

BARLEY FOR PORTLAND

STEAMER CHARLES NELSON WILL BRING FULL CARGO. High Prices for Feed in Middle West Cause an Unusual Trade Condition—Portland Arrives Out.

The steamer Charles Nelson will sail from San Francisco for Portland the latter part of the week with a full cargo of over 1000 tons of barley. The steam schooner Lakme will follow her a few days later with about 500 tons of the cereal. This comes about as near to "carrying coals to Newcastle" as anything that has turned up in the commercial line for several years.

The shortage in barley to Europe within the past six months, to be sold in competition with California barley. Now, with the season but little more than half over, barley is coming back into the state by the shortest and most ordinary proceeding is the result of the heavy demand for barley for shipment to the East.

POTALLOCH HOME AGAIN.

Big Four-Master Arrived Out at Queenstown Monday. The British bark Potalloch, the vessel which had a remarkable experience on the beach near Willapa Harbor, is again back in her native land.

The weather-bound and "tug-bound" fleet doubled up a day later, and in the Ledger of the 13th inst., we find the following: The British bark Robert Duncan, 1908 tons, Captain McLean, arrived yesterday afternoon.

NO NEW DEVELOPMENTS.

New Witnesses Throw No Light on Walla Walla Disaster.

SAN FRANCISCO, Jan. 14.—Most of the testimony heard this morning by United States Commissioner Miles and Bulger in the investigation of the Walla Walla disaster, was furnished by members of the crew of the ill-fated steamer, although a few of the witnesses examined were passengers.

STILL WAITING FOR ORDERS.

The British Ship Loch Gair Is Still Afloat Around Outside.

ASTORIA, Or., Jan. 14.—The British ship Loch Gair, which arrived off the mouth of the river some days ago, from Valparaiso, for orders, is still sailing around outside waiting for them to arrive.

PILOT COMMISSIONERS MEET.

Decide to Ask for Conference With Portland Chamber of Commerce.

ASTORIA, Or., Jan. 14.—The Oregon Board of Pilot Commissioners has an adjourned meeting in this city today. The expectation was that at least one new pilot would be appointed, but no action was taken.

Domestic and Foreign Ports.

ASTORIA, Jan. 14.—Arrived in at 8:30 and left up at 11:30 A. M.—Steamer Ruth, from San Francisco. Sailed at 11:30 A. M.—Steamer Winchester, for Astoria, schooner John A., for San Francisco. Arrived down at 1 P. M.—German ship Suisun, from Astoria. Sailed at 2 P. M.—British bark Seestrom, from Queenstown. Left up at 4 P. M.—British ship Blackhawk. Arrived down at 4 P. M.—British ship Wendur, British steamer Palatka, from London. Sailed at 5 P. M.—British ship Torridon. Condition of the bar at 5 P. M., moderate; wind east; weather hazy.

WALLA WALLA RAFT.

Picked Up Off the California Coast by Steamer Melville Dollar.

BERKELEY, Wash., Jan. 14.—The last of the life rafts of the ill-fated Walla Walla was brought into this port today by the steamer Melville Dollar. The raft was picked up the 9th inst., 15 miles southwest of Crescent City, and 75 miles north of the scene of the disaster. On the raft was found a coat, a jacket, two life belts and a felt hat. The pocket of the jacket contained papers showing that the owner was W. J. Shiel, a waiter on the Walla Walla. The coat was of late style and fine melton fabric. There was nothing in the pocket but a card of a Chinatown guide. It is supposed the occupants of the raft, after hours of suffering, grew discouraged and committed suicide by jumping overboard.

NO NEW WRECK.

Vessel Near Lake Bear Is Vesting—West Shore Four Years Ago.

PORT TOWNSEND, Wash., Jan. 14.—The beach south of Cape Flattery is not strewn with wreckage, as reported, according to Captain Tostler, of the United States revenue cutter Grand Conde, who just returned from a cruise down the Straits, and along the coast south of the Cape. He sighted nothing in the way

EXTEND TROLLEY LINE

PORTLAND CITY & OREGON TO BUILD 25 MILES THIS YEAR. Will Reach Garfield, in Clackamas County—2400 Horse-Power at the New Station.

ORIGON CITY, Or., Jan. 14.—The Oregon General Electric Company today completed the purchase of lands extending up the Clackamas lower river from Clatskanie a distance of six miles to its proposed new power station.

TERRIBLE NORTH COAST.

Wheat Ships Off Cape Flattery for Two Weeks Unable to Get In.

The Tacoma papers have had so much to say about the delays to shipping at the mouth of the Columbia River that it is somewhat surprising to find the following in that paper under date of January 11: The Calithness-ships come to Tacoma from San Diego in mid-afternoon. The line passage up the coast and arrived off Flattery last Saturday. No tug was to be seen, and a heavy southeast gale sprang up, driving the vessel within five or 10 miles of land. All day Sunday she was just crawling along, constantly within 10 or 12 miles of land. On Monday the wind shifted in force, coming from the northeast, and drove her in toward the beach. At 10 o'clock Monday night, she was off the Vancouver coast, 96 miles from Flattery, the wind blew from the northwest, accompanied by a heavy sea and the water splashing rapidly. Fearing to be driven ashore, both anchors were let go, but the sea and wind were so high that both chains broke, and the vessel was left to the mercy of the sea.

P. C. & O. Elects Officers.

The annual meeting of the Portland City & Oregon Railway Company was held yesterday at its office, corner of Alder and First streets. Reports were presented and the affairs of the corporation to

INJUNCTION FILED IN THE UNITED STATES CIRCUIT COURT BY THE INTERSTATE COMMERCE COMMISSION AGAINST THE SOUTHERN PACIFIC, UNION PACIFIC RAILWAY COMPANY AND UNION PACIFIC RAILROAD COMPANY.

The injunction was filed in the United States Circuit Court by the Interstate Commerce Commission against the Southern Pacific, Union Pacific Railway Company and Union Pacific Railroad Company. Its successors and others. The suit is what is commonly known as the sugar rate case. It is charged that a rate of 7 cents per 100 pounds for sugar in carload lots was charged for the haul from San Francisco and other Pacific Coast "common points" and over the joint lines through to Kearney, Neb., while at the same time a rate of 5 cents was charged from Kearney to Omaha. The commission holds that such a rate, exceeding by more than 15 cents per 100 pounds the rate contemporaneously charged to Omaha, is unjust and unlawful and seeks to enjoin the defendants from continuing it.

TARIFF REDUCTIONS.

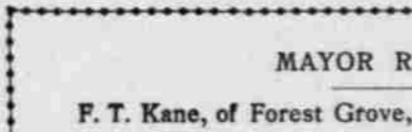
New Rates Announced by the Great Northern and Northern Pacific.

ST. PAUL, Jan. 14.—The tariff reductions on the Great Northern and Northern Pacific will go into effect February 1. The new rate-sheets went to the printer today. The reductions in the wheat rates are from 5 to 15 per cent, affect mainly the "10 classes"; commodity rates on coal, lumber, flour and wheat remain unchanged. Reductions in the wheat rates are postponed until later in the year, as it is President Hill's idea that reductions now would not help the farmers, since most of the wheat has left their hands. The new tariffs have been prepared under

MAYOR RE-ELECTED.

F. T. Kane, of Forest Grove, Will Be His Own Successor.

FOREST GROVE, Jan. 13.—The city election passed off quietly yesterday. The total vote was 224, against 244 last year. The following ticket was elected: Mayor, F. T. Kane; Councilmen, J. T. and J. S. Buxton and A. J. Wirra; Recorder, J. C. Clark; Treasurer, W. B. Hild; Marshal, W. P. Cross.



F. T. Kane, of Forest Grove, Will Be His Own Successor.

Mr. Kane was born on August 27, 1871. He is one of Forest Grove's most reputable representative business men, well qualified for the position to which he has been elected. During the years 1894-5 he was Deputy County Clerk of Washington County. He was the cashier of the Forest Grove Bank, the first bank at this place, from its organization in 1887 to 1890. He is cashier in the bank of ex-Senator E. W. Haines. Mr. Kane is unmarried, and makes his home with his parents, who are Oregon pioneers, and have resided in the city since 1845, and her husband of 1851.

RAILWAY BROTHERHOOD MEETING.

Little Progress Made at the Convention in San Francisco.

SAN FRANCISCO, Jan. 14.—The second day's session of the Convention of the United Brotherhood of Railway Employees was held here today. The committee on the proposed constitution, which was reported yesterday, was still in session. The committee on the proposed constitution, which was reported yesterday, was still in session. The committee on the proposed constitution, which was reported yesterday, was still in session.

THE PARK-AVENUE TUNNEL PROBLEM.

NEW YORK, Jan. 14.—A plan for bettering conditions in the Park-avenue tunnel has been decided upon by President Newman of the New York Central Railroad, the Chicago, Milwaukee & St. Paul, and the Chicago & Northwestern. It is stated, will not make any reduction until the effect of the reduction on competitive lines is noted.

MINNEAPOLIS, Jan. 14.—An order was issued in the Federal Court this afternoon by Judge Lochren, appointing Edward Mabee a special examiner in the case of Peter Power against the Northern Pacific Railroad Company to take and report to the court all testimony adduced by the parties involved. This is taken up to indicate that the Power interests, whatever

MAJOR OF NEWBERG.

N. C. Christensen, Unanimous Choice of All Citizens.

NEWBERG, Jan. 13.—N. C. Christensen was unanimously elected Mayor yesterday. He was the choice of all citizens, and his administration will begin under the most favorable auspices. He is one of Newberg's substantial and progressive business men, and is one of the proprietors of the new Chehalis Valley Flouring Mills. He was born in Wisconsin in the year 1860, and moved with his parents to Iowa in 1887, and thence to Oregon in 1894. He remained on his father's farm in Chehalis Valley until he became of age. He graduated from the Portland Business College in 1888, after which he embarked in the warlike business in Newberg. Mr. Christensen has always been closely identified with the moral interests of Newberg. He is a strong temperance supporter.

DAMAGE TO SANTA CLARA.

VICTORIA, B. C., Jan. 14.—The injuries to the Santa Clara, caused by her going on Trial Island on Christmas night, are more serious than at first thought, and will have to remain on the marine ways for a month at least. Her hull was not punctured, but the timbers were badly damaged.

CASTLE LINE STRANDED.

COWES, Isle of Wight, Jan. 14.—The British steamer Braemar Castle, of the Castle Mail Packet Company, which sailed from Southampton at high tide early this morning on Guernard ledge, Isle of Wight, was stranded on the rocks. Her crew and passengers on board were landed by a tender.

PIONEER EXPANSIONIST

JOHN LEDYARD FIRST SUGGESTED EXPEDITION TO OREGON.

Twenty Years Later President Thomas as Jefferson Sent Lewis and Clark.

PORTLAND, Dec. 26.—(To the Editor.)—A great deal has been written about John Jefferson and Lewis and Clark in connection with the proposed centennial of the first exploring party sent out by our Government, but little has been said about John Ledyard, who was with the northern portion of Europe and Asia, cross over Behring Strait to the American Continent and pursue his route thence down the coast and to the interior. This plan Jefferson approved, and endeavored to aid by securing passports through the countries over which it was necessary for him to travel. In this he succeeded to some extent, but there was much delay in securing the right of way through Russia. This was obtained at length through the intervention of a Russian officer who belonged to the family of the Grand Duke. This officer took a lively interest in Ledyard's affairs, and he is described in the journal as not only "polite and friendly, but a thinking Russian."

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Then Sir Joseph disclosed to him a new scheme, which is here given in the language of Mr. Beaufoy, the secretary of the African Association, then just formed.

SERVED WITH CAPTAIN COOK.

A few months later he gave up the idea of the ministry, and shipped on board a vessel bound for Gibraltar. From there he went to London and made the acquaintance of Captain James Cook, who was preparing for his third and last voyage around the world, and enlisted as a marine, and left England July 12, 1779.

RECEPTION TO THE JUDICIARY.

WASHINGTON, Jan. 14.—The second of the evening levees of the season at the White House, the reception in honor of the new bill. Many people thought the advertisement was a hoax, but were surprised to find that he had kept his word by issuing sheets containing four \$1 notes.

DYNAMITED A BANK.

BUTLER, Ga., Jan. 14.—The Bank of Butler was robbed last night of \$2000 in cash. The money was used to blow open the vault. The burglars escaped.

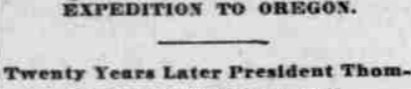
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Five Dollars a Box

The Price Cut No Figure With Him.

"I want to say for the benefit of some poor dyspeptic that Stuart's Dyspepsia Tablets will give comfort and a cure."



STUART'S DYSPEPSIA TABLETS.

As a last resort, and with a view of accomplishing some part of the exploration he had outlined for himself, Ledyard determined to travel by land through the northern portion of Europe and Asia, cross over Behring Strait to the American Continent and pursue his route thence down the coast and to the interior.

Time and space would fall to narrate Ledyard's experiences for the next year or more in pursuit of his long cherished scheme. Suffice to say he encountered hardships and overcame difficulties almost indescribable, and at last was arrested at Irkutsk by order of the Russian Emperor, upon what account is scarcely known, but it probably was the result of jealousy on the part of the Russian Fur Company. After being hurried over a journey of 2000 miles in six weeks, all the time a prisoner, Ledyard found himself on the frontiers of Poland, and he was given to understand that if he was again captured in Russia he would be hanged. This effectively cooled his ardor. With broken health and a lack of funds he was indeed in a pitiful condition. He drew on a benefactor in London, Sir Joseph Banks, for a small sum, and was enabled to reach that city, after an absence of 18 months.

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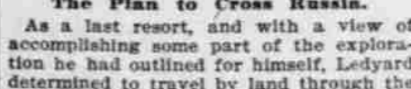
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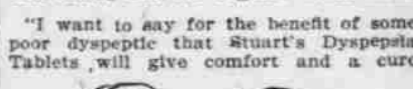
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Killing Two Birds with One Stone.

A man said: "I nearly killed two birds with one stone when I ruined stomach and nerves with coffee. Quit it! Well, I think so. I had rather be well, feel good, eat meals, sleep better and be able to do something in this world than to have all the coffee on earth."

Brainworkers can get on with coffee a while, but the day comes when dyspepsia begins to show its head. Then the stomach when the brain gets tired and has to be pushed. That's the time to look out, for it is a sure forerunner of that terrible

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