

COMING TO OREGON

Home-seekers by Hundreds Load the Trains.

THE CHEAP RATES MOVE THEM

Twenty Per Cent of Immigrants by Northern Lines Are Bound for the State of Oregon—Many Carloads Come Through Huntington.

SPOKANE, Wash., Feb. 15.—Of the 1000 home-seekers who came through Spokane this afternoon, 400 left for Portland and other Oregon points by the O. R. & N. Two hundred more, who will visit Puget Sound points on their stop-over tickets, say their ultimate destination is Oregon. Talks with the home-seekers reveal that Oregon has been well advertised in the territory embraced within the scope of the home-seekers' rates. The Webfoot state will catch at least 20 per cent of the immigrants coming by the Northern lines.

HUNDREDS THROUGH HUNTINGTON. Every Train Carries Extra Cars and All Are Well Laden.

Home-seekers are pouring into Portland over the O. R. & N. through both Huntington and Spokane. Two extra cars arrived on the Spokane train yesterday morning, there were four extra on the Union Pacific train that arrived last evening and five extra on the Northern Pacific train that arrived at 2:30 this morning. There are four extra cars on the Union Pacific train due at 8:30 this morning. On these 15 extra cars there were and are no less than 60 homeseekers bound for various points adjacent to Portland. None of these have return tickets, because that form of ticket was not sold, but all of them are expected to locate in the Northwest at this time. Many families are among them.

RIGHT-OF-WAY CASE AT KALAMA. Same Proceeding as at Vancouver the Day Before.

The matter of the Washington & Oregon Railway Company's claim to the right of way of the latter company between Kalama and Vancouver was heard at Kalama yesterday. The same matters were heard, the same arguments and the same rulings as at Vancouver, Thursday, and the same result was attained. Judge Miller took the same view of the property in question as he did at Vancouver, and the priority of the rights of the Washington & Oregon Company, the petitioner, and the Columbia Valley Company, which, as before, was permitted to intervene. The same witnesses were heard at Kalama, and the Columbia Valley Company testified, the Columbia Valley Company even a stronger showing as to priority of survey in Cowlitz County, from Martin's Bluff north to Kelso and south to Lewis River, than it did in Clark County. It also showed that the reason it had not proceeded to condemn the right of way in question was that negotiations had been opened with the company that owned the property, the successful conclusion of which would have rendered condemnation unnecessary. The jury to fix the value of the property in Cowlitz County was called for March 13.

ST. PAUL LEASE IS OFF. The deal whereby the Chicago, Milwaukee & St. Paul road was to be leased to the Great Northern has been called off because one or two large holders of St. Paul stock object to turning over to the Chicago & North Western the accumulated surplus of the road. The surplus is estimated all the way from \$10,000,000 to \$17,000,000.

Transfer Has Been Made. SAN FRANCISCO, Feb. 15.—Notwithstanding the denial of E. T. Earl, of the statement that the Armour line has absorbed the C. F. X., representatives of both parties interested in the deal admit that it has been made. The Armour agents here state, however, that the consideration is \$1,750,000, instead of \$2,000,000, as published.

President Trumbull's Denial. DENVER, Colo., Feb. 15.—President Frank Trumbull, of the Colorado & Southern Railway, today published an official statement to the effect that he is in circulation of a combination of articles or all of the system under his control with any other road or roads.

Railroad Notes. William Reid, of the Portland, Nehalem & Tillamook Railroad Company, yesterday returned from a trip to the summit of the pass between Gales Creek and the Nevada River, to the summit of the pass covered with snow to a depth of 24 feet.

ORO GRANDE MINES. Company Forming Here to Develop Quartz Property Near Lewiston.

Ex-State Senator J. N. Stacy, of Nez Perce County, Idaho, is at the Perkins in company with Caleb Brinton, of Elk City, Idaho. The latter has been carried out between them and Portland men whereby a mining company will be incorporated with headquarters at Portland, for the development of the Oro Grande group of quartz mines near Elk City, Idaho.

NEW ROADS IN MEXICO. To Develop Mining and Agriculture in Northwestern Provinces.

SAN FRANCISCO, Feb. 15.—The Examiner says: "It has leaked out that one of the objects of the visit of President Hayes, of the Southern Pacific, to New York, is to consult with the directors regarding proposed extensions in Mexico. The company owns the New Mexico, Arizona & Sonora Railway. It runs from Benson, a station on the Sunset route, southwest to Sonora to Guaymas, on the Gulf of California.

WONT AFFECT THE PANAMA. Freight to Go Via Ogden Formerly Passed Around the Horn.

NEW YORK, Feb. 15.—The Journal of Commerce says: "Vice-President Hawley, of the Southern Railroad, has confirmed the report that arrangements had been made for handling via San Francisco, freight from South American ports destined for Eastern States and Europe, which formerly was shipped via the Panama Railroad. This arrangement is due to the termination of the contract between the Panama Railroad and the Pacific Mail Steamship Company, and establishes a new branch of freight business for the Southern Pacific.

MILWAUKEE SENTINEL SAID. MILWAUKEE, Wis., Feb. 15.—An announcement was made today that the Milwaukee Sentinel has been sold to Charles F. Wheeler, an other Republican of this city. The terms of the sale have not been made public. The new owners will assume control next Monday. The present time is being spent in Wisconsin, having been established in 1857.

PORTLAND PROTEST

Keep Politics Out of Port of Portland Commission.

CHAMBER OF COMMERCE ACTS

Drydock Favored, but It Should Be Built by Men Familiar With the Shipping Interests of the City.

Improvement and the good results obtained should be shared by removal.

His work was approved by an engineer selected by objecting members of the Commission, yet the Legislature proposes to remove him because he is the business partner of a gentleman who opposed the election of the Citizens' ticket last June. As a reward for faithful service, the Commissioners should not only be retained, but be facilitated by enlarging or giving them charge of the drydock.

James Ladd, British Consul—He does not share the view which has been expressed by the shipping community at all call for a drydock in the Columbia River.

In my annual commercial reports of 1897, I have referred to this subject. I suggested that British capitalists should look into the subject. As nothing has resulted from private enterprise, it seems that the only feasible body to take it up is the Port of Portland Commission. From my point of view it matters little whether the dock is at Astoria or Portland, but I do not see that the necessary funds could be raised at the former place, while, if empowered to do so, the Port of Portland Commission could readily secure the funds. I do not think that the Legislature has any right to propose or not to influence action as it is so serious a drawback to a port of the proportions of Portland that there should be no facilities for examining a vessel's bottom or for making necessary repairs below water. I have always been inclined to believe that a drydock would pay fair interest on the investment, and improve the port, and that the port would in itself be a good investment in view of the greater number of steamers now trading here.

Charles E. Curry, manager of G. W. McNear, grain exporter—in the matter of a drydock, I would say that I consider it of the greatest importance to the State of Oregon that the Port of Portland, the shipping business of the Northwest is fast increasing, and in order for this port to maintain its present prestige and to be able to compete with other ports, it is necessary for this port to furnish equal facilities for repairing vessels to those offered by neighboring ports. It is not a question of whether the port should be built by the State or by private enterprise. Whether the port is the proper place for the drydock, from a financial point of view, I am not prepared to say.

Edward Ehrman, of Mason, Ehrman & Co.—I am strongly in favor of building a drydock according to the plan as already proposed. The slight increase in rate of freight charges that will be met by the great benefits that our city would derive in having such an important adjunct added to our shipping interests. The drydock should be under control of the Port of Portland Commission, and not of the State, as it is now made up, is fully competent to manage the affairs successfully, as has been proven by past records. They are representative business men, all being engaged in business connected with the port, which brings them directly in contact with the purposes of the commission. Politics should not be permitted to interfere in the affairs of the Port of Portland, and the interests of the port should be allowed to jeopardize the very life of the organization.

Henry Hahn, of Wadhams & Co.—Portland's shipping interests are handicapped by the lack of a drydock. Since private capital will not interest itself in the enterprise, there should be no objection to the State's taking up the matter. The Port of Portland Commission to issue bonds. The increase in taxes will be small compared with the benefit to the city.

Solomon Hirsch, of Fletschner, Mayer & Co.—Whether a drydock should be built by the City of Portland, through the organization known as the Port of Portland, or whether it should be built by private enterprise, is a matter to which I have not given much attention. As a general proposition, I am in favor of having a drydock here, and am perfectly willing to pay my proportion of the taxes necessary to have it built, and, inasmuch as the question has been agitated here for a number of years, and private enterprise has never succeeded in accomplishing the object, I think it is better to do it through the Port of Portland.

George Taylor of Taylor, Young & Co.—I regret exceedingly that there is an attempt to bring politics into the Port of Portland Commission. I think every one who is familiar with the subject is of the opinion that the Port of Portland should be under the control and management of the Port of Portland. At the same time, there is no necessity to interfere with the Port of Portland Commission. Leave it as it is with the increased powers for the drydock. There never was a time when the river was in such good shape as it is at present, and this is entirely owing to the Port of Portland. All the members of the commission, and especially so is Mr. Williams, who has brought his intelligence and business sagacity—which are of no mean order—to bear on the matters connected with the drydock. It is in my opinion better to do it through the Port of Portland.

I. Lang, of Lang & Co.—While Portland is in the process of building a drydock, I do not believe that we are justified in asking the Legislature to pass a bill authorizing the issuance of bonds for the purpose of building such a dock. We already have a large bonded indebtedness, and I am not at all in favor of increasing our bonded indebtedness for the purpose of building a drydock. It is in my opinion better to do it through the Port of Portland.

L. A. Lewis, president of Allen & Lewis—I think that anything that tends to make Portland a poorer port is to be sought. I do not believe that a drydock is really a legitimate work of the port, but in the absence of private enterprise, it would not object to the port undertaking it. There is no question that the large sum of money necessary to build a drydock would be economically handled by our present Port of Portland Commission, the disturbances that are now being caused by the proposed changes in this commission should be a warning to us at this time to be cautious in the matter.

Peter Kerr, of Kerr, Gifford & Co., grain exporters—in view of the yearly growing commerce of the Columbia River, and of the facilities enjoyed by other ports on the Coast, I am of the opinion that a drydock is essential to the port. There is no question that the large sum of money necessary to build a drydock would be economically handled by our present Port of Portland Commission, the disturbances that are now being caused by the proposed changes in this commission should be a warning to us at this time to be cautious in the matter.

William S. Simpson, president of the Portland Grain Commission.—A drydock is essential to the port, and the Port of Portland Commission should build and operate it.

Get It Out of Your Head. Headache, Dizziness, Ringing in the Ears, Paragon Headache and Neuralgia Cured.

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

BUSINESS OF GOOD VOLUME

SATISFACTORY DISTRIBUTION OF MERCHANDISE BY JOBBERS.

Structural Materials and Railway Supplies in Great Request—Dun's and Bradstreet's Reviews.

NEW YORK, Feb. 15.—R. G. Dun & Co.'s weekly review tomorrow will say: Business continues of good volume in nearly all parts of the country, and reports from the West and Southwest of satisfactory distribution of merchandise by jobbers begin to have a familiar sound. Heavy orders came from agents on the road. There is no important change in prices, even in the department of manufacturers' goods, and some staples rise while others decline, but the longer the situation remains as at present, the surer the business world feels about the prospect in the future, for the demand for merchandise for prompt consumption does not decrease. Some progress has been made in the direction of settlement of labor differences in the far West and the temper soft-coal miners is amicable, while there is little concern among steel interests over the sensational stories of organization as the steel industry is not yet in a position to be organized. The standard measures of business make favorable comparisons.

At some points there is evidence of a disposition to delay operations in iron and steel until something definite is known regarding the proposed combination, but this applies only to small undertakings which are insignificant in comparison with the great undertakings that cannot be postponed. Purchasers find difficulty in securing even approximate dates for delivery of goods in many products, and it is not unusual to find that no contracts are sought. Structural materials and railway supplies are in greater request, numerous heavy orders being accepted this week at full quotations of finished products, pig iron at Pittsburgh being again advanced.

No sign of weakness is apparent in any department at this time, and the industry is in a position to meet the demand for goods in many products, and it is not unusual to find that no contracts are sought. Structural materials and railway supplies are in greater request, numerous heavy orders being accepted this week at full quotations of finished products, pig iron at Pittsburgh being again advanced.

Forwarding of goods from the West and South with most cheerful reports, while local jobbing is less brisk than last week, there is no complaint. Forwarding of goods from the West and South with most cheerful reports, while local jobbing is less brisk than last week, there is no complaint.

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PERSONAL MENTION

County Judge W. W. Travillion, of Baker, is at the Imperial.

Representative George Wheeler, of Astoria, is in the city on his way home from Salem.

J. B. Nelson, formerly of the Oregonian staff, now night manager of the Associated Press of Kansas City, is in Portland, and will remain a week here and hereabouts.

NEW YORK, Feb. 15.—Northwestern people registered at Mrs. York hotel today.

From Portland—Mrs. J. B. Montgomery, at the Manhattan.

From Seattle—C. G. Comodis, at the Imperial.

From Spokane—Miss A. M. Elander, at the Rosmore.

Get It Out of Your Head. Headache, Dizziness, Ringing in the Ears, Paragon Headache and Neuralgia Cured.

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

BRADSTREET'S REPORT.

Trade Advertisements Reported to be More Cheerful.

NEW YORK, Feb. 15.—Bradstreet's tomorrow will say:

Trade advices are rather more cheerful. This applies as much as to current retail business, which has been enlarged with wintry weather, as it does to the opening Spring trade which finds stimulation in the general confidence felt as

to the general outlook for the coming year. Prices show exceptional strength, all things considered, the one weak spot being raw cotton, which shares the rather usual tone manifested by the cotton market and grain markets. Foreign demand for our breadstuffs has been rather better. Specially cheerful reports come from the shoe and leather, the lumber and the iron trades. The strength of prices of the latter having been increased by the talk of pending consolidations, although the volume of business is restricted from the same cause. Failures are small, the largest an Oregonian, a road earnings show large gains over good returns of a year ago.

Despite the check given to business by the iron trade, the strength of trade is doing at all leading iron markets, and the advances in these columns last week are firmly held. Bessemer pig is still selling at \$13 at Valley Forge, Chicago reports manufacturers' price lists of 10,000 tons are reported. Immediate deliveries of steel billets still cost 50 cents to \$1 more than pool prices—\$19 75. Chicago reports manufacturers' price lists of 10,000 tons are reported. Immediate deliveries of steel billets still cost 50 cents to \$1 more than pool prices—\$19 75.

Wheat, including flour shipments, for the week aggregate 4,814,878 bushels, against 4,667,812 last week, 5,381,069 in 1899, and 4,654,771 in 1898. From July 1 to date, this season, wheat exports are 125,707,474 against 125,366,351 last season and 155,555,439 in 1898. Failures for the week in the United States numbered 225 as against 350 last week; 189 in this week a year ago, and 160 in 1899. Canadian failures numbered 28, against 18 last week, and 35 in this week last year.

In Financial Markets. NEW YORK, Feb. 15.—Bradstreet's financial review tomorrow will say: Diverse influences were apparent in the action of speculation this week. In spite of the strong tone which was manifested early in the week, there were also indications of a disposition to take profits in the railroad shares list, based on the belief that the immediate developments in the coal and iron markets, and the liquidation of properties had exhausted their tendency. There was a slackening of the effect to buy railroad shares and the consequent decline in prices apparently encouraged bearish operators to attack positions which they did on Wednesday with some temporary success. On the other hand, the idea that the arrangement for the purchase of the majority of the United States Steel Company and its probable sequel in the form of a new and larger combination of steel interests than has yet been seen, were progressing favorably, held up the principal industrial stocks and kept the street waiting for some announcement in this connection. The market for the week in the United States appeared to be in a state of indecision, still further, the market as a whole was again stimulated by the report that the news of the rearrangement in the steel industry might be brought about at an early moment. It was further agreed that the large financial interests which are engineering the steel deal would be likely to prevent any serious break in prices, and this idea seemed to find support in the strength of the coal stocks and other securities, which these interests are identified. There were no other factors of general importance materially to affect the market at large. Reports of new combinations in the railroad world were

Over 200 Hospitals

Duffy's Pure Malt Whiskey is the only pure, reliable alcoholic stimulant to administer to patients in cases of grip, consumption, dyspepsia, general debility, nervousness, weak heart and low fevers.

MONTREVILLE HOSPITAL, Frederick, Md. DUFFY MALT WHISKEY CO.

Gentlemen: It has been about one year since I first began to use Duffy's Pure Malt Whiskey, and I can say that it has done for me what no other medicinal preparation and laboratory work in this institution. I find it a most effective, invigorating, alcoholic stimulant, and prefer it to any other, as I believe it to be absolutely pure. Its action on the general economy and the entire system is more effective than any other whiskey I have tried, and our patients take more kindly to it. As long as the quality remains at the present standard I shall always use it. As a stimulant, it is especially valuable in that class of convalescents who need "predigested foods." I find from experience that Duffy's Pure Malt Whiskey acts gently, not vigorously, on the digestive system. We will always use it to the exclusion of all others on account of its absolute purity and the excellent results we have received from its use. I am, Very kindly, H. P. FAHRNEY, M.D.

Exclusively

Duffy's Pure Malt Whiskey has brought the blessing of health to thousands of homes during the past forty years. There is none "just as good as" Duffy's. The dealer who says so is thinking of his profits, not of your health.

St. Joseph's Hospital, 1215 Walnut St., Reading Pa., July 6, 1900.

We are using Duffy's Pure Malt Whiskey in the St. Joseph's Hospital as a stimulant, because we believe it to be the purest of whiskeys. H. E. WY, M. D., Res. Physician to Hospital.

MEADY HOSPITAL, Wilkes-Barre, Pa. November 28, 1900.

Dear Sir: The use of Duffy's Pure Malt Whiskey for irritable stomach has proven it to be a thoroughly reliable and satisfactory article and one always to be depended on. Respectfully, H. A. FISCHER, Resident Physician.

EASTON HOSPITAL, Easton, Pa. Oct. 26, 1900.

I have used Duffy's Pure Malt Whiskey in my practice, and have always found it to do good work. It is believed to be perfectly pure. It is retailed by H. D. MICHLER, M. D.

Duffy's Pure Malt Whiskey

CAUTION: We wish to caution our patrons against so-called "Duffy's Malt Whiskey" sold in bulk and unsealed bottles. Duffy's Pure Malt Whiskey is sold in sealed bottles only. If offered for sale in bulk or unsealed bottles it is a fraud. Insist on getting the genuine. Refuse substitutes.

The distinguished writer of the following letter has served her beneficent mission at the head of some of the largest curative and charitable institutions in the country.

It gives me great pleasure to recommend Duffy's Pure Malt Whiskey, which I have used for consumptives in the last stages of the dread disease. Aside from its medicinal properties it is very mild. The patient can retain it when all other stimulants fail. I recommend it to all who suffer from HIERONYMO, Rochester, N. Y.

"FREE. If you are sick and run down, write us. It will cost you nothing to learn how to regain health, energy and vitality. Medical booklet and testimonials sent free.

It is the only Whiskey taxed by the Government as a medicine. This is a guarantee. Ask druggists and grocers for Duffy's Pure Malt Whiskey. DUFFY MALT WHISKEY CO., Rochester, N. Y.

to the general outlook for the coming year. Prices show exceptional strength, all things considered, the one weak spot being raw cotton, which shares the rather usual tone manifested by the cotton market and grain markets.

PRICES OF SHEEP.

Buyers and Growers Have Not Agreed Upon a Scale.

The price to be paid for yearling wethers which are driven out of Eastern Oregon this year, has not yet been fixed, though buyers and growers are seen a good deal together at the hotels of Portland. J. A. Carson, a Wyoming buyer in April, C. A. Rhea, a prominent sheep raiser, offers \$2.25 a head for 15,000, and as yet has not secured any. Mr. Rhea has sold at \$2.50 a head 600, which he carried through the winter. He does not think sheepmen will quote below \$2.50 per head.

There are now 265,000 head of sheep in Morrow County. Mr. Perkins, of the Perkins yesterday, "and there will be 150,000 lambs in the Spring. Fully 100,000 sheep should therefore be sold, as mountain ranges are becoming better and pasture pastures. The surplus can, however, be sold to Coast buyers, as the Puget Sound cities, British Columbia and Alaska have to find their mutton in Oregon.

James Wright, a North Yakima dealer, who handled 40,000 head last year, is at the Perkins. He is in the market for all he can buy at the right price. He talks of \$2.50 as a fair figure, but fears he will have to pay more.

D. R. Castoday, a Rawlins, Wyo., buyer, is in the city with a view to agreeing with sheepraisers. He will buy 10,000, he said, if he can get them at figures which will allow him a fair profit, after shipping to the feeding grounds. East. At this time he prescribes certain regulations governing evidence that now, though there is plenty of time to buy yet, as deliveries are not made until after the wool is sheared from the sheep in the Spring.

To Regulate Grazing.

WASHINGTON, Feb. 12.—Senator Carter, of Montana, has offered an amendment to the Forest Reserve Act, which has attracted a great deal of notice and comment among Senators from Western States. It is one of those amendments which proposes, in a general way, to prescribe certain regulations governing grazing on the forest reserves, and is as follows: "That any person residing within the limits of any forest reservation or any person who did reside therein at the time of its creation, or whose livestock had ranged within the area covered by such reservation prior to its creation and still ranges within its limits, shall be permitted to graze livestock continuously within the limits of such reservation upon the condition that he will at all times use his best efforts to prevent the starting and spread of forest fires in the locality in which his stock ranges." There is some little doubt if such an amendment as this can be incorporated in the bill, but it is practically no opportunity for debate.

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

Care, worry and anxiety whiten the hair too early. Renew it with Parker's Hair Balsam. For all skin troubles use Greve's Ointment, 50c