THE MORNING OREGONIAN, WEDNESDAY, NOVEMBER 7, 1906.

interest of the naval supplementary fund.

Bussig.

"Early in 1998, following the example of the European powers, Russia formu-lated a programme of new construction.

For this purpose a sum of 90,000,000 rubles

was set apart for the completion in siz years, ready for sea, of 10 armed cruisers, 10 second-class cruisers, and 20 destroyers. This programme was in addition to the annual programme outlined by the naval

CHARTERED AT LAST British Ship Halewood Will Load at Portland.

LOST MUCH BY WAITING TOO LONG

Steamship Bergenhus Sailed From San Francisco for Portland Yesterday-Marine Notes.

The British ship Halewood, which has been lying at Astoria since September 20, was chartered yesterday to load wheat at Portland for the United Kingdom at die 2d. Ships have come and ships have gone since the mudhock of the Halrwood first want down in Astoria harbor rate. irst went down in Astoria harbor net ly two months ago, and notwithstand-ing the fact that there has never been a time since her arrival when she was not needed at this port, her owners de-manded such exceptiant rates that exporters were unable to take her. She was for weeks the only disengaged grain ship on the Pacific Const. and refused file 5d, and at one time could have se-cured 52s 6d, when her owners were ask-ing 52s fid. The greed of grin, how ver. as usual, prevented them securing the best rate of the reason, and as the char-tered fleet commenced dropping in rates fell back a little. The Halewood's owners, however, managed to keep just far enough above the market to prevent any

The rate finally accepted will not the owners 12500 less than they could have secured soon after she flist arrived. The earning espacity of a ship like the Hale wood in the present era of high freights all over the world is about \$56 per day, so that the actual loss to the owners, aride from the wages and operating expenses of the whip has been over \$10.00 The Halewood will leave up from Ax-toris foday, and will be given dispatch not at all in keeping with her long wait in port.

SEALERS ARE ACTIVE.

Victoria Fleet Preparing for Another Profitable Senson.

owners of the Victoria scaling fleet are again getting their vessels ready for work. Many of the vessels will be sent to the Japan coast during the com-ing season. During the senson just closed but one vessel-the Aurora-went over there, but she did so well that he comer will send all of his schooners there during the coming season. Several of the vessels will leave early next month for the California and Oregon coast. and from there will follow the herds no th.

and will then square away for Japan. Collector of Customs A. R. Mi'ne has completed his official compliation of the catch of the Victoria sealing fleet and forwarded a statement of the catch to Ottawa. In his statement the Collector places the total number of skins at 35,-480, an increase of 134 skins over the catch of last year, when 35,346 was the

total. The catch was made up as follows. British Columbia coast, 17,755 skins of which 16,483 were taken by the achoon-ers and 1321 by the alwashes off the coast. Behring Sea, 17,513; Copper Islands, 208. The feet hunting off the coast included 34 schonars while the Behring Sea part Behring Sea. 17.513, Copper Islangs, 205, The feet hunting off the coast included is schooners, while the Behring Sea freet totaled 35. The average is much lower included is a feet attributinable to the bad weather encountered in Behring Sea. Name, attributinable to the more pienentiful, the bad weather would not allow of lowering the boars and comoes. The schooners took a larger proportion of branded skins this year than inst, at least a forzen being brought in by the fleet.
STEAMSHIPS ARE COMING.
The regentus Due Tomorrow From San Francisco-Kyarven From Seattle.
The Norwegian steamship Bergening Internation of the schooner of the sport in the California & Oriental teamship Inc, and will scenare a full outward carge of four and general merchandise. The California & Oriental teamship Inc, and will scenare a full outward carge of four and general merchandise. The Schooner to the sport in the San Francisco for Protian week ago, but did not reach Septice unterchandise. The Schooner and her return from San Francisco for Protian of the scale of the sport in the San Francisco for Protian teamship Inc, and will scenare a full outward carge of four and general merchandise. The Schooler container to the sport in the San Francisco for Protian of the scale at the scale of the sport in the San Francisco for Protian teamship Inc, and will scenare a full outward carge of four and general merchandise. The San France, San

week ago, but did not reach Seitte un-til Monday, on her return from St. Mich-ael, where she went in the Government transport service. She was unable to discharge all of her cargo at St. Michael.

and returned to Scattle with a portion of

Columbia, from San Francisco; atrived at Columnal, from San Francisco, arrived at 1240 P. M. and left up at 2 P. M., stoam-er Del Norte from San Francisco. Salled at 1140 A. M.-British ship Dalcalmie; German ship Altair, for Queenstown or Faimouth for orders. Condition of the bar at 5 P. M., smooth; wind, south; merchan abar. weather, clear. San Diego-Salled Nov. 5-British ship Asiracana, for Portland. San Pedro-Arrived Nov. 5-Schooner La Gironde, from Gray's Harbor. Liverpool, Nov. & -Snled-Nomidie, for New York.

New York, Plymouth, Nov. 6.—Safled-Pretoris, from Hamburg for New York. New York, Nov. 6.—Safled-Cevic, for Liverpoel; Lahn, for Bremen via South-Sydney, Nov. 6 .- Sailed-Warrimoo, fu

Queenstown. Nov. 6.-Arrived-Oceanic, from New York for Liverpool, and pro-Vancouver.

babes. Piymouth, Nov. 8.-Are ved-Patricts, from New York for Cherbourg and Ham-burg, and proceeded. burg, and proceeded. New York, Nov. 6.-Arrived-Georgic, from Liverpool; Ethiopia, from Glasgow. Taku-Arrived Nov. 2.-Nurenberg, from Safi Francisco. Port Townsend, Nov. 6.-Saled, Br tish

steamer Palatinis, for China. San Deigo, Nov. 6.-Salled, British : hip Astranana, for Oregon. Noah Bay, Nov. 6.-Passed, steamer

Roanoke, from Nome, for Seattle, Port Townsend, Nov. 6.-Passed up, Norwegian steamer Kjarvan, from St. Michaels. San Francisco, Nov. 6 .- Arrived, stenm-

San Francisco, Nov. 6.-Arrived, steam-er St. Paul, from St. Michaels; steamer Manauense, from Oyster Harbor; steamer Rival, from Gray's Harbor; st amer Cleone from Tillamook. Salled, bark B. P. Ch.Ley, for Tacoma. Liverpool, Nov. 6.-Salled, Ultonia, for Queenstown and Boston.

AT THE HOTELS.

THE PORTLAND. Ben Minsenheimer, NT is M Cooper, San Fr E S Hosper, Denver Jas H Dorett, Oak-land, Cai J W Jacobs, U S A Mr & Mrs A J Farm-et, N Y C A Foeier, Lowell Jas E Diann, San Fr A Stodart, St Part Mr & Mackie, Azioria C W Nebloy, Takker CY L Microsov, St Faul, W R Southard Rocher-tor, N Y C W Nibley, Takker CY L Microsov, St Faul, W R Southard Rocher-tor, N Y C M Westgaie, S F W R Southard Rocher-tor, N Y C M Meetra Component of the sector C M Formation Component of the sector C M Meetra St Fault Mr & Mackie, S F W R Southard Rocher-tor, N Y C M Meetra C C M Meetra St Fault Mr & Mackie, S F THE PORTLAND. Kras Mackie, Artoria
Kras Mathematica
Kras Mackie, Artoria
Kras Mathematica
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Columbia River Scenery. Regulator Line steamers, from Oak-street dock daily, except Sunday, 7 o'clock A. M. The Dalles, Hood River, Cas-ende Locks and return, Coll on, or 'fons agent for further information. THE PERKINS!

Miss Maggie Jones, Spokane Fordane F C Tingler, San Fr S H Humon, Hillsbore Joe Zalley, Thomas, Or A C Shutter, Hillsbore A B Little, Houlton W H Webrung, do F F Hepkins, Taronn Fred Carter, Dallas, Or A F Tugwel, Taconn M C Davis, Tacoma E Arneesen, Myrtle Ft Mrs M C Davis, do

YEAR OF NAVAL PROGRESS provided by the Diet two years ago. But 5,000,000 a year is quite an inadequate sum. Many officers are of the opinion that if the treasury cannot afford to allot more money to the navy it is better to build a number of destroyers, since the most pow-erful battleship cannot escape surrounded INFORMATION ON WORK OF FOR-EIGN COUNTRIES. errul pattlenhip cannot escape surrounded by over 10 destroyers. It seems that dur-ing the late maneuvers valuable experi-ments were made, which indicated the great offensive efficiency of vessels of the destroyer class, and as it costs only 500,-000 yen to build one destroyer this opinion will brobably be generally approved by naval officers.

Since Spanish War Leading Nations Are Universally Giving Attention. to Improvement of Navies.

WASHINGTON, Nov. 2-The annual report of the Intelligence Office of the Navy Department, giving interesting and valuable information on the paval pro-gress of foreign countries during the past ear, covers many points of very gr at mportance. It is shown how the leading sations of the world, which for years spent their greatest energies in procuring and maintaining effective standing ar-miss, have, since the Spaish War, uni-versally turned their attention to their navies, which are being greatly enlarged and improved.

"This programme was changed for va-ous reasons, and it was finally decided to build eight battleships, eight large cruisers, and 20 destroyers with the amount appropriated. To complete these ships in the given time, it was necessary England. "Parliament and the English Naton have long accepted the principle t at ships in the given time, it was necessary England's naval strength must be equal

GALLERY OF NEW MEMBERS OF THE OREGON LEGISLATURE

of the

estimater

GEORGE J. BARRETT, JOINT REPRESENTATIVE FOR GRANT, WASCO, WHEELER, SHERMAN AND GILLIAM.

GRANITE, Or., Nov. 2.-George J. Barrett, joint Representative for Grant Wasco Wheel, Sherman and Gilliam, was born in Seneca County, New York, 39 years ago. At the age of 13 years he moved to Hammond, Ind., where for a number of years he held a responsible position with the Michigan Central Railroad Company. Leaving Indiana, Mr. Barrett turned his attention to mining. He first located in Gunnison County, Colo., where he operated extensively for nine years, being connected with the Emma, Monitor, Barrett and several tensively for aims years, being connocted with the Emma, Monitor, Barrett and several other large properties. Taking a brief respite from mining, Mr. Barrett removed to lowa. Here he served one tarm as one of the Secreturies of the State Senate. He was afterwards effered the nomination for State Senator from Mahaska County, but declined the honor to cast his fortunes with the new eldorado of Oregon. Mr. Barrett arrived in Baker City nearly six years ago, since which time he has been one of the most active men in the devel opment of Eastern Oregon's rich gold fields. He has operated extensively in the Granite district, in which are located the May Queen mine, of which he is secretary, and the Yel-lowstone mine, on Olive Creek, which he is operating with A. J. Trimbie, of Duluth, Minn. He is also interested in several groups of claims, torether with the Oho mine, on Cracker Creek. He has not only been instrumental in bringing much Eastern capital into the camp, but evidences his confidence in the merits of Orogon's gold fields by putting his own money in. Mr. Harrett is not only a practical mining man, but the miners' friend. If was for this reason that he was the unanimous choice of the miners of Granite district for the affice to which he was elected by the largest majority given any Legislative candidate at the June election. He has always been an ardent Republican, and an active worker in the ranks of his party. Mr. Barrett was married to Miss Tillie Pfeiffer, of Fremont, Neb., May 25 last.

in numbers and superior in power to abroad, but at the same time care was in numbers and superior in power to halford, but at the same time care was that of the two strongest navies of the world, and the British estimates are based on this principle. Wheneas, in 1894, Great Britain appropriated £18,511,713 for her navy, that amount had increased for her navy, that amount has her as ye. Thy duction of guns and armor. The pres-to £25.553.222 in 1900. She has ye. Thy duction of guns and armor. The pres-bean building from 14 to 36 naval vessels, ent output of these latter, although much bean building from 14 to 26 naval vessels, ent output of these latter, although much increased, is still insufficient to keep pace with the acceleration in the rate of ship been building from 14 to 28 mayal vessels, 19 of great tonnage being constructed in 1893. An increase of 4240 in the naval establishment was voted this year, mak-ing the total strength of the British Nave 14 550 officer of the British construction in that country, "Notwithstanding the fact that the Navy 114,850 officers and men. progress made with existing programmes has not been as rapid as was expected and that her naval budget has stendily increased from \$29,000,000 in 1597 to \$15,000.-French Progress. "The building programme of 1896, which covered the period extending to 1197, 170-vided for the construction of 220 vessels, six battle-ships of 12,000 tans, nine ar-000 in 1900, it is currently reported that the Russian Government has in prepara-tion and will shortly announce a new eix battle-ships of 1,000 tons, hilf ar-mored cruisers of 7000 to 9000 tons, eight protected cruisers of 4000 tons, three avisos, four gunboats, 28 squadron boats and 1121 seagoing torpedo-boata. These vessels were to cost 621,650,000 francs. There remains 141 of these percents to be constructed, but beand extensive programme for the increase of her fleet. Spain. "The Minister of Marine believes it his duty not to carry to the next naval budget, nor to maintain on the present one, any ships that are not of positive these vessels to be constructed, but be-yond finishing these siready commenced, this programme has been abandaned. "The Minister of Marine now processes value for the military service of a squad-ron, and to state their exact number and properties, selling or breaking up everything worthless in that respect. For it is obvious that to maintain v.s. a substantial building programme which will suply the number of versels of va-rious kinds that are necessary to make the French Navy a homogeneous force. sels that possess no fighting value, nor can assist warships in battle, nor render This programme comprises the immediate construction of six battle-ships, five arservices in time of peace is an unjustifiable expense." mored cruisers, 28 destroyers, 112 torpa In accordance with recommendations of Minister of Marine, the Queen R-oats and 26 submarine boats. This give the French fleet, after its execution, gent, in the name of her son, King Al-28 battle-ships, 24 armored cruitsers, 52 destroyers, 262 torpedo-boats and 58 sub-marine boats. The vessels of the new fonso XIII, issued the following degree regarding the disposition of the vessele of the Spanish Navy; programme are estimated to cost 475,512-obs france. This programme, together with the part of the prior one under "Article 1. The ships hereinafter enu-nerated, after taking out those whose hulls can be utilized as floating depots for taken, will be completed in 1967. In addi-tion to the amount expended f_{eff} in w versels, it is proposed to expend 160 (00-600) france on the improvement of the vacoal, ammunition or material for sub-marine defense, shall be dismantled and struck from the lists of the navy, and immediate steps shall be taken for seiling them or breaking them up; rious arsenals and naval stations. The German Navy. "Cruisers: Alfonso XIII, Alfonso . Conde de Venadito, Isabel II, Marquis de "Germany's fleet now comprises 17 ta: in Ensenada, and Temerario, "Torpedo gunboats: Martin Alonso Pintie-ships, 10 large cruisers, 29 small crui-sers and 12 torpedoboats. In 1908 the numbers will be increased to 29 battle-Vicente Yanez Pinzon, and Marquis zon. de Molins. ships, 20 large cruisers, 51 small crui ets "Transport: General Valdes, "Gunboats: Eulalle, Pilar, Condor, Aguila, Segura, Cuervo, and Tarifa. and 15 torpedoboats. Eight years later nine battle-ships will be added to the list. According to the German custom a "Torpedo-boais: 'Retamosa, Rigel, Ejer. to, and Castor. "Tenders: Concha, Gaditana, Murcisubstitute ships built at a definite time and any ship lost is immediately re-placed, which is an admirable practice

for maintaining the naval force at a de

mated at 40,650,600 lire. (A lire

Japan.

for management of the status. Italy's Navy.

\$0.195.)

or with the funds turned into the treas Lydia ury from other sources, subject to the formalities required by the law of ac-counts, immediate steps shall be taken for counts, immediate steps shall be taken for the acquisition or construction, in Spain or abroad, of two ships equipped for sali-ing and steam power, of about 3000 tons each, which ships, fitted out so as to be able to accommodate the greatest poss-ible number of officers and subaltern classes, shall proceed in the shortest pos-sible time to visit the principal navy-yards of Europe, extending their cruises to South America and returning home by way of the Pacific Ocean, the waters of

to South America and returning home by way of the Pacific Ocean, the waters of Australia and India, and the Suce Canal. "Article 6. Considering that the per-sonnel of the navy will be only tempora-rily affected by these modifications, as long as the strength of the new navy has not been definitely decided upon and the composition of the different corps of the navy regulated in accordance therewith, the present status shall not be increased, and the chiefs, officers, and subalterns who cannot be given employment in the service afloat shall be assigned to the navy-yards, the conters of instruction. navy-yards, the centers of instruction and the torpedo, gunnery, and machinery training school, where they shall receive in full the pay to which they are en-titled in accordance with such assignments.

WHAT MIGHT HAVE BEEN .

Portland Cannot Now Be Expected

to Surrender Its Advantages. PORTLAND, Nov. 6 .- (To the Editor.)

Pardon my thinking that you err in say-ing the O. R. & N. Co. ought to have built (if you mean over the route via Goble), that railway to Astoria. Certainly when to have built to Astoria via the Nehalem Valley route, which it surveyed, and had it done so, or had Mr. Ham-mond's associates applied the 60 miles of rails they placed on the Goble-Astoria 10. This they part own through the Neshalem Valley, Astoria today would have 40,000 people and be the lumbering and manufacturing center of Oregon. This manufacturing center of cougon are was my opinion in 1890, and a ride over that route will convince the most skop-tical that the local traffic (undeveloped resources) therein will cause Portland and Astoria to compete with each other in manufacturing for 40 years, into lum-ber the Nehalem forests for export ship-ments-I mean whenever inliway trans-portation is secured to the heart of the

Nehalem Valley. But with notice and knowledge of all this in 15%, and that there was little lo-cal triffic for his rallway to carry be-tween Astoria and Goble, actively competed for by four river steamboat lines, Mr. Hammond and associates, neverthe-less did build to Goble, purposely to carry and take sway from Portland, a shiping business this city had taken to years to accumulate at an expense of millions of dollars. Still this is called legitimate competition, although perhaps Portland could not be expected to sit by and see its vast shipping trade carried over Mr. Hammond's lines to Astoria, and Portland didn't either. What followed was what always follows when a stranger comes in to take away a man's business-Portland continued to load foreign ships cheaper than ever, and cut down both freight and passenger rates on the river. As a result of all this competition, after 25 years' trial, the Astoria & Columbia River Rallway, realizes that it carries and earns only \$11,539 45 worth of through freights, according to Mr. Hammond's figures for and during July, August and September, which are the best three months of the year. Thereupon the Astoria Raliway, finding the rail competition, unavailable to se-

the rail competition, unavailable to se-cure the freight traffic, or to drive the With these barbarians." Letters from German sources in China continue to find their way into press. The Hamburg Courier, National-Liberni, prints a letter from Pekin describing the four steamboat lines off the Portland-Astoria route, or to get the three trans-continental lines-Northern, Union and Southern-to unite jointly into a compact to turn all freight now loading at Portland over to be carried by rall to Astoria at an extra freight of 50 cents per ton, which, of course, producers would have to pay. Mr. Hammond claims and lemands from rivals and his competitors In business, common-point rates to As-toria same as to Portland; in other words, to turn that traffic to him to carry at pro rata per mile rates and to be paid for out of the through fixed rates these competitors receive for carry-ing freight to Portland alone. It is no use to disguise the fact that this is the whole matter in a nutshell, and the reason why common-point rates are asked for Astoria.

Could anything be more unjust, first, to Portland to compel her nolens volens to resign loading ships at her docks as now, and turn all the commerce it has taken years to build up in this city over ria to be carr Ham-



It healthy, relieving and Not a dark office in the building; ouring all inflammation absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Ele-Nothing else is just as vators run day and night.

good and many things that may be suggested are dangerous. This great medioine has a constant

record of ours. Thou-MOINES, IA.: F. C. Austen, Manager. 502-503 BATNTUN, GEO. R., Mgr. for Chas. Scribsands of women testify to .813

BEALS, EDWARD A., Forecast Official U. It. Read their letters constantly appearing in this

CANNING, M. J. CAUKIN, G. E., District Agent Travelers

eight right whales, producing 1580 barrels of oil valued at over \$21,000. The 3000 pounds of bone furnished by the right whales is worth \$15,000. Captain Shorey, of the Andrew Hicks, reports a catch of 8000 pounds of bone, worth in the neigh-borhod of \$40,000, and 480 harrels of oll, valued at mearly \$4000. One bowhead whale produced 1300 pounds. The catch of the Alexander, which was

CORNELIUE, C. W., Phys. and Surgeon. 200 COUER, P. C. Cashier Spittshie Life. 200 COLLIER, P. F., Publisher; E. P. McGuire, Manager, S. M. S. Status, 200

UTTABLE LIFE INSURANCE SC

German Papers Demand Execution BERLIN, Nov. 6 .- Discussing the efforts HERLIN, Nov. 5.-Discussing the enorts of Li Hung Chang to get diplomatic rep-resentatives to intercede with Field Mar-ahal Count von Walderses, with a view of delaying the execution of the Pao Ting

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GAVIN, A., President Oregon Camera Club. Fu officials responsible for the massacre there, even the Libereal papers, Vossiche GEART, DR. EDWARD P., Physician and Surgeon 212-215-215-215-215 GEBRIE PUB. CO., Ltd., Fins Art Fublish-ets; M. C. McGreeve, Mos. Zeltung, National Zeltung and Boersen

Zeitung, call for their execution without deiny, the Vossiche Zeitung remarking that "ciemency can accomplish nothing with these barbarians."

operations of the battalion to which the writer belongs, and mentions a case where from 300 to 600 Chinese were "parity killed and parity executed later by shooting." The writer adds: "All Boxers who are caught in Pekin are shot. Each one must dig a hole and kneel behind it so as to fail directly into it when shot." "The City of Liang Chung Chang was captured yesterday. Our company halted before one of the gates, and the Chinese who were driven from the other side

tative METT, HENRY MILLER, DR. HERDERT C., Dentist and

.213 MANHATTAN LIFE INSURANCE New York; W. Goldman, Manager 09-210

N J O L Bichards, N Y

16

As soon as this cargo is discharged will come to Portland to load for Orient. The steamship Norman Isles was expected to reach Comox vesteriar and as soon as the secures coal for her bunkers she will come to Portian! and load a full cargo of lumber for Shang-hai. By the time this fact is out of the way the Oregon Hner Adat; will be at hand to load for the Orient.

Quiet Day on the Water Front.

The water front, like other portions of the city, was practically described yes-terday afternoon. Most of the stevedores terday afternoon. Most of the strvedorea and longshoremen worked until seen and then knocked off to vale. The Oriental liper Skarpsno finished loading flour at the Albina mills yesterday, and then moved up to the city to complete her cargo, most of which will be secured to-day. None of the grain fleet were work-ing very much and with the averaging ing very much, and, with the exception of the Deccan, which is held up on an of the Deccan, which is held up on ac-count of unexpired hay days, none are near the finishing point. The Leftenster Castle, which left up from Astoria Mon-day afternoon, was hung up by the fog. and did not reach port until very late last evening.

Transport Samos Overdue.

SAN FRANCISCO, Nov. 6.-No word has been received here from the Dritish steam, er Sumos, which sailed from this port for Taku on September 3. The Samoa, un-der charter to the German Government, has on board 800 horses for the troops in Ohina. Two days after leaving here she returned to port, having had trouble with her machinery, and shipped a new crew for the engine-room

to other German transports which here some time after the Samoa have already reached China.

Long and Close Race.

PHILADELPHIA, Nov. 6-The British stemmships Baron Elden and Baron Inperiale have arrived at the Delaware breakwater from Java, finishing a race of 15,000 miles within four hours of each other. The vessels left Java Septemb-ber 1, their course being vin the Suez Carni, the Mediterranean Sen and North Atlantic Ocean. After leaving Fort Said they did not sight each other until the Delaware breakwater was reached. The Baron Eldon afrived first, four hours in the lead.

Marine Notes.

The steamship Braemar, from this port with Government stores and forage for Manila, arrived at Moji October 21.

The steamer Columbia completed a fast trip yesterday afternoon reaching her dock shortly after 2 o'clock. She arrived in at Astoria at 4 A. M., and left up about two hours inter.

American ship Henry Villard sailed The from Savannah, Ga., last week with 209) tons of phosphate rock for Henelulu. This is the first cargo of phosphate ever sent from an American port to Hono-

Captain Dan McVicar, one of the bar ota, is temporarily in charge of the r tug Escort, pending the return of Captain Sam Bandall, who is on the Elder, Captain Clem Bandall all soos resume command of the Eider, and his father will return to the tug.

Domestic and Foreign Ports. ASTORIA. Or., Nov. & --Arrived at 4 A. M. and left up at 5:30 A. M., steamer THE IMPERIAL.

THE IMPERIAL. C. W. Knowles, Manager. B.S. Van Drain, Mc-Minnville H. Koin, San Fran Chas J Taff, do Mrs E Martin, Stattle F & Geborne, St Louis, Mrs H. Dolmar, StHins H & M.Kinley, LaCrostičeo W. McRiride, do H & Burchart, St Paul A R. Hynkett, Wis Herbert Burchart, do Miss Alice Irelano, Wis Chas Zeiner, San Fran Mrs, A D Short, Seattle T G Geer, Salem C. & Cottam, Oakland, Mrs Guer, Salem C.

To Cras Zeiner, Ban Pran (Cras Zeiner, Ban Pran (Cras Zeiner, Ban Pran (Cras Zeiner, Ban H & Denver, Sumpter Miss A.D. Nort, Seatt (Cras Zeiner, Sain H & Denver, Sumpter Miss Denver, Sumpter Miss A.D. Nort, Seatt (Cras Zeiner, Sain Dase John D Daily, Corvaille F & Halferty, Warring As Bennett, Dailes John D Daily, Corvaille F & Halferty, Warring Miss Starr, city R & Williamson, Los Miss Starr, city H & Williamson, do M Fond, Astoria THE ST. CHARLES

THE ST. CHARLES.

Annevies Annevies Mrs Williamson, do THE ST. CHARLES. United Freedom of the second Mr Ford, Astoria Mr Ford, Mr Ford, Astoria Mr Ford, Astoria Mr Ford, Mr Ford, Science Harden Mr J N Wright, do Astoria States Science Mr Forder Science Forder Mr Ford States Science Forder Mr Ford States Science Forder Mr Soc PT Strevens E Leighton, Elkin Astoria States Science Forder Mr Soc PT Strevens K States States Science Forder Mr Soc PT Strevens E Leighton, Elkin Astoria States Science Forder Mass States Science States Science States Science Forder Mr States Mr States Science Mr States S

Hotel Brunswick, Senttle,

European; first-class. Rates. No and up. door.

Tacoma Hotel, Tacoma American plan. Bates, 23 and up.

Donnelly Hotel, Tacoma. European plan. Rates, 50c and up. ann, Ardilla, and Guinda,

"Article 2. Of the remaining ships, the Numancia, Vitoria, and Infanta Isabel shall be struck from the list when it "In addition to the ships now building may become necessary to renew their present bollers or when they shall require other extensive repairs. for the Italian Navy, two first-class battle-ships are to be added. The cost of construction and armament of these is

"Article 1. The credits allowed under the present budget for the maintenance of the personnel and the ships dismantling of which is ordered in article 1, shall be

"The naval programme of 1855 provided smployed toward completing and increas-ing the crews of the Pelayo, Carlos V, Numancia, Vitoria and Nautilus, as far for the building of 54 vessels by 1961 and 63 more by 1906, making a total of 117 war-Numancia, Vitoria and Nauillos, as far as their present quarters permit, or as far as additional ones can prudently be built, for officers as well as machinists, boatswains, gunners, and other subsitern classes, who are to devote themselves to ships. These were divided as follows: Four battleships, four first-class armored cruisers, three second-class armored cruisers, two third-class armored cruisers, 15 torpedo cruisers, 80 torpedo-boats. "All these vessels are at the present

the instruction of their crews in constant cruises and practice of every kind. "Article 4. On board the cruiser Lepan-to shall be established a torpedo, guneither completed or in process of construc-tion, and it is probable that a new pro-gramme will shortly be decided. The udget for 1900 amounts to 46 945 193 yen. nery, and machinery training and prac-tics school which, together with the abjes mentioned in the foregoing article, shall contribute to the instruction of the per-In addition to the yearly budget there is a special fund for the maintenance of ves-

sels of the Japanese navy. "Thus far the Minister of the Treasury sonnel. seems to have practically consented to the disburrement for new construction of \$,000,000 yen in addition to the 3,000,000 yen. (Article 5. With the proceeds of the sale of the ships enumerated in article 1, and the savings thereby effected in the budget, the Arctic. Captain Smith, of the Call-"Article 5. With the proceeds of the sale

mond's railway; and, second, unjust to the O. R. & N. Co., too, to demand that the transcontinental lines require it to pay out of its pocket, ex gratia, to the Astoria & Columbia River Railway (Mr. Hammond's line), a share of the revenue the O. R. & N. receives, while it can. RASJIBUTIL, Nov. 6.-The Dutch ruiser Geiderland, with ex-President if that freight must go to Astoria instead Kruger on board, has arrived here. She of Portland, carry the same by its river lines much cheaper, and does so now than any railway to Astoria can possibly has been directed to await instru from The Hague at Port Said, wi

The Gelderland will stop here three days, Mark you. If Astoria had any indepen-Mr. Kruger, who is in excellent health, rejoiced greatly at the news of the redent railway to the East, which did not pass through Portland, or if Mr. Hammond's Corvallis & Eastern Railway were

extended from Taquina to Eastern Ore-gon and Idaho, he might then justly de-mand that Astoria have the same common-point rates. Seeing, however, that all overland freight and interior grain, flour, feed and other produce, must today pass through Portland, prime loco, before Europe. t possibly can ever get to Astoria. It is

LONDON, Nov. 6-Lord Roberts has cabled to the War Office that former President Steyn, in a dispatch to Delary's inequitable and absurd for Mr. Ham-mond's railway, first, to demand that the Pacific railway carriers to Portland must carry their freight 200 miles farther, burghers on October 22, mid Mr. Kruger had gone to Europe to 'get interviewed,' and that if he failed "the Transval will be alactioned off to the highest bidder." gratis to Astoria, and, second, pay for doing so a pro rata per mile, or any other rates to Mr. Hammond's rates out of the Portland freight earnings, espec

ally when freight destined for Astoria can be carried there at much cheaper water rates. Even although Mr. Hammand admits

on-point rates to Astoria would ap ply to all river lines, including the 0. R. & N. Co., as well as over his rallway, yet all traffic managers know that overland freight, also Pacific Coast grain and different and other produce arriving at Port-land directed to be loaded on board ships at the "common point," Astoria would thus have to be reshipped into river steamers after it reached Poetland. Not only would this have to be done at an extra expense for rehandling, but at the risk to shippers' goods being damaged. Consequently, interior shippers and all Eastern rallway companies to prevent breaking bulk in transit would direct all their shipments after they reached Portland to go via Astoria & Columbia River Railway only, as it would cost shippers nothing extra to ship that way, but add immensely in revenue to Mr. Hammond's railway. If the Northern Pacific and Southern Pacific companies as he claims, have already made Astoria a common point with Portland, why is it then that neither grain nor other pro-duce from Eastern Washington and Wil-lamette Valley points is yet carried to Astoria and placed on board ships there for Europe, or even for Ban Francisco, thus to test whether Astoria or Portland

is the cheaper common point. In conclusion, I venture to think it is out of place to make remarks against Portland men (as expressed, regarding Mr. Wilcox and myself), simply because they are trying to do for Portland what the Clyde trustees of Glasgow so successfully accomplished by permanently deep their river to 25 feet, and thus made it the second city in the British Empire. Will Mr. Hammond kindly point out why Portland cannot do the san

WILLIAM REID. More Whalers Arrive.

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explanation regarding the manner of car-rying on the war more urgent than ever." The Freisinnige Zeltung says: "Persistent silence in official quarters justifies the conclusion that such a de-scription of the conduct of German troops is true. The Government will be com pelled to express itself in the Raichstag." Kruger's Movements.

Daily Treasury Statement.

soap is not only the best

ing. Pears was the in-

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perations of the battalion to which the

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Telephone Co..... McGUIRE, S. P., Manager P. F. Collis McKIM, MAURICE, Attorney-st-Law MUTUAL LIPE INSURANCE CO. of New Tork: Wm. 5. Fond. State Mgr... 404-405-406 NICHOLAS, HORACE B.. Atty-st-Law... 713 NILES, M. L., Cashier Manhattan Life Inwith regard to Mr. Kruger's landing in Europe. .202

"May they fight without remission," he exclaimed energetically. "That is what

health, except for some trouble with his eyes, was excellent. He will travel in-cognito and will not land until he reaches Europe.

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