# ORDERED TO THE BAY CITY

### DECLINE IN FREIGHTS IS CHANGING DESTINATION OF SHIPS.

**Reinbek Makes a Fast Run Across the Pacific—Big Movement in Shipping at the Mouth of the River.**

For the first time in many years a grain ship has been ordered from the Columbia to San Francisco. The French bark Ernest le Gouve, which is now due at this port from Madagascar, will receive orders off the mouth of the river instructing her to proceed to San Francisco to load wheat. She was chartered a few days ago, her owners finding no demand for her at this port. The La Fontaine, another French vessel, now headed in this direction, will also receive orders to go to San Francisco. In this port freights have dropped to 30 shillings, and may go lower, as the exporters refuse to take hold of ships at any price so long as wheat is so firmly held.

The Charles Gounod arrived up from Astoria yesterday, but has been unable to secure a charter. The freight market has also declined in San Francisco since the Le Gouve was chartered, there now being half a dozen large ships on the disengaged list in the Bay City. These, with four at Portland and one on Puget Sound, make about 25,000 tons net register which is seeking cargoes.

### PILOT COMMISSIONERS MEET.

**Appointments Are Postponed by the Opposition of "Interested Parties."**

ASTORIA, Or., Jan. 10.—The Oregon Board of Pilot Commissioners held a meeting of several hours' duration yesterday afternoon, but no agreement was reached. Commissioner Farrell was in favor of issuing branches to one or more pilots, stating that shipping interests of Portland demanded an increase in the number of pilots. Commissioners Foard and Tallant contended that the pilot service was now as good as it could be made, and that the delays to shipping had been occasioned wholly by the severe storms, the continued rough condition of the bar, and also the poor tugboat service. After arguing for several hours, the meeting was adjourned until next Tuesday. From information gleaned this evening it is thought that at least one new pilot will be created on Tuesday. The only applications now before the board are those of Captain R. E. Howes and Ludvig Larson, but there is considerable opposition to each of them by interested parties. Captain Charles Richardson, of the Columbine, had an application in, but withdrew it. There appears to be no opposition to him, and the indications are that if he renews his application before Tuesday, he will be appointed.

**The Nelson Libel Suit.**

The taking of depositions in the intervening libel suit of the tugs Tatoosh and Wallula against the British ship Nelson is still in progress. Only the testimony of the captains and crew of the tugs is being taken. So far no new facts in the case have been developed, other than published at the time of the accident.

**To Inspect Henriette.**

A board of Consular experts is expected to arrive here tomorrow from Portland to make an inspection of the sunken French bark Henriette. The decision of this board will be final as to what disposition will be made of the vessel.

**Tug Vosburg Inspected.**

The ocean-going tug George R. Vosburg was inspected today by Inspectors Edwards and Fuller.

### ANOTHER ANTWERP LINER.

**Balfour, Guthrie & Co. Have the British Ship Holyrood on Berth.**

The British ship Holyrood has been added to Balfour, Guthrie & Co.'s regular line of sailing vessels between this port and Antwerp. The Holyrood will follow the Cypromene, now on berth and about ready to sail. This route is kept pretty well covered by Balfour, Guthrie & Co. The Eugenie Fautril, which left the river yesterday, brought out a cargo from Antwerp, and the Earl Cadogan is due the latter part of the month, with a mixed cargo from the same port. The Cypromene will sail about the 15th inst., and as she is a very fast vessel, she will probably reach port early in June. The Holyrood, which follows her, is a well-known vessel in this port, and has previously turned out some fine cargoes. Two European cargo ships are now due at this port—the Barmbek, from Hamburg, and the Vendee, from Newcastle, England.

### BIG DAY'S WORK.

**Twelve Vessels of Nearly 25,000 Tons Register Sailed Yesterday.**

Considering the few pilots in service at Astoria, a very fair clean-up was made of the delayed fleet of ships which has been held up for the past two or three weeks between Astoria and the sea. An even dozen vessels crossed out, the steamer Elmore, for Tillamook, leading the procession, followed in the order named by the steamship Coquille River, German ship Emelie, British ship Riverside, British steamships Knight Companion, Strathgyle and Argyll, schooner Volant, barkentine Encore, French barks Eugenie Fautril, Jean Bart and Duguesclin. There were three arrivals—the steamer Elder and barkentine Chehalis, from San Francisco, and the German bark Reinbek, from Yokohama. The total net register of this big fleet was nearly 25,000 tons, and the cargoes of the outward fleet were valued at nearly $1,000,000.

### OFFICERS WERE GENTLEMEN.

**Survivor of the Walla Walla Denies That They Were Drunk.**

SEATTLE, Jan. 10.—Jacob Miller, the well-known real estate man of this city, who, with his wife, was among the survivors of the wrecked Walla Walla, denied in the most emphatic terms today that he had said anything to the reporters which could warrant the charges of drunkenness attributed to him by telegraphic dispatches against the officers of the ill-fated ship.

"On the contrary," explained Mr. Miller, "the officers were gentlemen in every sense of the word, and acted as such at all times under my observation."

Mr. Miller was most indignant at the unwarranted stories printed to the effect that he had charged the officers and crew of the vessel with having been drunk. Furthermore, he says, without exception the officers acted in a noble and chivalrous spirit throughout the entire time of the wreck, and subsequently.

### THE TRANSPORT BUSINESS.

**Report That Hill Will Secure It for Seattle.**

SAN FRANCISCO, Jan. 10.—The Bulletin this evening announces that J. J. Hill appears to have stolen a march upon the Harriman syndicate and placed himself and his associates of the Pacific Coast Company, which owns the stock of the Pacific Coast Steamship Company, in a position to gobble up a large share of the Pacific transport service in the event of the Government abandoning the special service and relying upon private enterprise. If Hill's corporations get the transport business, says the Bulletin, it is not unlikely that the Great Northern men will make Seattle their American terminal, and in that event San Francisco would lose the profit it now derives from this source.

### REINBEK MADE A RATTLING RUN.

**Big Four-Master Crosses the Pacific in Twenty-five Days.**

The fastest trans-Pacific passage of the season for a sailer was completed last evening, when the big four-masted German bark Reinbek arrived in from Yokohama. The big vessel made the run across in 25 days. This time has been beaten by one or two vessels in the past, but 25-day trips are sufficiently rare to be worthy of special mention. The Henriette, which arrived a few weeks ago, was 26 days on the passage, although her enterprising skipper asserted that he made Tillamook lighthouse on the 17th day after leaving Japan. However, it is an invariable rule for skippers who make fast passages to see the land 300 or 400 miles before they get within speaking distance of it.

The Reinbek is, with one exception, the largest sailing vessel that has come to Portland this season. She is 2768 tons net register, and will carry nearly 4500 tons of wheat.

### WALLA WALLA INQUIRY.

**Lookout Testified That He Saw Lights on the Max.**

SAN FRANCISCO, Jan. 10.—Testimony was given today as to the circumstances of the wreck of the ill-fated Walla Walla which promised to be of sensational importance, but it was so modified subsequently as to be of little value. The ship's carpenter of the French bark Max asserted that just as the two vessels came together he saw the lookout of the Walla Walla asleep on the forecastle, and saw him start as he was awakened by the crash of the collision. Upon interrogation, however, he admitted that he only saw a shadow of a man, and could not swear positively that he was asleep.

Members of the crew of the Max testified that the bark's lights were burning brightly.

Captain Robert Benoist, of the Max, was recalled to the stand, to supplement the testimony he gave yesterday.

"My sailors and myself were ready to give any assistance if needed," said Captain Benoist. "I caused lights to be flashed to let the steamer know exactly where we were. If I had known the steamer was sinking I would have lowered my lifeboats, but I felt certain the steamer had gone on her way, and that she had received no very serious damage. I did not know the steamer was hurt. I was on the starboard side of the Max aft, and I did not see the gap in the steamer's side."

This terminated the testimony of the officers and crew of the Max, and Captain A. L. Hall, of the Walla Walla, was called to the stand.

"I told Mr. Hughes to keep a very sharp lookout," said Captain Hall, "and told him to look out for schooners bound in for Humboldt. At this time the steamer was making heavy smoke. The wind was carrying the smoke about two points off the port bow."

During the afternoon session Captain Hall resumed the relation of his version of the accident. He insisted that upon emerging from his cabin after the collision he saw the Max drawing away from his vessel, but did not see her lights, as he must have done had she burned any.

He was followed by Second Officer Frederick Lupp, who was recalled for the purpose of submitting a written statement of his version of the story, which was to the effect that his watch ended at 4 o'clock, at which time he turned the Walla Walla over to the third officer and went to the charthouse to prepare his log. While so engaged he heard the command, "Hard aport," and, looking out, saw the Max's flare light just as the vessels struck.

Ephraim Johnson swore that he saw a white light on the port bow and notified the officer on the bridge of that fact, but received no answer. He also saw a green light shortly afterward, which he reported, but again without response until too late to avoid the collision. He did not make out the Max until the vessels came together.

Captain Bolles asked Johnson:

"How long was it between the time you saw the white and reported the green light?"

"Some little time."

"Where was the third mate?"

"In the charthouse. When I saw the green light I called out as loudly as I could. I thought it was pretty close. I continued to see the green light until she struck. I saw no red light."

"Now I want to know," said Captain Bolles, "how many minutes after you saw the green light did the vessel collide."

Johnson admitted that about five minutes had passed. "Are you sure you reported the green light to the mate?"

"I sang out to him as loudly as I could."

"Did you call more than once?"

"No, sir."

"Did you get an answer?"

"I got a yell."

Then Captain Bolles turned to the witness, and, in an angry tone, said:

"If you went off to report the white light, why didn't you go to the bridge the second time and report the green one? You, as a seaman, ought to know it was more dangerous."

"Well, I sang out," doggedly replied the witness. "I thought I did my duty."

"Well, you're not sure he heard you."

"No, I am not exactly sure."

Joseph W. Ettershank, a 19-year-old boy, who was quartermaster on the Walla Walla, and in charge of the wheel at the time of the disaster, said he had been at sea one year, and of that time had been quartermaster for seven months. His testimony developed the fact that he had been given orders to "hard aport," and he had obeyed them.

J. Albert Reed, first assistant engineer, was unable to attend, and his affidavit was read. According to his statement, the collision occurred at 4:15 o'clock. This is in direct contradiction of the time given by the officers of the Walla Walla. The latter claimed that the clock in the engine-room was 15 minutes fast. Reed swears he set his clock by the time-ball at the ferry depot.

Further testimony will be heard tomorrow.

**Captain Hall to Command the Queen.**

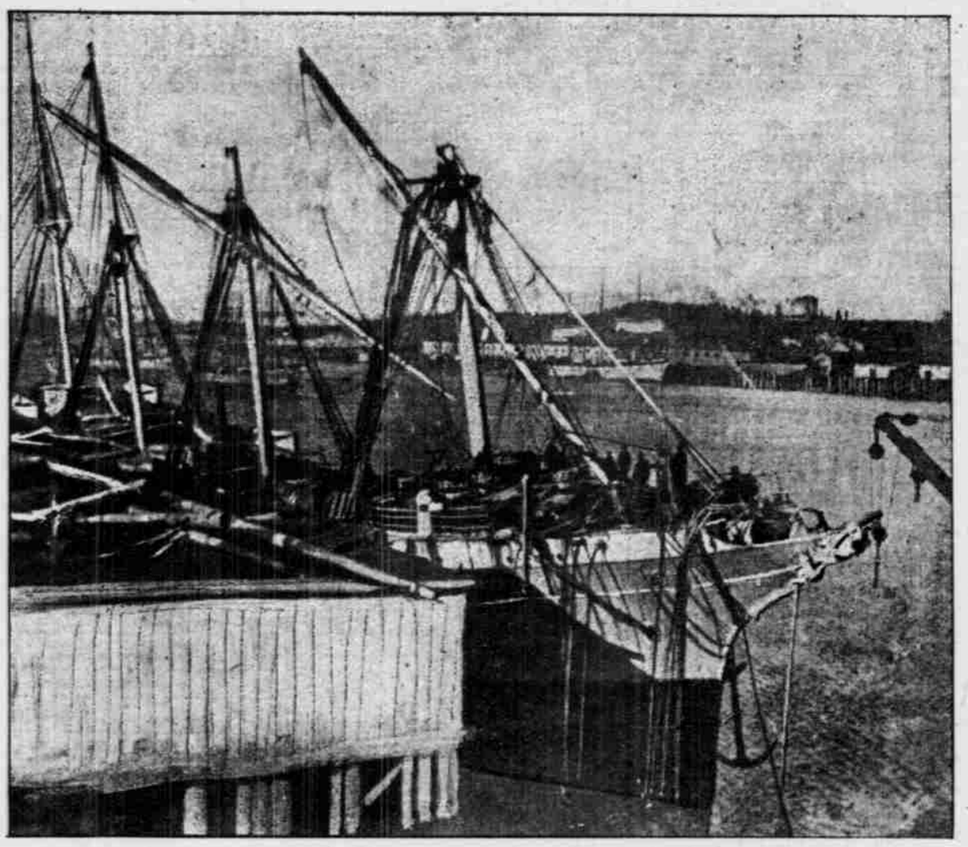
SAN FRANCISCO, Jan. 10.—Captain Andrew L. Hall, of the steamer Walla Walla, has been appointed to command the steamer Queen. The Queen has been selected to take the place of the Walla Walla on the Puget Sound route.

### FOR THE SOUTH SEAS.

**Schooner Winchester Clears With Oregon Cargo for Apia, Samoa.**

The schooner Winchester was cleared yesterday for Apia, Samoa, with a cargo of building material to be used in the construction of a hospital at Apia. She was dispatched by Henry Mett and carries upwards of 100,000 feet of lumber, which has been cut up in shape for use as soon as it reaches its destination. Included in the cargo are 3000 bricks, 49 packages of iron ware, six ventilators, two barrels of paint, one box of brushes, 21 kegs of nails, three boxes of hardware, 12 bundles of sash weights, 159 packages of sash, doors and moldings, 6831 pieces of boards and planks, 1606 pieces of timber and joist, 30 pieces of redwood and 220 timbers and a lot of miscellaneous bric-a-brac. The schooner will leave down this morning and will cross out as soon as possible. This is said to be the first cargo to leave Portland for Samoa.

## FRENCH BARK ASIE AGAIN ON EVEN KEEL AT DAVIDGE'S DOCK.



After nearly 10 days' hard work with a big gang of men, Robert Lollier yesterday succeeded in getting the French bark Asie back on an even keel. She still has a slight list toward the dock, but with so much of her rigging cut away she is no longer top heavy, and will stand up against any kind of a blow. With masses of tangled gear piled around her decks and her broken stumps of masts each bearing a broken yard, the erstwhile trim-looking French clipper now presents a woebegone appearance. Captain Metcalfe, who has been looking over the wreck in the interest of the underwriters, returned to San Francisco last evening, and as soon as his report is received by them some action will be taken towards repairing the vessel. San Francisco, Seattle and Victoria firms will make bids on the work, and the competition promises to be keen.

### VICTORIA MARINE NEWS.

**Collier Wellington Will Search for British Survivors.**

VICTORIA, B. C., Jan. 10.—The collier Wellington, which recently arrived at Ladysmith to load coal for San Francisco, has been ordered to take her cargo to Juneau to replace that lost on the collier Bristol. On her way north the Wellington will stop at the scene of the disaster and make a search of the shore, some still holding out hopes for those of the crew of the lost collier who are missing. At any rate the bodies may be found. The bark Santa Clara, which went on Trial Island during the storm of Christmas night, was floated this morning, after having been lightered. She floated without any artificial aid.

Sergeant Murray, of the provincial police, left tonight for the West Coast, having in charge Ole Carlsen, the alleged whiskey seller and opium smuggler, who was captured after the wreck of his sloop, in which he was taking a trunk full of opium to the Sound. He will be taken to each point at which it is believed he has been selling liquor and tried on the charge, so that if convicted his sentence will be a long one.

In a letter to his son in this city, Mr. Daykin, the lighthouse keeper at Carmanah Point, says the schooner sighted off Bonilla Point bottom up was of about 400 tons. In a letter to the press he says:

"At 3 P. M. (7th) I sighted a vessel bottom up off Bonilla Point. I immediately sent my boys up to see if she could be identified, but so far nothing has come ashore. She held in one position, either by her anchors or broken masts, until 2 A. M., when she blew up. I think she blew her stern out, as it was out of water about 10 feet, and her bow well under. She then sank and lies a short distance east of where the Puritan was lost."

### THE BRISTOL'S VICTIMS.

**Missing Men From the Steamer May Reach Tongas Harbor.**

VANCOUVER, B. C., Jan. 10.—While there is no definite assurance that Captain McIntyre and six members of the crew of the collier Bristol were drowned Friday morning last, after the steamer had piled on the rocky shore of Green Island, there remains hope that they have escaped death. It is considered very possible among many marine men in this city that if Captain McIntyre succeeded in launching his boat and got away from the Bristol he would have managed to keep the boat in such trim as to live out the gale. Should such have been the case it is considered likely that he may have been driven north by the gale to Tongas harbor, which lies just to the east of Cape Fox.

Owing to the fury of the gale Captain McIntyre and his men would have to wait for calm weather before venturing down the coast to Port Simpson, that is, of course, provided their boat lived through the fatal night. If the captain and crew reached Tongas harbor it might have been several days before they could manage to get away, as once the swell sets in thereabouts it takes its time in calming down.

**Hesper in Distress.**

HONOLULU, Jan. 4, via San Francisco, Jan. 10.—The bark Hesper has arrived here in distress, and is now discharging her cargo. She was bound for Freemantle, Australia, from Victoria, and encountered very rough weather, and was found leaking badly shortly before Christmas day. On Christmas the crew refused to work except toward the nearest port, which was Honolulu, claiming that they were exhausted from constant toil at the pumps.

**Steamer at Tillamook.**

TILLAMOOK, Or., Jan. 9.—The steam lumber schooner Luella arrived today to load lumber at the Truckee Lumber Company's sawmill, in Tillamook Bay.

**Domestic and Foreign Ports.**

ASTORIA, Jan. 10.—Arrived at 8:30 A. M. and left up at 10:30 P. M.—Steamer Geo. W. Elder, for San Francisco. Sailed at 8 A. M.—Steamer Elmore, for Tillamook. Sailed at 11 A. M.—German ship Emelie, for Queenstown for orders; steamer Coquille River, for San Francisco. Sailed at 12 noon—British ship Riverside, for Queenstown for orders; British steamships Knight Companion and Strathgyle, for Hong Kong and way ports; British steamship Argyll, for St. Vincent for orders. Arrived down at 1 P. M.—British bark Falklandbank. Sailed at 1 P. M.—Schooner Volant; barkentine Encore, for San Francisco. Sailed at 1:40—French bark Eugene Fautril; French bark Jean Bart; at 2:40 P. M., French bark Duguesclin, all for Queenstown for orders. Arrived at 7 P. M.—Barkentine Chehalis, from San Francisco, for Knappton; German bark Reinbek, from Yokohama. Condition of the bar at 5 P. M., smooth; wind east; weather clear.

Tacoma, Jan. 10.—Arrived—British bark Calthness-shire, from San Diego; British ship Elginshire, from Seattle; American steamship Umatilla, from San Francisco; British steamer Selkirk, from Vancouver; British steamer Oscar, from Ladysmith. Sailed—American steamer City of Topeka, for Seattle.

San Francisco, Jan. 10.—Arrived—Steamer Santa Ana, from Seattle; steamer Titania, from Nanaimo; steamer Asuncion, from Tacoma; steamer Arcata, from Coos Bay. Sailed—Steamer Nicaria, for Tacoma; steamer Melville Dollar, for Gray's Harbor; steamer Ruth, of Portland.

Sagres.—Passed January 9—Yang Tse, from Seattle for Hiogo, via Naples, for London and Antwerp.

Hull.—Arrived January 9—Glenogle, from Tacoma, via Quimbo and St. Vincent.

St. Vincent, Jan. 10.—Arrived previously—Aristea, from Portland, Or.

Sydney, Jan. 10.—Arrived previously—Miowera, from Vancouver, via Honolulu and Brisbane.

Genoa, Jan. 10.—Arrived—Hohenzollern, from New York, via Naples.

Glasgow.—Sailed January 9—Sardinian, for Boston.

Moville, Jan. 10.—Sailed—Anchoria, from Glasgow, for New York; Corinthian, from Liverpool, for St. John, N. B.

Boulogne, Jan. 10.—Sailed—Rotterdam, from Rotterdam, for New York.

**China in League With Boxers.**

NEW YORK, Jan. 10.—Documents now in possession of Columbia University, it is believed, prove that the Chinese Imperial Government was in league with the Boxer uprisings. The documents consist of an original block cut and a copy of a proclamation. The papers are the gift of the Rev. Dr. M. E. Gamewell, who constructed the defenses of the allies at the siege of Pekin.

Some few days after the relief of the beleaguered garrison by the foreign troops Dr. Gamewell secured new quarters for the Methodist Episcopal schools, their own buildings having been destroyed. Two private houses were taken and it was in a table of one of these that a number of circulars were found, together with the plate from which they were printed. The circulars bear the seal of the government used upon imperial documents. The wording of the circular is:

"By Imperial Command. Let the Boxers of (here follows the names of eight towns near Pekin) rise up to united victory."

This, it is supposed, meant the destruction of the foreigners, as shown in the Boxer motto, "Protect the Manchus, destroy the foreigners." The circulars are printed on yellow paper, with black type, excepting the vermilion of the seal or "imperial pencil," as it is known. Red characters, signifying the seal of the Boxers, are stamped on the left hand corner.

**Cheyennes Still Troublesome.**

FORSYTHE, Mont., Jan. 10. — Further word has been received, giving details of the trouble among the Cheyenne Indians at the Lame Deer Agency. It appears that Indian White, after refusing to obey the summons of the Post Agent, opened fire upon the posse sent to arrest him, and shot one of the Indian policemen and then killed himself. Out of respect for her dead brave, the wife and also the daughter committed suicide. This tragedy caused the greatest excitement among the Cheyennes. There is one troop of cavalry at the Lame Deer Agency, and reinforcements have been sent for. There is no direct method of communication with the agency, and information is difficult to obtain. The stage driver who arrived at Forsythe tonight brought word that the Cheyennes were still troublesome and that the braves of the tribe were conducting their war dances.

**Model City at St. Louis Fair.**

NEW YORK, Jan. 10.—Mrs. Charles R. Lamb, of the Municipal Art Society of New York, who has just returned from St. Louis, states that the scheme for a "model city" at the St. Louis Exposition in 1903 has been accepted by the commissioners of the exposition.

# CLAIMS $10,000 ESTATE

### CHRISTINE ENGER SAYS SHE IS SISTER OF HENRY WILSON.

**When He Died Intestate, His Property Escheated to the State by Order of the Court.**

Christine Enger, who alleges that she is a sister of Henry Wilson, deceased, has filed suit in the State Circuit Court against the State of Oregon for possession of his estate, valued at about $10,000. She claims to be the only heir, and her attorneys are Paxton, Beach & Simon.

Some time ago Tobine Wilson, Martin Thompson, Hannah Blackman, Oscar Anderson and Willie Anderson sued S. W. Simmons, the administrator of the estate, for the property, and on November 27, 1901, Judge Cleland decided that they were not the heirs, and ordered the property disposed of and the proceeds placed in the escheat fund. The sale has not yet occurred.

### REGISTER 228 VOTERS.

**Clerks Kept Busy at Courthouse—Opinions on Naturalization.**

The number of electors registered yesterday was 228. The first man registered in the morning was so illiterate that he could not write his own name. A citizen 83 years old was registered, and two 80 years of age each.

The registration officers are preparing affidavits to be signed by persons claiming citizenship by virtue of the citizenship of their father, and also to cover cases of lost naturalization papers. Copies of naturalization papers, however, will be required whenever it is possible for them to be obtained.

Judges Cleland and Sears, when asked by an Oregonian reporter yesterday regarding the authority of the registration officers to compel applicants for registration who claim citizenship by reason of their father's citizenship to prove the citizenship of the father, expressed an informal opinion that this could not be made a prerequisite for registration, and that it is not necessary for such persons to establish the fact that their fathers were citizens. The applicants must simply take an oath that they derive their citizenship in this manner.

### WIVES SEEK DIVORCES.

**Three Suits Filed Against Husbands in Circuit Court.**

Bertha M. Highfield has sued Frank Highfield, to whom she was married in Oregon City in 1894, for a divorce, on the ground of cruel treatment. She alleges that he slapped and choked her, and once took $8 from her, and when she protested against his action he threatened to take her life. Highfield works as a longshoreman, and Mrs. Highfield asks for $40 per month for her support. She also asks to be restored to her maiden name, Holdredge.

Ettie Hatfield has sued Robert A. Hatfield for a divorce on the ground of gross andhabit ual drunkenness. The complaint sets forth that the parties were married in September, 1893, and that her husband, in the Summer of 1895, commenced the use of intoxicating liquors and squandered his earnings. This, Mrs. Hatfield alleges, continued uhtil September, 1898, when he sold all of the furniture, went on a spree and rendered her houseless and homeless. She asks to be restored to her maiden name, Eastley.

Susan M. Keen has sued J. W. Keen for a divorce on account of desertion.

### MRS. J. D. NEW SUES FOR DIVORCE.

**She Charges Her Husband With Cruel and Inhuman Treatment.**

Mrs. May Pearl New yesterday commenced suit in the State Circuit Court against J. Dudley New for a divorce. She also asks permission to resume her maiden name, Simpson. Mrs. New, in her complaint, charges that her husband treated her in a cruel and inhuman manner, abusing and threatening her until she could no longer live with him. She says there is no community property.

J. Dudley New was a popular young man in Portland, and was employed as clerk by the Esberg-Gunst Company. Some months ago he went to San Francisco, and it is reported that he enlisted for service in the Philippines.

Mrs. New was one of the candidates for Queen of the Elks' Street Fair and Carnival. The litigants were married in Vancouver, Wash., February 14, 1900.

### MAKING READY THE GALLOWS.

**Fence Is Being Built to Shut Out the View of the Populace.**

H. P. Emery, the Courthouse carpenter, yesterday began the erection of a high board fence at the Fifth and Salmon streets corner of the Courthouse grounds, in order to form an enclosure within which Wade and Dalton will be hanged. As soon as the fence is constructed which will effectively shut off the view, the gallows will be put up. By beginning thus early, there will be plenty of time to arrange the mechanism of the traps and get them in perfect working order, and also to test ropes and make certain there will be no mishap.

### LET CLAIMANTS FIGHT IT OUT.

**District Attorney Chamberlain's View of the Reward Dispute.**

District Attorney Chamberlain thinks the best way to settle the controversy between King, the waiter, and Mrs. Whitlock, concerning who is entitled to the $500 reward in the Wade and Dalton case, is to deposit the money with the Clerk of the State Circuit Court and let them fight it out. This can be done by filing a suit in equity, and the attorneys respectively for Mrs. Whitlock and King can appear before the court and submit testimony showing who is entitled to the money.

**Articles of Incorporation.**

Incorporation articles of the Portland Spring Bed & Manufacturing Company were filed in the County Clerk's office yesterday by J. D. Kelly, C. H. McIsaac and A. H. Devers. The capital stock is $100,000. The objects announced are to manufacture and sell bed springs and slats, spring beds and furniture, and to purchase and acquire patent rights to bedsprings.

**Suit to Recover $2726.**

R. L. Sabin, as trustee of the estate of Max Barrell, a bankrupt, has commenced suit in the State Circuit Court against M. A. Kleinschmidt and Mayer I. Barrell to recover a balance of $2726 for goods sold.

**Watson in His New Position.**

OLYMPIA, Jan. 10. — J. Howard Watson, the announcement of whose appointment to the position f private secretary to Governor McBride was first made in The Oregonian, arrived from his home in Chelan County yesterday, and at once assumed the duties of the position. Major J. H. Pelletier, who for five years filled the same position under Governor Rogers, has been offered a position in Seattle, which he will accept in a few days.

**Suicide of a Butte Woman.**

BOULDER, Mont., Jan. 10.—Miss Mary Burke, of Butte, committed suicide at the Windsor Hotel. The young woman recently lost both her parents, and this is supposed to have preyed upon her mind.

## HILL BROOK FARM.

**The Owner Comments on Grape-Nuts.**

A farmer with his out-of-door work might have reason to expect more than the average of good health, if he would use proper food and have it well cooked, but many of them, in middle age, suffer torments from dyspepsia, and following that a weakened nervous system.

To show the value of a change in food we quote from a letter written by L. Flagler, owner of Hill Brook farm, Charlottesville, Va.

"I have spent a very considerable amount of money in trying to cure my stomach trouble with medicines, and have changed climate several times. About two years ago I was taken worse. My heart and kidneys gave me much trouble, I could not sleep nights. Was very nervous, thin and discouraged. Finally I changed my food and began taking Grape-Nuts Breakfast Food. This agreed with me, and I thought I could see my way out, so I have stuck to Grape-Nuts for a year and a half and gradually the old troubles have disappeared.

"I have made splendid progress in health and strength, sleep well and can now do a good day's work for a man of 50 years.

"I know that Grape-Nuts caused the change, and although I am now able to use other food as I like, still I stick to Grape-Nuts because I know how it nourished me, and besides, wife and I both like the food.

"She says nothing has helped her nervous system like Grape-Nuts. We buy the food by the case, and are very enthusiastic in regard to it."

It is plain that nervous, worn-out people can be brought back to health by using Grape-Nuts.


TRIAL Is THE TEST

Hunter Baltimore Rye

Has stood the test for years and won wide popularity.

It is Mellow Pure Delicious

ROTHCHILD BROS. Portland, Ore.

DEVERS GOLDEN WEST SPICES

GREATEST STRENGTH FINEST FLAVOR AND ABSOLUTE PURITY GUARANTEED

GLOSSEY & DEVERS PORTLAND, OR.

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KNOW THYSELF!

As set forth in THE GOLD MEDAL PRIZE TREATISE, the best Medical Work of this or any age, for men only, entitled

The Science of Life, or Self-Preservation

Treating on Physiology of Marriage, Premature Decline, Manhood, Nervous and Physical Debility, Errors of Youth, Excesses of Mature Years, Impotency, Atrophy (wasting), Varicocele and All Diseases and Weaknesses of Men from whatever cause arising. 370 pp., with engravings. 125 prescriptions for prevailing diseases, embossed Muslin, full gilt. ONLY $1.00 by mail, sealed. Inferior abridged edition, 25 cents. Get the best. Write for it today. The Key to Health and Happiness. Address The Peabody Medical Institute, No. 4 Bulfinch St. (opposite Revere House, Boston, Mass.), the oldest and best in this country; established in 1860. Author and for more than THIRTY YEARS chief Consulting Physician to the Institute, graduate of Harvard Medical College, class 1864. Consultation by letter or in person, 9 to 9. Sunday 10 to 1. Skill and experience. Expert Treatment.

POSITIVE CURE Know Thyself Manual, a Vade Mecum FREE, sealed, to men only, mentioning this paper, 5 cents postage.

EDITOR'S NOTE For 40 years the Peabody Medical Institute has been a fixed fact, and it will remain so. It is as standard as American Gold.

The Peabody Medical Institute has many imitators, but no equals.—Boston Herald.

HERPICIDE

TO HAVE THICK, LUXURIANT HAIR

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