with the Northwestern Stove Foundry on July 28, 1896, by the terms of which that corporation agreed to pay the State of Oregon for the labor of 100 convicts at the rate of 35 cents per day and a rental for the use of the foundry property at the rate of $2,000 a year, to be paid quarterly. From the beginning the company defaulted in its payments, save the first amount due for the convict labor and rental on October 8 of the same year. This was largely because of the unusually depressed condition of business generally, and no further payment of any kind was made again until the 15th of January, 1898, when the sum of $2,000 was remitted. This very unsatisfactory condition of affairs continued until the special session of the Legislature met in September, 1898, when the entire matter was turned over to that body for investigation and settlement. The committee appointed for that purpose reported that the state's unpaid claim at that time amounted to the sum of $63,261.55, and recommended as a basis of settlement, considering the very unfavorable conditions under which the company has been doing business, the acceptance of $32,500 in full payment of all its claims.

This was the condition of affairs when the present Board of Managers came into office, and a contract was made with the Northwestern Stove Foundry, by the terms of which it agreed to pay the sum of $10,000 at once, $10,000 on the first of January, 1900, and $12,500 on the first of January, 1901, with interest at the rate of 6 per cent. That company also agreed to pay $2,000 per annum for the use of the foundry plant, payable quarterly, and the further sum of 35 cents a day of 10 hours, or at that rate per hour, for the labor of 100 convicts, the latter to be paid monthly.

I rejoice at being able to report that all these payments have been met promptly and exactly according to contract, so that, instead of a large deficit to compromise, there is now in the treasury the sum of $15,677 earned by convict labor during the last 23 months, or an average of over $853 per month; $3,816 have been paid for rent, a reduction of $84 having been made to correspond with the time the foundry was closed, by the direction of the board, to take account of stock in order to ascertain the amount of the state's security, and the further sum of $32,500 as back pay on the former contract. Against this stands the sum of $2600 paid out for repairs and other expenses, leaving a balance in the treasury to the credit of the Penitentiary foundry fund in its various forms of $42,860. The state has at this time no claims whatever against the Northwestern stove foundry, it having met all its obligations in full.

GAME AND DAIRY INTERESTS.

Sums for Their Protection Are Inadequate.

While I dislike very much to ask for increased appropriations in any case, it is apparent that if the state is going to look after the protection of its game, and to the prevention of the sale and manufacture of adulterated foods, more funds must be provided for the enforcement of the laws governing those questions. They are both of the utmost importance and should not be neglected through refusal of sufficient state aid to insure the purpose named. An increase in the salaries of the chief officers is not asked, but the small sums appropriated to discover and punish offenders is entirely inadequate to secure the purpose intended. This proposition does not require argument to present its just claim, and it is hoped you will grant the necessary assistance to enable those two very efficient officers to realize the object of the laws governing their departments. It is not likely that any other state in the Union provides so small an amount of funds for the protection of its game and for the prevention of the sales of adulterated foods.

REGULATION OF RAILROADS.

Shippers' Rights, in Some Instances, Are Not Respected.

Since there was such a general attack on boards and commissions of all kinds two years ago, I hesitate to say anything in favor of the re-establishment of a railroad commission, and will not, further than to remind you that there is not now, and has not been for two years, any law of any kind in this state regulating the freight rates on railroads. It is doubtful if this can be said of any other state in the Union. Under such circumstances, it is a matter of congratulation that the different roads have been, as a rule, governed by a fair consideration of the public interest, but there are instances of the grave disregard of the rights of shippers that should not be allowed to continue. Many times during the past two years I have been asked, through correspondence from different parts of the state, what could be done to remedy certain acts of injustice, the details of which were furnished. There is scarcely a state in the Union which has not a commission of some kind to regulate railroad fares and freights, and so settled has this policy become in most of them that there is no more thought of abolishing the railroad commission than there is of dispensing with the services of a state Attorney-General, or of any other necessary adjunct to the state government. The question is never even discussed. You are the representatives of the people, and I deem my duty performed when I call your attention to the fact that it is an anomaly for the people of a state to absolutely surrender all control of the railroads rather than to support a commission whose duty is to regulate inequalities and prevent extortions. The power to regulate them resides in the state, and should be unquestionably exercised. It is for you to decide whether the present condition can be continued with safety to the public welfare.

FISHING INDUSTRY.

Legislation for Its Perpetuation Is Imperative.

For many years the salmon industry has been one of the leading interests of the state, but all efforts to stay the annual diminution of the supply has so far proven ineffectual. When observance is given to the varied kinds of process used for catching salmon from the time they enter the mouth of the Columbia, including nets, traps, seines and wheels, it is marvelous that any ever escape to reach the hatcheries and spawning grounds. And yet nothing should be plainer than that the industry will be surely annihilated, and that shortly, unless something is done to allow the salmon to reach the upper rivers unmolested during an open season long enough for increasing numbers of them to find their spawning grounds and the hatcheries. This is not a matter which will call for more money, for there is a surplus in the treasury at this time, which the Fish Commission could not use in any way. Hatcheries are useless unless salmon are allowed to reach them. Under the new law the commission erected a hatchery on the Upper Clackamas River in the Summer of 1899, with a hatching capacity of 10,000,000, but, although practically every salmon reaching that point has been caught, the output has not in either year reached 2,000,000 fry. Other hatcheries have been erected at small cost wherever there was any prospect for a run of salmon, but none of them has produced the output that was expected. We have more hatcheries now than fish. The restoration and perpetuation of this great industry, which gives employment to several thousand deserving workingmen, and which should bring a vast amount of money into the state annually, depends altogether on the kind of legislation enacted governing the open seasons for salmon to ascend the rivers of the state when on their way to the spawning grounds. This one suggestion is the key to the situation, and presents the principal difficulty in the way of building up a prosperous business, not only for the fishermen, but for many others depending upon that industry. You are requested to give this matter your thoughtful attention, as stringent legislation, based on intelligent comprehension of what is most needed to reach the desired end, is urgently demanded. The Fish Commissioner has been a most industrious officer, is thoroughly acquainted with the habits of fish, and has given the necessities of the industry in Oregon an extended consideration in his biennial report, which you are invited to carefully examine.

GENERAL EXPENSES.

Effort to Reduce Them Has Been Satisfactory.

It is believed that the utmost economy has been practiced in every department, and while some deficiencies are reported, they have occurred, as elsewhere indicated, because of decreased appropriations as compared with former years and by the largely increased cost of meats and other provisions, which, of course, was unavoidable. Expenses have been reduced wherever possible, the result of which is that, while the amount raised for the ordinary expenses of the state government on the assessment of 1898 was $761,000, it was $757,000 in 1899, and the amount to be raised on the assessments just returned for 1900 will be $671,000, showing a reduction of $80,000 from 1898 and of $90,000 from last year. The tax levy this year is the same as two years ago, and smaller than one year ago by three-fifths of a mill, the expenses having been decreased to correspond with diminished valuations. As long ago as 1892 the state levy was 7 mills on a valuation of $160,000,000, or $42,000,000 more than this year. In 1889 the levy was 6 mills. It is not to be supposed that a steady decline in the ordinary expenses of a state that is constantly growing can be maintained, but the effort made in that direction has been very satisfactory, and will be continued wherever possible. On the supposition that Oregon equals Washington in wealth, if we had the same returned valuation on our assessment rolls as that state, our state levy, based on our present expenses would be but 2 mills.

There is now a balance in the general fund in the state treasury of $152,322, and $25,948 due from the various counties of the state on deferred taxes, making a total of $178,000. This is a sufficient amount to pay all outstanding warrants against the state and all other liabilities, exclusive of the scalp bounty and swamp land warrants, which have no connection with the general expenses of the state government. The school fund amounts, in round numbers to $3,500,000, it all being represented in notes and certificates in different forms, excepting $596,000 now in the treasury. This is not reported as a surplus in the treasury, for it is not an asset of the state, and could not be used for any kind of liability in any way connected with the expenses of the state government. Oregon is out of debt and should remain so.

Conclusion.

You are welcomed to the State Capital, gentlemen, clothed with the discriminating duty of making and unmaking laws for a free people. This is a sacred trust demanding your best thought and your most carefully considered efforts. In all countries, under all conditions and at all times, there is a large class of people who are compelled by the stress of circumstances to labor incessantly to provide themselves with the necessities of life. These are known as the common people, and it is upon them that the burden of government largely falls, and it is upon their prosperity that the prosperity eventually of all other classes depends. You should bear them in mind while answering to every roll-call. After the election of a Senator has been accomplished, there will be no questions of a political nature to consider. A large majority of you belong to one political party, but it is believed that on all other questions you can work in harmony with the minority who share with you an equal concern for the welfare of our commonwealth. The future is freighted with great opportunities for the Pacific Coast, and, for many reasons, the indications point to our own state as being destined to ultimately take the lead in matters of commercial supremacy. The well-defined promises of a great Oriental trade are beckoning us onward from the further shores of the great Pacific, and when the competition for traffic between the different overland lines reaches that point, which it surely will; when the difference between moving railway trains over high mountains and moving them on a water-level grade to the sea will mark the difference between loss and profit, then the Columbia River route will be the chosen one for the vast growing business between the two hemispheres. There can be no doubt about this whatever, and in that coming day, not very far in the future, Portland and Astoria, with a deep channel river between them, will be among the leading cities of the Coast, prosperous, and working hand in hand for the advancement of the general public interest.

Let those of us who are the trusted servants of the people for the time being address our earnest efforts to the upbuilding of our state's best interests, as, turning from the triumphs and failures of the past, we face the hopeful future, and, placing our trust in the Great Architect of the Universe, cross the promising threshold of the 20th century.

T. T. GEER,
Governor of Oregon.

Quotations of Mining Stocks.

SPOKANE, Jan. 15.—The closing quotations for mining stocks today were:

	Bid.	Ask.		Bid.	Ask.
Blacktail	10¼	11¼	Quilp	23	29½
Butte & Bos.	1¼	2¼	Hamb. Cnr.	26½	27½
Crystal	4¼	4½	Republic	48	58
D. T. Con.	2½	2¾	Reservation	5	5½
Evening Star	5¼	7	Ross. Giant	4	4½
Gold Ledge	2¾	3¼	Sullivan	12½	12½
I. X. L.	18½	21	Tom Thumb	14½	15
Iron Mask	34½	39	Waterloo	2½	2¾
L. P. Surp.	8½	8¾	Amer. Boy	9	10½
Mtn. Lion	82½	43	Dewey	2	3
Morn. Glory	7½	7¾	Miller Creek	2	3
Morrison	5		Conjecture	3	3¾
Prin. Maud	2¾	2¾			

SAN FRANCISCO, Jan. 15.—The official closing quotations for mining stocks today were:

Alta	$0 04	Justice	$0 07
Alpha Con	3	Kentuck Con	0 03
Andes	8	Mexican	30
Belcher	14	Occidental Con	4
Best & Belcher	23	Ophir	64
Bullion	2	Overman	14
Caledonia	78	Potosi	11
Challenge Con	16	Savage	10
Chollar	11	Sag. Belcher	2
Confidence	64	Sierra Nevada	21
Con. Cal. & Va.	1 65	Silver Hill	44
Crown Point	14	Standard	4 50
Gould & Curry	41	Union Con	22
Hale & Norcross	17	Utah Con	6
Julia	2	Yellow Jacket	14

NEW YORK, Jan. 15.—Mining stocks today closed as follows:

Adams Con	$0 20	Little Chief	$0 16
Alice	45	Ontario	6 25
Breece	2 00	Ophir	70
Brunswick Con	27	Phoenix	10
Comstock Tunnel	5	Potosi	10
Con. Cal. & Va.	1 70	Savage	15
Deadwood Terra	54	Sierra Nevada	23
Horn Silver	1 10	Small Hopes	70
Iron Silver	65	Standard	4 00
Leadville Con	6		

BOSTON, Jan. 15.—Closing quotations:

Adventure	$ 9 87	Humboldt	50 00
Bing. Min. Co.	15 75	Osceola	82 50
Amal. Copper	50 50	Parrott	49 25
Atlantic	28 00	Quincy	176 00
Boston & Mont.	325 00	Santa Fe Cop.	6 50
Butte & Boston	79 00	Tamarack	330 00
Cal. & Hecla*	840 00	Utah Mining	33 00
Centennial	23 00	Winona	5 87
Franklin	16 50	Wolverines	45 50

*Ind.

To Hear Tax-Reduction Case.

VANCOUVER, Wash., Jan. 15.—The newly organized Board of County Commissioners for Clark County has been in session since yesterday morning. Tomorrow the board will give a hearing to Tax Agent Fairchild, of the Northern Pacific Railway, relative to the proposition submitted by the company last week for a reduction of its taxes. The reduction asked for amounts to about 75 per cent of the $30,000 delinquent taxes assessed against the company.

Marion's Tax Levy.

SALEM, Or., Jan. 15.—The County Court today made the county levy 16.3 mills. No sheep or scalp bounty tax was levied.

Van Camp's Soups, 10c at all Grocers.

FLOTTBEK WRECKED

Terrible North Coast Claims Another Victim.

GERMAN BARK IN BREAKERS

Was Bound from Yokohama for Puget Sound—Miles Brings a Record-Breaking Cargo of Matting—Another Steamship Chartered.

SEATTLE, Wash., Jan. 15.—A special to the Times from Port Townsend says: The German Ship Flottbek, Captain Shoemaker, 34 days from Yokohama, bound for Port Townsend, is piled up among the breakers two miles south of Ozette Island, off the coast near Flattery rocks. The vessel is in a most dangerous position, and, while riding well when spoken, stands every chance of becoming a total wreck. The Flottbek was first spoken by the Tacoma collier Matteawan, which went to her assistance and succeeded in getting a line aboard. It parted, however, at the first pull, and, having no available cable aboard, the Matteawan started off for assistance. She spoke the tug Magic in the Straits, and that steamer hurried back here. At 3 o'clock this morning the powerful tug Wanderer, Captain Gove, was dispatched to the scene. No news has been obtainable today from the Cape, the wires being inoperative.

The Flottbek is an A1 steel full-rigged ship of 1861 tons, and was bound to the Sound to load a cargo of wheat at Tacoma for the United Kingdom.

Captain Mason, of the steamer Jeanie, which arrived today from San Francisco, reports the German ship Flottbek in a perilous position, with the steamers Mattewan and Bristol trying their best to extricate her. The Flottbek, while not actually on the rocks, lay at anchor among dangerous reefs with no possible chance of escape in the event of a blow coming on. Two of the Puget Sound Tugboat Company's tugs were dispatched Monday night to the rescue of the Flottbek, but with what success has not been learned, the Neah Bay wires being down. The Flottbek, when driven among the Flattery reefs Sunday night in a storm was 30 days out from Yokohama for Tacoma to load wheat.

(The Flottbek was under charter to Kerr, Gifford & Co., of this city, and had about completed a very good trip from Yokohama. She has always been an unlucky vessel, and will probably leave her bones among the rocks which abound along the Washington coast south of Cape Flattery. The point where she lies is remote from telegraphic communication, and for that reason it is difficult to secure news, and her fate will probably not be definitely known until the return of the tugs. The Flottbek is well known in this port, and on her first trip here, in 1895, narrowly escaped destruction off Willapa Harbor. She got in too close in thick weather, and Pilot Dan McVicar, who was aboard, sailed her into Willapa Harbor at midnight in a howling gale. She was towed around a few days later, and was loaded by Sibson & Kerr. The same firm loaded her again in 1897.

She was built at Newcastle England, in 1891, and was owned by Knohr & Burchard, of Hamburg. Her dimensions are: Length, 273 feet; beam, 43.1 feet; depth of hold 24 feet; net tonnage, 1861. She has had considerable trouble, and narrowly escaped destruction in the Orient a few weeks ago. She arrived at Yokohama November 16, after a disaster which caused her to lose 380 tons of her cargo. According to the Japan Herald, she encountered a heavy gale off Rock Island, and was beating up when she "missed stays" and the tide drifted her on to Fuji-Saki. She had a few days before encountered a terrible typhoon in the China Sea, and, during the 48 hours in which it raged, the carpenter was washed overboard and the second mate blown from a yard and killed.

Portland marine men familiar with the locality where the vessel is lying do not think that there is much of a chance for her to escape, and she will undoubtedly prove a total loss.)

MILES OF MATTING.

Miles Brought Enough to Reach From Portland to San Francisco.

The largest cargo of matting ever brought to this port came in from the Orient on the steamer Miles, which entered at the Custom-house yesterday. There were 28,915 rolls of the stuff, and if it had been strung out in a straight line it would have reached from Portland to San Francisco. The Hong Kong consignment was the largest, and consisted of 22,515 bales, and the remainder was taken aboard at Kobe. The steamer also brought 1000 bales of jute in transit from Calcutta for Walla Walla, where it will be manufactured into bags. These two commodities filled up the ship with the exception of 381 bags of rice, 43 cases of curios and 279 cases of fans. Nearly all of the matting was consigned to Eastern points, and will be sent forward as fast as it can be unloaded from the steamer. The Miles is on her last trip in T. M. Stevens' line, and, it is reported, will be turned over to the Oregon & Oriental Steamship Company after the termination of her outward voyage. The steamship Eva was reported outside last evening, and will probably arrive this morning.

NEW STEAMER CHARTERED.

Heathcraig, Just From the Yards, to Load at Portland.

Steamers for wheat have not cut so much of a figure in the business this season as they did during the big-crop and high-freight season three years ago, but two have already been dispatched and a third is now loading, and yesterday a fourth steamer, larger than any that has yet loaded here this season, was reported chartered for wheat loading. This latest addition to the grain tonnage list is the British steamship Heathcraig, a new vessel that left the yards where she was built less than six months ago. She is a steel steamer of 2780 tons net and 4261 tons gross register. Her other dimensions are: Length, 360.7 feet; beam, 48.3 feet; depth of hold, 20.2 feet. These dimensions would indicate a big carrying capacity on a comparatively light draft of water. She is equipped with triple-expansion compound engines, with cylinders 25x42 and 68 inches diameter of cylinder, by 48 inches stroke.

PERRY AT SEATTLE.

No News of the Andrada, but Will Try Again.

SEATTLE, Wash., Jan. 15.—The United States revenue cutter Perry, Captain Kilgore, arrived in port last night after a fruitless search up the coast, from the mouth of the Columbia, for the missing ship Andrada.

The Perry sails again this afternoon to cruise southward and resume her quest.

The Andrada was last heard of on December 11. She was then lying outside the Columbia River bar, waiting for a chance to cross in. On that day she took aboard Captain Cordiner, the pilot. This was the last ever heard of the vessel, with the exception of one story brought into Gray's Harbor by the schooner Bertha Dolbeer, which reported sighting a ship much like the Andrada.

A week ago the Perry left Astoria and put to sea in search of the Andrada. Captain Kilgore states that the weather along the coast is still very severe, and that a number of ships which were taken down the Straits put back rather than face the storm. The Highland Light was towed down last Thursday, and came back and anchored in Crescent Harbor, where she was still lying Saturday.

THE OVERDUE FLEET.

San Francisco Marine Men Have Been "Thinking" About Andrada.

SAN FRANCISCO, Jan. 15.—It is thought by mariners here that the British ship Andrada has gone ashore somewhere on the coast of Vancouver Island. She left Santa Rosalia November 12 for Oregon, and arrived off the Columbia River about two weeks ago. Pilot Cordiner was put aboard, and then a gale came up, and the Andrada was driven to sea. Since then nothing has been heard from her, and seafaring men fear that she was the vessel recently sighted bottom up off Cape Flattery.

Reinsurance has advanced in all the overdue vessels posted at the Merchants' Exchange, the list standing as follows:

"Rathdown, 104 days out from Yokohama for Portland, 90 per cent; Castle Rock, 82 days out from Hong Kong for British Columbia, 40 per cent; Andrada, 64 days out from Santa Rosalia, for Portland, 75 per cent; Bertha, out 83 days from Wei Hai Wei for Portland, 75 per cent; Otto Gildemeister, 61 days out from Yokohama for Portland, 75 per cent; Cape Wrath, out 75 days from Callao for Portland, 55 per cent."

VIGILANCIA ASHORE.

Ward Liner Aground on a Reef West of Havana.

HAVANA, Jan. 15.—The Ward line steamer Vigilancia is aground off the banks of Los Colorados, about 100 miles westward of Havana.

The Vigilancia sailed from Vera Cruz, Mex., January 10, for Progesso, Havana and New York. She has 58 passengers on board, and is commanded by Captain Reynolds. She struck early yesterday morning during a fog, six miles from the main land. Word of the accident reached her agents here last night. The steamer is fast on the reefs, and is pounding in the norther which is now blowing. She is in no immediate danger, however.

The Orizaba, with two tugs and lighters, has been sent to the assistance of the Vigilancia. The latter is resting in 11 feet of water forward and 14 aft. No difficulty is expected in transferring her passengers and in unloading her freight.

CREW PAID OFF.

Poltalloch in Same Position as Before the Storm.

ASTORIA, Or., Jan. 15.—Captain Young, of the British bark Poltalloch, which is stranded near Tokes Point light, arrived here this evening with the crew of the vessel, and the men will be paid off before the British Vice Consul tomorrow. Captain Young states that the vessel is in the same position as before the recent storm. Captain Waite, the professional wrecker, who came out from London, is ill at South Bend, and has been unable to make an attempt to get the vessel off.

Mr. Harris, one of the owners of the bark, accompanied by his wife, is still with the vessel. As soon as Captain Young pays off his crew he will return to the wreck.

Over the Docks.

The rapid rise in the Willamette caused some lively work in moving freight from the lower docks, and the British ship Lucipara, which is loading at Columbia, received over two thousand tons of wheat Monday, the rising water making it imperative to get the wheat off the lower dock at Columbia No. 1. If the freshet had occurred a month earlier, the matter would have been quite serious, as the docks at that time were well filled with wheat above and below, and ships were very scare. Something over 50,000 tons of wheat was shipped during the month of December, and this left the wheat docks fairly well cleaned up. Since the electric conveyer came into use the matter of moving freight from the lower to upper decks is not so serious as it was under the old method, when everything was lifted by main strength and awkwardness.

Domestic and Foreign Ports.

ASTORIA, Jan. 15.—Arrived at 8:40 A. M. and left up at 3:30 P. M.—Steamer Despatch, from San Francisco. Arrived in at 8:20 A. M. and left up at 10:40 P. M., steamer Columbia, from San Francisco; arrived in at 11:20—British ship Scottish Hills, Taltal. Arrived down at 9:50 A. M.—French bark Cassard, German ship Tarpenbek. Reported outside—British ship Cape Wrath, from Callao, and a tramp steamer. Condition of the bar at 5 P. M. obscured; wind, west; weather, foggy.

San Francisco, Jan. 15.—Arrived—Schooner Monterey, from Coos Bay; steamer Titania, from Nanaimo; bark Prussia, from Port Blakeley; steamer Geo. W. Elder, from Portland. Sailed—Steamer Strathgyle, for Seattle; schooner Lititia, from Gray's Harbor; barkentine Gardiner City, from Seattle; steamer W. H. Kruger, from Gray's Harbor; steamer Arcata, from Coos Bay.

Seattle, Jan. 15.—Sailed—Schooner Prosper, for Sydney.

San Diego—Arrived Jan. 14.—Norwegian steamer Hero, from Kobe.

Seattle—Arrived Jan. 14.—Steamer Aloha, from Alaska; schooner D. S. Holmes, from San Pedro.

Neah Bay, Jan. 15.—Passed out—British steamer Bristol; steamer Czarina, for San Francisco. Passed in—Steamer Jeanie, from San Francisco for Seattle.

Port Los Angeles—Arrived Jan. 14.—Steamer San Mateo, from Nanaimo.

Port Angeles—Arrived Jan. 14.—Ship Eclipse, from San Francisco January 9 for Comox. Sailed January 8—Ship Glory of the Seas for San Francisco.

Newcastle, Australia, Jan. 14.—In port Nov. 14—British bark Andorinha, for San Francisco; Dec. 12, British bark Invernell, for San Francisco; Dec. 7, French bark Jane Guillon, for San Francisco; Dec. 1, French bark Brenn, for San Francisoc.

Port Townsend—Passed out Jan. 14.—British steamer Braemar, for Yokohama. Arrived—Ship Jas. Nesmith, from Honolulu.

Falmouth—Arrived Jan. 12.—German bark Athene, from Tacoma.

Antofagasta—Sailed Nov. 25.—British ship Thirlmere, for Tacoma.

Port Townsend, Jan. 15.—Passed in—Bark Fresno, from San Francisco Jan. 7 for Port Gamble.

Queenstown, Jan. 15.—Arrived—German ship Hera, from Tacoma.

Yokohama—Sailed Jan. 13.—British steamer Duke of Fife, for Tacoma.

Shimoneseki—Arrived Jan. 5.—Norwegian steamer Kvarven, from Portland.

Shanghai—In port Dec. 29.—British ship Knyber, from Oregon.

Hamburg—In port Dec. 20.—German ship Margaretha, from Oregon.

Santos—Sailed Jan. 13.—British ship Talus, for Oregon.

New York, Jan. 15.—Arrived—Noorge, from Copenhagen. Sailed—Trave, for Bremen; Cevic, for Liverpool; Sardinian, for Glasgow.

Yokohama—Sailed Jan. 12.—Duke of Fife, from Hong Kong for Tacoma.

Antwerp, Jan. 15.—Sailed—Tanis, for San Francisco.

Liverpool, Jan. 15.—Sailed—Cufic, for New York.

New York, Jan. 15.—Arrived—Spaarndam, from Rotterdam.

Philadelphia, Jan. 15.—Arrived—Pennland, from Liverpool.

More Resignations at Stanford.

STANFORD UNIVERSITY, Cal., Jan. 15.—As a protest against the forced resignation of Professor George E. Howard, head of the department of history in Leland Stanford, Jr., University, the resignations of Professor W. H. Hudson, of the English department, and Professor C. N. Little, of the mathematics department, were tendered today.

WHARF WASHED AWAY

HIGH WATER TOOK OUT O. R. & N. STRUCTURE AT SALEM.

Loss Is in Neighborhood of $1000—Willamette 31 Feet Above Low-Water Mark There Yesterday.

SALEM, Or., Jan. 15.—The O. R. & N. Co.'s wharf was washed out today about 3 P. M., by the high water. The water was 30 feet above low-water mark at the time. Later it reached 31 feet. The building was a light frame structure, 40 feet high and 110 feet long, and was erected in 1890, to replace the company's wharf washed out by the big flood of that year. It was of the probable value of $1000.

Much fear was felt lest the wharf should strike the pier in the steel bridge that spans the Willamette, connecting Polk and Marion Counties, a couple of blocks below where the wharf was situated, but it succeeded in going under the bridge without striking anything, and continued its course down the river.

RIVER WILL SOON BE IN BANKS.

Water Falling at Corvallis—Much Damage to Bridges.

CORVALLIS, Jan. 15.—Twenty inches is all the Willamette lacked last night of being as high as it was in the great flood of, 1890-91. The highest point is supposed to have been reached shortly before midnight. Early this morning the water began to fall at a rate of about an inch an hour. It has fallen slowly all day, and tonight is considerably lower than at the same hour last night. Within 24 hours, under present climatic conditions, the Willamette should be within its banks.

Considerable damage has been done to bridges and fencing. A large-sized bridge passed down the Willamette yesterday. The south apron of Mary's River bridge, at Corvallis, has been so lifted by the water that one end is afloat. One of the bridges in the lane leading to Fischer's flouring mill has been carried away. Portions of a newly built walk in the same vicinity are under water and have been much damaged. A bridge just north of the saw mill at Corvallis has been carried away. The road in that vicinity, as well as south of Mary's River bridge, was covered with enough water to have floated a large steamboat.

Portions of several streets in the extreme north end of town were submerged. The usual damage to stock on islands up and down the river in the vicinity of Corvallis is believed to have been avoided. The animals were mostly removed during former freshets, within the past few weeks, otherwise there would have been serious loss on this account.

BRIDGE CARRIED OUT.

Due to Large Drift—High Water Causes Factories to Close Down.

OREGON CITY, Jan. 15.—A large drift carried away the Willamette Falls Electric Company's bridge across the Tualatin River, three miles above here, this afternoon. The Crown paper mills closed down today on account of the high water interfering with the working of the machinery. The Willamette paper mills are still running the greater portion of their machinery. The flouring mills have closed down on account of the high water.

Excepting the loss of the Tualatin bridge no serious damage has been reported. The river is believed to be slowly falling this evening. The gauges show 14 feet above high water mark on the upper river, and 27.6 below the falls.

RAILROAD BRIDGE REPAIRED.

Trains Can Now Make Harrisburg-Junction City Run.

JUNCTION CITY, Or., Jan. 15.—The bridge across the Willamette River between this city and Harrisburg, which came so nearly being the cause of a disastrous railway accident yesterday morning, has been repaired sufficiently to permit of trains crossing over it, and the Southern Pacific has a force at work making permanent repairs, which will be completed in a day or two.

North-bound trains are not running on schedule time, owing to washouts and slides at points south of here.

The weather is perfect today, and the high water is rapidly subsiding.

Willamette Falling at Albany.

ALBANY, Jan. 15.—The Willamette at this city reached 30.5 feet above low-water mark at 8 o'clock this morning. It remained stationary until this evening, when it began falling. So far there have been no reports of damage to small bridges through the county. Several piles, though, were washed out of the big bridge at this place.

Large Freshet in Necanicum.

ASTORIA, Jan. 15.—Following the rains of the past few days, the freshet in the Necanicum is the largest in years. A big stump was floated down and struck the new bridge with such force that it bent a two-inch iron rod nearly double. The bridge, however, was uninjured.

TALKED TO STUDENTS.

Dr. Williamson Spoke at the University of Oregon.

EUGENE, Or., Jan. 15.—Dr. W. T. Williamson, one of the members of the staff of the state insane asylum, delivered an address on "Heredity and Environment" before the University of Oregon Biological Club, this evening. The address was of a most interesting nature, and was well attended.

Gamma Zeta Chapter of the Sigma Nu Fraternity has elected the following officers: Commander, Luke L. Goodrich, '01; lieutenant-commander, E. N. Blythe, '02; reporter, C. N. McArthur, '01; recorder, C. A. Redmond, '02; treasurer, C. C. McCornack, '01; sentinel, Fred Ziegler, '03; marshal, Clyde Payne, '03.

The local oratorical contest will take place Friday evening, February 8, in Villard Hall. The contestants who are preparing orations are Miss Susie Bannard, '01; Richard S. Smith, '01; Allen H. Eaton, '02; Tom Williams, '03, and Olin L. Tout, '04. The winner will represent the university in the state contest at Corvallis, March 8.

Colonel L. L. Hawkins, of Portland, visited the University today and spent some time in examining the specimens and relics of the great Condon collection.

The present enrollment of the University is 312. This does not include those in attendance at the affiliated colleges in Portland.

NORTHWEST DEAD.

J. C. Meins, of The Dalles.

THE DALLES, Or., Jan. 15.—J. C. Meins, a well-known resident of this place, died very suddenly last night from acute congestion of the lungs. He had been in his usual health until last evening, when he was taken suddenly ill while on one of the business streets. John Corcoran Meins was born in Delhi, N. Y., 69 years ago, spending his early life at that place. About 15 years ago Mr. Meins moved to The Dalles, where he had since resided. Mrs. Meins and two children—Charles Meins, of Portland, and Mrs. Gussie Zeigler, of this city—survive him.

Mrs. Mary Smith, of Corvallis.

CORVALLIS, Or., Jan. 15.—Mrs. Mary Smith, widow of the late Green Berry Smith, and mother of John Smith, of this place, died at 10 o'clock last night, aged 71 years. She was ill only since last Wednesday. Her malady was pneumonia. The deceased was a larger property-owner than any other woman in Benton County. The land holdings of her late husband at one time reached about 8000 acres of fine land, lying mostly in Benton, but partly in Polk County. Her parents were John and Elizabeth Baker. The family crossed the plains to Oregon in 1846. The old Baker homestead is located a dozen miles south of Corvallis. The old house and barn, erected in early days, is still intact.

The funeral announcements have not yet been made. The interment is to be in Crystal Lake cemetery, which cannot now be reached on account of high water.

Mrs. Margaret L. Tuttle, of Dallas.

DALLAS, Jan. 15.—Mrs. Margaret L. Tuttle died at her home here this morning. Deceased was born in Ohio in 1828. She came to Oregon in an early day, but returned to the States a few years later. After a time, she again emigrated to the state, and lived in Lane County, whence she came to Dallas 12 years ago. No relatives in this section survive her.

FOR PROPOSED FISH BILL.

Astoria Labor Council Indorses It—Portland Co-Operation Asked.

ASTORIA, Jan. 15.—Astoria Council, American Federation of Labor, held a meeting last evening, at which officers were elected as follows, to serve during the ensuing term: C. J. Curtis, president; F. E. Wright, vice-president; D. McFarland, recording secretary; H. M. Lorntsen, financial secretary and treasurer; Charles Iverson, inside guard; Charles Clase, outside guard.

The committee on organization reported that a waiters' union would soon be organized.

The council unanimously indorsed the fish bills prepared by the committee for the protection of fisheries, and the secretary was instructed to notify the labor unions of Portland, and ask their co-operation to secure the passage of the measures.

MUDGETT SCORED POINT.

Court Decides in His Favor in Spokane County Treasurership.

SPOKANE, Jan. 15.—Treasurer-elect Mudgett scored a point in the County Treasurership contest today. Judge Richardson, of the Superior Court, issued an injunction directing ex-Treasurer Smith and his deputies to cease all interference with Mudgett, to surrender all moneys, books and public property, and quit all interference with the plaintiff in the collection of the public funds.

After securing this order, Mr. Mudgett drew off his forces, and the office is in possession of a Deputy Sheriff, acting under the orders of the County Commissioners. The trouble is the outgrowth of the close race in the recent election between Mudgett and Smith.

Teachers' Meeting Programme.

OREGON CITY, Jan. 15.—County Superintendent Zinser today announced the programme for the meeting of the Clackamas County Teachers' Association, to be held at Barlow January 26, as follows: "How Can We Interest Patrons and Pupils?" W. W. Austen, of Logan; "The Skin, Its Functions and Care," Robert Ginther, of Beaver Creek; "The Recitation," George Strickland, of Highland; "Spelling, Its Place in the School Programme," Ava McLaughlin, of Milwaukie; "Grading Mixed Schools," by the Superintendent. The schools in the county also have been requested properly to observe John Marshall day.

Canned Salmon Washed Ashore.

ASTORIA, Jan. 15.—Last night a number of cases of canned salmon drifted ashore on Clatsop Beach, between the old Cairnsmore wreck and Fort Stevens. The cases were not labeled, and the only marks on the cases containing the flats, were the letters, "C. C. C.," and a half circle, while on those filled with talls were a half circle and the letters, "D. D. D." Ten cases were picked up, some of them in good condition, and others badly broken. Who the salmon belonged to is not known, but is supposed to have been washed overboard from some vessel.

Guns for Defense of Puget Sound.

SEATTLE, Wash., Jan. 15.—The ordnance department of the United States is continuing its large shipment of heavy guns for the coast defense of Puget Sound. Shipments of guns have been made as follows during the past two weeks: For Beans Point, entrance to Bremerton naval station, two eight-inch rifles from Hilton, S. C.; for Fort Worden, Point Wilson, five barbette carriages and two 12-inch rifles, with appurtenances, from South Bethlehem, Pa. This shipment will come in three cars, the total weight being 430,000 pounds. The guns are consigned to Major Millis, Corps of Engineers, and will be delivered from this city by lighter to the points of destination.

For Local Option in Tacoma.

TACOMA, Wash., Jan. 15.—The temperance societies of Tacoma are taking the initiative, through an executive committee, to urge the passage of a local option law. All the temperance societies of the state are being enlisted in the effort, and petitions are being prepared protesting gainst any legislation looking to the repeal of the Sunday closing act. The committee is authorized to employ an attorney to draft such a bill, and go to Olympia and secure its introduction and work for it in the lobby until final action is taken.

Log Boom Not Broken.

VANCOUVER, Jan. 15.—The Washington Lumber Company's log boom at Camas did not break yesterday, as was reported here. No such trouble is anticipated, though the Columbia continues to rise.

To Observe John Marshall Day.

CORVALLIS, Or., Jan. 15.—The Corvallis bar has arranged for proper observance of John Marshall day. A meeting was held Saturday in Judge Burnett's office, and a committee appointed to prepare suitable resolutions to be read at the meeting, which will be held in the county court room February 4, when appropriate addresses will be made. The committee will ask the co-operation of the State Agricultural College and the public schools.

Mrs. Pinkham

The one thing that qualifies a person to give advice on any subject is experience—experience creates knowledge.

No other person has so wide an experience with female ills nor such a record of success as Mrs. Pinkham has had.

Over a hundred thousand cases come before her each year. Some personally, others by mail. And this has been going on for 20 years, day after day and day after day.

Twenty years of constant success—think of the knowledge thus gained! Surely women are wise in seeking advice from a woman with such an experience, especially when it is free.

If you are ill get a bottle of Lydia E. Pinkham's Vegetable Compound at once—then write Mrs. Pinkham, Lynn, Mass.

Big Increase in Postal Receipts.

OREGON CITY, Jan. 15.—Postmaster Horton has