DAMAGE WAS HEAVY

Underwriters Hard Hit by Puget Sound Disasters.

SHIPS DELAYED FOR WEEKS

Partial List of the Victims of the Flattery Gales and Seas—Three More December Wheat Cargoes Cleared Yesterday.

Considering the numerous lurid tales which the Tacoma papers have been circulating about the dangers of the Columbia River when a storm is raging, it must be with painful surprise that the citizens of Tacoma read the following items clipped from recent issues of the Ledger, the News and the Seattle Post-Intelligencer:

The American ship C. F. Sargent, Captain Gammons, which is now due here for coal, is reported off Cape Flattery, unable to enter the straits on account of stormy weather. She sailed from Honolulu about four weeks ago.—Tacoma News.

The American ship C. F. Sargent arrived in Tacoma yesterday morning from Honolulu, after beating about off the cape for nine days in the worst gales Captain Gammons has encountered in 20 years on the North Pacific Coast. The Sargent weathered the storm without damage to either herself or crew, but her experience was a trying one, which Captain Gammons does not particularly care to repeat.—Tacoma Ledger.

The British bark Queen Margaret reached Tacoma tonight, 51 days out from Hong Kong to the cape, after having encountered severer gales than Captain Logie ever heard reported. Captain Logie sighted the cape a week ago, and from that day until last Saturday he was forced to beat around outside waiting an abatement of the storms to enter the straits. Saturday proved moderate, and the Queen Margaret sailed through.—Tacoma Correspondence Seattle Post-Intelligencer.

The British ship Ben Lee, 2204 tons register, Captain Hunter, arrived in Tacoma yesterday afternoon, 61 days out from Santa Rosalia to Clallam Bay, after a wild and tempestuous voyage. The Ben Lee beat off the cape for 10 days in wild gales and mountain seas before she was able to enter the straits. The ship sighted Flattery 49 days after leaving Santa Rosalia. The storm drove her 20 miles above the cape, and then blew her back to the Columbia.

On one occasion the ship came in past Flattery and sighted the Grace Island light, and lay for a night and a day in the gulf, but was driven out to the open sea again in the fearful gales.

The German ship Carl, Captain Hashagen, and the British bark Palgrave, Captain Rollo, both of which sailed from Tacoma wheat-laden December 5 and 17, respectively, were in Port Angeles when Captain Hunter left. The Carl had passed several hundred miles out from the cape. High seas had washed her deck. The pumps were not sufficient to keep the hold clear, and the Carl was obliged to put back with her cargo of 116,390 bushels of sacked wheat badly damaged. The Palgrave had not yet left the Sound.—Tacoma Ledger, December 27.

Captain John B. Libby, manager of the Puget Sound Tugboat Company, reports the arrival of the disabled ship Yosemite at Port Angeles yesterday afternoon, in tow of the tugs Magic and Sea Lion. The Yosemite was leaking more or less, and gave other evidences of her battle with the elements.

The tug Tatoosh, towing the bark Highland Light, passed Neah Bay at 4 P. M. yesterday, bound for Port Townsend. The bark sought safety in Barclay Sound after she had lost her masts and sprung a leak.

An unknown three-masted schooner, white hull, flying signals of distress, was sighted off Neah Bay yesterday at 1 P. M., according to a telegram received by the Merchants' Exchange.—Seattle Post-Intelligencer.

The above is but a partial list of the damage which the underwriters must pay for, and the returns are not all in yet. When they are all in, it is highly probable that the underwriters will again give serious consideration to the matter of advancing rates on ships headed for Puget Sound.

THREE MORE CARGOES.

December Grain Fleet Is Reaching Record-Breaking Proportions.

The December grain fleet is still growing in numbers, and yesterday three more sail cargoes were added to the list. This brings the fleet of steam and sail to Europe and the Orient for the month up to 20 vessels, and they have carried (flour included) over 2,400,000 bushels of wheat, which, with the vessels yet to clear, will bring the month's shipments very close to the record. The vessels clearing yesterday were the German bark Alsterufer, German ship Wilkommen and British bark Blairhoyle. The Alsterufer was dispatched by Kerr, Gifford & Co., and has aboard the second largest cargo that has been cleared on a sailing vessel from Portland this season. It consists of 150,814 bushels of wheat, valued at $82,950. The Blairhoyle, which is one of the smallest of the fleet, has aboard less than half the amount carried by the Alsterufer. She was dispatched by Balfour, Guthrie & Co., and carries 68,622 bushels of wheat, valued at $38,429. The Wilkommen was cleared with Eppinger & Co., and carries 93,789 bushels of wheat, valued at $52,522.

All of these vessels go to Queenstown or Falmouth for orders, and with the cargo of the Ching Wo, which cleared a day or two ago, brings the week's shipments up to about 500,000 bushels.

CHRISTMAS ON THE "SHIRE."

Oriental Liner the Scene of Pleasing Entertainment Last Tuesday.

The good fast Oriental liner Monmouthshire did not exactly spend Christmas at sea, as she expected to when she left Portland, but her passengers and crew spent a very pleasant time at Flavel while waiting for the gale to blow over. One of the guests for the day sends the following account of the manner in which the day was celebrated:

"'Tis an ill wind that blows no one good, and through the fact of the British steamship Monmouthshire lying off Flavel weather bound it was my good fortune to be enabled to spend Christmas day on board. The captain and officers had previously been chafing at the delay caused by their being unable to get to sea on account of the heavy weather, but as they sat down to breakfast on Christmas morning it was very apparent that one and all were determined to make the best of the matter, and 'fling carking care to the winds' on Christmas day.

"The steward was busy early in the morning visiting the rooms of officers and engineers and leaving in each a Christmas offering from Captain and Mrs. Kennedy, an unexpected kindness which, needless to say, was very highly appreciated. During breakfast Captain Kennedy was presented with a barometer suitably engraved as an offering from the officers and engineers, and in a short speech he feelingly expressed his thanks to the donors. The day was spent in sports of various kinds.

"At 6:30 we were summoned to dinner, and a very pretty sight the saloon presented, being tastefully decorated with flags and holly, with the American and British ensigns entwined as a centerpiece, and a large Christmas tree loaded with presents surmounting the whole.

"The menu was such as would gain an excellent reputation for any hotel, and regret was expressed that there was no 'camera fiend' on board to snap one of the prettiest dinner scenes it has been my lot to witness. After the toasts of Queen Victoria and President McKinley had been honored, the health of Captain and Mrs. Kennedy was proposed and enthusiastically drank with musical honors.

"At 9 P. M. the large Christmas tree was illuminated, and a very happy evening passed with songs and music.

"The crew, both Filipino and Chinese, also had a celebration and a plentiful supply of good cheer."

FOR A BIG CANAL.

New York Figuring on a $60,000,000 Waterway.

ALBANY, N. Y., Dec. 28.—A barge canal costing $62,000,000, following very closely the present lines of the Erie, except that, while touching large cities, it may not bisect them, is what State Engineer Bond will recommend to the Legislature on or about February 2. The most minute details will be given in the report maps furnished and even the character of the soil through which the excavations run will be furnished. It is probable that electricity will be recommended for motive power.

Lieutenant-Governor Timothy L. Woodruff, who is in the city, is positive that the recommendations will be agreed to by the Legislature, for he asserts that already 25 members of the Senate are in favor of it. If the Legislature passes it the measure will go before the people next Fall.

GRAIN FLEET LEAVING.

Muskoka and Dunsyre Put to Sea Yesterday—Others Follow Today.

The sailing vessel blockade at Astoria was lifted yesterday afternoon, and two of the largest of the fleet, the Muskoka and the Dunsyre crossed out about 4 o'clock. Some more of them will probably get away today, and if another storm does not break in the meantime, there will be a general cleaning out of the lower harbor by tomorrow or Monday. The recent arrivals are now coming up the river, and the towboats will soon be ready for another batch. The Scottish Isles arrived up Thursday evening and the Inchcape Rock and Tarpenbek left up yesterday. The Ching Wo, which anchored at Tongue Point Thursday evening, went through to Astoria yesterday. She made a fine run down the river, the only delay being at the "hogsback," near the entrance to Astoria harbor.

STORM NOT CONFINED TO COAST.

Big British Steamer Had Rough Experience With Gale at Sea.

PORT TOWNSEND, Wash., Dec. 28.—The British steamship Glenturret arrived today from Japan. According to the reports of her officers, the recent storms extended many miles out to sea. The Glenturret, Christmas day, encountered a gale of unusual violence. Nine hundred miles off Cape Flattery, and notwithstanding she was running before the gale, great seas swept her deck, smashing one of her lifeboats and washing everything movable overboard. The gale lasted more than 24 hours, and during that time the big vessel labored heavily, and for a time it was a fight for life with those on board. Her officers say it was the most furious gale they ever experienced. She was sent to Diamond Point quarantine station for fumigation.

Ships Were Afire.

VICTORIA, B. C., Dec. 28.—The British ships Melville Island and Almora, on their arrival at Sydney, had a tale to tell of their narrow escape from destruction with all on board. Fire broke out in the Melville Island on October 26, as she was bound to Sydney, and for days her crew was kept busy fighting the flames.

The fire on the Almora started on August 9, but two days later she was caught in a heavy gale, which sent seas on board, and to this fact the captain says the vessel owed her salvation, for the fire was soon extinguished after the gale.

Twenty-one Days From Nehalem.

The steamer W. H. Harrison, which arrived in last night from Nehalem, had been absent on the trip 21 days, having been bar bound there. She brought 2400 cases of salmon for S. Elmore & Co., and three tons of dairy products. She will leave out again tomorrow morning for Nehalem, where there are still 9000 cases of salmon for Astoria. The same firm has 6000 cases at Alsea, 5000 cases at Umpqua, and 4000 cases at Siuslaw to be brought around to the Columbia by the Harrison.

A Stormy Trip.

SAN FRANCISCO, Dec. 28.—The bark Fresno, which reached port today, 28 days from Port Gamble, had a stormy trip. When 40 miles northwest of Cape Mendicino, a heavy southeast gale sprung up, in which the fore topgallant yard and forerail were lost. The gale lasted for 40 hours. The vessel was in sight of the Golden Gate for several days.

The schooner Lena Sweazy, bound from San Blas to Gray's Harbor, came into port tonight in distress, having suffered from severe storms off the coast.

Off Columbia Seventeen Days Ago.

ASTORIA, Or., Dec. 28.—The British ship Wavertree, which arrived in last night, reports having been off the mouth of the river since December 11. She was then driven away in a storm, and could not get up to the river again until yesterday. During that time she experienced very severe weather, and had several sails carried away, but met with no other accident or injury.

Steamship Line From Valparaiso.

SAN FRANCISCO, Dec. 28.—The British Pacific Steamship Company today started its first steamer for this port from Valparaiso. The Chilean Navigation Company has decided on a fortnightly service to Mazatlan and San Francisco. From this date on these two companies will have steamer lines from Valparaiso by way of Panama to Ocas, the most northern part of Guatemala.

Notice to Mariners.

Notice is hereby given that on December 24 the three-pile beacon, from which a fixed red light was shown, on the east side of the channel near the entrance to the drydock at Albina, Or., was carried away and the light extinguished. The beacon and light will be re-established as soon as practicable. W. P. DAY, Commander U. S. N., Lighthouse Inspector.

The Disabled Challenger.

SAN FRANCISCO, Dec 28.—The ship Challenger, bound from Oyster Harbor for the Hawaiian Islands with a cargo of coal, put in here today with her main topmast and mizzen-mast carried away.

The Homeric Floated.

MIAMI, Fla., Dec. 28.—The British steamer Homeric, coal laden for Mexico, which went ashore Christmas day, was floated today, and is being towed to Key West.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 28.—Arrived at 12:50 P. M., steamer Elmore, from Tillamook; at 8 A. M., steamer W. H. Harrison, from Tillamook; at 10:40 A. M., British bark Inchcape Rock. Sailed at 3:40 P. M., British bark Muskoka; at 4 P. M., British ship Dunsyre, both for Queenstown or Falmouth, for orders. Condition of the bar at 5 P. M., smooth; wind, southeast; weather, cloudy.

Port Hadlock.—Sailed Dec. 27.—Ship St. Nicholas, for Sydney.

Hoquiam, Wash., Dec. 27. — Arrived—Steamer Coquille River, from Seattle, for Aberdeen. Sailed—Schooner La Gironde, from Hoquiam, for San Francisco; schooner Latitia, from Aberdeen, for San Francisco; schooner Volant, from Aberdeen, for San Pedro; schooner Zampa, from Aberdeen, for San Pedro; schooner Roy Somers, from Cosmopolis, for San Francisco; schooner Maid of Orleans, from Aberdeen, for San Francisco; schooner Dauntless, from Hoquiam, for San Pedro; schooner Webfoot, from Hoquiam, for San Francisco; schooner Philippine, from Aberdeen, for Santa Rosalia.

San Francisco Dec. 28.—Sailed—Steamer Victoria, for Chemainus; steamer San Jose, for Nanaimo; steamer Fulton, for Gray's Harbor. Arrived—Steamer Challenger, from Comox; bark Fresno, from Port Gamble; steamer Walla Walla, from Victoria; steamer Newburg, from Gray's Harbor; steamer W. H. Kruger, from Gray's Harbor; schooner Parkersburg, from Coquille River.

Everett.—Sailed Dec. 26—Bark Oakland, for Hilo.

Port Townsend, Dec. 28.—Arrived—British steamer Glenturret, from Yokohama.

Victoria — Arrived Dec. 27.—British steamer Miowera, from Sydney.

Santa Rosalia.—In port Dec. 21—British bark Haytor, from Hamburg; British ship Comliebank; British ship Dearg; British ship Thistle.

Hong Kong.—Arrived Dec. 27.—British steamer Empress of China from Vancouver; prior to December 27, Norwegian steamer Bergenhus, from Astoria.

Seattle—Sailed Dec. 26.—Steamer Cottage City, for Dyea.

Port Los Angeles.—Arrived Dec. 27.—Steamer San Mateo, from Nanaimo.

San Diego.—Sailed Dec. 27.—Steamer Empire City, for Oregon.

Port Hadlock, Dec. 28.—Arrived—Steamer Rival, from Seattle.

South Bend, Dec. 28.—Arrived—Schooner Orient, from Redondo.

Barry Island.—Passed, Dec. 26.—British ship Pinmore, from Cardiff, for Santa Rosalia.

Table Bay. — Arrived Dec. 24.—British bark Brussels, from Vancouver.

Hong Kong, Dec. 28.—Arrived—Frankfurt, from San Francisco via Moji, etc.

Nagasaki, Dec. 28.—Arrived—Oopack, from Manila for San Francisco.

Glasgow—Arrived Dec. 27—Ethiopia, from New York. Sailed—Sardinian, for New York.

Yokohama—Sailed Dec. 24—Yangtse, for Seattle.

St. Michael, Dec. 28.—Sailed—Mier, from Bremen for New York.

Moville, Dec. 28.—Sailed—Furnessia, from Glasgow for New York.

Gibraltar, Dec. 28.—Arrived—Kaiser Wilhelm II, from New York for Naples and Genoa.

New York, Dec. 28.—Arrived—Oldenburg, from Bremen.

Boston, Dec. 28.—Arrived—New England, from Liverpool.

Southampton, Dec. 28.—Sailed—Kaiser Marie Theresa, from Bremen for New York.

Quotations of Mining Stocks.

SPOKANE, Dec. 28.—The closing quotations for mining stocks today were:

	Bid.	Ask.		Bid.	Ask.
Blacktail	9⅝	...	Ramb. Car	25¼	26
Butte & Bos.	1	2	Republic	60½	64
Crystal	4⅝	5⅜	Reservation	3¼	4½
D. T. Con.	2½	2⅝	Ross. Giant	2⅜	2½
Evening Star	5½	7	Sullivan	13⅝	14
Gold Ledge	1¼	1⅝	Tom Thumb	10⅝	13½
I. X. L.	18⅝	21	Waterloo	2	3
Iron Mask	32	...	Amer. Boy	10	11
L. P. Surp.	6⅝	7	Conjecture	4	4½
Mtn. Lion	20½	25	Dewey	2	3
Morn. Glory	7⅝	7⅜	Miller Creek	2¾	3
Morrison	3	3½	Bitter Root	4½	6
Prin. Maud	1¼	1½	Ben Hur	6½	...
Quilp	20⅝	24½	Hercules	4	4½

SAN FRANCISCO, Dec. 28.—The official closing quotations for mining stocks today were:

Alta	$0 04	Hale & Norcross	$0 17
Alpha Con	2	Kentuck Con	1
Andes	7	Mexican	32
Belcher	10	Occidental Con	3
Best & Belcher	27	Ophir	63
Bullion	2	Overman	8
Caledonia	46	Potosi	19
Challenge Con	14	Savage	13
Chollar	12	Silver Hill	47
Confidence	50	Standard	3 25
Con. Cal. & Va.	1 55	Union Con	18
Crown Point	9	Utah Con	3
Gould & Curry	31	Yellow Jacket	14
Justice	2		

NEW YORK, Dec. 28.—Mining stocks today closed as follows:

Adams Con	$0 20	Little Chief	$0 15
Alice	40	Ontario	5 75
Breece	2 00	Ophir	60
Brunswick Con	18	Phoenix	10
Comstock Tunnel	4	Potosi	12
Con. Cal. & Va.	1 45	Savage	12
Deadwood Terra	55	Sierra Nevada	20
Horn Silver	1 10	Small Hopes	60
Iron Silver	06	Standard	3 00
Leadville Con	5		

BOSTON, Dec. 28.—Closing quotations:

Adventure	$ 10 50	Humboldt	$ 50 00
Allouez M. Co.	3 25	Parrott	50 25
Amal. Copper	93 12	Quincy	172 00
Atlantic	272 00	Santa Fe Cop.	7 12
Boston & Mont.	325 00	Tamarack	345 00
Cal. & Hecla	830 00	Utah Mining	34 12
Centennial	24 00	Winona	5 00
Franklin	15 75	Wolverines	46 75
Osceola	76 00		

Gold in Crop of Wild Goose.

VANCOUVER, B. C., Dec. 28.—A mild sensation has been caused in New Westminster by the discovery of $12 50 in coarse gold as big as flaxseed in the crop of a wild goose which was killed at Pitt Lake, 28 miles from Westminster. Many prospectors have started for the scene of the supposed gold placers.

For a Cold in the Head,
Laxative Bromo-Quinine Tablets.

FREE RURAL DELIVERY

HOW TO SECURE THIS BRANCH OF MAIL SERVICE.

Official Circular of the Postal Department, Which Fully Explains the Mode of Procedure.

SALEM, Or., Dec. 28.—How to obtain free rural delivery is a question of great interest in many of the towns of Oregon. The mode of procedure has been stated in brief by The Oregonian a number of times, and in view of the demand for full information the following circular letter issued by the Postoffice Department is given space:

"Present a petition, addressed to the First Assistant Postmaster-General, signed by those who desire the service. The petition should be signed only by heads of families, and should mention the number in each family. It should set forth the nature of the country where the delivery is desired, whether densely or sparsely populated, the principal avocations of the people, the character of the roads and the distances which under existing conditions each patron has to travel to receive his mail, and should be accompanied, wherever possible, by a rough map indicating the route or routes proposed.

"This petition, when properly signed, should be sent to your Representative in Congress, or to one of your Senators, with a request that he indorse thereon his recommendation of the service asked, and forward the petition to the department.

Conditions of the Service.

"It must be borne in mind that the intention of Congress in authorizing the free delivery of mails in rural districts was not to grant a suburban delivery to cities included in the free-delivery service nor to establish a village free delivery. The purpose of the rural free-delivery system is to give postal facilities to those who have none; to carry the mails daily to remote rural communities, the residents of which would otherwise have to travel from two to 12 miles to receive their letters and newspapers.

"The roads must be good. This is an essential prerequisite to any investigation. No route can be established that is less than from 20 to 25 miles in length, or which serves less than 100 families. The route should be so arranged that the carrier will not be required to travel over the same ground twice on the same day.

"Those desiring the delivery must be prepared to put up, at their own expense, at some convenient location which can be reached by the carrier without dismounting from his buggy, appropriate and secure boxes for the reception of the United States mails.

"Rural carriers are not required to deliver mail to houses standing back from the main road. The service is one of mutual accommodation, and the patrons are expected to meet the department half way in affording facilities for its establishment.

Form of Petition.

"As an indication of the form of application which meets the requirements of the department, the following petition, upon which rural free-delivery service was established, from South Whitley, Whitley County, Ind., October 2, 1899, is cited:

South Whitley, Whitley County, Ind., May 13, 1899.—First Assistant Postmaster-General, Washington, D. C.: The undersigned petitioners would show that they are residents of Whitley County, Indiana, south of the town of South Whitley, in said county, in a thickly settled farming community; that farming is the leading avocation of residents of said community; that the roads are graveled and in good condition over the proposed route, and they ask for the establishment of rural free delivery of mails for said community over the route described as follows:

Starting at the Postoffice of South Whitley; thence southwest to Webster's corners, a distance of 2 miles; thence west 1¼ miles to Kinzie's corners; thence south 1 mile; thence east 2½ miles; thence south 1 mile; thence west 2½ miles; thence south 1 mile; thence east 1½ miles; thense south ¾ of a mile, and return to Reelhorn schoolhouse; thence east 2¼ miles to Lee's corners; thence northwest along the Goshen gravel road 5 miles to South Whitley, the place of starting, making a total distance of twenty-two (22) miles. A map of said route is attached hereto.

Signatures:

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(Indorsed.)

Fort Wayne, Ind.—To the Superintendent Free Delivery, Washington, D. C.: I herein inclose, with my recommendation, a petition for rural free delivery in the vicinity of South Whitley, Whitley County, Ind. I am thoroughly familiar with the facts stated, the location, density of population, and the occupation of the inhabitants interested, and can state that the prayer of the petitioners can with propriety be granted and the route be established. J. M. ROBINSON, M. C.

Indianapolis, Ind.—First Assistant Postmaster-General, Washington, D. C.: I am pleased to recommend favorable consideration of the petition for the establishment of a rural free delivery route at South Whitley, Whitley County, Ind. I am advised that the route is a feasible one, and am glad to recommend its establishment.

CHARLES W. FAIRBANKS,
United States Senator.

Method of Procedure.

"Upon receipt of a petition, forwarded and indorsed after the above model, a special agent is detailed by the department to visit the location indicated, to map out a route or routes, and to select rural carriers, to be appointed by the department. In all such cases the advice of the Representative in Congress, and also the Postmaster from whose office it is proposed that the rural free delivery should start, is sought and obtained.

"Rural carriers give bond in the sum of $500, with two sureties. Each bond requires a 50-cent revenue stamp to be affixed thereto.

"Carriers are paid by warrants, directly issued by the Treasury Department upon certificates forwarded by the Postmaster. Their rate of pay is fixed by the department, and includes horse-hire, but not necessary tolls or ferriage, for which a separate account must be rendered.

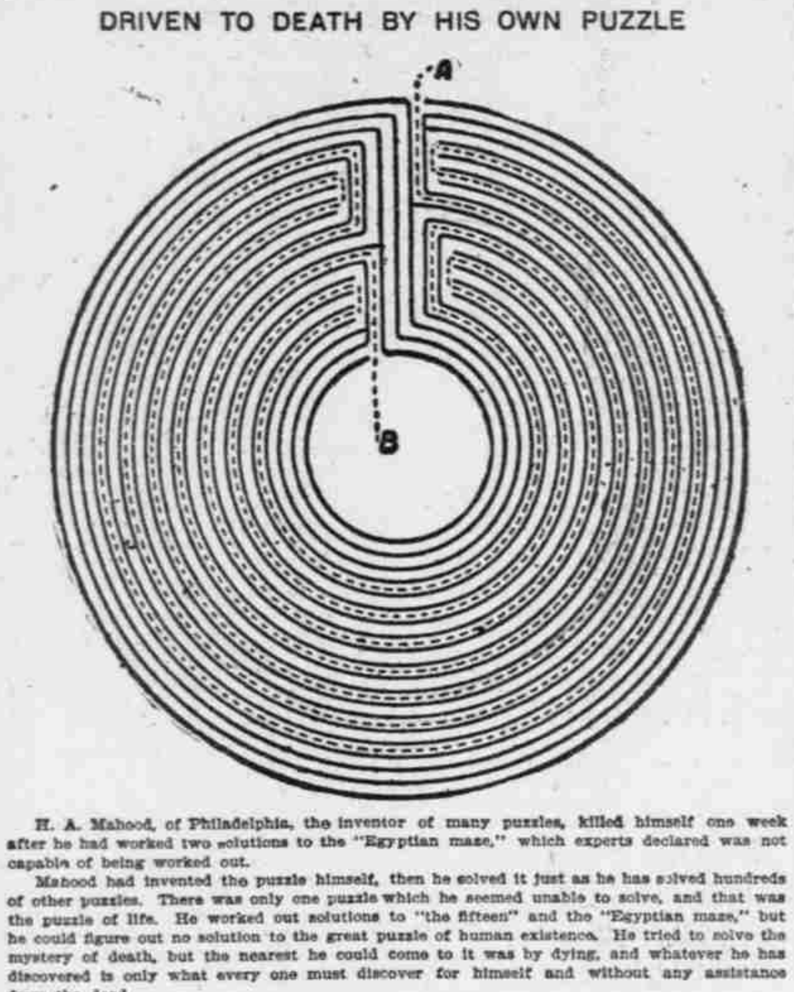
"One or more substitute carriers should be provided in each case, who must give bond in the same sum as the regular carrier, and who alone are permitted to carry the mails in the absence or disability of the regular carrier.

"Accounts for service must be rendered in the name of the regular carrier, and he must pay his substitute a proper pro rata for the service rendered.

"All rural carriers are under the control of the Postmaster from whose office the service is established, and it is his duty to report any derelictions upon their part.

"Rural carriers will take with them upon their rounds a supply of stamps, postal cards, etc.; will be authorized to give receipts for money orders, and, if the patrons of the delivery so desire it, to inclose the orders, when granted, in addressed envelopes confided to their charge."

DRIVEN TO DEATH BY HIS OWN PUZZLE



H. A. Mahood, of Philadelphia, the inventor of many puzzles, killed himself one week after he had worked two solutions to the "Egyptian maze," which experts declared was not capable of being worked out.

Mahood had invented the puzzle himself, then he solved it just as he has solved hundreds of other puzzles. There was only one puzzle which he seemed unable to solve, and that was the puzzle of life. He worked out solutions to "the fifteen" and the "Egyptian maze," but he could figure out no solution to the great puzzle of human existence. He tried to solve the mystery of death, but the nearest he could come to it was by dying, and whatever he has discovered is only what every one must discover for himself and without any assistance from the dead.

Mahood's master passion in life was the making and solving of puzzles. He invented several that were successful, but he had no concern for them except as long as they baffled him. When he had solved them he threw them aside, and others reaped the money that might have come to him from his inventions.

The physicians who held an autopsy on the body say the man had the "puzzle brain." His brain was found to be unlike that of other men. It was twisted into more mazes than the Gordian knot, as if from puzzling over the weird windings of the Egyptian maze the folds of the brain itself had twisted and bent in and out after the fashion of the puzzle blocks. The other morning he left his home, and walked down town to a Philadelphia hotel. He went into the writing-room, and twice he worked out solutions to the Egyptian maze, which he carefully noted down on paper that he placed in his pocket. Then he went outside the door, where he put a pistol to his head and sent a ball crashing into his skull. The puzzle solver had worked on the puzzle of life. And he had given it up.

IDAHO TEACHERS' ASSOCIATION.

Successful Annual Session Closed—Dr. Whitman Eulogized.

BOISE, Idaho, Dec. 28. — The Idaho State Teachers' Association closed a three days' session at Mountain Home today. The meeting was the most interesting and instructive that has been held by the association. A large number of able papers were read, these calling out discussion that was most useful to the educators.

A feature of today's session was a lecture by President Penrose, of Whitman College, at Walla Walla, Wash. His subject was "The Hero of the Northwest," and he paid a very high tribute to Dr. Whitman, the heroic missionary, who saved the Northwest Territory to the Union, and finally died at the hands of the Indians whom he had befriended.

Moscow was selected as the place for the next meeting, but the exact date was not fixed. The officers elected for the ensuing year are:

President, Superintendent Walter L. Siders, of Pocatello; first vice-president, President McLean, of the State University; second vice-president, Professor Mullins, of Mountain Home; secretary, Miss Rose Webster, of Montpelier; treasurer, A. W. Burleigh, of Harrison; executive committee—Professor Aldrich, of the State University, Superintendent Foreman, of Weiser, and Superintendent Thompson, of Shoshone.

DEAD MAN IDENTIFIED.

Body Found in Mountains—Lost His Way and Perished From Cold.

REPUBLIC, Wash., Dec. 28.—The party that went out to bring in the body of the man found dead near the Tom Thumb mine returned at a late hour last night. The man proved to be Harry Lowrey, as supposed. He left Bodie one week ago last Tuesday for Republic, coming by way of the trail. That night there was a terrible snow and wind storm, and he took a blind trail and soon became lost. In some manner he lost his horse, and the latter has not yet been found. When the search party reached the body, the dog stood off the crowd for some time, but after being fed permitted the men to reach his dead master. The animal is but a shadow, showing that he had been without food for the entire 10 days.

Lowrey had evidently either got off his horse to find the trail or was thrown, and walked until exhausted and sat down by a tree and never rose again. He had done much walking, as his overshoes were worn out. There were a few bruises on his arms and legs, caused by falling over fallen trees. His watch and pin were on his person, precluding any suspicion of foul play.

SALEM IN ITS OWN DEFENSE.

Did Not Scour Country for Football-Players, as Alleged.

SALEM, Or., Dec. 28.—Captain Olinger, of the Salem football team, denies the statement made in Portland that his team has scoured this end of the Valley to secure men to help out in the New Year's game with Multnomah. He says that every man in the eleven will be a resident of Salem and a bona-fide member of the team. Not even Murphy, of Stanford, whose home is here, and who is a member of the club, will play with the Salem boys, unless a change is made in the present plan.

Since Multnomah acknowledges having drawn on Stanford and Eugene for players, Salem football enthusiasts are beginning to think that it is a case of Salem against the Coast, and in case Salem wins there will be some reason for claiming the championship of the Coast. Salem has this advantage, however—whether it wins or loses, it will be a glorious battle; while, on the other hand, no matter how great Multnomah's victory may be, public opinion will not give it credit for the achievement.

JAPS RAILROADED IN.

System of Fraud Against Our Customs Laws Unearthed.

CHICAGO, Dec. 28.—A special to the Record from Vancouver, B. C., says:

John Watchorn, agent of the United States Immigration Bureau at Tacoma, left today for Washington, where he will lay before the authorities the details of a complete system of fraud perpetrated in defiance of United States customs laws, at the international boundary line between here and Seattle.

With Inspector Healey, of Vancouver, Commissioner Watchorn has lately unearthed the facts of how a large number of Japanese laborers were railroaded across the border. The Japanese were hired out to farmers in Washington and Oregon through large Japanese contractors.

Two months ago Secret Service Officer Sargent was sent from Washington, and with the Inspector here has been making a full investigation. His reports state that about 1700 indigent Japanese in all have been taken across since August.

Case of Robbery and Murder.

SEATTLE, Dec. 28.—Recent investigation convinces the friends of Murray McDonald, a wealthy Klondike miner, that he was robbed and murdered at White Horse, last July. McDonald has been supposed to be visiting with his mother in Nova Scotia, but it was found that he never reached there, and his trip from the time of departure from Dawson was traced. He was last seen leaving the river steamer at White Horse, and evidently met foul play shortly after, as he did not reach the hotel. At the time of his disappearance McDonald had a $800 gold brick and between $2000 and $3000 in currency. A. D. Williams, his brother-in-law, will make the trip over the ice from Dawson to continue the search.

Much Activity in Washington Mines.

CHEHALIS, Wash., Dec. 28.—R. C. Lang, who has just returned from a trip to the St. Helens mining district, in Southeastern Lewis and Northern Cowlitz Counties, reports more work being done in that district than ever before.

THE NEW YORK DENTISTS ADVERTISE

Yes, they do advertise, and if they did not live up to their advertisements they could not exist. But every letter of their advertisements is followed absolutely, and all of their dentists are graduates of colleges belonging to the National Association of Dental Faculties. The following is our advertisement:

NO MORE DREAD OF THE DENTAL CHAIR

Teeth extracted and filled absolutely without pain by our late scientific method. No sleep-producing agents or cocaine. These are the only Dental Parlors in Portland that have the patent appliances and ingredients to extract, fill and apply gold crowns and porcelain crowns, undetectable from natural teeth, and warranted for ten years, without the least particle of pain. Gold crowns and teeth without plates, gold filling and all other dental work done painlessly and by specialists.

Gold crowns, $5.00; full set teeth, $5.00; bridge work, $5.00; gold fillings, $1.00 up; silver fillings, 50c.

A Protective Guarantee Given With All Work for 10 Years

FULL SET $5.00

Any Work That Should Not Prove Satisfactory Will Be Attended to Free of Charge at Our Nearest Office

We are making a specialty of gold crown and bridge work; the most beautiful, painless and durable of all dental work known to the profession. Our name alone will be a guarantee that your work will be of the best. We have a specialist in each department. Best operators, best gold workmen and extractors of teeth; in fact, all the staff are inventors of modern dentistry. We will tell you in advance exactly what your work will cost by free examination. Give us a call and you will find we do exactly as we advertise.

New York Dental Parlors

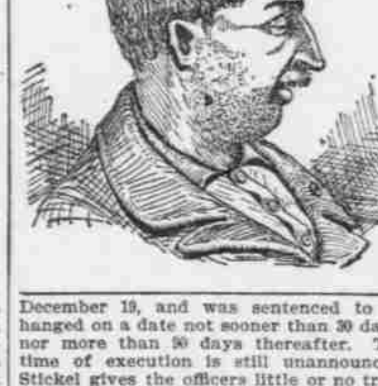
MAIN OFFICE
FOURTH AND MORRISON STS., PORTLAND, OR.

Branch office, 614 First avenue, Seattle.
Hours, 8 to 8; Sundays, 10 to 4. Ladies always in attendance.

The Cashadia Company has let a contract for an additional 100 feet on the Polar Star tunnel. A contract for 50 feet of tunneling on the Chicago has also been awarded. This company has recently put in a small smelter, and will reduce its ore so it can be packed out on horseback. In the Norway, Olson Bros. have taken a contract to drive the tunnel 75 feet deeper, and a contract has been agreed on for work on the Minnie Lee, which will be commenced the first of April.

Martin Stickel, Murderer, Who Is Soon to Be Hanged.

KALAMA, Dec. 28.—Martin Stickel, the self-confessed murderer of William B. Shanklin, of Kelso, and Mr. and Mrs. Cornelius Knapp, of Castle Rock, occupies a cell in the County Jail here. He was found guilty of the killing of Shanklin



December 19, and was sentenced to be hanged on a date not sooner than 30 days, nor more than 90 days thereafter. The time of execution is still unannounced. Stickel gives the officers little or no trouble, and seemingly cares little for his impending fate. His murders were of a most brutal character, and he is said to be possessed of less than ordinary intelligence.

Clatsop County Property Valuations.

ASTORIA, Or., Dec. 28.—County Clerk Wherity today sent out the lists of property valuations in the several towns and schools districts in Clatsop County, from which to make the tax levies for 1900. The total valuation of property in the county is $2,687,254, segregated among the various towns as folls:

City of Astoria	$1,586,349
Town of Clatsop	121,140
Town of New Astoria	33,312
Town of Seaside	14,225
City of Warrenton	84,086
In no city or town	838,142

Protests Against Mail Service.

SEATTLE, Dec. 28.—The people of Dawson held a mass meeting, December 19, to protest against the slowness of the mail service between the Klondike and White Horse, the only method of communication with the outside world. An effort will be made to have the present contract revoked. It is claimed that the delays are due to the bad condition of the trails over the ice.

Topeka About to Be Floated.

SEATTLE, Dec. 28.—The steamer Dolphin, from Skagway, reports that the steamer City of Topeka, was about to be floated December 23, when the former vessel passed Sullivan Island, on the rocks of which the Topeka piled up three weeks ago.

Sixty Southeastern Alaska and Klondike passengers returned on the Dolphin.

No News of Overdue Tillamook.

SEATTLE, Dec. 28.—The steamer Bertha, which arrived today from Copper River, brings no news of the long overdue Alaska mail steamer Tillamook other than that the latter sailed from Port Valdes for Dutch Harbor, November 14, and had not returned when the Bertha departed from Valdes, December 16.

Memorial to Marcus Daly.

BUTTE, Mont., Dec. 28.—An organization was perfected here tonight to secure a memorial to the late Marcus Daly. Until the subscriptions are all in, it will not be determined in what shape the memorial will be—whether a monument or something else.

Factory Resumes Operations.

FOREST GROVE, Dec. 28.—The Forest Grove School Desk Manufacturing Company, which has been closed for a few days, under an attachment, resumed operations yesterday. Its indebtedness has been adjusted.

A Correction.

FOREST GROVE, Or., Dec. 28.—Herbert Bernards, Representative from Washington County, is a Democrat, instead of a Republican, as stated in today's Oregonian.

Six Japanese Killed.

SPOKANE, Wash., Dec. 28.—Six Japanese laborers on the Great Northern Railway were struck and killed by a freight train near Cut Bank, Mont., last night. The bodies have been taken to Kalispell.

EAST SIDE AFFAIRS.

Double Masonic Installation—Malicious Boys Arrested.

The annual installation of officers of Hawthorne Lodge, No. 111, and Washington Lodge, No. 46, A. F. & A. M., and observance of St. John's day took place Thursday night, at Masonic hall, in the Burkhardt building. There was a large attendance of the members of both lodges, and also visitors. The officers were installed by Past Master W. A. Dempsey, with Past Master W. B. Hall as marshal. The following elective and appointive officers were installed:

Washington Lodge—Charles Hussey, W. M.; J. H. Richmond, S. W.; W. J. Shellenbarger, J. W.; R. B. McClung, treasurer; J. A. Newell, secretary; Charles Frazier, S. D.; G. M. Hyland, J. D.; W. S. Macrum, S. S.; Fred Nash, J. S.; T. H. Brickell, tyler.

Hawthorne Lodge—W. J. Fullam, W. M.; H. L. Moreland, S. W.; W. W. Sansom, J. W.; H. H. Newhall, treasurer; F. Glafke, Jr., secretary; H. W. Smith, S. D.; M. J. Canning, J. D.; C. H. Heller, S. S.; A. E. Fellows, J. S.; W. B. Hall, tyler.

After the installation of the officers, John W. Rowland, retiring master of Hawthorne Lodge, was presented with a magnificent Masonic jewel, and Penumbra Kelly, retiring master of Washington Lodge, was also honored with a similar jewel. W. A. Dempsey, past master, and Past Master J. C. Moreland made the presentation speeches. Both Mr. Kelly and Mr. Rowland replied, thanking the membership for the splendid Masonic emblems given them, and said they should always treasure them above all their other possessions. Then came addresses from S. R. Harrington, when all repaired to the banquet hall for refreshments. Both lodges are highly prosperous, and made much progress during the year.

Interfered With the Cars.

Frank Seater, Albert Schiem and Orlo Hayworth were arrested yesterday on complaint of the motormen on the Montavilla railway, on a warrant from the Municipal Court. For some time boys have been in the habit of jumping off and on the car, throwing off the trolley, and setting the brakes and otherwise interfering with the cars. As the cars have a motorman and no conductor, they have made themselves a great nuisance. A detective went out on the line and caught these youngsters in the act of throwing off the trolley and setting the brake. The motormen have repeatedly warned the parents of boys along the line that their boys would get injured, but no attention has been paid to these warnings.

East Side Notes.

Another gang on the East Side needs suppressing, now that the "S. S. S." seems to be out of the way. A crowd of youngsters are making a practice of gathering in the vicinity of East Seventh and East Harrison streets, throwing stones and annoying people passing. It is but a step to smashing windows and defacing property.

One of the pleasing events at the Christmas festivities at the Smith Memorial Church, Fairview, was the presentation to Professor W. M. Rounds, given him by the pupils of his night school. They thought they would show their appreciation of his efforts in their behalf and among themselves made up the amount necessary for the purchase of a handsome gold watch, chain and charm. Rev. W. T. Scott made the presentation speech, to which Mr. Rounds responded.

The First Evangelical Church, East Sixth and East Market streets, has been designated as the place for holding the next annual Oregon conference. At the adjournment of the conference, the place for holding the next conference was not fixed, but the First Church has now been designated, and April is the time. Bishop Esher, the senior bishop, will be present.

Thursday evening the annual election of officers of the First United Evangelical Church, East Tenth and East Sherman streets, took place, with the following result: Superintendent, George Ormsby; assistant superintendent, Charles Staver; secretary, Miss Ethel Kern; treasurer, Mrs. C. D. Ott; librarians, Miss Nellie Raabe and Lloyd Pamter; organist, Miss McConnell; chorister, Mrs. L. Sauter.

Dr. W. H. Heberden captured a burglar at New Whatcom Monday night with the aid of a St. Bernard dog.