

WASHINGTON PILOTS

Our Neighbors on the North
Come to the Rescue.

INTERESTED IN THE COLUMBIA

Are Willing to Appear as Many Pilots
as the Service Demands—
History of Some Squabbles
for Pilot Supremacy.

ILWACO, Wash., Jan. 17.—(Staff correspondence.)—Down here in the extreme southwestern corner of the state are a few Washingtonians who decline to admit that their state has no interest in the commerce of the Columbia River. These people are so close to the ocean that by night and by day they can hear the roll of the breakers, and while the mighty Columbia at this point has all but lost its identity in the waters of Baker's Bay and the Pacific Ocean, as the Columbia River, the noble stream are as jealously guarded here as they are farther up. For this reason the effort that is now being made to improve the pilot service at the mouth of the Columbia is in a fair way to receive its most effective support from the Washington Pilot Commissioners residing in this town. With the exception of one member, the Board of Pilot Commissioners for this state is heartily in favor of maintaining a pilotage service in keeping with the levy that is made on shipping breaking in and out of the Columbia River. This board broke up the Astoria pilot ring in 1888, and it is now making a fair start toward repeating the performance. With the general campaign of misrepresentation that is waged against the Columbia River, especially its lower reaches, by the leading papers of the State of Washington, it is somewhat surprising to find any sentiment in the state favorable to the improvement of facilities for expediting shipping on this stream.

The work of the Ilwaco Pilot Commissioners, however, spoke for itself and for a short time after the combination was shattered in 1888 Columbia River shipping enjoyed the best pilot service that we have had since the days when Captain Flavel had supreme control on the bar and made and unmade pilots, independent of political rings and cliques. When the mismanagement of the O. R. & N. Co. knocked out compulsory pilotage on the bar a few years ago, they employed an insufficient number of pilots and paid them a paltry wage. The result was the temporary retirement from the service of some of the best men on the bar, and a very poor service.

New Ring Formed.

The service was so unsatisfactory that the pilots had but little difficulty a few years later in re-establishing compulsory pilotage on the bar. Some of the pilots had permitted their branch licenses to lapse and did not call early enough to avoid the rush at the door. When they did call they found another pilot ring doing business at the old stand and so firmly entrenched that an outsider could not break in with a single hammer or a charge of dynamite. George W. Woods, Alex. Malcolm and James Tatton were the first to make an unsuccessful attempt to get back to the bar as Oregon pilots. Woods had been serving as Oregon pilot up to the time of the abolishment of compulsory pilotage, and Malcolm had served on the bar along in the '80s, but had been away for nearly 10 years. Tatton was a new man in a way, but had long experience in bar work with tugs and steamers, was a capable navigator or "steersman," and was a "nerviest" man that ever sailed over the Columbia bar. Robert Carruthers, an Astoria capitalist and brother-in-law of Alex. Malcolm, took up the cause of the outsiders, and purchased the schooner Jesse in San Francisco, and the Washington board commissioned her as the official pilot schooner of the State of Washington and issued branch licenses to Woods, Tatton and Malcolm. Then there was racing and chasing out in the offing. The Jesse was formerly the crack racing yacht of the San Francisco Yacht Club and she could sail all around the diminutive scow San Jose, which was the Oregon schooner. The Oregon pilots, however, had an agreement with the tugs by which they were carried on tugboats, but, in spite of this handicap, the rustling Washingtonians picked up a good many ships, and slashed rates right and left to such an extent that a pilot's job was losing much of its attraction.

Carruthers Overreached.

This interesting condition might have continued indefinitely had it not been for the grasping tendencies of Carruthers. He tolled not, neither did he spin anything but yarns, but he demanded a toll of \$5000 per year for the use of his schooner, and this burden became very wearisome to the men who were doing the work and putting up the best pilot service the port ever had. They rebelled and opened negotiations with the Oregon pilots. The latter had been beaten into submission by this time, and, as they were tired of risking their lives on the San Jose and wanted a better schooner, they made arrangements to consolidate their interests with the Washington pilots and purchase a new schooner. Carruthers had meanwhile been employed to give the pilots better terms, but was obdurate, and they were then taken in by the Oregon pilots. This ostensibly placed them in the position of being without a boat, which, under the Washington state law, made them ineligible and their licenses were revoked.

Then appeared before the Washington board Loren Staples, Cyrus Harriman, Charles Gunderson and Thomas Neil, all of whom had held Oregon branches before the non-compulsory split-up. These men were promptly granted licenses as Washington pilots attached to the Carruthers schooner Jesse. Like their predecessors, they set a pretty warm pace for the Oregon pilots, cut rates and, in the opinion of the Oregon pilots, made general business of themselves, and, in the opinion of the general public, were benefactors of the port. This latest opposition had been under way but a short time when Alex. Malcolm died. This left an opening for Gunderson, and he promptly applied for an Oregon license.

Retirement of the Jesse.

About this time Carruthers' economical characteristics again got the better of his judgment, and he unwittingly put the Jesse out of business in short order. The

Jesse was built regardless of expense, and her equipment included a large amount of lead ballast, which had been melted and cast to fit the lines of the hull, making it impossible for it to shift. When the schooner was on the ways for some minor repairs, Carruthers removed this expensive ballast and sold it for \$100. He replaced it with a lot of odds and ends of scrap iron, which could not be properly secured or kept in place, and in heavy weather it rattled around, making more noise than a boiler factory. The schooner was not very strongly fastened, and one trip outside with scrap ballast scared the pilots so that they appeared before the Washington board and filed a complaint against the schooner, declaring her unsafe and unfit for the service. Whether or not the Oregon pilots were in collusion in this matter is unknown, but Staples was immediately taken into the combination. Tom Neil, who, with Staples, had made the complaint, and Cy Harriman, both good men, seemed to have been lost in the shuffle, and, being without a schooner, retired to the "beach." The Washington Commissioners made a personal inspection of the schooner, and, finding the charges true, revoked her commission.

Or, the beginning and ending of the voyage of every craft piloted by them, hence making said place the common headquarters of all shipping business, and only primary point of landing, which is the natural result of residents of Astoria generally acting as pilots for both states, and which will be the condition of matters in the future, so long as there is not a United States port of entry on said river on the Washington side; hence, in view of the aforesaid state of affairs, and the further fact that if only actual residents of Washington were to be licensed as pilots, it would be necessary to import from abroad an entire new set of pilots, who would be unfamiliar with the geography and weather conditions of the Columbia River and bar, we cannot recommend that the present status be amended so as to include residence of the state as a qualification of eligibility as a Washington pilot.

It might be added, in support of the above, that under marine laws the question of residence has always been given the most broad and liberal construction, and in all matters of employment the only question of eligibility is that the applicant is a resident and citizen of the United States.

The experience of the past two or three months shows quite plainly that the Oregon Commissioners will not or cannot maintain a good service with the few pilots now on the bar, and also that they are decidedly indifferent about appointing any more. Under such circumstances the efforts of the Washington commission

WILL IT SHUT US OUT?

EFFECT OF NEW PHILIPPINE TRANSPORT SYSTEM.

Apprehension Lest It May Give Government Business Entirely to Seattle and San Francisco.

"Jack be nimble, Jack be quick" is a good bit of verse for Portland to keep in mind just now. The War Department is intent on changing the plan of transport service to and from the Philippines, and the vital question is how the change will affect Portland. Will Portland get a larger share of the business than heretofore, or will it be shut out entirely?

This question has become so fraught with interest as to engage the attention of the Chamber of Commerce of this city. The plan of the Government is to discontinue its several transport ships and to award contracts to steamship lines for conveying soldiers and supplies to and from the Philippines. There is a difference of opinion as to how Portland would fare under such an arrangement. Presi-

dent "Roe" against the favoritism toward Seattle and San Francisco. It is a matter of doubt whether a "roar" would effect anything under the contract system. The method of forwarding the Government mail, done by contract, is looked upon by some people as an example of what the general contract system would be.

STRUCK ON THE BAR.

Steamship Wrecked While Entering a Michigan Port.

LUDINGTON, Mich., Jan. 17.—The Pere Marquette Railway Company's steamer No. 3 struck the bar at the mouth of the harbor early today, while attempting to enter in a high southwest gale, and was scuttled in nine feet of water. The nine passengers and crew of 20 were taken off the wrecked craft by the life-saving crew with their breeches buoy apparatus. The No. 3 lies 130 feet from the end of the North pier, and 300 feet from the shore, with great waves dashing over her decks. She is already a mass of ice.

The accident occurred before daylight. Passengers and crew were rudely awakened by the succession of shocks as the steamer pounded on the bar. Signals of distress were immediately blown and the life-saving crew quickly responded. Running their mortar out on the pier the life-savers sent a line to the wreck. A heavy rope was then hauled aboard and when daybreak came there was a line 300 feet long stretched from the pier to the No. 3, and the breeches buoy apparatus was ready for use. Over this line the nine passengers, four of whom were women, and the crew were safely taken in the breeches buoy in two hours. It was a thrilling rescue. As the people were drawn along the rope great waves broke over them and all were drenched by the icy water when they arrived on the pier.

The boat was loaded with 25,000 bushels of barley and 900 tons of merchandise. The stranding occurred at almost exactly the same spot where the car ferry Muskegon struck and was wrecked three weeks ago. The Pere Marquette officials have hopes of saving No. 3 and her cargo, but there is great danger that the boat will go to pieces.

Captain Frank Doty, who was the last man to leave the vessel in the buoy, says the rudder stock was twisted by the large seas that were rolling and the steering gear refused to work. The steamer then lost her head and rolled in the trough of the sea until she struck. Engineer Williams made every effort to work the vessel off with her own steam, and stayed in the engine-room until he was driven out by the water.

SOMETHING IS IN THE WIND.

But What Does the Coming Conference of Shipowners Mean?

NEW YORK, Jan. 17.—Referring to the fact that a number of leading shipping men were en route from London to this city in connection with a proposed combination, John Lee, agent of the White Star Line, in this city, said:

"It looks as if there was something on what it is I cannot say. All these coming over on the same ship looks as though something was up. It may be that an effort is to be made to secure an agreement on freight rates, but I cannot tell. Personally I don't believe that the White Star Line will ever be sold. I don't think any agreement on rates will remedy the situation. The trouble there are too many ships. I am not enough of a shipping man to know whether the depreciation in value of ships laid up is greater than the loss in operating them at a low freight rate, and then do not see how you can arrange a settled rate, as railroad rates from the West—Chicago, for instance—to different seaports differ so materially."

I am led to think there is nothing in the story of the sale of six of the White Star steamers, because such ships as the Celtic, which is a combination passenger and freight boat, carry more freight than a cargo-boat are left out. The big carriers are the true cause of the freight rate dissatisfaction, and I cannot understand any one wanting to buy a severe blow to set up a rivalry with the big ones."

LOCH GARVE IN PORT.

British Ship Reaches Astoria in Distress—Sickness in Crew.

ASTORIA, Or., Jan. 17.—The British ship Loch Garve, from Valparaiso in ballast, which arrived off the mouth of the river January 14, ordered to anchor today this afternoon in distress. Captain Ritchie reports that after an unusually quick run from Valparaiso to the Columbia River he was overtaken by a severe gale on the evening of January 4, during which two bolts in the steering gear were sprung. Two days later they were carried away and a jury steering gear was rigged.

January 5 Peter Vasilto, an able seaman, 58 years of age, died of bowel complaint and was buried at sea. Five other crew members are suffering from a severe attack of sickness, although none are seriously ill. On account of being short-handed and the partly disabled condition of the vessel, Captain Ritchie decided to make today a pretty penny, for a tug. The ship had scarcely dropped anchor when a message was received from the owners that she had been chartered for Portland. Had these orders been received while the vessel was outside, the charge for towage might have been different, but as it is she was brought in in distress.

THE CARL IS LOADED.

German Bark Will Clear Today for Europe—Castor Will Be Next.

The German bark Carl finished loading yesterday and will clear today for Europe. She draws 18 feet 6 inches of water. Her cargo is consigned by A. Berg. The vessel has been in the river less than a week. The cargo consists of 100 tons of iron ore, 100 tons of coal, 100 tons of flour, 100 tons of sugar, 100 tons of rice, 100 tons of wheat, 100 tons of barley, 100 tons of oats, 100 tons of corn, 100 tons of cotton, 100 tons of wool, 100 tons of hides, 100 tons of skins, 100 tons of bones, 100 tons of tallow, 100 tons of oil, 100 tons of soap, 100 tons of candles, 100 tons of matches, 100 tons of paper, 100 tons of books, 100 tons of clothing, 100 tons of furniture, 100 tons of household goods, 100 tons of miscellaneous cargo.

BACK FROM THE NORTH.

Steamship Elitha Thomson Reaches Port.

SEATTLE, Jan. 17.—The steamship Elitha Thomson, five days overdue, reached port this morning from Valdez with 10 passengers and a cargo of 600 tons of Elum copper ore. She brings a report of howling southwesterly gales along the coast followed to the ports in the westward. The Thomson brought some Lower Yukon mail. Expected mail from Eagle City had not reached the coast when she sailed, January 4.

Given Permission to Call at Suva.

YANCOOVER, B. C., Jan. 17.—Permit from the Canadian Government has been granted to the Canadian-Australian line of steamers to call at Suva, Fiji Islands. The consent of the Canadian Government had in one instance been the alteration of the sailing schedule, as the steamship company is subsidized to carry Canadian mails. It is likely that a call will also be made either at Auckland, or Dunedin, New Zealand. The calling of the steamers at Suva will involve an addition to the route of 250 miles. The new steamers being built for the line are expected to cover the additional route without lengthening the present time schedule.

Repairs to the Primrose.

Captain Thomas Jamieson, of the British bark Primrose, is in the city. The Primrose was abandoned by her crew December 2, on the south of Gray's Harbor and several days later was taken to Puget Sound by tugs that found her at anchor. Repairs to the ship are nearly finished. The legal war between the owners of the vessel and the owners of the tugboats

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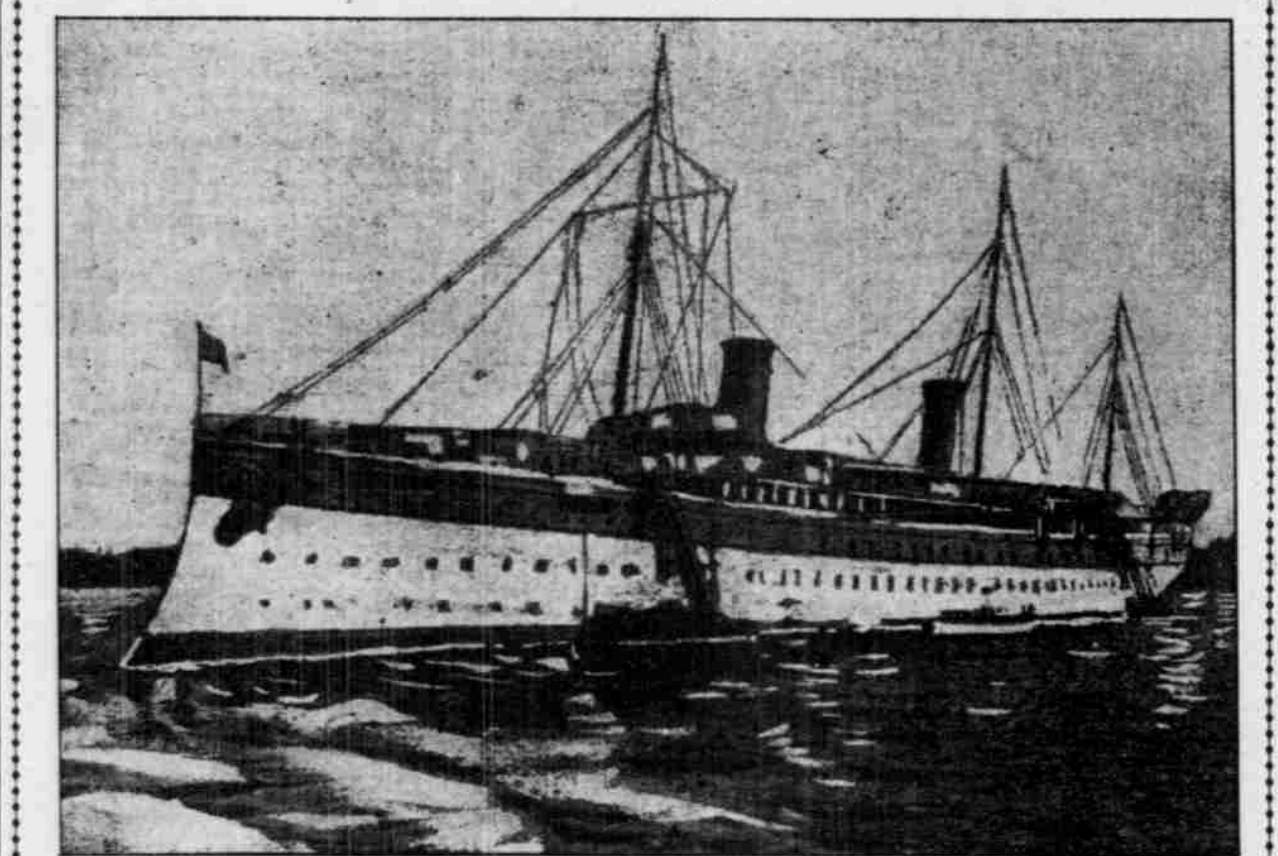
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IMPERIAL YACHT HOHENZOLLERN.



VESSEL OF KAISER WILHELM, ON WHICH HIS BROTHER, PRINCE HENRY, OF PRUSSIA, WILL SAIL FOR THE UNITED STATES JANUARY 18.

This action created considerable comment at the time, and a \$100 bribe that was not accepted figured in the scandal created.

The Pulitzer Appears.

Meanwhile the new schooner Joseph Pulitzer, bought by the Washington pilots, was in service on the bar; and 10 pilots (Oregon and Washington mixed) had perfected another combination that was warranted not to rip, tear or ravel. These pilots, with possibly one or two exceptions, were good men, and for a time handled the shipping so perfectly that complaints against the service were rare indeed. In November, 1900, Peter Cordner, one of the best men in the service, was lost with the British bark Andraza somewhere off the mouth of the river. This left but nine men to handle one-third more shipping than had ever entered the river before. No effort was ever made by the Oregon Commissioners to fill this vacancy, or to increase the number of pilots so as to make the service as efficient as it was when a smaller number of ships were coming here. To this negligence, carelessness, stubbornness, or call it what you may, is due the extraordinary delays to which shipping has been subjected this season, and it is to remedy this condition of affairs that the Washington board has taken a hand in the game.

The Latest Appointment.

Their first work was the appointment of Anthony Leighton, master of the tug Samson, as a Washington pilot. At the time of the appointment, it was given out that Leighton had been appointed to take the place of Loren Staples, who was said to be physically incapacitated for the work. This is an error, and the state that this is an error, and the state that this is a pilot in good standing, so far as they are concerned, and will continue to be, until charges of a sufficiently serious nature to warrant them in "breaking" him are preferred and proved. Not only will the majority of the board insist on Staples remaining until charges are proven, but they are willing to appoint more pilots whenever needed, and when they are assured that the pilots will be admitted on the schooner or tug.

As the Oregon pilots are using the Washington schooner almost exclusively, an arrangement could no doubt be effected by which any new Washington pilots which might be given branch licenses could use the Oregon schooner, or they could be given transportation on the tugs on the same basis as the combination pilots are now carried. An effort has been made in the past to draw state lines in sizing up an applicant. Just at present, the only available men for pilot service on the Columbia River bar are all residents of Oregon, and the dissenting member of the Washington board insists on drawing state lines in considering the qualifications of applicants. This objection is pretty well answered, however, in the report to the Governor of Judge Brumback, one of the Commissioners in 1898. In discussing this phase of the matter, Judge Brumback says:

"At the present time all pilots carrying pilot licenses from this state are residents of Oregon, and in looking over the records of former boards from the very beginning of the pilot laws in territorial days, we find that every pilot who has taken out branches, with the exception of two, one of whom formerly lived at Kalama, Wash., and the other formerly at South Bend, Wash., was an Oregon man. Owing to the fact that the waters of Baker's Bay (Ilwaco) are too shallow for a pilot-boat to come in and go out, it is impossible for the boat to make its headquarters here, nor is there any other port on the Columbia River on the Washington side for such boats to make its regular landing and provision itself from time to time, as necessity might require, and in view of the fact that Astoria is the only port of entry to the Columbia and that all ships coming in or going out has to report to the customs officials for inspection and clearance under guidance of pilots, who act with said customs officials, thereby making Astoria,

will be appreciated by every one in any way interested in guarding the good name of the Columbia River. E. W. W.

GROWTH OF CHURCHES.

Religious Statistics of the Census of 1900.

NEW YORK, Jan. 17.—Statistics on the growth of the churches of the United States in 1901 and the order of denominational rank in 1900 and 1901, have been completed by the Rev. Dr. E. K. Carroll, who is in charge of the religious statistics of the United States census of 1900. At the end of 1900 there were 27,300,610 members of all churches in the United States, according to Dr. Carroll's figures, and \$2,986,527 at the end of 1901, a gain of \$30,027, or 2.57 per cent, or greater than the gain in population, 2.15 per cent, the annual rate of increase in population from 1890 to 1900.

The Catholics led, with a present membership of 5,158,741, a gain of 48,083. Dr. Carroll rates the increase in Roman Catholic membership as too high, and regards the figures as those of the growth of several years in a large portion of the dioceses.

The percentage of growth in the Protestant Episcopal Church, 4 per cent, Dr. Carroll regards as large. It is next to the Roman Catholic Church, the largest growth of the year, and was greatest in the Eastern cities. The accessions to the Protestant Episcopal Church were from Methodists, Presbyterians, Baptists, Congregationalists and other denominations rather than from the non-church public.

The Disciples of Christ, whose membership is almost wholly in the Middle West, has almost doubled its followers since 1890. Of Christians, Dr. Carroll says that he took his statistics from the mother church at Boston, while his figures are much less than some scientific claim.

The statistician found 22 different kinds of Lutherans in the United States. The total Lutheran growth last year was 36,161, much of which was in the independent synods, that of Iowa alone being 2,300, while others lost heavily.

Of his own body, the Methodist North increased but 15,500. Last year, however, 300,000 Methodists in or about Utah, and it is stated that 65,000 converts were made last year by 1400 missionaries from the East; a fact brought out by Dr. Carroll in his summary of the statistics, no matter what the discouragement.

There are 12 kinds of Presbyterians. In 1900 the twelfth kind had only one minister and a handful of members as yet faithful, and probably will remain so. They call themselves Reformed Presbyterians in the United States and Canada.

Strecker Buttery Collection.

NEW YORK, Jan. 17.—Through the gift of \$50,000 by Dean Hoffman, the American Museum of Natural History will receive the largest collection of butterflies and moths in the country. This addition will make the museum's collection one of the largest in the world.

Pardons by Shaw.

DEB MOINES, Ia., Jan. 17.—As practically the closing act of his administration, Governor Foran made public the names of 473 prisoners to whom he had extended executive clemency within the last two years. The Governor's record in this respect, it is stated, has never been equaled in Iowa.

dent Mears, of the Chamber of Commerce, is engaged in the subject. His first object is to find out definitely just what is the plan of the Government. When it is learned the trustees of the Chamber of Commerce will be prepared to take action.

It is argued by some men that the new system will enable Portland to get more recognition in the Army and supply transport business, since this city can compete on a commercial basis better than when the business is distributed by favoritism. But it all depends on the meaning of the Government's new plan. If that plan means that the transportation business shall be given over to established lines of steamships, it is difficult to see where Portland will get a share, for this city has no line of steamships to the Philippines. Should the plan of the Government be sold, it is probable that the two transcontinental systems of railroads will compete sharply to buy them, for transportation business is one that can be turned to a pretty penny. Should this occur, the ships will fall into the hands of the Hill or Harriman syndicate, or perhaps both. The pet of the Hill railroads is Seattle, and the Harriman interests are shaping everything in the interest of San Francisco. And as Portland has no vessels operating directly to that direction, it is not likely that there is an extenuating clause in the Government's proposal, that this city might feel the grind of the upper and netting situation.

A morose citizen yesterday was inclined to give up to melancholy over the situation. "It looks," said he, "as if Portland were an orphan on the map, and would have to make its own way in the world."

Both Seattle and San Francisco are up and doing. Seattle relies greatly on the strength of the northern railroads to push the business that way. That city is intent on establishing a steamship line to Manila, and is working strenuously in that direction. It regards the new plan of the Government as an influence very favorable for its object. It further relies on its ability to provide lumber and forage cheaper than can California. It hopes to get most of the supply business and to divide the agency of the Army transport business. At present Seattle is no better equipped than is Portland. It has to ship goods to Manila by way of Hong Kong and the same as this city. As trade will develop along the lines of commerce, if Seattle gets a direct route Portland will work at a great disadvantage in its effort to buy Original trade.

San Francisco has felt upon the transport plump so long that it is loath to give up any of the spoils. Its Chamber of Commerce has tried to influence the War Department to report to have said:

"I have asked Congress for authority to give up the transports and make a contract with a private company or companies for doing this business, but I hardly think the chance is one that is likely to take place immediately. Your inquiry as to the effect it will have upon San Francisco business is one, however, which I can answer in a general way."

When the Government comes to make this new contract we shall be very cold-blooded about it, and we shall make a contract that will be to the Government's advantage. I cannot see how any company operating, or proposing to operate, from Seattle can possibly make a proposition to us that would even partly offset the abandonment of the Government's plant in San Francisco at the Presidio.

I hardly think any such proposition could possibly be made. It is safe enough, whatever we do about the transports, to go upon the assumption that the Government will always keep its feet in San Francisco, and that the natural course of events must of the Government's freight will follow the route over which its men go.

Portland has secured a Government transport occasionally by raising a pri-

promises to be long drawn out. The ship will probably load for Ralfoir, Guthrie & Co. at Tacoma. She is now at Quakerman Harbor in possession of her owners. She is without anchors or chain, as those intended for her were lost on board the Walla Walla.

Sickness on Board.

PERNAIBU, Brazil, Jan. 17.—The British steamer Carlisle City, Captain Patterson, from San Francisco, November 17, for St. Vincent, C. V., has put in here with sickness on board, and reports the death of one of Captain Patterson's wife.

The Lakme Has Sailed.

The steamer Lakme sailed for San Francisco yesterday morning with lumber. She received her cargo from the Eastern Lumber Company. On her return trip she will bring 400 tons of barley.

The Williams Mitchell Cleared.

The British ship William Mitchell cleared at the Custom House yesterday for Queenstown or Falmouth for orders. Her cargo is 115,712 bushels of wheat. She will start down the river this morning.

Will Build Large Schooner.

ABERDEEN, Wash., Jan. 17.—The West & Slade Company will build the largest schooner ever constructed on Gray's Harbor. It will cost \$60,000. One-fourth of the contract price has been subscribed by local business men.

Repairs to the Pembroke.

ASTORIA, Dec. 17.—Lloyd's surveyor, P. G. Hill, of Tacoma, was here today, making an examination of the repairs to the British steamship Pembroke. He states that the work is satisfactory.

Marine Notes.

The steam schooner Ruth cleared for San Francisco yesterday with 375,000 feet of lumber. She was loaded by the Portland Lumbering & Manufacturing Company.

The steamer Ruth is receiving extensive repairs. Most of the lower cabin of the boat has been renewed, and the bottom of the hull, when the work is done, will be practically new.

The British ship Lord Shaftesbury sailed from Honolulu January 6 for Portland. She brings a cargo of cement, and will load with wheat at this port. The vessel has a register of net tonnage.

The steamer Polina, which was intended to load at Portland with forage for the Government at Puget Sound. The steamer also will take a cargo of lumber from Puget Sound to Manila.

The British ship Nelson sailed from Seattle yesterday for England. The vessel was loaded in Portland, and was a sufferer from the recent severe gales off the coast over a month ago.

Bids for repairs to the Government transport Dix, to cost about \$12,000, were opened several days ago in Seattle. Several tenders have been made, and the lowest bid was for \$10,000. The contract will be awarded to the lowest bidder.

The combination of transportation companies which have had a monopoly on the

wharfage and warehouse privileges at St. Michael has at last been broken, says the Seattle Times. The Dawson & White Horse Navigation Company has split the pool by securing a permit from the War Department at Washington to erect wharves, warehouses and store buildings at St. Michael. These privileges have heretofore been controlled by a general agreement between the few companies operating under permits.

Lifeboat From Walla Walla.

SAN FRANCISCO, Jan. 17.—The schooner Henry Wilson, from Gray's Harbor, Gen. from Coos Bay; steamer Unadilla, from Mendocino, picked up a lifeboat from the wrecked steamer Walla Walla. The boat, which was in good condition, contained one cask of water and one pint bottle of whiskey. All the life belts were tied in the boat.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived at 1 P. M.—British ship Loch Garve, from Valparaiso. Condition of the bar at 4 P. M., rough; wind southeast; weather cloudy.

Honolulu—Sailed January 6—British ship Lord Shaftesbury, for Portland.

San Francisco, Jan. 17.—Sailed—Ship Two Brothers, for Oyster Harbor. Arrived—Steamer Chehalis, from Gray's Harbor; schooner Gen. from Coos Bay; steamer Unadilla, from Mendocino; steamer Chehalis, from Aberdeen for San Francisco.

New York, Jan. 17.—Arrived—Columbia, from Genoa and Naples.

Boston, Jan. 17.—Arrived—Ultonia, from Liverpool and Queenstown.

Liverpool, Jan. 17.—Arrived—Numidian, from St. Johns. Sailed January 16—Parisian, for London.

Boulogne, Jan. 17.—Sailed—Amsterdam, from Rotterdam, for New York.

Amsterdam, Jan. 17.—Sailed—Klek, from San Francisco, via St. Vincent.

Singapore, Jan. 17.—Arrived—Teen Kat, from Seattle, Yokohama, etc., for Liverpool.

Seattle, Jan. 17.—Arrived—Steamer Elitha Thomson, from Valdez; steamer Driftn, from Skagway; Japanese steamer Rinsen Maru, from Hong Kong. Sailed—British ship Nelson, for England.

Tacoma, Jan. 17.—Arrived—Steamer Elitha Thomson, from Valdez. Five days overdue; American steamer Tacoma, from Hong Kong; 10th, steamer Washenaw, from San Francisco; steamer Santa Ana, from San Francisco; British bark Alstair, from Seattle.

American steamer Cairns, for San Francisco; 16th, American schooner Littleton, for San Francisco.

New York, Jan. 17.—Arrived—La Savol, from Harre.

Liverpool, Jan. 17.—Sailed—Parisian, for Halifax.

New York, Jan. 17.—Arrived—Cartagena, from Glasgow.

Pernambuco, Jan. 17.—Arrived—Carlisle City, from San Francisco for St. Vincent. (Sickness aboard, captain's wife dead).

New York, Jan. 17.—Arrived—Philadelphia, from Southampton.

Services at Good Shepherd Church.

The Rev. Henry Duncan Chambers, of Albert Lea, Minn., is in Portland, and will officiate in Good Shepherd Church, Albina, Sunday morning and evening.

Chamberlain's Cough Remedy.

Best and Most Popular.