JANUARY GRAIN FLEET

SIX CARGOES HAVE ALREADY FINISHED AT PORTLAND.

Steamer Ruth Reaches Portland—Asie May Be Righted Today—Baroda Was Afloat Last Month.

The German ship Seestern, after a stay in the river of but 18 days, went into the stream last evening with a full cargo of wheat aboard. She was dispatched by the Portland Flouring Mills Company, and carries 85,369 bushels of wheat. The Torridon, which was loaded by Balfour, Guthrie & Co., is also ready for sea, making five cargoes of wheat and one of flour for the first six days of the month. The British bark Falklandbank was cleared yesterday by Kerr, Gifford & Co., for Queenstown or Falmouth, with 111,046 bushels of wheat, valued at $69,969. The same firm on Saturday cleared from Seattle the Austrian steamship Marianne for St. Vincents for orders, with 181,768 bushels of wheat, and from Tacoma, the British bark Avenger, with 71,737 bushels of wheat, for Port Elizabeth, South Africa.

Including the flour cargo of the Strathgyle and the cargoes of the Seestern and the Torridon, finishing yesterday, the exports for the first six days of the month have averaged about 100,000 bushels per day from Portland. Puget Sound has made a fairly good start, but, on account of not having very much tonnage on spot, shipments from Tacoma and Seattle for the month will be much smaller than they were last month.

LITTERED WITH WRECKAGE.

Indications on Vancouver Island of More Than One Disaster.

The west coast of Vancouver Island is littered with wreckage, says the Victoria Colonist. Robert Daykin, son of the lighthouse keeper at Carmanah Point, made a search of the contiguous coast line as far west as Cloose and as far east as Bonilla Point, and he found a large quantity of wreckage. He said nothing of the wreckage to the officers of the Queen City, but in a letter dispatch to the city Mr. Daykin details the wreckage found as follows: Some large butter kegs or barrels with galvanized hoops, one of which is marked "290 pounds butter"; the bowsprit and jibboom of a vessel; two hatches, painted a reddish brown; two white painted cabin doors, found near Nitimat; a large number of broken oars; the lid from the seat of a patent closet, evidently from a steamer; a raft about 35 feet long, broken in two; the ends of this raft were painted, and it was made from four-inch lumber and two-inch planks spiked to the four-inch timbers; the lower part of a rudder, not coppered, but painted with copper paint; half of a hardwood, white painted ship's taffrail, 18 inches wide, with blue painted elm stanchions; part of the derrick of a steamer with about 100 feet of hawser attached; two yards, about 18 inches in diameter, painted black with white yard arms; a mess table, which to the finder looked as though it might be from the fo'c'sle of a schooner; pieces of a boat, painted lead color. After the Queen City left bearing the letter from the lighthouse keeper, search was to be made of the beaches east of Bonilla Point, where it was expected further wreckage would be found. Further westward the part of a ship's deckhouse was ashore near Cape Scott.

THE STRANDED BARODA.

Vessel Was Afloat for Hours During Last Months' Big Tides.

Captain W. H. Roberts, inspector of life-saving stations for the Tacoma district, has just received a letter from the keeper of the Coquille life-saving station, under date of December 31, giving the following interesting information concerning the stranded British bark Baroda, 353 tons, indicating that the vessel may ultimately be afloat again:

"With the Spring tides of December 23, 24, 25, and 26, the British bark Baroda was afloat for two hours each day, but as it was impossible for a tug to get near enough to take a line, all that could be done was to hold her in position, and keep her on the beach. This was a matter of great difficulty, as the stern moorings parted on two occasions. Captain Burns moved the ship about 75 feet, believing she would float on a moderate surf. On December 27 the surf was very light, but efforts to float the vessel failed, as she was solidly imbedded in the sand. Captain Burns has abandoned operations until the next run of Spring tides, when, if conditions are favorable, the Baroda will in all probability be floated."

MUTINY ON BOARD.

French Bark Has Trouble With an Unruly Crew.

OAKLAND, Cal., Jan. 6.—With their captain dead, two men in prison for rebellious conduct, and a crew bordering on mutiny, the subordinate officers of the French bark Connetable de Richemont, discharging coal at Howard's docks, have appealed to the French Consulate, the commander of the French cruiser Protet, lying in San Francisco harbor, and the Oakland police for protection. Mate Thicutin, who is in temporary charge of the vessel, is maintaining his authority with a loaded pistol.

The trouble on board the bark began during her 157 days' voyage from Swansea to San Francisco, 30 days of which were occupied in beating around Cape Horn. The delay enraged the crew, one of whom knocked the chief mate down. Another flatly refused to obey orders. Captain Thoreaux died last Friday, and since then the mates have been unable to control the men. Two of the mutinous sailors have been arrested, and if the local courts cannot deal with them they will be turned over to the officers of the cruiser Protet.

WILL SOON BE RIGHTED.

French Bark Asie May Be on an Even Keel Again Today.

From present indications the French bark Asie will be righted today or tomorrow. Robert Lolier has had a large force of men at work on the ship since she first went over, and has most of the tangled wreckage straightened out. Eight members of the crew will return to France on the French bark La Rochefaucauld, and the others will be sent home overland in a few days. This would indicate that a long job is expected on the wreck, and it is doubtful whether or not repairs will be completed in time for the ship to load before next season. The scene of the disaster still attracts large crowds, and even the rain does not keep them away.

BIG SALVAGE AWARD.

Tugs and Steamer to Receive $25,000 for Saving the Flottbek.

TACOMA, Jan. 6.—In the Federal Court today Judge Hanford awarded to the three tugs and the Tacoma Tug Company and the steamer Matteawan about $25,000 for saving the German ship Flottbek 16 miles south of Cape Flattery in January, 1901. The court remarked on the personal bravery of the crew, and awarded to each man from $300 to $500. The Flottbek was recently wrecked on the Atlantic Coast, and many of the crew of the Matteawan were lost with her in the storm of December 2.

SUNK IN COLLISION.

British and Spanish Steamships Go Down With Fatal Results.

LISBON, Jan. 6.—The British steamer Alfonso, from Newport News, November 15, for Gibraltar, and the Spanish steamer Vileiva, both loaded with coal, collided during the night of January 4 off Aveiro, Portugal. Both vessels sank. Eighteen men of the Alfonso and one man belonging to the Vileiva were drowned. Twenty-four members of the Vileiva's crew and the captain of the Alfonso were picked up and landed at Minno Lahos.

STRUCK A ROUGH BAR.

Steam Schooner Luella Had Her Decks Swept at San Francisco.

SAN FRANCISCO, Jan. 6.—The steam schooner Luella, which sailed yesterday for Tillamook, was obliged to put back to port for repairs. She carried a large quantity of coal on her lower deck. When crossing the bar she shipped a heavy sea. The coal on her decks was washed down into the engine-room and fireroom. The machinery was immediately clogged with coal and several parts were broken. The engineers finally succeeded in patching up the broken machinery and the captain headed back for this city.

EMBARKED AGAIN.

Passengers Escaped From Walla Walla Wreck Sail on Umatilla.

SAN FRANCISCO, Jan. 6.—Although barely recovered from their terrible experience of four days ago, a number of the passengers of the ill-fated steamer Walla Walla today embarked on another voyage over the same northern course which led them into disaster Thursday morning. Among the passengers of the Walla Walla who departed on the Umatilla for Seattle and Tacoma were T. W. Stream and his wife and mother, F. W. Daley, A. B. McClellan, A. Meydenbauer and his mother and Mr. and Mrs. J. Miller. Several victims of the wreck were also among the steerage passengers on the Umatilla.

DRIVEN ASHORE.

Fishing Schooner Ajax Met Its Fate at Welcome Pass.

VANCOUVER, B. C., Jan. 6.—News of the wrecking of the fishing schooner Ajax at Welcome Pass and of the drowning of one of the owners named Henry Olson, was brought here today by the steamer Native. Welcome Pass is 40 miles north of Vancouver, and the Ajax was battered about in the storm of Saturday. While Olson was steering, the heavy seas broke the tiller, and he was swept overboard. He was drowned before assistance could be given, and the Ajax was driven on the rocky coast of Thormanby Island.

Rate War Probable.

LONDON, Jan. 6.—Commenting on the reported appointment of Henry Wilding, of the firm of Richardson, Spence & Co., English agents of the American Steamship Line, as successor of J. B. Ellerman, chairman of J. P. Morgan's Leyland Line, which is accepted as a fact, the Pall Mall Gazette this afternoon says it understands that with the change of chairmanships will be inaugurated a notable war of rates between the American-owned lines and the White Star and Cunard Lines.

Bowsprit Repaired.

ASTORIA, Or., Jan. 6.—The repairs to the British ship Latimer have been completed and she is at anchor in the stream. She will be ready to go to sea in a few days. Her bowsprit has been permanently repaired, and is now as good as when the vessel was first built.

Domestic and Foreign Ports.

ASTORIA, Jan. 6.—Left up at 9 A. M.—German bark Selene. Arrived down at 9:30 A. M.—British steamship Strathgyle. Left up at 12 noon—British ship Scottish Minstrels. Condition of the bar at 5 P. M., obscured; weather, foggy; southerly gale blowing.

Tacoma, Jan. 6.—Arrived—American schooner Glendale, from San Francisco. Arrived January 5—American bark Levi G. Burgess, from San Francisco; American schooner Lillebonne, from San Francisco. Arrived January 4—British steamer Ping Suey, from Seattle. Sailed January 5—American steamer Asuncion, for San Francisco.

San Francisco, Jan. 6.—Sailed—Steamer Umatilla, for Victoria.

St. Vincent, C. V., Jan. 6.—Arrived—Borneo, from Tacoma; Nero, from Tacoma via Corona.

Singapore—Sailed Jan. 1—Kentucky, for Seattle.

Gibraltar, Jan. 6.—Arrived—Hohenzollern, from New York for Naples and Genoa, and proceeded.

Philadelphia, Jan. 6.—Arrived—Waesland, from Liverpool.

Handsome Gift for Orange, N. J.

NEW YORK, Jan. 6.—Plans are under consideration to present the City of Orange, N. J., with a site for a public school and a City Hall and a public bath at a cost of $150,000. A select committee of the New England Society of Orange has the matter in charge. It is proposed to raise the amount required by public subscription and several substantial offers have already been received.

Big Gas Plant for Mexico.

NEW YORK, Jan. 6.—The Loomis-Pettibone Company, of this city, has secured a concession from the Government of Nuevo Leone, Mex., for the construction of a $500,000 gas plant at Monterey. The structural material and equipment, pipe, etc., will be purchased in the United States.

ENGINE AT SUNNYSIDE

FIRE COMMISSIONERS BELIEVE IT IS NEEDED.

Will Protect Large District—Higher Property Valuation at Mount Tabor—East Side Affairs.

The Fire Commissioners will include in their estimates of expenses for the coming year a recommendation for an appropriation of $8100 for the stationing of a fire engine at Sunnyside. This is in response to a request made by the Sunnyside Sub-Board of Trade. The location of the engine at Sunnyside has been discussed for several years, but sufficient funds have not hitherto been available.

The Fire Commissioners and Chief recognize the need of this engine, not only for Sunnyside. but for protection of a wide territory that has been built up rapidly within the past two years. It has been found that when engine No. 7, at the engine-house on East Third and East Pine streets, is called to a fire at East Twentieth street, the horses are always badly winded by the uphill run. An engine stationed on East Thirty-fourth street would have a downhill run nearly all the way to the river. There are now two streets, Belmont and East Taylor, by which the downtown district may be reached.

On East Taylor, Belmont, East Morrison and all the parallel streets there has been much building. On East Burnside, East Ankeny and East Couch streets over $100,000 has been expended in new residences. East of East Twenty-first street engine No. 7 cannot adequately protect the growing district. At Sunnyside a large number of new dwellings have been put up. Mayor Rowe, when a Fire Commissioner, recognized the need of placing an engine on the high ground, and favored stationing one at Sunnyside as soon as the money could be had for the purpose.

HIGHER ASSESSMENT.

Valuation Is $557,015 for Mount Tabor District No. 5.

Clerk Frank Fields, of Mount Tabor School District, No. 5, has just secured the figures showing the assessed valuation of the property of that district for the present year to be $557,015. At the annual meeting held January 30, 1901, the valuation of the property was reported by the clerk at $366,684. The gain is considerably over $100,000 in assessed valuation.

Clerk Fields says that this year he will not take the school census until just before the May election, the change in the time of taking it having been made by the last Legislature. The last census shows a school population of 707, and the Clerk estimates that the population is now a little over these figures. At the school the enrollment is over 440, which indicates that there has been a considerable increase. The directors will hold a business meeting next Monday evening, when affairs of the district will be arranged preparatory to the annual meeting, and the time for holding that meeting will be fixed. A large levy is not expected this year. There may be an increase in the salaries of the assistant teachers. The highest salary paid the assistants is $50, and the lowest about $40. It is thought that it will be necessary to advance the assistants' salaries $10, so as to correspond to those paid in the city.

PAY-UP MEETING HELD.

Sellwood Sub-Board of Trade Is in a Prosperous Condition.

The Sellwood Sub-Board of Trade held a special "pay-up" meeting Friday evening. Secretary Madden had sent out notices to all delinquents to be present and square their accounts so that the organization could begin the year with funds on hand. There was a general response. The hall in the firemen's building was crowded, and Treasurer Campbell had his hands full in giving out receipts. The Sub-Board's treasury contains more money than at any time in its history. The board is now in better shape to work than it has been since it was organized. Its officers, including President D. M. Donaugh, Secretary M. B. Madden, Treasurer Campbell and the standing committees, are full of enthusiasm. The roll now contains over 125 names of the leading citizens of Sellwood.

The committee appointed by the Sub-Board of Trade to arrange for a proper celebration on occasion of the starting up of the Portland woolen mills, which will be about February 1, met yesterday. A programme of a number of short addresses was outlined and a banquet will follow.

REAL ESTATE TRANSFER.

Portland Trust Company Acquires Additional Property at Woodstock.

An extensive real estate transfer has just been made, by which the main portion of Woodstock became the property of the Portland Trust Company. The Security Savings & Trust Company sold to the former all its holdings in that addition and the price is given as $7000. Residents are now hoping for better street-car service, as one of the results of this change in ownership. Recently a committee of citizens sent the City & Suburban Railway Company a letter setting forth the deficiencies of the present car service. So far nothing has been done, and no answer has been received.

J. R. Gilstrap, one of the committee, said yesterday that the people are now hoping for an improvement. People of Tremont are anxious for the extension of the Woodstock line.

To Build Hall This Spring.

The hall of the Central Albina Sub-Board of Trade will be built in the Spring. Of the capital stock of the building association, $800 has been subscribed. This will be collected, and the lot on the northwest corner of Shaver street and Mississippi avenue will be secured. President Thompson said that it was decided to defer building the hall until Spring. The members of the board have all been taxed heavily for the Beech-street sewer system. Laterals are being put in. The board subscribed $1000 toward the Lewis and Clark Exposition.

Funeral of Mary E. Grantham.

The funeral of Mrs. Mary E. Grantham, of Milwaukie, was held yesterday afternoon from the church at Harmony. Rev. W. J. Bowerman conducted the services. There was a large attendance. Multnomah cemetery was the place of interment. Mrs. Grantham died at her home near Milwaukie Sunday morning. She was born in Knox County, Ohio, October 26, 1829. April 12, 1854, she was married to William Chambers, who died the following October. Their daughter is the only surviving child. In 1867 she married George Kibber. Three children were born to them. In 1877 she moved to Oregon with her daughter, Mrs. M. W. McLaughlin, settling near Milwaukie, where she since lived. In 1890 she was married to Malachi Grantham, who died June, 1900.

New Pastor Coming.

The annual meeting of the Hassalo-Street Congregational Church will be held this evening. Reports will be received and officers for the year will be elected.

Next Thursday Rev. Frederick V. Jones, of San Francisco, is expected to arrive to enter on his work as pastor of this church. He will be here by Sunday. He has occupied many important charges, and always with success.

Ex-Policeman Hudson Here.

H. M. Hudson, an old-time policeman of Portland, who has turned farmer down on the Columbia, is in the city, under treatment for illness. He served on the Portland police force for 34 years, beginning under Captain H. L. Hoyt. Of the four deputies who served under Hoyt, Hudson and Chauncey Ball, of Mount Tabor, are the only ones living.

Cycle Paths in Fair Condition.

Little road work is being done at present Repairs are being made to the Section and Base Line roads for the Winter. The cycle paths are generally in fair condition. The path on Milwaukie street is in need of regraveling in places. Otherwise it is in a good condition. On the Base Line and Section Line roads the paths have been kept up well.

Brooklyn Sub-Board.

There will be an important meeting of the Brooklyn Sub-Board of Trade this evening. Fire protection for that district and the opening of streets will be considered at this meeting, and the matter of better school facilities will be taken up.

East Side Notes.

Sellwood now has cars every 40 minutes after 9 o'clock at night. The credit largely belongs to Councilman Sherrett.

Jerome Howe, who lives at 220 East Seventh street, is able to be about. He was stricken with paralysis several weeks ago.

Revival meetings will be held Tuesday, Wednesday and Thursday evenings at the Centenary Methodist Church. Rev. W. B. Hollingshead, the pastor, will be in charge.

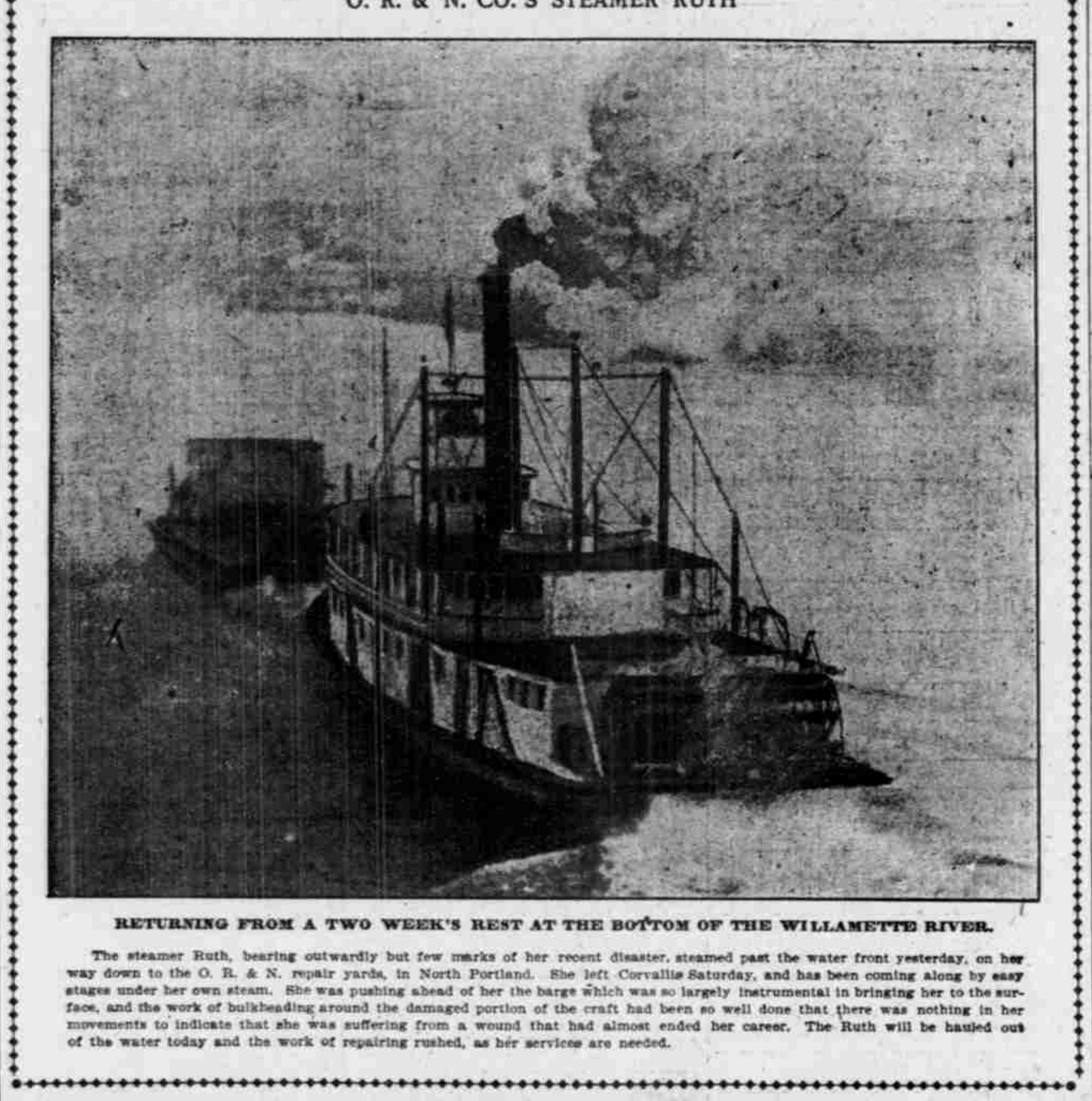
Mrs. Harriet Pangra, aged 78 years, died in the Patton Home, January 4. The funeral will be held this morning at 10:30 in the chapel of the Portland Crematorium.

Wise Bros., dentists. Both phones. The Failing.

Hole-in-the-Wall Soon Not to Be.

CHEYENNE, Wyo., Jan. 6.—The celebrated Hole-in-the-Wall will in a short time be only a remembrance. The Hole has been the refuge of outlaws from Arizona, Utah, Montana, Colorado and Wyoming and was practically inaccessible. It lies in the southwestern part of Johnson County and directly in the line of a county road which is soon to be built. The Hole-in-the-Wall is not wide enough to allow the passage of the road and dynamite will be brought into use to widen the fissure in the red sandstone cliffs.

O. R. & N. CO.'S STEAMER RUTH



RETURNING FROM A TWO WEEK'S REST AT THE BOTTOM OF THE WILLAMETTE RIVER.

The steamer Ruth, bearing outwardly but few marks of her recent disaster, steamed past the water front yesterday, on her way down to the O. R. & N. repair yards, in North Portland. She left Corvallis Saturday, and has been coming along by easy stages under her own steam. She was pushing ahead of her the barge which was so largely instrumental in bringing her to the surface, and the work of bulkheading around the damaged portion of the craft had been so well done that there was nothing in her movements to indicate that she was suffering from a wound that had almost ended her career. The Ruth will be hauled out of the water today and the work of repairing rushed, as her services are needed.

BACON NOT POPULAR HERE

MAYBE HE WROTE SHAKESPEARE AND MAYBE HE DIDN'T.

What's the Difference? Asks Portland Students — Controversy Is Dead and Can't Be Revived.

The cabled announcement that an American woman, now living in London, Mrs. Gallup, claims to have discovered a cipher running through the plays popularly supposed to have been written by William Shakespeare, which proves the real author to have been Lord Bacon, has not stirred the depths of literary Portland.

In times past the controversy between the supporters and dissenters of the Baconian theory has had its place in the discussions of literati here. But the question seems to have been settled to the satisfaction of those interested, and the revival of interest in London will find no counterpart here.

When Ignatius Donnelly's startling book, "The Great Cryptogram," was first published, many copies were sold in Portland and vicinity. The volume had few supporters and many critics. Now it is forgotten and consigned to oblivion along with William Jennings Bryan and other meteors that flashed momentarily across the horizon and then disappeared in the outer darkness.

Inquiry at book stores yesterday failed to reveal any tumultuous haste on the part of buyers to revive the controversy. There has been no demand for Donnelly's book or for others bearing on the same subject. A few of the stores keep a single volume of some of the more important works, but tucked away waiting for the possible purchaser, not exposed for the pleasure of the probable customer. At the Portland Library are a half dozen books devoted in whole or in part to the Baconian theory, but the dust is still on them, and their names are seldom mentioned.

"The Baconian theory is not taken seriously," said Librarian D. P. Leach yesterday. "Donnelly had his day, and others have written to support the contention that Shakespeare did not write the plays and poems which are accredited to him. At one time there existed an ardent partisanship on both sides, but now excitement has simmered down, and until some tangible evidence is adduced, I do not anticipate any revival of interest."

A. C. Sandford, who is well known to Portland book-lovers, is a stanch supporter of the Baconian theory, as he has been for years. "And others believe in it, too," said Mr. Sandford yesterday, "but are afraid to say so for fear of inviting criticism from the newspapers. I know nothing of the cipher said to have been discovered by Mrs. Gallup. It is not relevant to the controversy, unless proved beyond any possible doubt. But the advocates of the Baconian theory rest their case on the mass of literary proof that has been brought forward establishing the fact of Shakespeare's lack of literary ability, the coarseness of his personal habits and the fact that no manuscripts by him have ever been discovered.

"For 25 years I was secretary of a Shakespeare Club in Racine, Wis., and, after studying his works, I desired to know something of the man. I obtained books both in this country and abroad, and the more I read the less I knew of the man reputed to be the author of the masterpieces of English literature. Several books have been written which go far towards proving that Bacon and not Shakespeare was the author of works attributed to the latter."

One of the volumes which Mr. Sandford cites as argument is titled "Bacon vs. Shakespeare; Brief for Plaintiff," written by Edwin Reed, a distinguished New York lawyer. Librarian Leach said yesterday that the book had been read by a prominent Portland lawyer, and that he had returned it as unconvincing, saying that the argument was special pleading, which in law signifies skillful jugglery of law in an attempt to build up a logical argument without foundation.

Several lawyers and other professional men who are well read were approached, but evinced no interest. In fact, they were bored by the query and flatly avowed their indifference to the discussion. As one of them expressed it: "What's the difference? The value of the works attributed to Shakespeare will not be lessened in value if it shall be proven that Bacon was the author in fact."

HAWAII MUST CUT EXPENSES

Only Way to Avoid an Extra Session of the Legislature.

HONOLULU, Dec. 31, via San Francisco, Jan. 6.—At a meeting of the Executive Council this morning it was decided that a general reduction of the scale of expenditures in the various Government departments would be necessary in order to run the government without getting funds by an extra session of the Legislature. A schedule for the next three months was agreed upon to govern all the heads of departments. The Home-Rulers and some Republicans continue to agitate for an extra session.

Vessels arriving here report unusually rough weather, and Honolulu has been visited by a steady trade wind of more than ordinary velocity for some days. The ship Charles E. Moody arrived on the 27th, after a voyage of 35 days, from Puget Sound, during which she lost 11 sails. The ship Benjamin Sewall, bound for Australia, from Puget Sound, has put in here for water, after a terrible experience of 54 days at sea. She had nine sails carried away, and her decks were so washed by seas that her water supply was partly spoiled. She has been found to be leaking slightly, and a board of survey has been appointed to examine her before she leaves Honolulu. The British ship Langdale arrived today after a voyage of 154 days from London. She lost a sailor named Tudor Anders during rough weather off the Horn.

The long-standing division in the Episcopal church of Hawaii, which was thought to be about settled by the action of Bishop Willis at San Francisco, when he presented his resignation to the American convention, and the American church agreed to take jurisdiction of the Hawaiian church, has suddenly widened, owing to the refusal of the Second congregation, of which Rev. Alexander Macintosh is rector, to merge with the bishop's congregation. The matter will be referred to the presiding bishop of the church in the United States.

The Board of Health report for the month of December shows eight cases of plague. They were all in the Oriental quarter.

Hawaiian Prince Married.

SAN FRANCISCO, Jan. 6.—Prince David Kawanonokoa, of Hawaii, was married today to Miss Abigail Campbell, of San Jose. The ceremony was performed by Archbishop Riordan, at the Occidental Hotel. Only a few relatives and friends were present. The newly wedded couple, accompanied by Colonel Samuel Parker, ex-Premier of Hawaii, and his wife, mother of the Prince's bride, will depart tomorrow for Washington, D. C. Mrs. Campbell, who is the widow of a millionaire Hawaiian planter, was married to Colonel Parker only a few days ago, and the journey will be in the nature of a double honeymoon.

McKinley Memorial.

HONOLULU, Dec. 31, via San Francisco, Jan. 6.—The committee in charge of the McKinley memorial fund in Hawaii has decided in favor of a public park and playground as the best form for a memorial.

Emigration Statistics.

NEW YORK, Jan. 6.—Official statistics show that 302,848 emigrants left the United Kingdom for places outside of Europe during 1901, an increase of 4287 as compared with the figures for the previous year, cables the London correspondent of the Tribune. As usual, the great majority of them went to America, the United States receiving 914,888, and British North America 43,013. The figures in the former case show an increase of 5497 and in the latter a decrease of 6994.

AT THE HOTELS.

THE PORTLAND.

J H Albert, Salem	John Boyd, Vanc, B C
T L Lillis, do	L Kruger, S F
H F Clough, Seattle	J M Church, La Grande
Mrs Clough, do	E T Ford, Tacoma
Mrs F W Swanton, city	Joe Gardner, S F
Miss G Bagley, Chcgo	A Oppenheim, N Y
L C Gainey, Indianap	Wm Mackie, N Y
Lewis Gower, N Y	C F Jackson, S F
S O Newton, S F	W J Lawrence & wf, New York
H J Kaliskey, city	C C Chase, N Y
W H Thompson, Seatl	E Elmore, Wis
B Cahn, S F	W D Owens, Rochester
S Lester Danzig, N Y	B N Fisk, Chicago
J D Kelly, Carthage	Mrs Eastman, S F
S H Fink, Olympia	Mrs Beyerman, S F
R S Bixby, Chicago	L A Phillips, S F
C N Crewdson, do	Chas F Healy, S F
A M Sonnerfield, St L	
D M Boyd, Salt Lake	

THE PERKINS.

Geo R Wilson, Portlnd	L G Wilson, Centralia
C Harvey, Castle Rock	T H Fleming, do
L W Houk, do	Edwin Sharpe, Tacoma
A C Hough, Gr Pass	A Mitchell
Geo E Rhodes, Centralia, Wash	Mrs Mitchell
Jos Fleming, Centralia	Rev V Ray Bennett, Oakville
R A Wilson, Seattle	C Adams, Tygh Valley
F M Webb, Seattle	I V Brumbaugh, Elma
H Holbert, Seattle	Arthur Husband, St Pl
H A Jones, Vancv, BC	J P Anderson, Tacoma
W J Clark, do	Flora Calderwood, Centralia
B Hurst, do	W H Harell, Seattle
C F Whitten, San Fr	Fred B Barnes, Hood R
Mrs Feuerbach, N Yak	W J Warren, Cathlmt
Miss Feuerbach, do	H A Risser, St Pl, Min
Miss A Smith, do	Mrs H A Risser, do
I Roberts, St John	W S McDonald, Minn
C Gardiner, Astoria	Mrs W S McDonald, do
J Fergerson, Astoria	T B Sanford, do
P J Beckett, Salem	Dr H Reames, Pittsburg, Pa
C W Pope, Oregon Cy	W S Cone, Bay City
R L Taylor, Heppner	A J Preston, Spokane
A Grayson, city	H C Baker, Walla W
Mrs Brown, Butte	Mrs Baker, Walla W
Mrs J W Hays, Spokn	Miss Baker, Walla W
Miss Hays, Spokane	O D Wolfe, Snohomish
Jas Cleveland, wf, two boys & nurse, Spokn	Rupert C Cross, Carlton
O L Jackson, Condon	F D Wheeler, Cottg Gr
H Bramburger, city	Emma Everett, Rosebg
Chas T Early, Viento	Geo Buzan, Pendleton
Ray Early, Viento	G F Skipworth, Junc C
A McFarland, Viento	G W Johnson, Salem
R E Curney, M D, Baker City	C A Pague, San Fran
A Brongsgeest, Dalles	Geo S Gabbett, Spokn
Fred Fisher, Dalles	Ben Bisinger, W W
Mrs F Fisher, Dalles	O P Hulse, Moro
Eda Fisher, Dalles	Roy Hulse, Moro
F M Day, M D, Eugene	W A Norcross, Moro
H J Holmes, San Fr	Jim Wright, N Yakm
Mrs Holmes, San Fr	Chas Cunningham, Pendleton
Mrs E Shank, San Fr	Mrs Cunningham, do
H M Brace, San Fr	Sarah Cunningham, do
W A Kennedy, South Bend	Cecelia Cunningham, do
R N Stanfield, Pendltn	Mrs H Carlisle, Seattle
O C Eberhart, LosAng	P G Hill, Tacoma
Mrs Eberhart, do	J Metcalfe, Cal
O L Jackson, Condon	D R Donnan, St Joe
Mrs Jackson, Condon	Chester Avery, Corvalls
D D Arnold, La Grand	J W Stacey, Lewiston
Mrs Arnold, do	W E Jacobs, Salt Lake
L C Kinney, Astoria	G Leonard, Pendleton
J Louis, Wasco	Mrs Leonard, do
H C McGuire, Hood R	G D Greeley, Salem
W L Thomas, Hood R	C T Peterson, Tacoma
Albert R Hamlet, Island City, Or	P C Richardson, Seat
T W Russell	S Lamidsen, do
Mrs Russell	G Bertelson, Tacoma
Ivan Smith, Fresno	O Mason, do
T B Corey, Seattle	M Anderson, Salem
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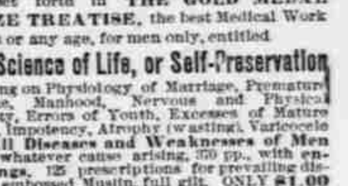

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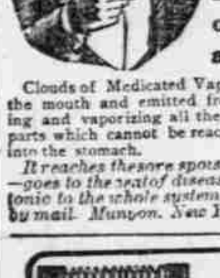

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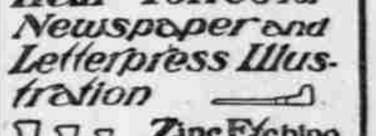

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