

FIRE IN THE HOD

Oriental Liner Indravelli Meets With Disaster.

COTTON AND FLOUR DAMAGED

Returned to Port for Assistance Yesterday Morning—Carried a Cargo Valued at Over \$400,000.

The Portland & Astoria Steamship Company's mammoth liner Indravelli, which sailed from Portland Wednesday morning with a \$400,000 cargo on board, is back in the harbor, at anchor off the elevator dock, with her hatches battened down and decks piping hot, the result of a smoldering fire which was discovered on the vessel in the "tween decks" of No. 2 hatch about 2 o'clock yesterday morning. From present indications the ship has suffered but little injury, but the loss on the cargo that has been damaged will probably be quite heavy. The big liner left Portland at noon Wednesday, in charge of First Officer Porter, Captain Craven, who has been ill at the hospital, expecting to rejoin her at Astoria. She was drawing about 22½ feet, and not caring to cross Martin's Island bar at night, Pilot Archie Pease, who was taking her down, anchored at Columbia City.

About 2 o'clock yesterday morning the men on watch discovered smoke coming up from between decks near the bunker hatch, which is located about amidships. There was considerable smoke coming up when the alarm was given, but the decks were not very warm, and the fire had apparently gained but little headway. As quickly as possible steam was turned into the hold from both forward and aft, and everything battened down tight. It was very dark at the time, but the seriousness of the case was such that immediate preparations were made for returning to Portland for assistance. The steamer got under way at 5 o'clock, and anchored at St. Johns shortly after 9 o'clock. Steam had been pouring into the hold since the fire was first discovered, but had failed to check it, and the steel decks over No. 2 hold were pretty hot when she dropped anchor at St. Johns. The steamer had been reported passing Linton, and as soon as possible Superintendent Conway and Captain Craven went down with the Harriet Queen and made an investigation. It was apparent that the steam was not smothering the fire, and they returned to Portland and secured a chemical engine. This was taken down by the Harriet Queen about 1 o'clock. At the same time Brown & McCabe sent down a force of longshoremen to remove the cargo from the hold and land it on the wharf. The cargo, which is brought alongside, includes a large quantity of cotton and flour. Another chemical engine was sent into service at midnight.

Captain Craven invited Mr. Henry Hewitt, Lloyd's representative at this port, Captain Andrew Hobbs, the Marine Surveyor, and Captain Metcalf, Lloyd's surveyor at San Francisco, to go down and make a survey of the damage. When they reached the ship the hatch was partially uncovered from No. 2 hold. As steam had been pouring into the hold for over 18 hours, it naturally belched out in great volume as soon as the hatch covering was removed. When the vapor first began pouring out it was thought that it was all steam, but after the hatches had been opened for a few minutes there was a very strong odor of smoke, and the fumes of burning cotton and flour were wafted up in a manner that was convincing to the surveyors that the fire was still doing business.

As soon as it was discovered that the fire had not been extinguished, Captain Craven ordered that the hatch and everything was battened down tight and the steam again turned on. The after part of No. 2 hold runs under the upper deck, on which the officers' quarters are located. The steadily falling cold rain while speedily evaporated by the heat underneath, kept the unprotected portion of the deck from becoming more than moderately warm. The temperature of the upper deck, the main deck was pretty hot. A portion of this heat was credited to the steam that had been injected, but closer investigation after the hatch was replaced disclosed the fact that the heat at one particular spot, about 30 feet aft of the hatch, was very great, so great, in fact, that it had slightly warped one of the steel deck plates. The temperature of the deck radiating from this spot would indicate that the area already affected by the fire is not very large, but the removal of the hatch and the fact that the fire was extinguished with steam, and it was accordingly decided to cut a hole in the deck at the point where the heat was the greatest and put a chemical engine to work. Everything was closed up, and will be kept in that condition until this morning, giving the chemicals an opportunity to settle the matter. So far as is concerned by the fire, the cargo is under the circumstances, the fire is confined to the No. 2 hold "tween decks," which contains 125 bales of cotton and 400 sacks of flour. The cargo, which is the same hold as 2000 sacks of flour, and several hundred bales of cotton. The value of the cargo in the immediate vicinity of the fire is about \$40,000, and in the same hold is enough to increase that amount to over \$200,000. Little if any damage will be suffered by the ship if the chemical engines do their work. The fire, which was the truth of the old saying, that misfortunes never come singly, will be fully appreciated by the Portland & Astoria Steamship Company, for the disaster to the Indravelli is the third that has fallen their vessels within the past 30 days. The Indrapura, a sister ship of the Indravelli, was in collision in Hong Kong on her last outward trip from Portland, and after getting clear of that trouble was obliged to put back for repairs to her shaft, after steaming for Portland. Monday the Knight company's steamer was wrecked on the Japan coast, becoming a total loss. Just how long the Indravelli will be delayed by her present trouble is uncertain, but it will require several days to get the cargo out of her and reload it again.

The cause of the fire is unknown, but is believed to be due to spontaneous combustion in the cotton. The same trouble has been experienced by both of the steamship lines running out of Puget Sound, and underwriters are beginning to be very fearful of cotton cargo. Had the fire remained undiscovered until the steamer was farther on her voyage, the result might have been very serious, as the heat generated in the hot period since it was discovered that the steamer would not have many days in which to steam toward safety. Captain Craven is still very weak from his recent illness, and will return to the hospital today, leaving the ship in good hands with Mr. Porter, the chief officer.

The Indravelli has aboard nearly 300 tons of flour, 2000 tons of cotton and 200 tons of miscellaneous freight. Her dimensions are as follows: Length, 400 feet; beam, 48 feet; depth of hold, 25 feet.

TO RYD SOUTH CHANNEL.

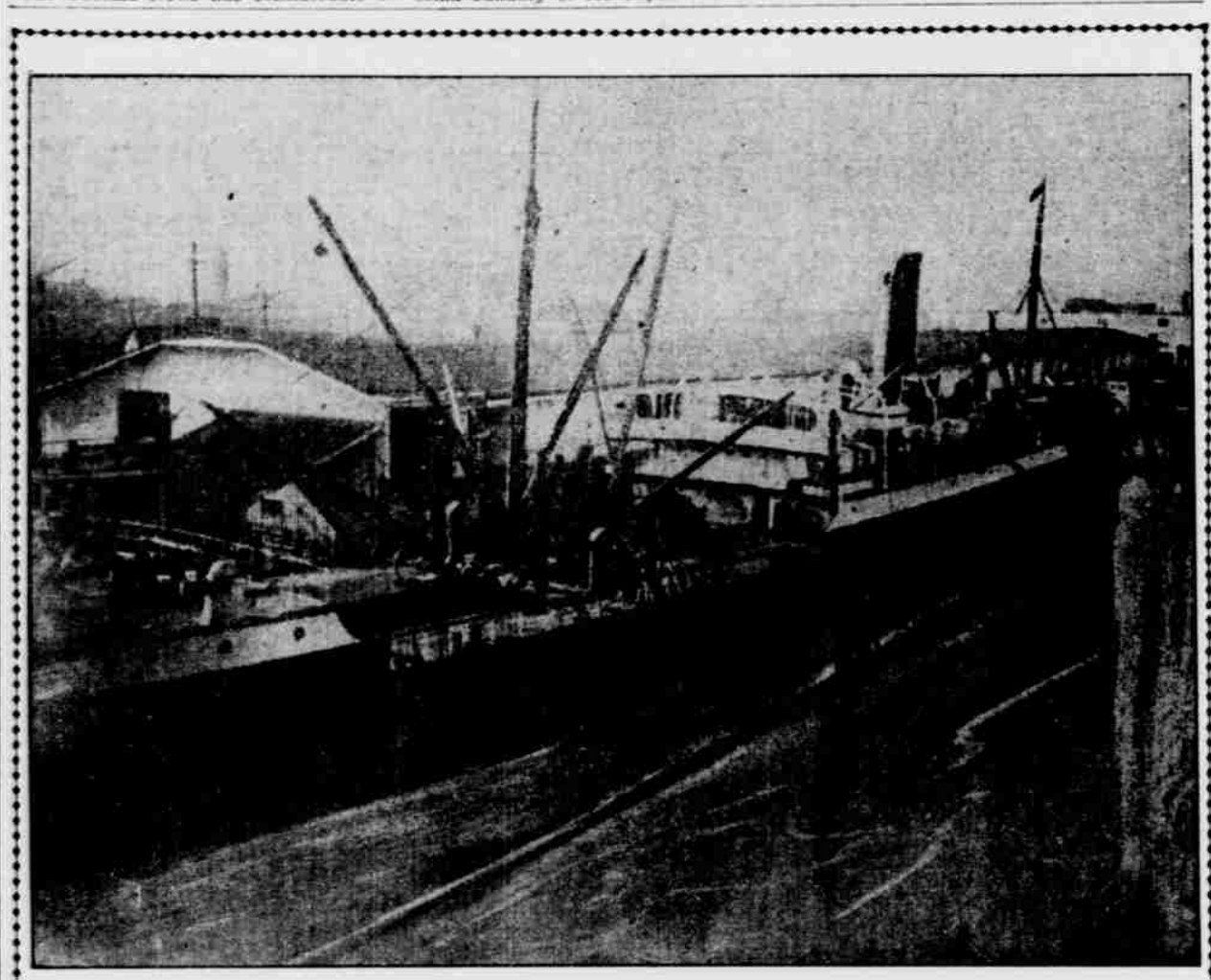
Long Overdue Aid to Navigation Will Be Supplied.

The south channel of the Columbia River bar will be marked by buoys. Lighthouse Inspector Day has informed the Chamber of Commerce of this city.

There are three channels at the mouth of the river, all of which diverge from a single point, about one mile and a half beyond the line of Cape Disappointment and the jetty. The north course has always been the deepest and the most favorable for navigation. But it has grown shoaler of late, and the south channel has grown deeper. The latter course is now the best. The middle channel has the deepest water, but is little used because of its narrowness. It has no buoys. The placing of buoys in the south channel will be the result of the recent investigation of conditions at the bar.

Captain Day informs the Chamber of Commerce that the changes will be made as soon as the bar is smooth enough to permit the work. The other improvements suggested will be attended to as soon as Captain Day can take the subject. Captain Day offers to put the light-house tender Manzanita at the disposal of the Chamber of Commerce, should a committee of the body desire to make a trip out over the bar. It will be over a week before the Manzanita will return from Puget Sound.

"EN ROUTE TO TACOMA." Illustration of the "Padding" Methods Employed on Puget Sound. The Tacoma News has considerable to



PORTLAND AND ASIATIC LINER INDRAVELI NOW IN PORT WITH CARGO ON FIRE.

say regarding The Oregonian's shipping lists. It is repeatedly accusing this paper of inaccuracies regarding the destination of ships headed for Pacific Coast ports. A few days ago the News printed what it terms a "list of deep-sea vessels en route to Tacoma." In that list appears the following:

Nymph, British steamer, 2280, from Shanghai, for wheat.
Bann, British ship, 1903, from Iquique, for wheat.
Bunkleish, British ship, 1429, from Valparaiso, for wheat.
Comper, American schooner, 308, from San Francisco.
Jesamine, British ship, 1796, from Valparaiso.

Nymph, German ship, 2049, from Yokohama, for wheat.
Oro, British steamer, 2147, from the Orient, for wheat.

The correct position and destination of the above ships is as follows:
The Nymph cleared from Portland last month with a cargo of wheat for Europe.
The Bann is under charter to load lumber at a British Columbia port for Calcutta.
The Bunkleish is en route for Portland from Valparaiso, and will load at this port.
The Comper has just loaded a cargo of lumber at this port for San Francisco.
The Jesamine is loading wheat in San Francisco for Europe.

The Nymph was wrecked on the Japan Coast last year, proving a total loss.
The Oro is under charter to load in the Orient for New York.

THE HENRIETTE SOLD.
Sunken Bark and Cargo Knocked Down for \$415,000.

ASTORIA, Feb. 6.—The sale of the sunken French bark Henriette and her cargo of lumber was held this afternoon in this city by French Consular Agent Labbe. Before he was asked for, Mr. Labbe made the announcement that the vessel was to be sold without reservation and free from all incumbrances. Then John La, representing Balfour, Guthrie & Co., owners of the cargo, announced that the owners of the cargo and vessel had agreed to each bear half the expense of reaching the vessel, so that the cargo could be removed. The vessel was sold first, and, after slow bidding, was knocked down to Daniel Kern, of the Portland contracting firm of Hale & Kern, for \$400,000. The cargo, which consists of 52,770 feet of redwood and 20,340 feet of pine, was also purchased by Mr. Kern, the price being \$335,000.

Transferred to Galveston.
GALVESTON, Tex., Feb. 6.—What is claimed to be the transfer of the Morgan line steamers from New Orleans to Galveston was announced today from New York. The cargo, which consists of the Southern Pacific, has been in New York for several days conferring with President Harrison. On his recommendation, the executive committee, acting in line with Mr. Huntington's original plans, Mr. Stables says all through business can be handled via Galveston within 90 to 100 days. J. G. Stables, traffic manager of the Southern Pacific, said that the executive committee. This means that all freight from Texas, Colorado, Utah, Arizona, New and Old Mexico, California and the Pacific Coast, Sandwich Islands, China and Japan will be routed via Galveston. It is announced with official authority that the executive committee of the Southern Pacific will carry out the late Mr. Huntington's plans at Galveston. These plans contemplate the building of terminals at Galveston, a ship-repairing plant and general depot, large storage and refrigerating warehouses, cotton compress, elevators, etc.

Smallpox on a Cattle Boat.
LIVERPOOL, Feb. 6.—The Warren Line steamer Kansas, Captain Waters, which left Boston January 21 for this port, arrived here yesterday, and landed 14 cases of smallpox. The steamer broke out on board the Kansas shortly after she left Boston. The cases are about equally divided among the cattlemen and the crew. The steamer has been quarantined.

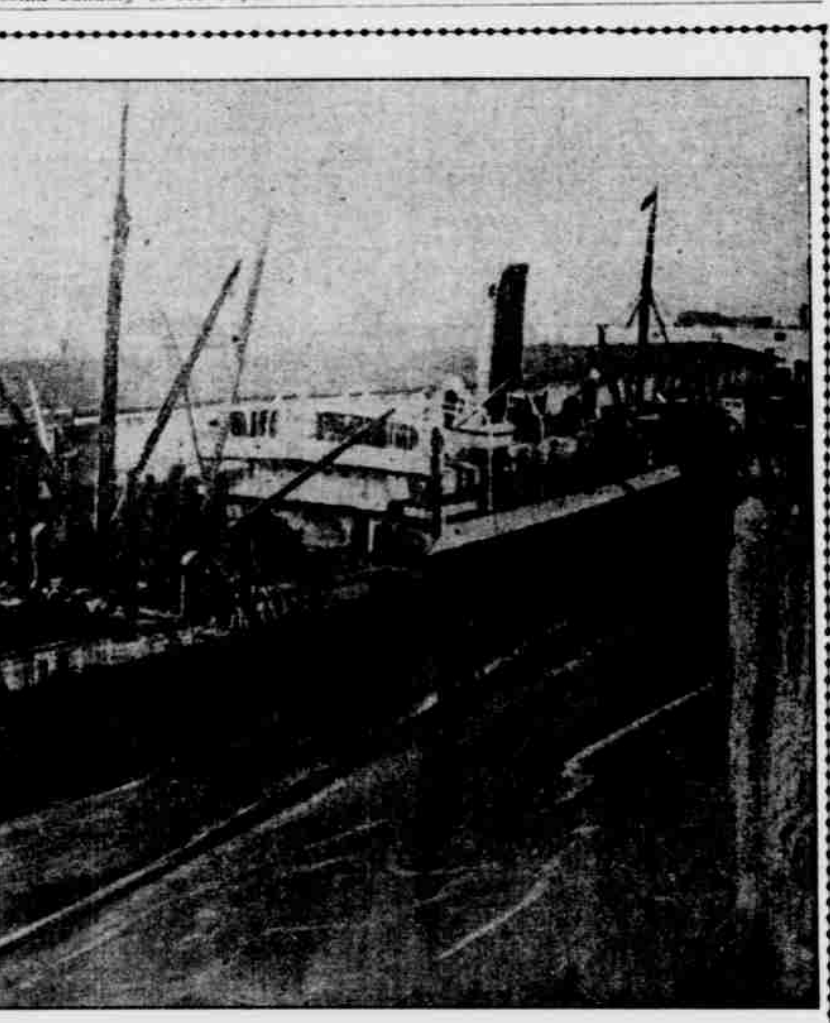
Supposed to Be the Maria.
SAN FRANCISCO, Feb. 6.—The steamer ship of Puget Sound arrived from Puget Sound and reports having passed, at 2:30 P. M., February 5, about 20 miles northwest of Cape Mendocino, a steam schooner towing a collier. They were bound south. They were too far away for the names to be distinguished, but the collier was

painted a lead color. The collier is supposed to be the Austrian steamship Maria, which left San Diego for the north about six days ago, and has evidently broken down.

Investigating San Blas Wreck.
SAN FRANCISCO, Feb. 6.—The wreck of the Pacific Mail steamship San Blas off the coast of Salvador, on the night of December 17, was a subject of official investigation by the United States Inspectors of Hulls and Boilers today. The evidence showed that the master of the vessel, Captain J. P. Cattarlinch, had failed to use the lead, hence did not know until the steamer struck that an unusually strong current had driven his vessel ashore.

Off for Home.
NEW YORK, Feb. 6.—Bruce Ismay, W. J. Pirrie and W. S. Graves, prominent English steamship directors, who came here two weeks ago, prior to the announcement of the gigantic American-British steamship pool, have sailed for home on the Oceanic. They were as non-committal as when they arrived here.

The Glenary Damaged.
Kobe, Japan, Feb. 6.—The British steamer Glenary, of the Tacoma-London line, Captain Stevenson, which left Tacoma January 14 for Japan and Chinese



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ports and London, has arrived here much damaged about her decks. Necessary repairs to enable her to proceed, requiring about 10 days, will be made.

Steward Alone Was on Deck.
NEW YORK, Feb. 6.—The coastwise schooner Charles Noble Simmons, from Norfolk, February 2, for Fall River, coal barge, is presumed to have been lost. The steamer Indiana, Captain Green was disabled, and all of the crew were frost-bitten. The steward was the only one able for duty.

Presumed to Have Been Lost.
LONDON, Feb. 6.—The Norwegian bark Rudolph, Captain Anderson, which sailed from Hamburg, January 21, for Brunswick, is presumed to have been lost. Five bodies and some letters addressed in care of Captain Anderson have been washed ashore at Sheerness.

Wrecked on Mexican Coast.
GALVESTON, Tex., Feb. 6.—The Norwegian steamer Dudley has been wrecked on the Mexican coast near Vera Cruz, to which point she was bound from Port Arthur with a cargo of 25,000 feet of pine lumber. All hands were saved.

May Be Overdue Polmatia.
VICTORIA, B. C., Feb. 6.—A loaded two-masted steamer was reported passing off Point tonight, which is believed to be the overdue steamer Polmatia, now 35 days out from Moil, and insured at 10 per cent.

Steamship Floated.
NEW YORK, Feb. 6.—The British steamer Cavour, from Rio Janeiro for New York, which was ashore at Long Beach, L. I., January 22, in a snow storm, was floated today and proceeded to this port.

Domestic and Foreign Ports.
ASTORIA, Feb. 6.—Condition of the bar at 4 P. M. rough; wind east; weather rainy. Tacoma, Feb. 6.—Arrived—American barkentine Quaker, from Kahului; 24, American schooner Forester, from Santa Rosalia; Sailed—American schooner William Bowden, for Adelaide.

Seattle, Feb. 6.—Arrived—Steamer Jennie, from Valdes. San Francisco, Feb. 6.—Arrived—Steamer City of Peking, from Victoria; steamer Arctic, from Coos Bay; steamer Tellico, from Los Angeles. Sailed—Steamer Pelagos, for Seattle; barkentine Katie Flickinger, for Everett; schooner John F. Miller, for Coos Bay; steamer or Nome City, for Seattle; steamer Grace Dolan, for Gray's Harbor; steamer Santa Barbara, for Gray's Harbor.

Yokohama—Arrived February 3—Duke of Flie, from Tacoma for Hong Kong. Shields—Arrived February 4—Moyness, from Seattle via Yokohama; from Seattle via Yokohama. Hong Kong—Sailed February 4—Clavering, for Tacoma. London, Feb. 6.—Sailed—Manitou, for New York. Queenstown, Feb. 6.—Sailed—Nordland, from Liverpool, for Philadelphia; Germanic, from Liverpool, for New York. Genoa, Feb. 6.—Arrived—Lahn, from New York via Naples. New York, Feb. 6.—Sailed—L'Aquitaine, for Havre; Rhine, for Bremen. Boston, Feb. 6.—Arrived—Serranito, from Glasgow.

Tammanyite Surrendered.
NEW YORK, Feb. 6.—James Frawley, Tammany leader of the Thirty-second Assembly District, and Alderman J. J. Dietz, who were charged by the State Superintendent of Elections with having been at the head of a fraudulent voting scheme in the last general primaries, in which Frawley defeated J. Ryan for the leadership, surrendered themselves today. They were arraigned and held for a hearing. The formal charge against Frawley was bribery, and Dietz is accused of aiding and abetting illegal voting.

Kicked an Editor.
OTTUMWA, Ia., Feb. 6.—Hon. T. J. Phillips, late Democratic nominee for Governor, entered a plea of guilty to the charge of kicking Editor Moore because of an article published in the Ottumwa Herald reflecting on him. He was fined \$25.

A New Mexico Shooting.
CLAYTON, N. M., Feb. 6.—Oscar Bell was shot and killed last evening by James Gode at the latter's home. They were partners in the cattle business. Gode gave himself up to the authorities. It is known as to the cause of the shooting.

A KICK ON NEW RATES

TRANSCONTINENTAL ASSOCIATION OPPOSED TO WESTERN OREGON.

First Refused to Quote \$25 Omaha to Ashland, Now Withdraws the Rate From St. Paul.

A Chicago dispatch received last night announces that the Transcontinental Passenger Association has concluded to withdraw the \$25 settlers' rate from St. Paul to points in Oregon south of Portland that was quoted to go into effect next month. Whether this means that the Northern Pacific and Great Northern will decline to recognize Western Oregon points south of Portland as common to the territory to be served by the Harriman lines exclusively. However, as neither the Northern Pacific nor the Great Northern are members of the Transcontinental Passenger Association, this announcement by that body may be without significance here. The Northern lines may

who seek to recover enormous sums from the railways, alleging extortionate freight rates. The absence of legal authority for such charges are the grounds upon which these suits are based. In deciding against the motion to dismiss, Justice Martin pointed out that the important question was involved whether the Canadian Parliament could regulate rates in American territory.

Texas Compromised With Railroad.
DALLAS, Tex., Feb. 6.—The suit brought by the State of Texas against the St. Louis Southwestern Railroad in Smith County for alleged nonmaintenance of general offices in Texas, claiming penalties of \$30,500, and asking for forfeiture of the road's charter, has been compromised by the state accepting \$10,000 and withdrawing the suit.

Special Rates, Canada to Scotland.
NEW YORK, Feb. 6.—Besides the freight agreement recently reported as having been signed for American and English business, a special arrangement has been entered into by all lines from Canadian ports to Glasgow and other South Scotch ports, according to a Times special from Montreal.

MACK'S NICE GRAFT.

(Continued from First Page.)

or did you turn the checks for the warrants over to J. G. Mack & Co.?"

"I turned the checks over to Mr. Abraham."

"Who is Mr. Abraham?"

"He is the bookkeeper for J. G. Mack & Co."

"Were you paid a commission?"

"How much?"

"I will not answer that."

"J. G. Mack & Co. sold the goods, and you simply collected the money?"

"I guess that was about it."

"Was the bill of goods for which a warrant was issued October 10 the first time you supplied the County Court with merchandise?"

"Yes."

"Who suggested the plan to you?"

"Mr. Abraham spoke to me about it."

"Where the goods were sold to the county?"

"How long before?"

"I do not remember."

"Did you talk to County Commissioner Mack also?"

"Yes."

"Before the transaction took place?"

"Yes."

"What was the arrangement?"

"I would rather not say until I can see Mr. Mack and find out what is the matter."

"Did you submit a bid for the supplies?"

"No."

Card was nervous. Heidgeted about in his chair, and he looked anxious while replying to the reporter's questions. From his embarrassment it was obvious that he had not thought of being a party to breaking the law, but the motive impelling him was the commission paid him by J. G. Mack & Co., of which County Commissioner Mack is senior partner. Mr. Mack was found at his store yesterday afternoon.

"Did your firm furnish the goods sold by Levi Card to the County Court?" the reporter asked.

"No," replied Mr. Mack.

"Have you had previous dealings with him for supplies for the county—that is, previous to the bill bought in October?"

"He bought the goods as any contractor would."

"Yes."

"Mr. Mack, Card says that he did not buy the goods. He says that it was arranged between yourself, Mr. Abraham and himself, that he was to collect the warrants and turn the checks over to you, for a commission, which he says he did. He also says he talked the plan over with you before it was consummated. Is this so?"

"I guess it is," said County Commissioner Mack. "What are you trying to get at?"

"The Oregonian wants to know if there has been a deliberate violation of the law by a member of the County Court being directly or in any way interested in contracts for county supplies. Are not the transactions through Card of this nature?"

"I don't think so. The Oregonian can't tell me to whom I will sell my goods. If Card came in here and wanted to buy a bill of merchandise, I have a right to sell him, haven't I?"

"But you verified Card's statement that the whole thing was prearranged, did you not?"

"I won't say that it was."

"You said as much a moment ago," said the reporter.

"Well, I won't say anything on that point," declared Commissioner Mack. "Do you deny that he was talked over beforehand, and that Card understood that all he was to do was to collect the money and get a commission?"

"No, I owe no explanation to the Oregonian," declared Commissioner Mack. "I refuse to answer questions as to how I conduct my business. Furthermore, the Oregonian has no right to ask me." The interview closed.

Made a Mistake in His Age.

CHICAGO, Feb. 6.—Because Thomas Chalmers, of the firm of Fraser & Chalmers, made a mistake in his age, a life insurance company has canceled a policy on his life, issued more than 50 years ago. Mr. Chalmers has brought suit in the Superior Court to have the company's action annulled. When Mr. Chalmers, in 1851, was, as he says in his bill, a workman following his trade as a machinist, he took out a policy for \$200, giving the date of his birth as June 14, 1820. A few years later his daughter visited his old home in Scotland, and, consulting the parish register, discovered that the date of her father's birth was June 14, 1816. Mr. Chalmers took out another policy for \$200, with the same company, in 1896, and in filing his application gave his correct age. He continued to pay the premiums on the first policy, he says, after the second policy had made the company acquainted with his true age. Finally, in 1901, the policy was canceled.

Graduation at Carlisle.

CARLISLE, Pa., Feb. 6.—The 14th graduating exercises of the Carlisle Indian Industrial School were held today in the presence of a gathering of distinguished visitors. General Daniel E. Sickles, ex-Commissioner of Education, and Rev. Sheldon Jackson, Commissioner of Education for Alaska, were among the out-of-town guests. The graduating class comprised 42 boys and girls.

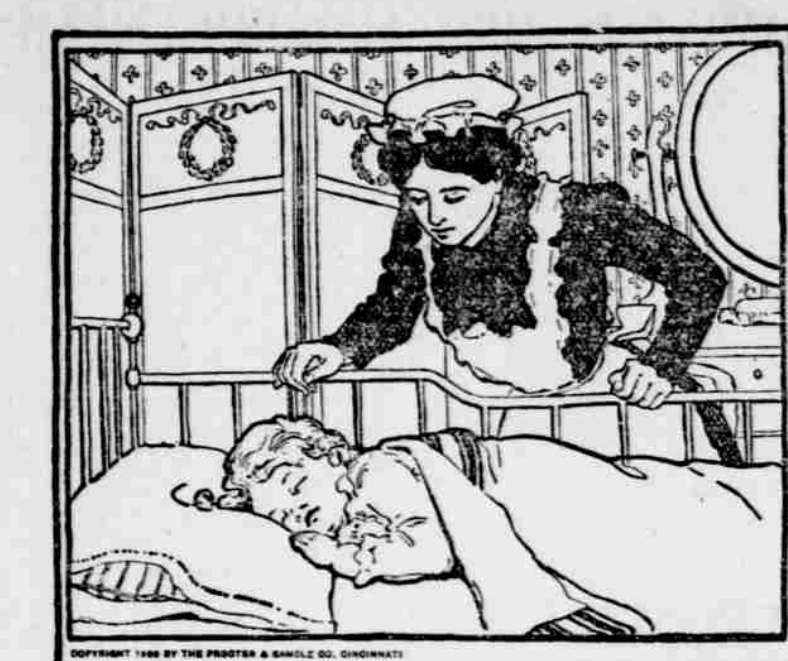
King of Siam Will Not Come.

WASHINGTON, Feb. 6.—The State Department is advised that, owing to a change in plans, the King of Siam will not visit the United States this year. The king is expected to pay the return of the Crown Prince of Siam in the autumn. It is said that the Crown Prince will return to his country from the coronation of King Edward by way of the United States.

A Memorial Ward.

ROCKFORD, Ill., Feb. 6.—Alex D. Forbes has presented to the Rockford City Hospital \$5,000, to be used in the erection and furnishing of a ward for the care of young women and children. The new department is to be known as the "Jessie Elizabeth Forbes ward." In memory of Mr. Forbes' daughter, who died in Arizona last year from the effects of a fall from her horse.

Salva-Sea Cures Piles.
This statement may seem rather strong, but if you try it you won't think it strong enough. It's a sure cure for hemorrhoids, piles, itching, burning, catarrh, chills, skin irritations. Price 25c & 50c, at druggists or by mail. Salva-Sea, 274 Canal St., N. Y.



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89% PER CENT. PURE.

SUGAR DEALERS WORRY

FEAR SAN FRANCISCO WAR MAY SPREAD NORTH.

Jobbers Want Peace and Will Ask the Intervention of Refiners, if Necessary.

SAN FRANCISCO, Feb. 6.—A number of gentlemen, representing jobbers' associations of Portland, Tacoma and Seattle, are in the city, according to the Examiner, for the purpose of consulting with the California Grocers' Association in regard to price of refined sugar. The grocers are now in San Francisco. Since January 1 the sugar jobbers of San Francisco have been at war to the knife and to the hilt. Prices have been pruned down to cost, and even lower. The grocers, on the other hand, have been able to buy carload quantities from the San Francisco jobbers at the same price, and even for less money, than the local jobbers paid. The price made by refiners to jobbers for cane granulated is \$4.35 per hundred pounds. The margin for profit for the jobbers has been about 20 cents per hundred. Retailers who have been able to order carload lots of sugar from the San Francisco jobbers have therefore saved that margin for themselves. The very real interests of the Bay City can catch up peace, Portland retailers may become, in fact, their own jobbers, and ignore the wholesale merchants to whom they are indebted. The grocers may do this to demoralize the retail sugar business and extend the war to the Northwest.

Sugar interests are not the only ones involved. War in sugar can very readily extend to other staples, so that local jobbers would suffer great loss of business. Therefore, all the wholesale grocers of the city have representatives at San Francisco, sharing in the endeavor to calm the conflict. It is thought that the jobbers whose mission is peace will carry the matter up to the refiners. The latter could terminate the strife by a single nod. About two years ago Portland jobbers were at war in sugar. The conflict was ended by order of the man who had lost his identity in the supply unless rate-cutting should cease.

SAW WOOD AT HOME.
Some Mighty Good Advice From Eastern Oregon.

Baker City Democrat.
In a long editorial under date of January 30, the Morning Astorian, after bewailing the situation and urging "hardly any more of the kind," in an effort to secure what it calls "common-sense" rates for Astoria, says: Portland is equally as helpless as Astoria, and already The Oregonian is denouncing the local business of Oregon and Washington as well as the Spokane line that it did four years ago. The O. R. & N. management has not changed in four years, and the people of the Inland Empire know what that road has done to advance the business interests of this community. We also know that the O. R. & N. will stand by this country in the future, and that the interests of the road and the community are identical and reciprocal. Mr. Harriman is too smart a business man to make any change in the

efficient local management of the O. R. & N., or its local policy that has been pursued for the past four years. The Astorian well says in another part of the same editorial that the time has come for that city to devote its exclusive attention to the development of its home resources. That is just what The Oregonian, Portland people and the people of the Inland Empire have been trying to hammer into the heads of Astorians for five years. The question of the outlet for commerce, piece of Napoleon I., and being taken care of by the commercial men interested and the transportation lines upon which the community is dependent. All Astoria has to do is to saw wood and support our representatives in Congress in their effort to improve the bar and the Columbia River.

Mme. Ratazzi de Ruie.

PARIS, Feb. 6.—The correspondent of the New York Herald cables his paper announcing the death of Mme. Ratazzi de Ruie, director of the Nouvelle Revue Internationale. Under the name of "Baron Stock," Mme. Ratazzi de Ruie conducted the Nouvelle Revue Internationale, and was for years one of the most celebrated women in Europe. She was the daughter of Louis Bonaparte, and wrote a number of novels and comedies. On the annexation of Savoy she returned to Paris. In 1862 she married the eminent Italian statesman, Adolfo Ratazzi, but her domestic duties did not prevent her from continuing her literary labors. Signor Ratazzi died in 1872, and she married a Spanish engineer and deputy, Senor de Ruie.

Comparatively poor she had boundless ambition. After passing an examination to become a governess in 1850, she attracted the attention of a wealthy Alsatian, the Baron de Ruie, whom she became intimate with many of the leading French writers, notably Eugene Sue and Ponsard. She herself took to literature seriously, and wrote a number of novels and comedies. On the annexation of Savoy she returned to Paris. In 1862 she married the eminent Italian statesman, Adolfo Ratazzi, but her domestic duties did not prevent her from continuing her literary labors. Signor Ratazzi died in 1872, and she married a Spanish engineer and deputy, Senor de Ruie.

All sorts of people use it, all sorts of stores sell the famous English complexion soap. Established 1789.

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