GERTRUD IS SAFE

Damaged Grain Ship Reached San Francisco Yesterday.

INJURED DURING HEAVY GALE

Was 150 Miles West of the Columbia River When Accident Happened—Work of Puget Sound Shanghaiers—Marine Notes.

SAN FRANCISCO, Dec. 12.—The German ship Gertrud, concerning the safety of which grave fears have been expressed by Northern shipping men, put into this port this afternoon for repairs. The Gertrud was bound from Astoria to Queenstown with a cargo of wheat. She left Portland November 22, and sailed from Astoria November 27, with a full crew. Her captain reported this afternoon that December 2, when 150 miles west southwest of Astoria, the ship encountered a heavy sea and a strong southerly gale. It was soon discovered that the ship was leaking, and had 12 inches of water in her hold. After removing some of the cargo it was found that the leak was through an open porthole on the starboard side.

(The above shows on what a small groundwork of fact, the Tacoma Ledger and the Seattle Times built up a malicious lie about the Columbia River. The Gertrud had been at sea five days before she encountered the storm which caused a leak around one of her ports. The Gertrud was cleared from Portland, November 22, and sailed from the Columbia River, November 27. She was drawing 21 feet 5 inches of water, when she crossed out, and the fact that the steamship Universe, drawing nearly a foot more than the Gertrud, went out at the same time without the slightest difficulty, showed how ridiculous were the Puget Sound reports that she had struck the bar in crossing out. As a matter of fact, the bar was so smooth the day the Gertrud passed out, that a 28-foot ship could have crossed out without the slightest danger of touching.

While the accident to the Gertrud is something out of the ordinary with modern-built vessels, it is by no means unusual with ships of her class. She was built about 25 years ago, and at that time nearly all of the vessels trading out of Calcutta and other jute ports were provided with loading ports either forward or aft. It is supposed that in the case of the Gertrud, the port was not securely closed, and the battering of the heavy sea which she encountered caused it to give way and let in a considerable amount of water. The Gertrud was dispatched by the Portland Grain Company and carried nearly 100,000 bushels of wheat. As the ports on the vessel were well up toward the water-line, it is thought that considerable cargo was damaged while the water was trickling down into the hold. A similar accident happened to one of last season's fleet, the Amphitrite, which put into Flaval and was obliged to discharge nearly all of her cargo before repairs could be made.)

WHERE SHANGHAIERS THRIVE.

Sailor Abuses on Puget Sound Worse Than in Any Other Port.

The Puget Sound papers have always had considerable to say about sailor abuses on the Columbia River, and now that there is a scrap on between the British Columbia shippers and the American shipowners, some of the work of the Puget Sound boarding-house men is coming to light. The Victoria Colonist in comparing the situation on the Canadian side with that which exists at the Sound ports, says:

"On the other side of the line, as soon as a ship reaches a port, the runner goes on board the ship and takes all the men he can get. There is no complaint, and even if there was, it would not go far, for all interests work hand-in-glove with each other.

"On the United States side shanghaiing is still practiced, and many a crew goes out in which there are scarcely three in the 13 or 14 men who are sailors. The captain of the ship J. B. Thomas said that on his last voyage from the Sound, when he left Port Townsend with his crew, he found but three in his crew of 13 who were sailors. The majority were hobos.

"The captain of the Chilean bark Elisa, when here a week or so ago, told a story of a crew that had been shanghaied on his vessel on the voyage to Chile, from which he had just returned. The ship had hardly got out to the Cape when three of his crew came to him with picks and shovels, which had been given them when they went on board, and asked the captain when the ship was expected to reach Cape Nome. They had been shanghaied and told that they were going to Cape Nome, the picks and shovels having been given them to keep up the deception. It took them three days to realize that they were sailors and were part of the crew manning a lumber ship bound to Chile. Thus a sailor's boarding-housekeeper at Port Townsend had earned his blood money."

GERTRUD STRUCK NO BOTTOM.

Passed From Columbia Without Mishap—Vessel in Poor Condition.

ASTORIA, Dec. 12.—Captain James Tatton, the bar pilot, who is now port captain, was in charge of the German bark Gertrud when she went to sea Tuesday, November 27, with a cargo of grain for Europe. He remembers the circumstances very well of her getting under way. In speaking of it, this afternoon, he said:

"When I went on board the Gertrud to take her out, I noticed that she was an old iron vessel in poor condition, and my attention was attracted to her forward bulwarks, that had rusted until you could see through them. We had considerable trouble in getting her anchor up, as the windlass was an antiquated concern, and it slipped nearly as much cable as it brought up. It was either the second mate or the carpenter who had charge of doing this, and he had a tackle rigged to take up the slack of the cable to help the windlass. I was on the topgallant forecastle with him, and remarked: 'This is an old tub. I can see through her bulwarks.' He replied: 'I wish I was well out of her, but I guess her hull is all right.' When the anchor was up, the tug Escort took hold of the vessel and towed her over the bar. It was smooth, without a swell, and we went out almost abreast of the steamship Universe. The Gertrud did not strike bottom, nor was there any thought or danger of such a thing. When we got well outside the tug picked up her hawser and came alongside and took me.

"The captain of the bark shook my hand most cordially in bidding me good-bye, and there was no reason to believe at that time but that everything was all right on board and that she would make a safe passage to Europe."

The Gertrude arrived in the Columbia Wednesday, October 31, and was brought in by Pilot Harry Matthews. She was from Nagasaki, and had had a very severe passage in coming across the Pacific. Friday, October 19, the day when the barometer was so low around the mouth of the Columbia, she experienced similar conditions and passed through a terrific gale. Seas broke over her constantly, and she smashed in her cabin skylight, flooded the cabin, destroying all the furniture and ruining nearly all the stores. At the same time, the main upper topsail yard was broken from its fastenings and fell on the lower topsail yard, where it was lashed before it could fall to the deck. When she came no report of her leaking was made here.

FOUND A GOOD CHANNEL.

Muskoka, Drawing Nearly 23 Feet, Goes to Astoria in 28 Hours.

The British bark Muskoka, which left Portland at 2 o'clock Tuesday afternoon drawing 22 feet 8 inches of water, arrived down at Astoria shortly after 6 o'clock last evening. Her time down the river, including anchorage over night, accordingly being about 28 hours. The river is still at a very low stage, and the quick passage of the Muskoka is another evidence of the good work that has been done. The Muskoka is a very fast ship and is all ready for sea, and it is to be hoped that it will take her no longer to get from Astoria to sea, than it has taken her to make the run down the river. The only delays that have been experienced by shipping this season, have been between Astoria and the mouth of the river, but with the jetty work again in progress, it will not be long before there will be no more delays on that end of the line than now occur in the river.

Three Cargoes Cleared.

The British ship Dunsyre and the French bark Millinet, mentioned in yesterday's paper as completing their cargoes, will leave down the river this morning, and the Ardencraig will follow tomorrow morning. The Dunsyre carries the largest cargo of the trio. She was dispatched by G. W. McNear and has aboard 127,513 bushels of wheat, valued at $67,582. The Ardencraig, dispatched by the Portland Grain Company, has 116,162 bushels of wheat, valued at $67,200. The French bark General Mellinet, dispatched by A. Berg, has 92,329 bushels of wheat, valued at $51,260. These cargoes, with that of the Muskoka, which cleared the day previous, make a total of 465,698 bushels cleared within 48 hours.

Marine Notes.

A scarcity of vessels for lumber shipments prevails on the Sound.

The Ching Wo failed to put in her appearance at Astoria yesterday, but will probably be on hand today.

The German ships C. H. Watjen and Wilkommen arrived up yesterday afternoon in tow of the steamer Ocklahama.

Captain J. A. Brown is over at South Bend looking at the Poltalloch. On his return there will be an opportunity to secure some expert opinion as to how she can be floated, or why she cannot.

All of the stevedores and longshoremen in Brown & McCabe's employ, laid off yesterday afternoon to attend the funeral of Frank Mullan, a stevedoring foreman, well known on the Portland water-front for the past 20 years.

The new passenger steamer that is being built in the shipyards of the Bell-Nelson Mill Company, at Everett, is well under way. The company is building a barkentine, the dimensions of which will be: Length of keel, 204 feet, beam, 40 feet. The fourmasted schooner that is being built at the Everett shipyards, owned by C. G. White, is the largest wooden vessel ever built at that city. Mr. White has let a contract for driving the piles for his new shipyard adjoining the present one, and as soon as it is ready will lay the keel for the second four-masted schooner. Both yards will give employment to about 100 men.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 12.—Left up, United States steamer Perry. Condition of the bar at 4 P. M., rough; wind, southwest; weather, cloudy.

San Francisco, Dec. 12.—Arrived—Steamer Progresso, from Seattle; ship Gertrud, from Portland; schooner Confranza, from Coquille River; steamer San Mateo, from Nanaimo; schooner Henry Wilson, from Gray's Harbor. Sailed—Steamer Senator, for Victoria; steamer City of Puebla, for Seattle; bark California, for whaling; steamer Coquille River, for Gray's Harbor; steamer Newburg, for Gray's Harbor.

Newcastle, Aus.—Sailed, December 11, steamer Muriel, for Honolulu.

Carmanah Point, Dec. 12.—Passed in—Steamer Olympia, from Hong Kong, for Tacoma; steamer Empress of India, from China and Japan, for Vancouver.

San Diego, Cal—Arrived, December 11, steamer Nemo, from Hamburg.

Yokohama—Arrived, December 9, steamer Victoria, from Tacoma.

Tacoma, Wash.—Arrived, December 11, schooner Ludlow, from San Pedro.

Callao—Arrived prior to December 10, British bark Stillwater, from Whatcom.

Freemantle—Arrived prior to December 11, ship Agenor, from Tacoma.

Queenstown, Dec. 12.—Arrived—Teutonic, from New York, for Liverpool.

Moville, Dec. 12.—Arrived—Astoria, from New York, for Glasgow.

Port Said, Dec. 12.—Arrived—United States colliery Pompeii.

New York, Dec. 12.—Sailed—Cevic, for Liverpool, New York, for Southampton; Deutschland, for Hamburg, via Plymouth and Cherbourg; Germanic, for Liverpool.

Yokohama—Arrived, December 9, Victoria, from Tacoma, for Hong Kong.

Antwerp—Arrived, December 11, Kensington, from New York, via Southampton.

Liverpool—Arrived, December 11, Sylvania, from Boston.

Hoquiam, Wash.—Sailed Dec. 11.—Schooner Lilliebonne, from Aberdeen, for Mexico. Arrived—Schooner William Olsen, from San Francisco, for Aberdeen; schooner Dauntless, from San Pedro, for Hoquiam; schooner Roy Somers, from San Francisco, for Cosmopolis; schooner Webfoot, from San Francisco, for Hoquiam; schooner Maid of Orleans, from San Francisco, for Aberdeen.

New York, Dec. 12.—Arrived—Southwark, from Antwerp.

Portland, Me., Dec. 12.—Arrived—Cambroman, from Liverpool.

Kinsale, Dec. 12.—Passed—Corinthian, from Portland, Me., and Halifax, N. S., for Liverpool.

Hong Kong, Dec. 12.—Arrived previously—Steamers Carlisle City, from Tacoma for Manila; Duke of Fife, from Tacoma and Victoria, via Yokohama; Hong Kong Maru, from San Francisco, via Honolulu and Yokohama.

Queenstown, Dec. 12.—Arrived—New England, from Boston for Liverpool, and proceeded.

Southampton, Dec. 13.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for Cherbourg and New York.

Decision on Illinois Anti-Trust Law.

CHICAGO, Dec. 12.—By a decision of Judges Tuley, Dunne and Waterman, of the Circuit Court, today, section 1 of the anti-trust law of Illinois, which defines what constitutes a trust or combination in restraint of trade, is declared unconstitutional. Other sections of the law, and especially those which compel corporations to file affidavits annually with the Secretary of State that they are in no way connected with trusts or illegal combinations, and providing for a fine of $50 in case of refusal to file such affidavit, are sustained by the court. Cases against over 800 Illinois corporations which have refused to file affidavits with the Secretary of State are affected by today's decision of the court. The court, in rendering its decision, overruled the demurrers of the defendants and held the anti-trust laws valid in the point at issue. The decision of the court in respect to section 1, however, is regarded by the attorneys for the defense as a distinct victory for the corporations, and is looked upon as nullifying the anti-trust law of the state in its most vital part.

Are as small as homeopathic pellets, and as easy to take as sugar. Everybody likes them. Carter's Little Liver Pills. Try them.

IT IS RAPIDLY GOING UP

VALUE OF OUR EXPORT TRADE WITH ISLAND COUNTRIES.

Will Be $10,000,000 More This Year Than Ever Before—Greatest Gain in Porto Rico.

WASHINGTON, Dec. 12.—Exports from the United States to Cuba, Porto Rico, and the Philippine, Hawaiian and Samoan Islands will aggregate $50,000,000 in the year 1900, against $41,000,000 in 1899, $19,000,000 in 1898, and $17,000,000 in 1897. This enormous growth is shared by each of the islands named but is especially apparent in the case of Porto Rico, to which the exports in the year 1900, under the new Porto Rican act, will show an increase of about 50 per cent, as compared with last year, and 100 per cent as compared with preceding years.

The above figures are necessarily estimates so far as they relate to November and December of the present year, but a study of the actual figures of the preceding months of 1900 and the corresponding months of 1899 and 1898, justifies an estimate which brings the exports to Porto Rico in the calendar year 1900 up to $5,400,000, to Cuba, $26,000,000; to the Philippines, $3,500,000; to the Hawaiian Islands, $15,000,000, and to the Samoan Islands and Guam, $200,000, making the grand total of $50,100,000 of exports to these islands in 1900, compared with $41,581,064 in 1899, $19,171,342 in 1898, and $16,922,305 in 1897. In every case our exports to these islands in the year 1900 will exceed those in preceding years. To Cuba the exports of the year will be double the average annual exports to that island, except during the fiscal years 1892, 1893, and 1894, when the reciprocity treaty with Spain largely increased our sales to that island. To Porto Rico the exports of the year will be double those of any preceding year, except 1899, and will exceed that year by 50 per cent. To the Hawaiian Islands, estimating figures of the closing months of the year upon those of the earlier months and other obtainable data, the exports of the year are more than double those of any preceding year except 1899. To the Philippines the figures for 1900 will be double those of 1899 and more than 10 times the highest figure in any earlier year. To the Samoan Islands the total will be double that of any preceding year. Comparing our exports to the islands above mentioned with those in the great reciprocity year 1893, when our exports to Cuba were double those of years immediately preceding the reciprocity act, it will be seen that our total in 1900 greatly exceeds that of the greatest of the reciprocity years. The total exports to Cuba, Porto Rico, and the Hawaiian and Philippine Islands in 1893 were $25,094,047, and, as above indicated, will in 1900 amount to $50,000,000 in round terms.

The following table shows the total exports from the United States to Cuba, Porto Rico, and the Hawaiian, Philippine and Samoan Islands in each year since 1897, the figures for November and December, 1900, being estimated:

1897	$16,922,305
1898	19,171,342
1899	41,581,064
1900, estimated	50,100,000

The following table shows the imports from, and exports to Porto Rico in each year beginning with 1894. It will be seen that the exports to the island have enormously increased in 1900, as compared with any preceding year, and especially with the years preceding 1899, the increase being 50 per cent, as compared with 1899, and more than 100 per cent, as compared with the average year prior to that time.

	Imports.	Exports.
1894	$2,108,725	$2,230,508
1895	1,769,940	2,004,694
1896	2,231,769	1,955,814
1897	1,943,251	2,023,751
1898	2,382,170	1,404,004
1899	3,416,681	3,677,564
1900	*3,000,000	*5,400,000

*November and December estimated.

The following table shows the imports from, and exports to Porto Rico in each month of the year 1900, for which the figures have been received by the Bureau of Statistics. This presentation of the import and export figures by months enables a comparison of the commerce since the enactment of the Porto Rican law with that of preceding months of the calendar year.

	Imports.	Exports.
January	$43,298	$487,603
February	10,452	246,605
March	37,969	297,469
April	29,790	254,668
May	1,103,861	696,479
June	1,218,257	890,269
July	640,023	*529,729
August	281,503	*428,638
September	72,284	*282,961
October	74,147	*660,829

*Domestic exports only.

THREE VALLEY COUNTY SEATS

Why Salem, Albany and Eugene Show Poorly in the Census.

Editor Whitney, of the Albany Herald, who was at the Perkins yesterday, said the late census had done his town an apparent injustice, and gave Albany credit for about 2000 less than her due. "The reason of this," he said, "is that Albany's census in 1890 figured suburbs and all, while in 1900 the suburbs were excluded and only those living within the corporate limits credited to the city. This is what is the matter with the census of Salem and Eugene, also, and their figures show a reduction instead of an increase. In Salem alone the penitentiary and asylum would have counted 2000 in her favor, but these were excluded this time.

"People like to live in town, but they don't like to pay town taxes," Mr. Whitney said, "and so there are a great many people living in Albany, Salem and Eugene who will not permit the corporation lines to take them in. Salem's suburban population is particularly large in proportion to those living strictly within the city limits, and if these were accredited to the city her population would figure up between 7000 and 8000. Albany's population is fully 5000, though the recent census gives her but 3149.

"But taxes are not high enough in Albany to scare anybody," Mr. Whitney continued, "as state, county, school and city tax, all combined, figures up only 21½ mills on a moderate assessed valuation. Outside the city the levy is 13½ mills, and Linn County is thus keeping her name up as one of the lightest taxed counties in Oregon. The size of the county, perhaps, has something to do with the light tax, as there is considerable property to draw on for county expenses. We are out of debt and can pay cash for all the county needs and have no outstanding warrants to pay interest on.

"The light taxation also tends to hold the county together," Mr. Whitney thought, "as property-owners fear the expenses which new counties would create in supporting new sets of officers, etc. Years ago there used to be movements toward cutting off new counties from Linn's southerly side, but these have all been abandoned now." He does not look for any subdivision of his county for a long time to come, or at least so long as taxation is kept down to its present reasonable limit.

May Abolish Railroad Tickets.

Railroad tickets may become relics of the past, says the Chicago Record. A movement is said to have been started among several of the big railroads of the East and Central West to work out a plan whereby the tickets may be abolished entirely and the train conductors made the gatherers of all passenger revenue. It is estimated that every year the railroads of the Nation spend $50,000,000 in order to save $50,000. The cost of printing tickets on the so-called safety paper has come to be one of the most important items of expense. Large sums of money are spent by every road in protecting its tickets from manipulation by scalpers, but with little success. The roads spend the millions yearly to keep the tickets out of the hands of the conductors. Even with all the precautions—"spotters" and other preventives—unscrupulous conductors find ways for personal gain.

AT THE HOTELS.

THE PORTLAND.

C A Damon, N Y
E A Rix, San Fran
Miss Rix, San Fran
F C Parker, N Y
Max Kuhn, N Y
A DeLand, N Y
Henry Doyle, San Fr
R B Kittridge, San Fr
C H Blumauer, Pittsburg, Pa
Leon King, N Y
Syd Weinsheneck, S F
C J Woll, San Fran
A M Caril, Chicago
W H Gowell, Chicago
C S Shanklin, Chicago
P J Circle, Minn
P R Stuart, San Fran
C E Neill, Vancv, B C
A Stoddart, St Paul
J M Fogel, Canton, O
L P Sanders & wife, Butte, Mont
Bela Kadish, Baker C
A J Tollman, Dalles
Z A Oppenheimer, N Y
B W Dodson, Chicago
E H Durry, Idaho
Frank J Moore, Yokohama, Japan
C F King, Boston
Mrs S Elmore, Astoria
Miss Florette Elmore, Astoria
Dr Hill Hastings, U S M H Service
L Gray
Jas M Merritt, LosAngl
John F McLain, Pittsburg
R A Mason, Enosberry Falls, O T
C K Warren, Three Oaks
S M Loudray & wife, Seattle
N H Bates & wf, Chgo
M G Root
E B Colby, N Y
H J Small, Sacmnto
D M Gardner, S F
E C Brace, St Paul
M Silverthan, N Y
W J Footner, St Paul
G W Manghan, Spokn
W S Sherwood, St Pl
F W Kettenbach, Lewiston, Idaho
J Peterson, San Fran
G W Thompson, Santa Catalina Is
S B Folger, Seattle
L H Vilinauer, San Fr

THE PERKINS.

W C Guthrie, Chicago
E A Bennett, La Centr
Mrs Bennett, La Centr
J A Conan, La Camas
J F Johnson, do
Jos T Lanson, San Fr
E W Dixon, Seattle
Oscar Johnson, S F
O B Snodgrass, Arlington, Or
Frank Laming, Fresno
Geo A Petty, Three Forks, B C
Mrs Petty, do
Frank Kilpatrick, La Grande
W H Wilson, Dalles
B P Greene, city
W A Johnson, Dalles
Frank Terrace, Olymp
John Croford, Olympia
J W Simpson, Olympia
Nellie Airstadt, Astoria
H T Prince, Dundee
B N Wood, Dundee
E V Homyer, Seattle
D A McLaughlin, Preston, Ia
Ed McGonigle, Delmar, Ia
John Cuddy, Idaho
Ed Cuddy, do
A E Huff, La Grande
E O Severance, Tillamook
J Cameron, Oak Lake, Man
J Mattey, La Fayette
O W Hansen, Martin's Bluff
J A Ebner, Forest Grv
A J Wirtz, do
S B Huston, Hillsboro
Mrs Huston, Hillsboro
Edward Gottlieb, St L
Con McNamer, city
P McIntosh, Tillamook
Henry E Moran, Nrth Yakima
P A Bounds, do
P H Aitken, Huntingtn
L N Roney, Eugene
F J Barnard, Kalama
Robt Allison, Alaska
Mrs R Allison, do
M T Sherrett, Gardiner
Mrs M T Sherrett, do
Miss M Ricker, do
Dan Sinclair, N Yakm
R E Smith, Grnt Pass
J Hamilton Smith, do
C H Hemstrett, Goble
H H Brinkerhoff, Oakland
A G Ryan, city
E F Ingles, Sacramento
H N Nelson, San Fran
Frank M Sullivan, Seattle
L E Mayhall, Tacoma
Louis W Reinharat, Seattle
W M Mack, Cle-Elum
G W Ninemine, Montesano
S J Beck, Ostrander
J W Beck, Ostrander
Geo B Currier, Pendltn
W Sabotki, city
Mrs Sabotki, city
R D Burrows, Texas
J T Ross, Astoria
Jas Shea, Fargo, N D
G H McGuerny, do

THE IMPERIAL.

C. W. Knowles, Manager.

John S Vinson, Freewater
J W Blackburn, Ridgefield
Dr J M Chalmers, do
J G Smith, San Fran
B S Simcock, San Fr
Mrs Simcock, San Fr
Jas E Kellogg, Two Harbors, Minn
Mrs Kellogg, do
T C Wills, Helena
Miss Wills, Helena
Mrs E W Parks, Tacoma
J H Faler, Tacoma
F L Carr, Montana
C A Ferguson, Spokan
Mrs C C Van Oredall, Pendleton
H R Palmer, Vancouver, B C
Mrs Palmer, do
Miss H Palmer, do
Mrs Heintz, Sprague
Mrs H C Kennah, Seattle
W J Furnish, Pendletn
E P Hillson, San Fr
H L Gibbs, San Fran
J L Milley, Chicago
Dr D Y K Deering, Union, Or
J O Grasly, Chicago
A Oppenheimer, S F
W C Reynolds, San Fr
A E Green, Aberdeen
W B Godfrey, Chicago
N H Bates, Chicago
Mrs Bates, Chicago
Mrs M A Pierce, N Y
Mrs C Mayer, N Y
L M Fisher, St Paul
J Brixen, Wash, D C
Mrs Chas E Comstock, Dundee
Wm Rankin, Hood R
W Huchobay, Hood R
M A Baker, McMinnvl
J W Blackburn, Ridgefield
Mrs Blackburn, do
H L Stone, Spokane
J Behrenstein, Sanoma
B L Darby, Salem
L T Russell & bride, Washougal
Frank Woodfield, Astoria
J M Meredith, Knappa
Mrs Meredith, Knappa

THE ST. CHARLES.

Mrs E Rainey, Dalles
R Latourell, Latourell
C E Powell, La Center
C J Brown, Dalles
Theo Wise, Stella
Jas Finley, Astoria
Frank Campbell, Stella
Mrs F Campbell, Rainier
Mrs M J Nash, Astoria
W Goffier, Oak Point
A Waitland
John Rushford
Geo E Badger, Oak Pt
Clark Ewing
E J Gamer, Mt Cloud, Cal
R B Gibson, Eagle Crk
H F Gibson, do
W E Johnson, Gaston
M L Robbins, Molalla
Mrs L Latourell, Latourell
Miss Latourell, do
S Cook, Baker City
M J Stone, Cleone
Wm Nearey, Albany
N Merrill, Clatskanie
F D Foyer, Knappa
W E Davis, Astoria
J McFarland, Knappa
A S Cone, Butteville
Mrs A S Cone, do
F D Edwards, Vancvr
Jesse Utter, Stoughton, Wis
E P Banta, Salem
R M Scott, Ft Stevens
Miss Bessie Crawford, Astoria
C E Kellogg, Moro
W N Wadsworth, Cascade Locks
F C Miller, Molalla
J O Smith, Rainier
Henry Averill, do
Gus Wilson, city
F H Rohode, Astoria
O Slifer, Kalama
P Roesser, Rainier
F E Dege, Tillamook
A L McGuire, Olequa
A Olsen, Toledo
F J Ferguson, Warrenton
E E Lawrence, Comstock
M D Harrington
F R Price, Oregon Cy
John Rushford, Oak Pt
Miss Addie Allen, Hardman
Geo Speake, Moscow
Mrs M C Bryant, Los Angeles
R West, Scappoose
G Mulhern, La Grande
John Wicks, city
G W M Brown, Tillamook
J O Hazen
S Jensen
E M Grimes, Seaside
Mrs U Omet, Cathlamet
E B Helberger
M P Morgan, Hillsboro
Geo Summers, do
Mrs J Holtruns
Eug Harding
H Mustard
A Garan & w, Chinook
Thos Talibot, Corvallis
H W Stickle, city
David Miller
J B Yeon, Cathlamet
A J P Paine
C E Linder
Theo Moss, Corvallis
Mrs Mace, Corvallis
J Mace, Corvallis
W C Kruger, Newberg
A Meachem, city
W H Rose, Mist
A F Kirby, Kalama
O D Peck, Kalama
John Cooper, Kalama
A Landon, San Fran
Jessie Utter, Stoughton, Wis
A D Bennett
E N Foster
H Wiggam, Vilas, Kan
Van Vickle, do
Thomas Barclay
Alonzo Speer, Aumsvill
A B Henry, Tacoma
Henry Foster, Montesano
E Foster, Montesano
Jas Foster, Montesano
T A Bacon, Oregon Cy
H F Gibson, Eagle Crk
R B Gibson, Eagle Crk
M G Ehlart, Denver
G N Woodward, Fort Stevens
Thos H Allman, Astoria
A Blanc
Chas Olsen, Lethrow, Minn
F J Obera, Corvallis
H F Cutting, Kan City
E H Zan, Palmer
Mrs Zan, Palmer
Peter Neissenfluh, city

Hotel Brunswick, Seattle.
European; first-class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

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

To Entertain Oregon Dairymen.

HILLSBORO, Dec. 12.—The committee on reception has collected sufficient funds to entertain the state dairymen in January, at their annual meeting. Souvenir buttons will be given each attendant.

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, biliousness, 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.

Temperance

Women hold up Dr. Pierce's Golden Medical Discovery and "Favorite Prescription" as examples of what all medicines should be in absolute freedom from alcohol and narcotics. They are strictly temperance medicines. They contain no alcohol, neither opium, cocaine, nor any other narcotic. False formulas of Dr. Pierce's Golden Medical Discovery and "Favorite Perscription" having been published by ignorant or unscrupulous persons, Dr. R. V. Pierce as president of the World's Dispensary Medical Association, Buffalo, N. Y., the manufacturers of his remedies, offers ***one thousand dollars*** for any bottle of these medicines which on analysis shall show the presence either of alcohol or of opium, cocaine, or any other narcotic.

Suits against the originators and publishers of these false formulas have been instituted, and in order to effectually stop the publication of these malicious falsehoods, Dr. Pierce asks that his friends will send him copies of any circular, pamphlet, or other advertisement, in which the statement is made that "Golden Medical Discovery" or "Favorite Prescription" contains alcohol or opium or other narcotics. Address Dr. R. V. Pierce, Buffalo, N. Y.

CUT OUT

DOCTOR SANDEN

THIS AD

Enclose It to Me With Ten Dollars

And I will furnish you, all complete, ready for use, my 1900 Model No. 6 SANDEN ELECTRIC BELT. It is superior in make, quality and power to any belt offered by other dealers for which they charge $30, or more.

ACT TODAY

Because this offer will be held open only for a limited time, as I want to favor the many sufferers who cannot afford to pay more for a first-class electrical appliance such as the Sanden is.

DR. A. T. SANDEN

Corner 4th and Morrison Streets PORTLAND, OR.

Is your Hair worth One Dollar?

If so, buy a bottle of Newbro's Herpicide and stop that dandruff that is slowly but surely rendering you bald.

NEWBRO'S HERPICIDE

is the only preparation on the market that really will stop it, for it is the only one that kills the microbe at work on the hair root, thus destroying the cause and consequently removing the effect.

One trial will convince you, the same as it has this "doubting Thomas":

San Francisco, Cal., Dec. 1, '99.

When I bought that bottle of Herpicide a few months ago, like the majority of such preparations, I thought it would prove a fake, but I am happy to state that it does all, and even more, than you claim for it. My hair is growing rapidly. Respectfully,
ALF. R. KELLY, 2136 Devisadero St.

For Sale at all First-Class Drug Stores.

TRAVELERS' GUIDE.

Steamers for Orient

Hong Kong, via Yokohama and Kobe. Due at Portland as follows:

SS. MONMOUTHSHIRE	Nov. 28
SS. MILOS	Dec. 28
SS. SKARPSNO	Jan. 28

For freight or passage apply to

T. M. Stevens & Co., Inc.

6-8-10 Columbian bldg., Third and Oak sts.

WASHINGTON & ALASKA STEAMSHIP CO.

The fast mail steamship "CITY OF SEATTLE," sailing from Seattle every 10 days for Skagway, calling at Port Townsend, Ketchikan and Juneau.

Steamers "ABERDEEN" and "RUTH," Seattle to Skagway, and intermediate points, every seven days.

Through tickets to Dawson, $75, first class; and $50, second class.

DODWELL & CO., Ltd.,
252 Oak st. Telephone Main 96.

WHITE COLLAR LINE

STR. HERCULES takes the place of BAILEY GATZERT (Alder-street Dock), Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.

TRAVELERS' GUIDE.

O.R.&N.

Union Depot, Sixth and J Streets.

THREE TRAINS DAILY FOR ALL POINTS EAST

"CHICAGO-PORTLAND SPECIAL."

Leaves for the East, via Huntington, at 9:00 A. M.; arrives at 4:30 P. M.

SPOKANE FLYER.

For Spokane, Eastern Washington, and Great Northern points, leaves at 6 P. M.; arrives at 7 A. M.

ATLANTIC EXPRESS.

Leaves for the East, via Huntington, at 9:00 P. M.; arrives at 8:40 A. M.

THROUGH PULLMAN AND TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULE.

Water lines schedule subject to change without notice.

OCEAN DIVISION — From Portland, leave Ainsworth Dock at 8 P. M.; sail every 5 days: Geo. W. Elder, Dec. 3, 13, 23; Jan. 2, 12, 22. Columbia, Dec. 8, 18, 28; Jan. 7, 17, 27.

From San Francisco — Sail every 5 days. Leave Spear-street Pier 24 at 11 A. M.: Columbia, Dec. 4, 14, 24; Jan. 3, 13, 23. Geo. W. Elder, Dec. 9, 19, 29; Jan. 8, 18, 28.

COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA.

Steamer Hassalo leaves Portland daily, except Sunday, at 8:00 P. M.; on Saturday at 10:00 P. M. Returning, leaves Astoria daily, except Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION.

PORTLAND AND SALEM, OR.

Steamer Ruth, for Salem, Independence and way points, leaves from Ash-street Dock at 6 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 5 A. M., and Salem at 6 A. M., on Tuesdays, Thursdays and Saturdays.

CORVALLIS AND ALBANY.

Steamer Modoc leaves Portland at 6 A. M. on Tuesdays, Thursdays and Saturdays. Returning, leaves Corvallis at 6 A. M. on Mondays, Wednesdays and Fridays.

YAMHILL RIVER ROUTE.

PORTLAND AND DAYTON, OR.

Steamer Elmore, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland, Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesday and Fridays at 6 A. M.

SNAKE RIVER ROUTE.

RIPARIA, WASH., AND LEWISTON, IDAHO

Steamer Spokane or steamer Lewiston leaves Riparia daily at 3:40 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:30 A. M., arriving at Riparia same evening.

W. H. HURLBURT,
General Passenger Agent.

V. A. SCHILLING, City Ticket Agent.
Telephone Main 712. 80 Third st., cor. Oak.

STEAMSHIP LINE TO THE ORIENT

CHINA AND JAPAN, FROM PORTLAND.

For rates, accommodations, etc., apply to OREGON RAILROAD & NAV. CO., Agents, Portland, Or.

EAST VIA SOUTH

SOUTHERN PACIFIC COMPANY — SUNSET OGDEN & SHASTA ROUTES

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.		*6:30 P. M.
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.	
*4:00 P. M.	Albany passenger	*10:10 A. M.
‖7:30 A. M.	Corvallis passenger	‖5:50 P. M.
‖4:50 P. M.	Sheridan pass'gr ..	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $17 first class and $11 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, *6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays.

*Except Sunday.

R. KOEHLER, Manager. C. H. MARKHAM, Gen. Frt. & Pass. Agt.

ONLY 70 HOURS PORTLAND TO CHICAGO ...VIA...

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UNION PACIFIC R. R. CO.
OREGON SHORT LINE R. R. CO.
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NO CHANGE OF CARS to Denver, Omaha, Kansas City and Chicago.

Only Four Days

To New York, Boston, Philadelphia and Washington.

Palace Sleepers, Tourist Sleepers, Dining Cars, Library Cars, Free Reclining-Chair Cars, Steam Heat, Pintsch Light, Fast Time. Union Depots. Baggage checked to destination.

CITY TICKET OFFICE

135 Third Street Portland, Oregon

J. H. LOTHROP, Gen'l Agent. GEORGE LANG, City Pass. & Tkt. Agt.

Steamers Altona and Pomona

Daily (ex. Sunday) for Independence, Salem and all way landings. Leave Portland 6:45 A. M.; leave Salem 7 A. M., Independence, 6 A. M. Office and dock, foot Taylor st.

TRAVELERS' GUIDE.

NORTHERN PACIFIC — YELLOWSTONE PARK LINE

The Yellowstone Park and Pioneer Dining-Car Route

Leave.	Union Depot, 6th and J Sts	Arrive.
No. 12—1:45 P. M.	Overland Express for South Bend, Aberdeen, Hoquiam, Cosmopolis, Olympia, Tacoma, Seattle, North Yakima, Ritzville, Spokane, Pullman, Moscow, Lewiston, Grangeville, Rossland, B. C., Butte, Billings, Fargo, St. Paul, Minneapolis, Chicago, Boston, Washington, D. C., New York, and all points east and southeast.	No. 11—7:00 A. M.
No. 4—11:30 P. M.	Kansas City-St. Louis Special for Tacoma, Seattle, North Yakima, Ritzville, Spokane, Rossland, Lewiston, Helena, Butte, Billings, Deadwood, Denver, Omaha, St. Joseph, Kansas City, St. Louis, Chicago, Washington, Baltimore, New York, Boston, and all points east and southeast.	No. 3—7:30 P. M.

Baggage checked to destination of tickets. Union Depot connections in all principal cities.

Through car service via Northern Pacific-Burlington Route, train No. 4, for Omaha, St. Joseph, Kansas City, St. Louis. Quick time and unequaled accommodations. The only line running Pullman standard and Pullman upholstered tourist sleepers, the finest in the world, Portland to Minneapolis and St. Paul without change.

For any additional information, tickets, sleeping-car reservations, maps of routes, etc., call on or write to

A. D. CHARLTON

Assistant General Passenger Agent, 255 Morrison St., Cor. Third, Portland, Oregon.

Burlington Route

A Right To be Proud

There is one feature of the Burlington's service of which it has a right to be proud—the dining-cars.

Railroad men who have traveled over the Burlington admit that its dining-car service is without an equal; that the meals are the best to be had on any railroad in the country.

Neither pains, nor effort, nor expense is spared. The instructions are: "Make it the best in the world and keep it there." And they are obeyed.

The traveling public gets the benefit.

Omaha, Chicago, Kansas City, St. Louis—everywhere East and South.

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R. W. FOSTER, City Ticket Agent.

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ATLANTIC STEAMSHIP OFFICE

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H. H. ABBOTT, Agent, 146 Third st., Portland, Or.
E. J. COYLE, A. G. P. A., Vancouver, B. C.

THE GREAT NORTHERN

Ticket Office 268 Morrison St. 'Phone 680

LEAVE.		ARRIVE
No. 4 6:00 P.M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	No. 3 7:00 A. M

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP RIOJUN MARU

For Japan, China and all Asiatic points will leave Seattle

About January 7th

Astoria & Columbia River Railroad Co.

LEAVES UNION DEPOT.		ARRIVES UNION DEPOT.
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express, Daily.	11:10 A. M.
7:00 P. M.	Astoria Express, Daily.	9:40 P. M.

Ticket office 255 Morrison st. and Union Depot.
J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

Pacific Coast Steamship Co. FOR ALASKA.

THE COMPANY'S elegant steamships Cottage City, City of Topeka and Al-Ki leave TACOMA 11 A. M.; SEATTLE 9 P. M., Dec. 1, 6, 11, 16, 21, 26, 31; Jan. 5, 10, 15, 20, 25, 30; Feb. 4. Steamer leaves every fifth day thereafter. Further information obtain company's folder. The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or.; F. W. CARLETON, N. P. R. R. Dock, Tacoma. TICKET OFFICE, 618 First ave., Seattle; M. TALBOT, Comml. Agent; C. W. MILLER, Asst. Gen'l Agent, Ocean Dock, Seattle.

GOODALL, PERKINS & CO., Gen. Agts., San Francisco.