NOVEMBER EXPORTS

Portland Near the Head of the List on Wheat.

ONE MILLION BUSHELS SHIPPED

Was Beaten by But Three Other Ports—Marion Lightbody and H. S. Charlotte to Race to Europe—Marine Notes.

Portland is still making a splendid record as one of the big wheat exporting cities of the United States, and for the month of November the shipments from this port were exceeded by those of but three other ports, San Francisco slipping into third place ahead of Portland by less than 4000 bushels. Galveston, which was in second place, shipped but little over 50,000 bushels more than Portland. While this showing is an excellent one, it will be much improved by that for December, as the shipments for this month have already far exceeded those for November with half of the month unfinished. The shipments of wheat in detail from the different ports, as compiled by the Government Bureau of Statistics, is as follows:

Port—	Wheat, bush. 1900.	Wheat, bush. 1899.
New York	1,002,097	2,024,427
Galveston	1,122,368	937,300
San Francisco	1,071,447	748,948
Portland, Or.	1,067,459	1,168,949
New Orleans	785,246	1,172,194
Philadelphia	644,296	272,000
Puget Sound	550,680	380,610
Boston and Charlestown	465,245	678,900
Duluth	238,048	566,000
Baltimore	144,118	583,273
Superior	135,678	589,243
Newport News	90,000	.....
Mobile	24,807	.....
Other ports	329,311	290,000
Total	8,251,163	9,411,344

For the 11 months ending December 1, the showing is an equally good one. Portland is in fifth place, compared with sixth place in a corresponding period last year. The shipments for the first 11 months of the year were as follows:

Port—	Wheat, bush. 1900.	Wheat, bush. 1899.
New York	16,609,625	25,015,272
San Francisco	11,416,811	4,625,611
Galveston	9,965,117	14,718,101
Boston and Charlestown	9,640,358	10,616,472
Portland, Or.	9,148,852	6,873,541
New Orleans	7,462,706	11,320,492
Philadelphia	4,720,333	3,613,786
Puget Sound	4,115,636	3,907,715
Baltimore	3,806,676	9,493,326
*Superior	1,858,253	4,328,862
Duluth	1,687,514	2,798,685
Newport News	1,518,814	503,897
Mobile	101,099	284,470
Norfolk and Portsmouth	124,000	148,882
Other ports	6,021,910	3,507,176
Total	88,074,128	101,945,688

ASHORE ON LYNN CANAL.

Steamship City of Topeka May Be a Total Loss.

SEATTLE, Wash., Dec. 17.—The Pacific Coast Company's steamship City of Topeka is ashore on Lynn Canal, with strong prospects of her being a total wreck. There was no loss of life. The Topeka left Skagway in a blinding blizzard at 8 o'clock on Saturday morning, December 8. At 5 o'clock in the afternoon, after seeking for hours for shelter from the gale and the snow, she struck the beach on Sullivan's Islands, only 2½ hours' ordinary run from Skagway.

Passengers were landed on the mainland. The Alert, on her way to Juneau, picked up part of them and took them to that city. The Flossie was immediately sent to the scene of the wreck.

Captain John O'Brien, of the Dolphin, which arrived today, bringing the news of the wreck, said:

"When we went by the Topeka the tide was low, and her stern was down in the water about 20 feet, with her bow sticking up. From what I could learn she must have about a 30-foot hole somewhere amidships."

TACOMA, Dec. 17.—Among the passengers on the City of Topeka was Mrs. A. J. C. Clark, of Tacoma, who arrived here today and who gives a thrilling story of the wreck to the Ledger. Mrs. Clark says:

"About 3 o'clock Saturday afternoon it grew as dark as night, the wind blew a perfect hurricane and it was bitter cold. The waves dashed eight and ten feet high over the steamer's guardrail, and nothing could have lived in those waters. They attempted to run the steamer into some harbor or retreat until the storm subsided. The terrors of that storm were beyond description. The steamer lost her bearings, and I think something was broken about the engines.

"We were sitting at a table in the saloon when the steamer struck on the reef with a terrible shock, closely followed by another more severe, and a panic was created, and excited passengers rushed hither and thither, some throwing their baggage overboard.

"After the second shock the steamer keeled over on her side. The tide was then high. The small boats were found to be useless. Some of the men got to land, however, and built fires and began carrying things ashore. The women waited until the tide fell, or until about 6 o'clock, and then we reached shore by stepping on the rocks. It was such an awful storm and the waves were so wild and fierce that I was actually glad when the steamer struck on the reef.

"It snowed all Saturday night and was very cold and continued so until Sunday about 12 o'clock, when it moderated somewhat. One of the men walked three miles through the snow storm to an Indian village or encampment and got a tent for the women. Then we found that it leaked. The weather changed and it began to rain.

"We stayed on the island until Tuesday noon. We had plenty to eat. There was everything one could want. Food was strewn all over the beach. Tuesday about 11 o'clock the little steamer Alert came by and found us. It transported some of us to Juneau and sent another steamer back after the rest. They expected the Topeka would probably break her back at low tide."

(The steamship City of Topeka was a well-known craft in Northwestern waters. She was brought out from the East about 25 years ago, and was for a long time on the route between Portland and Alaska, afterwards going to the Sound, which has since been the southern terminus of her route. The steamer was built at Chester, Pa., in 1884, for a Boston firm, but was sold soon after completion to the Atchison, Topeka & Santa Fe Railroad, and in turn to the present owners, the Pacific Coast Steamship Company. The dimensions of the steamer are: Length, 198 feet; beam, 35 feet; depth of hold, 15 feet.)

BIG OCEAN RACE.

Marion Lightbody and H. S. Charlotte to Sail for a Wager.

The British bark Marion Lightbody will leave down the river this morning, and the German schoolship, Herzogin Sophie Charlotte will follow tomorrow morning. As the result of a little argument as to the respective speed of their two vessels, Captain Cordiner, of the Marion Lightbody, and Captain Warnecke, of the Charlotte, have wagered $500 each on the homeward run, and the vessel which is the shortest number of days out will take the money. Both of the vessels are very fast ships, and unless there is an accident to one or the other, it will be a closer ocean race than is often sailed over a 17,000-mile course.

The Marion Lightbody has an unbroken line of fast passages to her credit, and there is nothing slow about the German ship with the long name. The fact that she carries a crew of 90 men, about three times the number carried by the Lightbody, should give her a slight percentage, but Captain Cordiner has abiding faith in the ship that has sailed so many fast miles for him.

NOTICE TO MARINERS.

Numerous Changes and New Guides to the Quarantine Station.

Notice is hereby given of the following changes in aids to navigation in this district, which affect the List of Beacons and Buoys, Pacific Coast, 1900.

Entrance to Umpqua River. Inside bar buoy, a black and white perpendicularly striped second-class nun, is reported as having gone adrift on December 4, and will be replaced as early as practicable.

Peacock Spit buoy, No. 1½, a black, first-class can, recently reported as having dragged out of position, was placed December 8 in 30 feet of water on the following bearings: Outer end Government wharf, Chinook Point, east northeast ¾ east, Point Adams lighthouse, old tower, east southeast, North Head lighthouse, north northwest ¾ west, and marks the south edge of the spit.

Knappton Channel buoy No. 1, a black, first-class spar, was changed December 4 to a second-class spar, and placed in 17 feet of water on the following bearings: Point near Knappton Mill (south tangent) northeast ½ north; Smith's Point (west tangent), south by east; Cliff Point (south tangent), southwest by west ½ west.

Knappton Channel buoy No. 4, a red second-class spar, was established December 4 in 20 feet of water on the following bearings: Point near Knappton Mill (south tangent), northeast by north; Smith Point (west tangent), south ¾ east; Cliff Point (south tangent), southwest by west ½ west.

Knappton Channel buoy No. 6, a red second-class spar, was established December 4 in 16 feet of water on the following bearings: Point near Knappton Mill (southeast tangent), north northeast ¼ east; Smith Point (west tangent), south ½ east; Point Ellice (tangent), south southwest ⅞ west.

Knappton Channel buoy No. 8, a red second-class spar, was established December 4 in 20 feet of water on the following bearings: Smith Point (west tangent), south ¼ east; Point Ellice (tangent), south southwest ⅞ west; Cliff Point (south tangent), southeast ¾ west.

These buoys are intended as guides in the channel to the new quarantine station near Knappton.

Entrance to Gray's Harbor, Washington, inner buoy, a black and white perpendicularly striped first-class nun, was moved December 8, and is now moored in 27 feet of water, on the following bearings: Lone Tree on Damon Point, north northeast ¼ east; jetty wharf (inside the bay), east northeast ⅝ east; Gray's Harbor lighthouse, east ¼ south. From this buoy steer so as to pass close to the northward of Trustee Spit buoy No. 0.

By order of the Lighthouse Board, W. P. Day, Commander, U. S. N., Inspector 13th lighthouse district.

Portland, Or., December 17, 1900.

ADVENTURES OF A DERELICT.

Dismasted, Abandoned and Fired, She Still Floated.

NEW YORK, Dec. 17.—A cablegram to the World from Nassau, N. P., says that the wreck of the Thomaston, Me., schooner Marie E. Lermond has been driven ashore by a squall upon the reefs of the Island of Abaco, the northernmost coast of the Bahamas. This now well-known derelict has been sighted 13 times. A passing steamer set her on fire, and a portion of her stern burned off, but she appears to be still valuable. The British steamer Antilla has been sent from Nassau by the Colonial Government to save the schooner, if possible.

The most remarkable question in the adventures of the schooner is, How did Captain Sproul and his seven men get from the wreck to Para? Captain Appleby, of the Sailors' Home here, says the survivors arrived there on the Red Star liner Cametense, on October 14, having sailed from Para. The Marie E. Lermond sailed from Fernandina for Martinique on August 24, and was first reported dismasted and abandoned on September 17. The Antilles current sent her into the track of South American and West Indies-bound vessels. She had traveled 200 miles from September 17 to October 10. November 19 the Norwegian steamship Frey, from Santiago for Philadelphia, set her on fire, and she was reported by the steamship Ulier as burning on November 20. Only her stern and rigging were destroyed by fire, however. She was too soggy to burn, and her cargo of lumber kept her afloat. December 2 she was sighted north of Abaco and while a small coasting vessel was trying to tow her into shallow water a squall drove her on the rocks. She had floated about 500 miles.

It is supposed that either the British ship Merenantx or the British steamer Hilary rescued the crew of the Lermond and took them to Para, but there is no record of the fact.

Ambition That Was Fatal.

NEW YORK, Dec. 17.—The marine superintendent of the White Star Line is authority for the statement that Mr. Crosby, who lost his life while trying to assist in the work of saving the White Star Line steamship, as reported from Queenstown, was a young man who had been chiefly in the Pacific service of the Oceanic Steamship Company, having been an officer on the Doric, plying between San Francisco and China and Japan.

"Mr. Crosby was ambitious," said the superintendent, "and not one in a thousand would dare have attempted what he tried to do. It was through ambition that he lost his life."

The Ching Wo's Delay.

ASTORIA, Dec. 17.—The British steamer Ching Wo was unable to get away from the wharf at the quarantine station until this morning, on account of the southerly wind and heavy swell. It will be necessary to place a mooring-buoy out in the stream from the wharf by which vessels can be pulled out from the wharf. While the Ching Wo was swinging out this morning her upper works overhung the wharf and a blade of her propeller struck one of the dolphins and injured it considerably.

Big Fleet of Overdues.

NEW YORK, Dec. 17.—About 20 steamships that should have made port have not been reported up to this morning. The storms on the Atlantic, or head winds, are detaining the Umbria, from Liverpool; La Champagne, from Havre; the Victoria, from Gibraltar; the Minnehaha, from London; the Lorado, from Hull, and the Rotterdam, from Rotterdam. Some of the overdue fleet have been out since the last of November.

Willamette Rising.

INDEPENDENCE, Or., Dec. 17.—The rains since Saturday have raised the river several feet, and the steamer Modoc took advantage of the high water to run above Corvallis for some freight that had accumulated there, and brought it down this morning.

Marine Notes.

The United States lighthouse tender Columbine arrived up from Astoria last evening on one of her periodical visits to this port.

The British steamship Ching Wo, after three days at the Astoria quirantine station, arrived up last evening. She will begin loading wheat as soon as she can be lined.

The British ship Ardencraig and the French bark General Millinet arrived down at Astoria yesterday morning. The Millinet was less than 24 hours making the run down, including time at anchorage over night.

The Umatilla Reef lightship has again broken loose from her moorings and is now at Neah Bay, awaiting an opportunity to go back to her station.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 17.—Arrived down at 9:30, British ship Ardencraig, French bark General Millinet. Left up at 11 A. M., British steamer Ching Wo, at 11:30 A. M.; British ship Blairhoyle. Condition of the bar at 4 P. M., rough; wind, southeast; weather, cloudy.

Seattle, Dec. 15.—Sailed—Steamer Kintuck, for Manila.

Tacoma, Dec. 16.—Sailed—Ship S. D. Carlton, for Honolulu.

San Pedro.—Arrived 16—Schooner Corona, from Seattle.

Port Townsend.—Arrived 16 — Schooner Expansion, from Santa Rosalia.

San Pedro—Arrived 17—Barkentine Portland, from Tacoma.

London, Dec. 17.—Arrived 14—Ship Teocle, from Port Blakeley.

San Francisco, Dec. 17.—Sailed—Steamers Czarina, for Seattle; Walla Walla, for Victoria; San Mateo, for Nanaimo; schooner J. A. Garfield, for Nanaimo.

Gibraltar, Dec. 17.—Arrived—Columbia, from New York, for Genoa and Naples. Sailed—Aller, from Genoa and Naples, for New York.

Antwerp, Dec. 17.—Arrived—Noordland, from New York.

Liverpool, Dec. 17.—Arrived — Etruria, from New York; Saxonia, from Boston.

Hamburg, Dec. 15.—Sailed—Pretoria, for New York.

New York, Dec. 17.—Arived—Victoria, from Naples; Minnehaha, from London; Umbria, from Liverpool.

New York, Dec. 17.—Arrived—La Champagne, from Havre.

AS OTHERS SEE US.

It is a pleasure to congratulate The Oregonian upon its having reached the respectable age of half a century. From a small beginning it has progressed steadily until it is a great paper, a credit to its community and a power in the Northwest. Especially do its editorial utterances receive attention and its opinions, if sometimes wrong, are expressed in a scholarly and able fashion.—Tacoma Ledger.

The Oregonian, the great newspaper of the great Northwest, celebrated its 50th birthday December 4. In its big issue of that date it gave a facsimile of the first issue of the paper, a small weekly, 50 years ago. The Oregonian has made gigantic strides and kept pace with the improvement of the Northwest ever since, and today stands as a peer of any newspaper in the West, and the superior of any in editorial brilliancy.—Lakeview Examiner.

The Oregonian passed its semi-annual anniversary on the 4th inst., and celebrated the event by issuing in connection with its regular edition a historic number reviewing the events of the founding and the early hardships of the paper. The essentials which enabled The Oregonian to multiply success and overthrow all competition and opposition are the same that contribute to the success of every undertaking in the world—unremitting energy and zeal, and promptness in paying indebtedness and strict attention to making collections. The news and editorial features of The Oregonian are of high order, and, while many may often differ with its opinions, all are bound to respect its aggressive character and its fearless stand for what it believes to be right.—Klamath Republican.

The Oregonian on December 4 closed its 50th year. Few papers reach the age of half a century, and fewer still grow better with each year of their age. The Oregonian, however, has done both. There are papers which publish more advertising than The Oregonian, there are papers that publish more pages, but there are none more able, more fearless, more charitable, more sound, than The Oregonian. It has seen the North Pacific Coast grown from a puny infant, despised by the Government, to lusty manhood, one of the integral parts of our great Nation. And in all this wonderful growth, The Oregonian has been the greatest factor.—Hoquiam Washingtonian.

The Oregonian last week celebrated its 50th anniversary by issuing one of the most interesting editions ever produced by that great paper. The progress of The Oregonian has been truly wonderful, in its long career ever keping in advance of Portland. This has been due to rare business management and superior editorial ability. The whole state should be proud of such an ideal newspaper that, always restless, is preparing to make further progress and take longer strides.—Aurora Borealis.

The Oregonian has just celebrated its 50th birthday. It has passed through all the various vicissitudes incident to every paper, starting from a small beginning, until now it stands at the head of all papers on the Pacific Coast. While all may not agree with the paper's views, yet all will have to admit that no newspaper in the United States displays more ability in its editorial department than does The Oregonian. Long may it live and its usefulness be unbounded.—Shaniko Leader.

The Oregonian's first semi-centennial number, issued Tuesday, December 4, is the most interesting paper that has reached us in years. Its pages are replete with historical information and reminiscences of pioneer days, and the photographic reproduction of the first number of the paper is a treasure worth preserving. Starting out 50 years ago as a modest four-page weekly, The Oregonian has kept pace with the times and conditions, until now it is surpassed by no paper in the United States in the amount and quality of news furnished or in the strength and ability of its editorial utterances. In truth, it may be said that The Oregonian has not only risen to meet every new opportunity, but has ever led the way in the development of our splendid state. As a gatherer and purveyor of news, it is enterprising, but never sensational. It is clean, it is reliable. Refreshing indeed are its sober, respectable columns in these days of yellow journalism. The people of Oregon are proud of their great daily, and they have just cause to be so.—Dallas Observer.

The Dalles Team Reaches Home.

THE DALLES, Or., Dec. 17.—The Dalles football team arrived home yesterday from Heppner and Wasco, where they played Friday and Saturday afternoons, the two games in such quick succession proving a severe strain on The Dalles players. After a defeat at Heppner they were able to tie with Wasco, which, under the circumstances of such continuous effort, was sufficiently gratifying to The Dalles men. Considerable adverse comment is raised, however, by the Wasco Oregonian report of Saturday's game. At the end of the first half of the game The Dalles team was on Wasco's 20-yard line, and at no time in the second half did Wasco have the ball. At the close of the game The Dalles boys were moving rapidly to a touchdown, and were within seven yards of the goal when time was called.

Idaho Notes.

Arrangements are progressing satisfactorily for the poultry show at Lewiston.

The Masons of the Coeur d'Alenes organized a lodge of perfection at Wallace last week with 23 charter members.

It is reported that smallpox is prevalent on the Coeur d'Alene reservation. It is said that in the families of Nexs and Spotted Louie in particular the disease has developed into the acute stage and is in danger of spreading if preventive measures are not taken. The authorities have been notified.

If you wake in the morning with a bitter taste in the mouth, coated tongue, perhaps headache, your liver is torpid. You need Carter's Little Liver Pills.

ANOTHER NEGRO LYNCHED

ROCKPORT, IND., MOB CONTINUES ITS WORK.

John Rollo, the Third Man Implicated in the Murder of Simond, Was Strung Up.

BOONEVILLE, Ind., Dec. 17.—John Rolla, the third of the colored men implicated in the murder of Hollie Simond, was hanged to tree in the courtyard by a mob of about 100 men from Rockport, at 6:30 o'clock this evening. Not a shot was fired, and everything was conducted as quietly as if the execution had been under the sanction of the law. Rolla was brought to this place this afternoon about 4 o'clock, in charge of Sheriff Anderson, of Rockport. Upon his arrival he was placed in a cell on the second floor of the jail and his presence was known to only a few citizens. A few minutes after 6 o'clock a body of 100 men marched through the principal streets of the city and demanded that the prisoner be turned over to them.

Sheriff Hudson was out of town, and his deputy, Raymond Cherry, was in charge of the jail. He had heard that a mob was on its way here and at once made an effort to get the prisoner out of town to take him to Evansville, but before this could be accomplished the mob had arrived, and the futility of the attempt became quite apparent. He declined to give up the keys of the jail, and the members of the mob at once began to batter in the walls of the jail with a telegraph pole, which was handled by a dozen or more men. As soon as a hole large enough to admit the body of a man was battered through the wall, six members of the mob crawled through with sledge hammers and broke down the door of Rolla's cell.

Inside the jail the negro could hear the sound of the battering-ram, as it pounded down the wall, and he lay upon the floor in his cell in an agony of fear. When the men reached his cell he protested his innocence in loud tones, begging piteously to be spared. The men working at the door of the cell might have been deaf, judging by the attention they paid to the wailings of the negro. Little time was used in breaking into the cell, and very soon the thoroughly terrified negro was in the hands of his executioners, who placed a rope around his neck. All left, crawling again through the hole by which they had entered, dragging the negro after them.

A few minutes' time was consumed in the march to the jail yard, in which the rope was thrown over the limb of a tree and 100 willing hands pulled the rope and sent the negro's body flying into the air. The loose end of the rope was tied to a tree, and as soon as the members of the mob were sure that their work had been completed, they left in as quiet a manner as they had entered the town.

None of the mob wore a mask. To all appearances men of every station in life took part in the lynching. Not a shot was fired before or after the lynching, and except for the excited groups of men standing on the street corners, a stranger would have known nothing of the tragedy that had just been enacted. Citizens of Booneville made no effort to assist in the protection of the negro, and a number quietly admitted that citizens generally were in sympathy with the work of the mob. Judge Swan, of the Warwick County Circuit Court, sought to prevent violence, but the members of the mob ignored him and proceeded with the work. Members of the mob came to Booneville in wagons, buggies and on horseback. Their rigs were left in a grove a half-mile out of the town, and the men marched in columns of twos, under the command of three who had evidently been selected as leaders.

OWENSBORO, Ky., Dec. 17.—John Rolla, the third of the negroes lynched, was implicated by Rowland, one of the negroes lynched last night at Rockport, in his confession, but denied his guilt. He was guarded by some determined citizens, who had some doubts as to his guilt. He told conflicting stories, and it was learned that he was away from the Veranda Hotel, where he worked, about the time Simond was murdered. Confronted with this evidence, Rolla weakened and confessed his share in the crime, admitting that he struck the first blow, and that the two other negroes helped him to kill Simond.

Soldiers Arrived Too Late.

INDIANAPOLIS, Dec. 17.—Governor Mount was advised tonight by the Sheriff of Spencer County that a mob of 600 had started from Rockport to Booneville with the intention of lynching Rolla and another negro arrested for complicity in the murder of Simons Saturday night. The Sheriff also notified the Governor that the local authorities would be powerless to resist the mob, and requested that a military company be sent at once to the scene. A message was at once sent to the Adjutant-General by the Governor, but before the arrival of the Adjutant-General Governor Mount instructed Captain Blum, of Company E, located at Evansville, to get his men under arms as expeditiously as possible, and, after some delay, the company was sent to Booneville on a special train. The military arrived at Booneville 15 minutes too late, and the dead body of Rolla met their gaze as they marched into town.

VIGILANTES TO ORGANIZE.

Desperadoes Cause Reign of Terror by Murders in Colorado.

HAYDEN, Colo., Dec. 17.—Two cowardly murders of inoffensive settlers, attempts to kill others and the banishment, under the threat of death, of an entire family from the Brown Park section, have caused a reign of terror throughout the northern and central part of Routt County.

Matthew Rash, a quiet, inoffensive ranchman, was killed in his cabin in July last. October 4, Rash's partner, Dart, was shot down as he stepped out of his door after breakfast.

Emboldened by immunity from punishment, the men who incited these murderers warned the family of A. H. Bassett, postmaster at Ladne: Ranchman Thompson and Joe Davenport, all reputable people, to leave the country on pain of death. An attempt was made to kill Thompson about the time Rash was killed, and others among the proscribed people have since been shot at from ambush. The Bassetts, Thompsons and Davenports left Brown's Park, but are still threatened.

There is talk of organizing a vigilance committee to hunt down the murderers and drive their abbettors out of the county.

Shot Into Passenger Trains.

DANVILLE, Ky., Dec. 17.—James Stout, one of the richest young men in this part of Kentucky, is in jail here, charged with shooting into passenger trains on the Queen & Crescent Railroad. Stout, who has been acting queerly for several days, stationed himself on a hill two miles west of town, Tuesday, and, as charged, blazed away at passenger trains with a revolver. Several passengers had narrow escapes. Stuart Robson, the actor, and his company, were on one of the trains that was shot into. Two bullets crashed through the window where Mr. Robson was seated, narrowly missing him.

Defrauded Insurance Companies.

CHICAGO, Dec. 17.—"Count" William von Zodlitz is a prisoner here, charged with having swindled nearly 100 persons by issuing fraudulent life insurance policies. The prisoner, it is asserted, secured blank policies from several prominent companies, and filled them out himself, pocketing the money he received for the premiums. He has been operating in Chicago for many months. The companies have had detectives searching for him since last Spring. The prisoner cried like a child when he was confronted with the evidence against him. He is 40 years old.

Bond for Jessie Morrison.

ELDORADO, Kan., Dec. 17.—Jessie Morrison's attorneys tonight filed a motion before Judge Shinn, asking that the accused be released on bond, pending a new trial of her case. Judge Shinn will render his decision on the motion tomorrow.

"JACK" DAVIS MUST DIE.

United States Supreme Court Makes Light of Idaho Technicality.

WASHINGTON, Dec. 17.—A peculiar question arose in the United States Supreme Court today in a case from Idaho on application for habeas corpus by "Jack" Davis, under sentence of execution. The point was made that he was convicted and sentenced to be hanged by the Sheriff. Subsequently, the law placed hangings in charge of the Warden of the State Penitentiary. It was contended that the old law was repealed and the new law was inapplicable, being ex post facto. Justice Brown remarked that it would make little difference to the accused who executed him, and the decision of the state court was affirmed, giving the Sheriff the custody of the prisoner.

AT THE HOTELS.

THE PORTLAND.

Louis F Gottschall, N Y
Mrs E Michael, Spokane
E A Keithley
H Abraham, N Y
H G Scudder, N Y
J I Sabin, Portland
Geo M Foster & wife, Spokane
D Rivers, N Y
R C Kohrabacher, Colorado Springs, Colo
Mrs Theo Poindexter, San Francisco
John Keegan, S F
Wm Howarth, Everett
Lee Rosenblatt, Louisville
C A Griffith, St Louis
J T Brennan, Canton, O
E F Wittler, Seattle
Geo K Burton, San Fr
P J Quealey
Geo A Brown, S F
J Long White, N Y
Rhys Thomas, N Y
F H Stuart, San Fr
Owen Westford, N Y
Miss DeGrue, N Y
Will Danforth & w, do
Kate Hart, N Y
Helen Redmond, N Y
Wm Corliss & wf, N Y
Frank Daniels & w, NY
G M Cartwright
J T Fogarty, San Fran
H Schoeker, Seattle
Fred A Kribs, wife & son, Minneapolis
Geo Rubenstein, N Y
W G Balcom, San Fr
J C Maclure, Victoria
H R Berand, Nelson, BC
H L Billings, Chicago
Mr & Mrs R Koenne, Butte, Mont
W R Bird & w, Spokn
H E King, Butte
C H Green, Saginaw
A C Osborn, Chicago
E A Shadle & wife, Spokane

THE PERKINS.

Geo McKay, Waterman, Or
A B Baltham, Hood R
Jas Batty, Oakland, Or
H E Wicker, San Fr
Mrs C H Kuck, Hillsboro
Miss Elizabeth Kuck, Hillsboro
James Thomas, N Y
W H Wilson, Dalles
John Knight, Pendleton
John Navarath, St Paul, Minn
Geo B Hunt, N Y
Wm Corliss, N Y
Mrs Wm Corliss, N Y
O V Allen, Salem, Or
M P Holman, Chicago
Chas Butler, PtTowns
W F Slaughter, St Helens, Or
Mrs W F Slaughter, do
Mrs E E Shaw, Cathlamet, Wash
C H Pearson, Starbuck, Wash
J M Willis, Spokane
M B Thomas, Spokane
D W Bowen, Salem
D Bandever, Prineville
Lottie Hobles, Galesville, Pa
Geo Conser, Heppner
Mrs Geo Conser, do
N A Leach, Lexington, Or
E C Kirkpatrick, Dallas, Or
Mrs E C Kirkpatrick, Dallas, Or
T Thomson, Dalles
G S Wright, McMinnv
S B Huston, Hillsbor
Mrs S B Huston, do
T H Chapman, do
Mrs T H Chapman, Hillsboro
J C Nicol, Pluvers, Wn
A A Nicol, do
S L Moorhead, Junc C
Henry Bowman, Harrisburg, Or
Mrs H Bowman, do
Thos Stockwell, Dallas, Or
Mrs A K Finley, Helix
Robert Finley, Helix
Ira C Gross, Montana
Mrs Ira C Gross, do
R W McIntosch, S F
H K Sweeny, Seattle
G F Goodhue, Dickinson, N D
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American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.

European plan. Rates, 50c and up.

NEED OF CHEAP FUEL

(Continued from First Page.)

coal, and, with the present indication, it is of sufficient thickness to be a promising vein to work, and it will yet prove wider on being opened up and worked 100 feet or so.

"With the transportation facilities by rail and water, this coal would scarcely come in competition with other coals, as it would be cheaper in mining and transportation. The Nehalem coal field would then be the nearest to the markets of Astoria, Portland and San Francisco, which require coal with but very little ash and creosote, especially for the Navy and commercial steamships."

Upon the point of the thickness of the seam, the report goes into further detail, as follows:

"At this point (designated No. 3 vein in Big Creek records) there were two bores made with drills. In the first, coal was found at a depth of 27 feet which was four feet eight inches thick. At the second bore, coal was found at a depth of 28 feet, which was also four feet eight inches thick.

It is to be noted that analyses of British Columbia and Puget Sound coals were not so favorable when the mines were opened as they are now. This is said to be the general experience with coal mines. The coal is not so good near the surface, and years of work is frequently required to reach the best product of the mine. Thus the tests as shown in the Encyclopedia Britannica, made perhaps 15 years ago, do not show up so well as tests made by the United States Navy Department today. Coal experts believe the best Nehalem coal to be deeper than the measures that have been prospected, promising though they be.

PORTLAND MUST BUILD IT.

Then It Will Get the Benefit of Nehalem Coal and Timber.

PORTLAND, Or., Dec. 16.—(To the Editor.)—The Oregonian's zeal and enterprise in showing where Portland can obtain a permanent coal and timber supply within 40 to 80 miles for steamships and for manufactories here, and to keep the present saw mills of Portland running for 40 years at least, is very commendable, especially as these raw products will assuredly sustain her prestige perpetually, coupled with a 25-foot channel. Pardon me, however, saying I fear, judging from my past experience with Portland people, that its influential and wealthy property-owners will not even take the trouble, although engineering and surveying estimates have been made for them, to incorporate a company, organize a board of directors of prominent citizens and put things in shape to present the scheme to outside capitalists, who will, I am led to believe, then take hold and furnish the money to complete the enterprise. If William S. Ladd had been alive today and The Oregonian had gone to him with your proposition, as stated in this morning's Oregonian, and said to him, as I did in 1885: "Mr. Ladd, we want 50 incorporators