BARK ARRIVES

OVERDUE BELES, 132 DAYS FROM ST. NAZAIBE.

Four Ships Detnined at Astoria Have Put to Sen-Two New

The French bark Beien entered the Columbla River yesterday, IM days from St. Namire. She had been expected to ar-tive for some time. The vessel is of 1700 net tone. She had much better luck in

net tona She had much better luck in getting in than her eister in nationality, the Lamoriciere, which was detained off the mouth of the river nearly a week. Four vessels of the out-bound fleet at Astoria went to sea yasterday forenoon. They were the steamer indravell, of the Portland-Oriental line of steamers; the British ship Mayfield, the British ship County of Kinrows, and the German ship Favorita. The last three are laden with grain and are bound for Queemstown or Falmouth for orders. The vessels sailed in quick succession, availing themselves of in quick succession, availing themselves of

he east wind. The Rickmer Rickmers, Carlo P. Werra and Bourbaki, outgoing vessels, are still at Astoria. It was expected that the Rick-mer Rickmers would be prepared to sail yesterday also for she has been at the mouth of the river for some time. This fleet will be joined today by the Marechai Davont, which is in tow of the Harvest Queen. The Leyland Brothers started down the river yesterday about mon in tow of the R. R. Thompson, drawing if feet, and the Isabelia in tow of the Oklahama, drawing Il feet 3 inches. Both white will so through to the assemblers. ships will go through to the sea without interruption. The Princess Marie ar-rived here yesterday forenoon. She is

Nine French vessels are now in the Co-lumbia Biver or at Portland. Besides the Marechal Davout, the Belen, the Europe, the Bourbaki and the Lamorciere, are the Admiral Cornulier, the Dungueselin, the Louis Pasteur and the General Millenet. The Europe is at the sand dock, where he has discharged part of her ballast, he will move to the elevator dock today to receive a stiffening of cargo and to unload the rest of her ballast. The G. H. Wappus will finish loading at the elevator dock today and give place to the Europe. The General Millenet has dis-charged her cargo of cement.

NEW DREDGE AT WORK. Tested and Found Satisfactory in Every Way.

The dredge which has been under con-struction for the North Facilic Lumber Company for several months is finished, and was given a test yesterday. The ma-chinery worked perfectly. Everything about the dredge is very substantial and strong. The craft is probably the best of its kind in the Northwest. The dredge was stationed near the shore

of the East Side of the river, a short distance below the Burneide-street bridge, where it worked all the afternoon. About 266 feet of 16-inch pipe were connected, which was supplied by a five-foot centrifugal pump. The engines of the holst-ing winch are 6x12 inches. The engine which operates the pump is a duplex, the cylinders being 14x20 inches. Two steam boliers represents the pump seek 15 inches. Hers generate the power, each 52 inches in diameter and 15 feet long. The machin-ery is very complete in its equipment. The hull, built by Jeseph Supple, is the

trongest ever constructed on the river, is braced and stayed with oak knees and 12 sons of iron bolts, in addition to the ordinary framework. The length is 104 feet and beam 34 feet. The dredge draws ut 30 inches of water.

The upper works of the craft are given to living quarters for the crew. There are eight siseping-rooms, each having two bunks; the esptain's room, two eating-rooms and a kitchen, all finished in staited wood.

The machinery of the dredge was made by the Williamette Iron Works. The dredge will go to the mill of the North Pacific Lumber Company in a few days to despen the water at its wharves.

CUSTOM-ROUSE STATEMENT. October Report Summarising the

Commerce of This Port.

The October statement of Collector of Customs Patterson is completed. It re-fiects a good movement of commerce at this port. The following are the items:

Vessels entered from foreign ports... Vessels cleared for foreign ports... Vessels entered from domestic ports... Vessels cleared for domestic ports... Entries of merchaodise for duty.... ntries of merchandise free of duty. Entries for export to adjacent British

Entries from warehouse for consump-Entries for immediate transportation Total entries of all kinds.

Entries for consumption liquidated... Chtries for warehouse liquidated.... Sertificates of enrollment granted... Licenses for constling trade granted... Oral number of documents to vessols

Receipts From All Sources,

mount of refund and fraw-

DISPUTE OVER SCRAP-IRON.

Customs Collector Insists That It Must Pay Duty.

PORT TOWNSEND, Wash, Nov. 6.— The schooner Robert Lewers, from Hono-lulu, is tied up by the customs authori-ties on account of Captain E. R. Under-wood refusing to pay duty on 155 tons of scrap-iron at the rate of M per ton. Some time ago the schooner Redfield brought scrap-iron from Honolulu and was compelled to pay duty, and this fact was known to Captain Underwood, who, before sailing from Honolulu, took precaution to have the schoolers make an account of the schoolers. have the shippers make affidavit that the iron was of American manufacture. The affidavit was made before the Collector at Honolula, but Collector Heustis holds himself should have certified to the fact. He insists that duty must be paid, and refuses to allow the Lewers to enter.

Captain Underwood has applied to the department for a ruling on the subject. Vessels engaged in the Hawalian trade have to pay it per ton for rock or sand ballast, and of late they have been bring-Inderwood was fined \$100 for having

NEARLY SWEPT TO SEA

Launch Engle Rescued by Life-Sav-

mate who did not have a license.

ing Crew. ASTORIA, Or., Nov. 6.—The lapnch Eagle had a narrow escape from being swept to sea this morning, or being wrecked on the jetty. The men on board would have probably been drowned if it had not been for the prompt assistance of the Point Adams He-saving crew. The launch had lost her rudder. The lookout at Point Adams saw the danger the craft was in and called out the life crew. When the launch was reached she was in the breakers about two miles below Fort Stevens, near a point in the jetty called Sand Spit. The life crew rigged a jury rudder for the Eagle and escorted her back to Astoria.

MENACE TO NAVIGATION.

Dereliet Logs Off Cape Plattery Are

Bangerous to Ships.

port a serious menace to navigation in the shape of logs, off the Cape. The brig Geneva reports having collided with a large log south of Flattery with such force that it caused the vessel to tremble. The log was arruck sidewise and was forced under the vessel, humping the keel the full length of the vessel.

The Robert Sudden, from Honolulu, reports that is coming up the Straits today she had to dodge logs for a distance of 15 miles. The Geneva made the run from Honolulu in 16 days. During the first eight days she encountered calms and

Honolulu in 16 days. During the first eight days she encountered calms and light winds, but during the next eight days she made 125 miles daily.

According to records on file at the Custom-House here, experts from Puguet Sound for the mouth of October amounted to \$2.28.85; and they were sent to 25 different countries.

FOG HAMPERS SHIPPING. Trame at London is Almost at a

Stnudstill. LONDON, Nev. 6.—There are indications of the fog breaking up at some points, but reports from the busiest ports show little amelioration. England is now having the most severe cold known in years for this period of the year. Snow fell at many places this meaning.

at many places this morning.

From the Mersey, the Bristol Channel, the Humber and the Clyde arrive stories of the dislocation of traffic. A number of vessels have been stranged, there have been minor collisions on the Thames and hundreds of vessels are forbound the hundreds of vessels are fogbound, the pilots refusing to assume the risk of tak-ing them to their wharves. The River Thames, however, shows signs of clearing. Passengers who left London at 8 o'clock yesterday evening arrived at Calais at 8 this morning, after passing a night on the sea. Five hundred Yarmouth fishing boats have been unable to return to port, owing to fog.

TWO VESSELS CHARTERED.

Burks Dohns Francisca and Golgorm Castle Will Come Here. Two more charters have been made in the past few days for grain cargoes from Portland. The vessels are the British barks Donna Princisca, of 253 net tons, and the Galgorm Castle, of 1867 tons. The former will be here for January loading and the other for February. The rate of each is 8 shilling.

each is 35 shillings.

Both barks have been at Portland. The Donna Francisca took a cargo of wheat from here in January, 1895, for Balfour, Guthrie & Co., and another in March of last year for Girvin & Eyre. The Galgorm Castle sailed from Portland with grain in October, 1898, for Sibson & Kerr, and again in January, 1898, for the Portland Plouring Mills.

COAL BARGES ADRIFT.

Tug Had to Abandon Them on Account of Henvy Sen.

PHILADELPHIA. Nov. 6.—The tug M. E. Luckenbach, which pussed out to sea from Deleware breakwater with the coalladen barges West Point, Ohio and Mystic Belle, bound for Providence and Boston, returned later with the West Point and reports having lost the other two. A heavy wind and sea prevails and it is feared the missing barges, with their drews of four or five men, may have gone to the bottom.

Rumored Combination Denied.

A rumor was going about yesterday that the O. R. & N. Co. had absorbed the boats of the Oregon City Transpor-tation Company. Both companies detation Company. Both companies de-clared there was no truth in the report. Such a combination would put all Valley transportation by water in one system. Captain Graham, of the Oregon City Transportation Company, said that the re-port had probably arisen from the agree-ment his company has made whereby it will use the O. R. & N. Co.'s wharves at Salem, Corvallis and Albany. His com-pany is preparing to extend its route to Corvallis and McMinnville, and has ao intention of selling out. intention of selling out.

Loading of the Crunnder.

Plans of loading the Government transport Crusader were changed yesterday and the work stopped for the day. It had been intended to load a large quantity of lumber in one of the compartments under the deck. No more lumber will be stored under the deck and that space will be given to hay and oats. The lumber cargo will be loaded on the outside of the yessel.

transport Seward to still at the fact of Couch street. The upper works of the vessel are receiving a coat of

The steamship Adato finished loading & Co.'s mill Tuesday, and is now at the mill of the North Pacific Lumber Con pany to complete her load. Inman, Pou sen & Co.'s mill will supply about \$50,000 feet more. The full cargo of the steam-ship will consist of about \$500,000 feet of ber. This will weight the vessel down

Two Men Drowned in a Gale. PHILADELPHIA, Nov. 6.—A dispatch to the Maritime Exchange from the Mon-mouth Beach Lifesaving Station near Long Beach, N. J., says that during a heavy gaie today, two fishing boats cap-sized off Gaillee, N. J., and that John Wilson and Thomas Laison were drowned. Combined crews of the boats number 1s men, and the remaining 12 were rescued by the lifesuvers.

Work of Government Inspectors. Captains Edwards and Fuller this week inspected the steamer Modoc. The pro-gramme of their future work includes ingramme of their future work includes in-spection of the Vancouver ferryboat, Eu-gene. Geo. W. Elder, Elmore Maria, Sa-die B., Electro, at Astoria: Jordan, No Wonder and Lewiston, and Riparia at

Mitigation of a Fine.
ASTORIA, Or., Nov. 6.—The fine of \$5000 imposed by Collector of Customs Fox on the French bark Europe for failure to secure Consular bills of health from the port of Hobert, Tosmania, has been mittle gated by the Treasury Department to

Accident to Steamer Lewiston The steamer Lewiston met with a mis hap Tuesday, in encountering some rocks in Snake River, at Goose Island, ten miles above Riparia. The injuries were not serious, and will not detain her from her route more than two or three days.

Whalers Have Poor Luck. SAN FRANCISCO, Nov. 6 .- The ers Norwhal and Dowhead have arrived from the Arctic. The former took set whales, but scarpely made expenses. I Bowhead brought in IL.000 pounds whalebone and 200 barrels of oil.

Gold for Europe. NEW YORK, Nov. 6.—Lazard Freres will ship \$1,000,000 gold to Europe tomorrow, and Miller Schall & Co. will ship smo,000 gold coin.

Shipment of Gold. SYDNEY, N. S. W., Nov. 6.—The stemmer Sierra salled from this port resterday for San Francisco, having on board \$500.

The steamer Elder arrived at San Fran-cieco yesterday from Portland.

The steamer G. W. Walker is at an East Side boatyard undergoing repairs. The schooner Joseph Russ sailed from Asteria yesterday for San Francisco. The steamship Columbia, from San Francisco, will be in port this morning. A sternwheel towboat will be built at counston's yard for Captain Hill. It will

be 160 feet long and II feet wide. The new boat of Captain Spencer I making fast time. Last week she gan away from the Lurline. She is said now to be after a trial with the Hassalo. PORT TOWNSEND, Wash, Nov. 4.— The new screw steamer Jordas, at John-essels arriving from Cape Flattery restem's boatyard, with be launched next

week. She in 75 feet long, 17 feet wide and 5 feet in depth. She will draw about 44 feet of water. Her mischinery consists of a Paragon botler of 120 square feet of heading surface, an engine 12x10 inches, and a propeller 4 feet in diameter. Reinsurance is offered for the following overdue vessels: Anglia, from Newcastle. N. S. W., for Panama, 124 days out. 30 per cent; Rounoke, from Norfolk for San Francisco, 167 days out, 30 per cent; Benjamin F. Packard, from Norfolk for Honolulu, 14 days out, 15 per cent; La Tour d'Auvergne, from Swanzea for San Prancisco, 173 days out, 16 per cent; Glenbreck, from Tyne for Valparaiso, 173 days out, 30 per cent.

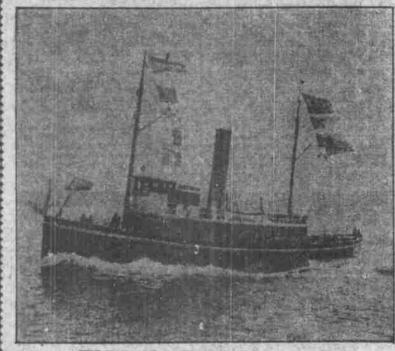
AFTER OREGON'S TRADE

RAILROAD FROM SOUTH COMING INTO LAKE COUNTY.

Appearances Indicate that Harriman Interests Favor Draining Oregon Toward San Francisco.

Freedent Charles M. Sain, of the Oregon Potash Company, writes from San Francisco a personal letter to a Portland State of the Company of the Oregon Potash Company, writes from San Francisco a personal letter to a Portland State of Company of the Company for the extension of its line from Termo, Cal. to Summer Lake, Or. "They take an interest in our Summer and town or Falmouth, for orders; at 19:20 A. M., Brittlesh and the Company of the Company for the extension of its line from Termo, Cal. to Summer Lake, Or. "They take an interest in our Summer and town or Falmouth, for orders; at 19:20 A. Mert Lake properties," says the letter, "and will extend their line northward to the lakes. I have the contract for the railroad in writing and I have every reactional contract of the company.

NEW TUGBOAT AT MOUTH OF COLUMBIA.



THE TATOOSH, OPERATED BY O. R. & N. CO.

ASTORIA. Nov. 6.-The tug Tatoosh, which went thto service at the mouth of the Columbia River the first of this month, is one of the most powerful tugs on the Pacific Coast. She was built in 1900 by Moran Bros. Company, of Seattle, and is owned by the Puget Sound Tugboat Company, from whom she has been leaned by the O. R. & N. Co. The Tatoosh is a steel vessel of 380 tons register and her dimensions are: Length, 128 feet; beam, 25 feet; depth, 15.3 feet. She has two sets of boilers, and triple-expansion engines of 85 nominal horse-power, and of 1000 indicated horse-power. She is bandsomely fitted up, and is equipped with a complete electric light system, including a powerful searchlight. Her officers are Captain C. F. Bailey, master, and F. Newhall, chief engineer.

from St. Nazaire. San Francisco, Nov. 6.—Sailed—Schooner Joseph Russ, for Columbia River. Ar-rived—Steamer Geo. W. Elder, from Purt-

Hoquiam, Wash, Nov. E.-Arrived— Schooner Henry Wilson, from Honolulu, for Aberdeen, Sailed—Steamer Newburs, from Aberdeen, for San Francisco. Seattle, Nov. E.-Sailed-Steamer Czarna, for Tacoma: steamer Dolphin.

Skagway; November 5, steamer Dirigo, for Skagway. Arrived—November 5, U. S. S. Thetis, from Unalaska; November 5, German steamer Rameses, from San

Francisco.

San Francisco, Nev. 6.—Arrived—Steamer Geo. W. Elder, from Portland. Salled—Schooner John Russ, for Portland; steamer John S. Kimball, for Seattle: schooner Antelspe, for Tillamook.

Seattle, Nev. 8.—Salled—Steamer Csarles for Tecome.

WELCOMED NEW COMMANDERS Salvation Army Addressed by Major and Mrs. Dubbin.

There was a rousing meeting at the Salvation Army headquarters on First street last evening. The occasion was a reception to Major and Mrs. Dubbin, the divisional commanding officers of Oregon and Washington, who lately arrived from and washington, who lately arrived from Cleveland, O. After an open-air meeting the members of Corps No. 4, together with a number of visiting Salvationists, filed into the hall, where several hundred peo-ple had crowded to attend the exercises. After a number of Army songs, Staff Captain Macabee offered a fervent prayer. More gospel hymns followed, and prayers were invoked by a number of prominent Army workers. Commander Macabee wel-comed Major and Mrs. Dubbin, both of whom responded. Mrs. Dubbin spoke first, making a neat response, and was followed by a stirring address by Major

At the clos of the meeting one new recruit went forward and joined, while four others rose for prayer. The good order of the meeting was somewhat disturbed by a crowd of hoodlums in the rear of the room, who annoyed those present by con-tinually talking and laughing, especially during prayer

Post Captain Macabee gave out the fol-lowing interview concerning the present condition of the Salvation Army in Port-

"We have 252 posts in the States of Ore-We have he posts in the States of Oregon and Washington, and there are about 400 names on our roll in these states. Seventy-five of these members are officers. In Portland we are doing splended work. We have two posts on this side of the river, and one on East Oak street. In addition to these, we conduct our 'shelter' for men. This is a resort in the North End, where poor men are lodged for it cents a night. A free bath is run in connection with the establishment. oun in connection with the establishment Then there is our Rescue Home on Fourth street, which is a refuge for fallen women, place where we endeavor to reform the a piace where we endoavor to reform the wayward. A committee of women from our ranks goes each day to the White-chapel district to persuade the falleh women there to load different lives. All the posts in the city are doing good

Jeffries in Training. HARBIN SPRINGS, Cal., Nov. 6.-Jim Jeffries is already in excellent condition for the coming bout in San Francisco. The tail puglist never worked so hard in his life, and his looks certainly show the result of long runs and walks over the mountain paths of this vicinity. His manager, Billy Deinney, returned today from Brn Francisco whither he journeyed to sign a contract for the moving pictures. Deinney is enxious to see Jeffics take on some wight, and had conference with some weight, and had a conference with the champion on the subject. He wants the big fellow to go in the ring at 25 pounds. On his visit to San Francisco Delaney searned that Ruhlin had taken on 20 pounds since coming to California, and for that reason be is anxious to see his man take on as much flesh as he can and still be in good fettle.

Jumped on a Ten-Penny Kail.

The little daughter of Mr. J. N. Powell jumped on an invested rake made of lengency nails, and thrust one nail entirely through her foot, and a second one half way through. Chamberlain's Pain Halm was promptly applied, and five minutes later the pain had disappeared and no more statering was experienced. In three days the child was wearing her shoe so usual, and with absolutely no discomfort. Mr. Powell is a well-known merchant of Forskind, Va. Pain Halm is an antiseptic, and heats such injuries without maturation, and in one-third the time required by the issual treatment. For asie by all druggests.

II A. M. and left up at I P. M., steamer expect to reach the property next year, Alliance, from San Francisco and way or at least as far as Lakeview. This, of ports; at I P. M., French bark Beian, course, means a great deal for the decourse, merns a great deal for the development of Southern Oregon. It may also lead to a through line to The Dalles. I tried to interest the Columbia Southern but they were slow. They might have had the same layout the N. C. O. has and It would have been a good thing for Portland. It would still be a good thing for Portland to have the Northern line

The Nevada-California-Oregon Rallroad starts from Reno Junction, on the Cen-tral Pacific Railway in Nevada, 306 miles tral Pacific Railway in Nevada, 206 miles from San Francisco, and runs northwestward, crossing into California and terminating at Termo, which is 130 miles from Reno. Eighteen miles of new line are under construction, between Termo and Madeline, and it is said trains will run on this extension before the end of this year. From there the distance to Abert Lake is about 120 miles, and to Summer Lake it is 20 miles further. About half way between Madeline and Abert Lake, on the direct line is the town of Lakeview, Or., which has a large trade from Upper Goose Lake Valley and an large trade from extensive agricultural, graging and min-eral region in Southeastern Oregon. This road is of narrow gauge and all

the traffic going over it to the outside market must be transferred into stand-ard-gauge cars at Reno Junction. This adds to the cost of transportation. For many miles from Reno it passes through a country that yields almost no local It gets into a productive coun try only after crossing the range into California, and the country improves to-ward Oregon. Hitherto that region has been known almost exclusively as a stock country. Lack of transportation facili-ties prevented the development of gen-eral farming, there being only the local market to supply. Horses and cattle and sheep could carry themselves to market and the grazing interests throve. It is a famous horse country. The region pro-duces such uncommon minerals as borax and carbonate of sods in abundance. It is estimated that there are 30,000,000 tons of salts at Summer and Abert Lakes. Since carbonate of soda is worth \$26 per ton in San Francisco and notash \$130 ton, it is evident that these commodities alone would make profitable business for a railroad penetrating that country only is the available quantity large but he price makes it a high-class freight, he kind that embles a railroad to pay

dividends.

The reputed owners of the Nevada-Callifornia-Oregon Rallroad are Moran Brothers, New York bankers, rated at \$15,00.000. There is no evidence that Harriman interests have any direct ownership of the narrow-gauge line, but it is clear that the latter road is dependent on the Harriman lines for its ability to do business. Without an outlet the local road could do little. It must affiliate with its connections, and the Harriman people have the power to control the narrow-gauge feeder in such matters as the building of extensions. Without encour-agement from the Harriman people it is safe to say there would be no extension of the Nevada-California-Oregon into Or-egon. Indeed, the direct statement is made that the Oregon Potash Company sent an agent to see Mr. Harriman per-sonsily before it was able to perfect the arrangement by which the narrow-gauge ine is to be extended to the deposits of

sails in Southern Oregon.

If this transaction afted alone there would be nothing specially significant about it. But it is a matter of common knowledge that the Columbia Southern Railcoad Company, which has a tine reaching southward from Biggs. on the O. R. & N. and the Columbia River, to Shaniko, in Wasco County, a distance of 70 miles, has projected an extension atill farther southward across the state. This line also must affiliate with the Harriman system and must be governed largely in its important moves by the wishes of the Harriman people. It is well known that this company has made an extensive reconnolssance of the country through which its extension is projected, and it is said that the result of this examination was entirely satisfactory. What puzzles Portland people is that the road is not extended so as to bind Oregon interests in one bundle. This, bind Oregon interests in one bundle. This, in consection with the announcement now made that the like from the south is already under contract to invade Oregon, provoker unfavorable comment here.

As one railroad man puts it, "Harrimen seems to be holding back with one hand the Oregon enterprise, while with the other hand he is pushing the San Francisco enterprise up into Oregon."

There is, however, a disposition in some quarters to criticise the mannagement of the Columbia Southern for dilatorinass.

given to the incidental demands of townsites; that the progress of the road has been delayed on this account; that if the officers of the road were in earnest to

extend it, the funds would be provided and the work would go forward. President Lytle, however, avers that he is using every endeavor to put matiets in shape for extending his road, but the way is long and rough and it will take a large sum of money to build it. The southern narrow-sauge line can be built the 180 miles to Summer Lake for \$1.500. It will cost the Columbia Southern that sum*to build 100 miles, to Farewell Berd. And it will then be 190 miles from Summer Lake and 160 miles from Lake-view.

While distance is admitted to be a factor in the time within which the line may be built, it is not admitted to be an may be built, it is not admitted to be an argument against the building of the northern line, for every mile of the route will yield traffle. And all this traffle belongs to Oregon and should be handled in Oregon, and that port of it which is exported should go from an Oregon port. All relations this way would be recuprocal; the other way they All relations this way would be reciprocal: the other way they are not. There
is a general and strong opposition to a
policy that shell result in pulling Oregon
to pieces for the benefit of outside communities and financial interests. The distance from Summer Lake to San Franciaco by way of Reno is about 500 miles.
from Summer Lake to Portland by way
of Biggs the distance is not more than
300 miles. The northern route would be
over a standard-gauge line and freight
would go through without rehandling: at
Reno there must always be the transfer
between narrow and standard ears.

If the line from the south within reasonable time should be extended through
to The Dalles, as is intimated in the letter from which quotation is made, there

to The Dalles, as is intimated in the letter from which quotation is made, there
would be small complaint from Portland,
for the natural advantage of this route
would bring Oregon traffic this way. But
that possibility is regarded as too remore for consideration. If San Francisco
interests are to be permitted to govern,
the door to Portland will be kept blocked.
This is what creates dissatisfaction in
Oregon.

DALLAS TO RAISE SUBSIDY. \$10,000 for the First Railroad to

Falls City and the Timber. DALLAS, Nov. 6.—At an earnest and enthusiastic meeting of the Board of Trade of Dallas last night a committee Trade of Dallas last night a committee of six business men was appointed to raise \$10,600 as a bonus for a railroad to Falla City and the timber belt lying weat of there. The committee is M. M. Eliis, chairman; Joseph Sibley, E. G. Luther, J. C. Hayter, J. G. Van Oradale and Chaltoors Kirkpatrick. Subscription papers were prepared today and a systematic canvass commenced.

The terms of this anhalide will be that the

atic canvass commenced.

The terms of this subsidy will be that it will be paid to the first company or individual building a railroad between Dallas and Falls City and beyond to commercial timber, conditioned that the road shall be standard gauge and have equipments sufficient to do the business of a common carrier. The object of requiring the road to be a common carrier is to accommodate the agricultural country between Dallas and Falls City, and not be represented in the country between Dallas and Falls City, and not be exclusively a logging road

Burlington Directors Elected. CHICAGO, Nov. 6,-Stockholders of th Chicago, Burlington & Quincy Railway (the old Illinois corporation), met here today in a protracted session. Directors were elected, but their names were not made public, as it was said changes were likely to be made by November 14, to which date the meeting was postponed. The Post gives the presumptive reason for the postponement as a desire to await the settlement of points at issue between J. J. Hill and E. H. Harriman.

AT THE HOTELS,

THE PORT(AND.

E Reyensburg, N Y Miss Reyensburg, N Y Seth Mann-& wf. S F Curtis H Lindby & w. San Francisco
Miss J Lindby, do Miss J September 1, N Y J McGabren, Mo J H Welst & wf. N Y J McGabren, Mo J H Welst & wf. N Y J McGabren, Mo J A Vesiton, Milwauk T O Hilbourn, Chicago Paul B Driver, N F J A Vesiton, Milwauk T O Hilbourn, Chicago Paul B Driver, N F M D Moliton, Pittabra A N Walker & wife, Eric, Ps W C Harris, London, Ont E D Fisk, Providence A Lambrith, Chicago W G Rudd, Chicago C L Vawter E F Brittingham, N Y D E Brockhank, S F A C Levy, San Fr M Maindorf, Seattle

J B Miller, Springfield, Ohio C L Van Lamdingbam, Indianapolis E A Lawbaukh, Chago M P Bontoc, Seattle THE PORTLAND.

Indianapolis
E A Lawbaugh, Chgo M P Benton, Seattle
Mlss Jan Clark, St Pl A Steinbach, Seattle
E L Langworthy, Chgo E L Langworthy, Chgo

THE PERKINS.

L Wigman, Portland
A R Lawie, Hickronil
Mrs A R Lawie, do.
T A Wanblean, Riddles
A C Jonnell, Vancer
O P Hulse, Moro, Or
L E Morse, do
C P Hulse, Moro, Or
A R College Mrs A C Plonnell, Vancer
O P Hulse, Moro, Or
C B Miss L E Morse, do
Mrs Thoe Page, do
Mrs Thoe Ames, Colfax, Wa
C E Wilson, San Fran
Mrs Thoe Ames, Colfax, Wa
C E Smith, Grant's Pes
J H Dennis, do
W P Elmore, Brownel
H V Gates, Hillshoro
G E Morrison, St Paul,
Mrs T F Patterson, do
J J Collina, Albany
H V Gates, Hillshoro
G E Morrison, St Paul,
Mrs Robert Reed, do
Mrs Wash
Mrs Robert Reed, do
Mrs Wash
Mrs Robert Reed, do
Mrs Warfon, Missoulia
Henry Marton,
Mrs Hown, Castie Rk
D C Lovering, do
Mrs H C Dodson, Warrendals, Or
Mrs H F Jones, Go
Mrs Wn Irvine, do
Mrs Wn Irvine, do
Mrs Mr Irvine, do
Mrs G T Risarkins, do
C T Risarkins, for
C T Risarkins, for
C T Risarkins, for
Thomas Prince, do
Mrs C T Risarkins, do
C T Ris THE PERKINS.

THE IMPERIAL.

C. W. Knowles, Manager.

THE IMPERIAL

C. W. Knowles, Manager.

J A Bennon, Seattle
B S Lafaliette, do
B S Carroll, Portland
Edwin S Isaacs, W W L Dudley, Seattle
A M Crabb, Seattle
A M F Blowel, Name
A F Blatchey, Cal
Arbur Jopen, Jopen, A F Blatchey, Cal
Arbur Jopen, Mark Harvey, Mark House, Septender
A F Blatchey, Cal
Arbur Jopen, Jopen, A F Blatchey, Cal
Arbur Jopen, Mark Harvey, Mark Harvey, Kearney
Mrs H Thompson, S F
D J Servenson, S F
Nob
Arbur Harvey, Kearney
Mrs H Thompson, S F
D J Servenson, S F
Nob
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Mrs House, Conference
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Mrs H Thompson, S F
D J Seatler
A M Harvey, Kearney
Mrs H Thompson, S F
D J Servenson, S F

Botel Branswick, Senttle, European, first-class, Rates, 50c to \$1.58. One block from depot. Restaurants bear

American plan. Rates, \$5 and up. Donnelly Hotel, Tacoma. European plan. Rates 50c and up.

NEW YORK, Nov. a Coffee-Spot Ric quiet; No. 7 invoice, Oise; mink, quiet; Cordova, Tigile; Jutures closed firm, 10620 points higher; soles, 50,500 bays, including December, 56 (2565 20; March, 56 3566 52; July, 56 70 ga 80. Sugar-Raw, quiet; fair refining, 3%c; cen

MODERN ELOQUENCE

FOUR DEPARTMENTS MODERATELY PRICED

Herein vital questions, historical personages and events, literatures, religions, financial problems, political theories, statecraft, discoveries and inventions, individual rights and class and social relations, are ably and eloquently discussed. Leaders of thought and creators of great enterprises, men of gigantic affairs, and men whose victories of peace are no less renowned than those of war, men skilled in statescraft and great in invention, have discussed the themes that have filled their souls; each subject being presented with the concentration of training and experience, with the vigor of intellectual masterfulness, and with the charm and fascination of wit and genius. To enumerate the contributors would be to name the foremost modern statesmen, divines, jurists, orators, diplomats, writers, and leaders in many walks of life.

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The Commerce of Cuba.

WASHINGTON, Nov. 6.- The following comparative statement concerning the Il months ended May 21, 1991, and 1990, has been prepared by the division of in-sular affairs of the War Department: The total value of merchandise imported during the II months ended May II, 1981, was \$50,858,854, against \$55,716,738 for the same period of 1900, and the total value of merchandise exported during the 11 months ended May 31, 1901, was \$57,759,885, crease of 33 per cent.

The German Looters Again. NEW YORK, Nov. 6 .- The Berlin corre New York Times says, in spite of Emperor William's army order expressing warm recognition of the services of the German forces in China, criticism of the soldiers and of the government for bringing the astronomical instruments and other loot from China goes on. The attempt to justify the looting by referring to the ex-ample of Napoleon and other conquerors

recent sentence of imprisonmen of a Stutigart journalist for libeling the cle in which he called the representatives "Huns," has caused much discus-

Thieves Caught in the Act. BISBEE, Ariz. Nov. 6.-News has reached here of the killing of Lipe Ship Aria, by Deputy Sheriff Ells, as they were in the act of holding up a saloon. The men had lined up the occupants of the place at the point of revolvers, and were proceeding to rob them, when Ells, who had crept behind the counter, opened fire with a shotgun. Ship fell dead, but Meus, though wounded, ran out and mounting his horse escaped. Meeus formerly lived in Sherman, Texas. Ship was from Las Vegas, N. M.

Standard Oil Dividend. NEW YORK, Nov. 6.-The Standard Oll per share, payable December 16, making \$49 per share for the calendar year, which

DENVER, Nov. 6.—United States Dis-trict Judge Riner has announced a decision sustaining the Wilfley concentrat-

trifugat, 90 test, 3%c; molasses sugar, 3c; re-fined steady, but quiet; standard A. \$4.80; be filed against alleged infringers of the confectioners' A. \$4.80; mold A. \$5.35; cutloaf, \$5.50; erushed, \$5.50; powdered, \$5.10; granu-Angeles and other places.

TRY GRAIN-O! TRY GRAIN-O! Ask your Groose today to show you a package of GRAIN-O, the new food drink that takes the piace of coffee. The children may drink it without injury as well as the adult All who try it, like it. GRAIN-O has that rich seal brown of Mocha or Java, but it is made from pure grains, and the most delicate stomach receives it without distress. A the price of coffee, 15c and 25c per package. Bold by all groovers.

are among the best known of the many dangerous wild plants and shrubs. To touch or handle them quickly produces awelling and inflammation with inteuse itching and burning of the skin. The eruption soon disappears, the suf-ferer hopes forever; but

almost as soon as the little blisters and pustules appeared the poison had reached the blood, and will break out at regular intervals and each time in a more aggravated form. This poison will loiter in the system for years, and every atom of it must be forced out of the blood before you can expect a perfect, permanent cure,

Nature's Antidote FOR Nature's Poisons,

is the only cure for Poison Oak, Poison Ivy, and all noxious plants. It is com-posed exclusively of roots and herbs. Now s the time to get the poison out of system, as delay makes your condition worse. Don't experiment longer with salves, washes and soaps—they never cure. Mr. S. M. Marshall, bookkeeper of the Atlanta (Ga.) Gas Light Co., was poisoned with Poison Oak. He took Salphur, Arsenic and various other drugs, and applied externally numerous lotions and salves with no benefit. At times the swelling and inflammation was so severe he was almost blind. For eight years the poison would break out every season. His condition was much improved after taking one hottle of S. S., and a few bottles cleared his blood of the poison, and all evidences of the disease disappeared.

Promic are often poisoned without

People are often poisoned without knowing when or how. Explain your case fully to our physicians, and they will cheerfully give such information and advice as you require, without charge, and we will send at the same time an interest-

ing book on Blood and Skin Diseases. THE SWIFT SPECIFIC CO., ATLANTA, QA.