HEAD OF THE LIST

Portland Leads in December Wheat Exports.

MADE A REMARKABLE RECORD

Exceeded New York by Over 150,000 Bushels and Philadelphia by Over 1,000,000-Robert Adamson's Record-Breaking Disputch.

Portland exported more wheat in De-cember than any other port in the United States. This is not the first time that the Webfoot metropolis has led all other ports, but the showing is something re-markable when the month is considered, for December is nearly always a month when other ports are heavy shippers. The exports from this port according to the exports from this port, according to the monthly statement of the Bureau of Sta-tistics, just to hand, were over 150,000 bushess greater than those of New York, and nearly 500,000 bushels greater than those of San Francisco. They were three times as large as the exports of Philadel-phia, and but little short of being greater than the combined shipments of Philadel-phia. New Orleans and Baltimore. The shipments in detail for the month, and for the same month in 1895, as given by the Bureau of Statistics, are as follows:

Dec. 1900.	
Wheat, bu,	Wheat, bu.
Portland 1,809,507	940,906
New York 1,649,883	1,815,114
Boston & Charlestown 1,387,799	961,375
San Francisco 1,349,204	763,556
Galveston 1,222,839	995,299
Puget Sound 1,010,708	420,533
Baltimore 723,135	55,944
New Orleans 596,971	242,320
Philadelphia 589,880	340,141
Newport News 156,480	4711114
Superior 72,286	95,000
Norfolk & Portsmouth 55	
Other districts 306,791	395,771
Total	6 726 356

For the entire year 1900, Portland made a decided gain over 1899, advancing from sixth place, two years ago, to fifth place last year. Of the four other ports which lead Portland for the year, two are ahead by a very small margin, and the port in second plane is less than 2,000,000 bushels ahead of Portland. The shipments for the year by ports are as follows:

Year ending Te	ec. 31, 189
Total	108,672,04

BEST DISPATCH YET.

Robert Adamson Receives a Full Cargo of Wheat in Two Days.

The quickest dispatch ever given a grain ship in this port was that of the British steamship Robert Adamson, which was cleared yesterday by Balfour, Guthrie & Co., for Callao. The steamer arrived at Portland at 7 P. M., Monday, and was taken in hand by the linest Tweeder. taken in hand by the liners Tuesday. She commenced receiving cargo Wednesday, and, in spite of the fact that over two hours was lost Thursday by the freshet swingths the ship away from the dock, she finished loading Thursday evening, and started seaward yesterday afternoon, her actual time in Portland being three days and 18 hours. She carried 135,664 bushels of wheat, and it was all put up in four-bushel sacks, which are much more difficult to handle than the regula-tion-size grain bag.

Another handicap suffered in loading the Adamson was the unusual freshet in the river, which necessitated doubling up the electric conveyors and lifting the grain far above the floor of the dock before it the ship's rail. Brown & Methe fastest stevedoring that is done any-where on the Pacific Coast.

Kerr, Gifford & Co. yesterday cleared another wheat cargo, the Inchape Rock leaving with \$7,914 bushels of wheat, valed at \$50,500. She goes to Queenstown or Falmouth for orders, and will leave down

HAD A STORMY TRIP.

Transport Athenian Sights Much Wreckage on the Pacific.

Wreckage on the Pacine.

PORT TOWNSEND, Wash., Jan. 18.—

After a tempestuous voyage of 28 days from Taku, China, the Army transport Athenian arrived here today, and was sent to Diamond Point cuarantine station for disinfection. She brings a detachment of 50 soldiers, who had seen service during the Boxer troubles. The voyage across the Pacific was marked with age across the Pacific was marked with age across the Pacific was marked with a series of gales, and on several occasions the big craft was roughly handled by the elements. Her officers report that gales have been general on the Pacific, and along the coast of China they were of marked violence, and everywhere were large was seen during the voyage. A robbery occurred on the Athenian whereby a returning passenger was religion of by a returning passenger was relieved of \$600. The thieves were detected, and were placed in from and will be turned over to the Federal authorities after heav-ing quarantine. This is the last trip of the Athenian as a transport, and she will on, and will either be dismantled here or at Tacoma

ABANDONED THE SHIP. Eleven of the Flottbek's Crew Left the Vessel.

TACOMA. Jan. 18.—A thrilling story is told by the crew of the German ship Plottbok, which arrived in port today after a perilous time amid the breakers off Ozette Island. While the ship was rocking so that her yardarms almost touched the water, the first mate and 11 of the crew took to a lifeboat, but were dashed upon the rocks. Captain Shoemaker reed to leave his ship and remained with In men until rescued by tags. The men on shore walked 30 miles to Neah Bay and are coming to Tacoma to rejoin the ship.

Schooner Caarina Ashore.

SAN FRANCISCO, Jan. 18.-The Merchants' Exchange today received advices to the effect that the schooner Czarina, of this port, is ashore at Peariof Harbor, Sansak Island, Alaska. The vessel was driven on the beach during a hurricane at very high tide. Her keel is gone, but she is not much damaged otherwise. At high tide there is three feet of water around the schooner. The Czarina is owned by the McCollan Fishing & Trading Company, of this city.

Strike in a Shippard.

NEW YORK, Jan. 18.-A strike in the Nixon shippards at Elizabeth, N. J., threatens to tie up the yard and greatly delay the Government work now in progress on ships for the Navy, besides a number of private contracts, including five submarine boats.

ers and calkers, waited on Mr. Nixon and asked if he would not discharge the men. He refused to treat with the men, and instend of discharging the non-union men discharged the delegates. This action greatly incensed the men, and they went on a strike.

Notice to Mariners. Notice is hereby given of changes in the aids to navigation in this district, as fol-

lows:
Coon Island post light, page 28, No. 121 (List of beacons and buoys, Pacific coast, 1961, page 60).—On January 18 this fixed white light was discontinued on account of damage to the three-pile beacon from which the light was displayed.

Swan Island Bar lower post light, page 30, No. 128 (List of beacons and buoys, Pacific Coast, 1961, page 61).—On January 17 the three-pile beacon from which this light was shown was carried away and the light extinguished.

Entrance to Umpqua River—Inside bar buoy, a black and white perpendicularly striped second-class nun, was replaced January, 1901, on its old bearings in 18 feet of water.

feet of water.

By order of the Lighthouse Board.

W. P. DAY. Commander U. S. N., Lighthouse Inspe

Samson Parted a Hawser.

ASTORIA, Jan. 18.—The tug Samson and barge Washtucca left out for San Fran-cisco last evening just before dark, and, as soon as they started south the lookout at Fort Canby noticed that the howser had parted, and that sall was being made on the barge. The weather was moderate at the time, and as they faded away in the darkness the tug was alongside the barge, evidently trying to get the hawser on board again. on board again. Edmund Is Afloat.

SAN FRANCISCO, Jan. 18.—A telegram received from Gusymas today announces that the German ship Edmund, which went ashort about a month ago when bound out for Portland, has been floated. The tug L. Luckenbach left here several weeks ago to assist in getting the Ednund off the beach

Domestic and Foreign Ports. ASTORIA, Jan. 18 .- Arrived in at 3:40 P. ASTORIA, Jan. 18.—Arrived in at 3:40 P. M.—Steamer Elmore, from Tillamook. Sailed at 10 A. M.—British ship Andreta, for Queenstown or Falmouth for orders; steamer South Portland, for San Francisco; at 12 noon, Prench bark Alice, for Algoa Bay; at 3:40 P. M., steamer Columbia, for San Francisco. Reported outside at 4 P. M.—British ship Queen Victoria, from Nagasaki, with pilot aboard; three-masted bark, three-masted schooner, and two-masted schooner. Condition of the bar at 4 P. M., rough; wind, East; weather. at 4 P. M., rough; wind, East; weather,

hazy.
San Francisco, Jan. 18.—Arrived—Steamer Mandalay, from Coquille River; steamer Csarina, from Tacoma. Salled—Steamer Geo. W. Edder, from Astoria; steamer Titania, from Nanalmo; schooner Gem, from Coos Bay; schooner Ivy, from Coos Bay.
San Pedro, Jan. 18.—Arrived—Steamer Grace Dollar, from Gray's Harbor.
Port Los Angeles—Arrived Jan. 17.—Steamer Mineola, from Nanalmo.
San Pedro—Salled Jan. 17.—Steamer Luella and schooner Maweema, for Gray's Harbor.

Harbor.

San Pedro, Jan. 18.—Arrived—Steamer
Grace Dollar, from Gray's Harbor.
Yokohama—In port Jan. 14.—German
ship Arthur Fitiger, for Oregon.
Neah Bay—Passed out Jan. 17.—British
ship Yolo, for Queenstown.
Glasgow, Jan. 18.—Arrived—Norwegian,
from Portland. Sailed—Laurentian, from

New York.

New York.

Naples, Jan. 18.—Arrived—Fuerst Bismarck, from New York.

Queenstown, Jan. 18.—Arrived—Cymric, from New York for Liverpool. Salled—New England, from Liverpool for Boston.

Plymouth. Jan. 18.—Arrived—Pretoria, from New York for Hamburg.

London, Jan. 18.—Salled—Mesaba, for New York New York.

Nagasaki-Arrived Jan. 16-Port Albert, from Manila for Seattle. New York, Jan. 18.—Sailed—California, for Marseilles

Hoquiam—Sailed Jan. 17—Steamer Coro-nado, from Aberdeen for San Francisco, Arrived—Steamer Newberg, from San Francisco for Aberdeen. Hoquiam-Arrived Jan. 16-Steamer Co-quille River, from San Francisco for Ab-

NOT AIMING TO MEET.

Sumpter Valley Line Not to Join the Reno Narrow Guage.

BAKER CITY, Jan. 18 .- A report rewent over the ship's rail. Brown & Me-cabe were equal to the emergency, how-ever, and maintained their reputation for Narrow Gauge Railroad and the Reno Narrow Gauge, building up through Mo-doc County, California, were likely to meet in the untapped center of Eastern Oregon. Those well informed on the plans of the Sumpter Valley line think this talk is quite empty. Basis for the statement is found in the 15-mile exten-sion being made into the big timber beit owned by the company. The writer from Sait Lake infers that this extension is inunching off into Eastern Oregon, with-out definite purpose or plan, which is con-trary to the facts. It is primarily to tap the company's timber land, with freight possibilities as a secondary consideration. Whitney, and not the center of Eastern Oregon, is its apparent and real destination, for a time at least. Many miles of comparatively unproductive country out the rumored idea of a line into Har ney County.

Engineers do not agree in saying that the route selected for a logging road into in 1898, and 57 in 1897, a timber belt would be a proper one for an extensive line half across the state. Quite serious difficulties have been encountered in crossing the ridge between Sumpter and Whitney, and greater ones would be met in extending the line through the Prairie City Country from Whitney. If a long line were contemplated into those distant regions of the state, it is believed the road would not be laid across country, as the present ter-minus would necessitate. Everybody here knows that the owners of the Sumpter Valley road own vast tracts of yellow-pine timber in the vicinity of the exten-sions, and that the work done was to reach that, rather than to bid for traffic originating in an exceedingly sparsely settled district. All talk of it putting a fond much further into the Blue Moun-tains, for the present at least, seems very light and alry.

Civil Service Examinations. OREGON CITY, Jan. 17.—(To the Editor,)—Will you please answer, in The Oregonian, the following questions:

 What positions in the civil service are open to women?
 When and where (in Portland) do the next examinations for the civil service take place?

Does merit count and come first, or does it require influence to obtain a posi-tion in the civil service? STUDENT.

1. Nearly all positions which a woman could fill are open to her under civil serv-2. Examinations are held in this city

Oregonian yesterday, which takes place February 20 and 21. 3. Merit only counts. For further information, write to Z. A. Leigh, Civil Service Examiner, at the Portland Post-

very often. One was mentioned in The

Raising Wrecked Locomotive. ASTORIA, Jan. 18.-The steel cable that was being used by the wrecking crew to pull the engine, tender and boxcar out of the river at Bugby's Hole, on the astoria & Columbia River Road, broke this morning after the boxoar and tender had been pulled out. It was repaired this afternoon The strike took place because nine al- and the engine will be pulled out tomerleged non-union carpenters were em-employed. A delegation of four men, rep-senting the carpenters, painters, join-been under.

AN IMPROVEMENT.

Week of Ebbing Strength in Cereal Markets-Dun's and Bradstreet's Weekly Trade Reviews.

NEW YORK, Jan. 17.-Bradstreet's tospeculation has lagged, but trade on Spring account has on the whole improved this week. Southern and Southwestern trade is opening up satisfactorily, and there are better reports received even from the Northwest as to the outlook for Spring business. As to restall distribution, conditions are hardly so favorable. The third week of January ends with weather conditions unfavorable to retail demand for woolens, rubbers and speculation has larged, but trade on

of the cotton crop also assisted the de-Failures for week were 225 in the United States, against 242 last year, and 43 in Canada, against 40 last year.

FINANCIAL REVIEW. First Reaction in the Stock Market Since Election.

NEW YORK, Jan. 18.—Bradstreet's inancial review tomorrow will say: For the first time since election there has been a reaction in the stock market. The movement has been attended by a decrease of activity of the Stock Ex-change, and the public interest in speculation has materially decreased. The money

********************* DEATH OF A WASHINGTON PIONEER OF 1852



MRS, C. C. BOZARTH.

WOODLAND, Wash., Jan. 18.-Mrs. C. C. Bozarth, who died here suddenly from heart disease January 14, was a Washington ploneer of 1852. In that year, with her parents, Mr. and Mrs. Jacob Johns, she emigrated from Illinois. An ox team was employed, and the trip across the plains occupied six months. Mrs. Bozarth was born near Danville, Ill., in 1839. In 1863 she was married to C. C. Bozarth, who, with four children, survive her. They are: Frank Van Bebber, of Alaska; Mrs. Emma Conrad, of Woodland; Mrs. Edith Merrill, of Clatskanie, and Mrs. (da Parent, of Portland. Since 1881 Mrs. Boxarth had resided here, most of the time assisting in the management of her husband's general merchandise busi

one-third is reported in window glass. Lumber appears to have been active at the West, and wholesalers have done more at the East, but the export trade lags in this line, as in others.

as in others, as in others, as the textile situation is not altogether lear. Cotton has weakened on increased tooks at the South. Wool is in slack demand; manufacturers buy only to cover orders. The shoe trade is in good shape, so far as Spring orders are concerned, and leather is firm. It has been a week of ebbing strength

in the cereals. Argentina reports display an India rubber consistency, and this week has been devoted to stretching esti-mates of the export surplus from that country. Northwest wheat recipts have also been heavy, and the so-called Wall Street interest has been reported to have been liquidating. Flour is dull, but the

some extent have exerted a depressing effect on sentiment. New demand at this time, however, is never very large, and conditions as a whole are healthy and even promising. The labor outlook in iron does not promise as well. The an-nouncement of the Bessemer producers that they will reduce wages 25 per cent has been met on the part of the men with a demand for a 10 per cent increase. Wheat, including flour, shipments for

the week were 3,336,054 bushels, against ol,095 bushels last week; 3,061,000 bushels corresponding week of 1900, and bushels in 1806. From July 1 to date this season, wheat exports were 107,-282,906 bushels, against 113,812,301 bushels hast season and 129,224,719 bushels in 1808-98, Business failures in the United States for the week number 20, against 222 just week and 225 in 1900; 262 in 1889, 266 in 1888. and 423 in 1897. Caundian failures for the week number 50, as against 36 last week; me in this week a year ago, 30 in 1869, 46

STAPLES ARE STEADY.

Ensy Money Is Still Stimulating General Business.

NEW YORK, Jan. 18 -- R. G. Dun & Co.'s weekly review of trade tomorrow will say: In most directions, the condition of general business has improved slightly this week. Prices of staple commodities are steady, as are most manufactured goods. Ordere to manufacturers are sustained in volume, and that pronounced easy money in the interior is still stimulating business is shown by bank exchanges at leading cities outside of New York for the week 14.2 per cent larger than in 1900, and 17.3 per cent above 1899. At New York the record is a gain of 77.3 per cent over 1900, and 37.3 per cent over 1899. Retail trade has not declined as much as usual since the holidays. Textiles show more life.

Steadings is the chief characteristic of Steadiness is the chief characteristic of the iron and steel industry. The past week has brought no new developments, and prices are unchanged. There is a notable lack of new contracts covering large serations, but many small orders are aced, and mile are well occupied on old usiness that in most cases will take months to complete. On this account there

is no urgency about securing orders.

Work is so vigorously prosecuted at the furnaces that demand for fuel increases, and coke production in the Connelisville region expands. Coal also moves more freely at Pittsburg. There is still some uncertainty regarding the proposed tube and sheet plants, and action by the Car-

negle Company is awaited with interest.

Another moderate incerase occurred in sales of wool at the three chief Enstern markets, raising the total for three weeks to 10.382,300 pounds. There is still a heavy loss compared with preceding years, Man-ufactured stocks are generally considered low, nevertheless they buy only for immediate needs, and continue to take mainly the cheaper grades. Results at the London auction sales were more satisfactory than anticipated, buyers competing tory than anticipated, buyers competing vigorously for the offerings, which were quite as heavy as expected. Prices were from 5 to 7½ per cent better than the previous sale. The raw material for the other leading textile industry has been in less estisfactory position, owing to depression in the yarn market, which caused the association to recommend reduction in the output by one-half. Large estimates

cotwear, and the demand for household 000 gold would, under the present circum sizes of coal has quieted somewhat. On the other hand, the open season has heiped the distribution of hardware, paints and grass, and an advance of nearly increases in earnings are keeping up, and further favorable developments are looked for, in spite of the fact that, according to all appearances, the street was greatly misled by the anticipations of a deal involving a change in the control of St. Paul and its lease to the Great Northern and Northern Pacific. Expectations of the immediate return of the dividend on Erie first preferred have also been negatived, and there has also been a de-creased confidence regarding the imme-diate effects of the new developments in the coal road situation in the earnings of dividends of the Reading Company. For this reason a good deal of speculative sell-ing by disappointed holders has occurred in the Reading and Eric issues, as well as in St. Paul and the Pacific stocks, the decline in these securities carrying down the general list with it. At the same time, it is generally admitted that the market has become rather extended, a great many securities being held on weak decline of 10 to 20 cents per barrel has tended to help export business.

War, or rather rumors of war, have been the chief subject of discussion in the from and steel trade this week, and to speculators are credited with having taken a bearish position, and there has credited with having

undoubtedly been a good deal of short The large banking and other interests identified with railroad properties have not been sellers to any extent, but they have not, except in a few instances, shown much inclination to protect their properties in the face of renewed disposition of the public to liquidate. The downward movement failed in force as the week progressed, although it may be said that the street as a whole is not inclined to consider that the bull market is over, as more than a temporary reaction.

Bank Clearings.

NEW YORK Jan. 18.-The following table compiled by Bradstreet, shows the bank diear-ings at the principal cities for the week shed January 17, with the percentage of increase and decrease, as compared with the corre-

abouque meer mat he	MET.	
	Clearings. It	ng. De
New York	1,848,104,000 77	
Boston	157,710,000 12	CB 2.
Chleago		.0
Hoston		4
St. Louis	41,056,000 23 38,454,070 33 24,758,000 10 22,656,720 13 21,113,000 20 14,206,000 10	16
Littabute	24 759 000 16	
Una Propoleca	22 656 720 13	H 11
Cincinnati	21.113.000 25	.0
Kansas City		0.00
New Orleans	14,200,000 10	100 Li
Philaddobla St. Louis Pittsburg Pittsburg Battimore San Francisco Cincinnati Raisas City New Orieans Minneapolis Detroit Cleveland Louisville Providencs	 10.588.000 	1.6
Detroit		N
Cleveland	13,302,000 11	13
Louisville	10,145,000	14
Providence	8,400,000 1 6,253,000	.6
St Day	5 120 000	VO 14
St. Paul	5,130,000 6.296,000 22	2
Ontabia	6,848,000	.0
ATICULTURES OF THE PARTY OF THE	8,165,000 22	.9
Celumbus, O	5,803,000 4	
Celumbus, O	5,821,000 10	1.4
Denyer Hartford Richmond Memphis	4,901,000 1	.0
Hartford	3,085,900 1	.8
Hichmond		. T
Memphis	4,112,000 B4 3,164,000 B	.4
Washington Penria Rochester	2,304,000 13	1.2
Rochester	9 416 000 13	1.9
New Haven	1.877.000 :1	3 3
Worcester	1.074.000	1.9
Atlanta	2,550,000 11	.9
Atlanta Salt Lake Springfield, Mass Fort Worth	1,574,000 8 2,550,000 19 3,558,000 20	1.0
Springfield, Mass		1.02
Fort Worth	4,572.000 117	.8
Portland, Me	2,092,0000 0	:5
Portland, Or	2,300,103 41	5 2
Ton Angalon	2.863,000 1	
Les Angeles Norfolk Syracuse		1.6
Syracuse	1,357,000	
	2,606,000 14	1.7
Nashville Wilmington, Del, Fall River Scranton	1,706,000 20	
Wilmington, Del	979,000	18
Fall River	909,000	4
Scranton	1,405,000 28	.8
Grand Rapids Augusta, Ga Lowell	1,355,000 3	18 2
Augusti	1,388,000 24	
Dayton ()	1,183 000 12	
Dayton, O	2.238,801 40	13 2
Tacoma Spokane Sioux City New Bedford	1,306,982 46	
Spokune	909,208	13
Slouw City	1,281,000 4	123
New Bedford	755,000 38	17 C
a nowville Lenn.	600,600 17	
Topeka Birmingham	1,007,000 32 957,000 13	
Wichita	488,000	
Dinebamtan	488 000 5	60
Binghamton		1
Jacksonville," Pla	329,000 16	1.0
Jacksonville, Pla Kalamazoo	887,000 148	
Astron	508,000 17	.7
	443,000 4	
Hockford, Ill	285,000	3
Canton U	314.000 11	N#
Paren X D	359,000 7	12
Slow Falls S To	305,000 142,000 22	
Hastings, Neb		ie ::
Rockford, Ill. Canton, O. Springfield, O. Fargo, N. D. Stoux Falis, S. D. Hastlings, Neb. Fremont, Neb. Davemont	145,000 18	18 11
	856,000 31	6
Toledo	2 655 000 2	

Totals U. S.\$2,615,601,818 52.3 otals outside N. Y. \$ 767,557,809 13.9 DOMINION OF CANADA 16,547,633 11,513,606 2,087,524 1,484,505 706,515 8.7 1.0 8.1 John, N. B. 099 849 4.9 770 000 10.0 1,278,719 84.4 Totals \$ 35.482,665 12.1 No Advance in Steel.

NEW YORK, Jan. 18.-The Journal of

mmerce says: Representatives of several of the steel manufacturing companies were in the city yesterday, and it was understood that city yesterday, and it was understood that a conference was held in regard to prices. There had been talk that the price would be advanced to \$28 or possibly \$30. The present price is \$26. It was learned that no change in prices was made, and there are indications that no advance is likely to be made for some time.

Decline in Sugar. NEW YORK, Jan. 18.—The American Sugar Refining Company reduced today all grades of refined sugar 10 points.

CENSORSHIP IN NICARAGUA Leading Paper Suppressed and Own-

er Imprisoned.

MANAGUA, Nicaragua, Dec. 16.-President Zelaya has imprisoned incommuni-cado Jose M. Castillo, owner and director of El Commercio of Managua, the largestcirculated daily newspaper in the country, and has suppressed the further issue of that journal. This action, according to current public opinion, was taken because Senor Castillo permitted an article to ap-pear in El Commercio, a few days ago, written by some person in Grenada, which

written by some person in Grenafa, which was not complimentary to the government, and which had not been submitted to the censor of the President.

The editor of the paper, Dr. Manuel Colonal Matus, a jurist of high distinction and an able writer, has not been imprisoned. Until about three years ago Dr. Matus and President Zelaya were devoted friends, Matus then being the leading member of President Zelaya's Cabinet. So close were their relations that it was close were their relations that it was through the influence of President Zelaya that Dr. Matus was selected by the Assembly called to organize the proposed "Greater Republic of Central America" (to consist of Salvador, Honduras and Nicaragua), to be the first President, with the object, so rumors current at that time declared, of successfully turning the new government over to Zelaya, who, is was alleged, aimed at being dictator. A revo-lution in Salvador, however, resulted in the defeat of Matus and his soldiers, and the overthrow of the "Greater Republic of Central America," President Zelaya re-fusing to help Matus, and withdrawing Nicaragua from the compact. Matus then fled from Salvador, in order to save his life. Matus will probably return to his native land, Guatemala,

Everything is quiet in this republic at present, and there are no indications of any revolutionary roovement against President Zelaya.

DAILY CITY STATISTICS.

Building Permits. Henry Farsbender, two-story dwelling, Adams streets, between Holladay avenue and Pacific street; \$1500. E. J. Farrell, two-story dwelling, corner of Shaver and Kerby streets; \$2500.

Birth Returns. January 4, girl to the wife of J. L. Bow-nan, 331 Clifton street.

Contagious Diseases. Lizzie Kumpie, 414 Morris street, meas-

C. C. Clark, 152 Russell sereet, measles, Beatrice Kruse, 266 Knott street, scarlet Rose Friedel, 82 North Ninth street, Andrew Hoberg, 23 North Sixth street, Anna Leichman, 149 North Twelfth diphtheria.

John Koster, 1431/2 Yamhill street, meas-

Death Returns. January 16, Frank Chapman, 88 years, First and Montgomery streets; carcinoma of the stomach.

January 15, James G. Warner, 89 years, County, Washington; brought here for burial.

January 12, John Haley, 54 years, St. Vincent's Hospital; cancer of colon, January 17, Calman Margulies, 53 years, 54 Front street; Hodgkins' disease January 17, Hilma Norell, 24 years, 806
Thurman street; pneumonia,
January 16, Dora G. Dean, 14 years, 25
Seventh street; heart failure,
January 16, William L. Davidson, 76
years, 288 First street; senile debility. January 15, Charles Cryn, 56 years, St. Vincent's Hospital; tuberculosis. January 17, Oscar Smith, 1 year, 421 Mason street: whooping cough January 15, Lee Ming, 40 years, Chinese, 63 Second street; pneumonia.

Real Estate Transfers.

600 00

Meade. Hood and Corbett streets,
January 15
John J. Barchay to Annie R. Marston, lots 1, 2, 3, 4, 5, 6, 7 and 8,
block II. Hawthorne Avenue Addition, November I, 1880.

Carrie B. Smith et al, to J. B.
Monthyon, lots 20 and 21, block
8, Riverside, September 3.
Petra Wirsching and husband to
Ida H. Happersett, lot 5, block
II. Summit Addition, December
26, 1990

Grace L. Knabner to W. G. Smith,
lots 12 and 13, block 15, Mount
Tabor Villa, January 14.
Adelaide B. Marsh and S. P. Marsh
to A. H. Johnson, N. 58 feet of
lots 1 and 2, block 198, East Portland, January 15.

lots 1 and 2, block 188, East Fort-land, January 16.

Sheriff for Thomas Jensen et al. to
1. D. Clampel, undivided 4 of lot
12. Belmont Park, December 22.,
Sheriff for Portland Hespital to
George A. Gue, lots 3 and 4,
block 25, Hanson's Second Addi-tion, January 15.

Added to I. O. O. F. Library. "The Cardinal's Snuff Box," by Henry "In the Palace of the King," by F. Marion Crawford.
"Eben Holden: A Tule of North Country Life," by Irving Bacheller,
"The Bath Comedy," by Agnes and

Egerton Castle. "Eleanor; A Novel," by Mrs. Humphrey Sophia: A Romance," by Stanley J. Weyman, "The Master Christian; A Novel," by Marie Corelli, "Alice of Old Vincennes," by Maurice

"To Have and to Hold," by Mary John-

ston. "The Idiot at Home," by John Hendrick Banga To Buy Hamburg.

NEW YORK, Jan. 18.—C. K. Mills, an English racing accountant and betting commission agent for Pierre Lorillard and F. Gardiner, has arrived on the White Star liner Majestic. His mission to this country is to buy horses—Hamburg and a few rare matrons—from the estate of the late Marcus Daly. The horse, if pur chased, will probably go to the stables of Frank Gardiner.

Van Camp's Soups, 10c at all Grocera

CHICAGO MEN COMING

WILL TRAVEL IN STYLE, REACHING PORTLAND IN MARCH.

Transcontinental Passenger Association Adjusts the Matter of Routing to Epworth Convention.

CHICAGO, Jan. 18.—For the purpose of mabling the members of the Commercial Club of Chicago to investigate in person the commercial advantages of the cities of the Pacific Coast and the far West, the presidents of five of the great West, ern railroads have invited them to become their guests on a magnificent special train composed of private cars belonging to the executives who have extended the

President Ripley, of the Atchison, Tope-ka & Santa Fe Raliroad, took the initia-tive in the matter and invited the mem-bers of the commercial clubs to be his guests on a junket to Los Angeles guests on a junket to Los Angeles. The presidents of the Southern Pacific, Union Pacific, Denver & Rio Grande and the Chicago & Northwestern Railroads then joined in the invitation to the members of the club to "swing around the circle" over their lines. They united with Mr. Ripley in profering the use of their private cars. These cars are to be made up into a solid train.

The timerary includes visits to San

The timerary includes visits to San Francisco, Portland, Seattle and Denver, where arrangements will be made by the local commercial organizations for a fitting greeting to the Chicago men.

Secretary J. J. Janes, of the Commercial Club, said that the invitation of the railroad presidents had been submitted to the executive committee of the executive.

the executive committee of the organiza tion, which is composed of W. J. Chni-mers, Martin A. Ricenon, H. J. MacFar-iand, John J. Janes, Marshal Field E. B. Butler and D. B. Jones. This committee will ascertain how many members will make the trip, which is set for some time in March.

(Referring to the reported Western trip of the Chicago Commercial Club, Presi-dent Habn, of the Chamber of Commerce, said yesterday: "We have received no offi-ctal information of the visit of the Chicago men, but when they come we will do our best to give them a cordial wel-come, and to provide for their entertain-ment. The visit will be important to Portland, and especially welcome at this

President H. M. Cake, of the Commer cial Club, expressed similar sentiments:
"As soon as we receive definite information that the Chicago Commercial Club intends making this trip, we will immediately begin making arrangements for its reception. While the party is in Port-land, we will do everything in our power to make the stay of the members pleusant and profitable.")

PASSENGER ASSOCIATION.

Matter of Routing for Epworth League Convention Adjusted.
NEW ORLEANS, Jan. 18.—The Trans-continental Passenger Association ad-coursed its meetings at New Orleans tojourned its meetings at New Orleans to-day, and will meet April 17 next, at Mon-tercy, Cal. Today the matter of routing for the Epworth League convention at San Francisco was adjusted. It was de-cided to make the same rates for the convention of the Episcopal church at San Francisco in October, that is, \$60 from Chicago, \$47.50 from St. Louis and New Orleans, and \$45 from Missouri com-mon points as were made for the Ep-mon points as were made for the Ep-New Orleans, and 45 from Missouri common points, as were made for the Epworth League. The association will establish a joint agency at San Francisco during the Epworth League convention for the purpose of validating tickets. A committee was appointed to take a stand for the same representation for traffic arrangements via the New Orleans gateway to California as by more northern routes. The question of transportation of land and colonist agents and of persons in charge of colonizing parties was referred to the Southern Pacific and Santa Fe.

Southern Pacific Directors Increased NEW YORK, Jan. 18,-At a special acceting of the stockholders of the South ern Pacific today the number of directors was increased from 11 to 12. The addi-tional directorship will be filled at a future meeting, probably by the election of J. D. Probst, who resigned a few weeks ago in order that President Charles M. Hays might be made a member of the board without delay. Insamuch as President Hays will remain on the Pacific strable to have another Eastern director

Concession for Mexican Railway. CHICAGO, Jan. 18.—A special to hronicle from El Paso, Tex., says: Governor Miguel Ahumada, of Cr hua, Mexico, who is attending the Mid winter carnival here, has signed a con-cession for a railway across his state to E. A. Stilwell, of Kansas City, the pro-moter of the Kansas City, Mexico & Orient Rallway,

Surveying Toward the Nehnlem. ST. HELEINS, Or., Jan. 18.—A party of calirond surveyors are making a prelim-mary survey up Milton Creek, toward the Nebalem. The same parties ran a line up the north fork of the Scappoose a few

Railroad Notes.

The National Association of Baggago Agents, that will hold its next convention in Portland in June, 1902, is composed of about 100 members. They represent most of the great railroads, and half from all parts of the country. Their business sessions usualy occupy about two days, and they spend some time in excursions. George Benson, general bag-gage clerk for the O. R. & N., is the only Portland member of the association, and he did not attend the Florida meeting. It is not yet known here what in duced the convention to fix upon Portland

hedule time yesterday, the track across the Clackamas bottom being reopened for travel. It was found to be so little in-jured that trains could have passed over pefore repairs were made, but several carloads of gravel were deposited at weak points to assure against accident.

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might be prolonged if people in general rould exercise more judgment regarding their diet. When it is found that a certain article of food does not agree with sme then it is time to discontinue its use. It is 'w observing the effect of various things that are eaten and drunk that enables us to lotermine just what is beneficial or detrimental to our health. Liquids or solids containing alkaloids or innin are harmful in their effect on the aystem. Pure tea contains a high percentage of tannin. "Adulterated teasure dangerous. Some of them are actually poisonous—especially green teasured which contain copperas and prossion blus—New York Herald.

Medical science domonstrates that the presence of alkaloids, or tannic acid, in food is the direct cause of indigestion and dyspepsis, the knowledge of which led to the widespread substitution of cereal products for both tea and coffee. California produces the best and most palatable substitute new on the market—"Isprune Cereal. This health-giving beverance consists of 54 per cent fruits and 15 per cent grains. It is a rich, nour-inhing drink. When poured into the cupit has the rare amber color of the presence. These suffering from dyspepsis or nervousness will appreciate Figurus Cereal. It is a boon to the invalid and healthy people enjoy it. Ask your grocer for Figurus Cereal—the perfect break-fast beverage.



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