of Siberian colonization as it is today.

Immigration into Siberia has been amazingly rapid since the railway was completed to a point that served, and yet so enormous is the country to be settled that there seems to be hardly an impression made upon its great areas yet. I have not seen a train in all the country to this point that was not crowded, and this laby no means the season of most rapid is by no means the season of most rapid movement. During the spring months the congestion has been so great that families have been delayed for many days before they could get aboard the trains at all Freight cars are pressed into service at such times, the regular fourth-class cars are crowded to their full capacity, with extra shelves built in haste for sleeping bunks, and the authorities are severely tried in the effort to pass the multitude beyond to the limitless steppes of Siberia, where it will be long before they jostle each other.

Eastward Drift of Emigration The drift of emigration always has been eastward in Russia as it has been westward in the United States. Since the days of the conquest of Siberia by Yermak the flow has been almost incessant, interrupt-ed only at times by some unusual influalmost entirely during the Crimean war and again just after the abolition of serf-dom. All of the earlier movements, however, have been small compared with that which began when the railroad commis-sion began its work. The fact that the Siberian railway was actually to be built attracted the attention of the restless peasants of Russia to the distant land, and they began to go even before the railway was ready to make the journey easier for them. At the same time most of the existing restrictions upon emigra red and the governm naps within a few years.

The old village of Krivoshchekovo itself began to facilitate the movement instead



other shore, where its younger rival is making such headway. Each of the towns is considered a station of the first class in the nomenclature of the railway, and it was at the old village that I found one of the best eating-houses on all the line. After that halt of half an hour for supper, the train drew onto the big bridge. The Obl River, far below, reflected the lights of the towns, just beginning to twinkle in the early dusk. Steamers were plying up and down stream, a ferry-boat was crossing, and some ratts of logs were floating down the river, little buts built upon them, where the hands lived during their quiet voyage. Then we rumbled off the long bridge. The train curved around the hills on the west bank of the river to reach the station a mae or two from the water's edge, the surroundings reminding me much of the east bank of the Mississippi River, opposite Dubuque, and we were at the town of Ob.

When the Railroad Came.

A year or two ago, I am told, there was othing here except the nucleus of a sta-ion, the depot building, a little freightuse and a few of the most essential uses for the people working there. com for these had been carved out of a Room for these had been carved out of a birch forest, that covers all the country immediately hereabouts. Today the place shows signs of astonishing activity and growth. The town has apread into the forest in every direction to make room for the several thousand people who have come already. Fine railway shops are under construction, scores of extra locomotives occupy the engine-houses, trade and travel are increasing rapidly.

To what extent the river industries of Siberia will be reduced by the coming of

Siberia will be reduced by the coming of the railway it is too soon to say. Steam-ers of considerable size have been in serv-ice for many years all over the basin of the Obi River. Without the least diffi-culty navigation has been possible all the

is taking on a new lease of life with the of hindering it. The most accurate fig-coming of the railway. It has grown down to the west bank of the river, where the bridge begins, and looks across to the as follows:

It is expected that the total of this year the expected that the total of this year, when the footings are completed, will be near 350,000. The most striking season of immigration was the spring of 1896, when the numbers mounted rapidly beyond the capacity of the railway and the preparations that had been made for them. The stories that have been told me about that period leave no doubt that it was a very harrowing time, with much suffering in-volved for the immigrants and much anx-lety for the authorities. All over Russia there seemed to arise a mania for going to Siberia, and the excitement spread so fast and so widely that it partook of the nature of a stampede. Men in excellent positions gave up everything to join the positions gave up everything to join the exodus. It is possible to understand such movements when it is a new Klondike that beckons, but Siberia did not purport to offer anything but new homes and a livelihood for those who would work, and there was nothing of the nature of a

bonanza offering reported. In the first four months of 1896 70,000 immigrants passed through Cheliabinsk. immigrants passed through Cheliabinsk. Then they began to come at the rate of 2000 a day, and in May a total of 100,000 passed through that gateway to Siberia. The railway, then far less equipped than it is now, was overwhelmed when the rush became so great. The town, at that time a place of 17,000 inhabitants, was equally unable to assume its share of the burden of caring for the multitude. At times there were as many as 20,000 immigrants camped along the line in the vicinity of the city waiting for tansportation. Bailway cars and engines were hurried in from Russia and the people were moved on as rapidly as possible, but epidemics of typhus, measles and even cholera appeared and many of the hapless ones died before order could be restored. A high

official of the government hastened to Cheliabinsk and took charge, first of all ordering an absolute cessation of emigration from Russia until the congestion had been relieved. The result of that most surprising season was a rapidity of settlement in certain districts to which the immigrants were diverted that virtually filled them with as much population as could be distributed there advantageously. Under any other circumstances the same degree of settlement would have required years.

years.

After such a lesson as that the government has been careful to keep a firm grasp of the situation, by regulating the speed with which the emigrants are permitted to leave Russia and preparing for them in advance as far as possible. The result is that while the line is always crowded and more crowded in the Spring than at any other time there has not been a repetition of that memorable disaster.

TRUMBULL WHITE.

RUSSIA'S STEEL FINGERS.

Peking to Be Nipped Between Tw Transcontinental Railways.

Alexander Hume Ford has something to say in the Century of "The Welfare of Railways in Asia." Russia's use of Central Asia as a base is thus alluded to:
The Transcaspian and Central Asian countries are now pretty well covered with railroads, constructed or building, and at every turn the Russian Government has stationed thousands of Cossacks and native soldiers. At a moment's warning, Russia could mobilize a vast army, and in a few hours could throw a number of battallons across the Afghan or the Chinese frontier. Her influence in Western China is parsmount; but in Afghanistan, with all her preparations and the expenditure of millions, she can penetrate no farther than the frontier of her railroads, for it would take as many men to carry sustenance through the barren, rocky mountains as there would be fighters in the army. If there is to be war, it must be along or within reach of railroads and troop trains. Central Asia has become the base from which Russia must enter India and Western China, and she has transformed it from an abode of robbers and slave-traders to a prosperous, peaceful, agricultural community. The former ruffians are now drafted in her army, and are ready to follow where they are led.

Russia's steel fingers do not cease for a moment to harass her old foe of the agos.

Russia's steel fingers do not cease for a noment to harass her old foe of the agos, moment to harass her old foe of the agos, but the index reaching straight across China from Tashkent, while paralleling the Angio-Italian concession in the valley of the Yellow River, touches other European interests. This line has been surveyed for its entire distance, but the exact route of several hundred miles through the desert of Central China has not as yet been decided upon definitely. Nevertheless, its completion will give Asia three distinct transcontinental lines from Paris to the Pacific. Throwing, as it does, one-half of China under Russian influence, it is the greatest strategic line. influence, it is the greatest strategic line, from a territorial standpoint, that Russia from a territorial standpoint, that Russia has yet advanced. Almost parallel from Peking to Kashgar, where the Russian system ends, China has recently completed the erection of a telegraph line, and along this route from each end both countries expect to build a railroad. Russia is aiready extending one of the many tentacles of her Transcaspian system to Kashgar, and another she is sending up through her own territory to Omsk, to connect the Transchinese with the Transchinese line which, like a bent filnger, its knuckle against England at Singan, turns north to press firmly with its tip the City of Peking, where the Transcherian system (Russia's railway thumb) presses down with all its weight upon China's capital, the two holding it between them upon China's capital, the two holding between them with the grip of a vise.

HOTEL ARRIVALS.

THE PORTLAND H Imacs, N Y
H Dent, N Y
J H Pettehoff, Hoquiam. Wash
J C Good, Chicago iongo acoma ssell & Krueger, N Y E Ulmer, S F Simpson & wf,

D K B Sellers, San Fr F B Holbrook, city T E Gerould, city John Fullerton, Gias-gow, Scotland Mrs S A Lowell, Pen-Mrs W D French, F C Stettler, Dayton, O J A Allen, San Fran S N Morrison, Salt Lake C I Tuttle, Salt Lake Scott Davis, Salt Lake J G Megler & wife, Brookfield m, NY

THE PERKINS.

THE PERKINS.

H C Burns, McMinnvi J H Townsend, Dallas E J Ward, do W T Macy, do R D Gilbert, Albany C L Reeder, Pranieton Those A Jones, Corvallish H H Carpenter, Washougal E J Calley, San Fran John H Loper, Duluth J H Ladd, Seattle E W McCormack, S F J W Blackburn, Ridgefield, Wash B N Jones, Oregon Cy Miss Laura Miller, Pendleton, Or H H Bartels, Boston W W Harria, Pendleton, W H Harria, Pendleton, W H Harria, Pendleton J B Kelly, Princeville B Bissinger, Phila W H Becker, Spokane Geo Porteus, San Fr Frank B Leach, Indple M B Syriy, Burns, Or J J Ballandyre, Ontariol I Sylvaster, Omaha W Whitfield, Seattle J W Hobbs, McMinnvil G S Coffman, Chicago L Nedley, Ashland, Or Dan Markham, Salem S H Wilson, San Fran G L Schooling, do Na Frederick, Oregan Mrs C C C Dalton, Salem S McRae, Astoria J A Harpert, Asitoria W C C C Latter, Mrs W Chandler, Clatskane Or THE IMPERIAL.

THE IMPERIAL.

C. W. Knowles, Manager.

W Bensen, city
Harry Smith, city
Mrs J E Ferguson, Astoria
F W Ferguson, do
Geo Houck, Eugene
W H Odell, Salem
Geo Russell, Oakland,
Cal
C R Smead, Blalock
A J Owen, Portland
Mrs J H Smith, Asoria
G McLeed, Spokane
L C Van Exxe, Salem
Mrs A M Smith, Biggs
Mrs E Lewta, Biggs
Mrs E Lewta, Biggs
W H Wilson, Dailes
E J Compton, do
H C Gree, N Y
J M Both, Rainier
P C Cardiner, Astoria
Mrs L W Shelton, The
Dalles, Or

THE ST. CHARLES.

C A Simpson, Eagl Crid R Henry, Salem Wm Bagley, Go W F Lewis, Salem W M Gamille Nichol, do J M McFadden, do Mies G McFadden, do Mies G McFadden, do S C Long, Chinook O A Rosendahi, do G S Allen, Cascades Alfred Peterson, Astoria Miss Pearl Miller, Don Haddle, Oak Pt T H Madden, Weaverville G H Merryman, Hilleboro, Cor T M Clement, Tacoma J G Stevens, Tacoma J J H Thompson, Heppter C A Hodson, Newberg J M Thompson, do Mas Thompson, THE ST. CHARLES.

Hotel Donnelly, Tucoma ropenn plan; headquarters for equial men. Chilberg's restaurant

WHEN FREIGHTS WERE LOW

SHIPOWNERS PROFITS WERE SMALL FIVE YEARS AGO.

ss-shire Receives Over \$14,-000 More Than on Her Last Previous Trip-More Grain Ships.

The Oregonian has recently printed fig-ures showing the clearance values of car-goes of ships which have cleared within the past few weeks, and which also

goes of ships which have cleared within the past few weeks, and which also cleared with cargoes about five years ago. These figures showed that wheat was bringing high prices today in comparison with the prices which prevailed five or six years ago. A comparison with regard to freights then and now shows a similar wide difference in figures, but in the case of freights the owner is doing as well or better than he has ever done before, while the wheatgrower is not so fortunate.

The British ship Inverness-shire, now in Portland under charter for wheatloading at 40 shillings, which is 1s 3d lower than has been paid for a similar-sized ship in San Francisco, loaded in Portland about four years ago at 28 6d. At that time she carried 3612 tons of wheat and barley, and her gross receipts for the trip were \$20,540. This year for the same amount of cargo she will receive \$34,953, a loss to the wheatgrowers of the Northwest of over \$14,000, as compared with the rates prevailing four years ago.

CAPTAIN SIMPSONS LATERY. Radical Departure From the Old Sys-

tem of Naming Ships. Captain A. M. Simpson's latest schooner has a name which shows a radical depar-ture from the Simpson system of christen-ing marine craft, and the San Francisco Call explains the reasons thereof as fol-

lows:
"A. M. Simpson's new schooner Chu Ill is now loading lumber at Coos Bay for San Francisco. The vessel was originally intended for Captain James H. Bruce and others, but there was some friction over the manner in which the vessel was being built, so Mr. Simpson seized the oppor-tunity and offered to keep the vessel. The other parties were glad of the chance to get the craft off their hands, but now they would willingly now they over the contract

would willingly pay \$5000 over the contract price and take the Churchill. "It is several years ago since A. M. Simpson said be would never build another versel, and to emphasize that fact he named the barkentine then nearing completion Omega. A year or so later the building craze seized him again and he laid the keel of another vessel, which he called the Addenda. The latest addition proved such a success that Simpson or-dered another vessel built and called her dered another vessel built and called her the Encore. After the Encore was finished there was enough lumber gathered to-gether in the shipyard to build another vessel, so the Gleaner (gleaned from the left-over lumber), was put on the stocks. The echo from the workmen's hammers had hardly died away when another vessel was in demand, and the Echo is now in commission in consequence. After the commission in consequence. After the Echo came the Repeat, and now the Simpson Lumber Company has the Churchill in commission. The latter name was not Mr. Simpson's choosing, but was given to the vessel by Captain Bruce and ils associates."

OUTWARD GRAIN FLEET. Three More Portland Wheat Ships

Arrive Out Yesterday. The big four-master Royal Forth, which was one of the contending vessels in the four-cornered race which ended at Queenstown Monday, was a decidedly close sec-ond in the race from this port to Europe. She arrived out at Falmouth yesterday only a day behind the Arctic Stream and ond in the race from this port to Europe. She arrived out at Falmouth yesterday only a day behind the Arctic Stream and the Fulwood, which won from the Royal Forth and the Kate Thomas, by sailing a dead heat. The Kate Thomas, which was picked as a sure winner on the Portland water front, has not yet put in an appearance. There were two other Oregon ships arrived out at Queenstown yesterappearance. There were two other Oregon ships arrived out at Queenstown yesterday, the St. Mungo, with 146 days to her cerdit, and the Forfarshire, which has something of a reputation as a fast ship, was 129 days in the way. The arrival of but one ship of the November fleet to be accounted for, the Ferdinand Fischer, which is making a slow passage, but which still has a good long lead over the Ber-muda and the Comliebank, of the October fleet, neither of those vessels having been reported yet. Three of the December ships from Portland have arrived out, but none of the ships salling from other ports that nonth have been reported yet.

ANOTHER OVERDUE SHIP.

Thirty Per Cent on a Vessel Which Was With the Blytheswood, Reinsurance speculators are of the opin-on that the gale which came so near ending the career of the ship Blytheswood, from Portland for South Africa, has caused serious trouble for the French bark Sainte Anne, and they are paying 30 per cent on the Frenchman. The Blytheswood put into Valparaiso January 22. Her captain made the following report, which was cabled to London:
"A French bark encountered the same

storm which obliged the Blytheswood to put in here. The French vessel did not seem to be weathering the storm so well as the Blytheswood. She was signalled in latitude 37 degrees south, longitude 131 de-grees west. The bark was showing signals L. B. M. D."

These are the signals of the Sainte Anne, and the report caused no little anxiety in London. The Blytheswood had her cargo shifted, her decks swept, bulwarks stove and sails split and lost. On January 23 the British ship Inversnaid arrived at Valpa-rairo, she, too, having suffered from the same storm. She, too, had had her cargo shifted and her bulwarks stove, and had ustained other damage to her deck.

Marine Notes.

The Isle of Arran and the Poseidon both arrived at Astoria yesterday after quick trips down the river.

Repairs on the steamship Oregon, now on the Sound, have been completed, at a ost of \$50,000, and she is on the drydock receiving a finishing coat of paint.

The wreck of the ship City of Florence as it lies in Halfmoon Bay was sold to ples w Ringolski Bros., of Oakland, for \$407 50, name.

Busy Woman

le Mrs. Pinkham, Rer great correspondence la under her own super-

Every woman on the stand that she can write freely to Mrs. Pinkham about her physical con-dition because Mrs. Pinkham le

Awoman

and because Mrs. Plak ham never violates con-fidence and because she knows more about the B of women than any of person in this country.

Lydia E. Pinkham's Vegetable Compound has oured a million sick wemen. Every neighborhood, almost every family, contains women relieved of pala by this great medicine.

last Friday. The cargo of nitrate that went down with the ship was sold for 120. Latest reports from Halfmoon Bay-state that the wreck is surrounded by quickennds, and that nothing is visible of the hull except a small portion of the

Domestic and Foreign Ports,

ASTORIA, April 3.-Arrived down and sailed for San Francisco-Steamer Colum-bia. Arrived down-Ships Poseidon and Isle of Arran. Condition of the bar at 5 P. M., rough; weather hazy; wind

San Francisco, April 3.-Sailed-Steamer San Francisco, April 1.—Sailed—Steamer Karluk, whaling: steamer State of Call-fornia, Astoria; bark Prussta, for Cook In-let. Arrived—Steamer Mackinaw, from Se-attle; steamer South Portland, from Oyster

Harbor; steamer Sunol, from Gray's Har-Seattle-Sailed April 3-Steamer Excelsior, for Kodiak. Arrived April 2-Bark Inverciyde, from Tacoma. Antwerp-Sailed March 11-British ship Glenard, for Puget Sound. Kobe—Arrived March 31—British steam-

r Breconshire, from Victoria.
Falmouth, April 3.—Arrived—British ship
Drumblair, from Tacoma; British ship
Royal Forth, from Portland, Or.
Queenstown, April 3.—Arrived—British
ships St. Mungo and Forfarshire, from
Portland, Or. Portland, Or.

New York, April 3.-Salled-Bovic, for

Daily Treasury Statement. WASHINGTON, April 3.-Today's statement of the Treasury balances in the gen-eral fund, exclusive of the \$150,000,000 gold reserve in the division of redemption shows: Available cash balance\$156,626,237

Gold

THE FEAR OF HUMBUG

Prevents Many People From Trying a Good Medicine. Stomach troubles are so common and in most cases so obstinate to cure that people

most cases so obstinate to cure that people are apt to look with suspicion on any remedy claiming to be a radical, permanent cure for dyspepsia and indigestion. Many such pride themselves on their acuteness in never being humbugged, especially in medicines.

This fear of being humbugged can be carried too for so far in fear the carried too for so far in fear that medicines. carried too far, so far, in fact, that many people suffer for years with weak digestion rather than risk a little time and money in faithfully testing the claims made of a preparation so reliable and universally

used as Stuart's Dyspepsia Tablets. Now Stuart's Dyspepsia Tablets are vastly different in one important respect from ordinary proprietary medicines for the reason that they are not a secret pat-ent medicine, no secret is made of their ingredients, but analysis shows them to contain the natural digestive ferments, pure asseptic pepsin, the digestive acids, Golden Seal, bismuth, hydrastis and nux. They are not cathartic, neither do they act powerfully on any organ, but they cure direction on the common-sense plan of digesting the food eaten thoroughly before it has time to ferment, sour and cause the mischief. This is the only secret of

Cathartic pills never have and never can cure indigestion and stomach troubles because they act entirely on the bowels, whereas the whole trouble is really in the

Stuart's Dyspepsia Tablets taken after meals digest the food. That is all there is to it. Food not digested or half-digested is poison as it creates gas, acidity, head-aches, palpitation of the heart, loss of flesh and appetite, and many other trou-oles which are often called by some other



Pains in the Back Near the central nerves, with a weary,

prostrate feeling, show there's something wrong with the kidneys. Don't let your case get worse. See about it at once. My

DR. McLAUGHLIN'S ELECTRIC BELT

Is a sure and successful remedy because it is a perfect method of curative electricity. It is so applied as to strengthen your nerves, kidneys and all vital orgams. My method will relieve your pain in a few hours and cure the disease in a few days or weeks. Electricity gives you new life and staying power. You remain cured. Why is this? Because electricity is in natural harmony with the magniforces of your body. My free book-an illustrated and valua-ble work on curative electricity-is sent

free. Write for it.

LAME BACK AND RHEUMATISM.

DR. M. A. McLAUGHLIN—Dear Sir: Since wearing your improved Belt, which is "The Belt," my lame back is gone and I feel 20 years younger. It has also knocked out the rheumatism in my knee, and I have thrown away my cane, and you have my sincere thanks for your advice and square dealings. Yours truly,

A. L. SHERER.

Dr. M. A. McLaughlin, 102 Columbia Street, Seattle, Wash.