PROSPERITY FACTS

Oregon's Marketable Products for the Year 1900.

TRANSPORTATION LINES CROWDED

Trade in Nearly All Lines Active, Business Conditions Favorable and Outlook Encouraging.

Oregon this year sends to market outside the state products as follows:

Lumber, carloads	22,000
Livestock, carloads	2,300
Salmon, cases	390,000
Wool, pounds	14,000,000
Hops, bales	75,000
Potatoes, bushels	1,300,000
Dried prunes, pounds	14,000,000
Green fruit, pounds	18,000,000
Wheat, bushels	12,000,000
Value of domestic exports from the port of Portland for 10 months of 1900	$6,710,181

This is the banner year for the State of Oregon, all things considered, as it is for the entire Pacific Northwest, and the country at large, for that matter. There have been greater yields of certain crops, certain localities have done better in their special products, but for general prosperity the year 1900 stands at the head. It is not boom, it is not unhealthy inflation; it is the vigorous result of normal development, and may be resolved into the factors, native resources, work and confidence. The elimination of any of these factors would unsettle business and make trouble.

Shipments of livestock from Oregon have been light this year. Eastern Oregon has scarcely more than half as many horses and cattle as ranged there five years ago, and the number of sheep is also less. High prices take the stock and settlers take the range. Last year's shipments were probably twice as heavy as those of this year. Ontario, which is said to be the greatest cattle-shipping station in the United States, has sent out this season only about 15 per cent as many carloads of livestock as it shiped in 1899. A good many cattle are driven out from Lake and Klamath counties to the California market, and other bands go to the railroad at Winnemucca, Nev., or Alturas, Cal.

In the figures for the prune output the product of Clark County, Washington, is included. This season's prune crop is the best ever grown in Oregon except that of the year 1898. The strawberry and cherry crops of early Summer are considered in shipments of green fruit.

In the statement of salmon output the pickled and frozen salmon—about 150 carloads—are included.

The movement of merchandise was never so active. Hundreds of carloads of ore go out of Eastern Oregon. All the transportation lines are crowded to the limit and cannot move freight as fast as it offers. The top notch of the Fall rush has been passed, however, and pressure is slightly diminishing. Market conditions are healthy, trade is active in nearly all lines, general business is satisfactory, and they promise to continue so.

JUMPED HIS BOARD BILL.

Portland Man Arrested in Sacramento, but Released.

SACRAMENTO, Cal., Nov. 13.—W. J. Stoneham was arrested in this city this morning upon the arrival of the Oregon express train, upon telegraphic request of the Chief of Police of Portland, for embezzlement. Stoneham denies that he has committed any crime, and says he cannot understand why he was arrested. He was accompanied by his wife and baby. Shortly after noon today Stoneham was released from custody, upon the receipt of another message from the Chief of Police of Portland.

[Stoneham is an Englishman, about 40 years old, and was engaged in the stock-broker business, and had an office with Ashley & Rumelin, the advertising agents. He boarded, with his family, at 215 Twelfth street, and left owing the landlady $130, removing his trunks and other effects surreptitiously. She states that he came in late Sunday afternoon and informed her he was going out to dine. He was somewhat agitated, and one of the other boarders remarked, after Stoneham had gone out: "That man appears to be in a sweat." Is he always in such a sweat?" The next morning she found his room empty and his baggage gone, and upon inquiry at the office of Ashley & Rumelin, was told by Mr. Rumelin that he had advanced Stoneham $85 Saturday night with which to pay his board. This, it appears, was obtained by Stoneham falsely representing that his wife had been ordered out of doors because of default in the payment of the bill. Stoneham is said to have owed bills to various business men. Chief of Police McLauchlan, when asked concerning the case, said that he telegraphed the Sacramento authorities to release Stoneham, on the advice of the District Attorney, for the reason, it is presumed, that there was no law on which to hold him.]

MULTNOMAH'S VOTE.

McKinley's Plurality 5512; McCraken's Plurality 3626.

Following is the official vote of Multnomah County as canvassed yesterday by County Clerk Holmes and Justices Kraemer and Vreeland:

Republican—	
Tilmon Ford	2913
J. C. Fullerton	2948
W. J. Furnish	2904
O. F. Paxton	2924
Democratic Peoples—	
Ernest Kruener	4416
Walter M. Pierce	4426
Dell Stuart	4404
John Whitaker	4408
Prohibition—	
N. A. Davis	455
N. F. Jenkins	444
G. F. Mills	457
F. R. Spaulding	458
Regular Peoples—	
T. V. B. Embree	13
Lucus Henry	13
J. L. Hill	13
John C. Luce	16
Social Democrats—	
N. P. J. Folen	364
Joseph Meindl	347
J. Frank Porter	343
C. P. Rutherford	351
Representative—County—	
Oscar Cox, Pro	1000
Thomas Hans, Soc. Dem	349
E. J. Jeffery, Dem	4209
John McCraken, Rep	7829
J. E. Simmons, Cit.-Dem.-Union	897
Frank M. Thompson, Soc. Labor	341

Training-Ground for Ballplayers.

CHICAGO, Nov. 13.—President James A. Hart, of the Chicago National Baseball Club, has returned from his three weeks' vacation trip through the West and South, with enthusiastic reports of the advantages to be found in California for a Spring training ground. As a result of Mr. Hart's visit to the Coast the Orphans are quite likely to make the journey to California early next Spring to condition themselves for the championship race of 1901, although nothing definite has yet been decided in the matter beyond looking over the ground. Los Angeles is the particular spot on the map which Mr. Hart considers most desirable, and the people of that city are anxious to have the team go there to train. President Hart said:

"I did not complete details of the trip, but from present indications we undoubtedly will select Los Angeles for our training place next Spring. The trip will, of course, be very expensive, but we can cut down expenses considerably by playing exhibition games on the Coast with the local baseball teams. There are a number of good teams on the Coast."

THANKSGIVING DONATIONS.

Boys' and Girls' Aid Society Makes an Appeal.

The regular monthly meeting of the board of trustees of the Boys' and Girls' Aid Society was held yesterday afternoon in the United States Court room, when there were present, Dr. T. L. Eliot, F. E. Beach, L. L. Hawkins, Mrs. W. A. Buchanan, Mrs. C. R. Templeton, Mrs. Levi White, Mrs. J. A. Sladen and Superintendent Gardner. In the absence of the president, F. E. Beach presided.

The report of the superintendent was read for the month of October, showing the number of children received and disposed of as follows: By voluntary relinquishment of parents, 5; rescued from bad relatives, 5; informally from court or jail, 1; returned or recalled, 11; cared for temporarily, 4, making a total of 26. Disposed of: Condition B, or indenture, 10; condition C, or for legal adoption, 4; with relatives under surveillance, 11; total 25. On hand October 1, 1900, 36; received during the month, 26; disposed of during the month, 25; leaving on hand November 1, 37.

The report of Mrs. C. R. Templeton, secretary of the ladies' advisory board, was then read as follows:

"The ladies' auxiliary is pleased to report that while performing their duty of visiting the Home, they were favorably impressed with the general condition. The house is always well kept, well lighted, well ventilated, warm and comfortable. Among recent improvements we are glad to mention that the building has been provided with a fire-escape. Another very desirable improvement is the contribution of what our superintendent calls a 'root-house,' a kind of cellar above ground, where potatoes, apples and other fruits and vegetables are stored for Winter.

"The children in our care enjoy good health. It was my pleasure recently to visit the Home one Sunday afternoon, and was much gratified to see the children gathered together spending the afternoon in singing gospel hymns, while one of their number played the organ. The happy expression of their faces told that they have not only a shelter, but a home. If numbers means prosperity, we are surely very prosperous just now. The large building is filled and new calls for charitable service are coming from every direction. To say larger numbers is to say larger needs; therefore, as Thanksgiving day is coming near, we would like to remind our patrons and friends of their former generosity and beg of them to remember us this year also in proportion of the various blessings they were permitted to enjoy.

"Thanksgiving is less in words than in kindly deeds, and what can be kindlier than helping those that cannot help themselves, the innocent victims of contrary circumstances of misery, sin and moral degredation? Anything that a child can eat, drink or wear is welcome, and we hope to see our shelves and storerooms filled with all kinds of good things. The public schools have always taken a hearty interest in our work, and they will surely not forget to be true to their good record. Our teachers are noble-minded and generously disposed, and their pupils always gladly respond to a timely appeal in behalf of a worthy cause.

"The choicest reward of a good deed is the consciousness of having done it, and he will have the most exquisite Thanksgiving festival who gives others reason for thankfulness.

"MRS. C. R. TEMPLETON, Secretary."

IN THE SEVERAL COURTS.

Swindler Dixon to Be Tried for Forgery—His Bad Record.

The trial of George Dixon on an indictment charging him with forging the name of Henry Ackerman to the acknowledgment part of the fraudulent Henry Wilson deed, was continued yesterday by Judge George until Thursday morning, after a consultation between his honor, and Attorneys Henry St. Rayner, J. C. Moreland and District Attorney Chamberlain.

It is stated that one of the particular reasons of the prosecution for desiring to get through with the cases against Dixon as soon as it can conveniently be done, is that it is an expense and trouble to keep Mrs. Mattie Frost, the principal witness, here. The authorities have been tracing Dixon's career since his arrest, and it is said have ascertained that prior to his advent in Denver where he was mixed up in a case of this same kind, he worked in New York at his trade of painter and paper-hanger. His bankbook shows that he had $700 when he arrived at Seattle, most of which he checked out.

Court Notes.

Lulu N. Bishop, of Dayton, milliner, filed a petition in bankruptcy in the United States Court yesterday. Her liabilities amount to $604 43; assets, $170.

In the United States Court yesterday in the case of Charles N. Reed vs. the Northwest Railway Company, Judge Bellinger made an order requiring defendant to appear and show cause, November 26.

In the case of Morris & Whitehead vs. the East Side Railway Company, an order was made requiring the receiver to pay certificates.

The trial of the suit of E. M. Lazarus against Frank B. Gibson to recover $1150 architect's fees for preparing plans for a crematory and columbarium to be erected in Portland, was begun before Judge Frazer and a jury yesterday, and will be concluded today.

The attorneys of James L. Warren were allowed by Judge George yesterday until November 30 to file a transcript of appeal to the Supreme Court. Warren is under life sentence for the murder of William S. Kirk, but has not yet been taken to the Penitentiary, and may be permitted to remain in the County Jail until the case on appeal is determined.

CLOCK REFORM IN SPAIN.

The Hours Will Run From One to Twenty-Four.

Philadelphia Record.

The Queen of Spain has signed a decree establishing the method of accounting time which omits the "A. M." and "P. M." of the present universal system. In all railway, mail, telegraph, telephone and steamship service in the Peninsula and the Ballearic Islands, and in all the ministerial offices, the courts and all public works, time will hereafter be regulated by the time of the Greenwich Observatory, commonly known as Western European time. The computation of the hours will be made from the hour of midnight to the following midnight in hours from 1 to 24, omitting the words "tarde" (afternoon) and "noche" (night), heretofore in customary use. The hour of midnight will be designated at 24. These regulations are to take effect January 1, 1901. Government officials are directed to observe and carry out the decree, and all of their respective departments and bureaus.

Frank Williams, of Johnstown, Pa., left nearly $300,000 in his will to Lehigh University, where he had been a student. The fund is to be named after him, and its income is to be loaned to poor and deserving students, who shall give their individual notes. None of the notes is to run longer than 10 years, and when paid the money is to be returned to the fund, thus making it constantly increase.

FOR FARMERS' BENEFIT

INSTITUTES TO BE HELD BY THE O. R. & N. CO.

Northwestern Communities Will Be Given the Benefit of Scientists' Knowledge.

As a part of the O. R. & N. Co.'s policy of encouraging and stimulating the farmers of the state to adopt more progressive and diversified methods, a series of institutes are to be held this month at Milton, Tekoa, Colfax and Pullman, Wash. At these institutes the leading lecturers and instructors of the Agricultural Colleges will be present, to give the farmers the benefit of their experiments in agricultural science.

The first of these O. R. & N. institutes will be held at Milton, November 20 and 21. These will be followed by institutes at Tekoa, November 23 and 24; at Colfax, November 30, and at Pullman, December 1.

The lecturers and their subjects at the Milton institute are as follows:

H. T. French, professor of agriculture at the Idaho State Agricultural College, at Moscow, subject, "Silos and Their Benefit."

Professor W. J. Spillman, of the Washington State Agricultural College, at Pullman, subject, "Dairy Cows and Their Feed."

Dr. E. N. Hutchinson, of the United States Bureau of Animal Industry, subject, "Our Markets."

Hon. C. L. Smith, of Minnesota, subject, "What Dairying Has Done for the Middle States."

Hon. E. L. Smith, of Hood River, president of the Oregon State Horticultural Society, subject, "Oregon Fruit."

Dr. W. McLean, state veterinarian, subject, "Tuberculosis."

Hon. J. W. Bailey, State Dairy and Food Commissioner, subject, "What I Am Here For."

Professor Fletcher, formerly of Cornell University, now professor of horticulture at the Washington State Agricultural College, subject, "Diseases of Fruit Trees."

Other lecturers will take part in the programme.

At Milton also there will be an event of interest in the opening of the co-operative creamery lately established there, which is one of the latest and most up-to-date creameries ever run on the co-operative plan. The O. R. & N. Co. last year sent two representatives from Milton to Minnesota to make a tour of the state and to investigate the creamery industry. Mr. Ballou and Dr. Dorathy were selected by the local dairymen to go to examine and report on the dairying conditions there, and also as to the best creamery methods. They unanimously selected the one to be opened as the only proper method. By this creamery they can produce butter at 1 to 1½ cents a pound, where it formerly cost them 4 to 8 cents. The creamery is being built and finished on purely co-operative lines. The plans and specifications call for a duplicate of the most improved creamery in Minnesota, and were furnished by Professor Hacker, of the Agricultural College of Minnesota, an authority on dairy matters. He selected all the machinery of the most improved pattern, which is now being put in place ready for the opening day. The stockholders of the creamery have secured at a good, round salary the president of the Minnesota Freeborn County creameries.

There will be delegates to this meeting from Moscow, Idaho; Pullman, Tekoa, Pomeroy, Dayton, Wash.; La Grande and Summerville, Or.

FIGHT FOR FREIGHT.

Interior Jobbers Don't Want Eastern Contention to Prevail.

Secretary J. E. Utt, of the Omaha Commercial Club, is quoted as follows upon the question of putting the entire jobbing trade of the great West in the hands of Eastern houses:

"Our great fight will be to keep the freight men from eliminating the carload rates in the territory covered by the Western classification, which includes everything west of Chicago. Eastern distributors have been demanding for the past twenty-five years that carload rates be eliminated and less than carload rates substituted. This year their efforts have been exceptionally active, and we will have a battle on our hands to combat the movement. The elimination of carload rates would drive the Western jobber out of business, inasmuch as a big share of his profit comes in the saving he makes on freight by getting it in carload lots. If the carload rates were wiped out the Western jobber would be placed on an equal footing, so far as railroad rates are concerned, with the Eastern distributor, and it would be a death blow to our Western commercial interests.

"I am confident that our phase of the question will meet with the support of the railroads. It would be a direct slap to the industries of the West if the carload rates should be withdrawn, and, inasmuch as all of the railroads belonging to the Western classification are largely dependent upon the territory west of Chicago and St. Louis for the bulk of their patronage they will hardly listen to the honeyed words and arguments of Chicago, St. Louis and Eastern distributors."

FALL RUSH EASING OFF.

Getting Freight Trains Over the Siskiyous—Injured Men Recovering.

The Fall rush in transportation has passed its tensest stage, and the pressure is materially lessening. The Southern Pacific had such a volume of freight to move out of Oregon that its facilities fell far short of supplying the demand a few weeks ago, and traffic banked up on the north side of the Siskiyous until Superintendent Fields went to Ashland personally to supervise its movement on that division. He spent about two weeks there, and managed to clear up the situation. But he found it a hard job to get freight trains over the heavy grade of the Siskiyous. Work as he might he could not get more than 100 cars from Ashland to Hornbrook, a distance of 35 miles, in 24 hours, and he had 15 big mountain locomotives, "hogs," that were kept busy all the time. From Ashland to Siskiyou station, the summit, is 17 miles, and the elevation increases 2232 feet. This makes the average grade 131 feet to the mile, and it is much steeper than that in some places.

Mr. Fields happened to be in Roseburg when the wreck of last Thursday occurred, a short distance below there. This was the fourth time he happened to be there when accidents or robberies disturbed the even tenor of things. Each time he was where he could handle the trouble to best advantage.

The survivors of those injured last Saturday are getting along reasonably well. Engineer Drennan's right hand has been amputated, which ends his career as a locomotive engineer, but otherwise he will probably come through without permanent disability. Fireman Riddle will have one foot less for the remainder of his life.

RECORD TO BE PROUD OF.

How Northern Pacific Has Come From Bankruptcy to Prosperity.

NEW YORK, Nov. 13.—The dissolution of the Northern Pacific voting trust nearly a year before the expiration of its natural life under the reorganized agreement is an event unusual and unique in railroad financiering. The Northern Pacific management has actually broken all records by the promptness and thoroughness with which that great railroad property has been built from bankruptcy to a sound financial plane, with an established 4 per cent per annum dividend-paying rate. The voting trust is composed as follows: J. Pierpont Morgan, Dr. George von Siemens, Johnston Livingston, August Belmont and Charles Lanier. In consequence of the prosperous condition of the property, these trustees have determined to surrender their trust on January 1, 1901, instead of waiting until November 1, 1901.

The Gaynor Hearing.

NEW YORK, Nov. 13.—The examination in the case of the three Gaynor brothers and B. D. Greene was resumed today with the cross-examination of Campbell Ford, an engineer. His testimony was technical. Thomas F. Gaynor, a relative of the accused contractors, was next examined. He said he heard the Government officials express themselves as being satisfied with the work done. Frank Crisp was the last witness of the day, and said the mattresses sunk at the jetty were, in his opinion, solidly built.

SERVED WITH DISTINCTION IN LUZON.

CAPTAIN CHARLES T. SMITH, NEW COMMANDER OF COMPANY E.

Captain Charles T. Smith, who has just been made Captain of Company E, Third Oregon Regiment, served as Captain in the Washington National Guard, which was organized in 1886 at Waitsburg. On the outbreak of the Spanish war he rallied to the defense of the Stars and Stripes with the now famous First Washington Regiment, which proceeded to service in Luzon in 1898. His regiment lost heavily while in the Eighth Army Corps in the islands, and Captain Smith heard the Filipinos' bullets whiz past his ears in the engagements at Santa Ana, Singalong Road, San Pedro, Macate, Pasig, Pateros, Laguna de Bey, Taytay and Morong.

At the mustering-out of the First Washington, Captain Smith received a more than honorable discharge, as that document stamps him an "excellent soldier in every respect," and he is especially mentioned by the Brigade Commander for conspicuous gallantry at Morong.

The Captain is a native of Dubuque, Ia., 39 years of age, and has a family of five—wife, three little girls and a boy. He is a machinist by occupation, and at present is employed by the Portland Cracker Company as assistant engineer. He considers himself an Oregonian boy, as most of his youth was spent at St. Paul, in Marion County. He was for 10 years chief of the Waitsburg Fire Department, and is a worthy member of the I. O. O. F. and A. O. U. W.

TOSSED BY AN ANGRY BULL

NARROW ESCAPE OF COLUMBIA SLOUGH FARMER.

Death of Mrs. Arilla Beckwith—Night School Literary Society—Other East Side News.

Samuel Scott, a well-known farmer of Columbia Slough, was attacked by an infuriated Jersey bull Monday evening in the barn, and narrowly escaped being killed before he could get out of reach of the animal. Mr. Scott was tossed to the ceiling of the barn once, and then again thrown on his shoulder, fracturing the shoulder-blade. He also received other severe bruises.

The animal had been tied in the barn several days, and was in a bad humor Monday evening when Mr. Scott went inside to turn him loose. He had been tied in one corner of the barn to a stick above the manger, which he pulled loose. The animal usually had been tractable enough, and when Mr. Scott went into the barn he had no fear of him, and walked over between him and the wall. Here he was hemmed in so he could not escape the attack which followed. Without warning, the bull suddenly lowered his head and made a dash at Mr. Scott, who was against the wall and could not get out of the way. The bull caught him on his horns and tossed him up nearly to the ceiling of the barn, and when Mr. Scott came down attacked him the second time, throwing him to one side. He fell with great force, but, realizing his great danger should the beast reach him again, managed to crawl out of the barn. The bull was infuriated, and it was very fortunate that Mr. Scott was able to crawl out of his reach, or he might have been killed.

Mr. Scott managed to reach his home, which is but a short distance away. He was badly bruised. The horns of the bull injured one leg, but he did not think he had been seriously hurt. However, he suffered during the night severely. Yesterday morning he was brought in, and, on examination by Dr. D. Raffety it was discovered that his left shoulder-blade was broken by the fall. His other bruises are severe, but not serious. Mr. Scott said he had a very narrow escape, and for a short time he thought it was all up with him.

Wrecked Locomotives.

The two locomotives which met in collision near Roseburg, on the Southern Pacific, last week, have been brought to the shops on the East Side. The engines are Nos. 1768 and 1756, and they were literally torn to pieces. No worse wreck has ever happened on this division. What is left of them is on several cars, and there are simply thousands of pieces. On the cars are the fragments of the two tenders. Here are piled up twisted bars and plates, cylinders and heavy iron parts in every conceivable shape. The locomotives were brought down on their wheels and are in the same position they were in after the collision. The front ends of the boilers are elevated, riddled and torn, showing something of the terrific force with which they came together. In the center the drive-wheels are lifted about six inches above the track, as the entire bodies of the locomotives were bent upwards. Men who have been on the division for a great many years say this is the worst wreck that had ever been brought to the shops. There is hardly a bolt or bar in either locomotive that is not bent or broken. The great mass of fragments on the flatcars tells something of the force of the collision, and the hundreds of people who have viewed the wreck have wondered how it was possible that any one of the trainmen should have escaped instant death.

Death of Mrs. Arilla Beckwith.

Mrs. Arilla Beckwith, widow of the late William Beckwith, died at the home of her son, Harry Beckwith, 535 East Burnside street, corner East Twelfth, yesterday forenoon at 11:30, from a stroke of paralysis. Two years ago she had a stroke of paralysis, but partially recovered from it, and had enjoyed fair health up to Monday noon, when she was attacked by a second stroke, and lingered until yesterday. Mrs. Beckwith was born in Indiana, April 14, 1833. She was married at Pana, Ill., May 4, 1856, and was one of the early settlers and founders of Pana. In 1885 she and her husband, William Beckwith, came to Portland, and made their home with their son Harry up to their death. Her husband died June 7, 1900. Mrs. Beckwith was a member of the Second Baptist Church, and also was a member of Martha Washington chapter, No. 14, Order of the Eastern Star. She was highly esteemed by all who knew her, and was a thoroughly Christian woman. Two sons—Harry and Louis Beckwith—survive her. The funeral will take place tomorrow afternoon at 2 o'clock, from the house. Martha Washington chapter will have charge of the services. Rev. Ray Palmer will conduct services at the house.

The Waves Rolled High.

Dr. O. D. Thornton, who went over to Washington to recover a valuable hunting dog, has returned with the dog. While absent he had a rather hard experience. The dog was lost in the timber some distance back from Cape Horn on the Washington side of the river. Gus Emerich, who was hunting with the dog when it strayed away, went with Dr. Thornton, and they recovered the animal after some trouble. They came back to the Columbia River Saturday evening, expecting to cross over to the Oregon side in time to catch the train for Portland. They started across the river in a small boat in charge of an old settler named Brown, but a heavy gale came up, and the waves nearly swamped their frail craft before they could return to the Washington side. It was too dangerous to cross that night, and Dr. Thornton said the waves rolled so high when they were out on the river he was very glad to get back to shore. They spent the night rather uncomfortably in a shack, and came on to Portland the next day on a steamer.

Night School Literary Society.

The night school at the Central building, under charge of Professor Stanley, has organized a literary society, which promises to be very helpful to the students. William Widner was elected temporary president, and Miss Catherine Sinnott temporary secretary. A constitution and by-laws have been adopted, and next Friday night permanent officers will be elected. The intention is to use the society in connection with the regular work of the school. Two nights of the week will be given to the organization in general discussions and literary work. When well under way, methods of legislative bodies will be practically studied and exemplified. The society will resolve itself into a City Council, or legislative body. The young men and young women attending this night school are determined to make their work effective, in all lines, and this society just formed will be used to promote facility of expression and interchange of ideas on practical topics.

Remembered Their Pastor.

The members and friends of the First United Evangelical Church, East Tenth and East Sherman streets, called at the manse of the pastor and wife, Rev. and Mrs. C. T. Hurd, a few evenings ago, and left many tokens of their kindly feeling, in the way of liberal donations for the larder. Mr. and Mrs. Hurd have commenced keeping house in the church manse, corner East Tenth and East Sherman streets.

East Side Notes.

The outside of the Calvary Baptist Church, corner East Grant and East Eighth streets, is being repainted.

The contractors have begun on the improvement of East Grant street, between East Seventh and East Twelfth streets. It will be graded and graveled.

Rev. Mr. Pierce, pastor of the Memorial Evangelical Church, corner East Eighteenth and East Tibbetts streets, was kicked on the right side yesterday by a horse he drives. One rib was broken. Mr. Pierce will be laid up several days.

Fred L. Keenan, who has been in St. Vincent's Hospital for the past three months, is improving, and is able to be up and about. He left the hospital Monday, and was taken home. His friends will be glad to hear of his complete recovery, after his long illness.

Dr. Wise, room 614, The Dekum.

FROM MR. HUGHES AGAIN.

The Old Question of Rail vs. Water Transportation.

PORTLAND, Nov. 12.—(To the Editor.)—In your issue of this morning, Mr. Hammond intimates that the true point in his argument has been overlooked. I understood the question to be, which, as between Portland and Astoria, is the cheaper seaport. The correct answer to this question is to be found in the cost of transportation between the two points. If what might be called land transportation—that is railroad or river steamer—is cheaper than sea transportation—that is, the hold of the seagoing vessel—Astoria or the mouth of the river is the proper point. If the hold of the seagoing vessel is the cheaper of the two, which it unquestionably is, Portland is the proper point. Mr. Hammond appears to consider the true question to be, not whether it will cost the producer less to transport his products, but whether the present cost is such that the Portland railroads can afford to support his road. If the Portland railroads are charging such a rate to Portland as that, there is a moral obligation on them to pay to carry the product of the country 100 miles further by the same expensive means they necessarily employ to get it to Portland, that fact does not give Mr. Hammond a claim. They are simply overcharging the producer, and the claim on the Portland railroads is in favor of the producer for a reduction of the rate to Portland to a fair basis. Mr. Hammond or his road can have no claim, save that which is based on ability to carry the freight cheaper than it can be carried in the hold of the seagoing vessel. When he can do this, it will not be necessary for him to make a claim. That Mr. Huntington might be willing to take from his stockholders in his Valey road to put in his own pocket as owner of the road from Gobel to Astoria, or that Mr. Mellen might be willing to take from one pocket of the Northern Pacific to put it in the other, on the small amount of freight his road carries, in order to secure for his road from Portland to Gobel a profit on the four-fifths or five-sixths of the total business of Portland, with which he now has no connection, is not at all to be wondered at. This is a business proposition. But the willingness of Mr. Huntington or Mr. Mellen to feather their own nests in this manner scarcely reaches the dignity of logical argument. If Mr. Hammond is half the railroad man he pretends to be, he knows that making Astoria a common point would not give him any part of the seagoing freight, save on the basis of being the cheaper carrier, or self-interest in the ownership of his road. No railroad operated on a sound business basis would pay him $1 for what would cost it 25 cents in the hold of a seagoing vessel. If vessels could be chartered cheaper to Astoria, which they could not; if the cost of the towage up the river was not more than offset by the advantages of the fresh water, which it is; the Portland railroad would pay the 25 cents instead of the $1, and he or his road would gain nothing. The record of the Portland grain fleet as against the Sound shows that the fresh-water harbor, in cleaning the bottoms of the vessels, pays more to the ship than the cost of towage. For what else is Seattle about to spend millions to make a fresh-water harbor of Lake Washington?

In conclusion, I wish to thank Mr. Hammond for the information given as to the steamships being built by Mr. Hill. Mr. Hill has been building these ships for these many years, and it has been a mystery to me why they were so long building. It would appear from Mr. Hammond's statement that the delay has arisen from their growing and expanding qualities. They began as 10,000-ton vessels and have expanded to 24,000 tons each. If they continue to grow they will be marvels, indeed. But if they increase in size what will Mr. Hill do with them? Ships drawing 30 feet can be used to advantage in but one port in China—Hong Kong. They can just get inside the breakwater at Yokohama, but they would be aground or dangerously near it at low tide. It is barely possible that Mr. Hill will know more of seaports in a few years than he does at present.

ELLIS G. HUGHES.

BURGLAR IN THE HOUSE.

Tried to Chloroform the Wife of a Chicago Millionaire.

CHICAGO, Nov. 13.—A negro burglar forced his way to the apartments of Mrs. Orrin W. Potter, wife of the millionaire steel man and banker, in her home, 130 Lakeshore Drive, shortly after 1 o'clock this morning, and when discovered in the act of applying a sponge saturated with chloroform to the nostrils of his victim, struck her a fierce blow on the head with a slung-shot. The shock of the blow rendered Mrs. Potter unconscious and the doctors who were called fear that she may not recover.

Just before being struck Mrs. Potter roused the household with a shrill cry for help. Mrs. Potter's daughters, Miss Margaret and Miss Bessie, heard their mother's screams for help and rushed to her bedchamber. When they saw the robber they fled into the street and called for help. The robber fled as soon as the young women began screaming in the street. After he had gone the daughters returned to the house, called a physician for their mother and then notified the police of what had happened.

This is the second burglary in the Potter residence since last Spring. In April last porch climbers secured $18,000 in diamonds and jewelry. This morning the intruder was frightened away before he had secured anything.

When the police arrived they found Mrs. Potter still unconscious. Blood was streaming from her head and by the side of the bed was found a small bottle on which was a label bearing the word chloroform. The police believe that they have an important clew in the label on the bottle, as they hope to get a definite description of the man who purchased the drug.

Miss Margaret Potter was also overcome by the shock she received when the robber threatened her and through fear of her mother's condition, and it was necessary to give her medical attention.

Had not Mrs. Potter been awakened by the robber it is thought that he would have succeeded in securing many thousand dollars' worth of jewelry. Her room is away from those of the other members of the family, and it is thought he would have been able to work unmolested.

California Dry Wine Vintage.

SAN FRANCISCO, Nov. 12.—The Chronicle says:

"Quality, rather than quantity, is the distinctive mark of the California dry wine vintage of 1900. The production will be about the same as that of last season, but the high standard of 1899 will be attained. The best authorities agree in placing the amount of wine fermented as from 13,500,000 to 15,000,000 gallons of dry and 7,000,000 gallons of the sweet varieties. The grapegrowers both in the dry and the sweet wine districts had a profitable year. The yield of dry wines in the various counties of the vintage just closed is very near the following figures: Sonoma, 2,500,000 to 3,000,000 gallons; Santa Clara, 2,500,000 to 3,000,000 gallons; Napa, 1,500,000 gallons; Contra Costa, 900,000 gallons, and Alameda County, from 1,000,000 to 1,500,000 gallons."

THE DEATH ROLL.

Captain John Hart.

PHILADELPHIA, Nov. 13.—Captain John Hart, of Buban filibustering fame, died today of apoplexy. During the year 1896, two of Captain Hart's vessels, the Bermuda and the Lauroda, made frequent trips to Cuba with arms and ammunition for the Cubans. Captain Hart was convicted in December, 1896, of participating in a filibustering expedition, and was sentenced to two years' imprisonment. In February, 1898, the sentence was put into execution, and in June of the same year Captain Hart was pardoned by President McKinley. Captain Hart was born in Virginia 41 years ago.

Fitzgerald the Pedestrian.

NEW YORK, Nov. 12.—Patrick J. Fitzgerald, once champion six-day walker of the world, and still holder of the 100-hour go-as-you-please record, is dead at his home in Long Island City. He died from dropsy after a brief illness.

Thomas H. Caswell.

SAN FRANCISCO, Nov. 13.—Thomas Hubbard Caswell, sovereign grand commander of the Ancient and Accepted Scottish Rite, of the southern jurisdiction of the United States of America, died at his home in this city today, aged 75.

Jesse James' Widow.

KANSAS CITY, Mo., Nov. 13.—Mrs. Zerelda James, widow of Jesse James, the noted Southwestern bandit, died at her home here today of a complication of diseases, after a lingering illness.

The Old Household Medicine.
Perry Davis' Pain-Killer for cramps.

DAILY METEOROLOGICAL REPORT.

PORTLAND, Nov. 13.—6 P. M.—Maximum temperature, 60; minimum temperature, 44; river reading at 11 A. M., 4.3 feet; change in the past 24 hours, —0.2 foot; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1900, 7.22 inches; normal precipitation since Sept. 1, 1900, 8.11 inches; deficiency, 0.89 inch; total sunshine Nov. 12, 7:21; possible sunshine Nov. 12, 9:36.

Pacific Coast Weather.

STATIONS.	Max. Temp.	Rain last 12 hours.	Wind. Velocity.	Wind. Direction.	State of Weather.
Astoria	62	0.00	12	E	Pt. cloudy
Baker City	58	0.00	*	SW	Clear
Bismarck	18	**	12	NW	Cloudy
Boise	56	0.00	*	W	Clear
Eureka	72	0.00	*	SE	Cloudy
Helena	54	0.00	12	W	Pt. cloudy
Neah Bay	50	0.00	6	E	Clear
Pocatello	55	0.00	*	SW	Clear
Portland	60	0.00	*	NW	Pt. cloudy
Red Bluff	76	0.00	*	Clm	Pt. cloudy
Roseburg	60	0.00	*	NW	Cloudy
Sacramento	76	0.00	*	NE	Pt. cloudy
Salt Lake	56	0.00	*	W	Clear
San Francisco	72	0.00	*	NW	Pt. cloudy
Spokane	46	0.00	*	NE	Pt. cloudy
Seattle	56	0.00	*	N	Clear
Walla Walla	48	0.00	*	SW	Clear

**Trace. *Light.

WEATHER CONDITIONS.

The high-pressure area which has controlled the weather in the North Pacific States during the last several days has moved eastward, and is this evening central over the British possessions north of the Dakotas. The pressure has fallen quite rapidly west of the Cascades in Oregon and Washington, and a storm is approaching the Washington Coast. A storm of considerable intensity was central over the Upper Lake region this morning. Fair weather has prevailed during the last 24 hours over all sections west of the Rocky Mountains, with temperatures ranging from 4 to 11 deg. above the normal. The indications are for rain in this district Wednesday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Wednesday, November 14:

Portland and vicinity—Occasional rain; cooler; southerly winds.

Western Oregon—Occasional rain; cooler in north portion; southerly winds.

Western Washington—Occasional rain; southerly winds.

Eastern Oregon—Cloudy and threatening, with probably occasional rain; cooler; southerly winds.

Eastern Washington and Northern Idaho—Cloudy and threatening, with probably occasional rain; winds mostly southerly.

Southern Idaho—Increasing cloudiness, possibly followed by showers in west portion; southerly winds.

A. B. WOLLASER,

AMUSEMENTS.

MARQUAM THEATER—
CALVIN HEILIG, Manager.
Three nights and Saturday Matinee, commencing Thursday, Nov. 15,
HOYT'S Fascinating Musical Comedy,
"A TRIP TO CHINATOWN."
"A TRIP TO CHINATOWN."
"A TRIP TO CHINATOWN."
Presented by a strong comedy cast, HARRY GILFOIL and all the Favorites.
MUSIC GALORE. FUN FOR ALL.
Special prices for matinee—Lower floor, 50c; balcony, 25c.

CORDRAY'S THEATER—
Tonight and all week, triumphal return of the Side-Splitting Spasm of Jollity,
"A HOT OLD TIME."
"A HOT OLD TIME."
"A HOT OLD TIME."
"A HOT OLD TIME."
"A HOT OLD TIME."
"A HOT OLD TIME."
JOHN W. JESS as Larry Mooney.
With an Unexcelled Company of Farceurs.
Everything glistens with newness, even the jokes. Only Matinee Saturday. Usual prices.

METROPOLITAN—
Third and Yamhill sts. Phone Grant 741.
Tonight and all week (Saturday Matinee), the best of them all, BEN HENDRICKS, has made millions laugh in the play that made him famous,
"OLE OLSON."
"OLE OLSON,"
"OLE OLSON,"
"OLE OLSON,"
The World's Sweetest Singers (direct from Stockholm, Sweden),
NATIONAL SWEDISH LADIES' QUARTET.
Next attraction—Hoyt's "A Day and a Night."

FREDERICKSBURG—
SEVENTH AND ALDER STS.
ALL NEW PEOPLE.
ALL NEW PEOPLE.
ALL NEW PEOPLE.
THE ROUSELLES, Aerial Act.
ROJETTO & LA JESS, Acrobats, Gymnasts, Contortionists.
FOUR PR