BROKE OPEN A SAFE

Cracksmen Operate Close to Police Station.

USED SLEDGE TO SMASH LOCK

Blue Mountain Company's Office Entered by the Front Door and $135 Secured—Burglars Considerately Return Checks.

Only 200 yards away from the police station, robbers broke into the office of the Blue Mountain Company, 247 Stark street, yesterday morning, smashed open the safe and stole $135 in cash, took checks and documents, which they afterward thoughtfully remailed to the owners, and then the robbers insultingly befouled the office.

A special officer and a regular policeman both patrol the beat in which the robbery occurred, and a powerful electric light shines near. When Janitor Fry visited the Blue Mountain Company's office Wednesday night at 10:30 the place was secure as usual. Some time after midnight, it is thought, robbers forced open the street door of the office with a jimmy, and began work on the safe, which can be seen from the window on the sidewalk, three feet away. There is a curtain stretched on a wire across this window, and this curtain was drawn to one side when the office was closed on Wednesday night—but to save themselves from the gaze of the curious, it is evident that the robbers drew the curtain across the window.

The safe is not a burglar-proof concern, and was made in 1849. The cracksmen found it an easy job, for they placed a piece of cloth or leather, to deaden the sound, on the knob, and three blows with the hammer finished that knob. Then, using a long, thin chisel they knocked out of position the bolt supporting the combination, turned the handle, and the loot lay before them. In their triumph, the cracksmen probably performed a sort of double-shuffle, for the office furniture was afterward found in a state of chaos. The back stairs suffered worse, however, and with $135 in money, and several checks and notes taken from the safe, the robbers took their departure. Once outside, the robbers took time to examine the checks and notes, and finding that no money could be raised on them, except at considerable risk, they deposited the documents in the nearest letter-box.

At 5:20 yesterday morning, Janitor Fry found the door of the office open. This was the first knowledge that robbers had been there, and the police were telephoned for. They seemed to resent the robbers' visit as a personal matter, it being in dangerous proximity to the police station. When business began for the day, a surprise occurred. The letter-carrier arrived with the usual mail, and he said: "These checks and papers were dropped in one of the letter-boxes around here, and seeing the company's name on them, I brought them to you."

The man who received the mail looked dazed for a minute, and then said: "These are the papers stolen from our safe."

"Perhaps the robbers will also mail the $135 in cash," sarcastically commented another man. But as the day wore on, no further communication was received from the robbers.

It is also thought that robbers broke into the downstairs office of the American Type Founders' Company, 245½ Stark street, a few doors away from the scene of the other robbery, but nothing of any value whatever was taken. It looked as if a back window had been tampered with, and one of the telephone receivers was off the hook.

The telephone box in the carpenter shop at 339 Stark street was also visited by robbers, and they stole the few nickels customers had paid for using the telephone.

CALLED TO SPOKANE.

Dr. J. Bloch Is Asked to Serve Temple Emanuel.

Dr. J. Bloch, of Portland, has received an urgent call to accept a ministry at the Temple Emanuel, at Spokane. This, however, he has not yet accepted. Last Sunday he officiated at the temple, and lectured on "The Motive Power of Jewish History," and made a profound impression on the congregation.

In an interview in the Spokane Chronicle, Louis Reubens, president of the synagogue, is quoted as follows:

"We have been discussing the question of calling Dr. Bloch as the rabbi of this synagogue. He does not especially seek this position, but has now said that if the call is tendered him he will accept. At the present time the members of the congregation are unusually busy, so that we are unable to get a meeting of the temple to decide upon this matter, but it is thought that the question will be settled before the doctor returns for the festivities of the coming Spring. These will be held in March. The trustees and the older members of the church are all in favor of having Dr. Bloch as our minister."

GREAT INTEREST SHOWN.

Fred B. Smith's Work for the Young Men's Christian Association.

Interest in the conferences for deepening the spiritual life of the members of the Young Men's Christian Association conducted by Fred B. Smith, of New York, grows, and the attendance increases nightly. Last night was the best meeting thus far in the series. The gymnasium was well filled with earnest young men ready to hear what Mr. Smith had to say along the line of methods of practical religious work. With the aid of charts the speaker pointed out clearly and concisely the things that strengthen and build up the religious life and power of an association, and just as faithfully delineated the things that hinder and detract from the work. Mr. Smith defined religious work to be, first, Bible study; second, religious meetings; third, personal work, and fourth associational foreign or missionary work.

The first evangelistic service will be held in the gymnasium hall this evening at 7:30. Good music and an address by Mr. Smith will be features of the services. All men are invited.

DENTISTS ELECT OFFICERS.

State Association Closes a Three Days' Session.

The eighth annual meeting of the Oregon Dental Association was closed yesterday after a most profitable session. In the afternoon excellent papers were read by Drs. F. A. Reisacher, W. A. Cummings and Ney Churchman, which were discussed at length by the large number of members present. The following officers were elected: President, Dr. G. W. Gray, of Albany; vice-president, Dr. B. E. Wright, of Portland; secretary-treasurer, Dr. C. B. Templeton, of Portland; new members of the executive committee, Drs. J. R. Cardwell and G. H. Nottage; delegates to the National Association, Herbert C. Miller, John Welch, J. L. Reaves, J. R. Cardwell, W. A. Cumming, B. E. Wright, S. J. Barber, E. G. Clark, A. J. Jessup, and Mark Hayter.

A motion was carried extending a vote of thanks to Dr. Edward Pittwood, of Spokane, for his excellent paper upon "Practical and Professional Points," with regrets that he was not present at the session to have read it in person.

The following new members were elected: Drs. G. W. Gray, A. J. Hodges and George Collins, of Albany; Jean Cline, H. P. O'Connor, G. H. Nottage, S. W. Stryker, A. R. Barker, B. H. Fisher, W. J. Northrup, M. C. Holbrook, F. S. Skiff, of Portland; G. E. Sanders, of The Dalles; E. A. Vaughan, of Pendleton; Frank Vaughan, of Astoria; A. D. Jessup, of Salem, and A. F. Nader, of Clatskanie.

Last evening a banquet of the members was held at Brandes'.

COMMON POINT AGAIN.

A Few More Words on a Time-Worn Subject.

WARRENTON, Dec. 17.—(To the Editor.)—There has been so much verbiage worked into the letters from Mr. Hughes on the common-point question that the few plain facts are obscured.

This is a question of "it will or it won't," and in either case there is no logical ground upon which Mr. Hughes can—even from a Portland standpoint—object to the common-point rate being extended to the mouth of the Columbia River. He says ships cannot be chartered any more cheaply for Astoria than for Portland. Then, in all fairness, we ask, What objection can Portland have to extending the same rates to Western Oregon that are enjoyed by Western Washington? Why should not Astoria have the same rates for her lumber to Eastern markets that are accorded to South Bend, no matter which is the better and cheaper port? If it be Portland, then that city should, in her own interest, demand the extension of the common rate to the seaboard, for her protection. For Portland shippers could then charter ships of any draft that can enter the Columbia River and load them at Portland docks to the full depth that they could safely navigate the river; and in case of low water or of deep-draft vessels, a trainload of wheat could always meet them at Astoria without extra expense, to complete their cargoes, just as the trans-Pacific steamers have been taking coal at Flavel.

This would at once place Portland on a footing to compete with the Sound in handling the larger class of ships that are so rapidly coming into service. It will require several years, with large appropriations from Congress, and a liberal expenditure by the Port of Portland, to secure a 25-foot channel from Portland to the sea—fully five years with an expenditure of $500,000 per year. And during all this time Portland shippers would have practically the same advantages that they will have on the completion of the 25-foot channel.

In so far as Western Oregon is concerned, her principal tonnage for many years will be lumber, shingles and fish, and if to this could be added return freights of wheat, then the traffic would be very great; and if ships cannot be chartered for Astoria on better terms than on the Sound or at Portland, then wheat would be worth no more on the seaboard than at inland ports, and Astoria could expect very little of that business. But as above stated, the common rate to Astoria would be of immense advantage to Portland. It would also be of great advantage to Western Oregon, in the development of her vast timber resources. Possibly many do not realize that timbered lands will produce far more tonnage per acre for ships and railroads than wheat lands. The eastbound lumber and salmon tonnage from the mouth of the river would be of enormous value to the O. R. & N. Co., and Portland would necessarily reap a tremendous advantage from the full development of the vast resources of Clatsop County.

On the other hand, should Mr. Hughes' statement in regard to charters prove to be incorrect, and the Astoria harbor is found to be a better and cheaper port than any in the Northwest, then we ask in all fairness if the farmers of the Inland Empire, who are compelled to produce wheat for 40 to 50 cents per bushel, are not enfitled to market their product where it will yield the greatest net? And is not the present rate of $3 50 a ton ample compensation for the delivery of this tonnage 300 to 350 miles on a down-grade route? It is no answer and it is begging the question to say that it is cheaper to carry the tonnage in ships than on the rail, though I would be glad to take up that question and show the fallacy of that statement. But let us settle one question at a time, and not attempt to cross the bridge until we get there.

Again, Mr. Hughes says that common-point rates to Astoria would result, first, in higher rates on grain from Eastern Washington to Liverpool, and, second, in giving Tacoma more Eastern Washington wheat, and Portland less. Well, The Oregonian has let the wind out of that balloon, and it needs no refutation here. Everybody knows better.

As above stated, this is a question of "it will or it won't." Common-point rates extended to Astoria will or will not open up to the commerce of the world a cheaper and better port than we now have in the Northwest. If the former, then there can be no question as to the result. The tide of commerce will be turned in a mighty stream down this gravity route, to the great advantage of The Dalles, Portland, Astoria and any other city along this great artery of commerce. And instead of an extra charge being saddled upon the produce of the farmer to reach the seaboard, the rates will be speedily reduced, if not cut in two; and a double-track line over the O. R. & N. will be taxed to handle the traffic. Why Portland should object to those conditions we cannot comprehend; surely she of all places will reap the greatest benefit. And why? Because of her superb position as a distributing center; her great banks and financial strength; her splendid water power, manufactures, and the many natural and artificial advantages which wealth has brought to her door. It all gives her the prestige and the power to draw to herself a huge share of the business of an empire.

On the other hand, if this common rate does not give Oregon a cheaper and better port, Astoria will be no more a competitor of Portland than South Bend is a competitor of Seattle. Then why, let me again ask, should the citizens of Portland object to the extension of common-point rates to any seaport town? Can she not maintain her commercial supremacy without placing her heel upon the neck of every community that attempts to do business outside of her limits? This policy never raised a man above his fellows, and will prove a lasting blight upon any city.

We have yet had no answer to the following questions: First, is it not for the best interest of the Columbia River Basin that common-point rates should be extended to all seaport towns having rail communication? Second, are not present rates sufficient compensation for the railroads to grant this service without extra charge?

D. K. WARREN.

Not By Drummond.

PORTLAND, Dec. 20.—(To the Editor.)—In the Oregonian of December 17 I believe it was that Mrs. C. E. Shipley credited Henry Drummond as being the author of the following quotation: "I shall pass through this world but once. Any good thing, therefore, that I can do, or any kindness that I can show to any human being, let me do it now. Let me not defer or neglect it, for I shall not pass this way again." In "The Greatest Thing in the World," by that author, he gives these lines as a quotation. Did he quote his own writings?

WALTER HANSEN.

This correspondent is correct. The authorship of the quotation still awaits solution.

TERMS OF THE FRANCHISE

ORDINANCE AUTHORIZING LINE TO THE CARSHOPS.

It Includes Restrictions Contained in Old Ordinances and a Few New Special Ones.

Appended will be found the ordinance passed by the Council Wednesday granting the City & Suburban Railway Company a franchise to build an extension to near the carshops of the Southern Pacific Company. This ordinance was drafted by the street committee from the one originally introduced. The principal change made was the omission of the following lines from section 3, near the end: "Including substructure thereof, along and over which said railway shall be laid; the said proportionate share to be estimated by the rate to which the width of street in this section provided to be improved or repaired by said Railway Company bears to the entire width of said bridge or elevated roadway, including sidewalk."

When the ordinance was read, Branch noticed the omission and inquired how the provision requiring the company to bear its share of the cost of repairs or improvements was to be interpreted. He said he thought it was indefinite.

Holbrook replied that the company had refused to accept the franchise as at first introduced, and the matter had been compromised, and if necessary the courts could decide what part of the bridge or elevated roadway the company should repair.

Mayor Rowe is not altogether satisfied with the action of the Council in this matter. He would like to see the extension built, and he would like to see the city get the money the company owes it. If it will pay this money or make any reasonable agreement in regard to paying it, the Mayor says he will be very glad to sign the ordinance. He thinks that if this company does not build the line to the carshops, another company will.

An ordinance authorizing the City & Suburban Railway Company, its successors and assigns, to construct, maintain and operate a street railway in the City of Portland, Multnomah County, State of Oregon.

The City of Portland does ordain as follows:

Section 1. That there be and hereby is granted unto the said City & Suburban Railway Company, its successors and assigns, the right and privilege to lay down, maintain and operate a steel railroad track or tracks, and to operate a steel railway within the City of Portland along, upon and over the following streets, towit: Beginning at the intersection of Grand avenue and East Harrison street; thence southerly along Grand avenue to Ellsworth street; thence easterly along Ellsworth street, as the same may be extended to Tenth street; thence southerly and easterly by way of Tenth and Alder streets to and along Wall street to the Powell's Valley county road; thence over said Powell's Valley road easterly to East Twenty-first street; thence southerly along East Twenty-first street to Hood street, and for that purpose to erect the necessary poles and stretch the necessary wires upon the streets aforesaid.

Sec. 2. The track of said railway shall be a double or single line of track, with the necessary turn-outs, cross-overs and turntables; and shall be laid, graded and located under the direction and subject to the approval of the Common Council, Board of Public Works and City Engineer of the City of Portland.

Sec. 3. The grantee of this franchise and its successors and assigns shall maintain the streets along which said franchise extends, as required by the Common Council or the Board of Public Works of the City of Portland; and if said grantee, its successors or assigns fail so to do, this said franchise shall be forfeited without any further act upon the part of the city or its officers. The said grantee of this franchise and its successors and assigns shall, during the life of the franchise, pave, repave, reconstruct or repair from time to time, whenever directed by the Common Council of the City of Portland, the whole or any portion of the street used by said street-car or railroad company, and the portion of the street between parallel lines extended one foot beyond the outer rails, including its proportionate share of any bridge or elevated roadway; and if said grantee, its successors or assigns, fails so to do, this said franchise shall be forfeited without any further act upon the part of the city or its officers.

Sec. 4. For the purpose of laying down and repairing said railway, no streets shall be obstructed to a greater distance than the length of two blocks at any time, and not for a longer period than 10 working days, except in the case of necessity the Common Council may extend the time aforesaid at its discretion.

Sec. 5. The rails to be used for the said railway or railways shall be good steel, and the rails of the tracks shall be laid at a width not to exceed four feet, 8½ inches; and in case of a double track upon any street the same shall be so laid that the distance between said double tracks shall not exceed six feet.

Sec. 6. The cars to be used upon the said railway shall be of approved construction for the comfort and convenience of passengers, and shall be propelled by electricity, compressed air or other modern methods, other than steam-motor or steam-engine. Said cars shall be so marked as to intelligently designate the points between which the same are operated, and one car shall be run in each direction every 30 minutes, or oftener, between the hours of 6 o'clock A. M. and 11 o'clock P. M.; the rate of speed shall not exceed 12 miles per hour; and any violation of this section shall subject the owners of said railroad to a fine not to exceed $25 for each offense, upon conviction thereof in the municipal court.

Sec. 7. It shall be unlawful for any person to obstruct the railway or railways herein provided for, either during the construction or operation of the same, except for the purpose of removing a building under permit from the municipal authorities; and any person who shall carelessly or willfully violate the provisions hereof shall be deemed guilty of a misdemeanor, and upon conviction shall be punished by a fine of not less than $5 and not exceeding $25, or imprisonment not exceeding 10 days, or both, at the discretion of the court, for each and every offense. Any conductor or other employe on the railway or railways herein provided for, any passenger thereon, or other person on or about the cars belonging thereto, who shall by offensive, indecent or abusive language, or otherwise, insult, abuse or maltreat any person on said car, shall on conviction be punished by a fine of not to exceed $25 nor less than $5, or imprisonment not to exceed 10 days, or both, at the discretion of the court, for each and every offense.

Sec. 8. Nothing in this ordinance nor any privilege granted hereby shall be construed to prevent the municipal authorities from grading, paving, sewering, planking, macadamizing, altering, improving or repairing any of the streets over which the privilege of constructing a railway is granted by this ordinance, or upon which any railway may be constructed under its provisions; but all such work shall be done so as to offer as little obstruction as possible to the passage of cars, and the owners of said railway shall have the privilege of raising or shifting the rails so as to avoid as much as possible the liability to obstruction during the progress of street repairing, improving or altering.

Sec. 9. The owners of said railway shall pay annually to the City of Portland as a license upon each car in use by them upon said railway the sum of $25 upon each car, known as class A; the sum of $50 upon each car known as class B, and the sum of $100 for each car known as class C, under the provisions of ordinance No. 11825.

Sec. 10. The rate of fare shall not exceed 5 cents for each passenger while traveling in any one general direction on the lines of said railway.

Sec. 11. In operating such railways as shall be constructed under this ordinance, no cars shall be allowed at any time to stop or remain still upon any intersection of streets, and any violation of the provisions of this section shall subject the owner or owners of said railway or railways to a fine of not less than $5 nor more than $25 for every offense, upon conviction thereof.

Sec. 12. All rights and privileges hereby conferred shall expire at the end of 20 years from the date of the approval of this ordinance.

Sec. 13. The laying down and construction of the railway tracks, poles, wires and rails authorized by this ordinance, and the material used therein, shall be subject to the approval of the Board of Public Works, as provided and required by the charter of the City of Portland; and owners of the railway constructed under the authority hereby granted shall maintain its proportion of the streets upon which its tracks are constructed, as specified in section 3 of this ordinance, in such manner as shall be required by the said Board of Public Works and Common Council.

Sec. 14. Whenever the municipal authorities of the City of Portland shall improve the street or streets along and on which said railway shall have been constructed, as by this ordinance authorized, with wood blocks, stone blocks, asphalt, brick or other hard-surface pavement, the said City & Suburban Railway Company, its successors and assigns, shall be required, upon the direction of the municipal authorities so to do, to put down on and along said railway rails of not less than seven inches in depth and weighing not less than 75 pounds per yard, and such rails shall be of a pattern and be laid on a foundation to be approved by the municipal authorities.

Sec. 15. Said City & Suburban Railway Company or its assigns shall complete the construction of the railway authorized to be constructed by this ordinance, and commence and maintain the regular operation of cars thereon, as in this ordinance provided, within one year from and after the date of the approval thereof by the Mayor.

Sec. 16. Said City & Suburban Railway, or its assigns, shall within 30 days after the date of the approval of this ordinance file in the office of the Auditor of the City of Portland its written acceptance of the rights and privileges hereby granted to and conferred upon it, subject to the terms, restrictions and conditions herein contained, and if it shall fail so to file such written acceptance, it shall be deemed to have abandoned the rights and privileges conferred by this ordinance.

Sec. 17. If the grantee of this franchise, its successors or assigns, shall fail to lay, grade or locate said street railroad in the manner approved by the Common Council, or shall fail to use cars as required by this franchise, or shall fail to run and operate cars as often as required by this franchise, or shall fail to pay the licenses required by section 9 of this franchise, or shall fail to comply with section 10 of this franchise, or shall fail to comply with section 15 of this franchise, then this franchise shall be forfeited without any further act upon the part of the city or its officers.

SENT FORMAL THANKS.

Silverton's Acknowledgment to Portland Fire Department.

David Campbell, Chief of the Portland Fire Department, has received the following complimentary testimonial from the authorities at Silverton, in recognition of his prompt services on the occasion of the fire in that city December 8:

"Recorder's Office, Silverton, Or., Dec. 12, 1900—Whereas, on the 8th day of December, 1900, the City of Silverton, Or., was visited by a destructive fire, which threatened the business portion of the town, and

"Whereas, a telegram was sent to Chief Campbell, of the Fire Department of Portland, for aid to battle with the flames, and

Whereas, said Chief Campbell, without a moment's hesitation, and with all haste within his power, responded to the call by sending to Silverton, by special train, an engine fully equipped and an adequate force of men to help subdue the flames in the latter city, 50 miles away, and

"Whereas, when the people of Silverton wanted to pay said Chief Campbell for very valuable assistance rendered, the offer was refused and his answer was: 'Itis a duty that we owe to one another'; therefore, be it

"Resolved, that the Common Council of the City of Silverton, in convention assembled, hereby tender to Chief Campbell the most sincere thanks, in conjunction with every citizen of the City of Silverton, for the great assistance rendered; and, be it further

"Resolved, that copy of this resolution be made a matter of record in the minutes of the Common Council of Silverton, and that a copy be sent to Chief Campbell, of Portland.

T. R. HIBBARD,
Mayor.
W. BOWSER,
Recorder.
S. AMES,
W. F. DAVENPORT,
C. M. HINKLE,
D. C. KINNEY,
P. W. POTTER,
FRED WARNOCK,
Aldermen."

Uncovered a Coffin.

Spokane Chronicle.

A grewsome discovery was made yesterday in the front yard of Van B. De Lashmutt's residence, 1605 Tenth avenue. Some men were working in the yard digging for sewer connections, when they uncovered an old coffin. The Health Officer was notified and this morning he had the body removed and reinterred at Fairmount. It seems that the old cemetery was located in that part of town and when the bodies were removed evidently some were overlooked.

For All the Summer Sicknesses, Diarrhea, etc., Perry Davis' Pain-Killer.

THE CHILDREN KEPT COOL

AND THUS A PANIC WAS AVERTED AT COUCH SCHOOL.

Admirable Conduct of Teachers and Pupils When an Alarm of Fire Came In.

A smoking chimney, due to a spark from fir wood, started a blaze yesterday afternoon at Couch School, Seventeenth street, near Lovejoy, and only the excellence of school discipline prevented a panic among the 700 children who were studying in the building at the time.

It was about 2:15 o'clock when several citizens who live in the neighborhood said that the school building was on fire, and that smoke was issuing from the roof. The principal of the school, Justus Burnham, was on the first floor just then, and he heard the murmurs of "fire" from the street. Wishing to prevent the alarm from spreading, at least until both children and teachers were out of the building, Principal Burnham told Mrs. McKenzie, teacher of the ninth grade, to quietly telephone for the Fire Department. Accompanied by two boys and Janitor Driscoll, Mr. Burnham started for the roof, to investigate, and found that the chimney was smoking, and that the wind was blowing the smoke over the roof. This is what made the spectators think the roof was in a blaze.

Meanwhile the alarm of fire had spread over the neighborhood, and about a dozen anxious and frightened mothers rushed into the school building.

"I want m little girl. "I want my little boy," cried the women.

"The school's on fire," yelled a boy on the stairway.

Then the entire school heard the alarm for the first time, and several children made preparation for a hasty exit. But so excellently had the little ones been trained in the various fire drills that every teacher, except one, formed the children—about 40 in number—in columns of twos and then fours, and marched them out of the building in about two minutes and a half. It was not even necessary to use the fire escape. The only teacher who did not march her pupils out was Mrs. Burnham.

"The place is on fire. You had better get the children out," a friend had whispered to her.

"If the fire is really a serious one, my husband will give the fire signal," replied Mrs. Burnham, composedly, and she quietly sent a girl out to find if there was any danger. In the meantime she resumed the reading of a story the children had specially asked for, and her class sat silent.

Then an engine and truck of the Fire Department arrived, but by this time the slight blaze had burned itself out in the chimney.

It is pleasant to chronicle the fact that when those of the older children who had younger brothers and sisters in the school marched downstairs, they refused to leave the building until reassured that the other tots were safe.

WORK WILL BE STOPPED.

Construction on Idaho Line Will Cease New Year's Day.

An influx of laboringmen is expected in Portland after New Year's, as some 500 now engaged in building the Pacific, Idaho & Northern Railroad at Weiser will be discharged on the last of this month. The road has been built as far as Council, 22 miles beyond where work was begun in September. The reason given for the closing-down is that work cannot be successfully prosecuted during the snowy periods of Winter. The men will, therefore, come to Portland to obtain a new staff for other fields of labor after a brief resting spell here.

Of the large number of laborers recently discharged at White Horse Rapids, on the Upper Yukon, few came south, as wages are good on the Klondike during the Winter months, $5 a day and board being about the average paid on the creek and bench claims. Men recently from Dawson report that the men who were willing to work, found no difficulty in obtaining it on the Klondike.

Large Contract for Bricks.

SAN FRANCISCO, Dec. 20.—The Southern Pacific Company has let a contract to a local firm for 50,000,000 bricks to be used in lining the tunnels of the new Bay Shore Road, to run through the hills of South San Francisco. This is said to be the largest contract of the kind ever entered into in the world.

Railroad Notes.

A Northern Pacific special agent had three boys arrested December 15 at Pe Ell, a station on the South Bend branch of the Northern Pacific Road, on a charge of assault to do bodily harm. They pleaded guilty to assault and battery and were fined $25 and costs of $35. This company proposes hereafter to punish youths who make a practice of jumping on trains and raising a disturbance on platforms and around depots.

Harrington, Wash., business men and shippers are protesting against what they declare are extortionate freight rates charged by the Great Northern Railway. Besides paying Coast terminal rates from the East an extra burden is added at Spokane for switching if a carload of goods comes over any line but the Great Northern. This, they say, makes a difference in the selling price of goods at Harrington so much higher than Spokane prices that a buyer can pay his fare to that city, buy what he wants, have the freight paid to Harrington and then lay his purchase down as cheap as the Harrington merchant can.

EASTERN GLUCOSE PLANTS.

Big Concern to Be Established in New York.

NEW YORK, Dec. 20.—E. T. Bedford, of the Standard Oil Company, confirms the report that several large capitalists identified with that corporation are about to organize a $2,000,000 glucose company, to operate a large plant at Shadyside, N. J., independently of the Glucose Sugar Refining Company or any other company.

"The sole reason that we are going into this enterprise," explained Mr. Bedford, "is that by means of new processes we believe that we can produce an article superior to any upon the market."

The leading interests back of the new company are understood to be H. H. Rogers, C. M. Pratt, William Rockefeller and E. T. Bedford. The new plant is to have a capacity of 20,000 bushels of corn a day and this may be doubled later. Thomas Gaunt will have active charge of the operation of the new enterprise.

The fact that the backers of the new company selected a location in the East instead of near the great corn belt is viewed with much interest by glucose men. It has generally been contended that a Western location was preferable. The cheap rates on corn from Chicago, however, contrast sharply with the rate on glucose, and it is claimed that on local business the advantage is rather in favor of an Eastern plant. The new company will probably leave Western markets alone and devote its energies to the New York and other near-by markets and especially to building up an export trade.

DAILY CITY STATISTICS.

Real Estate Transfers.

R. M. Dooly, trustee, to George W. Joseph, lot 1, block 4, Pleasant Home Addition, December 3.....$ 1

George S. Shepherd to Annie R. Chapman, lot 12, block 3, Tobasco, December 12 300

Sterling Land Co. to Edward Harold and Amelia Jane Harold, lot 1, block 9, Doscher's Second Addition; lot 1, block 7, Sherlock's Addition, December 9 800

Northern Counties Investment Co. to James Sarsfield, lots 1 and 2, and part of lot 16, 28x36 feet, block 5, subdivision Proebstel's Addition, December 14 3500

S. W. Church and wife to D. M. Donaugh, lots 1 and 2, block 61, Sellwood, December 20..... 500

James M. Vaughan to Sadie Vaughan, lots 5 and 6, block 7, Center Addition, December 17 1

Minnie Dalton and W. B. Dalton to Marguerite T. Tomlinson, lot 14, block 29, Albina, December 13..... 1278

Contagious Diseases.

C. Cramer, 305 Burnside, measles.

Frank Wolff, Corbett street, near Porter, diphtheria.

Myrtle Gee, East Twenty-sixth and Hoyt, diphtheria.

Lizzie D. Rock, foot of Fourteenth street, typhoid fever.

Ed Tracey, at old St. Vincent's Hospital, measles.

Marriage Licenses.

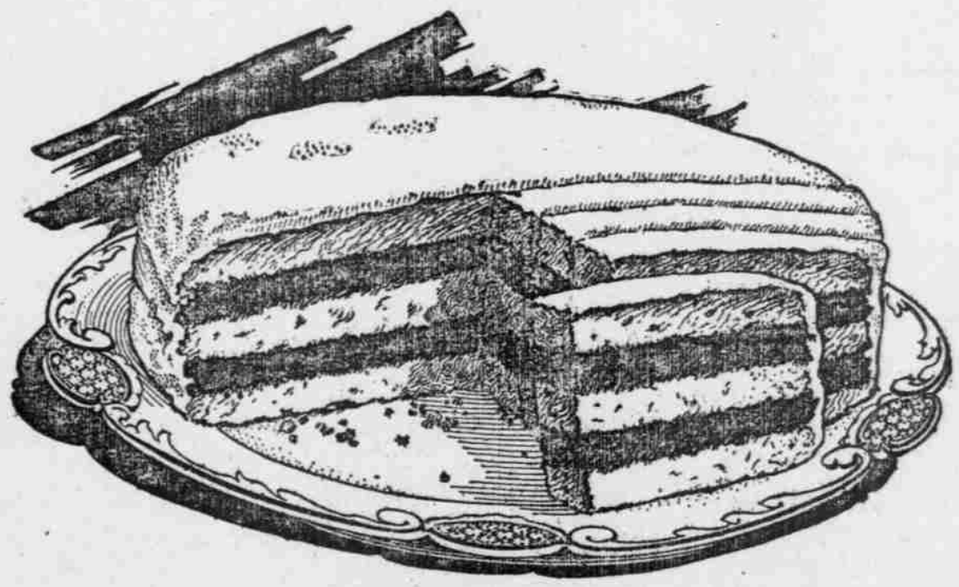
H. G. Ziegler, aged 26, Clackamas County, Jennie Martin, aged 21.

James A. Vaughn, aged 52, Joicy H. Towner, aged 40.

Frank Strauhal, aged 26, Jessamine Dutcher, aged 22.

Birth Returns.

December 12, to the wife of Edward E. Cobine, 550 East Twentieth street, a girl.



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