ANOTHER SANTE FE LINER

STEAMSHIP BELGIAN KING COMING TO PORTLAND NEXT WEEK.

Big Fleet of Steamships Building for the Atlantic Trade—Bark Iranian Wrecked—Marine Notes.

The California & Oriental Steamship Company, which has already sent two steamships to this port this year, will have a third vessel loading at Portland this month. The Oriental flour business with Portland merchants is still so heavy that the regular line cannot handle all of the offerings, and outside lines are still finding business at the only port on the Pacific Coast which supplies freight for every line in the Trans-Pacific trade. The next vessel in the new line to visit Portland will be the steamship Belgian King, a 5000-ton carrier, which will leave San Francisco for Portland Thursday and reach this port about Sunday. The Belgian King comes to T. M. Stevens & Co., who have supplied cargoes for the other vessels of the C. & O. or Santa Fe line. She is a vessel of 3379 tons gross register, built at Sunderland in 1881, and launched under the name Connemara. Her dimensions are: Length, 365.5 feet; beam, 41 feet; depth of hold, 27.2 feet. She is equipped with double-compound engines, 44 and 83-inch cylinders, with 45-inch stroke.

BOOM IN SHIPPING.

Immense Fleet of Big Steamships Under Construction.

The boom in shipping, due to worldwide prosperity in all lines of business, in which the ocean-carrying trade is a factor, is resulting in more new tonnage coming into existence than ever before during a similar period. Here is a partial list of steamers under construction for the New York service alone:

Name.	Length.	Beam.	Depth.	Tons.
Ivernia	600	64.6	32	13,900
Saxonia	600	64.6	32	13,900
Deutschland	686.6	67	44	16,000
Vaderland	560	60	42	12,000
Zeeland	560	60	42	12,000
Merion	530	59	29	10,000
Haverford	530	59	29	10,000
Potsdam	570	62	45.6	12,500
Ryndam	570	62	45.6	12,500
Noordam	570	62	45.6	12,500
Grosser Kurfuerst	..	..	..	12,500
Main	530	58	40	10,000
Neckar	530	58	40	10,000
Minneapolis	600	65	44	13,500
Minnehaha	600	65	44	13,500
Minnetonka	600	65	44	13,500
Minnewaska	600	65	44	13,500
La Lorraine	533	..	—	10,500
La Savoie	533	..	..	10,500
Consuello	..	..	..	9,000
Toronto	..	..	..	9,000
Cassell	..	..	..	8,000
American	425	51	33	8,500
Californian	425	51	33	8,500
Hawaiian	425	51	33	8,500
Oregonian	425	51	33	8,500

Of the fleet mentioned, the Ivernia and the Saxonia are Cunarders. The Deutschland is owned by the Hamburg-American line, which is also building 20 other steamers, ranging in size from 6000 to 16,000 tons. The Vaterland, Zeeland, Merion and Haverford are under construction for the American line, and the Cramps are to build two large steamers for the same line. The "Dams," of course, are for the Holland-American line, and the North German Lloyd is building the Grosser Kurfuerst, Main, Neckar and Cassell.

The four "Minnies" are for the Atlantic Transport Company, which is also preparing to build 10 cargo and livestock steamers about 550 feet long and of 12,000 tons capacity. La Lorraine and La Savoie are for the French line, and the Consuello and the Toronto for the Wilson line. The White Star line is also building a steamer to be completed by the end of the year.

The American, Californian, Hawaiian and Oregonian are the new ships for the round-the-Horn trade, their names furnishing an index to the fields in which they will trade. These vessels, which will carry freight only, are to be equipped with every modern appliance for the expeditious handling of cargoes, will be provided with electric search-lights, and are claimed to be the largest cargo-carriers of their kind afloat. It is expected to make the trip from New York to Honolulu in 60 days, and the first steamship will probably go direct to Honolulu. The vessels and the dates on which they are intended to be dispatched are as follows: American, July 1; Hawaiian, September 1; California, October, and Oregonian, December. All of the new steamers are expected to make an average speed of about 10½ or 11 knots.

MARTHA FISHER MISSING.

Heavy Reinsurance Offered on a Well-Known Old-Timer.

In the old days when a 1200-ton ship was a big craft for Portland one of the best-known vessels trading between Europe and Portland was the old bark Martha Fisher. The venerable craft was sold by Iredale & Porter to the Norwegians a few years ago, and has not showed up on the Pacific Coast since. Now comes news that she is numbered among the missing. She sailed from Liverpool for Para December 20, and has not been heard from since. In March a lifeboat supposed to have belonged to her was picked up four miles off Cape Ferret, and on the strength of this and the long passage underwriters are offering 80 per cent reinsurance. On the St. Mary's Bay, also a well-known vessel in this port, 10 per cent has been paid. She sailed from Wallaroo for United Kingdom October 30, and has not since been spoken.

SIZE STILL INCREASING.

Hill's Trans-Pacific Steamers Are Now 20,000-Tonners.

TACOMA, April 9.—President Hill, of the Great Northern, announces that his plans for a new line of American Trans-Pacific steamers have been changed. Some time ago he had plans prepared for several 10,000-ton vessels. Further investigation has convinced him that the future carrying trade across the Pacific must be done at a small margin of profit, and to secure this, immense cargo-carriers will be necessary. He has accordingly ordered two ships of 20,000 tons capacity each, and intends ordering more. The steamers will be placed in commission in the Fall of 1901.

Bark Iranian Wrecked.

YOKOHAMA, April 9.—The British bark Iranian, Captain Watt, from New York November 15 for this port, has been wrecked on the Japanese coast. The captain's boat is missing.

YOKOHAMA, April 9.—It is now learned that no fatalities attended the wrecking of the British ship Iranian, Captain Watt, from New York, November 25, for this port, which has been lost on the Japanese Coast.

Newport Not Seriously Damaged.

SEATTLE, April 9.—The Pacific Steam Whaling Company's steam schooner Newport, which ran on a submerged rock off Ketchikan, March 26, returned tonigh under her own steam. She is not seriously damaged, though she leaks more or less.

Overdue Ships.

SAN FRANCISCO, April 9.—Insurance on the British ship Annie Thomas, 154 days out from Cardiff for Acapulco, has advanced to 93 per cent from 90 per cent. Reinsurance on the American ship Henry Clement, from Hamburg for Kiao Chou, 254 days out, has advanced from 30 to 40 per cent.

A New Steamship.

NEW YORK, April 9.—The first of the four new steamships of the Atlantic Transportation Line arrived in port today. She is the Minneapolis, commanded by Captain Sydney Layland. The Minneapolis comes direct from Belfast, Ireland, where she was built by Harland & Wolff.

Sailor Swam Ashore.

ASTORIA, Or., April 9.—An ordinary seaman named George Craft, who shipped on the British ship Poseidon at Portland, jumped overboard about 10:30 last night and started to swim ashore. A boat was lowered, but before it got into the water Captain Chamberlain saw the man climb up on the wharf and run away. The lifeboat was called back, and the vessel will go to sea without the man.

Marine Notes.

Two of Simpson's four-masted barkentines met at Astoria Sunday, the Chehalis, bound in from the Hawaiian Islands, and the Arago, outward-bound with a cargo of lumber.

The British ship William Law finished loading yesterday, and went out into the stream. The Berwickshire moved up from the flour mills to the Southern Pacific dock to complete her flour cargo.

The owners of the missing tug Fearless are still dragging the river in an effort to again locate the missing craft. Unless the boat is found before the June freshet, the chances of again locating her are remote.

The steamer Elder is doing some lively work on the Portland and San Francisco route. She arrived from San Francisco late Saturday evening and discharged her inward cargo, loaded again to her fullest capacity, and left down Sunday night, crossing out yesterday morning.

Domestic and Foreign Ports.

ASTORIA, Or., April 9.—Sailed—Steamer Geo. W. Elder, for San Francisco; barkentine Arago, for San Francisco; steamer Manzanita, for Willapa Harbor. Arrived—Barge Wahkiakum, in tow of tug Samson, from San Francisco. Condition of the bar at 5 P. M., smooth; wind, east; weather, clear.

Port Townsend—Arrived April 8—British ship Queen Elizabeth, from Shanghai.

New Whatcom—Sailed April 7—Bark Coloma, for San Diego.

Seattle—Arrived April 8—Steamer Dirigo, from Skagway. Sailed April 9—Steamer Bertha, for Kadiak; steamer Humboldt, for Skagway.

Falmouth—Arrived April 7—British ship Kate Thomas, from Portland, Or.; British ship Bermuda, from Portland, Or.

New York, April 9.—Arrived—Minneapolis, from Belfast.

Portland, Me., April 9.—Arrived—Dominion, from Liverpool.

Gibraltar, April 9.—Arrived—Aller, from New York for Genoa, etc.

BODY RECOVERED.

Frank Price, a Logger, Was Drowned in the Tualatin.

FOREST GROVE, Or., April 9.—The body of Frank Price, who had been missing since March 15, was found last evening in the Tualatin River, near the Spring Hill farm cut-off above Dilley. Price was in the employ of Mr. Caril, driving logs, and when last seen, the morning of his 35th birthday, left his Gaston boarding-house with his lunch, remarking that he would have his logs at the mill that night. But he had not arrived by Saturday. Inquiry was made, and Sunday his logs were found jammed near where he had said they were three days before, and his dinner, untasted, was discovered by the bank.

Friends, and members of the Woodmen, in which order he carried a $1000 policy, dragged the stream carefully, keeping up their work for several days and each Sunday exploring the course. It was one of these parties that had their search rewarded yesterday.

Price had been in this country for six or seven years past, and owned a claim on the Nehalem. He was unmarried, and his only known relative is a sister in Minnesota, in whose favor he was insured. The funeral occurred at Gaston this afternoon, under the direction of the Woodmen.

The fruitgrowers have been worrying, owing to the severe frosts the past few nights. District Horticultural Commissioner W. K. Newell said today that no damage has occurred in this section, unless the strawberry crop has been slightly injured.

Hillsboro Notes.

HILLSBORO, Or., April 9.—A heavy frost occurred here last evening, and, were it not for the foggy and cloudy weather of the morning, the damage to the fruit would have been incalculable. Owing to this, however, orchardists think that the damage is very slight, if any.

The Washington County delegation left for McMinnville this evening, accompanied by the Hillsboro Reed and Cornet Band, and wearing Tongue streamers. Mr. Tongue's supporters here are still confident that he will be nominated for Congress on the first ballot.

The Commissioners' Court will meet in this city April 14 to approve the bond of Sheriff Bradford, in the sum of $30,000, as tax collector of the 1899 levy. The roll is now ready for collection, and the warrant will then issue.

Epworth League.

ALBANY, Or., April 9.—A successful convention of the Epworth League of the Methodist Episcopal Church was closed in this city tonight. The work of the league has been covered by prominent members through the district, and the reports show a healthy growth of the order. This afternoon officers were elected as follows: J. W. Menzies, of Lebanon, president; Mr. Warfield, of Eugene, first vice-president; Mrs. H. C. Davis, of Eugene, second vice-president; Joseph Ralston, of Albany, secretary; Miss Stockwell, of Creswell, treasurer. Cottage Grove was selected as the next place of meeting.

Election at Granite.

BAKER CITY, April 9.—The first city election in the new mining town of Granite was held today. Two tickets were in the field, Republican and Citizens', though but little interest was taken in the political phase of the contest. The Republicans, however, carried off a majority of the offices and elected a Republican Mayor. The total number of votes polled was 120. The following officials were elected:

Mayor, Grant Thornburg; Aldermen, A. Bachman, L. L. Forrest, G. L. Lindsay, Neil Liven, S. P. Shutt, T. W. Tabor; Recorder, W. L. Brown; Treasurer, W. A. Schluter; Marshal, Paul Wilson.

New Coos County Postoffice.

WASHINGTON, April 9.—A Postoffice has been established at Allegany, Coos County, Oregon, to be supplied by special service from Marshfield. Charles E. Edwards has been appointed Postmaster.

Cigarette Ordinance Valid.

WASHINGTON, April 9. — The United States Supreme Court today decided the case of Gundling vs. the City of Chicago, involving the validity of the anti-cigarette ordinance of that city. The ordinance was attacked as unconstitutional. The opinion of Justice Peckham held the ordinance not to be unconstitutional.

Stamping Company Assigns.

BOSTON, April 9.—The Diver Stamping Company, with a plant at Cambridge and offices in this city has assigned, due to a lack of working capital. The liabilities are stated to be about $200,000, with book assets twice that amount.

Situation at Sydney.

SYDNEY, N. S. W., April 9.—Ninety-three cases of the bubonic plague and 29 deaths from the disease have occurred here. Thursday next has been appointed as a day of intercession and prayer for relief from the plague.

Strike at Houston.

HOUSTON, Tex., April 9.—The building trades assembly ordered a general strike of all the building trades in sympathy with the carpenters, and 1500 men quit work today.

Rundle Ordered to Kimberley.

CAPE TOWN, April 9.—Lieutenant-General Henry Rundle, commanding the Eighth Division, has been ordered to Kimberley on special duty.

BOYS' PRO-BOER RALLY

REMARKABLE DEMONSTRATION AT PHILADELPHIA.

A Message of Greeting Carried by a District Messenger to the Transvaal President.

PHILADELPHIA, April 9.—One of the greatest demonstrations of sympathy, both in the number of participants and in enthusiasm displayed, ever shown in this city for any foreign nation took place tonight, when the Academy of Music was jammed with people for the purpose of taking part in the Philadelphia schoolboys' pro-Boer rally. The primary object of the gathering was to send a message of greeting to President Kruger, signed by 22,000 pupils of the schools of this city. So great was the crush, mostly of the younger generation, that many thousands were unable to get near the door, and the mass of struggling people was entertained by music while the meeting inside was in progress.

Judge William T. Ashman, of the Orphans' Court, of this city, presided, and those who addressed the meeting were: Webster Davis, W. Bourke Cockran, ex-District Attorney Graham, of this city; P. Louter Wessels, of Bloemfontein, and Thomas J. Meek, a pupil of the High School, of this city. Edwin Markham, the poet, recited his "Ode to Lincoln." Three hundred singers of the United Singing Societies, of Philadelphia, sang the "Transvaal Volkslied" and American patriotic songs.

After the speechmaking was over, James F. Smith, a 14-year-old messenger boy, was called to the stage by means of the regulation call box, and was given the message signed by the schoolboys, with instructions to proceed to Pretoria and to hand it personally to President Kruger. Tuesday the messenger will sail on the steamship St. Louis, and before the vessel reaches Southampton he will be taken off by a French tender and landed at Havre, France, in order to avoid English territory. The message to President Kruger is as follows:

"We, the undersigned students of the public schools of Philadelphia, the city where our own forefathers enlisted in their splendid and successful struggle against English oppression, desire to express to you and to the fighting men of the South African Republic their great admiration for the genius and courage that has checked English invasion of the Transvaal, and the undersigned extend their most earnest wishes that in the end the South African Republic will triumph over England in a war in which the Boer cause is noble, the British cause unjust."

Delegations of schoolboys from New York and Boston attended the meeting.

LAND FOR THE CANAL.

Negotiations With Nicaragua and Costa Rica for a Strip.

NEW YORK, April 9.—A special to the Herald from Washington says:

An official of the Administration is authority for the statement that arrangements have been practically concluded with the governments of Costa Rica and Nicaragua for the acquisition by the United States of a strip of territory 10 miles wide, between Greytown and Brito, through which the Nicaragua canal will be constructed. There are certain diplomatic phases of the negotiations yet to be perfected, but it is understood that they are rather matters of detail than of principle.

Rear-Admiral John G. Walker, president of the Isthmian Canal Commission, sounded the Central American Governments as to the action they would take in the event of a formal proposition from this Government looking to the acquisition of the necessary territory, and the answers he received were generally of a satisfactory character.

The action taken looking to the acquisition of the necessary territory was initiated immediately after the submission of the Hay-Pauncefote treaty to the Senate, and when it looked as though there would be no delay in accomplishing ratification. The Administration is now disposed not to move so hastily, so that it is difficult to say when agreements will be finally signed, looking to the transfer to American control of the necessary territory across the Isthmus.

The determination of the President to secure Control of Costa Rican and Nicaraguan territory indicates that after consultation with members of the Isthmian Commission, he came to the conclusion that that body would undoubtedly recommend the construction of the Nicaragua, rather than of the Panama Canal. It is stated that the commission will in all probability recommend to Congress that it adopt the Walker route favorably reported by the Walker Nicaragua Canal Commission, modified slightly to take advantage of new discoveries made by the surveying party now there.

Rear-Admiral Walker's action followed the receipt of instructions from the President. These instructions contemplated, first, that he ascertain the sentiment in Nicaragua and Costa Rica respecting the transfer of the necessary territory for the purpose of the canal, and the terms upon which such transfer would be made; and, second, if any conventions or contracts with foreign powers or corporations prevented the construction of the canal by the United States.

Rear-Admiral Walker visited Managua and San Jose, and had very satisfactory interviews with President Zelaya and President Iglesias. In view of the fact that to construct the canal it will be necessary to build railroads and other appliances, Rear-Admiral Walker considered it desirable to obtain five miles on each side of the route of the proposed canal, and at least three miles on the southern shore of Lake Nicaragua. The Nicaragua and Costa Rica Governments seemed to think that three miles on each side of the line were sufficient, but the Rear-Admiral finally prevailed upon them to accept this view.

It was pointed out to him, however, that there was one insuperable obstacle in the way of the cessation of territory. The constitutions of Costa Rica and Nicaragua prohibit them from alienating any of their territory. No difficulty will be experienced, however, as shown by the information communicated by Rear-Admiral Walker to the authorities, in obtaining control of the necessary strip of territory. While the two governments are prohibited from disposing of their territory, it is understood they have indicated that an indefinite lease can be granted to the United States.

Costa Rica has nobly come to the front in this matter. She has entered into no conventions or contracts which will affect in any way any concession she may make to the United States. The Maritime Canal Company's concession is now said to be terminable at any time at the pleasure of the Costa Rican Government. Nicaragua has made certain conventions which are terminable upon proper notification, but they will not stand in the way of the construction of the canal by this Government. There is some talk of the Managua Government demanding in consideration of the relinquishment of the control of the strip of territory to the United States certain concessions. Costa Rica, however, has, according to information which has reached here from San Jose, given her hearty assent to the proposition to transfer the necessary territory to the control of the United States, though she will not relinquish sovereignty over it, and she has promised her co-operation in the construction of the canal.

There is reason to believe that Rear-Admiral Walker propounded certain questions to the Colombian Government, but what their character is the authorities decline to state. It is understood they covered contingencies growing out of the possible purchase of the Panama Canal by the United States, but the information obtained from the Bogota authorities is not considered as important as that Admiral Walker got from Costa Rica and Nicaragua.

There are 1900 men at work on the Panama Canal, and progress is being made, though slowly, in constructing the waterway. The Isthmian Canal Commission has a surveying party on the Panama waterway checking up the work done by the company, and making borings to ascertain the difficulties remaining to be overcome. There is also a party surveying the Darien route, but the commission is satisfied that there is no possibility of a satisfactory route being discovered at this point.

Several changes have been made in the personnel of the parties surveying the Nicaragua and Darien routes. The savages in the Darien territory have strenuously opposed the landing of foreigners, and traders have been compelled to return at night to their boats. Lieutenant-Commander Nathan Sargent, commanding the Scorpion, the gunboat assigned to the commission, succeeded in making a treaty with the savages, which permitted the American surveyors to remain on shore at all times without molestation.

When Rear-Admiral Walker was asked if he would say anything concerning his interviews with Presidents Zelaya and Iglesias, he declared emphatically he had not conducted any negotiations with them, though he would not deny that he had discussed with them various matters affecting the canal.

S. P. STATEMENT.

Large Increase in Gross and Net Receipts.

SAN FRANCISCO, April 9.—An official statement of the earnings of the Southern Pacific Company for the month of February last and for the first eight months of the present fiscal year, July 1, 1899, to February 28, 1900, inclusive, has just been issued. In February the gross receipts were $4,844,685, an increase of $710,806 over the same month of last year. Operating expenses amounted to $3,289,401. This is an increase of $403,667 over February, 1899. Earnings in excess of operating expenses aggregated $1,855,284, or an increase of $307,138 over the same period of last year.

The large amount of $42,812,422 represents the total gross receipts for the first eight months of the present fiscal year, or an average per month of over $5,300,000. The increase over the same period of last year was the big showing of $6,066,039. Operating expenses aggregated $27,247,243, and earnings in excess of operating expenses $15,565,179. The increase in operating expenses over the same month of last year was $3,476,766. Earnings in excess of operating expenses showed an increase of $2,609,273.

Del Viso's House Robbed.

WASHINGTON, April 9.—Senor Antonio del Viso, the Argentine Charge d'Affaires, reported to the police tonight that his house had been entered and robbed of jewelry, approximating in value $5000.

HOTEL ARRIVALS.

THE PORTLAND.

E A Wallace, Clevelnd
J L Parks, Toledo, O
J N Scott, San Fran
Fred Sattler, Belleville, Ill
E B Dana, N Y
Mr & Mrs L W Bluin, Los Angeles
A W Jackson, San Fr
A M Beckers, Phila
G Longstreet & w, S F
Jas A Davis &w, Chgo
H Gower & w, Chgo
Robt Mather & w, do
W R Wilson, Phila
W M Bird, Tacoma
Geo L Walker, Tacoma
F A Sherbrowne, N Y
L Schwabacher, S F
Frank M Tobin, Norwich, Conn
Alex Campbell, Shanghai
Urban Harvey, Washington, D C
C W Cooke, Chicago
Geo B Cramer, N Y
W R Southard, Rochester, N Y
Oliver W Stewart, Chg
G H Cook, Tacoma
Fred Lee, Seattle
Richard D Baker, do
C H Hyde, Tacoma
A S Burrell, Seattle
Frederic Mollet, Tacoma
G W Fischer, Seattle
H G W Alexander, Indianapolis
G H Wright, Tacoma
Thomas Doyle, Tacoma
Mr & Mrs W G Norton, Spokane
Fred H Dayton, St L
O H Fithian, Chicago
H G Church, Chicago
Tudor J A Tiedemann, San Francisco
Jos S Newman, N Y
S J Meininger, N Y
M I Behrens, N Y
Chas Kemper, Boston
J W McClure, wife & dtr, St Paul
C W Stults, N Y
Jas MacDonald, Ill
T P Miles, Dawson
Miss Bessie Williams, Seattle
Geo R Davis, Omaha
A Stoddart, St Paul
S H H Frieto, Vancouver, B C
C W Fulton, Astoria
W J Shannon, city

THE PERKINS.

L P Pirchard, Minnpls
Mrs L P Pirchard, do
W Oppeuran, Seattle
Mrs W Oppeuran, do
Will Rhodes, Tacoma
Wm Upton, Walla W
L F Jones, Dayton, Or
Mrs Horace Aldrich, Bridal Veil, Or
L R Fairchild, St L
W S Hurst, Aurora
J Jacobson, San Fran
Mrs W S Dillon, S F
Miss Dillon, San Fr
Master Dillon, San Fr
A O Loe, M D, Minneapolis, Minn
J E Howard, Chicago
Mrs J E Howard, do
Frank B Leach, Indpls
Mrs Weeks, Spokane
S H Wilson, San Fr
Thos H Rogers, McMinnville, Or
M M Williams, Chgo
O J Lewis, The Dalles
Mrs O J Lewis, do
Mrs R C Davenport, The Dalles
Mrs Lena Teutsch, Oswego, Or
N McGinnis, Dallas, Or
C M Donaldson, Bak C
Wm Holder, Moro, Or
Mrs Wm Holder, do
R E Storey, McMinnvl
Mrs R E Storey, do
R J Ginn, Morrow, Or
Mrs R J Ginn, do
F Kilpatrick, Portlnd
R S Wilson, Portland
H L Herzinger, Enterprise, Or
C J Bright, Wasco, Or
Mrs O E Brooks, Bridal Veil, Or
T C Burgess, Walla W
O A Campbell, Eugene
A Larsen, Walla W
E W Newman, West Superior, Wis
M C Burke, W Superior
Geo W Grannis, Salem
Mrs H M Dadman, Livingston, Mont
Ralph Treman, do
A J McVittie, Omaha
Geo W Symonds, Chgo
Mrs G W Symonds, do
John McGill, Phila
Katherine D White, do
Mary E McGill, do
W G Colliers, Seattle
S W Macrum, Viento
C Wilson, Portland
M Krupp, Spokane
James Pivett, Lincoln
Mrs James Pivett, do
R Laremans, San Fran
John M Briggs, Ashland, Or
A B McMillen, Auburn, Wash
C G Rideout, Seattle
P W Melville, Berkeley
John Jacobson, do
V Daniel, McMinnville
Joseph Peterson, Dalles
Mrs Joe Peterson, do
Frank Roberts, Heppner
H Widikend, Astoria
Mrs H Widikend, do
D W Stewart, Astoria
S D Adrain, Astoria
R P Habersham, do
Mrs T A Fisher, do
Earl A Fisher, do
Martin Murray, San Fr
Mrs Henry Howland, Cheyenne, Wyo
J C Bradley, Springfield, Or
G L Rees, Albany, Or
G B Eastman, Fresno
C E Griffith, Seattle
V Olcott, Salt Lake

THE IMPERIAL.
C. W. Knowles, Manager.

J H Roberts, city
E J Daly, city
L Venlandig, Toledo, Wash
M F McCoon, Oreg Cy
G W Swope, Oregon C
O P Graham, Warrenton, Or
P Munson, Dalles
Mrs Munson, Dalles
C R Smead, Blalock
W T Arburry, W W
Mrs Meran, Spokane
J G Cutler, W W
C W Younggren, Silverton, Or
Allan Wilson, Corvallis
L J Adams, Silverton
I L Patterson, Salem
A H Crook, Gold Bch
R H Rose, Bandon
Geo W Riddle, Riddles
P Hughes, Pt Orford
C B Watson, Ashland
H F Mendoch, Klamath Falls
W F Arnt, do
F W Van Dyke, Grnt's Pass, Or
F W Chausse, do
J R Miller Pt Orford
A H Greenbaum, S F
B C Ireland, San Fr
G L Davis, Medford
A S Hammond, do
E M Carter, U S Fish Commission
Mrs Carter, do
Mrs J V Smith, Palo Alto
Miss F Smith, do
Mrs C G Robinson, do
Geo M Love, Jacksonvl
T Cameron, do
W H Leeds, Salem
Grant Trullinger, Astoria
H B Miller, Eugene
M F Zan, San Fran
Miss Zan, San Fran
Maud A Zan, San Fran
Jordan F Zan, San Fr
F Smith, Astoria
M M Davis, Corvallis
O D Swain, Boston
O D Taylor, Sr, Dalles
O D Taylor, Jr, Dalles
W E Grace, Baker Cy
W R Ellis, Heppner
F D McCully, Joseph, Or
Wm Farrel, Canyon Cy
C G Guernsey, do
Emil Shanno, Dalles
D F Marlor, Salt Lake
J S Geer, Burns
W Brown, Salem
J Walch, Yaquina
A A Nash, Nashville, Or
Harry N Leckenby, Rainier
J M Shelley, Eugene
G W Tackabury, Louisville, Ky
John Adair, Astoria
I McCormack, Astoria
W Crawford, Ashland
C O Anderson, Rochester, N Y
Mrs Anderson, do
E A Seeley, Seattle
Geo T Hall, Eugene
Dr F W Harris, do
G W Dunn, Ashland

THE ST. CHARLES.

T D Owens, Gresham
A A Hosford, Dalles
Chas Schegler, Deep R
Wm Schegler, do
A E Thomas, Mist
C C Perrins, N Yamhil
B F Jones, city
E Richardson, city
W E Young, Oak Point
Tom Shark, Oak Point
G Cushman, do
W W Watson, do
Hugh Ball, Amboy, Wn
R E Borden, do
W G Weightman, do
C Bradford, do
Mary Leitzel, Stella
W L Pulliam, Stella
Wm Parma, Stella
Mrs Ethel Manany, Bridal Veil, Or
D R Gillam, Bridal Vl
G R Shaw, Bridal Veil
J A Finch, Albany
N Needham, Albany
Thos McNish, Dayton
E A Taylor, Dalles
Frank Speythe, Dalles
Jas Scully, Minneapolis
J S Copeland, do
A E Bowers, Boston
J S Longbottom, Or
B F Longbottom, Or
J W Swift, Albany
Mrs Benson, Albany
D S Dufur, Dalles
Miss McKenzie, Racine, Wis
Mrs Mary Rutherford, Vancouver
Mrs C H Bond, Halsey
John Duggan, Stevnsn
E B Lockhart, Dilley
W H Meyers, Pa
W H Hayden, Albany
D L Clouse, Albany
A H Griffin, McMinnvl
Mrs Griffin, do
Miss Griffin, do
C T Griffin, do
Burt Knight, Dalles
Mrs Knight, Dalles
Riley Smythe, Dayton
Harry Johnson, Carrollton, Wash
John Wicks, do

Hotel Donnelly, Tacoma.

European plan; headquarters for commercial men. Chilberg's restaurant in connection.

For Goldendale, Wash., take stage at Grants. H. Glass, prop.

GEN. BULLER'S BLUNDERS

SEVERE ARRAIGNMENT BY AN ARMY OFFICER.

Needless Sacrifice of Soldiers—General Hart's Stupidity—Heartless Treatment of the Wounded.

LONDON, March 31.—The officer with General Buller, who scathingly described the disaster at Spionkop today, continues his remarkable series with a denunciation as bitter as ever fell upon a General. This week his article is confined to a general review of the strategy, or rather lack of strategy, which preceded the relief of Ladysmith, and he includes a terrible indictment against the useless sacrifice of the Irish Brigade, whose gallantry excites so much admiration in England.

"Yes," writes this officer, "Ladysmith has been relieved at last; we have been blundering along the line of hills that form that northern bank of the Tugela, for many months attempting to pass it at all sorts of impossible places and suffering heavy loss each time. That is an accurate description of the 10-weeks' campaign on the Tugela. No one knew the ground or took the trouble to learn it. As an example of this sublime indifference, General Buller was not aware that Hlangwani Mountain, which commands the crossing of the Tugela was on the southern side of the river until he had failed in three different attempts. Yet he lived for weeks within three or four miles of the hill, and at the battle of Colenso his right flank extended beyond it.

"As to strategy, there was none, neither good, bad nor indifferent. The troops were moved along, and when a hill or an entrenchment appeared in front, they were ordered to take it. Sometimes they failed, sometimes they succeeded; often, when they had succeeded, after terrible loss, the post was found to be useless and was abandoned. This is the blind folly in which we have been engaged and which, through good luck more than anything else, has eventually succeeded. But had not Lord Roberts' victory drawn away a great part of the Boers for the defense of their own country, it would never have succeeded, and Ladysmith would have fallen. Thus weakened, the Boers had not force enough to occupy such a long defensive position, and one by one the strong places fell into our hands.

"Friday, February 23, General Hart was ordered to send up the Connaught Rangers, the Inniskillings and the Dublins along the line of the railroad to attack some low hills where the river turned again toward the east. The operation was most difficult and dangerous. Six companies of the Inniskillings and two companies of the Connaught Rangers formed the attacking line; the remainder of the Rangers and half of the Dublins were in support; the reserve consisted of the other half of the Dublins. In this order, the Irish Brigade recrossed the railway and began the attack, coming at once under a severe cross-fire from the hills on the right and left. It was such tactical errors that led to such terrible loss of life. Some of the troops had indeed been sent to the hill on the left, but they were not ordered to push the attack, and they could not from their position. Even on the northern slopes they merely acted as sentries to prevent our being entirely cut off. Any one could see that it was madness to send an attacking force upon the central hill, while the flanking hill was unoccupied and the Boers thereon were left free to concentrate their fire for its defense.

"But stupid as was the scheme, the method adopted for its execution was even worse. General Hart placed himself on a neighboring hill with a telescope and a bugler; he was completely out of touch with the attack, and could not know when a rest was necessary or when an attack could profitably be pressed. These matters are felt only by the officers on the spot, and it is absolutely necessary to leave it to their discretion. There he stood sounding at intervals 'the advance,' then 'the double' and then 'the charge,' when it appeared to him that the attack was not proceeding rapidly enough to suit his taste, the bugle rang out again in peremptory tones. Our artillery meanwhile was shelling the trenches at the top of the hill, and kept down the enemy's fire from that direction so that the advance line got to within 100 yards of what seemed to them to be the top, and waited for a moment to take breath, under cover of the steepness of the hill. Then the General and his bugle sounded the three calls, 'advance,' 'double,' 'charge.' The word was passed along the ranks, bayonets were fixed, and, springing to their feet, the men dashed forward with a cheer. Not a shot was fired by the enemy, and the place seemed to be deserted. The crest was reached and passed, and the triumph seemed to be complete. But, alas, that crest was a false one; there was a slight dip behind, to another rise which constituted the real crest.

"As the men advanced over the sky line and exposed themselves to full view, the Boers suddenly stood up in their trenches and fired in quick succession the five rounds with which the Mausers were charged, at a range of 50 yards. The effect was too terrible to describe. That great rush of men, confident and erect as a great wave nearing the shore, was checked in a moment. There was a stagger forward, and then all that remained was a line of poor, helpless human beings struggling on the ground in agony. Some rose again, perhaps not knowing what they were doing, some fell pierced in many instances with a dozen bullets. Those who marvelously escaped the murderous discharge could only lie with the others, hoping to escape observation; the slightest movement of an arm or leg, whether it was the death struggle of a wounded man or the incautious attempt of one of the lucky ones to get better cover behind a rock, drew a shower of bullets, bringing certain death not only to the unfortunate man himself, but to many who lay around him. Stillness was the only hope of life.

"I will not anticipate the official returns, as the number of killed and wounded has been differently stated; but I fear they are very bad. I know that out 100 men who charged with the two companies, 60 fell, and that any escape was due only to the unevenness of the ground in certain spots, which partly concealed at the critical moment portions of the line. The loss of the Inniskillings was stated to be well over 400 out of 800 mustered that morning, but I believe this to be an exaggeration. Two companies were left behind; only about 500 advanced to the attack, and probably 400 took part in the charge. I should think 300 would be nearer the mark. Five officers only are left. This disastrous charge took place about 5 o'clock, and there the unfortunate men lay, dead, wounded and sound, huddled together or scattered, just as they fell, covered by Boer rifles, unable to move or even to look around. The groans and cries of the wounded were terrible to listen to; some cried for help, some murmured for water. Once or twice, moved by pity, a sound man would try to get his wounded neighbor to the rear, but he was shot instantly. What was felt during those terrible hours I will not attempt to describe.

"The hill could not possibly have been taken till Pieter's Hill, on the right rear, came into our possession, and till the enemy had been driven from the kloof and hill on the left. Moreover, if it had been taken it could not have been held, for the summit was swept by cross-fire and enfilade. In fact, the Irish Brigade was only saved from annihilation or capture by the extraordinary steadiness of the soldiers and by the enemy's guns, as a great part of the fire had already been drawn. Nor would these positions have given us any great tactical advantage. The Boers would still have held the mountains from Grobeler's Kloof and from Onderbrook to Poeter's Hill, and their lines would have remained unbroken.

"I come now to the saddest part of the story. The poor wounded men who had been struck down in that gallant charge remained where they fell, not only all of the night, but during all the blazing heat of Saturday, and even Saturday night passed without relief. Not a drop of water in their feverish mouths, no food, no help, but a tropical sun beat on their head. Oh, the intolerable agonies that were endured. If one heard that such a thing happened in England or Ireland to a horse or a dog one would shiver with pity, but here hundreds of gallant Irishmen, who had fought as no other troops have fought in this war, were left on the the battlefield to endure a horrible death. Most of them, of course, died; one of them, a very senior officer, whose name, out of pity, I shall not mention, suffered so terribly that he begged those near him to put him out of his pain. He died during the day, for no help came.

"I will not attempt to apportion the blame—if blame there may be. General Hart was present till Saturday, and it seems to me that a flag of truce should have been dispatched for leave to bring in the wounded. The Boers have never yet refused such a demand, and have, indeed, been singularly kind and considerate in all such cases. There may have been unanswerable reasons against this, but, anyway, no attempt was made and an explanation ought to be demanded. Sunday an armistice was asked for and obtained, but the necessity was now more to bury the dead than to tender aid to the wounded."

OLDEST MAN IN THE WORLD

Uses Duffy's Pure Malt Whiskey.

HE STANDS FIRMLY AND VIGOROUSLY.

Abraham E. Elmer, Who is in His 119th Year, Says That Duffy's Pure Malt Whiskey Has Prolonged His Life, Kept Him Vigorous and Enabled Him to Live Nearly 50 years Beyond the "Three Score and Ten."

Feb. 10th.

Gentlemen—I have used DUFFY'S PURE MALT WHISKEY and find it not only agreeable to the taste, but I believe it is a positive help to long life. You may have read in the newspapers published about the 1st of February of this year some account of my having celebrated my 118th birthday on the 26th of January last. I have used DUFFY'S PURE MALT WHISKEY for a long time, and I firmly believe it has helped to keep me well and strong and has prolonged my life many years.

DUFFY'S PURE MALT WHISKEY is certainly a godsend to humanity and is to be commended on account of its purity, excellence and invigorating qualities. I know of none so good. I will keep a supply by me as long as I live.

Gratefully yours,
ABRAHAM E. ELMER, 52 Tracy St., Utica, N. Y.

The above testimonial is without a record.

DUFFY'S PURE MALT WHISKEY

IS THE TRUE ELIXIR OF LIFE.

It Aids Digestion, Stimulates the Blood, Invigorates the Brain, Builds Nerve Tissue, Tones up the Heart and Prolongs Life.

All druggists and grocers, $1.00 a bottle. Beware of imitations, they are injurious. Send for free book of information.

DUFFY MALT WHISKEY CO., ROCHESTER, N. Y.

Oregon and Idaho Pensions.

WASHINGTON, April 5.—The following pensions have been granted:

Oregon—Original, Edward S. Lamb, of Portland, $6; additional, Charles Duggan, Portland, $6 to $12; original, Peter Newberg, Portland, $6; Mark Burton, Astoria, $6; Monroe Updike, Halfway, $6; increase, John G. Cooper, Olalla, $6 to $10; Jackson Stepp, Portland, $8 to $10; additional, Ira C. Dodge, Ashland, $8 to $10; increase, Amos D. James, Applegate, $6 to $8; original widow's, etc., Ann E. Hayes, Hood River, $8; original, Benjamin H. Reasoner, Dallas, $6; Andrew J. Washburne, dead, Park Place, $6; Simeon Miller, Marshfield, $8; restoration, William Piper, Santiam, $8; increase, Peter Hebert, Hazeldell, $6 to $8; original widow's, etc., Katharine J. Kelley, Portland, $12; increase, John W. Messinger, Erskineville, $6 to $8; William C. Lyons, Phoenix, $6 to $8; reissue, Martin Guth, Bandon, $12; restoration and additional, special March 19, Frank P. Holt, Portland, $6; increase, Elzey George, Deer Island, $6 to $8; original, George Wann, Hillsboro, $6; Jacob Erford, Medford, $8; increase, Milton S. Fox, The Dalles, $8 to $10; original, David J. Quimby, Newberg, $8; Charles F. Chattin, Elgin, $6; John W. Mills, Phoenix, $8; increase, George W. Lockerby, Garfield, $6 to $10.

Idaho—Original, Joseph L. Houston, of Boise, $6; Timothy Hireen, Lane, $6; increase, Joseph E. Hull, Gibbonsville, $8 to $10; original, Edward O. Patchen, Russell, $6; increase, George Reid, Payette, $12 to $17; additional, Leopold Miller, Green Creek, $6 to $10; original, Samuel T. Bennett, Gibbonsville, $6; Samuel C. Tweed, Moscow, $6.

How to Eradicate the Bryan Disease.

Brooklyn Eagle, Ind. Dem.

The Bryan mission in life is to become the President of the United States. With this end in view he sets his face against the existing state of things, against the good and bad and indifferent alike. With this end in view he will quarrel with anything and come to terms with anybody, including the men who threatened to have their way if they had to go through blood to the bridles. With this end in view he declared himself to be more conservative than Jesus Christ, while cordially assenting to every proposition of every political freak who had a delusion to discuss. To any organized effort to make a stand against him the Eagle will most willingly contribute. But it must be remembered that disease easily contracted is not easily eradicated. The surest and quickest way to rid the party of Bryanism is to send it to the polls again. Otherwise it will linger on indefinitely. Otherwise it will not down. Otherwise it will come back with calamity, to add to the pestilence of panic. The Bryan grip is at the party's throat, and it should be relaxed, never to be renewed.

Defaulter Ingersoll Escapes.

ITHACA, N. Y., April 9.—Charles Ingersoll, the defaulting Treasurer, under bonds of $10,000 to appear in court today, has fled.

Dangerous Drugs

Like Opium, Morphine, Chloral, etc., which Enslave and Destroy Are not Used in any Shape or Form in Compounding the Great Restorative,

Dr. Miles' Nervine.

Dr. Miles' Nervine has been before the public a number of years and has earned an enviable reputation by its many wonderful cures of nervous diseases. It is perfectly harmless, as it contains no trace of opium, morphine, chloral, cocaine or other narcotics or poisonous drugs, and may be taken by most delicate people without fear of contracting the drug habit. Neither does it contain alcohol or other stimulating agents which build up false hope for a time and then let their victims down to lower depths of despondency. Dr. Miles' Nervine strengthens weak nerves, rests tired nerves, quiets irritated nerves and cures diseased nerves. It is a brain and nerve food as well as a medicine and induces rest and sleep by soothing the weary brain and assisting the nerves to regain their lost vitality. You run no risk in giving this great restorative a trial, for all druggists are authorized to sell the first bottle on a positive guarantee that it benefits or money will be refunded. Get a bottle today.

"I suffered for a number of years from spinal trouble and extreme nervousness, my sleep was broken night after night by those dreadful spells of restlessness, and it seemed impossible for me to get any relief at all except by the use of powerful drugs. My physician treated me but to no avail and at last I began taking Dr. Miles' Nervine. I got relief from the very start and in a few months it had made me feel like a different man in every way. I can cheerfully recommend it to anyone suffering as I did."

WM. MILLER, box 142, Dalton, Mass.

"Some time ago our daughter, Mrs. Eliza beth Topping, was so badly afflicted with nervous prostration that she nearly lost her mind. She was unable to do any work and suffered so much that she got into the habit of using morphine to quiet her nerves. This condition lasted nearly three years, and she was almost a total wreck in body and mind when a lady told us about Dr. Miles' Nervine and we began giving it to her. A few bottles of this wonderful remedy cured her of the morphine habit, and removed the trouble which had been the cause of her suffering. Since then she has been a well woman."

MR. AND MRS. JOHN A. RICHEY,

"The above statement regarding my wife is strictly correct in every detail."

LIZE TOPPING, McKinney, Texas.

Dr. Miles' Nervine is sold at all druggists on a positive guarantee. Write for free advice and booklet to

DR. MILES MEDICAL CO., Elkhart, Ind.