LARGE EXPORT BUSINESS

CUSTOM-HOUSE STATEMENT MAKES GOOD SHOWING.

Cargoes From this Port in December of Greater Value Than in Any Other Month,

The December report of the Portland Custom-House shows the largest value of exports that has ever appeared in a monthly statement of this port. The total value of exports from Portland in De-cember was \$1,741,296. The receipts from luties on imports, while not so large as they have been in some other months, nevertheless reflect a large volume of commerce. The duties amounted to \$27,-\$21 %, an average of nearly \$1000 per day for the business days of the month.
The report as prepared by Collector of

Customs Patterson is as follows: Vessels entered from foreign ports.....

for rewarehouse from warehouse for consump Entries for immediate transportation without appraisement

Total number entries all kinds. Entries for consumption liquidated. 97
Entries for warehouse liquidated. 7
Certificates of enrollment granted. 2
Licenses for coasting trade granted. 3
Total number documents issued. 5
Value of domestic exports. \$1,741,206

Receipts From All Sources.

Duties on imports

Fines, penalities and forfeitures.

Bliscellaneous customs receipts.

Official fees.

114 2 40 168 50 114 10

647 44

DISASTERS AT SEA.

Wrecks of the Brother Jonathan and the Pacific in Early Days.

loss of the Walia Walia recalls the wreck of the steamer Brother Jona-than, which foundered about 169 miles from where the Walia Walia foundered, and, as a strange coincidence, Captain de Wolf, who brought the Walla Walla around from New York, was the master of the Brother Jonathan, says the Vic-toria Colonist. She struck a sunken rock near Crescent City and went down with nearly 269 people on board. This mournful tale of death and disaster which darkened the pages of marine history in 1865, was followed 10 years later by the less of the steamer Pacific in the same manner as the Walla Walls was lost. The Pacific collided with the ship Orpheus in November, 1875. She left Victoria on November 4 with 160 passengers and cleared Tatoosh at 4 P. M. At 10 P. M. she came in collision with the sailing craft, and of her ship's company but two, Neil Heniey, still living at Stell-acoom, and Henry F. Jelley, since deceased, were the only survivors.

Henley, in an account given of the lisaster, tells of how the passengers rushed to the boats and of the capsigin and swamping of the boats, leaving the shipwrecked people struggling in the water after the vessel went down. He secured a place on a raft with Captain Howell, second mate, cook and four passengers, one a young lady. One by one the unfortunates were swept from the raft or died from exposure, and Henley was left alone, clinging to the raft. He was rescued four days after the wreck by the cutter Wolcott. Jelley, the other survivor, says the steamer sank so quickly that only one boat could be launched, and it swamped quickly, drowning those When the news of the wreck reached Victoria the excitement was in-

After the collision the Orpheus, which was in ballast from San Francisco to Nanaimo to load coal, made repairs as well as possible, and resumed her voyage, but before she could reach port she, too, net with disaster. She stranded in Barkley Sound, on the Vancouver Island Coast, and foundered. Captain Sawyer and his crew of 21 were cared for by the late Captain A. D. Laing, who was then owing to the excitement prevailing against Captain Sawyer because of the wreck of the Pacific, he was accused of casting his ship away and arrested on this charge at San Francisco, but after a thorough examination he was ac-

When the wrecking ship T P White law was engaged in wrecking the er San Pedro she made a trip to Bark-ley Sound, and Captain Whitelaw sucand chains of the lost Orpheus.

WAS THERE WARNING! Lookout Who Was on Board Walla Walla Says There Was,

SAN FRANCISCO, Jan. 7.-The Examer says, on the authority of Deputy that E. Johnson, one of the lookouts or the wrecked steamer Walla Walla, told a strange story under oath at Eureka regarding the cause of the collision with According to the Coroner, who took the

depositions of Captain Hall and others of the officers and crew of the Walla Walla after the accident Johnson testified that he saw the lights of the French bark many minutes before her prow sank into the Walla Walla's hull: that twice he warned the officer on the bridge of the approaching danger, but that his warnings were not heeded. As the vessels neared each other, the red and green lights of the bark became more and more distinct, according to Johnson's testimon as reported by the Coroner's deputy. At last the lookout, alarmed at the failure of the officer on the bridge to change his course, started for the cabin of the first Peter Nielsen, but before he reached the cabin the vessels struck and the Max drifted away with her lights

These assertions are contradicted by the cers, who declare that a sharp lookout was kept, and that no warning was given of the danger. The reports of Captain Hall, of the Walla Walla, and Captain Benoist, of the Max, will be filed today with the Inspectors of Hulls and Boilers A day will then be set for the investion of the causes of the disaster

HAD A ROUGH VOYAGE.

Steamship Columbia From San Francisco Spoke-the Max. steamship Columbia, on the Port-

land-San Francisco route, entered the Co-lumbia River yesterday morning, and reached this city early last evening. She arrived at the mouth of the river late Sunday afternoon, but was held outside by heavy gales for about 20 hours, Early Saturday morning she spoke the French ship Max, which sank the steamer Walla Walla off Cape Mendocino. The captain of the French vessel desired Captain Do-ran, of the Columbia, to turn about and tow him into San Francisco, but as the disabled ship was in no danger of sinking, Captain Doran proceeded on his way. The Columbia sailed from San Francisc Friday and had good weather until she arrived off the Columbia River Sunday afternoon. About 7 o'clock Saturday morning, seven miles off Cape Mendocino, the steamship sighted the Max, which was burning a torch. Evidently a disaster had taught the French cuptain a lesson in the matter of lights. The Columbia lay to and Captain Doran addressed the Fre man through a megaphone. The captain's long-distance French was bad, however

and he had to give up that means of con-versation as a bad job. So a boat was

to express himself at shorter range. He said his ship was not in a dangerous condition, and was making only a little water, but that he wanted a tow. Captain Doran responded that the sea was calm and all that was necessary for the Frenchman to that was necessary for the Frenchman to do was to screw up his courage and set sail. However, he promised to speak the steamer Geo. W. Elder, which was then sailing southward, and might give the Max a line. The Elder was spoken at 2 o'clock that afternoon. Meanwhile the Max had been picked up by the steamer Acme, which made San Francisco with her Sunday night.

her Sunday night. When the Columbia arrived off the mouth of the river a heavy storm set in as if it had been suddenly shaken out of a bag. Toward morning the weather abated, but soon again redoubled its fury. so that on Monday it was impossible for the steamer to enter. When the Columbia salled in resterday morning the entrance was still very rough.

A close lookout was kept for wreckage of the Walla Walla, but none was sight-ed. The Columbia will sail for San Francisco tonight.

YAMHILL LOCKS CLOSED.

High Water Interferes With Navigation-Altona Again on the Route.

The water in the Yambili River is too high to permit of navigation through the locks at La Payette at present. The At-tona, which has just resumed the run from Portland after an interval of about three weeks was unable to go any fur-ther than Dayton Monday.

An understanding has been reached be-

tween the owners of the Altona and the ants of Dayton and McMinnville. The steamer was taken off the run because of the lack of business. When the merchants saw they were without river transportation they thought of building a steamboat of their own. Captain Gra-ham, of the Oregon City Transportation Company, held a conference with them last week in which he showed them the reason for taking the Altona off the route. The merchants agreed that hereafter the steamer would not be without sufficient business to keep her running, and Caput of refunds and drawbucks 106 95 tain Graham, on this assurance, restored

IN SEARCH OF WRECKAGE.

Revenue Cutter Grant Will Hunt for Marine Disasters.

PORT TOWNSEND, Wash., Jan. 7 .-The United States revenue cutter Grant sailed this morning for an extended cruise along the shores of the Straits of Juan de Fuca and along the coast south of Cape Flattery, to examine wreckage reported in the past two weeks. It is believed that many vessels have met with disaster, as Indians daily bring reports to Neah Bay of new wreckage coming ashore south of Cape Flattery.
The steamer Alice Gertrude, arriving from Neah Bay today, reports last night's storm in the straits as being of great violence. Off Cape Flattery the wind reached fearful velocity, driving vessels in the vicinity of Cape Flattery out to sea. Vessels in the straits sought

CONTRACTS FOR FORAGE Will Be Let Today-Cannot Be

Bay.

shelter at Port Angeles and in Clallam

Shipped Until Next Month. Contracts will be let at the local Quartermaster's office this morning for 4000 tons of forage for shipment to the Phil-ippines. Two thousand tons of the forage will be in oats. It is expected that the bids will be higher than have been submitted for some time, owing to the present advanced prices of the market. The steamship Folmina, which was to take the forage supplies to Manila, will not be available by January 15. Her charterers, the Pacific Export Lumber Company, have notified the Quartermaster's office to this effect, and agree to have ready by the middle of February either the steamship Margherita or the steamship Arab. The Margherita is an Austrian vessel of 2164 tons, and the Arab is a British vessel with a tonnage of 2674.

WORK ON THE ASIE

Delayed by Bise of the River-Vessel in no Danger. Righting of the French bark Asie was delayed yesterday by a rise in th of several feet, due to heavy rains. This necessitated a readjustment of the working apparatus, so that the process of straightening up the vessel had to be put off. Unless there should be a further rise of the river, the work will probably be successful today. The ship is in no danger from the rise of the water, and R. H. Loller, who is righting the vessel, has no fears for her safety. After she is re-turned to even keel the spars will all have to be taken out, except the jigger mast This and the restepping of the masts will be a slow process. A ship bereft of spars

NEW GOVERNMENT BOAT.

Will Be Built for Service at the Mouth of the Columbia.

will be a strange sight in Portland har-

Plans for a Government boat at the mouth of the Columbia River, to ply between the several places where the Goved to Washington. The plans were made up last month and sent to Washington, but were returned for modification. The steamer Miler has been doing Government trunsportation at the mouth of the river for several years. The contract with the Miler expired last Fall, but the steamer was re-engaged. The steamer which the Sovernment will build will be somewhat larger than the Miler.

GALGATE REACHES ENGLAND. Passed Kinsole 113 Days Out From Portland.

The British ship Galgate passed Kinsol yesterday, 113 days from Portland. She is wheat laden and has a net tonnage of 2227. Her cargo consists of 78,619 centais of wheat, loaded by G. W. McNear, Her rate of charter was 36s 3d. The vesse sailed from the Columbia September 16. The Galgate is the third of the Septem ber grain fleet bound from Portland to Europe to arrive at its destination. The steamship Glamorganshire, which sailed September 30, arrived at Hull December 15, 87 days out. The British ship Brabloch made the passage in 115 days,

AT OREGON CITY LOCKS. Report of Amount of Business Done

Last Three Months. SALEM, Jan. 7 .- The report of the Portland General Electric Company for the three months ending December 31 shows the following business at the Oregon City locks:

Number of trips Number of passengers Horses and cattle Tons of freight

WANT THEIR OWN SAILORS.

British People Desire Their Ships Manned by Countrymen. NEW YORK, Jan. 7.-A movement has been started in Liverpool to replace for-ciances on British ships by British sailors says a dispatch to the Herald from Lon-This is the outcome of an agitation started by Lord Romney. It is pointed out that most vessels under the Union Jack are manned by seamen of other nationalities to such an extent that in the even of a European war the British Navy could not protect its mercantile fleet.

NO MORE SURVIVORS.

Missing Viettms of Walla Walla Disaster Probably Drowned.

SAN FRANCISCO, Jan. 7.-Nothing has been heard from the missing victim owered and the Frenchman was enabled of the Walla Walla disaster, and it is

feared that they all went down with the steamer. The statement of Lookout Johnson, made to the Coroner at Eureka. that he saw the lights on the bark Max and warned the officers on the bridge of the Walia Walia is denied by them. Other members of the crew of the Walia Walia corroborate Johnson's assertion that the lights on the French bark were visible. The conflicting statements will be investigated by the United States marine authorities, and for the disaster fixed. and the responsibility

New York-Brazil Service Increased. NEW YORK, Jan. 7 .- The Lamport and Holt line has recently purchased two 5000-ton steamships, having a speed of 13 knots, that they expect shortly to place in the New York-Brazil passenger serv-ice, sailing on alternate dates with the steamers Coleridge and Wordsworth, now in that service. The first of the new steamers is expected to leave this port for Pernambuco, Bahia and Rio de Ja-neiro in March.

Lumber for Samoa.

schooner Winchester is loading lumber at the foot of East Oak street. The lumber is bound for Samoa, where it will be used in construction of a hospital. The cargo will consist of about 50,000 feet

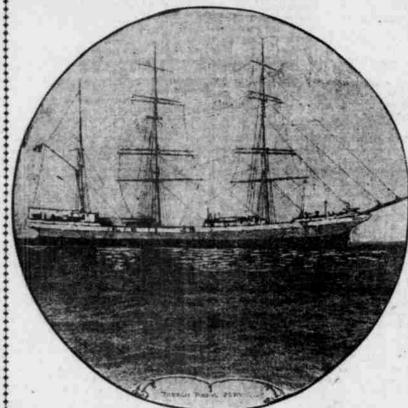
IN SEVENTH NEW YORK

LESSLER BEAT BELMONT BY 304 VOTES.

Canvass Was Marked by Bitter Fighting Between the Two Democratic Factions.

NEW YORK, Jan. 7.-Montague Lessler, Republican, was elected to Congress in the Seventh District today, to succeed Nicholas Muller, Democrat, resigned. He beat Perry Belmont, the regular Democratic candidate, by 234 votes, the count showing these figures: Lessler 7877
Belmont 7283
Ward, Socialist-Democrat 104
Lindinger, Independent Democrat 125
Bennett, Greater New York Democrat 18
Bennett, Greater New York Democrat 18

The Seventh Congressional District is made up of Richmond Borough (Staten Island) and 30 election districts in the extreme lower end of this city. There was a contest over the Democratic nomination between Mr. Belmont and Joseph and will probably be finished today. The F. O'Grady, each of whom declared him



FRENCH BARK MAX THAT COLLIDED WITH THE WALLA WALLA

Winchester is a schooner of 120 tons burden. Her deckload is nearly complete. The lumber is forwarded by Henry Mett,

Repairs of the Ruth.

The steamer Ruth is at the O. R. & N. boneyard. The damages to her huil are of such a nature that the boat will have to have practically a new bottom, and many of the ribs will have to be replaced. The steamer was not strained or The steamer was not strained of wrenched in any way. She will be hauled out on the ways and repairs will be made One of the holes

Movements of Grain Fleet.

The Ilain left down the river yesterday morning, in tow of the Harvest Queen. The Selene arrived at Portland yesterday afternoon, in tow of the Thompson. The Scottish Minstrel reached the city yesterday evening, towed by the Ockla-

The Falklandbank will leave for Astoria this morning, in tow of the Thompson.

The steamship Palatinia has moved from Oceanic dock to Montgomery No. 2. The Wendur has moved from the bunk ers to Irving dock.

The Charles Gonaud, one of the disen

gaged ships in port, will start up the river of the Ockiahama.

Cleared at Custom-House.

The British ship Torridon and the German bark Seestern cleared with wheat yesterday, for the United Kingdom. The Torridon's cargo is 75,240 bushels, valued

at \$47.402, loaded by Balfour, Guthrie & Co., and that of the Seestern consists of \$5,389 bushels, loaded by the Portland Flouring Mills. The next vessel to clear will probably be the Formosa, and after her the Bardowie.

Cargo of Lumber.

The schooner W. J. Patterson will start down the river today. She has a cargo of 780,000 feet of lumber for San Francisco. The vessel was loaded by the

Storm Warnings.

WASHINGTON, Jan. 7.-Storm warnings are displayed on the Pacific Coast on the Strait of Juan de Fuca, Belling ham Bay and at Seattle.

Marine Notes. The schooner Alcalde cleared Monday at Astoria for Port Los Angeles with

380,000 feet of lumber.

Captain Edwards and Captain Fuller will inspect the Manzanita today or to-morrow. Friday they will inspect the Geo. R. Vosburg at Astoria.

Postoffice bar buoy No. 4, a red, first-class spar, will be discontinued January 7, 1902, and on 'he same date a pile the postoffice bar revetment will painted black and white and established

In the heavy gale at Astoria Monday the bark Harry Morse, lumber-laden, was blown from her anchorage near the O. R. & N. dock almost upon the sands in front of the city. The anchors held just in time to save her from going ashore. Reinsurance is quoted on the following overdue vessels: Paros, from Iquique for San Francisco, 81 days out, 20 cent; Blackbraes, from Table Bay, Portland, 128 days out, 15 per cent; Earl Cadogan, from Antwerp, for Port Los Angeles, 121 days out, 20 per cent; Rob-ert Duncan, from Wei Hai Wel, for Puget Sound, 39 days out, 75 per cent; Anglia, from Newcastle, N. S. W., for Panama, 186 days out, 90 per cent,

Domestic and Foreign Ports. ASTORIA, Jan. 7 .- Arrived at 11 A. M. and left up at 11:30 A. M., steamer Columbia, from San Francisco. Arrived down at 10 A. M., steamer Volante. Condition of the bar at 5 P. M., rough; wind south, weather hazy. Kinsale, Jan. 7.—Passed—British ship Gal-

Honolulu-Arrived, December 31, schoone Tacoma, Jan. T.—Arrived—British steamer Denbighishire, from Nagasaki, San. Francisco, Jan. T.—Arrived—Steamer City of Puebla, from Victoria. Salled—schoon

City of Fuebia, from Victoria. Sailed-schoon-er Competer, from Tacoma; barkentine Gardi-ner City, from Gray's Harbor; steamer Tellius, from Ladysmith; schooner Louis, from Ump-qua; steamer Czarina, from Seattle. New York, Jan. 7.—Arrived—Saxonia, from Liverpool; Montgomery, from Glasgow. Liverpool, Jan. 6.—Arrived, Ivernia, from

Jan. 7.-Arrived-Statendam no New York.

Plymouth, Jan. 7.—Salled-Pennyslvania,

Ver York. Plymouth, Jan. 7.-Sailed-from Hamburg, for New York.

Dujuth is a peculiar city. Its populis about 70,000, yet the length of the parated town slong the lake front is 25 fee width reases from one to two miles

cided in favor of Belmont, and O'Grady

and Lindinger, who had announced him-self as an independent Democratic can-

covered a plan of wholesale colonization.

and John Pye, a Democratic district cap-tain, who were taken to court on a charge of having abetted filegal registra-

til Thursday. George B. Lolliffe, chair-man of the Board of Election Inspectors,

BLAME OF THE DISASTER.

Seattle Man Lays It Unequivocally

on the Officers of the Steamer.

SAN FRANCISCO, Jan. 7 .- Jacob Miller

a capitalist of Seattle, who was on the Walla Walla with his wife, lays the

blame of the collision unequivocally upon the officers of the steamer. He says h

was on deck a moment after the crash, and that he then saw the lights of the bark brightly burning. The night was so

clear, he declares, that even if the Max

had had no lights, she could have been seen 1000 feet away with the naked eye.

Miller also makes the sensational charge

of drunkenness on board the Walla Walla

J. Wettershank, the quartermaster, who

was at the wheel of the Walla Walla

when the Max crashed into her on the

port side, saw the bark approaching, but

"I have made my statement to the In-

spectors of Hulls and Bollers," said Wet-

tershank, "signed my name to it, and swore to its truth. It will surprise every-

pody, even the officials of the steamship

company. All sorts of stories have been published about the wreck, but they are

all wrong. My statement is right. I was

n the wheel-house when the bark rammed

her prow into us. On the bridge were

Hughes. Johnson was the stationman and Wilson the deck watchman. It was

clear night, and we were coasting north

northwest at good speed. I saw the lights of the bark, and knew that she was an-

pronching us. All of us, Lupp, Hugnes, Johnson and myself, knew that the bark was coming. I did not receive any or-

ders, however, until half a minute before the collision. Johnson and the officer

worked the wheel for dear life, but the

est I could do did not save us. The bark

pushed her nose into us, and I knew it

was the last of the Walla Walla. It was a bad ending to a very merry New Year

on board, and I guess next time we go out

PENSION PLAN CHANGED.

C. & N. W. Railway Will Retire Men

After 20 Years' Service.

CHICAGO, Jan. 7.-President Hughitt

has issued an order affecting pensions of

25,000 employes of the Chicago & Nort.

western Railway. The order is contained

in a circular, which states that the pen-sion plan now in vogue on that road will

be changed so that any employe who has

been in the service of the company for by years may be retired on a pension.

Heretofore 30 years' connection with the corporation was required to receive the

Christmas Customs in Porto Rico.

SAN JUAN, Porto Rico, Wednesday, Jan. 1.—Many of the children of Porto Rico were treated to a Christmas

tree this season for the first time in

their lives. Until this season Santa Claus was unknown to the Porto Rican youth.

The real Christmas comes 12 days late in Porto Rico. January 6 is Three Kings day, and the Three Kings take the place

of Santa Claus here.

Instead of having a Christmas tree, or of hanging their stockings in the fire-

benefit of the pension arrangement.

much. I, myself, never drink."

of us will not celebrate half so

and Officer Lupp and Third Officer thes. Johnson was the stationman,

Third Officer Hughes,

was fixed at \$1000.

Each was released in \$200 bail un-

JOHN ECKHARD. Injured: A. C. Lawes, fatally; Harry Baird, ribs broken; Louis Phillips, hand self to be the regularly chosen nominee Justice Scott, of the Supreme Court, de-

The men were known as the powde gang. They were loading holes with powder under direction of Lawes, the foreman. Phillips was assisted by Baird didate, thereupon withdrew. Lindinger withdrew too late to have his name stricken from the official ballot. in tamping holes on one side of the tunnel, and Wheeler and Eckhard were tamp-ing holes on the other side. Lawes was The canvass was a bitter one as re-gards Democratic factions. Charges of the free use of money were frequent, and standing back about six feet, giving directions, when the explosion occurred. The cause has not yet been positively last night Superintendent of Elections McCullagh announced that he had disdetermined but it is thought the accident was caused by the tamping of a

Santa Claus, and in some of the scho

who had never before imagined such a

thing. Christmas trees, imported from the United States especially for the oc-casion, with tinsel and lighted candles

and laden with candy and cake, were a revelation to the children.

A MINE CAVE-IN.

Lives of Many Miners Thought to Be

Lost.

NEGAUNEE, Mich., Jan. 7 .- The m

distressing accident occurring in this country for years, occurred at the Ne-

gaunce mine today noon, when, by a cave-

in, the lives of 13 to 17 miners are thought

to have been lost. The cave-in was at the bottom of the old shaft. Had it occurred

an hour sooner about 150 men would have been killed. The names of the dead so

JACOB HUNLALIA, married.

Thus far but one body has been taken

drifting has resulted from surplus water and quicksands. It was at this mine that

a statement for publication as to the

Premature Powder Explosion.

IDAHO SPRINGS, Colo., Jan. 7 .- As a

result of a premature explosion of powder blasts in the Newhouse tunnel, two men

are dead, another is fatally injured, and

wo others are in a serious condition. The dead are: ERNEST WHEELER.

far as known are: WILLIAM WILLIAMS, married,

JOHN SULLIVAN, single.

JOHN PEARCE, married,

JOHN PASCOE, single,

abandoned.

underground.

Hend-End Collision.

During the day the McCuliagh deputies made a score of arrests, among them those of ex-Alderman Joseph Welling ROANOKE, Va., Jan. 7 .- In a head-end collision on the Kenova division of the Norfolk & Western Railroad at Alnwyck, W. Va., at 7 o'clock this morning, Hugh Smith, an express messenger and baggagemaster of this city, and Fingman John Turner, of Bluefield, W. Va., were killed instantly and Engineer Bailey received was also arrested on the charge that he had permitted four men to vote in the names of two registered voters. His ball injuries from which he died later in the A passenger train, east bound, colwith an extra west-bound freig train in a dense fog, the passenger en-gineer having failed to see the flagman sent ahead for the freight train to give warning of the impending danger. The express car and the combination express and baggage car caught fire and were destroyed. None of the passengers were injured.

SUSPENDED FROM TRACKS. National Association Decides Pro-

tests Relative to Boston Race. NEW YORK, Jan. 7 .- A special meetng of the National Association board of control was held here today. The protests relative to the six-day race, which was ompleted at Boston last Saturday even ing, were decided as follows: Conduct detrimental to the sport, in in

citing a riot at Park-Square Garden, Bos shifts all responsibility for the disaster to the two officers, whom he says were on the bridge, Second Officer Lupp and ton, January 4-Floyd A. McFarland, of San Jose, Cal., is hereby suspended from all connection with cycle racing until June 1, 1962; said McFarland is given the privilege of applying at the annual meeting of the N. C. A., to have his suspen-sion changed to a fine. For a like offense at the same place and date. Howard B. Freeman, of Portland, Or., is fined \$6, or has the option of accepting a suspension until June 1, 1902. It having been established that Jean

Gougoltz fouled McLean in the finishing mile of the Park-Square Garden race, the McLean-Butler team is placed fifth and the Gougoltz-Simar team sixth.

Races at Oakland. OAKLAND, Cal., Jan. 7 .- Results:

Five and a haif furlongs, selling-Royal Rogue won, King Herald second, Sir Claude third; time, 1:08. Seven furlongs, selling-M, L. Roths-child won, Bob Palmer second, Marineuse third; time, 1:284. Six furlongs, selling—Halnauit won, Jacquiminot second, Commissioner Fors-

ter third; time, 1:14. Five furiongs, Cyclone handicap-Josle G. won, Sister Jeanie second, Tower of Candles third; time, 1:00%. One mile and 100 yards—Grand Sachen

won, Colonel Ballantyne second, Invictu third; time, 1c47. One mile, selling-Kitty Kelly won, Horton second, Sweet Tooth third; time

Tommy Ryan Will Fight. KANSAS CITY, Mo., Jan. 7. — Tommy Ryan, who claims the middle-weight championship of the world, said tonight concerning the challenge to him issued by Jack Hanley; manager of Rube Ferns, at

York today: will make a match with Ferns with in 24 hours, if he will put up his forfest with George Siler, L. M. Houseman, or any reliable newspaper man."

LONDON, Jan. 7.—The Atlantic Trans-port Line steamer Minnehaha arrived today, having on board William C. Whit ney's Derby candidate Nasturtium and his Peg Woffington colt. They were treated throughout the voyage like saloon passen-gers, and are in splendid condition. The

forses will be taken on a special train

to New Market.

Whitney's Horses in England.

Agreed Upon the Protocol. BUENOS AYRES Jan. 7 .- The Govern nents of Argentina and Chile, having come to an agreement as to the wording place, the youngsters here on the eye of January 6 put a box filled with grass and their shoes out on the balconies or on the window sills. The three wise of the clauses in the protocol referring to the policing of Ultima Esperanza, Argentina's rights in the matter being safe on the window sills. The three wise men, who are traveling through the country proclaiming the birth of the infant British Commission.

RICH CINNABAR STRIKE elected: night, when the following officers were

Christ, stop at each box, and, if the lit-tie boy or girl is good, the three mules which the wise men are riding eat the grass and leave a toy or a bit of "dulce." In the schools, on the last day before Christmas, the teachers told the story of Santa Clays, and in some of the schools MEADOWS DISTRICT, IN JOSEPHINE Santa appeared in person, much to the delight and astonishment of the children, COUNTY, THE SCENE.

> Returns Prove the Ledge to Be Best Yet Discovered on the Pacific Coast.

GRANT'S PASS, Jan. 7 .- William Mayfield, the discoverer of the rich and noted Mayfield cinnabar claim in the Meadows district, has made another rich strike in the same vicinity. At a depth of 10 feet on the Hydrargyram, he has uncovered a body of cinnabar that is pronounced even richer than that of the Mayfield. The ledge struck has a width of several feet and carries 30 per cent values in mercury. The returns prove it to be the richest body of cinnabar yet

iscovered on the Coast. The Hydrargyram adjoins the Mayfield and the Mercury, both of which are rich cinnabar claims. It is supposed that the same vein or ledge leads through all. For the purpose of ascertaining this, a tunnel is being driven from the Mayfield to connect with the other two claims, with the ultimate end in view of a consolidation. The Mayfield is the property of the Rogue River Quicksliver Mining out, that of Hunialia and one man was rescued alive. It is thought the other hodies cannot be reached within 24 hours. Company, which is preparing to work its property on a large scale.

ı	The miner rescued is Dominico Basso, an Italian. Basso describes the disaster in	Oregon Mining Stock Exchange.
	the mine as follows: "We were seated around the pump at the bottom of the shaft, when, without any warning, thousands of tons of ore came down. I remembered no more until I heard the seund of picks and shovels in the hands of the rescuers and their shouts. I was in total darkness, and my feelings cannot be described. What seemed ages to me was but minutes. When rescuers found me I was 75 feet from the place where I was sitting and found myself in a drift. How I got there is a mystery, but can only be accounted for by the concussion of the wind." The Negaunce mine is one of the most unlucky properties in the Lake Superior district. Much trouble in sinking and	Yesterday's quotations: Bid. Asked.

SPOKANE, Jan. 7.-The closing quotations of nining stocks today were:

\$1,000,000 was recently expended to sink a shaft to the ledge.

The lower end of the shaft is so badly Bid. Ask. Amer. Boy 445 554 Morrison 352 385
Blacktail 1052 115 Prin. Maud 3 4
Butte & Bos. 55 154 Quille 2854 255
Crystai 7 Ramb. Car. 6955 71
Deer Trail 286 255 Republic 578 455
Gold Ledge 115 2 Reservation 2 28
L. P. Surp. 558 6 Sullivan 8 1054
L. Dreytus 255 385 Tom Thumb 1855 21
Morn. Glory 136 285 Trade Dollar. 458 6
Morn. Glory 136 255 twisted that the cage will not operate within 100 feet of where the men are en-tombed. If the workmen are not rescued within the next 10 or 12 hours all hope of getting them out alive will be The officials would not make dition of the mine or the number of men SAN FRANCISCO, Jan. 7 .- The official clos

ing quotations for mining stocks today were

14 Ophir 13 Overman 28 Potosi hallenge Con... Chollar B Seg Beicher Confidence GS Sterra Nevada Con. Cal. & Va. 1 65 Stiver Hill ... Crown Point II Standard ... Gould & Curry 7 Union Con. ... Hale & Norcross 26 Utah Con. ... Justice 6 Yellow Jacket Mexican 40 NEW YORK, Jan. 7 .- Closing quotations

Adams Con \$0 20 Little Chief ... Altre 40 Ontario Breece 75 Phoenix ... Brunswick Con. 10 Potosi Connetock Tunnel 5 Savage ... Con. Cal. & Vo. 1 00 Sierra Nevada ... Deadwood Terra 50 Smail Hopes ... Horn Silver ... 1 50 Standard ... Iron Silver ... 00 dams Con\$0 20 Little Chief\$0 1 BOSTON, Jan. 7 .- Closing quotations Adventure\$10 75 Parrot\$29

3 60 Quincy
70 87 Santa Fe Copper
36 50 Tamarank
24 00 Tri-Mountain
6 00 Trinity
12 T5 United States
55 50 Utah
96 30 Winoma
21 00 Wolverine
30 00 Baltic Bingham Calumet & Hec. Centennial Copper Hange Dominion Coal

University Oratorical Association. FOREST GROVE, Jan. 7.-The Local Oratorical Association of Pacific University held its annual meeting after chapel ity and shortness of breath, this morning. The election of officers was the order of the meeting. C. H. Williams. '04, was re-elected president, and H. B. sooner or later may cause real organic Mills, '03, secretary and treasurer. L. D. beart trouble and, in fact, frequently does Gibson was chosen as Pacific University's delegate to meet with the state officers when the judges for the state oratorical contest shall be chosen. Victor Emmel, '03; H. B. Millis, '02, and W. A. Dimick were appointed on a committee to confer with the faculty in she choosing of judges for the local contest. It was decided to assimilation of the food. confine the local contest to select Pacific. This can be done by the University's representative in the intercollegiate oratorical contest with the Tibbals prize speaking, William H. Tib-bals, of Salt Lake City, is the founder of the Tibbals prizes for excellence in oratory, and since 1899, when the prizes were announced, the annual contest has been one of the features of the year, Rev. Cephas Clapp addressed the stu-

Newberg Bank Elects Officers. NEWBERG, Jan. 7 .- At the anual meeting of the stockholders of the Bank of Newberg, held vesterday, officers were elected as follows: President, B. C. Miles; vice-president, N. E. Britt; cashier, J. C. Colcord: directors-E. H. Woodward, J. H. Douglas, Jr., and Charles K. Spaulding.

dents at chapel this morning.

Council Elects City Officers.

VANCOUVER, Wash., Jan. 7.-Vancouver municipal affairs are now in the hands a special meeting of the Council for to- ada and Great Britain.

elected: City Marshal, George Norton; Police City Marshal, George Norton; Police, A. Bateman and John Secrist; Chief of the Fire Department, Thomas Corils; driver of the fire engine, Henry Burgy

Outling for National Guard. SEATTLE, Jan. 7.-Plans are in contem-plation by the officers of the National Guard of the State of Washington for an elaborate outing at the time of the state encampment in June of the present year, These plans even go so far 2s to contem-plate taking the entire First Regiment of the Guard to San Francisco and hold an encampment of 20 days on the Presidio reserve there. While these plans are not as yet complete, they have gone so far that the permission of the United States Government for the use of the reserve for the purpose intended has been obtained. Adjutant-General Drain will soon take up the matter with Governor McBri

Quarantinable Disease Prevails. SALEM, Or., Jan. 7.—The quarterly re-port of Health Officer Mangus, of Marsh-field, shows that a quarantinable disease believed to be smallpox prevails at that port. It is stated that there is much dif-ference of opinion as to the identity of the disease, but physicians generally call it smallpox. Out of 256 cases there has been only one death, and many cases received no medical attention whatever. As a rule some of the symptoms of smallpox 'are lacking, but in some cases unquestion-able evidence is present that the disease is

genuine smallpox.

Will of George M. Pullman. REDWOOD CITY, Cal., Jan. 7.—The will of the late George M. Pullman has been admitted to probate here. The petition to the court stated that the extate was valued at \$560,000, but the evi-\$2000. Mrs. Pullman will go East in a few days with the body of her husband.

Heart Disease

Ninety Per Cent of It Really Caused From Poor Digestion.

Real organic heart trouble is incurable. out scarcely one case in a hundred is or-The action of the heart and stomach are

both controlled by the same great nerves,



the sympathetic and pneumogastric, and when the stomach fails to properly digest the food and it lies in the stomach fermenting, gases are formed which distend and lungs, causing palpitation, irregular

Furthermore, poor digestion makes the blood thin and watery, and deficient in red corpuscies, and this further irritates

and weakens the heart. The most sensible thing to do for heart trouble is to insure the digestion and This can be done by the regular use af-ter meals of some safe, pleasant and ef-

fective digestive preparation, like Stuart's Dyspepsia Tablets, which may be found at most drug stores, and which contain the necessary digestive elements in a pleas-ant, convenient form, Thousands of people keep well and vig-

orous by keeping their digestion perfect by observing the rule of taking one or two of those tablets after each meal, or at least after each hearty meal. Stuart's Dyspepsia Tablets contain U. S. P. pepsin, diastase from malt and oth er natural digestives which act only on the food, digesting it perfectly and preventing acidity, gases and the many dis-

When Stuart's Dyspepsia Tablets are used you may know you are not taking into the system any strong medicine or powerful drug, but simply the natural direstive elements which every weak stom-

essed conditions which accompany a weak

So widely known and popular have these of the new City Council, which took tablets become that they are now sold by charge last night. Mayor Eastham called every druggist in the United States, Can-

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming

a mother should be a source of joy to all, but the suffering and danger incident to the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the

serious accidents so common to the critical Friend. "It is worth its weight in gold," says many who have used it. \$1.00 per bottle at drug stores. bottle at drug stores. Book containing valuable information of interest to all women, will

be sent to any address free upon application to BRADFIELD REGULATOR CO., Atlanta, Ga.

6 Herove Laxative Bromo-Quinine Tablets
the remody that cures a cold in one days. This signisture is on every box of the genuine

IN A WORLD WHERE "CLEANLINESS IS NEXT TO GODLINESS" NO PRAISE IS TOO GREAT FOR

SAPOLIO



For sale by S. G. SKIDMORE & CO., Portland, Or.