NO LIGHT ON ABUSES

Washington Pilot Investigation a Fizzle.

NO CHARGES MADE BY ANYBODY

Bar Service Is Presumably Best We Ever Had—Pilot Staples Suspended—New Board Gets the News.

ILWACO, Wash., Feb. 4.—(Staff correspondence.)—The Board of Pilot Commissioners for the State of Washington met at Ilwaco today. They also adjourned. So far as accomplishing anything that has thrown any light on the pilotage and towage service is concerned, the business of the day was confined to the aforementioned acts. The commissioners had extended an invitation to the Portland Chamber of Commerce and to the Port of Portland Commission, requesting them to be present to aid in turning on the limelight. Neither of the Portland commercial bodies responded to the invitation, and the investigation, which was expected to be a red-hot affair, was about as exciting as an old ladies' pink tea or an Emersonian discussion on the "Whereness of the Which." The O. R. & N. Co. was represented by Captain George Conway, superintendent of water lines; H. R. Conner, of the legal department; Agent Lounsbury, of Astoria, and Captain Sam Randall, of the bar tug Wallula. The bar pilots in attendance were James Tatton, George W. Woods and Charles Gunderson. Commissioner Kofoed's saloon and Judge Brumbach's law office being too small to accommodate the crowd, a hall was secured, and shortly after the arrival of the Nahcotta Limited, the meeting was called to order by Chairman N. C. Kofoed. The chairman's remarks during the meeting were confined to "Come to order" at the opening, and, after delivering this request, he was succeeded by Secretary Brumbach, who, with occasional whispered suggestions from Commissioner English, was spokesman for the board.

No Complaints Filed.

The proceedings opened with a statement from the secretary that no official complaint had been filed with the commissioners, and, in the absence of such complaint, he thought it the duty of the board to dig around and see if they could not find one. Mr. Conner, anxious to please, arose and offered himself as the representative of the O. R. & N. Co. as a subject for investigation, and stood with Spartan courage ready to meet all comers. There were no comers, however, and, looking like a man who had started out to hunt elephants and had bagged chipmunks, he promptly subsided.

Mr. George Washington Woods, the bar pilot, was next called. The formality of an oath was overlooked in Conner's case, but the commissioners had read the Portland testimony of Woods regarding the number of ships that had sailed in and out without tugs, and Judge Brumbach insisted on his being sworn. Woods stated that there were plenty of pilots and plenty of tugs, and that the service is the best it has ever been. This statement was substantiated by Pilots Gunderson and Tatton, neither of whom seemed to think that the pilot service was inferior to the tug service. In his testimony, Woods added to the terror of the bar by taking off another two feet from the already rather scant depth. He stated that there was but 18 feet at low tide, and that the extraordinary delays this Winter were due almost entirely to this shoaling, which was caused by a succession of gales banking up the sand at the mouth of the river.

Matter of Record.

In his remarks, Mr. Conner had asked that the presence of the O. R. & N. representatives, and their willingness to meet all charges against an inefficient bar tug service, be noted on the records of the meeting. On behalf of the pilots, Captain Tatton made the same request. Judge Brumbach asked Pilot Gunderson if there had been any vessels lost within the past four years through the inefficiency of either tug or pilot service, and Gunderson answered: "Emphatically no!"

Having failed to secure a "rise" with the bait he had been using, Judge Brumbach made a cast in the direction of Conner by calling on Captain Sam Randall for some pointers on bar tug-boating. Mr. Conner was on his feet in a moment, and stated that the O. R. & N. Co. representatives were there to answer any questions that might be put to them regarding the service, but did not feel called on to go into details of their business without it had a direct bearing on the Pilot Commission investigation. Mr. Conner's point was well taken, and there being no desire to press the matter, it was dropped.

At this juncture, Secretary Brumbach seemed to have exhausted his supply of interrogation points, and the proceedings lapsed into the "for-the-good-of-the-order" stage. Desirous of being entertaining, Mr. J. R. Goulter asked for an opinion regarding the probable change that would be wrought by a continuation of the jetty in its present course. Commissioner English ventured the suggestion that the inquiry had nothing to do with the case, and, as it elicited no response, and no other subjects were suggested, the meeting adjourned.

Pilot Staples Suspended.

In the afternoon the commissioners held a meeting behind closed doors to consider charges against Pilot Loren Staples, who had been relieved from duty by the Oregon pilots, who alleged that he was an habitual drunkard, and that he was guilty of being intoxicated while on duty. Staples was before the board on Monday, and did not make a favorable impression, and the commissioners accordingly suspended his license for an indefinite period. As his license expires February 13, the punishment is practically the same as revocation.

At the afternoon session the matter of appointing more pilots was discussed informally, but the board decided to secure the opinion of the Attorney-General before acting on the applications before them. They feared that it would be illegal to appoint any more pilots unless the applicants could show that they were provided with a suitable schooner. The applicants now before the board for consideration are Ludwig Larson and Cyrus Harriman.

The New Board.

The news that Governor McBride had appointed successors to the present board did not reach the ears of the commissioners until after the adjournment of the investigating session, and was not especially pleasing to them. They at once announced their intention of continuing the investigation until the blame for the alleged poor service is placed where it belongs.

Neither of the new appointees who reside in Ilwaco received official notice of their appointment, but it did not come as a surprise to them. John Wilson, like Kofoed, of the present board, is a saloonkeeper at Ilwaco. Charles E. Kerlee is a prosperous merchant of excellent reputation. Charles Payne, the third member, is one of the publishers of the Chinook Observer. He was one of the survivors of the British ship Strathblane, which was recked on Long Beach about 10 years ago.

Astoria the Storm-Center.

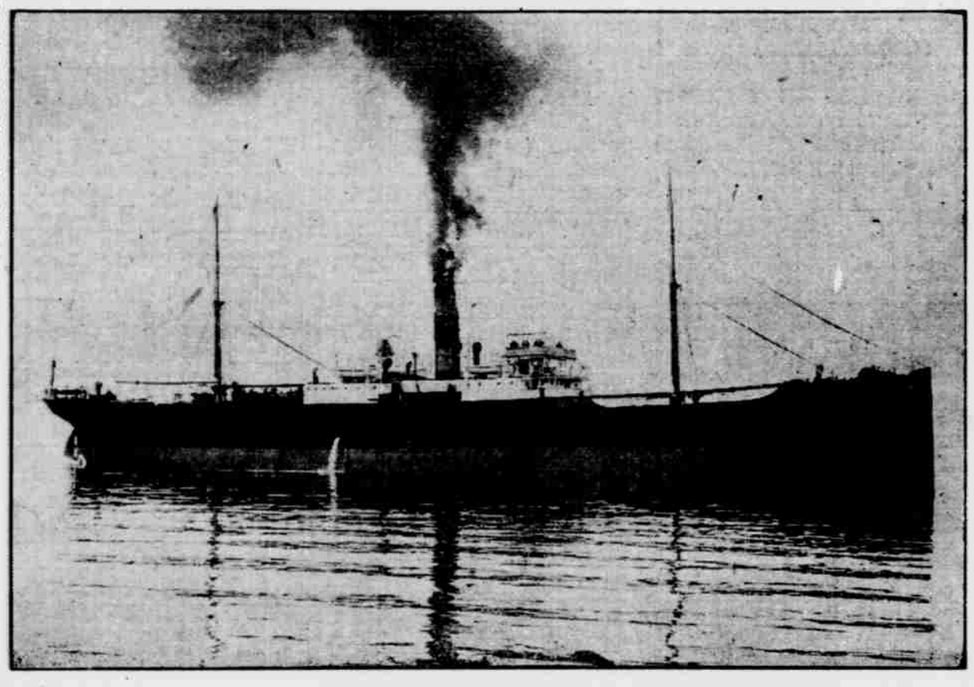
All of the interested parties from Oregon who were present at the meeting returned to Astoria on the afternoon boat. Astoria is really the storm-center of the present disturbance, and further trouble has arisen for the pilots by the reappearance of Thomas Doig on the scene. It is reported that Doig and Captain R. E. Howes will make a fight to get back on the bar. Both have held branch licenses, and both have good records for work as pilots when they were on the bar several years ago. The pilot combination has been quite successful in staving off all competition through the busy months of the year, and from now on it is probable that the number now engaged can perform the work until the busy season sets in again, in about six months. In the meantime, it is probable that more pilots will be appointed. E. W. W.

NEW ALASKA PROJECT.

Incorporation in Oklahoma for Railroad in the North.

GUTHRIE, O. T., Feb. 4.—The Alaska Southern Railroad Company was chartered here today to operate a line from Burroughs Bay, Alaska, to Laketon, B. C., a distance of 450 miles, with $2,000,000 capital stock, and with offices at Guthrie, O. T., and Danville, Ill. The incorporators are: John W. Bailey, of Katchekan, Alaska; W. D. Ford, of Galena, Kan.; John J. Campbell, F. T. Hill, W. I. and Allen Cook, of Danville, Ill; J. C. Strange, C. H. Wilson and C. H. Woods, of Guthrie.

O. R. & N. STEAMER KNIGHT COMPANION.



GOES ASHORE ON EAST COAST OF JAPAN.

COMPLETING BROOKLYN RAILWAY.

The New Line Is Nearly Ready for the Operation of the Cars.

Preparations are being made to operate the Brooklyn branch of the City & Suburban Railway Company. The gravel train is running out to East Twenty-first street and a force is ballasting that portion of the track. Trolley wires are all up. The company has about 25 new cars in the shops for the various branches of the system. When cars are placed on the Brooklyn branch it is expected that it will relieve the crowded condition of the Richmond and Woodstock lines. The new branch extends through a well-settled district, nad it is thought that the company will find it will pay when it is in operation. The company has yet made no announcement when cars are to start.

Brown Gets New Office.

NEW YORK, Feb. 4.—At a meeting of the board of directors of the New York Cental & Hudson River Railroad Company held today, William C. Brown, the president, vice-president and general manager of the Lake Shore & Michigan Southern Railway and Lake Erie & Western, was made third vice-president of the New York Central, with offices in New York, to have general superintendence of the transportation, engineering, mechanical and purchasing department. Mr. Brown will give up his position as general manager o fthe Lake Shore Company, but will retain the vice-presidency of that road and the Lake Erie & Western Company. P. S. Blodgett, the present general superintendent of the New York Central & Hudson River Railroad, will be transferred to Cleveland, and will be made general manager of the Lake Shore & Michigan Southern, and of the Lake Erie & Western.

Trunk Line Mileage Tickets.

NEW YORK, Feb. 4.—The Trunk Line Association has, it is understood, virtually decided upon the establishment of an interchangeable mileage bureau, to have charge of the preparation and accounting of 2000-mile tickets, interchangeable on any road in the association. Final arrangements, however, have not been concluded.

This action is in response to a petition of more than 20,000 merchants in trunk line territory, submitted to the association through the New York Board of Trade and Transportation. The board has been actively engaged on this movement for some time past, and although final details have not been arranged, the outlook seems favorable for the adoption of the interchangeable mileage system.

A Great Terminal Station.

NEW YORK, Feb. 4.—A great terminal station for New York and New Jersey street railways will be built west of Sixth avenue, on the blocks between Christopher and Leroy streets, according to the World. The purchase of property has already begun. The new tunnel company will lease the use of its tracks to the traction companies. The tracks will rise from the tunnel at the Manhattan end to the surface of the street, on a gentle incline. This will be constructed on two blocks to be bought for the terminals.

Railroad Notes.

Some of the Spokane people want a change from Pacific time to mountain time, which is one hour slower. The Great Northern changes time there, but the Northern Pacific changes at Hope, Idaho. The Union Pacific makes the change at Huntington, Or. Spokane people think they are at a disadvantage by sticking to time that is too fast for them.

Sunset, the monthly magazine published by the Southern Pacific passenger department, is fast gaining size, and its issue for February consists of 84 pages, nearly half of which are occupied with advertising. The work of Luther Burbank in propagating new varieties of fruits and flowers is well described, and it gives the public an insight to interesting technical operations. Joaquin Miller supplies an illustrated article on a "Little Park for Little People." There is much interesting miscellaneous matter, and the whole magazine is illustrated in the richest manner possible.

Dr. Sanford's Liver Invigorator.
The best liver medicine. A vegetable cure for liver ills, billiousness, indigestion, constipation, malaria.

WRECKED IN A STORM

(Continued from First Page.)

Kong, where she is detained by damages sustained from a collision and a broken shaft. Inasmuch as the Indrapura will not be able to arrive on time this month to sail from here according to schedule, the O. R. & N. Co. has engaged the Norwegian steamship Thyra. The Thyra is well known at Portland, for she has been a frequent visitor here. She has made several voyages from here to the Philippines with Government forage supplies, and has also been loaded with private cargoes for the Orient. She is scheduled to leave Portland in the O. R. & N. service February 28. Her net tonnage is 2419, but she has a gross carrying capacity 500 tons greater than that of the Knight Companion. Several steamships are available in this part of the world, so that the O. R. & N. would probably have had no difficulty in securing a vessel had the Thyra not been available. Rates for steamships are so much more favorable now than they were when the Knight Companion was engaged that the O. R. & N. has doubtless secured the Thyra at a much more favorable rate than the one for which the Knight Companion was chartered for.

The Knight Companion's cargo included 1,300,000 yards of sheeting 3000 bales of cotton, and over 42,000 barrels of flour. Of the cotton, 180 bales were destined for Kobe. The flour, for Hong Kong, was the largest consignment for that port in many months. It consisted of 35,467 barrels, valued at $106,401. For the same port was a quantity of beer, hay, oats, groceries and machinery. There were consignments of flour for Nagasaki, Kobe, Moji and Shanghai. Shanghai was to receive the sheeting. For Manila there were 300 crates of potatoes. The total value of the cargo was $303,127 60.

The master of the vessel, Captain Froggatt, was a member of the court of inquiry which investigated the abandonment of the Pinmore last December. His wife accompanied him to the Orient and was on board the Knight Companion at the time of the wreck.

Deck Is Awash.

YOKOHAMA, Feb. 4.—The British steamer Knight Companion, from Portland, Or., December 27, for Yokohama and Hong Kong, is ashore at Inuboe Saki, on the east coast of Japan, with her deck swept. The passengers and crew have been landed.

She Will Be a Total Loss.

LIVERPOOL, Feb. 4.—Advices received here today say that the British steamer Knight Companion, ashore at Inuboe Saki, Japan, will probably become a total loss.

ICE STILL TROUBLESOME.

But Boats Will Be Running to Vancouver in a Day or Two.

It is thought that navigation on the Columbia River above the mouth of the Willamette will be resumed in a few days. The Undine, if conditions are favorable, will try to reach Vancouver today, to relieve the stagnation of freight that has accumulated. It is over a week that navigation with Vancouver has been cut off. The steamer Mascot left yesterday for Lewis and Lake Rivers, with cattle aboard. She will be the first boat to reach that destination for about 10 days. Ice has been troublesome as far down as St. Helens, and has persisted ever down to Oak Point. In the past few days a number of ships have been passing up and down, so that boats have found progress easier. The ice is very sharp, and wearing on the hulls of the boats. The bows of boats running between here and Astoria have been sheathed with iron.

Ice has also been so troublesome in the Yamhill River above Dayton that no boats have reached the latter city for several days. The Altona will make that city today. The Willamette River has risen slightly on account of snow and rain, so that free navigation as far as Independence will be resumed in a day or two.

RESULTS OF THE STORM.

Many Marine Disasters on the Atlantic Coast.

NEW YORK, Feb. 4.—The Oak Lifesaving station reports that two of the crew of the ship L. Schepp have come ashore and that the rest of the crew have been taken aboard of a wrecking tug which is standing by.

The steamer Cavour, aground off Long Beach, is reported to be resting easy and to have withstood the storm well. Another effort to get her off will be made today.

From Forge River it is reported that five masts have come ashore, two with white masthead and three with black. These indicate that two barges have gone to pieces in that vicinity. No more bodies have been found up to 10 A. M.

The barge John Crittenden, which broke away from its tug, the I. G. Merritt, in Sunday's storm, has been found at Fire Island. No person aboard was lost or injured.

Another corpse has been picked up on the beach at Quogue, which has not been identified. Another mast has washed ashore at Quogue.

THREE BARGES LOST.

Were Loaded With Coal—Crews Probably Perished.

NEW YORK, Feb. 4.—There is every reason to believe that three barges, coal-laden, from Newport News, for Boston, have been lost at sea as a result of the storm of Sunday night, and that 13 persons comprisng the crews have perished. The barges were the Antelope, Bell of Oregon and Mystic Belle. They were in tow of the tug Richmond, and the finding of a piece of wreckage bearing the letters "Ope" lends confirmation to other information at hand. In the height of the blow the Richmond's heavy towing hawser snapped, and the barges went adrift off Fire Island. Each barge had on board three sailors. Besides these, there were Captain Miller and his wife, who acted as cook on the barge Antelope; Captain Harding, on the Bell of Oregon, and Captain Rogers, on the Mystic Belle—a total of 13 persons. The tug Richmond, Captain McConnell, reached Newport, R. I., today. Captain McConnell states that he was well out to sea with his tow at 6 o'clock on Sunday night, off the Long Island Coast, when the rope from the forard barge parted, and the barges were blown away from the tug. Captain McConnell said he did not give up hope of rescuing the men on the barges until it became too dark for him to distinguish them. The tug then made for Newport. Captain McConnell thinks the barges and those aboard them have been lost.

Long Ocean Race.

YOKOHAMA, Jan. 24, via Victoria, B. C., Feb. 4.—The British ship Brilliant, carrying the biggest oil cargo (175,000 cases), consigned to the Standard Oil Company's branch here, raced the Acme, another oil ship, from New York to this port, and arrived here the 21st. The Brilliant left New York July 29, and the Acme August 1, but the Acme has not appeared within two days' margin, so that the Brilliant claims the honors of the long ocean race.

HOW TO MAKE A PARK.

Should Be Natural or Artificial, Not Both.

FULTON, Feb. 3.—(To the Editor.)—It is a general rule that whatever style is adopted in laying out a park, it should be adhered to as constantly as possible, and if there are violations of the rule they should be based on some logical reason. A park may conform to two ideals—it may simulate nature, or it may be a work of art. To try to follow both courses simultaneously is to invite failure from the outset. If for any reason it is expedient to introduce formalism into a park which is in the main left in a natural state, the more artificial portion must be sequestered as possible from those in which an effect of wildness is sought. This is the very rudiments of park-making, but how often it is violated!

It is futile to dogmatize as to the relative merit of the two styles; each is proper in its place. If an English gentleman's private park is beautiful, with its deer forests, lawns and copses, no less lovely in its way is an Italian garden, with its terraces, fountains, statues, cypress rows, box-lined walks and the symmetrical gardens, of Versailles. To decry either shows a limitation of taste. But it does not follow that either style will serve all purposes. Many factors must be considered—climate, situation, topography, scenery, size, purpose, cost, environment, population, racial traits, etc. A park which would be charming beside the Tiber might seem tolerably absurd beside the Willamette. This lesson of fitness has to be studied and learned.

In landscape gardening, as in art and literature, there is perhaps less disposition to imitate romantic foreign things than there was a generation ago. Yet it is still hard for many people to realize the beauty of what is simple and natural. Where there exists no natural beauty, as in the case of level prairie, the resources of landscape gardening must be vigorously applied to create an artificial park, but where nature has already contributed a high degree of charm, where the surroundings are rural, where the park is on a large scale, and is primarily resorted to for an outing, the best, as well as the simplest, thing to do is to follow the lead of nature. Moreover, when this choice is made it should be followed consistently, and ornaments which might be appropriate to a city square or a formally laid-out park should be rejected as inappropriate.

A luxurious expanse of beautiful natural scenery such as Portland and surroundings offer, a bit of nature reclaimed, to give the jaded dwellers in town a taste of rural charms, is all that is wanted for Portlanders, as well as for all dwellers in large cities.

The following advertisement was clipped from a Philadelphia paper and sent by a landscape gardener of that city as an example of the "base use" to which the much-abused professional title may be put. The advertisers, after announcing themselves in large type as "landscape gardeners," proceed to state their qualifications as follows:

"Sodding, grading, tree-trimming, whitewashing and cellar-cleaning in the most thorough manner. Heaters attended to for the season by contract or day a specialty."

There may be some difference of opinion as to whether a man is a landscape "gardener," "engineer" or "architect," but there can be no denying that either of the titles is often used to cover a multitude of sins in the way of marring the landscape. M. SCHEYDECKER.

Miners and Operators May Clash.

INDIANAPOLIS, Feb. 4.—The demand of the United Mineworkers for a new scale and the proposition of the operators for a reduction of 10 per cent were taken before the joint conference this afternoon for discussion, in which all the delegates on both sides had opportunity to be heard. It is believed that Ohio and Pennsylvania operators have formed an alliance for the purpose of resisting every demand of the miners. This may result in a holding-out for several days.

LARGE CARGO FOR ORIENT

STEAMSHIP INDRAVELLI CLEARS FULLY LADEN.

Consignment Valued at Over $400,000—Mostly Flour, Cotton and Sheeting.

The steamship Indravelli, of the Portland-Oriental line, finished loading yesterday. She will start for sea today. Her cargo consists mostly of flour, bale cotton and sheeting. The vessel has been loaded in very short time. She has one of the largest and most valuable cargoes ever consigned from this port to the Orient. It has a dead weight of about 7500 tons, the full capacity of the ship, and is valued at over $400,000. She cleared at the Custom-House yesterday afternoon for Yokohama, her first destination, Kobe, Shanghai, Hong Kong and other Oriental ports.

The cargo includes 45,589 barrels of flour, about 7000 bales of cotton and a large quantity of sheeting. Other items of freight are a quantity of potatoes, and a varied assortment of merchandise. Of the flour 35,811 barrels are consigned to Hong Kong, 1250 barrels to Moji, 700 barrels to Yokohama and 510 barrels to Shanghai.

CUSTOM-HOUSE REPORT.

Good Volume of Commerce at This Port Last Month.

The January Custom-House report has been made out by Collector of Customs Patterson. The value of exports, $1,537,438, as not so heavy as last month, but was large. Duties from exports show a small decrease from the figures of the preceding month. The following is last month's statement:

Vessels entered from foreign ports	2
Vessels cleared for foreign ports	22
Vessels entered from domestic ports	50
Vessels cleared for domestic ports	17
Entries of merchandise for duty	93
Entries of merchandise free of duty	3
Entries for warehouse	3
Entries for export to adjacent British provinces	3
Entries for rewarehouse	3
Entries from warehouse for consumption	29
Entries for immediate transportation without appraisement	24
Total number of entries of all kinds	168
Entries for consumption liquidated	143
Entries for warehouse liquidated	6
Licenses for coasting trade granted	3
Licenses to vessels under 20 tons	1
Number documents to vessels	4

Value of exports, domestic, $1,537,438.

Receipts From All Sources.

Duties on imports	$22,636 43
Fines, penalties and forfeitures	1,296 15
Miscellaneous customs receipts	127 60
Official fees	103 50
Total	$24,153 68
Amount refunds and drawbacks paid	1,309 32

Trans-Atlantic Rate Agreement.

LIVERPOOL, Feb. 4.—The agreement arrived at between the leading British, American and Continental steamship lines concerning both passenger and freight rates, and which raises saloon rates to a uniform minimum, will come into operation in a few days. The following lines have signed the agreement: American, White Star, Dominion, Elder Dempster, Allan, Allan-State, Anchor, Leyland, Atlantic Transport, North German Lloyd, Hamburg-American, Red Star, Cunard, Compagnie, Trans-Atlantique and Holland-American lines. This agreement will mean an extension of the Summer season of trans-Atlantic travel.

The Summer season lasts from May to August. The new rates will be considerably higher than those in force of recent years. The fast steamers will have a higher minimum rate than the slow vessels.

Little Hope for Stranded Vessels.

ATLANTIC CITY, N. J., Feb. 4.—The Brigantine Beach lifesaving station reports that the condition of the British steamer Claverdale is unchanged today. Wrecking tugs are at work on her, but it is not believed they will be able to float her until most of the 7000 tons of cargo has been removed. So far no damage has been inflicted on the Claverdale.

The schooner Edith L. Allen, of Bath, Me., which came ashore yesterday morning about 400 feet from where the Claverdale is stranded, is in a bad condition. It is feared she will become a total wreck. The theory is advanced by the lifesaving crew that the crew of the schooner were deceived by the lights on the stranded Claverdale, presuming the latter to be at anchor and thus beached their own vessel.

Astoria Marine Notes.

ASTORIA, Feb. 4.—When the steamer Columbia came in this morning, it was very rough, and she got tossed about pretty badly. Her cargo shifted, and when she reached her wharf here she had a decided list to port. No one was injured on board, nor was there any damage to the vessel.

The taking of testimony was concluded today before United States Commissioner Thomson in the libel suit of Thomas Edwards, the sailor, against the British ship Braebraes. The testimony taken was that of the master, officers and crew, so the vessel can now go to sea at the first opportunity.

New Boiler for Bonita.

The steamer Bonita is tied up at the foot of Washington street, undergoing extensive repairs. Her old boiler has been taken out. Yesterday a new steel boiler was put on board. It will carry a pressure of 200 pounds to the square inch, whereas the limit of the old boiler was 120 pounds. The cylinders have been taken out, and are now being bored larger. The Bonita will be a fast little steamer when she has her new equipment.

Cambian Warrior Cleared.

The British bark Cambrian Warrior cleared yesterday with a wheat cargo for Queenstown or Falmouth for orders. She is dispatched by the Portland Flouring Mills. Her cargo consists of 80,996 bushels of wheat, valued at $52,000. She draws 20 feet 4 inches. The next vessel to clear will be the Loch Garve, and after her probably the Reinbek and Charles Gounod.

Loss by Fire.

SAN FRANCISCO, Feb. 4.—At an early hour this morning the tug Walter Hackett, lying in Oakland Harbor, was discovered to be on fire. The flames are now reported to be under control, but the loss on the vessel, which is valued at $20,000, will be considerable.

Schooner Ashore.

CAPE HENRY, Va., Feb. 4.—The schooner Orland V. Wooten, from Savannah for Baltimore, with pine lumber, is ashore at Cape Hatteras. The crew of eight men were rescued by lifesavers.

Cargo of Lord Shaftesbury.

The British bark Lord Shaftesbury reached Portland Monday evening, and filed her manifest papers at the Custom-House yesterday. She is still moored in the stream. The vessel brings an assorted cargo of cement, fertilizer, mineral water, tar and iron. She came from Hamburg, via Honolulu, where she discharged part of her cargo. The Lord Shaftesbury is not engaged for outward loading. She and the Versailles are the two unchartered ships in port.

Wreckage Washed Ashore.

LONDON, Feb. 4.—A quantity of wreckage has been washed ashore on the Isle of Graine, at the mouth of the Thames, including portions of a ship's deck and a box containing papers referring to the vessel Adolph, Captain Anderson. The Norwegian bark Adolph, Captain Anderson, sailed from Hamburg January 21, for Brunswick.

Had a Rough Voyage.

QUEENSTOWN, Ireland, Feb. 4.—The Cunard line steamer Ultonia, which sailed from Boston, January 23, for Liverpool, and which arrived here today, reports having encountered terrific weather on January 26 and January 27. During these two days a blizzard and high seas prevailed and the vessel was only able to steam 100 miles a day.

Stranded Vessels Again Afloat.

PHILADELPHIA, Feb. 4.—The British steamship Europe, for London from Philadelphia, and the Erin line steamer Drummond, from Philadelphia for St. Thomas, both of which grounded in the Delaware River during yesterday's gale, were floated early this morning. They were found to be undamaged and both proceeded.

President Leed's Fast Yacht.

NEW YORK, Feb. 4.—One of the fastest ocean-going yachts in the world has been completed at Port Richmond, Staten Island, for W. B. Leeds, president of the Chicago, Rock Island & Pacific Railway Company. The boat is said to have cost $500,000. It will be launched Tuesday next.

Marine Notes.

The Irby left down yesterday in tow of the Harvest Queen.

The Bertha started for the sea yesterday, towed by the Ocklahama.

The steamer Bailey Gatzert is undergoing repairs at the foot of Alder street.

The Fulwood is discharging ballast at Weidler's, preparatory to receiving a lumber cargo.

The steamship Columbia arrived yesterday from San Francisco. The steamer Geo. W. Elder arrived at San Francisco from Portland.

The steamer Ruth, which was sunk near Corvallis several weeks ago, will be launched in perhaps a week. Her bottom and stem have been renewed.

The British steamship Hatasu entered the Custom-House yesterday. She is at Victoria dock. She will load with lumber and flour for the Orient. She is discharging ballast.

Domestic and Foreign Ports.

ASTORIA, Feb. 4.—Arrived at 9:30 A. M. and left up at 12 M.—Steamer Columbia, from San Francisco. Condition of the bar at 4 P. M., rough; wind west; weather squally.

San Francisco, Feb. 4.—Arrived at 9:15 A. M.—Steamer Elder, from Portland.

Tacoma, Feb. 4.—Arrived—British steamship Pak-Ling, from Seattle. Sailed—Steamer Santa Ana, for San Francisco.

New York, Feb. 4.—Arrived—Staatendam, from Rotterdam; Saxonia, from Liverpool; Prinzessin Victoria Luis, from West Indies cruise.

Auckland, N. Z., Feb. 4.—Arrived—Steamer Ventura, from San Francisco, via Honolulu and Pango Pango, for Sydney, N. S. W.

San Francisco, Feb. 4.—Sailed—Schooner Blensale, for Tacoma; schooner Reporter, for Gray's Harbor; schooner Antelope, for Astoria; schooner Jennie Wand, for Coos Bay; barkentine Elenear, for Willapa Harbor; steamer Empire, for Coos Bay. Arrived—Steamer Geo. W. Elder, from Portland; steamer Grace Dollar, from Gray's Harbor; schooner Parkersburg, from Coquille River, steamer Fulton, from Gray's Harbor.

New York, Feb. 4.—Arrived—Zeeland, from Antwerp; Aller, from Genoa and Naples. Sailed—Cevic, for Liverpool.

Leghorn.—Arrived January 30—Glenroy, from Tacoma, Hiogo, etc., for London.

Liverpool, Feb. 4.—Arrived—Georgia and Ivernia, from New York.

Queenstown, Feb. 4.—Arrived—Ultonia, from Boston.

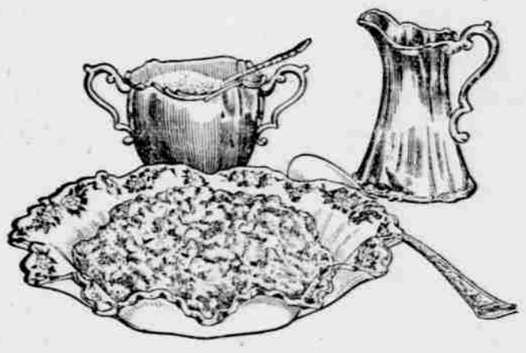
Seattle, Feb. 4.—Sailed—Steamer Despatch, for Fairhaven; steamer Santa Ana, for San Francisco; 3d, steamer Progreso, for San Francisco.

DIRT CLEARANCE.

IT is a good plan for every bather to know something of the soap he uses. There is a well-founded objection to using a floor-cleaning soap upon the human body. Ivory Soap is the bather's soap. It costs more than common soaps, but the difference is in the ingredients and making. Why not treat yourself with a little respect. Is not the human skin with its marvellous delicacy entitled to pure soap? Ivory Soap—it floats.

COPYRIGHT 1895 BY THE PROCTER & GAMBLE CO. CINCINNATI

Hornby's Steam Cooked Oatmeal



None of the new cereals is as dainty or nourishing as

H-O

Steam Cooked

Oatmeal

Pears'

Pears' soap is nothing but soap.

Pure soap is as gentle as oil to the living skin.

Pears' is the purest and best toilet soap in all the world.

Sold all over the world.

DR. BURKHART'S WONDERFUL OFFER

Dr. Burkhart's Vegetable Compound cures all cases of Kidney, Stomach and Liver Troubles, Night Sweats, Buzzing Sounds in the Head, Sleeplessness, Headache, Dizziness, Rheumatism, Catarrh and Malaria when other Remedies fail. It purifies the blood and cleanses the system. 10 days' trial free. All Druggists'.
DR. W. S. BURKHART, Cincinnati, O.

Parasites Cause All Hair Troubles.

Nine-tenths of the diseases of the scalp and hair are caused by parasitic germs. The importance of this discovery by Professor Unna, of the Charity Hospital, Hamburg, Germany, cannot be overestimated. It explains why ordinary hair preparations, even of the most expensive character, fail to cure dandruff; because they do not, and they cannot, kill the dandruff germ. The only hair preparation in the world that positively destroys the dandruff parasites that burrow up the scalp into scales called scurf or dandruff, is Newbro's Herpicide. In addition to its destroying the dandruff germ Herpicide is also a delightful hair-dressing, making the hair glossy and soft as silk.

Talked

into taking cheap washing powders in the belief that they are equal to PEARLINE! Grocers who want to work off unsalable goods; peddlers, prize-givers, etc., all say "This is just as good," "much cheaper," "same thing." Don't be deceived. The most effective, most economical, best made, is 649

Pearline: unequaled