COASTING TRADE BOOMING

LARGE NUMBER OF LUMBER STEAM. ERS PLYING OUT OF PORTLAND.

Rates Are High and Vessels Making Money-Austrian Steamship Margretha Coming In.

The coasting steamship trade out of Portiand is rapidly assuming big pro-portions, and there are more vessels now all portions, and there are more vessels now all portions are the portion presented the Pacine plying between here and California ports than ever before. The steamer Lakme is under charter to the Eastern Lumber coasting business is due in a large measure to the growing lumber business. The steamship South Portland is now loading at Cone Bros.' mill at Portsmouth, and will have the distinction of being the first ocean-going craft to load at that mill. She is a pretty good-sized carrier for a coaster, and will return to Portland for another cargo as soon as she delivers the

one now going on board of her. The steamer Ruth arrived up yesterday, and is loading lumber at the old Pennoyer for a California port. The steamer Charles Nelson, which will sail from San Francisco tomorrow with a cargo of barley for Portland, will load back with lumber, and may be retained in the trade for several months. The thing to do with this revival on ocean routes and the rates are so satisfactory that all of the vessels engaged are mak-ing money, Medium-sized steam schooners, oh as are the best adapted to this business, are all proving very profitable invest. ments, one owner in San Francisco curing net profits of 34 per cent on his investment last year.

ARE UNDOUBTEDLY LOST.

No Tidings From the Missing Men From the Bristol.

PORT TOWNSEND, Wash., Jan. 15.-All hopes of Captain James McIntyre and his comrades, of the ill-fated steamship Bristol, being alive were dispelled by the arrival of the Cottage City from the North

Captain Wallace, who picked up the survivors, says that he believes that they been almost impossible for their small tempt.

been almost impossible for their small tempt.

tempt.

"Don't you think," asked Captain Bullout to have lived in the sea which was ger, "that if the boats had stood by the ger, "that if the boats had stood by the sea which have saved more peostorm had increased after he picked up ship they would have saved more peo the other three boats, and they were ple?" nearly swamped and the seas were breaking over them and the occupants were arly chilled by intense cold.

He says there is only one chance of their being alive, and that is that they might possibly have reached Port Simpson. The weather was clear when he picked up the boats, and he cruised in the vicinity for several hours, and if the boat had been

The Cottage City had the most tempestuous voyage down, being seven days from Juneau. In Clarence Straits she encountered a storm of unusual violence. The sea rolling so high that she could not make headway, and at times the propeller was out of the water. She sought shelter in Union Bay, but the wind blew with such force that the stocks to both anchors were broken and would not hold, and for 48 nours she steamed back and forth in the bay to keep from going ashore. The storm abated and the vessel proceeded, but when Dixon Entrance was reached, owing to high seas, she was detained 24 hours beshe could cross.

The Davige warehouse, a big structure 130 by 80 feet, built during the Klondike excitement, was picked up by the wind and dumped into the bay, and is now floating in the channel, a menace to nav-The Cottage City sighted the big struc

ture as she was entering Wrangel Bay. Other buildings were more or less damaged, but no lives were lost. The storm was followed by a heavy fall of snow.

THE MODERN MIRACLE.

Wonderful Work of Wireless Telegraphy on the Atlantic Ocean.

NEW YORK, Jan. 15 .- Through the wireless telegraph system the Kaiser Wil-helm der Grosse, of the North German Lloyd line, just arrived from Bremen Southampton and Cherbourg, was for half the trip to the esstward and a large part of her westward voyage in almost con-stant communication with other vessels or mann, of the Kaiser Wilhelm der Grosse, told of the telegraphic marvels.

"It was the most complete test of the Marconi system that we have ever had," "Herr Kronkent, operator of the Kaiser Wilhelm, was formerly the Marconi expert on the Lucania, and conse-quently familiar with the latter's instruments. On December 16, off the banks of Newfoundland, the Kaiser ran into a heavy fog. Late on Monday night the Kalser ran into clear weather again. Herr Kronkent flashed to the Lucania this message: 'We are 25 miles east of the banks and in clear weather,' to which the Lucania replied: 'We are still in the fog, 60 miles astern. Many thanks.' Communication between the two yes.

sels ceased on Tuesday morning, December 17, when we were 85 miles apart, or practically half way across the ocean and after we had conversed nearly 86 hours." When off the Lizard, the record of Herr Kronkent shows that 12 messages from the Lucania were flashed and a reply stated that all of them had been correctly

Of the Marconi auccesses on the westward trip, Captain Hogemann said:
"We passed the Kron Prinz Wilhelm, bound east almost in midocean, when the two vessels were 41 miles apart. Greetings were exchanged between the passen-

gers and positions given.
"Off Nantucket lightship shortly after midnight 12 dispatches were sent ashora and all received. The Marconi system is a most valuable attachment to a ship in case of accident or shipwreck. As an example of its value in locating positions, I fornia refer to a recent trip of the Kaiser, dur ing which I should have picked up the revolving light of the Nantucket lightship. It failed to show up and the lookout picked up instead two fixed white lights. 'Have you two fixed white lights.' 1 asked thr ough the air. The answer was

MORE STEAMSHIPS COMING.

of order.

Austrian Steamship Margretha Due This Week.

ed back: 'Yes. Our other light is out

The Austrian steamship Margretha has been secured to load forage and Govrnment stores at Portland in place of the Folmina, which was originally scheduled for the business. The Margretha is now due at Port Townsend, and on arrival will be ordered to Portland. She is expected the latter part of the week, and as her cargo is all ready for her, she will be hustled out in short order. From present in-dications the steamship fleet out of Port-land for 1902 will exceed that of last year, although more of these modern freighters cleared from Portland in 1991 than in any two previous years in the history of the port. The mammoth steamer Oceano, which carried away the largest cargo of lumber that ever left the Columbia River, has been chartered to load here and will arrive at Portland early in March. She has just left Puget Sound for Manila with Government stores, and will come to Portland as soon as her pres-

which is due this week, is a new steel steamship of about 5500 tons carrying ca-

FOR LIMITATION OF LIABILITY. Petition Filed by Company for Own-

ers of the Walla Walla, SAN FRANCISCO, Jan. 15.—The Pacific Coast Company, on behalf of the Pacific Coast Steamship Company, has filed a petition with the Clerk of the United States District Court, asking for limitation of liability in the matter of the wreck of the Walla Walla, that went down while at sea on the morning of January 2 after having collided with the

Coast Company states that the Walla Walla was a steamship of 2168 tons register, and that she is entered according to Company for a year, and will make regu-lar trips out of this port. The increasing ary 1 she left the harbor of San Fran cisco, on her regular northern run. She was properly manned, and all require-ments demanded by law for the safety and protection of the passengers had been compiled with. It was through no fault of the Walls Walls that the accident which caused her to founder took place. The loss for which the transportation company agrees to stand responsible is \$1335 39, composed of prepaid freight, chiefly baggage belonging to the passen-gers. The vessel and her cargo are total losses, and the petitioner asks that it be not held responsible for the loss of the 1200 tons of merchandise which was on board at that time, as the accident causing the loss of freight occurred without the consent or design of any one inter-ested or in charge of the steamer.

INVESTIGATION CONCLUDED.

Captain Swan, a Passenger, Last to Tell of Walla Walla Disaster.

SAN FRANCISCO, Jan. 15,-The investigation into the collision between the Walla Walla and the French bark Max was concluded today. Captain C. D. Swan, who was one of the passengers on the Walla Walla, swore he looked at his watch immediately after the coilision, and saw that the time was five minutes after 4 o'clock. In 50 minutes after the collision the Walla Walla went down. He thought it was strange that the lifeboats did not remain near the wreck, to assist in the work of rescue, as the morning was calm and the sea smooth, and the boats could easily have done so. His watch stopped at 5 o'clock, when the ship went down. He asked Captain Hall whether he could not run the steamship went down with the vessel when she to the beach, but the captain replied that slid from the reef, and even if they had the land was 30 miles away, and the disgot clear from the ship it would have tance was too great to make the at-

"Undoubtedly they would," replied the

GRAIN FLEET MOVEMENTS.

Two Additions to the Large Number of Ships in Port.

The British ship Blackbraes, the lates ddition to the fleet of grain ships in the affoat he would have sighted it, as he could scan the waters for a distance of 10 chored in the stream to await a berth at miles. which arrived up the day previous, is also in the stream. The arrival of these two ships kept the numerical strength of the fleet in port the same as it was, as two of the vessels started seaward yes-terday. Those leaving were the British bark Bardowie and the French bark La Rochefoucauld. In spite of the fine cleanup that was made at Astoria last week, there is a pretty good nucleus for another ficet already forming. There are now four vessels in the lower harbor ready for sea. In this port three, and perhaps four more, will finish loading this week. The William Mitchell and the Castor will finish loading today, and the Scottish Min-strel will finish tomorrow or next day, with one or two others very near to the finishing stage,

PUGET SOUND STEAMER SUNK.

Steamer Fairhaven Struck a Rock

and Went to the Bottom. SEATTLE, Jan. 15.-The Puget Sound SEATTLE, Jan. 15.—The Puget Sound steamer Fairhaven, operating between this city. La Conner and way ports, struck a rock or reef a short distance from Utsalady early this morning during a fog, and lady early this morning during a fog, and soon after sank in 10 feet of water. The passengers and crew all succeeded in reaching the lifeboats in safety and rowed to Utsalady, from where news of the accident was telegraphed to this city. The local officials of the steamer have but meager particulars of her sloking. They said today they understood the vessel could be raised at once. The captain telegraphs that the accident was due to the fog. Although the steamer was poking her way along slowly, she hit the obstruction with sufficient force to knock a hole the shore. The ship was practically a in her hull, and immedifiaely filled and floating telegraph office. Captain D. Hoge-sank.

Repairs to Pembrokeshire.

ASTORIA, Jan. 15.-The outside patch was put on the steamship Pembrokeshire this morning by two divers. Everything was in readiness and the actual time consumed in the work was only seven minutes. Now the interior work will be quickly finished and the vessel ready to go to sea in a few days after the repairs have been inspected and approved.

Will Retire as Agents for Steamers SEATTLE, Jan. 15.-A dispatch to the Post-Intelligencer from San Francisco makes the positive announcement that Goodall Perkins & Co. will shortly retire as agents for the steamships owned and operated by the Pacific Coast Company, and that the latter company will handle its own steamships. The statement is known to be authentic.

Marine Notes.

The big four-master Reinbek, while locking at Greenwich yesterday morning, drifted against the Carl, lying at Mersey sed up some of the Carl's head-

gear slightly. The steamer Columbia, in spite of the unfortunate delays experienced last trip, is back again about on time. She arrived up last evening about 6 o'clock, and will leave out on her regular schedule tomor

The British ship Inchcape Rock, which is coming from Antwerp by way of Port Los Angeles to Taylor, Young & Co., with general cargo, sailed from the Cali-fornia port yesterday. The C. H. Wat-jen sailed from Port Los Angeles for Portland Tuesday. She is coming in ballast,

Domestic and Foreign Ports ASTORIA, Jan. 15.—Arrived in at 8 A. M. and left up at 10:30 A. M.—Steamer Columbia, from San Francisco, Condition of the bar at 4 P. M., moderate, wind east; weather hazy, Genoa, Jan. 15.—Arrived—Fuerst Bismarck,

from New York for Alexandria.

San Francisco, Jan. 15.—Arrived—Steamer
Geo. W. Elder, from Portland; schooner C. H.
Merchant, from Gray's Harbor; steamer John
S. Kimball, from Seattle; barkentine Kate
Filokinger, from Tacoma. Salled—Steamer Danderah, for Nanaimo; steamer Progress, for Seattle; steamer Homer, for Gray's Harbor. Tacoma, Jan. 15.—Arrived—Steamer City of Puebls, from San Francisco. Salled—British ship Eighnshire, for Queenstown; American schooner Kenilworth, for Queenstown; steamer Mackinaw, for San Francisco; 14th, steam

Denbighehire, for Queenstown.
Hong Kong, Jan. 15.—Arrived—Indrapura,
trom Portland, via Yokohama.
Yokohama—Arrived January 15.—Clavering, from Tacoma, for Hong Kong.

Hong Kong, Jan. 15.—Sailed—Empress of China, for Shanghai, Nagasaki, Yokohama and

Vancouver, B. C.
Port Los Angeles, Jan. 16.—Arrived—Steamer
Mineola, for Nanaimo.
Cherbourg, Jan. 15.—Arrived—Patricia, from New York, Jan. 15.—Arrives—Fartes, from New York, Jan. 15.—Sailed—St. Louis, for Southampton; Friesland, for Antwerp; Teu-tonic, for Liverpool. Liverpool, Jan. 15.—Sailed—Coltic, for New York; Westernland, for Philadelphia. Hong Kong, Jan. 13.—Sailed—Olympia, for

The Margretha To

BOUND TO GET THROUGH

BURLINGTON TO RUN ITS TRAINS TO LOS ANGELES.

To Use the New Line From Salt Lake City-Deal With Clark and the Harriman People.

SALT LAKE, Jan. 15 .- A special to the Tribune from Washington says: There is little doubt that the Burlington Railway will, within a very few days, effect a deal with the Harriman people which will put its trains into Los Angeles via Senator Clark's road from Salt Lake City to the Coast. A conference was held in Washington today between General Charles F. Manderson, general solicitor of the Burlington system; R. C. Kerens,

the block system in railroading. The chief financial officer of the order will be called the general auditor.

It was decided to place an organization in the following cities: Portland, San Francisco, Albuquerque, Omaha, Helena, Kansas City, Denver, Fort Worth, Aberdeen, St. Paul, Chicago, St. Louis, Little Rock, New Orleans, Indianapolis, Columbus, Nashville, Atlanta, Washington, Pittsburg, New York City, Boston, Montreal and Winnipeg.

WHAT THE SANTA FE WILL SPEND Thirteen Millions Will Be Paid Out

for Equipment Alone. CHICAGO, Jan. 15.-The Record-Herald

morrow will say: "The management of the Santa Fe has decided to spend \$13,000,000 for equipment during the present year. This statement was made by an official of the company, of the Burlington system; R. C. Kerens, of St. Louis, vice-president of the San was made by an official of the company, work on the construction of the new Pedro road; Senator Clark and several from the proceeds of the new issue of

sentinel as the watchman, and outside sentinel as the flagman. The inside door will be called the inner block, and the outside door the outer block, following to the block system in railroading. The same class of engines will receive \$2 a day, computed at 19 hours.

> To Increase Capital Stock. NEW YORK, Jan. 15 .- The board of di ectors of the New York Central & Hudson River Railroad Company decided to-day, subject to the approval of the stockholders, to increase the capital stock of the company from \$115,000,000 to \$150,000,000.

Rate to Woolgrowers' Meeting. HELENA, Mont., Jan. 15,-The North-

ern Pacific and Great Northern Railroads have announced one and one-fifth fare for the fifth annual meeting of the Pacific Northwest Woolgrowers' Association, which will be held in Helena February 4.

Work on the Tunnel.



BRITISH SHIP PALATINIA. JUST SAILED WITH 5650 TONS OF WHEAT.

The steamship Palatinia, carrying 5050 tons of wheat, and drawing 23 feet of water, arrived down at Astoria Tuesday after a fine run from Portland. She was but 10 hours in making the run, and had no delay anywhere on the route. Counting pilotage and running expenses both ways, and the expense of moving the wheat on board the Palatinia over the 100-mile stretch of water between Portland and Astoria, was but little over 5 cents per ton. The Palatinia did not come into the river until New Year's day, and if her good luck continues she will be back on the high seas bound for Europe today,

representatives of the Harriman syndicate which controls the Oregon Short Line and the Union and Southern Pacific properties. Senator Clark today made a proposition to buy the Short Line, or, fall. ing in this, to lease part of the line below Sait Lake. Failing in that, the Senator said he would build a parallel line. If his proposition is accepted, it is reasonable to predict that the Burlington will be run-ning through trains via Lincoln and Salt Lake to Los Angeles before the end of

TARIFF REDUCTIONS.

New Great Northern-Northern Pacific

Rates Will Soon Go Into Effect. ST. PAUL, Jan. 15.—The final sheets of the Northern Pacific's new distance and terminal tariffs, which, with similar tarlines, will work a general reduction of 12 per cent in merchandise rates throughout the Northwest, went to the printers to-The tariffs will be in effect February 1, and before that date, if they can be published and distributed. The recent rate conference at Great Northern headportunity to inspect them and insert ad-ditional rates, which were previously agreed to. The meeting did nothing more han to pass on what had been understood before.

The first official statement regarding the effect of the rates was secured today from Great Northern headquarters. It indicates that the reductions in merch will be equal, on the average, to 12 per cent, as they range from 8 to 30 per cent,

"The Great Northern, Soo and Northern Pacific lines, leading into the Northwest, are preparing, and hope to issue, taking effect at the earliest practicable date, not later than February 1, tariffs covering merchandise and general shipments from the Twin Cities and the head of the lakes to all points in Minnesota and North Da-kota and new distance tariffs covering all traffic in both states, making reductions in merchandise rates that will average about 12 per cent. This is in line with the general policy to make reductions from time to time as the increase of business will warrant."

LINE UP THE CLACKAMAS. Examination of Country in Progress

-No Decision to Build.

President Hurlburt, of the Portland City & Oregon Railway, says there is nothing in the dispatch from Oregon City to the effect that his company decided to build a trolley line from Portland to Gartield, away out in the Clackamas County foot-hills. "Why, I never heard of that place until I saw mention of it in this morning's paper," said he. "We certainly have made no arrangements to build a railroad

"I may say, however," continued President Huriburt, "that we have been looking through the Valley of the Clackamae with the idea of finding a practicable results for the state. cable route for a trolley line to the site for the proposed electric power station of the Oregon General Electric Company, We have spent considerable time in reconnoitering the country. But we find it a very difficult section for a railroad, and have not yet got a line that is at all practicable. If we shall find such a route we may build the line, provided the people along the way manifest a friendly spirit. But the more we examine the matter the more do difficulties come to light, and it is entirely too much to say that we have determined to build. It is quite possible that the country will be found too difficult for economical railroading, or that the people may show hostility to the enter-prise. If engineering difficulties are solved,

"Many people are evidently misled into suppostion that we will build a trolley line up the Clackamas from the fact that our electric power project is going right ahead. But that will go on regardless of whether there shall be trolley line extension or not. The two enterprises are entirely separate, though the same people are interested in them. We hope to extend the trolley line, but I must say the prospect is by no means so encouraging as we would wish."

HEADQUARTERS IN CHICAGO. So Vote Railroad. Employes-Meet

Next in May, 1904.

SAN FRANCISCO, Jsn. 15.—The Brotherhood of Railroad Employes has decided that Chicago shall be its future headquarters, and today it also decided to hold its next convention there, is May, 1994. The question of ritual was taken up, and the convention decided that the nom-enciature of the officers shall follow that of milroading. The presiding officer of a division or lodge will be designated as the manager; the vice-president as the superintendent; the marshals as conduc-tor and assistant conductor; the inside Higher Wages for Enginemen.

The presiding officer of a size or lodge will be designated as manager; the vice-president as the cerintendent; the marshals as conductant and assistant conductor; the inside of engineers and firemen operating the new and heavier freight engines advances.

The Spokane flyer leaves Portland daily at 6:15 P. M.; arrives Spokane following morning at 9:50. This is the favorite train with everybody for Eastern Washington and Coeur d'Alene points. Ticket office Third and Washington streets, O. R. & N. Co.

the company is to be renewed.

"The official statement regarding the amount to be spent for equipment makes it plain what is to be done with the pro ceeds of the bond issue. It will take fully \$12,000,000 to give the company over 80 miles of new line free from debt. This sum and the equipment appropriation taken from \$30,000,000 leaves \$5,000,000. Of this amount, fully \$2,006,000 will go to-ward the new terminal in San Francisco and the balance will be used for grade reductions, etc."

LISTS OF MARKETABLE PRODUCTS Sent Out Monthly by Southern Pacific for Western Oregon.

The traffic department of the Southern have boarded the vessel. Pacific sends out a quite extensive list monthly of the marketable products for Commission to Investigate Fisheries. sale at points along its lines in Oregon. This is the result of the letter sent out some time ago asking agents to ascergeneral office in Portland, General Freight each month, and distributed to commismarket for the producers of Western Oregon. He believes it has already had this effect, though the device has been in operation but two or three months, and there is no way of accurately ascertaining just what sales and shipments are

made by reason of it. The list sent out this month occupies six long sheets of paper, carrying about 60 names, addresses and articles to th page. The number for each commodity ranges from one for cascara bark to 70 for potatoes. Manufactured as well as raw products are on the list, and in most cases the quantity available and the price are given. Nearly every station on the Southern Pacific lines in this state is rep-

It is said that commission merchants along the line of the Southern Pacific complain of the use made of these lists, saving that it brings sellers and buyers into direct communication and thereby cuts out the commission man.

Faster Time for Through Mail. CHICAGO, Jan. 15.-A new route shortning the time for the transportation of the transcontinental mail is likely to be effected by a plan that is now being studied by officers of the Lake Shore and Burlington roads. The arrangement un-der consideration would obviate the neessity of through Eastern mail destined for points west of the Mississippi River passing through Chicago. The scheme is to run mail cars through from New York to San Francisco via the Lake Shore to South Bend., Ind., and thence over the Indiana, Iliinois & Iowa road to Zealand, Ill., where a connection is had with the Burlington. For years the through trans continental mail has been carried by the Lake Shore and Burlington roads via Chicago. The slow time necessary in enter ing and leaving the city costs the two roads about one hour, and the transfer from car to car across the city causes another delay of from one to two hours. It is now thought that at least three hours can be saved in the time of the trans-continental mail by sending it around Chi-cago over the newly-formed route,

Sues Railroad for \$15,000.

OREGON CITY, Jan. 15.-Rebecca Tur ney filed a suit in the County Clerk's office today against the Southern Pacific Company for \$15,000 damages, alleged to have been suffered on September 13, 1200. The complaint says that while the plaint-iff was walking alongside the track near Canemah a stick of wood fell from a moving train that was passing, striking her shoulder and breaking her collar-bone and three ribe. Since then she has suffered great agony and discomfort, and

Secured Terminal at Omaha. OMAHA, Jan. 15.—The Illinois Central Railroad Company has secured control of the bridge across the Missouri River and all the tracks of the Omaha Bridge & Terminal Company. The property is a valuable one, having terminal tracks in this city, South Omaha and Council Bluffs and a new bridge across the river. South Omaha and Council

bonds to the amount of \$90,000,000. Just how the expenditure is to be apportioned is not stated, but it is known that an or-der has been given for 5000 box cars, 50 menced. Engineers for the firm of Jacobs mammoth freight engines and 100 more & Davies, the largest tunnel-builders in engines of smaller type, and that practically all of the passenger equipment of central track running into the Long Ispassenger station on Front street,

Suit Against Steamer Rosalia

VANCOUVER, B. C., Jan. 15.—Suit is seing brought by J. J. Palmer, of Vancouver, and W. A. Ward, of Victoria, against the steamer Rosalia and owners for damages for detention in quarantine due to negligence, as alleged by defendant company. Paimer and Ward ask for \$20,000 as compensation for time lost during the two weeks of detention. They alliege as a reason of responsibility of the steamship company that the child who wass found suffering with smallpox was plainly sick before being taken aboard the steamer, and that she should never

VANCOUVER, B. C., Jan. 15.—The Fed-eral Government today announced the membership of a commission to investitain what commodities were for sale in gate the whole question of the British the various localities and report to the Columbia fisheries, control of which is general office in Portland. General Freight claimed both by the Provincial and Do-and Passenger Agent Miller had an idea that a list of this kind compiled fresh will comprise Professor Prince, who is at the head of the fisheries department of sion merchants of the large towns and to the hundreds of Southern Pacific agents Morrison, M. P. The commission will in the East for use among their patrons, hold its first session next week, and is a basaltic cap and came into the phono-would have the effect of making a better rather vexed question.

May Be Using Sails Instead of Steam SEATTLE, Jan. 15. - A special to the Times from Victoria, B. C., says: The Condor was 31 days from here for Hono-lulu, on January 3, the date of the last mail, having left here December 2, on the evening of the storm in which the col-lier Matteawan was lost. She may be salling to the Islands, however, as ships often do, and with scant canvas and without her propeller working, she would be delayed. The mail due at San Francisco on Saturday from the Islands is anx-

King Says War Is Nearly Over. LONDON, Jan. 15.—King Edward has given royal indomement to the belief cur-rent among the public that an early declaration of peace in South Africa may be anticipated. "The war might now be regarded as approaching its conclusion," were the words used by His Majesty to-day, in addressing the officers of the Guards after reviewing a draft of 1200 of the Grenadiers, Coldstreams and Scots Guards, who start for South Africa tomorrow morning.

Tax Levy of Polk County. DALLAS, Or., Jan. 15.—The County Court has fixed the tax levy for 1901 at 26 mills, as against 25 mills last year. The levy is divided as follows:

Mills. Mills. | 7.5 Road 10.5 10.5 5.0 Total County School26.0 The court was to appoint a Roadmaster at this term, but, failing to agree, postponed the matter for one month.

Bad Fire at Los Angeles. LOS ANGELES, Cal., Jan. 15.—The Rees & Wirsching block was almost totally destroyed by fire today, together with the saddlery establishment of Hayden & Lewis and the coffee and spice house of Newmark Bros. Loss estimated at \$150,ece; well insured,

Texas Oil for Liverpool. BEAUMONT, Tex., Jan. 15.—The steam-er Cardium has cleared from Port Arthur with a \$4,000-barrel cargo of oil for Liver-pool, this being the second trip. Beau-ment oil will be used for fuel under some

Articles of Incorporation. Articles of incorporation of the Alaska Telephone Construction Company were filed in the County Clerk's Office yesterday by J. B. Hammond, E. B. McFarland and H. E. Cowgill. The capital stock is \$100. 600. The objects announced are to build and maintain telephone lines and do a general electric business in the State of Oregon and all other states and terri-tories of the United States, and in the Do-

of the bollers in the voyage across, the

other bollers being fired with coal.

An order of publication was made by Judge Frazer yesterday in the divorce suit of Emma W. Stanley vs. Lee Stan-

minion of Canada.

WARSHIP PROBABLY LOST DISEASED KIDNEYS

CONDOR BELIEVED TO HAVE GONE DOWN IN RECENT STORM.

Phaeton Will Be Sent in Search of Her-Bound From Victoria

to Honolulu.

VICTORIA, B. C., Jan. 15 .- Hope for the safety of the British warship Condor is all but abandoned. Naval men here are convinced she went to the bottom during the recent typhoon, while on her way from here to Honolulu. The Admiralty officials will dispatch the Phaeton Sat-urday, in search of her.

FIRST FLOUR TURNED OUT. New Mill at The Dalles Will Not Be

Operated to Its Full Capacity. THE DALLES, Or., Jan. 15.—The new ouring mills of the Wasco Warehouse Milling Company today turned out the first merchantable flour made by the plant since being operated by electric power from White River Fails, 30 miles distant, 10 days ago. Since then the employes have been busy testing all parts of the machinery, and today 50 barrels of

the machinery, and today 50 barrels of extra-fine flour to be marketed as The Dalles brand was the result. Tomorrow the mill will begin turning out 300 to 500 barrels per day.

NORTHWEST DEAD. Prominent Canby Fruitgrower.

CANBY, Jan. 15 .- George W. Shank, a rominent fruitgrower, and a resident for 35 years, died last night aged 61 years, left a wife and five grown sons-L. A. R. and D. J. of Canby: C. S. of Seattle and W. M., of Oregon City. The funeral will take place at Canby tomorrow, under the auspices of Meade Post, G. A. R., of this city.

Mrs. G. W. Loomis, of Chehalis. CHEHALIS, Wash., Jan. 15 .- Mrs. G. W. Loomis, who had been a resident of Washington since 1877, died Monday and was buried today. Mrs. Loomis was the mother of Mrs. S. Benson, of Portland, and left a husband and three grown sons

Edward F. O'Rourke, of Vancouver. WASHINGTON, Jan. 15,-Edward F. O'Rourke, a private in the Marine Corps, whose home is near Vancouver, Wash, died at Providence Hospital, in this city, today, from a complication of diseases contracted while serving in the Philip-

Officers and Description of Boat. NEW YORK, Jan. 15.—The Condor is defined in the British Admiralty list as a screw sloop. She was built at Sherness and was launched in 1898. She is of steel and sheathed, and her tonnage is 380. She is 150 feet long, has 33 feet beam, and draws 11 feet 6 inches, Six four-inch quick-fire guns and four three-pounders constitute her armament. Her speed is

She was commissioned at Chatham on

November 1, 1900, and practically all of her present crew joined her at that time, Two Men Killed in an Explosion. MACKAY, Idaho, Jan. 15.—Two men were killed and three injured in an explosion this morning, three miles west of here. The killed: BENO HINTERHOLZER,

JAMES PERSON. The names of the injured are not known. They will recover. Hinterholzer was blown to pieces, and it was with difficulty that enough of his remains could be gathered to hold an inquest over. The accident was caused by the men at-tempting to take out an old charge of

dynamite which had failed to explode

Rich Phonolite Specimens. BOISE, Idaho, Jan. 15.-D. J. Brown arrived this evening from Thunder Mour tain. He brings very rich phonolite spec mens taken from a claim about 3500 feet from the famous Dewey property.

AT THE HOTELS. THE PURTLAND.

J A Benson, San Fr
Mrs Jehn V Tombler, J
San Francisco
John V Tombler, J
Goldman, N Y
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