Two Big Steamships to Load at Portland.

## **GOODWIN FOR THE GOVERNMENT**

Almond Branch Will Take Cargo to Shanghai-Condor Makes a Fine Run Down the River-Accident on the Steamship Ventura.

The demands of war have taken up so much of the steam tonnage on the Pa-cific Ocean that the export lumber bush ness has shown an inclination to drag for hess his solve the past few months, but prospects are brightening again, and at least 5,600,000 feet will go across the Pacific from Portland within the next six weeks. The land within the next six weeks. The North Pacific Mills, of this city, has been awarded the contract for 3,000,000 feet of lumber for Manila, and the big steamship Goodwin is due here in about 10 days to The British steamship Almo Branch, which has been under time charter to the Pacific Export Lumber Com-pany, of this city, but has recently been in the Government service, will be turned over to the lumber company at the ter-mination of her present voyage, and will come to Fortiand to load a full carge of lumber for Shanghai. The Branch will

take about 2,750,000 feet.

The steamship Buckingham is nearly due at this port, and it was originally intended to have her load a portion of the Government order for Manila, but Dodwell & Co., who chartered the Buck-ingham, also have the Goodwin, and, as she is bound scroes the Pacific, and can reach Portland nearly as quickly as the Buckingham, it was decided to send her here and take the entire shipment at one trip. The Goodwin has made one or two trips to Tacoma, and narrowly escaped detrips to Tacoma, and narrowly escaped destruction by going on Brown's Point, while getting out of that bottomiess harbor about a year ago. She is owned by the Clyde Shipping Company, which also own the steamship Alias Craig, which loaded lumber in Portland a few years ago. Her dimensions are: Length, 381.8 feet; beam, 46.6 feet; depth of hold, 27.9 feet. Not register, 282 tons. The Almond Branch is with the exception of the Branch is, with the exception of the Orange Branch, which loaded here last rear, the largest of the Branch liners. She is of 2001 tons not register, and, being of the whaleback type is an enormous car-

## SCALDED TO DEATH.

Pive Lives Lost on Maiden Trip of the Ventura.

SAN FRANCISCO, Feb. 7.—The new steamer Ventura, which arrived here to-day from Philadelphia, brings news of the any from Philadelphia, brings news of the scalding to death of five of her crew, and the injury of five others, as the result of the bursting of one of her steam pipes on the voyage. The killed were: George W. Robb, junior engineer, aged M, a native of South Carolina. J. William Faren, seaman, aged 20, na-tive of Ireland.

of Ireland J. Desmond, fireman, aged 26, native of

Paul Beier, coal passer, aged 26, native Felix Glass, stowaway, aged 19, of Phila-

delphia. The accident occurred January 23, four days after the Ventura left the Straits of Magellan. At \$15 P. M. that day, the steamer was in latitude 30:38 south, longiture \$7:41 west. While Robb, Faren, Desmond and Beier were working about the supple-room the main steam pipe in the engine-room, the main steam pipe in the port boller burst. Instantly the engine-room was filled with scalding steam. The four men could not escape, and to their cries of agony were added those of Glass,

who was caught in a small compartment near the boilers. When the other members of the crew were able to reach the men they found that they were literally cooked to death, They were beyond all human aid and died after. The five bodies were buried

The accident delayed the Ventura on her initial trip, as she was forced to make port with one boiler. Even with that delay and another in Possession Bay, where she anchored on the night of January 15, the vessel made the run from Philadelphia in 28 days, 22 hours. The actual steaming time was 38 days, 2 hours. She encountered gales and heavy seas in The Ventura is in command of Captain

H. M. Hayward, formerly of the Mari-posa. The vessel is a sister ship of the Sierra and Sonoma. She was scheduled to sail on the 13th for Honolulu and Australia, but will now be delayed.

#### MUTINY ON BOARD. Standard Off Company's New Safler in Trouble.

NEW YORK, Feb. 7.—The Standard Oil Company's big new sailing ship As-tral, which has been anchored outside Sandy Hook bur since sailing Sunday for Shanghal, laden with case oil, and on board of which mutiny was reported yes-terday, her crew of 26 seamen refusing to work, was still in the same pince this morning. The United States revenue cutmorning. The United States revenue cut-ter Gresham, which tried to board the ship yesterday, but failed owing to the heavy gale blowing, succeeded in boarding the Astral after pearly losing her Hfe-boat with nine officers and men in the heavy sea. The harbor boat Lamont, just returned from the Hook, reports that the officers of the cutter were arrest the officers of the cutter were armed with revolvers when they boarded the ship. They were soon in consultation with the ship's captain, but, owing to the roar of wind and sea, Captain Gray, of the Lamont, was umble to learn the exact state of things on board the vessel,

# RECORD STILL GOOD.

Condor Makes a Fine Passage Down the River, After 20 Hours in Port.

The big steamship Condor got away promptly on time at daylight yesterday morning after a stay of but 10 hours in port, during which she entered, loaded 100 tons of flour, and cleared. This is by far the best work that has ever beet done on the river. Pilot Archie Pease took the steamer down, and maintained his reputation by anchoring her in As-toria at 3:30 yesterday afternoon, or only a little over the hours after she left up to load her cargo. If compulsory pilotage on the river could make any better showing than has been made by every ship that Pease has handled for the past two wars. years, it would certainly be easier to folar on the people than it now is. The Strath-gyle, which left down in charge of Pilot-Pope, 24 hours shead of the Condor, arrived down at the same time. Co

#### FATE OF THE PYRENEES. Was on Fire Sixteen Days Before

Land Was Reached.

SAN FRANCISCO, Feb. 7.-Sixteen days SAN FRANCISCO. Feb. 7.—Sixteen days on a hurning ship in mid-ocean with the hot decks warped and threatening momentarily to blow up. is the story brought to port by Captain Robert Bryce and the crew of 25 of the big four-masted steel ship Pyrenees. They were picked up at Tahiti by the steamer Australia and were on their way to England.

The Pyrenees malied from Tacoma on October 14 for Leith, with a certage of the instead and the officers of the associations of the sessociations of the sessociations and the officers of the associations are the contracted to the contract of t

hatches were battened down and the ship headed for Pitcairn Island. Here it was too rough to land. Governor McCoy, of Pitcairn, boarded the Pyrenees, which then made for Manga Reva, 300 miles away. Here the ship was beached and the crew landed. The fire then broke out and the vessel was destroyed. The men were carried on a trading schooner to Tahiti, where they took the Australia for

Custom-House Business. The report of the Collector of Customs for the month ending January 31, shows the following summary of transactions at the Portland Custom-House:

the Portland Custom-House: Vessels entered from foreign ports... Vessels cleared for foreign ports... Vessels entered from domestic ports. Vessels cleared from domestic ports. Entries of merchandise for duty...... Entries of merchandise free of duty... tion
Entries for immediate transportation
without appraisement
Certificates of enrollment granted.
Licenses for coasting trade granted
Licenses to vessels under 30 tons grant-

....\$1,202,944 Value of domestic exports ... Receipts from All Sources. 

.\$36,632 68 unt of refunds and drawbacks paid

Victoria Scaling Fleet. WASHINGTON, Feb. 7.—The number of vessels as reported by the Consul at Vic-toria, which propose to engine in seal hunting from the port of Victoria this year is 34. The last vessel cleared January S. This is one vessel less than cleared from that port last year on the same business. Ten of the vessels will hunt on the Japanese Coust, and the re-maining 24 on the coast of British Columbla, Washington, Oregon and Call-fornia. The general expression among the scalers is that the fur scal is stead-ily disappearing and that the time is

Lake Mariner Dead.

on coming when the business will cease

CHICAGO, Feb. 7.—Captain J. S. Dun-ham, of this city, died suddenly teday Captain Dunham was recognized as an authority on all lake marine matters. Nearly all his life was devoted to the towing and wrecking business, up to two

Domestic and Foreign Ports.

ASTORIA, Or., Feb. 7.—Arrived at 12:40 . M. and left up at 2 P. M., steamer Alliance, from San Francisco and way ports. Salled at 5:30 A. M., steamer Co-lumbia, for San Francisco. Arrived down at 3:30 P. M., British steamers Condor and Strathgyie. Condition of the bar at 4 P. M., smooth; wind, north; waither, clear. Ban Francisco, Feb. 7.—Arrived Steam-er Mackinaw, from Seattle; schooner Al-bion, from Cequille River; schooner Co-

rinthian, from Coquille River. Salled-Steamer Geo. W. Elder, for Asterla; steamer Casrins, for Seattle; steamer Bangor, for Port Blakeley; schooner Gem, for Coos Bay; steamer Rival, for Willapa Harbor San Diego-Arrived Feb. 6.-U. S. S. Ad

ams, from Honolulu.

Port Townsend, Feb. 7.—Arrived—Steamer Queen Adelaide, from Hong Kong. Nanalmo-Arrived Feb, 5.—Steamer Mei-ton, from San Diego.

Delagoa Bay-Arrived Feb. 6.-Ship John Eva, from Blakeley. Bahla—Arrived Feb. 6.—Bark Osterbeck, from Oregon, for Queenstown, for medical

New Whatcom-Arrived Feb. 5 .- Schoon Mary L. Cushing, from Port Townsend, alled, Feb. 7.—Schooner Winslow, for New York, Feb. 7.-Salled-La Bretagne,

or Havre.

Cherbourg, Feb. 7.—Arrived—Patricia, from New York via Plymouth, for Ham-

Madeira, Feb. 7.—Arrived—Auguste Vicoria, from New York, for Algeria, Genoa

Antwerp. Feb. 7 .- Sailed-Nederland, for Genoa, Feb. 6.-Salled-Werra, for New

Rotterdam, Feb. L.-Sailed-Mansdam, for Boulogne and New York. Auckland, N. Z .- Salled Feb. 6-Steamer Alameda, from Sydney, N. S. W., for Apia, Honolulu and San Francisco. Browhead, Feb. 7.—Passed—Bovic, from New York for Liverpool; New England.

from Boston for Queenstown and Liver-Bremen, Feb. 7.-Arrived-Lahn, from

New York via Southampton.
San Francisco, Feb. 7.—Arrived—Steamer Zealandia, from Honolulu.
Quoenstown, Feb. 8, 1:30 A. M.—Arrived
—New England, from Boston for Liverand proceeded.

Y York, Feb. 8.—Arrived—Germanic, from Liverpool and Queenstown.

# STANDARD APPLE BOX.

Northwest Fruitgrowers Adopt One Containing 2173 Cubic Inches,

The most important action of the closing session of the Northwest Fruitgrow-ers' Association yesterday morning was the adoption of the following report of the committee appointed the day before nsider the matter of a standard ap-

the matter of uniform apple packages, respectfully recommend that the apple-boxes of this association shall be of the follow-ing dimensions, inside measurements, namely, 15 inches length, 11½ inches width. 10% inches deep, containing 2173 cubic inches and to be known as 'standard.' We further recommend the following size to be known as 'special': Length 20 inches, width 11 inches, depth 10 inches, and that the ends of said boxes be seven-eights of an inch in thickness. We also further recommend that all former actions of this association relative to apple-boxes be re-pealed. The above is most respectfully submitted."

This was signed by the full committee, onsisting of E. L. Smith, of Oregon; C. Emerson and S. L. Moore, of St. Paul, Minn: L. A. Porter, of Lewiston, and G. W. Whitehouse, of Seattle, and it was adopted by the association without dis-

The annual report of Treasurer Offner showed a balance of \$88.75 on hand, Gen-eral Freight Agent Moore, of the North-ern Pacific, made a short address on ern Pacinc, made a short address on transportation rates, and Professor G. W. Fletcher, of the Washington Agricul-tural College, spoke on the necessity of experimental work and the benefits to be derived from it. F. G. Whitney submitted an amendment to the constitution to provide for the election of two vice-presidents, instead of one, from each state and province represented in the associa-This, under the rules, must lie over till next year before final action upon it can be taken. The former transportation committee

was reappointed, as follows: W. S. Off. was reappointed, as follows: W. S. On-ner, Walla Walla, Wash.; Conrad Rose, Wenatchee, Wash.; Frank L. Wheeler, North Yakims, Wash.; L. A. Porter, Lew-

# A FIGHT FOR TRADE

(Continued from First Page.)

gon City was instructed to arrest anybody found running freight cars on the streets after next Monday noon.

Representatives of the Oregon City & Southern Company say the whole trouble had originated with ex-Sheriff Ganong and the Southern Pacific Company, which were opposed to giving the franchise over the county road in the first place. It is said that Oregon City's opposition to the extension is that it prefers to be a terminus rather than a way station on the line. After Fred S. Morris had purchased the East Side Railway at receiver's sale, he got a new franchise in Oreer's sale, he got a new franchise in Oreer's sale, he got a new franchise in Ore-gon City, with greater privileges than the old one and running to him personally. There was much popular feeling against this, but it was unavailing. It does not appear entirely clear what the present fight is based on. The rallway officials express confidence that the outcome will be satisfactory. The Portland City & Oregon Railroad Company has not yet organized and therefore, owns no proporganized and, therefore, owns no prop-

TWO MORE SUITS FILED. Columbia Southern Defendant in Fresh Actions.

Two new suits were filed in the United States Circuit Court yesterday against the Columbia Southern Rallwsy Com-

pears as plaintiff in the first suit, and the defendants are the Columbia Southern Railway Company, E. E. Lytle, C. E. Lytle, W. H. Moore, May Enright, as di-rectors and officers of the road, and Drake C. O'Reilly. As grounds for the suit, Woodworth alleges that on January & 1901, he purchased 25 shares of Drake C. O'Reilly, and that when O'Reilly ordered transfer of stock, they refused, and surrendered the cortificate of O'Reilly's
stock to the Sheriff of Multnomah County,
clouded the title by garnishments, and
brought suit to recover \$14,840 from

Mr. Purdy.

New Union Pacific Issue.

New YORK, Feb. 7.—The Commercial
Advertiser says:
There is good reason for the belief

Fe was started, but it received little cre-dence. It has just been reported that ne-gotiations have been resumed for consoli-dating the Iowa Central and the Minneap-olis & St. Louis Railroads. This rumor is a revival of an old report.

Other rumors revived are that the Il-linois Central and the Rock Island are both seeking to gain control of the Min-neapolis & St. Louis and Iowa Central neapoils & St. Louis and lows Central roads. The immediate prospect of a combination of the Lackawanna and Wabash Raliroads is also reported. The rumor was caused by the present activity of Wabash securities. The Vanderbilts, as well as the First National Bank interests, are large holders of Lackawanna stock. The Wabash would be a convenient outlet to Chicago for the Lackawanna whose present Western terminus is na, whose present Western terminus is Buffalo.

More Roads for Boundary District. TACOMA, Wash., Feb. 7 .- The building of one or more railroads through the Boundary Creek mining district of Brit-ish Columbia during the coming Summer Soundary Creek mining district of Bra-ish Columbia during the coming Summer seems to be assured. Four applications have been made to the Dominion Govern-ment for charters over routes passing through or terminating at Grand Forks. Three requests are made for charters Three requests are made for charters over routes passing through or terminating at Grand Forks. Three requests are made for charters to build east from the Coast up Fraser River, through Hope Pass and along the international boundary to Grand Forks. One of these applications is the Canadian Pacific. Two projects have Republic for their objective point, and two others propose building point, and two others propose building from Grand Forks up to the north fork of the Kettle River.

Rock Island Has Not Extended.

CHICAGO, Feb. 7.—President W. G. Purdy, of the Chicago, Rock Island & Pacific Railroad, today made an absolute denial of the report circulated on Wall street that the Rock Island system had acquired a controlling interest in the Mexican Central Railroad.

### INCREASED RAILROAD EARNINGS.

From the regular official reports the earnings of a number of Western roads for the past two calendar years appear as follows:

1859.	1900.	
Atchison, Topeka & Santa Fe\$43,229,350	\$49,650,494	
Chicago, Burlington & Quincy 41,800,745	44,431,569	
Chicago, Rock Island & Pacific* 20,765,435	23,107,257	
Chicago, Milwaukee & St. Paul	41,691,579	
Chicago & Northwestern 41,437,196	42,538,503	
Denver & Rio Grande 9,570,866	10,887,525	
Great Northern 27,582,665	28,891,769	
Illinois Central	33,726,679	
Northern Pacific 28,901,066	31,686,200	
Rio Grande Western 3,878,945	4,792,425	
Southern Pacific 61,073,795	65,828,065	
Union Pacific system	29,439,042	
Canadian Pacific 29,146,818	30,214,931	
*Eleven months.		

O Reilly as an assessment on his stock. This assessment is alleged to be for the This assessment is alleged to be for the fraudulent purpose of forcing O'Relliy out of the company, as well as the minority at issue of new Union Pacific common stockhowers. The suit then goes on to relate the charges against the officers of the company, which have been made in the various suits instituted in the State Circuit Court, and a receiver for the road a asked for.

The second suit is brought by 8. Ban, and the defendants named are the Columbia Southern Railway Company, A. E. Hammond, Archie Mason and the York Security & Trust Company. S. Ban is a subject of Japan, and with N. G. Seaman took a subcontract for tracklaying and surfacing the railway, from Ar-chie Mason. The latter had received his contract from A. E. Hammond, who is said to have dealt directly with the com-Genoa, Feb. a.—Sailed.

York via Naples.
Queensiown, Feb. 7.—Sailed.—Majestic,
from Liverpool, for New York.
New York, Feb. 7.—Arrived.—Trave, from
New York, Feb. 7.—Arrived.—Trave, from
on the right of way, and for \$6000 attoron the right of way, and for \$6000 attoron the right of way. iff asks that his claim be satisfied by the sale of the right of way.

#### MORE SANTA FE BONDS. Issue of \$5,000,000 Authorised by

Board of Directors.

NEW YORK, Feb. 7.—The Herald says: No action has been taken on the ques-ion of a dividend on the common stock y the board of directors of the Atchison by the board of directors of the Atchison. Topeka & Santa Fe, and none is expected, as it is pretty generally understood that this matter will be deferred until the June meeting of the company.

After the meeting it was stated that only routine business had been transacted, but it was ascertained from a thoroughly college, source that among these routine.

reliable source that among these routine

gage of the Atchison road general mort-

### PENNSYLVANIA BRANCHES OUT. Said to Have System Reaching From Sen to Sen.

NEW YORK, Feb. 7.—A special to the Times from Philadelphia says: Persistent rumors which could not be enfirmed, finding credence in railroad and financial circles, are to the effect that the Pennsylvania Railroad Company has entered a transcentinental deal which inares it traffic from ocean to ocean. is said to have made a compact with the Union Pacific, which recently acquired the Southern Pacific. The deal is said in those quarters to include both the Atchison and Southern Pacific Railway sys-

One Pennsylvania Railroad official said: "I do not believe that the rumors of segotiations for the Atchison and Southern Pacific systems are the proper exp ation, but as the Pennsylvania and Sc ern Pacific are pretty close an ocean-toocean deal might easily be arranged. The ors of the Pennsylvania-Union deal may have some real foundation in fact. If they are true, I am inclined to think the Atchison and Southern Pacific Railway systems may be included.'

MORE RAILROAD COMBINATION. Rock Island-Rio Grande-Los Angeles

mentarily to blow up, is the stary prought to port by Captain Robert Bryce and the crew of 25 of the big four-masted steel ship Pyrenees. They were picked up at Tahiti by the steamer Australia and were on their way to England.

A committee reported resolutions thanking the citizens of Portland, the press, the railroads and the officers of the association for their respective contributions to the success of the convention. The resolutions to the success of the convention action for their respective contributions to the success of the convention. The resolutions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for their respective contributions to the success of the convention action for the s

that the Union Pacific Railroad will finance the recent purchase of the

Hays to Head Both Systems

CHICAGO, Feb. 7.—President Charles M. Hays, of the Southern Pacific system, passed through Chicago today en route to New York for a conference with the Morgan-Harriman interests. The Record

"It is claimed that the Eastern trip Mr. Hays has reference to a plan which will make him the common executive head of the Union Pacific and South-ern Pacific system, President Burt, of the Union Pacific, being elevated to the chairmanship of the board. In this way, it is argued, the greatest efficiency of operation could be secured, vast economies could be introduced, and the advantages of the recent deal could be developed to the utmost. The headquarters of both Stemen and Southampton.

Liverpool. Feb. 7.—Arrived—Michigan, rom Boston.

New York, Feb. 7.—Arrived—Nomadic, New York, Feb. 7.—Arrived—Nomadic, trom Liverpool.

The plaint.

The plaint.

The plaint.

The plaint.

The plaint.

The plaint.

St. Louis & San Francisco Dividend. ST LOUIS, Feb. 7.—At a meeting of the board of directors of the St. Louis & San Francisco Railroad Company, held here today it was decided to raise the dividend rate from 2 to 3 per cent on the second preferred stock.

# MOSQUITO AND YELLOW JACK

The Insect Responsible for the Spread of Disease.

HAVANA, Feb. 7 .- An interesting paper was read before the Pan-American Medi-cal Congress by Dr. Reed, on the propa-gation of yellow fever by mosquitos. The matters was the authorisation by the directors of a further issue of \$5,000,000 tinues unknown, he said, but the work general mortgage 4 per cent bonds. For what purpose those bonds are to be issued could not be ascertained, as no displacement of yellow fever still continues unknown, he said, but the work for the yellow fever commission at Question of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever commission at Question of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever commission at Question of the yellow fever commission at Question of the yellow fever commission at Question of the yellow fever still continues unknown, he said, but the work of the yellow fever still continues unknown in the yellow fever still continues unkno rect statement concerning them was obtainable.

Under the terms of the general mortgage of the Atchison road general mortgage of the Atchison road general mortgage. gage bonds can only be issued at the rate of \$3,000,000 in any one year, for new sary but useless, owing to the impossibil-construction and betterments and addi-ity of contagion from such a source.

tional rolling stock, of which not more than \$750,000 shall be for extensions, and showed," said Dr. Reed, "that the mosunder the original reorganization plans quito is unable to propagate the disease \$30,000,000 of bonds were reserved for these until 12 days after being infected, and is only infected by biting a yellow fever For just what the new \$6,000,000 bonds patient during the first two days of the will be issued is unknown, but it is not patient's illness. The same result was believed to be for construction or betterments of rolling stock, for an issue for low fever patient into a healthy system. that purpose is limited to \$2,000,000 an-nually. Blood taken after the first two day illness does not affect the second su

"The length of time during which a mosquito can retain the poisonous germ has not been determined; but an instance came under the observation of the commission where a mosquito, after 51 days, infected a subject with a pronounced case of yellow fever. The mosquito of the yellow fever type is smaller than the mosquito of the malaria type. It is a distinct species and propagates day and night.

On the motion of Dr. Wilde a movement On the motion of Dr. Wilde a movement has been started to induce all the American Governments to send delegates to a congress called particularly for the purpose of studying yellow fever, the delegates to remain in session several months.

A Suspicions Death.

NEW YORK, Feb. 7.-Miss Kate Grei-ner, sister of Frederick Greiner, of Buffalo, one of the leading Republicans of Eric County, has just died in St. Luke's Hos-pital. The hospital physicians suspect carbolic acid poisoning, but this lidea is scouted by a woman who occupied the same rooms with Miss Greiner. Miss Greiner was several years superin-tendent of nurses in a hospital in Minne-

apolis. apolis. She was one of seven womer who entered the class in domestic science when that branch of study was estab-lished two years ago in Columbia Univer-sity. She desired to fit herself to be sity.

# ROAD TO SEVEN DEVILS

NORTHWEST RAILWAY SOON TO RESUME BUILDING.

Assurance Given That the Enterprise Will Go Forward-Other Railroad Projects-A Rich Country.

BAKER CITY, Feb. 5.—No more wel-come news has been received in Eastern Oregon this year than the statement of Receiver T. B. A. Price, of the North-west Railway and the Northwest Copper Company, that work on the road down the Snake would be resumed at an early date. If the road is constructed within date. If the road is constructed within date. If the road is constructed within the coming Summer, Eastern Oregon mining operators will be satisfied. The vast region tapped by the proposed line has waited long for railroad transportation, and a few months more will not materially increase the anxiety.

To the outside world this project is better known as an effort to tan the most widely known operators who ever

sole inducements, or even the strongest. Oregon has a copper region on her own soil that is a favorite with experts. It lies just across the Snake from the Seven Devils, and extends out towards the Cornucopia District. The Iron Dyke, complete ownership to which passed two days ago to the capitalists who are understood to be back of the railroad, is one of the most important properties in proceed that announcement of resumption e Railroad, today made an absolenial of the report circulated on street that the Rock Island system coulired a controlling interest in the an Central Railroad.

Such action is contemplated," said urdy.

Such action is contemplated, and any place where the ores could be treated, there is no encouragement for the report circulated on the most important properties in the copper district on the Oregon side. But there are others, several of which are being developed. Owing to the formulation of the North west and any place where the ores could be treated, there is no encouragement for the Northwest Bon the tapin. It is expected that announcement of resumption of work will be made in the early Spring. So long as the Iron Dyke remained unpaid for, there were doubts regarding Mr. Reed's purposes. Now they are outlined, to a moral certainty, as the mine would be worth little without the railroad. P. J. transportation is assured, except where values are phenomenally high, or the properties are taken in a speculative spirit, with the purpose of holding them until such time as railroads shall pen-

until such time as railroads shall pen-etrate the region.

The Seven Devils region is tributary to Eastern Oregon, if Eastern Oregon will take advantage of its opportunity. The only feasible route to the Seven Devils is from or through Eastern Oregon. East-ern Oregon needs the ores produced thereabout, if a big smelter is ever con-templated for this region. An Immense templated for this region. An immense commercial business is sure to develop there soon as the mines shall be opened up. Everybody with any conception of the possibilities held by the region is keenly alive to the necessity of having a wailroad constructed from some Eastern oregon point into that part of the country.

"It is estimated that China will be able to pay without serious burden £4,000,000 annually for a service load and £30,000 indemnity. The proposition which meets with most acceptance is that she should take up bonds and then determine the portion of indemnity to be alloted to each power, and that she should redeem the bonds within say, 45 years.

Powder River from a point between Ba-ker and Union. A company was recently organized in Union to construct a line from that point towards the Cornucopla. tapping a big timber belt en route, and with the evident purpose of ultimately bidding for Cornucopia freight and press-ing on until the Seven Devils and Baiard's Landing country were accommolard's Landing country were accommodated. All these roads have their champions. Baker City is anxious to see the Powder River line put through, as it would make this city the terminal. Union desires to see its line constructed, as it would then reap the benefits of a terminal point. Huntington hopes with equal arder that the Northwest line, on the Oregon side of the Snake, will be the first road into the field, as that city would then be given great prestige and advantage commerciality. Welest, Idaho, has the same interest in having the Idaho line down the east side or the Snake, or, rather, up Weiser Valley, completed. While individual places may be partic-

ularly benefitted by one line or the other, Eastern Oregon will gain from either. Re-garded in a broad and non-sectional aspect, perhaps one would be as good for this balf of the state generally as another. It is safe to say that when any one line is assured the whole of Eastern Oregon will heartily support it, occause of the transparent benefit to the mining industry. The Northwest Company is the only one that has done much work. On that line grading is complete for about 12 miles and partly done for a distance of 20 miles the Snake from Huntington, Ail this work is quite substantial, a good, wide road bed being provided. Fills over foreign Ministers have agreed to demand 29 feet deep and of considerable length are constructed at frequent intervals. A tunnel has been driven through a cliff of rock for a distance of over 200 feet. So penalty for the others also mentioned in far as the work progressed, it was well done, and indicates the belief of the constructor in the permanency of the road. The far as the work progressed, it was well the decree—Yu Hsien, Chih Liu and Hsu done, and indicates the belief of the constructor in the permanency of the road. Between Huntington and the mouth of the Powder River is an ideal route for a rail-road. No material difficulties are encountered in the construction, and the grade is almost a dead level. The Snake is a rapid stream for water, but its shore offers a fine grade for a water-level road. After the mouth of the Powder is passed, the real obstacles of the route are encountered. A big tunnel will be receivery at what is known as the Ox necessary at what is known as the Ox borhood of the Chinese throne at Halen Bow, where the river makes a sharp turn in a narrow, rocky gorge. From the Ox eral councils is to induce their majesties to move either to W Chang or Nanking.

sources of a very promising character.

A gypsum deposit is found four or five A gypsum deposit is found four or five miles below the point where the road strikes the Snake. This is a large deposit and has proved its commercial value. Its product is now being used in consider-ness troops to abstain from all moveproduct is now being used in considerable quantities in the lime kilns a short distance north of Huntington. When the road was promoted, one to two cars per

day were piedged for this particular use. The once famous Connor Creek mine is but three miles from the route graded. ...en it was operating \$5 stamps were kept going there, employing a large force

and copper, or the cheapness of the pro-cess, enables work to proceed. This con-dition is believed to exist now, as a new 60-ton matte smelter was recently started

up there.

At the mouth of the Powder River a large quantity of freight would flow into the railroad. Eagle Valley, a few miles distant, is a natural orchard, where the finest fruit grown in Oregon is pro-duced. Not more than a third of the valley is cultivated as it would be if the market existed without a 45-mile hauf in wagons, over rough roads. If a rail-road ran along the Snake it is confi-dently believed that this little valley, about seven miles in diameter, with pos-sibilities on its adjacent foothills for double the orchard acreage, would be planted solidly in fruit. Pine Valley, it miles long by three wide, is only a short distance further, and equally near the route from another point. It is about as favorably situated for fruit and other agricultural products, as Eagle.

78,957,383 beyond Pine. Last Summer four 4-horse

and three 3-horse teams were kept constantly employed hauling concentrates from the Union-Companion mine, and supplies in for the company. Larger operations are contemplated and doubtless would be hastened by the approach of a railroad, while there are partly developed properties in that district in sufficient number to develop into a dozen big producing mines if there were facilities for shipping out crude ores or concentrates. shipping out crude ores or concentrates.
All these resources are before reaching Bailard's Landing, where several large copper properties are rapidly coming to the front. In the Iron Dyke alone surface work and the two tunnels driven reveal an immense ledge, estimated to be 80 to 130 feet wide, which shows preassaying 15 per cent copper. If this ledge continuinto the ground, as is expected, enough ore could be removed from it daily to be a train. Then the big properties of the Seven Devils, many of which are yet poorly developed, are regarded big pro-ducers, when the proper facilities for

better known as an effort to tap the Seven Devils. This route is from Huntington down the Burnt River to the Snake and thence down that stream to Bailard's in promoting, but weak in management, Landing, and probably to a point opposite the Seven Devils mines. While the Seven Devils are important features of the objective, these properties are not the and is now understood to be the owner, and any place where the orea could be treated, there is no encouragement for capital to invest in them before railroad Flynn, president of the Northwest Rail-

## WHAT CHINA CAN PAY.

Foreign Ministers Approve of a Bond

LONDON, Feb. 7.-Dr. Morrison, wir-ing to the Times from Pekin Tuesday, "It is estimated that China will be

Several projects have been and are now being discussed to reach the distric' in question. Surveys have been made down both sides of the Snake and down the Powder River from a point between Recials, and, being aware of the divergent views of the powers regarding the severity of the punishments, Prince Ching and Li Hung Chang were well prepared with answers and evasions. Thus the conference was disappointing. M. Pichon, the French Minister, who was a most viscous applications, and research and admissions and proceedings of the process of vigorous spokesman, extorted an admis sion that correspondence signed 'Sheng' and sent to the British Legation during the siege was largely written by Prince

Tuan and Chiao."
The Shanghai correspondent of the Times, referring to the imperial decree instructing the Councillors of the Vice-roys to compare the Chinese and Western systems with a view of the initiating of reforms, says he fears the main ob-ject of the decree is to throw dust in the eyes of foreigners to obtain easier

Reported by Conger.

WASHINGTON, Feb. 1.— The State Department has received the following report, dated February 8, from United States Minister Conger, at Pekin, of the progress of the negotiations there between the foreign Ministers and the Chi-

nese Government:
"The foreign Ministers held a conference yesterday (5th), with the Chinese Pienipo-tentiaries, who presented the difficulties in the way of the execution of the three Chinese notables, Prince Tuan, Prince Lan and General Tung Pub Slang. They gave assurances of the execution of Chuang and Yu Hsien, but urged leniency for the others, begging that the court be Cheng Yu, the last two being now pris-oners to the Japanese. Posthumous hon-ors are also demanded for the four members of the Tsung ii Yamun executed last Summer."

Ennuchs Again in Control. VANCOUVER, B. C., Feb. 7 .- Accord ing to advices brought by the steamer Empress of China, conservative and re-actionary influences are making themselves felt more and more in the

Bow to Ballard's, construction is less difficult. Some grading has been done all the way to the Ox Bow, and the portals of the big tunnel have been excavated.

The resources of the country at first sight seem scant. No timber is found along the route. The Snake Valley is narrow, and often nothing more than a canyon, where much agriculture is impracticable, notwithstanding the altitude is favorable to production of all kinds of temperate zone fruit. But there are resources of a very promising character.

A convergence of the country at first first two cannot be more powerful viceroys and downers and the most powerful viceroys and Governors of China to drive out all foreigners.

A convergence of a very promising character.

A convergence of a very promising character. ments against foreigners or peaceful Chi

> Chinese Envoys' Proposals PARIS, Feb. 7.—A Havas agency dispatch from Shanghai says that in response to the diplomats' communication relative to the punishments, Prince Ching

Ordered to Protect Foreigners SHANGHAI, Feb. 7.—An imperial edict

Economical soap is one that a touch of cleanses.

Pears' shaving soap is the best in all the world. All sorts of people use Pears' soap, all sorts of stores sell it, especially druggists.

insults and to prevent insults being of-fered. It declares about 100.000 Chinese fered. It declares about 100,000 are now enjoying safety abroad,

The German Expedition. BERLIN, Feb. 7.—The War Office has received the following dispatch from Count von Waldersee: "General Trotha's column has arrived at Chang Ping Hu. reaching there today.

Deaths From Cold. CANTON, Feb. 1.—The intensely cold weather prevailing is causing widespread suffering. There have been over 100 deatns

Russian Communication Opened. ST. PETERSBURG, Feb. 7.—The Russian contoffice authorities yesterday reopened elegraph communication with Pekin and Tien Tsin vin Vladivostock.

Wheat Steamer Wrecked CHERBOURG, Feb. 7 .- One of the vessels stranded yesterday off Cherbourg was the British steamer Jeffrey, laden with wheat. All on board were saved.

# THE ROOT OF THE MATTER.

He Cured Himself of Serious Stomach Trouble Down to First Principles.

A man of large affairs in one of our prominent Eastern cities, by too close attention to business, too little exercise and too many club dinners, finally began to pay nature's tax, levied in the form of chronic stomach trouble; the failure of his digestion brought about a nervous ir-ritability, making it impossible to apply himself to his daily business and finally

deranging the kidneys and heart.

In his own words he says: "I consulted one physician after another, and each one seemed to understand my case, but all the same they each falled to bring about the return of my former digestion, appe-tite and vigor. For two years I went from pillar to post, from one sanitarium to another, I gave up smoking, I quit coffee and even renounced my daily glass or two of beer, but without any marked

'Friends had often advised me to try well-known proprietary medicine, Stuart's Dyspepsia Tablets, and I had often perused the newspaper advertisements of the remedy, but never took any stock in ad-vertised medicines nor could believe a 50-cent patent medicine would touch my

To make a long story short, I finally To make a long story short, I linally bought a couple of packages at the mearest drug store and took two or three tablets after each meal, and occasionally a tablet between meals, when I felt any feeling of nausea or discomfort.

"I was surprised at the end of the first week to note a marked improvement in

week to note a marked improvement in my appetite and general health, and before the two packages were gone I was certain that Stuart's Dyspepsia Tablets was going to cure completely and they did not disappoint me. I can eat and sleep and enjoy my coffee and cigar and no one would suppose I had ever known the hor-rors of dyspepsia.

"Out of friendly curiosity I wrote to the proprietors of the remedy, asking 'or in-

formation as to what the tablets con-tained, and they replied that the principal ingredients were aseptic pepain (Govern-ment test), mait diastage and other natural digestives, which digest food regard-less of the condition of the stomach." The root of the matter is this, the digestive elements contained in Stuart's Dyspepsia Tablets will digest the food, give the overworked stomach a chance to recuperate and the nerves and whole sys-tem receive the nourishment which can only come from food; stimulants and nerve tonics never give real strength. They give a fictitious strength, invariably followed by reaction. Every drop of blood, every nerve and tissue is manufactured from our daily food, and if you can insure its prompt action and complete di gestion by the regular use of so good and wholesome a remedy as Stuart's Dyspep-sta Tablets, you will have no need of nerve tonics and sanitariums.

Although Stuart's Dyspepsia Tablets Although Stuart's hyspepina ladets have been in the market only a few years, yet probably every druggist in the United States. Canada and Great Britain now sells them, and considers them the most popular and successful of any preparation for stomach troubles.

Most **Youngsters** 

Fed upon

H-O

show their courage and

cut their teeth early.

H-O is

strength itself.

THE DOCTORS AGREE. Two Physicians Both Agree on the New Scientific Dandruff Treatment, ent indications point to a resumption of work in the mine soon.

Mineral City, Idaho, is about three miles from the line, on the opposite side of the Snake. Several teams are now engaged hauling supplies to this rejuvinating camp and will later haul matte out. Several promising mines are in Mineral City, which give assurance of large operations when the price of silver and copper, or the cheappess of the average of the company of the company of the company in the company of the com only preparation in the world that de-stroys the parasites. A delightful hair dressing; allays itching instantity; makes hair glossy and soft as silk. It is a sure dandruff destroyer.

Buy and Try a Box Tonight. While you think of it, go buy and try a box of Cascarets Candy Cathartic, ideal laxative, tonight. You'll never regret it. Genuine tablets stamped C. C. C. Never sold in bulk. All druggists, roc.

MEN No Cure

THE MODERN APPLIANCE — A positive way to perfect manhood. The VACUUM TREATMENT curse you without medicine of all nervous or diseases of the generative organs, such as lost manhood, exhaustive drains, varieocesic impotency, etc. Men are quickly restored to perfect health and strength. Write for circulars. Correspondence confidential THE HEALTH APPLIANCE CO. rooms 47-53, Safe Deposit Eldg., Seattle, Wash.