THE MORNING OREGONIAN, WEDNESDAY, JANUARY 15, 1902.

found no wreckage, only what has been previously reported from the Mattewan. Captain Toxier further stated that but little wreckage would come ashore on STEAMER CHARLES NELSON WILL BRING FULL CARGO. that beach, as the currents carry every thing further north, and deposit it Coast of Vancouver Island. High Prices for Feed in Middle West The Grant also investigated the vessel Cause an Unnatural Trade Condition-Poltalloch Arrives Out.

The steamer Charles Nelson will sal 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 any-thing that has turned up in the commer-cial line for several years. Portland has shipped about 500,000 hushels of barley to pe 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 shipload. This extraor-dinary proceeding is the result of the heavy demand for bariey for shipment to the East. Oregon, Washington and Idaho have been overrun with Eastern buyers for the past few months, and such enor mous quantities of the cereal have been purchased for shipment East by rail that there is not enough available for the local demand on the Coast. The shortage in corn and attendant high prices through the Middle West have enabled buyers from that section to pay so much more for barley than could be realized on it for export purposes at tidewater on the Pacific Coast, that the foreign shipments from this port have come to a standstill. In California the market has not advanced as rapidly as it has in this port, but it has climbed up about \$4 per ton since the season opened, and is still ad-

BARLEY FOR PORTLAND

vancing. While the cargo of the Nelson ll be an unusual one, it is not the first of this nature to come to Portland. The steamer Alliance, now in the coasting trade, came to Portland on her malder trip in 1897 bringing 300 tons of barley from San Francisco to Balfour, Guthrid & Co. A year later Portland was shipping cereal to San Francisco in 1000-ton The barley crop of the Pacific lots. Northwest this year has proved so much more remunerative than wheat that a big increase in acreage and yield is expected

POLTALLOCH HOME AGAIN.

Big Four - Master Arrived Out a Queenstown Monday,

British bark Poltalloch, the vesse which had a remarkable experience on the beach near Willapa Harbor, is again back in her native land. She arrived out at own Monday, after a very good run of 129 days from the Columbia, There were very few people in this city who ever expected to see the fine ship afloat again, when she piled up on the beach and rested for several months, and, judging by the experience of the past, her owners abroad could not have had much faith in her being saved. Under such circumstances, it is probable that the big fouraster will be given a much more cordia welcome than is usually extended to a returning "wind-jammer." The British ship Hilston, which sailed from the Columbia several days later than the Poltalloch, also arrived out Monday. She made a fine run of 118 days, and is the fifth ship of the present season's fleet to make the home run in less than 120 days.

Thus far nine of the 1961-02 fleet hav arrived out, and the slowest passage made by any of them was 129 days, the Poltal loch and Nivelle dividing honors for that passage. The others, in the order of their merit, were as follows: Argus, 127 days: Nai, 125 days; Hilston, 118 days; Brabloch, Dumiriesshire and Madagas-car, 115 days each, and the Galgate, 113 Now that the September fleet is days. beginning to show up, arrivals will be pretty heavy for the next few weeks, as salings were quite numerous after the departure of the September ships.

NO NEW DEVELOPMENTS.

New Witnesses Throw No Light on

of wreckage. Captain Tozler reports that EXTEND since the recent storms Neah Bay Indians have traveled along the beach south of the Cape for a distance of 40 miles, and ported ashore by an incoming Chinese her between Cape Beal and Carmanah Lights, and says it was the schooner Ves ta, which went ashore four years ago, and was thrown high and dry upon the beach

with the bow almost in the timber. The Vesta is in good condition and has been reported on several occasions as a wreck by vessels entering the Straits.

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 II:

The Calthness-shire comes to Tacoma from San Diego in ballast. She had a fine passage up the coast, and arrived off Flattery last Sat up the coast and arrive of rightery part Sar-urday. Not ugs were to be seen, and a heavy southeast gale sprang up, driving the vessel to within five or 10 miles of land. All day Sunday she was just crawing along, constantly within 10 or 12 miles of land. On Monday the wind increased in force, coming from the south-cast, and drove her right in formation the las east, and drove her right in towards the lee shore. At 10 o'clock Monday night, she was off the Vancouver coast, the miles from Fist-tery, with the wind blowing a gale, accom-panied by a heavy sea and the water shoaling rapidly. Fearing to be driven ashore. anchors were let go, but the sea and wind were so high that both chains snapped, and anchors and chain went to the bottom, leaving the ship helpless, with her stern almost among the breakers.

Preparations were made to abandon her then, as related, the wind veered around and when, as react, he will very about any blew off shore. Captain Furneaux lost no time in putting sail on her, and she was driven clear of the land. She made Tatoosh Wednes-day noon and sailed in to Durgeness Point,

day noon and salled in to Dungeness Font, where a tug picked her up. "It was a miracle,' said Captain Furneaux yesterday, "and but for the miracle she would be piled up on the Vancouver shore today in-stead of being safely in harbor." The casual reader might think that this

kind of an experience was an exception with ships bound for Puget Sound, but a day later the Ledger prints the following:

The four-masted British bark Howard D. Troop, 2080 tons, Captain Fritz, arrived up early resterday morning in tow from Port Townsend, 42 days out from Shanghai, after one of the worst voyages Captain Fritz says he has ever had.

The Howard D. Troop was 15 days off the Cape trying to get a tug or a chance to get in. Despite the gales, she had made a fine passage from Shanghai, and was only about 150 mlies off the Cape Christmas day. But for the terrible Christmas night gale which raged over the North Pacific Ocean, the vessel would have been in the Straits the day after Christ-mas, with a well-nigh record passage of 27 days from Shanghai.

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, 1998 tons, Captain McLean, arrived up yesterday after-noon in tow and proceeded to Quartermaster Harbor, where she will go on the drydock in her turn to be cleaned and painted. The Rob-ert Duncan arrived in Port Angeles Thursday, 100 days out from Wel Hai Wel, after a tempestuous voyage. Erratic northeasterly and personal states of the second states of the second

ward, and it was about two weeks afterward before she was safely into Port Angeles. The "usual Flattery weather" was en

countered by the Glenelvan, and the Ledger of the 13th says:

Had a tug been available a week ago Frida; Had a tug been available a week ago Friday night, January 3, when the Gleneivan sighted the Cape, she would have been in Port Town-send January 4, with an Si-day record. The usual Flattery weather blew her off the coast, however, and instead of getting in on the 4th, she did not get into Flattery until early Thurs-

day morning. There is nothing particularly unusual

ing Around Outside.

Shipyard Being Enlarged.

Duquesne Fined \$5000.

The French ship Duquesne, Captain

Roze, from Nantes, was fined \$5000 by Col-

Department Reduces Fine.

The fine of \$5000 imposed by Collector of

health on her arrival from Freemantle.

Domestic and Foreign Ports,

ASTORIA, Jan. 14 .- Arrived in at 5:30 and

eft up at 11:30 A. M.-Steamer Ruth, from San

man ship Susanne. Salled at \$ P. M .- German bark Seestern, for Queenstown, 1 of an and

at 4 P. M .- British ship Wendur; British

steamship Palatinia. Sailed at 4 P. M.-British

ship Torridon. Condition of the bar at 5 P. M., moderate; wind east; weather hazy. New York, Jan. 14.-Arrived-Southwark,

from Antwerp. Tacoma, Jan. 14 .- Arrived Jan. 13-Germa

Seattle, Jan. 14 .- Salled-Steamer Umatilla

San Francisco. San Francisco, Jan. 14.-Arrived-Steamer

Plymouth. Jan. 14 .- Salled-Pretoria, from

Hamburg for New York. Shanghal, Jan. 14.-Arrived-Kentuck, from

Nicaria, from Hamburg; American

Jan. 14.-Arrived-Yangtaw, from

steamship

fax and Philadelphia.

attie, Hiogo,

London

rk Scestern, for Queenstown. Left up at 4 M.-British ship Blackbrass. Arrived down

the Treasury Department.

TROLLEY LINE PORTLAND CITY & OREGON TO BUILD 25 MILES THIS YEAR. Will Reach Garfield, in Cinckamas

County-2400 Horse-Power at the New Station. OREGON CITY, Or., Jan. 14 .- The Oregon General Electric Company today

completed the purchase of lands extending up the Clackamas River from Currinsville bridge a distance of six miles to its proposed new power station. The management announces that surveyors will be in the field in 10 days to locate a

trolley line from Portland. The line will be completed to Garfield by November, a distance of 25 miles. It is estimated that 2400 horse-power

will be generated from the falls in the river on the purchased tract. 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

MAYOR RE-ELECTED.



be in excellent condition and the follow-

ing officers were re-elected; President, W. H. Huriburt; vice-presi-dent, James H. Morris, of Philadelphia; ecretary, W. T. Mulr; treasurer, Fred S. Morris.

over, including, it is said, plans for tension of line, but no statement was given out for publication RAILWAY BROTHERHOOD MEETING

Little Progress Made at the Convention in San Francisco

SAN FRANCISCO, Jan. 14.-The sec-ond day's session of the Convention of the United Brotherhood of Railway Employes mittee work. Reports were the order of business this morning, but, owing to the large amount of business confronting the various committees, they simply reported

progress, and an adjournment was taken until 1 o'clock. The ritual committee presented its report at the afternoon session, recommend-

tering conditions in the Park-avenue tuning more elaborate ritual. It is said to resemble somewhat the ritualistic work

injunction filed in the United States Cir-PIONEER uit Court by the Interstate Commerce commission against the Southern Pacific Union Pacific Railway Company and Union Pacific Railroad Company, its succes-sors and others. The suit is what is commonly known as the sugar rate case. It is charged that a rate of 77 cents per 100 pounds for sugar in carload lots was charged for the haul from San Francisco **Twenty Years Later President Thom** and other Pacific Coast "common points" and over the joint lines through to Kear-ney. Neb., while at the same time a rate of 50 cents was charged from Kearney to Omaha. The commission holds that such a rate, exceeding by more than 15 cents

PORTLAND, Dec. 30 .- (To the Editor.)per 100 pounds the rate contemporaneous-ly charged to Omaha, is unjust and unlawful and seeks to enjoin the defendants connection with the proposed centennial of the first exploring party sent out by our Government, but little has been said from continuing it.

TARIFF REDUCTIONS.

New Rates Announced by the Great Northern and Northern Pacific.

ST. PAUL, Jan. 14 .- The tariff reduc-ions on the Great Northern and Norththe following is summarized: ern Pacific will go into effect February John Ledyard was born at Groton Conn., in 1531, and was the eldest of three The new rate-sheets went to the printer today. The reductions, which vary from 5 to 15 per cent, affect mainly the "10 sons, the second son being Colonel Will iam Ledyard, who was slain by a Brit-ish officer at the capitulation of Fort classes"; commodity rates on coal, lumflour and wheat remain unchanged. Griswold. Reductions in the wheat rates are post-poned 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 that, however, and concluded that to be showing the affairs of the corporation to new tariffs have been prepared under

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

FOREST GROVE, Jan. 13 .- The city election passed off quietly yea-terday. The total vote was 234, as against 244 last year. The following ticket was elected: Mayor, F. T. Kane; Councilmen, J. T. and J. i. Buxton and A. J. Wirts; Recorder, J. C. Clark; Treasurer, W. 8. Huds; Marshal, W. P. Cronen. Mr. Kane was born on North Plains, in Washington County, August 27, 1871. He is one of Forest Grove's most reputable representabusiness men, well qualified for the position to which he has been elected. During the years 1894-5-6 he was Deputy County Clerk of Washington County. was the cashier of the Forest Grove Bank, the first bank at this place, which was founded by C. M. Keep in 1889. He is cashier in the ba of ex-Senator E. W. Haines. Mr. Kane is unmarried, and makes his home with his parents, who are Oregon pioneers, and have resided here since 1873. Mrs. Kane is a pioneer of 1845, and her husband of 1851

The affairs of the company were talked

the Chicago & Northwestern, it is stated, will not make any reduction until the effect of the reduction on competitive points is noted.

pated here today, that the reductions in freight by the Great Northern and Northern Pacific Railroads would be met

considered in railway and financial cir-cies. It was stated in behalf of the Union Pacific that any cut in rates by neighboring lines at competitive points would very likely be met. It is generally doubted that there is any possibility of a rate war.

NEW YORK, Jan. 14 -- A plan for bet-

new scenes manifested itself during all his early years, and he never was happier than dertaking which presented many obstacles and which could not be overcome except cal service, according to the opinions of those who had the power to grant a li-

by the resolute efforts of an untiring spir-While abandoning all thoughts of beming an Indian missionary, he did not give up the idea of entering the ministry until he had sought in vain for the neces sary license for several months. His ad-venturous spirit could not brook the restraint of a college any great length of time, hence he was not equipped for cleri-

as Jefferson Sent Lewis

and Clark.

Served With Captain Cook.

A few months later he gave up the idea of the ministry, and shipped on board a versel bound for Gibraltar. From there he went to London and at once made the ac-quaintance of Captain James Cook, who was preparing for this third and last voyage around the world, and enlisted as a marine, and left England July 12, 1725. During his travels with Cook he kept a journal and carefully noted much of interest regarding the countries he visited. particularly the islands of the Pacific, and the Northwest coast of America, which touched at Nootka Sound. After Cook's last voyage he remained two years in the British Navy, but where he served cannot be ascertained. It is only known cannot be ascertained. It is only another that he refused to serve in any squadron sent to America. In December, 1782, how-ever, he was found on a British war vessel in Huntington Bay, Long Island Sound, from which he soon escaped. Early in the following year he wrote the journal of Cook's voyages.

His Fur Trade Project.

After visiting friends a short time, he After visiting friends a short time, as went to New York, and then unfolded his plans to such persons as he thought would be interested in them. But these failing, he went to Philadelphia and had a meeting with the Hon. Robert Morris, the noted financier of that day, to whom he unfolded his plans regarding a trading voyage to the Northwest coast to gather furs and ship them to China. While at Nootka and Unalaska he had noted the extremely low prices at which furs could be bought from the natives, and when at

a plan whereby two vessels were to be EXPANSIONIST sent out. But failing to enlist the neces-sary outside capital, and the purse of Jones not being adequate to the occasion once more failure was written upon his efforts. JOHN LEDYARD FIRST SUGGESTED The Plan to Cross Russia. EXPEDITION TO OREGON.

As a last resort, and with a view of accomplishing some part of the explora-tion he had outlined for himself, Ledyard determined to travel by land through the northern portions of Europe and Asla, 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 great deal has been written about homas Jefferson and Lewis and Clark in for him to travel. In this he succeedes to some extent, but there was much de lay in securing the right of way through Russia. This was obtained at length through the intervention of a Russian of about John Ledyard, who, without a doubt, first suggested the idea to Jeffer-son. From the "Life and Travels of John ficer who belonged to the family of the Ledyard," prepared by Jared Sparks and published at Cambridge, Mass., in 1829, Grand Duke. This officer took a lively interest in Ledyard's affairs, and he is described in the journal as not only "p lite and friendly, but a thinking Russian Time and space would fail to narrate Ledyard's experiences for the next year or more in pursuit of his long cherishe scheme. Suffice to say he encountered hardships and overcame difficulties most indescribable, and at last was ar-rested at Irkutsk by order of the Russian The average experience of a boy in that day came to him, and at length he evinced a desire for the law and became a student for a time. He soon tired of Empress, upon what account is scarcely known, but it probably was the result of ealousy on the part of the Russian Fu Company. After being hurried over a a missionary to the Indians would journey of 2000 miles in six weeks, all the time a prisoner, Ledyard found himbetter suit his ardent temperament, which craved change and excitement. With this in view, he accepted the invitation of Dr. Wheelock, founder of Dartmouth Colself on the frontiers of Poland, and he Col-He was given to understand that if he lege, and in 1772 became his student. He studied probably abount nine months and then spent three months rambling among again caught in Russia he would be hanged. This effectually cooled his ardor. With broken health and a lack of funds the Indians. In this way he became sat-isfied that he was not called to be a mishe was indeed in a pitiful condition. He drew on a benefactor in London, Sir Joseph Brooks, for a small sum, and was sionary, although he acquired in this excursion a knowledge of Indian manners and Indian language which was afterward enabled to reach that city, after an absence of 17 months.

Sent to Explore Africa.

of essential service to him in his intercourse with savages in various parts of Then Sir Joseph disclosed to him a new the world. The desire for adventure and scheme, which is here given in the lan-guage of Mr. Beaufoy, the secretary of the African Association, then just formed: when engaged in some wild un-"Sir Joseph Brooks, who knew his tem per, told him that he could recommend him to an adventure almost as perilou as the one from which he had returned and then communicated to him the wishes of the association for discovering the in-land countries of Africa. Ledyard re-piled that he had always determined to

traverse the continent of Africa as soon as he had explored the interior of North America: and as Sir Joseph had offered him a letter of introduction, he came di-rectly to the writer of the memoirs (Proceedings of the African Association, Vol l, p. 18). Before I had learned from the note the name and business of my visitor I was struck with the manliness of his person, the breadth of his chest, openness of his countenance and the the quietude of his eye. I spread the map of Africa before him, and tracing a line from Cairo to Semar, and from thence westward in the latitude and supposed direction of the Niger, said that that was the route by which I was anxious that

Africa might, if possible, be explored He said he should think himself singularly fortunate to be trusted with the adven ture. I asked him when he would set out. "Tomorrow morning" was his an swer. I told him I was afraid we shoul not be able in so short a time to prepar his instructions, and to procure for him the letters that were requisite, but that his instruction

few individuals in London, but its num ber soon increased to 300, among whom were some of the most eminent men in the

Five Dollars a Box

The Price Cut No Figure With Him. "I want to say for the benefit of some



very time. Five dollars a box would not stop my purchasing them, should suffer again as I did for a week before using them. "The one 50-cent box I bought at my

druggist's did the work, and my diges-

tion is all right again. "Many of my neighbors have also tried these tablets, and found them to be just as represented, and Mr. Ellms also wants me to use his name in 'udorsing Stuart's Dyspepsia Tablets." (Signed)

A. ELIMS and CHAS. F. BUZZELL, Asst, Postmaster, South Sudbury, Mass. Mrs. James Barton, of Toronto, Canada, writes: "For 18 months I suffered from what I supposed was bladder and kidney trouble, and took medicine from three different doctors, without any sign of cure, I felt so ill at last I was hardly

able to do my work. "I thought I would try a box of Stuart's Dyspepsia Tablets and see if they would make me feel better, never really think-ing I had dyspepsia, but after only three or four tablets had been taken, all the acid trouble disappeared, and then I dis-covered I had had acid dyspepsia, while the doctors had been treating me for kidney and bladder trouble, and one of them treated me for rheumatism.

"My digestion is fine, my complexion clear, and I am able to do my work and low spirits are unknown to me.

"I am so thankful for finding a cure so good and so pleasant to take as Stuart's Dyspepsia Tablets. I am surprised at the

change they have made in me." All druggists sell and recommend Stu-art's Dyspepsia Tablets, because they contain only the simple natural digestives, and, taken after meals, prevent acidity and cause prompt digestion and assimilation of food.

Physicians everywhere indorse them beause they are us safe for the child as for the adult; they are invaluable for sour stomach, nervous dyspensia, heart-burn, gas on stomach and bowels, and every form of stomach derangement.

from Port Simpson, brought no news of the missing members of the crew of the ill-fated collier Bristol, and no hope is held out for them.

outlined, and he went forth with buoyant hopes and great enthusiasm, having the utmost confidence of those who sent him out. At hast he was free from poverty, and had no longer to contend with adverse. The circulation of sheets of four \$1 bills a restaurant man of Washington, has led to action by the Treasurer of the United States forbidding the fourt of the United utmost confidence of those who sent him out. At last he was free from poverty, and had no longer to contend with adverse conditions. He was backed by the first men in Great Britain. His mission was a fangerous and arduous one, but he re-jolced in the prospect of being able to overcome every obstacle and accomplish comething of values to the world along the mands for the new bill. Many people overcome every obstacle and accomplish something of value to the world along the line he had been baffled with so long. His last letter to America was written June 25, 1788, although he wrote to Jefferson et Paris a form

Reception to the Judiciary.

the evening levers of the season at the White House, the reception in honor of

WASHINGTON, Jan, 14 .- The second of

the direction of Darius Miller, who at yesterday's meeting acted in behalf of both the Burlington and Great Northern, The Chicago, Milwaukee & St. Paul, and

NEW YORK, Jan. 14 .- It was antici-

by a similar cut in tariff by the Burling-ton and the possible effect upon and action by the Union Pacific was generally

The Park-Avenue Tunnel Problem.

Walla Walla Disaster.

SAN FRANCISCO, Jan. 14 -- Most of the testimony heard this morning by United amount of abuse that has been showered States Commissioners Bolles and Bulger in the investigation of the Walla Walla cleaster, was furnished by members of the | able that the Ledger should print such crew of the ill-fated steamer, although a few of the witnesses examined were pasnews without an apology. sengers. As a result the evidence br agh out today tended to contradict that ad duced earlier in the investigation when Captain Benoist and members of th Max's crew gave their side of the story.

The testimony of Charles Gleason, a passenger on the Walla Walla, shed no ASTORIA, Or., Jan 14.-The British ship Loch Garve, which arrived off the mouth of the river some days ago, from new light on the cause of the disaster But he made the disaster, if anything, Valparaiso, for orders, is still sailing around outside waiting for them to armore grewsome when he told how a woman, after escaping from the wreck and reaching land in one of the open rive. appearance her master sent a cable ashore boats, had been killed and her body allowed to float out to sea, while every man among them waded through the surf this he received a reply to remain where he was until further orders. and reached the shore in safety.

Gleason denied that he had seen any of the crew intoxicated. James Lell, a mining man, told a graphic story of the scenes after the accident, and stated that before the two vessels parted after the collision, Captain Hall asked the crew of the Max to give him a line, as his ship was sinking, but they evidently failed to understand what he said. fused within the past few weeks.

PILOT COMMISSIONERS MEET.

Decide to Ask for Conference With

lector of Customs Fox today for failure to bring Consular bills of health. Cap-Portland Chamber of Commerce. ASTORIA, Or., Jan. 14.-The Oregon Board of Pilot Commissioners had an adtain Roze is making his first voyage as master; and pleads ignorance of the law Board of Fiot Commissioners had an ad-journed meeting in this city today, and the expectation was that at least one new pilot would be appointed, but no action was taken. A communication was received from the Portland Chamber of Commerce, in which the board was se-verely cittleiged for not maintaining a as his excuse. He has taken an appeal Customs Fox on the British ship Irby for failure to bring Consular bills of verely criticised for not maintaining a better service at the bar. The communi-cation was discussed at both the mornhas been reduced by the department to \$15. ing and afternoon sessions of the Com ion, and the members finally decided to request the Portland Chamber of Commerce for permission to, appear before Francisco. Salled at 11:30 A. M.-Schonner Winchester, for Apla, schooner John A., for San Francisco. Arrived down at 1 P. M.-Ger. that body, to explain present conditions and listen to suggestions offered. Com-missioner Farrell, of Portland, will endeavor to arrange for the conference at an early date.

WALLA WALLA RAFT.

Picked Up Off the California Coast by Steamer Melville Dollar.

ABERDEEN, Wash., Jan. 14 .- The last of the life rafts of the ill-fated Walla Walla was brought into this port today schooner Luzon, from Honolulu. Sailed Jan. 13-British ship Glenericht, for Queenstown; by the steamer Melville Dollar. The raft was picked up the 9th inst., 16 miles American bark Levi G. Burgess, for San Fran 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 for San Francisco; Kaga Maru, for Kong. Arrived-Steamer City of Puebla, from San Francisco. the jacket contained papers showing that the owner was W. J. Shiel, a waiter on Dall Fieldes, from Ladysmith: schooner Laura Mad-sen, from Gray's Harbor; schooner Meianch-thon, from Coos Bay. Satied-Steamer Titania, for Nammio; steamer Empire, for Coos Bay. New York, Jan. 14.—Sailed-Astoria, for Cleaner, Moncolling, for the Walla Walla. The coat was of late style and fine melton material. There was nothing in the pocket but a card ofa Chinatown guide. It is supposed the occupants of the raft, after hours of suf-Giasgow; Mongollan, for Glasgow. St. Johns, N. F., Jan. 14.-Arrived-Buenos Ayrean, from Glasgow and Liverpool for Hallfering, grew discouraged and con suicido by jumping overboard.

NO NEW WRECK.

Senttie, Hiogo, etc., via Naples; Cycle, from San Francisco, Coronel, etc., via St. Vincent, Vessel Near Lake Beal Is Vesta-Went Ashore Four Years Ago. C. V.

PORT TOWNSEND, Wash., Jan. 14 .-The beach south of Cape Flattery is not strewn with wreckage, as reported, ac-cording to Captain Tozier, of the United States revenue cutter Grant, who has just returned from a cruise down the Straits, and along the coast south of the He sighted nothing in the way

of the Knights of Pythias and Odd Felup to that "terrible north coast" at this lows, and is fraternal in character. The finance committee is still hard at work on season of the year, but, considering the the books of General Secretary B. A. on the Columbia for similar delays to vessels bound for Portland, it is remark-Meyer, and was able only to make a partial report this afternoon. Several changes in the constitution have

been proposed. Among them is a propo-sition as to whether it is advisable to take in men as members who are not actually employed. The issuance of yearly trav-eling cards is another cause of dissatis-STILL WAITING FOR ORDERS. The British Ship Loch Garve Is Sail-

> It was decided to hold the next blennial convention at Chicago, in May, 1904.

NEARLY COMPLETED.

Important Correction of O. R. & N. Line West of The Dalles. When the vessel first put in an

J. H. Smith, of Kilnatrick Bros. & Colbe forwarded to her owners, and to lins, contractors, who have been employed since August last in constructing the big connection of the O. R. & N lines be-twen Rowena and The Dalles, was in the

city yesterday. He says the job will be completed about March 1. Only about 350 men are employed on the job now, as The shipyard of R. M. Leathers is being enlarged to twice its present size, and it intention to double this capacity during the coming Summer. There is now enough work in sight to keep the plant busy for the next five months, and orders

unting to over \$15,000 have been re

MAYOR 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 New-berg's substantial and progressive business men, and is one of the proprietors of the new Chehalem Valley Flouring Mills. He was born in Wisconsin in the year 1860, and moved with his parents to Iowa in 1867, and thence to Oregon in 1874. He remained on his father's farm in Chebalem Valley until he became of age. He graduated from the Portland Business College in 1885, after which he embarked in the warehouse business in Newberg, Mr. Christensen has always been closely identified with the moral interests of Newberg. He is a strong temperance supporter.

trestles of a total length of 382 feet will they are, will push litigation against the be done away with. Twenty-eight curves retirement of the Northern Pacific preferred stock, notwithstanding the dissolu-

by Interstate Commission.

to take testimony tomorrow in the sult for by

nel has been decided upon by President Newman, of the New York Central Railroad and his associates, but no announce. ment of its details will be made for two or three days. There are still some matters in connection with the plan to be straightened out, and it is not the intention of President Newman to make public anything until it is certain that the

scheme is feasible. More than 200 inventors, engineers, me chanics and electricians have besieged the office of President Newman since the pub-lic offer of \$500,000 which Senator Chauncey M. Depew said the company would will-ingly pay to anybody who could safely

nstrate that the traffic in the tunnel could be hauled by some power other than steam. President Newman knew

nothing about the \$500,000 offer until he read it in the newspapers. It was made nearly 10 years ago, when Senator Depew was president of the company, and has never been withdrawn.

Power Does Not Give Up.

MINNEAPOLIS, Jan. 14 -- An order was signed in the Federal Court this afternoon by Judge Lochren, appointing Richard A. the end is in sight, but a great many more have been at work up to a short Peter Power against the Northern Pacific

time ago. The improvement covers a stretch of about seven miles west of The Dalles. Raliroad Company to take and report to the court all testimony adduced by the parties involved. This is taken to indi-Its cost will be nearly \$300,000. By it two cate that the Power interests, whatever

Canton had observed the high rates vailing there for furs. Hence it was clear in his mind that whoever should be the first to engage in that business would reap a rich reward. Morris thought well of the undertaking,

as outlined by Ledyard, and made ar-rangements to furnish an outfit. But no vessel could be found for the purpose in Philadelphia; then Ledyard went to New York and afterwards to Boston the same errand, but every effort failed In the Fall of 1784 he concluded to go to Europe, hoping to meet with better suc-

scattered regarding the prospective im-portance of trade with the Northwest Coast did not lie dormant long, however A number of enterprising Boston mer-chants at length caught the infection, and the sending of the good ship Columbia in 1787 and the discovery of the River Ore-gon, now the Columbia, on May 11, 1792, was the result, thus becoming an import ant factor in the settlement of the "Oregon question" a question which was in controversy between England and the United States from 1818 until June 15, 1846.

Ledyard Goes to Europe.

As above stated, Ledvard went to Europe late in 1784. The first point he touched was Cadiz, Spain. The whole force of his mind was now bent upon a voyage of trade and discovery to the Northwest Coast. On his way to Brest, France, he wrote: "I saw an English gentleman at Cadiz who assured me that about six months ago a ship of 700 tons, commissioned by the Empress of Rus-sia, was fitted out on the English Thames for a voyage to the back parts of Ameri-ca; that she was owned and commanded by a Russian, and that some of her officers were those who had been with Cook. You see the business deserves the atten-tion I have endeavored and am still striving to give it; and had Morris not shrunk behind a triffing obstruction, I should have been most happy, and America would this moment be triumphantly dis playing her flag in the most remote beneficial regions of commerce. I am

tired of my vexations." Leaving Brest he went to the Orient. Within 12 days negotiations were complet ed with a company of merchants, and a ship was selected for the intended voyage. On February 23, 1785, he wrote to his brother: "My affairs in France are likely to prove of the greatest honor and advantage to me. I have a fine ship of 400 tons, and in August next (1785) I expect to sail on another voyage around the world, at the end of which, if heaven is propitious to me, I hope to see you." This flattering vision was soon dissipated. however, for what reason is not known Yet it is fortunate that it was so, especially for the United States, because all the discoveries made would have been in the name of the King of France.

Meets Jefferson at Paris.

After this collapse of his cherished cheme Ledyard went to Paris. There he sought Thomas Jefferson, then United States Minister at the French Court. To him he unfolded his plans. Jefferson re-ceived him with great kindness and approved most highly of his design of an expedition to the Northwest coast of Amer-ica. He perceived quickly the advantages which would flow to the United States if such an expedition be undertaken, espe-cially by a citizen of the United States, and regretted the failures of Ledyard's attempts in his own country to engage in such a voyage before it had been thought about elsewhere. Ledyard's views were deeply impressed upon Mr. Jefferson's the coffee on earth." mind, and in them originated the journey of Lewis and Clark, 30 years later.

Soon after he arrived in Paris, Ledward Boon after he arrived in Paris, Ledyard became acquainted with John Paul Jones, the famous Naval commander of the American Revolution. He eagerly seized Ledyard's ides, and attempted to effect

r givin count of what he had seen at Cairo and outlining his future plans. While in that Oriental city his duties necessitated his exposure in an unfavorable climate, and lliness quickly followed, from which he

never recovered. The exact date of his the judiciary, was given by President and death is not known, but it is presumed to Mrs. Roosevelt tonight. be towards the last of November, 1788. Thus, in a very brief and superficial way. I have endeavored to give a faint

idea of some of the salient features in the life of the first American expansionist, with the hope that his marvelous career will be more fully studied. GEORGE H. HIMES.

Anxiety Felt for Cottage City.

VICTORIA, B. C., Jan. 14 .- Some anxiety is felt for the steamer Cottage City, which is overdue from Skagway. The steamer Nell, which has arrived

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

Booker T. Washington, who is to address the Minnesota teachers in St. Paul during the holilays, will be the guest of the St. Paul Commercial Club during his stay in the city, the club's management having suspended the rule limiting the guests of members to whits per-NOTER



Shall I Drop It? Killing Two Birds with One Stone.

A man said: "I nearly killed two birds disease, Nervous Prostrati with one stone when I ruined stomach paralysis.

with one stone when I ruined stomach and nerves with coffee. Quit it? Well, i think so. I had rather be well, feel good, cat meals, sleep well 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 come times

be done away with. Twenty-eight curves will be entirely eliminated, and of those tion of the temporary injunction. 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 on Train island on Christians night, are more serious than at first thought, and she will have to remain on the marine ways for a month at least. Her hull was not punctured, but the timbers were hadly demaged

badly damaged. Castle Liner Stranded.

COWES, Isle of Wight, Jan. 14.-The British steamer Braemar Castle, of the Castle Mail Packet Company, which sailed from Cape Town December 26 for South-ampton, stranded at high tide early this morning on Gurnard Ledge, Isle of Wight. The S5 passengers on board were landed by a tender.

Testimony to Be Taken in Suit Filed SAN FRANCISCO, Jan. 14-United States Commissioner Heacock will begin

remaining the maximum curvature will be reduced from 10 degrees to 5 degrees. The line will be shortened 1000 feet, and 60 feet of rise and fall will be taken out. The excavation to accomplish this will be 97,-900 cubic yards of solid rock, \$500 cubic yards of loose rock and \$75,000 cubic yards of earth. There will be \$000 cubic yards of vards of lo

riprap to protect the track from encroach-

ments of the river, and 1275 linear feet of 34-inch cast-iron pipe will be used instead of wooden boxes for culverts.

SUGAR RATE CASE TODAY.

Glasgow, via Singapore, etc., for Seattle. Plymouth, Jan. 14.-Arrived-Royalist, from

Flymouth, Jan. 14. Arrived Royand, from Ban Francisco, via Valparaiso, etc., for Hul (for coal and proceeded). Port Said, Jan. 14.—Kalsow, from Liverpool for Tacoma and Seattle, via Japan, etc.