MARKETS FOR FRUIT

Secretary Dosch Makes His Report. Report.

NO DANGER OF OVERPRODUCTION

Interesting Facts Relative to the Increased Demand in the Orient, Which Is the Natural Market for Oregon's Surplus.

Secretary Henry E. Dosch, of the Ore-ron State Board of Horticulture, has just completed his report of the affairs of his office since his appointment in April, 1896. He recites various formal mutters, and goes somewhat into the question of marketing fruit. Following is one of the most practical and interesting chapters of the report:

Oriental Market.

"It has been my aim continually to en-large the usefulness of this office, reach-ing out in all directions for expansion of our fruit industry; by reason of these efforts a beginning of fruit shipments to the Orient has been made. Through corndence with Consuls and dealers, it has been learned that there is quite a field for operation in Shanghai, Hong Kong and other large cities of China, as well as Nagasaki, Tokio, Japan, and even Siberia. A shipment of apples was re-cently made to Vladivostock, Siberia. which found a very sympathetic market among the Russian inhabitants, with every promise of expansion. One firm Nagasaki asked me to have shipped to them, last year, as a trial order, 160 boxes of apples by first steamer, and a like quantity on the following steamer, paying cash for them. These orders were turned over to a commission-house in Portland, which filled them with evident satisfaction, as the trade since then has steadily increased. These Oriental mar-kets are of so much importance that I cannot help talking about them, and I rec-ommend the closest investigation of them, as they will give us an outlet for all our surplus fruits. We cannot always expect failures in some of the Eastern or European fruit centers for the marketing of There are years when all sections have abundant fruit crops, and then the necessity of a market to the west of us will be very apparent. As this is liable to occur at any time, it is well to

German Market. "For a number of years I have kept in lose touch with Consul-General Frank Mason, at Berlin, Germany, where some of our fine Italian prunes found a friend-ly market, and were sold as high as 1 mark (M cents) per pound. He wrote to me recently, and said: The popularity of American dried and preserved fruit in this country has increased from year to year by reason of both their relative cheapness and their unrivaled flavor and excellence, until a leading wholesale dealer in such products at Berlin informs this Consulate that his applications from customers-who are mainly grocers and provision dealers in other towns and cities-are larger this season than ever beand relate almost exclusively to American fruits.

Our Prunes Supplant French. "Pacific Coast prunes are rapidly sup-anting the fine, but expensive, French product and the low-grade Bosnian prunes In the German market, and there is noth-ing here that can successfully compete with the dried pears and peaches and evaporated apples from the United States. It will therefore be of interest to American exporters to know that the tedlous and annoying inspection of dried fruits at the German frontier—as a precaution against the supposed danger from the San Jose scale—has been discontinued since the 1st of last month, so that the way is now open to an unrestricted trade. "Last year the supply of American dried

fruits was insufficient to meet the de-American merchants, who, after visiting the Paris exposition, have come to this four-tier apples for export trade were the Milos and the Skarpsno, which was country, and, by way of combining busi-sold this week at \$1 25 per box. country, and, by way of combining busi-ness with travel, have visited the principal German cities and personally offered their products to the more important dealers. Careful Packing Necessary.

"As to fresh fruits, the inspections at the frontier will be still maintained, but, it is believed, in a fair and liberal spirit." It is noted in this connection that hitherto cases of San Jose scale have been found they would any other business most frequently among the highest and and keep abreast of the times. most expensive class of apples, such as are wrapped in tissue paper, and put up in boxes for family and hotel use, where-as such infection has rarely been detected In the common grade of apples, which are packed loosely in ordinary barrels. "This probably results from the fact that the choicest American apples come

from a state or district specially infected by the scale, whereas the states along the rthern frontier-New York, Michig Whocoasin and Iowa-are generally free from it. It is suggested by the German importers that if, before being wrapped and packed the high-class apples could be wised or brushed, especially at the ends of the core, whatever scale exists might be easily account. might be easily removed and thus whole shipments of such expensive fruit, now liable to be condemned, would be enabled to pass the inspection without danger.

Apple as a Commercial Fruit.

"Speaking of apples so continually re-ferred to by all Consuls and dealers from every foreign port, we stand head and

While apples are grown to perfection

are very firm-apples which sold in 1896 at New York at 55 cents per barrel are quoted this day at \$1.50 per b res. and the market in Gregon is very firm in sym-pathy with these conditions. First-class four-tier apples are now selling from 85

"Just simply this: That the market is setter organized. The growers and dealers have come into closer touch with each other for their mutual benefit. Apples have become further distributed than heretofore, and Europe has learned the value of American apples as a food. To Illustrate: Last Spring a commissionuse sent one car of Newton Pippins, of Southern Oregon growth, to Hamburg, Germany, which were sold for 15 marks or 35 % per box. About a month ago a gen-5 % per box. About a month of presente deman came to my office and presente his card. He proved to be a commission merchant from Hamburg. He said to me that he was present when this car of ap ples was auctioned off, and was one of the bidders. He was so impressed with the fine quality of those apples that he came over in person to make arrange-ments for this Winter's supply.
"The outlook for the apple in the fu-

ture, as a commercial fruit, is certainly

a most promising one.
"A commercial apple orchard, located where climatic and soil conditions are most congenial to their perfection, is one of the best-paying propositions of this From observation I find that the demand and consumption of apples in-creases from year to year, to the exclusion of most other fruits in the fresh state, followed closely by our fine prunes as an evaporated product.
"The apple is to the fruit what the po-

tato is to the vegetable line-wherever once introduced, it is there to stay.

Apple Orchards of Oregon. "In Oregon the planter cannot only find the localities best suited to the different varieties of fruit, but in addition has his choice as to climate. He may select Eastern Oregon, with its extreme seasons, the arid lands of this vast Inland Empire, located east of the Cascade Range of mountains, especially along the canyons and flat areas of the Snake River, which were heretofore considered only fit to grow sagebrush and greasewood. and the home of the lackrabbit and toads. has proved wonderfully fertile under irri-gation, and under the management of progressive and up-to-data fruitgrowers. The beautiful valleys that He scattered throughout the higher plateaus, and Blue by Girvin & Eyre. Mountains, as well as the now famous Hood River Valley, along the Columbia River, and which do not depend upon irrigation, are most fertile spots for the fruitgrower; perhaps nowhere do apple grow to greater perfection as to size flavor and color than in these valleys,

"Southern Oregon tempts him with its enchanting valleys, clear skies and balmy air. The decomposed granite soils as found in the Rogue River and the Ump-qua Valleys offer the same advantages to the horticulturist. The commercial apple orchards in this section, which embrace from 100 to 100 acres, ship their applea mostly to England and Germany, where they have found a sympathetic market

at good figures.
"Then there is our own Willamette Valley of 200 miles or more in length, with equable climate throughout the year, which does, and always did, grow fine True, they have not the keeping apples. flavor are not excelled anywhere. Apple-growing is no longer an experiment in Oregon. The incessant drudgery, the numerous and keen disappointments which are peculiar to all new enterprises, and from which horticulture in Oregon did not escape, are things of the past. We have reached the era of scientific management of the orchard, and of remunerative prices for the product. The apple orchards of Oregon are conducted along business lines and scientific basis. They are pruned each season, plowed and cultivated from time to time as required, and theroughly sprayed with the proper com-pounds five to six times each year, to ombat and subdue fungus diseases and insect pests, notably the codlin moth, and in consequence are enabled to market % to % per cent of good, clean, wholesome While apples are now selling in the Middle West and East at \$1.50 per barrel, our apples bring readily \$5 cents mands of the German market, but this to \$1 25 per box of 50 pounds each, or cear large contracts have been made by more than double, as one barrel is equal was offering for her that an extra steamer to three boxes. Many cars of first-class will probably be put on the route between

Horticulture is a special work, an applied science. In it expectations are never realized without pulnstaking work and dying patience. Good results come only to those, even in this favored state of ours who go into the business under standingly, give to it their best the and care, manage the apple orchard as they would any other business venture

TO STOP LIQUOR FEES.

Law Is Sought to Prevent Collusion With Indian Drinkers.

WASHINGTON, Dec. 16.-Judge Han-ord, of the United States District Court ollusion on the part of Indians and others in securing convictions for selling ilquors to the red man. At present a large number of cases of this kind are continually before the court, and many convictions result. In a number of cases it is alleged there exists an understanding between the various parties, whereby witness fees are secured and free rides to the place of holding court secured. In the hope of preventing these irregulari-ties Representative Jones has introduced the following bill. a similar measure being presented by Senator Foster:

shoulders above our neighbors as produc-ers of fine apples. Oregon has acquired the sobriguet of The Land of Red Ap-ples, and justly so, ever since that healthy fruit was first introduced by Mr. Luciling in the varily 40s.

"While apples are grown to perfection disbursed by the Government to such witner

"While apples are grown to perfection all over our state, yet certain sections are better adapted for apple culture than others. In our Willsmette Valley apples grow everywhere in great profusion, but they have not the keeping qualifies of those raised either in Southern or Eastern Oregon, though equally fine flavored and highly colored. Apple trees standing on my own grounds near Portland, and planted nearly 50 years ago—Baldwins. Splitsenbergs, Fall Pippins, Gloria Mundi and Hollefleus—bear as fine fruit today as they ever did.

"The total acreage planted to apples at present in Oregon is about 16,500 acres, but now that it has become apparent that the money disbursed by the Grown the means of promoting unlawful times are before any small for no mency shall be paid by United States as a witness upon any examination or laquiry pursuant to the laws of the United States, as a witness upon any trial of an accused person, or upon any examination or laquiry pursuant to the laws of the United States, providing for the juminhment of persons convicted of seiling, giving, but now that it has become apparent that the money disbursed by the Grown are standed by the Grown and House of Representation of the United States as a witness upon any countities magistrate, or before any examination or laquiry pursuant to the laws of the United States, providing for the juminhment of persons convicted of seiling, giving, but now that it has become apparent that the money disbursed by the Grown and House of Representation under the states are and House of Representation to the United States as a witness upon any countities magistrate, or before any committies magistrate, or before any committies magistrate, or before any committees magistrate Southern Oregon, Hood River Valley and the higher plateau regions of Eastern Oregon, where applies can be grown to perfection commercially.

"My observation at the Columbia exposition, held at Chicago, in 1881, and more recently at the trans-Mississippl exposition at Omaha, led me to the conclusion, or by having supplied money or anything of value to assist another indian to make the purchase or obtain the liquor or other intoxicating of the conclusion of th

position at Omaha, led me to the conclusion that the apple is the commercial fruit par excellence of the whole world as a fresh fruit, followed by our fine prunes as an evaporated product.

"We only need to keep track of production and consumption to become convinced soon that such is the case, as people become more educated, or civilized, so to speak, if you will allow me to use such a terse expression, the more they learn that fruit, especially apples, is the best food for man.

"In 1896 America had one of the largest apple crops up to that time, and the cry

SHORTCREW'SWORK

Cedarbank Makes Wonderful Run to Queenstown.

ONLY 105 DAYS FROM ASTORIA

Sailed With but Little More Than Half a Crew-Three More Grain Ships Arrive-Monmouthshire's Holiday Cargo.

If the experience of the British ship Cedarbank is a criterion, a short crew is a great feature for developing speed in a ship. This vessel was the central figure in the sailor troubles here last Summer, and in his anxiety to escape further liti-gation, the captain put to sea about seven men short, and at least one boy included among the sallors. He evidently made sallors out of his short crew without loss sallors out of his short crew without loss of time, for the big ship reported out at Queenstown Sunday, after the fastest passage of the season. She made the run in 105 days, which is getting down pretty close to the record, and is nearly a month better than the average passage. This is the second vessel of the August fleet from Portland to arrive at Queenstown, and not a single sailing vessel from any other Pacific Coast port in August has yet reached her destination. The other August vessel arriving out from Portland was the German ship Rigel, which made a rattling run of 117 days.

was the German ship Rigel, which made a rattling run of 13 days.

Every one of the July ships from Portland have reported out on the other side with the following passages: Rickmer Rickmers, 105 days; Fifeshire, 12; Marechai Villiers, 124; Wendur, 125, and Lizzle Bell, 134 days. Four ships of the July fleet from San Francisco have arrived out in the following passages: Marie Molinos, 113 days; Elmhurst, 125; Lord Eighn, 125 days, and King David, 126 days. The Cedarbank has not only made the best run of the year 1800, but she also carried the largest cargo that has been floated at the largest cargo that has been floated at

WITH A HOLIDAY CARGO. Monmouthshire Brings Many Lux-

urles for the New Year. The Oriental liner Monmouthshire en-ered her big cargo at the Custom-House esterday, and commenced discharging shortly after noon. The Portland consig men: of freight occupied a prominent plac on the manifest, there being for this port 2800 bags of rice, 1500 bags of papermakers' clay, 1120 bags of sugar, 200 bags of coffee, 250 bags taploca, 50 bags of black pepper, and 573 packages of miscellaneous merchandise. For San Francisco there were 2500 sacks of rice and 480 rolls of matting. For the Eastern cities, freight was exclusively matting, and dis-tributed among 15 of the principal cities in the East was over 30,000 rolls of matting. The miscellaneous merchandise for Portland included a long list of provi-sions and luxuries which are for the Chiqualities, owing to our humid climate, of those raised in the drier localities and higher altitudes, but for size, color and feativities. Under the head of general merchandise for Portland was the follow-

ing bill of fare:
Taro, water chestnuts, ginger, water liles, dried sausage, cuttle-fish, sugar plums, salted vegetables, yams, lily roots, salt eggs, firecrackers, duck meat, duck gizzards, feather dupters, canned hily seeds, nut oil, vinegar soy, salt cucumbers, salt olives, quali dried meat, bean sticks, tobacco, tea flower bulbs, salt cabbage, mushrooms, jonquils, paper ware, earthen-ware, dried oysters, salted greens, sweet potatoes, abalones, fish fins china oil, joss sticks, sago, bamboo shoots, paper flowers samshoo, plum sauce, cotton blankets, bamboo ware, oyster oil, sugar cane, canned duck, bean cake, belting, pills, rice

four, clothing, water tily root, salted and pickled greens, dried lily flour.

The Monmouthshire brought the largest inward cargo that she has ever brought here, and the Milos, which is following her in T. M. Stevens' line, has a larger targo. The Milos was expected to leave fickohama yexterday, and so much freight was offering for her that an extra steamer

YUKON STEAMBOATING. Over 40,000 Tons of Freight Taker Down to Dawson.

The Dawson Nugget has the following eview of the season's work on the Upper

Yukon: The first steamer to arrive from up the river with freight after the opening of navigation last Spring, was the Flora, which arrived here May 16, with 52 tons of merchandise. She made 14 trips durng the season, and landed here a total of 887 tons. The Ora made 12 trips, with a total of 817 tons. The Nora made 10 trips and handled 670 tons.

The ill-fated Florence S, made a trip the Koyukuk country, part of the season, and later made two round trips to White Horse, bringing a total of 10 tons of freight. On her third trip she was lost.

trip she was lost.

The steamer Clossett made two round trips and brought in 180 tons. The Sybii made 12 full trips and brought a total of ties. The Golden Star made nine and brought in a total of 871 tons. The Em-ma Nott made five trips, landed 545 tons, and after 12 trips, 5250 tons. The Victorian made II round trips and

sloaded 5667 tons at Dawson. unloaded 564; tons at Dawson.

The Canadian made 13 trips and delivered 515 tons, and the Balley made 12 trips and landed 1581 tons. The Eldorado brought in seven trips 1820 tons, and he Zealandian brought a total of 1551 tow-

The Lightning made 10 trips and brought 559 tone, and the Bonanza King brought 1846 tone. The Anglian made six round trips and carried Si tons. The Clifford Sifton made eight trips and brought down 1664 tons, and the J. P. Light landed 2041 tons, and the Quick brought 183 tons. The Monarch brought 239 tons, while the rying of the Tyrell is represented by 1984

RENEMBERED THE INSPECTOR. The Knockers' Club Honors Its Chief's Anniversary.

Sunday was the 19th anniversary of the marriage of Captain E. S. Edwards, local inspector of steamboats, and the "Knock-ers' Club," of which he is one of the most active members, remembered the event by sending their esteemed brother and his life partner an elaborate china dinner set. The local inspector has so frequently been the victim of practical jokes in the hands of the knockers that he was afraid to open the barrel which co main in suspense regarding its contents until Inspector Puller was summoned to assist. The present was accompanied by an appropriately worded testimonial from all of the Knockers who were in the city. and congratulatory telegrams from the absent brothers. Captain Edwards was too much overcome to inspect any boats yesterday, but he will leave down for As-toria today, to look over a small craft.

THREE GRAIN SHIPS.

Wilkommen, Blairhoyle and C. H .that fruit, especially apples, is the best food for man.

"In 1896 America had one of the largest apple crops up to that time, and the cry came from every quarter, overproduction; yet this year's crop, which is equalified of the control of the co

man ship Wilkommen, well known in this port in former years as the British ship Dawpool. Following this vessel came the British bark Blairhoyle, which was out nearly four months from Port Natal. Ships from that port have been few in number this season, the bulk of the ballast tonnage being drawn from the Orient. The German ship Allee, which arrived in Saturday, left up yesterday morning. The ballast and the saturday in Saturday in Saturday. ing. The Andreta arrived up Sunday afon, and is lying in the stream.

Steamship Wreckage Found. VICTORIA, B. C., Dec. 10.—The steamer ports that the lighthouse-keeper at Car-manah found part of a broken name-board, painted with red and yellow let-ters. It is the end of the board, and has the letters "AL 82." The letters are eight inches long. A great quantity of small pleces of "T" and "G," white pleces of a boat's gunwale, several oars, a number of empty cases and four life belts marked "S. S. San Pedro" were also found. The San Pedro was the steamer which several years ago was blown up near this city, and the life belts must have been sold by the wreckers.

River Steamer Burned. VANCOUVER, B. C., Dec. 10.—Fire to-day totally destroyed the steamer Hattle Young, plying on the Fraser River be-tween New Westminster and Mount Leh-

man. The passengers and crew narrowly escaped with their lives. The fire broke out in the hold under the boiler, and spread so rapidly that in a few minutes the ship was burned to the wate 's edge.

The Young was valued at \$12,000, and was formerly on the American register as the Josie Burrows.

Suit for Salvage.

SAN FRANCISCO, Dec. 10.-John Moran and others, of the steamer Empire, filed a libel today in the United States District Court against the Oregon Coal & Navigation Company to recover salvage for towing the steamer Arcata to San Francisco when that steamer was disabled in a storm. The value of the Arcata is stated at \$30,000, and that of her

Domestic and Foreign Ports. ASTORIA, Or., Dec. 10.—Arrived at 8:50
A. M., steamer Elmore, from Tillamook;
at 19:50 A. M., German ship Wilkommen,
from Kiao Chou; at 4:20 P. M. British
bark Blairhoyle, from Port Natal, Arrived
down at 4 A. M. and sailed at 2:40 P. M.,
British steamer Adato, for Hong Kong. Left up at 9:40 A. M., German ship Allee Sailed at 2 P. M., Norwegian bark Stjorn, for Queenstown or Falmouth, for orders. Condition of the bar at 5 P. M., moderate; wind, south; weather, cloudy

San Francisco, Dec. 10.—Salied—Schooner Bella, for Siusiaw River; steamer Bristol, for Chemainus.

Scattle, Dec. 8.—Salied—Steamer Al-Kl and steamer Dolphin, for Skagway. Arrived-Steamer Cottage City, from Skag-

Port Blakeley - Sailed December 8-Fort Blakeley — Salled December 8— Schooner Carrier Dove, for Valparalso, Port Ludlow—Salled December 3—Ger-man ship Parchim, for Hamburg, San Francisco, Dec. 10. — Salled—Bark Empire, for Adelaide, Arrived—Steamer Empire, for Adelaide, Arrived-Steamer Hathor, from Hamburg; steamer Han-cock, from Manila; bark Martha Davis, from Honolulu; barkentine S. G. Wilder, from Honolulu

Hoquiam, Wash,—Arrived December 7-Steamer W. H. Kruger, from San Fran-cisco. Arrived December 8-Schooner La Gironde, from San Pedro, for Hoquiam. Leghorn, Dec. 10. — Arrived — Steamer Karamania, from New York, via Lisbon and Gibraltar, for Naples and Genoa. Sydney, N. S. W., Dec. 10.—Arrived—Aorangi, from Vancouver, B. C., for Honolulu and Brisbane. Naples, Dec. 10.-Arrived-Aller, from

New York, for Genos. Liverpool. Dec. 10.—Arrived—Lancas-train, from Boston; Tauric, from New Glasgow, Dec. 10.-Arrived-Anchoria,

from New York.

Bremen. Dec. 9.—Sailed—H. H. Meler, for New York. Southampton. Dec. 10.-Satled-Vader-

San Pedro. Dec. 9.—Arrived—Schooner Emma Utter, from Coos Bay. San Diego, Dec. 9.—Sailed — Schooner Marion, for Port Hadlock. Brisbane, Dec. 10. — Arrived — British steamer Aorangi, from Vancouver.

Hong Kong, Dec. 5. — Salled—German steamer Eva, for Astoria.

Mororan, Dec. 5.-Sailed-British steamer St. Bede, for Port Townsend. Brisbane, Dec. 7.—Sailed—British steamer Mlowera, for Vancouver.

Shipping Owned by Americans,

New York Journal of Commerce. There is already in existence a large American merchant marine engaged in foreign trade, which is almost entirely ignored. Fifteen steamers of 100,225 tons are owned by the International Naviga-tion Company, 17 steamers of 122,503 tone by the Atlantic Transport Company, 11 steamers of 41.744 tons by T. Hogan & ns, eight steamers of 30,502 tons by F. Sons, eight steamers of 20,279 tons by E. Bliss, six steamers of 20,279 tons by the Chesapeake & Ohio Railroad, five steamers of 16,499 tons by W. R. Grace & Co., and two steamers 219 tons owned by the United Fruit Company. Here are 64 steamers of 336,195 tons owned by by the United Fruit Company. Here are 64 steamers of 336,195 tons owned by Americans, but which are not permitted to carry the flag of their owners' country. We lesire to see the American flag in every port as much as Senator Frye does, and we suggest that the owners of these steamers be permitted to raise the American flag on them. If, for any reason, they do not wish to it will then be time enough to consider what we should do next. Besides this list of vessels owned by Americans, there is a considerable number of vessels on time charters to Americans, many of which would be bought by Americans if American regis-tration were permitted. The American merchant marine can probably be resuscitated without expense to the Government.

A Subsidy Not Needed.

Boston Herald. The shipment to Europe within the last few days from this country of a large quantity of steel plates intended to be used in constructing vessels in foreign ship-vards proves that at the present time we can manufacture the material for ship-building at a lower price than any of our neighbors. The shipbuilders on the Great Lakes assert that, if they could get better access to tidewater, they could undersell in new construction any ship-builders in the world. These facts demonstrate that the time is shortly coming when we shall not only produce the ma-terial for sale to foreigners, but also build ships at a price which will compel foreigners to purchase them of us. The prin iple of subsidy is, therefore, one which does not in the least need to be adopted.

Daniel's Franchise Proposition. Senator Daniel, it is stated upon high judicial and official authority, is prepar-ing a franchise clause for the Virginia constitutional convention. The Senate The Senator's which, it is feared, may be raised by the Supreme Court against the grandfather clause of the Louisiana and North Caro-lina constitutions. It is understood that Senator Daniel's draft will be on the line of exempting from disfranchisement all persons, or the descendants of all per sons, who have served their state in war.
The object of this would, of course, be to
take in all illiterate Confederates and their descendants, while the provisions under which it would be done would be broad enough to admit the veterans of all wars, white and black. This sugges-

STATE ASSOCIATION OF BREEDERS LAUNCHED.

Richard Scott, of Milwaukie, Chosen President-Better Freight Bates Asked for Blooded Stock.

Livestock men were in evidence yester. day at a meeting held at the office of the Rural Spirit, when the Oregon Stockbreeders' Association was permanently organized and the first Board of Officers

elected.

Among these present were: Richard Scott, of Milwaukle; George Chandler, Baker City; H. West, Scappoose; J. B. Early, Salem; Charles Cleveland, Grezham; H. Starr, Dayton; W. J. W. McCord and F. J. Painter, Oregon City; A. D. Gribble, Macksburg; M. D. Wisdom and J. W. Balley, of Portland

J. W. Balley, of Portland.

Mr. Scott was elected temporary president, and Mr. Wisdom temporary secretary. In a short speech, Mr. Scott said that the object of the proposed association was to advance the interests of the livestock-breeders in Oregon and adjoin-ing states, and to encourage the breed-ing of pure stock, and to assist in distributing the same throughout the state. The interests of breeders of cattle, horses, sheep, swine, goats and poultry would be watched.

Permanent Organization.

These officers of the association were then elected: President, Richard Scott, Milwaukie; vice-president, George Chandler, Baker City; secretary, M. D. Wisdom, Portland; treasurer, Charles Cleveland, Gresham, A committee was appointed to prepare by-laws and draft a constitution, and the meeting at this stage adjourned for lunch.

Who May Be Members. Soothed in the interim by the influ

of teothsome dainties and fragrant Ha-vanas, the meeting convened at the after-noon session. Mr. Wisdom confessed that the committee on by-laws and constitu-tion had not had the necessary time to tion had not had the necessary time to perform the work, and preferred to re-port at another meeting. "But we have prepared several recommendations," went on Mr. Wisdom. "We think that the membership of this association should be open to any one engaged in breeding, raising and dealing in horses, mules, cat-tle sheep swine or goats; to managers tle, sheep, swine or goats; to managers of stockyards and transportation companies; to representatives of the Agricul-tural College, the State Board of Agri-culture, State Board of Veterinary Surgeons. State Food and Dairy Co sion; and also to representatives of farm and stock newspapers." The secretary was instructed to embody these recommendations in the by-laws.

An executive committee was elected, as follows. Richard Scott, president; W. O. Minor, cattle-breeder; H. West, dairy produce; F. E. McEldowney, swinebreeder; J. B. Stump, sheepbroeder, and C. B. Wade, horse-breeder. An executive committee was elected, as

It was decided that the annual meeting will be held at Portland the second Mon day in December each year, and that the membership fee shall be \$1 yearly.

Ask for Better Rail Rates. These resolutions were passed:

Whereas, The livestock breeding in this state is fast becoming one of the leading industries, and believing that a more liberal policy on the part of transportation companies in shipping pedigreed stock would greatly encourage and pro-mote the distribution of better blood in livestock throughout our state, we recommend that our executive committee make the request at an early date for better rates for shipping pedigreed stock throughout this state in lots less than carloads.

"Second-That this association appreciates the liberal policy of the railroads in this state in transporting livestock to and from the Oregon State Fair this

year. One member wished to place on record that the association appreciated "the lib-eral policy of the Southern Pacific in hauling stock to the fair free of charge," but several speakers objected, and Presibut several speakers objected, and Predent Scott ruled that the meeting did not wish to discriminate in favor of any rail.

It was decided that the association apply for membership in the National Live-stock Association, which meets at Salt Lake City January 15. "We will now elect delegates to the National associaoting " announced President Scott

tion meeting," announced President Scott,
"Do delegates have to pay their own expenses?" cautiously asked a member.
"Yes, sir," was the reply; "whoever
goes will have to pay his expenses to
Salt Lake City and back." The members
at this point did not seem ambitious to
become delegates. Ultimately, President
Scott, Charles Cleveland and D. H.
Looney, of Jefferson, Or., agreed to represent the association.
On motion of Mr. Wisdom, it was decided that after the sessions of the National Livestock Association shall have

tional Livestock Association shall have been concluded at Salt Lake City, next month, to invite the members to visit Portland, and also try and have the National association choose Portland as its meeting-place in 1902. Mr. Wisdom stated that the National association has already been asked to visit Omaha in 1902.

German Fatry Tales. Writing from Dresden, Germany, under date of November 11, a young American says:

notice McKinley has been re-elected with a still larger majority than in 1896.
The Germans do not think much about it. Most of the German papers admit that it is, perhaps, for the best interests of both countries. In regard to the peoor both countries. In regard to the per-ple, generally, they are apt to talk ex-ceedingly against McKinley. Had Bryan been elected, on the other hand, they would have been against him just as well. I do not doubt at all that great excite-ment prevailed during election in the United States, but such stories as are circulated three are really ridiculous. For instance, it is said that in New York City alone over 6000 people were killed or wounded, and in Kentucky over 600 were shot at one place; that McKinley had been elected as chairman of the Street Cleaners' Union, and that one member knocked his 'stovepipe' over his eyes be-cause be was ot present at the right time, and more of this sort of stuff. Why such things are invented, nobody knows.

A HEALTHY STOMACH

Makes pure blood, vigorous nerves a strong body. Hostetter's Stomach Bitters strengthens weak stomachs. An occasional dose will keep the bowels active. Taken regularly, it will cure indigestion, constipation, dyspepsia, billousness, inactive liver or kidneys, malaria, fever and ague. It will cure you. See that a Private Revenue Stamp covers the neck of the bottle.

HOSTETTER'S STOMACH BITTERS.

It Has No Superior.

LIVESTOCK MEN ORGANIŽE IN Grandma's Day,

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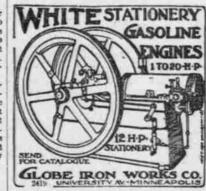
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