is removed and the body restored to a

"I was troubled a long time with dyspensia, torpid liver and constipation,

writes Mrs. Julia E. Deal, of Ostwalt, Iredell Co., N. C., "could scarcely eat anything at all; would have attacks of

pain something like colle, and sometimes it seemed as though I could not live. I wrote to Dr. R. V. Pierce, stating my

condition, and in a few days received a kind letter of advice, telling me to use

Dr. Pierce's Golden Medical Discovery.

I took four bottles, and one vial of Dr. Pierce's Pleasaut Pellets, and now I can

eat anything I want and it don't hurt

me. I have not been in bed a day since

I took your 'Golden Medical Discovery.

I have not taken any medicine in twelve

months. I feel under lasting obligations

to Dr. Pierce for my good health, for well

do I know he is the one who cured me."

Medical Discovery that it accomplishes

It is peculiar to Dr. Pierce's Golden

condition of sound health

## PACIFIC WHEAT EXPORTS

PORTLAND HAS SHIPPED OVER 10,-000,000 BUSHELS IN TEN MONTHS.

Steamship Indrapura Arrives From the Orient-German Ship Emelle Makea Good Run Up Const.

More than one-third of all of the wheat exported from the United States last month was shipped from the Pacific Coast ports Portland, as usual, made the largest shipment of any individual port on the Pacific Coast, clearing 1,745,-142 bushels, while the two ports of Seattle and Tacoma cleared together 1,889,899 bushels, the largest amount ever exported in a single month by the two ports, San Francisco exported 1,573,554 bushels, making a total of 5,200,496 bushels, while the entire shipments from all American ports were but 15,402,96. The latest builetin is-sued by the Bureau of Statistics, from which the figures are obtained, also shows that for the 10 menths ending November 1, nearly one-fifth of all the wheat shipped from the United States was cleared from Pacific Coast ports, The total shipments of wheat from all for the 10 months amounted to 154,566,680 bushels, divided as follows:

A 0/4 5	APRINGE AND
New York	25,030,415
New Cricans	21.540.661
Baltimore	38.757.338
Boston and Charlestown	16.505 v.34
Galveston	14 95 7 574
San Francisco	11 67 963
Portland	36 374 791
Philadalphta	6-375 996
Philadelphia Scattle and Tacoma	8,605,5.9
Chicago	*** By90040407
Superior	ene \$50,10,566
Newpert News	4,172,500
Duluth	2,966,572
Norfolk and Portsmouth	436,550
Other districts	2,900,742
	The second second
Minter 1	HERE WAT AND

Portland and San Francisco shipments for November will be much larger than those for October, but Seattle and Tacome will ship only about half as much as they shipped in Oblober. At the same time the entire Coast shipments will continue to be from a third to a fourth of all that is floated in the United States Ithin the next few months.

### BRANCH LICENSE SUPERFLUOUS: Puget Sound Judge Decides Against

State Pilot Commission.

Puget Sound seems determined to pre-vent anything in the way of hampering laws affecting her shipping, and, according to a decision rendered last week, any man with a United States license can pilot steamships on Puget Sound. The decision was rendered in the case of the State Board of Pilot Commissioners against Captain Robert Hall, who had piloted a German steamship from Port Townsend to Tacoma without securing a branch il cense. The Tacoma Ledger prints the following Port Townsend special regard-

ing the matter:

"The much-advertised prosecution of Captain Robert Hall by the State Board of Pilot Commissioners, for piloting vessels without first obtaining from them a ilcense so to do, has received at the hands of Hon, George C. Hatch, Superior Judge for this district, what is considered a complete knockout blow. Captain Hall hus for years held a United States license as a skillful master and pilot, and has, when not permanently employed as master, frequently consented to act as pilot on steam vessels coming into the Sound bound for Tacoma and elsewhere beyond this port, He has always acted in this capacity most successfully, and has invariably given the utmost satisfaction to his employers. Recently the State Board of Pliot Commissioners seemed to awaken from a long slumber and discovered that there were some plies on Puget Sound who had not applied to them for a license. They immediately issued an order that in future anyone attempting to exercise the droghers can always secure a return carguites of a pilot on the waters of Puget Sound without first obtaining a license from them would be prosecuted. Captain markets. The three steamers now here Hall at once applied for a license, but was put upon the waiting list, and as that list is a most unsatisfactory and indefinite quantity, the captain continued along the even tenor of his way, and has piloted numerous vessels since the arbitrary ac-tion of the board. At last the board W. H. Gorham, of Scattle, appeared, in behalf of Captain Hall, before Judge behalf of Captain Hall, before Judge Hatch and set forth the fact that the United States law is very emphatic in the statement that where a United States pilot's liquese is held by a person, it is was hove to. In that vicinity the steamer not within the province of any state or San Mateo, towing the disabled steamer municipality to force or compel the said Victoria, was sighted. Both have since person to take out any further or addi- reached Victoria.

## MADE A GOOD RUN.

German Ship Emelie Comes Up From San Francisco in Seven Days.

The German ship Emelie, which re-ceived orders off San Francisco heads on the night of November 11, arrived in at Astoria yesterday after a fast run up the Coast. The ship came from Valparaiso, and was 60 days out at San Francisco, so she has completed the voyage, including the delay of calling for orders, in less than 70 days, which is a good average passage. Her fine run up from San Franwould indicate favorable winds, ought to bring up some more of cisco would indicate the fleet that is coming from that direction. The arrival of the Emelie did no change the numerical strength of the grain fleet in port, nor did it disturb the lvision of flags, as the German Werra put to sea a few hours before the

## NEW STEAMER ELECTRO.

Latest Addition to Astoria Marine Fleet Comes to Portland.

new steamer Electro arrived up from Astoria yesterday morning, and was inspected by Messrs, Edwards and Ful-ler. The Electro was built by Joseph Leathers, who has constructed a large number of the mosquito fleet which makes headquarters at Astoria. She is a stanch craft, something larger than the Electric, so well known to Portlanders who visited the seaside before the railroad was completed across Young's Bay. The Electro will be used as a quarantine boat at the mouth of the river, and is owned by Captain Wilbur Babbidge, a son of the veteran Captain John Babbidge, many years in command of the O. S. and O. R. & N. mail boats on the Astoria route. Young Captain Babbidge formerly ran the Electric in the quarantine service, and, after selling her, chartered the Wilavis, which has been in the service temporarily while the Electro was

### FLYING TRIP OF SIRENE. Hawaii to Tillamook Rock in 10

Days, Then to Be Blown Away. ASTORIA, Nov. 19.-The German ship Sirené, which arrived in port yesterday from Honolulu, made a flying trip of 10 days to Tiliamook rock, where she was blown off shore and it took 16 days more to reach port. Last evening two of her crew, A. Doebler and C. Hagemeyer, were taken to the hospital, one suffering with dropsy and the other with typhoid fever. Neither is considered in a dangerous conolulu a San Francisco boy by the name of George Day, who had run away from home, was shipped as cabin boy. He will be discharged when the vespel reaches Portland.

DELLA FLEW DISTRESS SIGNAL. Set Sail and Stood Off Shore Before

She Could Be Reached. ASTORIA, Or., Nov. 19.-The little gas-

the tug Wallula started to her relief, but before they reached the schooner she had set sall and was standing off shore. It is supposed her engine broke down as she was trying to cross in. The Della is a 14-ton craft owned by A. E. Lucy, of Woods, Or., and is engaged in the coast-

Salmon for Far East, Recently W. A. Ward, Ltd., shipped from British Columbia for India 1750 cases of Fraser River salmon, the first ever sent from the province to that market. The consignment was placed aboard the British steamer Teenkal and is destined for Surabaya and Batavia, two of the principal towns in the Island of Java; Penang, in the Straits Settlements, and for Singapore, Rangoon and Medras, in India. In each of these places it will be placed on the general market, and the demand with which it meets will watched with much interest by British Columbians, Mr. Ward has orders ahead for several more shipments of about a

Other Northwestern States Expected to Make Same Fight as Minnesota-Have Similar Laws.

VAN SANT IS IN EARNEST

DETERMINED TO PREVENT COM-

BINATION OF COMPETING LINES.

ST. PAUL, Minn., Nov. 19.-The Dispatch says; Governor Van Sant has sent a special messenger to find Attorney-General Doug-lass in the Northern Minnesota woods and request him to return to the city, so that a consultation may be held with re-gard to the railway situation. Governor Van Sant is determined not to have a

Algiers Drydock Completes a Long Sea Voyage.

opments regarding the matters mentioned, in order that if it were necessary in the future that any steps should be taken, they could be inaugurated with a full knowledge of the sub-ject in hand, and the circumstances involved or urrounding the same.

NOT ILLEGAL COMBINATION. Lawyer's Views Regarding Status of

Two Northern Railroads. Local attorneys who have given some attention to the subject of trusts and combinations, and the legislation aimed at them do not see how any of the pres-ent laws of the northern tier of states can operate to prevent such coalition of interests as is effected by the Northern Securities Company, of New Jersey. An important distinction is pointed out be-tween the harmonization effected by this new corporation and the actual consolidation of the Great Northern and the Northern Pacific that was attempted eight years ago. Then it was proposed

watched with much interest by British Columbians. Mr. Ward has orders shead consolidation or combination between the for several more shipments of about a similar size, and these will be forwarded shortly. Thus the salmon of this Coast The first step will be to learn from the will have a market in nearly every im-

## WOMEN AS SMUGGLERS

SEATTLE FOLK CONDUCTING OPER-ATIONS ON LARGE SCALE.

Wives and Daughters of Prominent and Wealthy Men Are the Guilty Ones.

SEATTLE, Nov. 19 .- Prominent Seattle women, the wives and daughters of wealthy business and professional men according to United States secret ser-vice detectives, have been conducting systematic smuggling operations large scale. Their violations of the law ter is receiving serious consideration from Government officers. It may be necessary to undertake proceedings against them. A large quantity of expensive silks and dress goods were smuggled into this city from Victoria during the past Winter.

O. R. & N. TRACK IMPROVEMENT. Extensive Ballasting in the Umatilla

Valley-At La Grande, LA GRANDE, Or., Nov. 19.—M. J. Buck-ley, assistant superintendent of the O. 14. & N., has returned to his headquarters & N., has returned to his headquarters in La Grande after six weeks spent at Pendleton, where he had charge of the work of ballasting the track. In speaking of the work, Mr. Buckley said today: "For the past six weeks we have ballasted the track from Pendleton to Union, a disease of 44 miles to within six miles." a distance of 44 miles, to within six miles of the summit, near Meachain. The gravel used was hauled from the pits at Umatilla, the maximum haul being 84 miles, and the minimum 44 miles. The maximum grade is 95 feet to the mile, and the minimum 30 feet. The steam shovel which loaded the gravel at Umatilla worked night and day, and consequently the loading and unloading crews worked night and day also. At one time on the 86-mile haul 15 locomotives and 75 train and engine men were employed, but as the hauls were shortened the crews were re duced accordingly."

Mr. Buckley further sald that the im provements to be made in the La Grande yards will vastly increase the facilities for handling traffic here. The graders are now at work on the east end of the yards and as soon as their work shall be fin-ished there will be room for parallel tracks from Fir to Second streets. The grade and plank work for the Second-street crossing is complete, and Fourth street is closed.

### DENSE FOG IN CHICAGO.

Caused Numerous Collisions Between Trains-One Man Killed.

CHICAGO, Nov. 19 .- The thickest for ver experienced in Chicago caused numer-us collisions between trains early today, which one man was killed, two were so badly injured that they will probably die, and 15 others were seriously hurt. Scores of others, the police say, were inent case no such consolidation is brought about. Each corporation maintains its legal, independent existence and full set jured in minor accidents due to the fog. The more serious accidents occurred on of separate officers. It so happens, how-ever, that the owner of one has also come to be the owner of the other, and that the Metropolitan and Lake-street elevated roads. There were two collisions on the Northwestern Lake-street "L," two on the Sou... Side "L," one on the Northwestern "L," and one between suburban trains of the Rock Island and the Lake Shore roads. Collisions between vehicles and surface cars were frequent, but while a none was incapacitated, and the damage was chiefly to the colliding objects themselves. The record of deaths

selves. The record of deaths and injuries is as follows:

Minnesota go act of illegal combination; had been any sort of illegal combination; there would be no evidence available in Minnesota, for there the two corporations are entirely separate. As a mathad combination of faci they are separate everywhere, in the faci they are separate everywhere. and other diseases of the stomach and organs of digestion and nutrition is to

jured internally, fatal; Harold Soderburg, serious internal injuries; Frank Munn. motorman, badly cut; Anna Carr, hand rushed; J. W. Cheney, hands and feet

lacerated. The fog was so thick that persons standing on the sidewalks could hardly distinguish the street-cars passing within a few feet of them, and motormen kept their gongs clanging a continuous warning. The ollision on the Metropolitan was between frains going the same way, as was the case in other accidents. Both trains were crowded, many passengers standing on the rear platforms. On the first train these were almost the only ones to suffer. The motorman slowed up going around a almost the only warning the passengers on the rear platform had of the approach- firmly against such a session

ing express.

The accident on the Lake Side elevated was almost exactly similar. The passen-gers injured were standing on the rear platform, with the exception of Munn, the motorman on the rear train. He said he did not see the train ahead until too

The rear-end collision between the Lake Shore and the Rock Island suburban trains occurred at Thirty-third street. The Rock Island engine's cow-catcher and the rear platform of the last car were smashed, but both trains were able to proceed. Traffic all over the city was delayed.

## DEFENSES OF HAWAII.

Army Board Agreed Upon a Comprehensive Plan.

HONOLULU, T. H., Nov. 14, via San Francisco, Nov. 19.—Colonel William F. Heur, president of the Army Board which has been selecting sites for fortifications of this island, will leave this afternoon on the steamship Alameda for San Fran clsco, taking with him the report adopt-ed by the board, which he will take to Washington, The board is understood to have agreed upon a very comprehensive scheme. For over 20 miles the south coast of the island will be fortified in such a manner as to make Honolulu practically impregnable. The members of the board explored the coast from Koko Head to a point below Pearl Harbor, and some 12 stations for batteries have been settled upon, it is stated. There is also to be one central artillery station at some commanding point. The other side of the island, it is thought, does not need much attention. The approaches to Honolulu from any landing except on the south side, between the points which were the limits of the board's survey, are moun-tain passes easily guarded and defended. The Hawaiian Supreme Court has reaf-firmed its decision, Justice Galbraith dis-senting, that after the transfer of sovereignty of these islands to the United States, persons could be lawfully convicted of crime without the intervention of a grand jury or by a verdict of nine jurors. The question turns on whether the United States Constitution applied in Hawaii after the passage of the New-lands resolution. Since the last Supreme Court decision on the question, United States District Judge Estee has rendererd a decision the other way, declaring con-victions by majority verdict to be void also convictions without grand jury indictments. The Circuit Court co. same way as Estee, refusing to follow the Supreme Court decision. The constitutionality of the Circuit Court

# WHAT WILL TASTE GOOD ?

The Palate vs. The Stomach.

The average woman who considers what she shall eat, asks herself, "What will taste good?" She rarely remembers that the object of eating is to provide nutrition to sustain the body and that the palate does not determine the nutritive value of food. The consequence is that she makes a lunch of ice cream and cake, helped out by a little candy and thinks she has been fed. Instead of that she has only been filled. She has called the digestive system into activity practically no purpose, except to ask it to make bricks without straw-to nourish the body with material in which there

is little, if any, nutrition.
It must be said that the men are not far behind the women in this respect,

cures which seem absolutely wonderful. The test of a superior man is his ability to do something which others have tried and have failed in doing. That's the test of a superior med-icine. It is under this test that the astonishing curative power of "Golden Medical Discovery" becomes evident. When docfail the use of the "Discovery" results in a lasting cure. Such a cure is illustrated in the testimonial of Mrs. Harrison, which fol-"My sister (of Arlington, Washington Co., Nebr.), was taken very sick and had several doctors," writes Mrs. C. L. Harrison, of Elk City, Douglas Co., Nehr. They could not do her any good and told my mother they would not come any more, as no doctor could help her, that she could not get well.

> lets; ' and now my sister is well woman." "I can say to you, one bottle of your 'Golden Medical Discovery' has cured me sound and well, after suffering two long years with stomach disease," writes W. H. Braswell, of McAdenville, Gaston Co.,

She had 'wasting of the digestive organs.' My mother said to my sister,

Well, I almost know that

six bottles, three of 'Gold-

en Medical Discovery,' three of 'Favorite Prescrip-tion' and some of the 'Pel-

N. C. "My health is worth all the world to me. I will praise you as long as I ARE YOU AN EXCEPTION?

you have disease of the stomach

and its allied organs of digestion and nutrition, and are not cured by the use of Dr. Pierce's Golden Medical Discovery, you will be an exception to the rule proved in over thirty years of experience and by the cure of hundreds of thousands of people. It may not cure you. There are two people in every hundred who are only helped but not entirely cured by the use of "Golden Medical Discovery." You may be one of the two per cent, instead of one of the ninety-eight per cent, who are perfectly and perma-nently cured. But the chances of cure are overwhelmingly in your favor.
Sometimes a dealer tempted by a little

more profit paid on the sale of less mer-itorious medicines will offer the customer a substitute as being "just as good" as the "Discovery." Refuse it.

A VALUABLE BOOK FREE.

Free. Dr. Pierce's Common Sense Medical Adviser is sent free on receipt of stamps to pay expense of mailing only. Send 21 one-cent stamps for the book in paper covers, or 31 stamps for the cloth-bound volume. Address Doctor R. V. they are perfect. The cause of disease Pierce, Buffalo, N. Y.

be declared invalid, the entire criminal proceedings throughout the territory for eight months past will fall with it, and scores of prisoners will be set free or will have to be indicted and tried again

There is much agitation going curve, and while waiting for a signal to now for an extra session of the Legisla increasespeed, the Humboldt Park express ture. Most of the Government depart train crashed into the rear. That was ments are seriously handicapped by lack of funds. Governor Dole is reported to be Heavy rains are reported from all parts of the islands after the long drouth, and in some places the downfall was accompanied by high winds that did some dam-

age. The schooner Blanche and Ella, interisland vessel, was wrecked off coast of Walalua, Kaula. She is a total loss, according to her captain and crew. who returned to Honolulu with another vessel. The bark Rithet, Captain Mc-Phail, which arrived here from San Francisco, reports encountering a most severe storm off Molokai five days ago. Everything on deck was swept away, and for a time the vessel was in serious peril. At all of the plantations there is now an abundant supply of water.

Honolulu is about to begin a general campaign against rats, owing to the con-

tinued reports of plagues in Oriental ports and in Australia. Two meetings of mer-chants and members of the Board of Health have been held, and ways and means of exterminating the pest been much discussed. The plan that probably be adopted is a general fumiga-

Sale of Danish Indles.

NEW YORK, Nov. 18.—Dispatches from Copenhagen stating that the sale of the Danish West Indies has nearly been concluded contain nothing that has not been known in diplomatic circles for several months, says the Tribune's London correis deliberate in its methods and scrupu- decapitation.

ing ever since the Legislature adjourned lous about providing every possible sateant indicted for perjury. The act author- Santa Cruz. The American Minister at izes balliffa of the Circuit Courts to sum- Copenhagen, himself of Danish American Minister at mon grand and trial jurge. last Spring, has been attacked in Judge guard to business interests of the colohasten negotiations.

To Build Bridges in Africa.

PHILADELPHIA, Nov. 19.—The Amer-ican Bridge Company, of this city, has secured a contract for the construction of 20 steel bridges along the line of the Uganda Railroad in East Africa, The amount of the contract is about \$1,000,000 Several English and Continental firms offered bids, but that of the Philadelphia Company was not only the lowest, but it guaranteed the completion of the work in aborter time than its competitors. The new bridges will replace wooden structures which were built several months ago and found to be inadequate,

Princess Becomes Medical Student, CHICAGO, Nov. 12.—The Princess So-phia Bamba Dhuleep Singh, daughter of the late Maharajah Dhuleep Singh of India, entered the Woman's Medical College of the Northwestern University in Lincoln street, Chicago, yesterday and attended her first classes as a freshman "medico." She recently reached New York from London and was there supposed to be en route to India-going with more or less secrecy because of the British Govern-ment's reported opposition to her visiting

the land of her forefathers. Sult Against Western Union. TOPEKA, Kan., Nov. 19.-The case of the state against the Western Union Telethe state against the Western class Tre-graph Company was started here today before Referee Stonecker. The suit is a culmination of a large number of actions against the company to compel it to send te grams for 15 cents, according to the

recently passed law. Chinese Bandits Captured.

PEKIN, Nov. 19.—Pifty Chinese soldlers surprised 159 bandits close to Pekin last spondent. The sale is regarded as a fore-gone conclusion, as the price has been agreed upon; but the Danish Government | The prisoners have been brought here for

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe, angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall

feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of Mother's Friend, a scientific liniment for external use only, which toughers and renders

pliable all the parts, and assists nature in its sublime

work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at \$1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address balliff act, under which all the Circuit Courts of the islands have been proceed-



because these "taste good," without the

slightest regard to the nutritive purpose

of eating, and in general have not the

least idea of the nutritive value of the

such as fruits, vegetables, etc., appeal to

the palate and tempt it, and are the bet-

ter therefor. The evil is that in what

might be called artificial foods-foods

not grown but manufactured; the palate

is tempted by flavors, sauces and condi-

ments to its own deception, to the injury

of the stomach and the loss of nutrition.

at the expense of the stomach which brings stomach disease and its attend-

SPILT MILK.

"Its of no use to cry for spilt milk "

says the proverb. It is no use to regret irregular and careless eating when the

mischief is done and dyspepsia or some other form of stomach trouble has fast-

then is to cure the disease, and get back again to the old condition of health.

The quickest way to cure indigestion

use Dr. Pierce's Golden Medical Discov-

ery. Its cures are permanent because

ened its hold upon us. The thing

It is true that natural food products,

food they est.

All floating drydocks look pretty much alike, and the great Algiers dock is a fair likeness of the structure to be built in portant point on the earth's surface, for it already finds distribution from England among the big metropolitan centers of Europe.

The description of the earth's surface, for necessary to bring the matter to a final sequence as speedily as possible. If Attorneyent case no such consolidation is brought about. Each corporation maintains its legal, independent existence and full set legal talent that can be had in the state of separate officers. It so happens, how-

loading marks; but it sinks the dock only 614 feet.

Another Redwood Cargo. r outside of it.

The Governor has received no telegrams The steam schooner Sequola, the third redwood lumber carrier to reach Portland within the week, arrived up yesterday, and commenced discharging her inward cargo of lumber, which is for the French bark Henriette. While a number of redwood cargoes have been brought to Port-land for shipment east by rail, the three cargoes that came in this week on the dentical with those of Minnesota. steamers Signal, Sequola and Lakme are the first that have ever been brought here for trans-shipment by water to a foreign port. It is reported that this business

will be followed in this trade by the Noyo, a coasting steamer similar to the Lakme

Hard Storm off the Coast. SAN FRANCISCO, Nov. 19.-The steamer Umatilia, from Puget Sound, which ar-rived here 12 hours late, was delayed by alt, and, captain's arrest, the cu'mination of heavy seas. Once or twice the steamer which action occurred last night, when was under a great wave, but no damage W. H. Gorham, of Seattle, appeared, in was done. The steamer John S. Kimball. Captain Thwing, also felt the effect of the heavy seas and high winds on her trip down from Seattle. For 19 hours off th outh of the Columbia River the Kimball San Mateo, towing the disabled steamer Victoria, was sighted. Both have since

> Another Morgan Marine Yarn. NEW YORK, Nov. 19 .- According to the London correspondent of the World, the Dully Express publishes a remor that J. P. Morgan is negotiating for the purchase of one of the largest of the British ship-yards, where he can build 21-knot steam-

Domestic and Foreign Ports. ASTORIA, Nov. 19.—Salled at T A. M.—Steamer Columbia, for San Francisco. Arrived at 7 A. M. and left up at 12:16 P. M.—British steamship indrapura, from Hong Kong and way poits. Sailed at 8 A. M.—German bark Werra, for Queenstown or Falmouth for orders. Arrived at 12 noon—Schioner Jaseph Russ, from San Francisco. Arrived at 12:40 P. M.—Ger-man ship Emelle, from Valparaiso, by way of man ship Emelie, from Valparaiso, by way of San Francisco Heads. Left up at 3:30 P. M.— Schooner G. W. Watson. Condition of the bur at 5 P. M., moderate. Wind east. Weath-

York, Nov. 18.—Arrived—Fuerst Bisnarck, from Naples. Queenstown, Nov. 19,—Arrived—Oceanic, from

New York, for Liverpool.

Tacoma, Nov. 18.—Arrived Dirigo, from Skag-way; Chilean bark Yosemite, from Callac.
Seattle, Nov. 18.—Arrived—Steamer South
Portland, from San Francisco. Sailed—Shfp Columbia, for Port Behring, with lumber, Liverpool, Nov. 19 .- Arrived-Tunisian, from

Hoquiam.—Salled November 17—New schoon-er A. F. Coats, from Hoquiam for San Pedro; schooner C. A. Thayer, from Hoquiam for San Pedro; achooner Alcalde, from Aberdeen for San Francisco; schooner Muriel, from Aber-deen, for Honolulu, Arrived-Schooner Sallor Boy, from San Francisco for Aberdeen; schoon-er Wempe Bros. from San Pedro for Ab-erdeen. Salled November 18-Schooner Henry Wilson, from Aberdeen for San Francisc Wilson, from Aberdeen for San Francisco; schooner S. E. Siade, from Aberdeen for Ma-nila; schoener A. B. Johnson, from Aberdeen for Honolulu; schoener Laura Madten, from Aberdeen for San Francisco. Arrived-Schoon-er James Brucs, from Santa Barbara, for Aben; schooner Lillibonne, from San Pedro

San Francisco, Nov. 19,—Salled—Steamer Geo. W. Elder, for Astoria; schooner John P. Miller, for Coos Bay; steamer Empire, for New York, Nov. 19.—Salled-Kaiser Withelm

der Grosse, for Bremen, via Plymouth; Boyle, for Liverpool. or Liverpool. Liverpool, Nov. 19.—Arived—Sufic, from New

Sydney, Nov. 19 .- Arrived-Sonoma, from San Francisco, via Honolulu. Muroran, Nov. 19.—Salled—Federic, for Port-

President of Salt Trust. NEW YORK, Nov. 19.-It is stated at the office of the National Salt Company that the president of the new Interna-tional Salt Company will be E. L. Fuller, now president of the Retsof Mining Compuny. A. S. White, the ex-president of the National Salt Company, will be chairman of the board of directors, Both these companies are to be included in the International Sait Company. The full board of directors to be elected has

Filed Million-Dollar Mortgage. UPPER SANDUSKY, O., Nov. 19 .- The United States Telephone Company has filed a million-dollar mortgage here to the and inhabitants of this state. I shall therefor oline schooner Della was sighted at the mouth of the Columbia River about 4 Cleveland Trust Company on all its proposed—in the future, as in the past—to proceed with caution, awaiting further development of this state. I shall therefore be disposed—in the future, as in the past—to proceed with caution, awaiting further development.

The greatest steel drydock in the world has arrived at Algiers, La., after a long voyage at sea. The tow of the monster

The dock is \$25 by 126 feet. A walk around the structure is equal to one mile. Six thousand tons of steel and 1000 tons of

machinery constitute the equipment in the main of this dock. The plates, a half-inch thick, are fastened by 1,232,800 rivets

The sides of the dock are 55 feet high and 400 feet long. The structure was built by the Maryland Steel Company. When it was pulled out from Sparrows Point 7516 tons of water were in the hold. This weight would fill the biggest ocean liner to her

began Wednesday, October 16, when the tugs Samson and Taurus pulled it out of Sparrows Point, Baltimore. Then the Sam-

son cut its cable and the Orion took the Samson's place as assistant. This drydock was built for the Government. The desti-nation is Algeria, La., opposite New Orleans. There it will be used by Uncle Sam for docking the battle-ships of this country's

Navy. The distance of the tow was 2000 miles. The cost of the tow is \$35,000. The crews of the tugs and the dock number 60

or advices from Governors of neighboring states as to what action they will take, but it is expected that the fight will be taken up in all of the Northwestern States, several of which have laws similar to Minnesota regarding paralleling railroads. The laws of North Dakota, Montana and Washington are said to be

EXTRA SESSION IMPROBABLE,

will soon assume much greater propor-tions. There is a decided advantage in shipping by this route, as the lumber Governor Rogers, of Washington, Doubtful of Its Advisability.

SEATTLE, Nov. 19.—A dispatch to the cost-Intelligencer from Olympia says: "Regarding the dispatch sent out from Tacoma vesterday stating that Governor Rogers was contemplating calling an extra session of the Legislature to prevent the combination of the Great Northern and Northern Pacific Railroad interests in this State, the Governor has today been very noncommittal. He refuses to dis-cuss the question of an extra session at though he has received several telegrams from newspapers outside the state requesting his opinion on the rall-

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* GOOD WORDS FOR 1905 FAIR.

Leading Railroad Man Commends Oregonian Handbook.

The following letter from a leading - Chicago railroad man, commendatory of The Oregonian Handbook and the Lewis and Clark Centennial, is self-explana-

CHICAGO, November 12, 1901. Mr. B. H. Trumbull, Commercial Agent, I. C. R. R,-

Dear Sir: A few days since I received a book issued by The Oregonian Publishing Company in connection with the Lewis & Clark Centennial Exposition to be held in Portland in 1905.

I have read it with a great deal of interest, and think The Oregonian Publishing Company is to be congratulated upon the manner in which they have presented so m information concerning Portland and the country tributary to it.

It was my pleasure to visit Portland and the Pacific Coast last Spring, and I must confess that I did not before fully realize the resources of that country. It has a deeper interest to us, now that the Illinois Central Railroad Company has become identified with the c mercial interests of Portland and adjacent territory.

The expositions held at various points in the United States during past years have given the people a large amount of information concerning the diversified industries of our country, and I am quite sure the Centennial Exposition, to be held in Portland in 1905, will be of incalculable benefit to that territory by attracting attention to the wonderfu, development that has taken place there. Yours truly,

T. J. HUDSON. Traffic Manager.

\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\*\* road move, his replies have been general in character. Men close in touch with the Governor think an extra session extremely improbable. It is said the ne-cessity for such a session is not clear to his mind, in view of section 16, article XII of the State Constitution prohibiting the consolidation of railroad stock, and he at present is disposed to think the question of whether or not the deposiof the stock of the two raliroads with the Northern Securities Company is a violation of this section or of the Federal statutes, is a matter that should be first determined by the courts."

What the Governor Said. TACOMA, Nov. 19.—A special dispatch from Olympia to the Ledger quotes Gov-

ernor Rogers as follows: I'm not in the habit of taking any hasty of I'm not in the habit of taking any hasty or ill-advised action, and shall not begin now. As a matter of fact, thus far during my administration. I have never found it necessary to reacting any action instituted or taken by me which I deemed beneficial to the citizens

Those two railroad corporations have no power over the ownership of their stock," said a Portland attorney yes-terday. "Indeed, the statutes of Minnesota expressly forbid the companies buying their own stock. Somebody must uy the stock. A certain New Jersey orporation has now bought the stock f both companies; later it may sell one buy the stock. or the other or both. How can the laws of Minnesota get jurisdiction of a corporation in New Jersey that is doing merely what the laws of New Jersey clearly authorize it to do? How would Minnesota go about it to prove there had been any sort of illegal combination? There would be no evidence available in the corporation of the corporation of the corporation of the corporation of the corporation in the corporation of the corporation in the corporation in the corporation of the corporation in the corpora

common owner is the Northern Securi-

"You can't pass a law that will prevent this kind of community of interest without at the same time saying what without at the same time saying what without at the same time saying with you or I shall buy or shall not buy, with-out regard to the morality of the pur-chase. It is the same old battle of the armor-plate and the rifled gun-when a plate is obtained that will resist the gun's greatest effert another gun is brought forward that pierces the plate, and so it goes on indefinitely. The peo-ple legislate against combinations of capital that threaten the welfare of the public and the capitalists find ways for circumventing such legislation. The present so-called railroad trust has none of the legal elements of the combination forbidden by the laws of those Northern States. It may accomplish the same pur-pose but no present statute will reach it, I am convinced.'

HOW THE LAW READS. Provision of Washington Constitu-

tion on Monopolies and Trusts. OLYMPIA, Wash., Nov. 19.-The provision of the Washington constitution touching monopolles or trusts, which pro-vision is deemed by some to apply to the present unification of the interests of the Great Northern and Northern Pacific,

Article 12, section 22 Monopolles and trusts opolies and trusts shall never be allowed n this state, and no incorporated company, copartnership or association of persons in this partnership or association of persons in this state shall directly combine or make any con-tract with any other incorporated company, foreign or domestic, through their stockholders, or the trustees, or assignees of such stock-holders, or with any copartnership or associa-tion of persons, or in any manner whatever, for the purpose of fixing the price or limiting the production or regulating the transportation in any product or commedity. The Legislature in any product or commodity. The Legislature shall pass laws for the enforcement of this section by adequate penalties, and in case of inse, may declare a forfeiture of their fran-

TO BUILD MORE LOCOMOTIVES. One Case Where the Syndicate Will Increase the Output.

NEW YORK, Nov. 19 .- It is reported that the Rogers Locomotive Works, at Paterson, N. J., recently purchased by a syndicate, will be enlarged. A visit by a party of prominent railroad men has started considerable discussion concerning the future of the plant.

The visiting party consisted of President E. D. Underwood, of the Eric Railway; his assistant, Daniel Willard, Sir William C. Van Horne, K. C. G., expresident of the Canadian Pacific Railway, and E. C. Hopkins, a New York banker and broker. They were met at the works by John Havron, president of the new Rogers Company, and escorted over the premises. There is said to be a scarcity of heavy

draught locomotives throughout the counand a constant demand for them from all the great freight lines.

Railroad Notes.

W. E. Coburn, chief rate clerk in the general passenger office of the O. R. & has returned from his trip to Salt Lake City, where there was a meeting last week, to line up the rates on the Harriman lines. General Passenger Agent Craig went on East and is not ex pected to return to Oregon until about December 10.

covered half the distance to the mines without encountering any unexpected difficulty.

from Cottage Grove to Bohemia have

Surveyors on the projected railroad

Billousness, dizziness, nausea, headache, are relieved by small doses of Carter's Little Liver Pills.