RATES STILL DECLINING

FRENCH BARK VERSAILLES TAKEN AT LOWEST RATE SINCE 1897.

Fire on Indravelli Has Been Extinguished—Bids Let for Repairs to Asie—Fleet Moving at Astoria.

The rate of 27s 6d for a wheat ship reached in San Francisco a few days ago, while the lowest figure recorded in over four years, did not hold long, for the French bark Versailles was chartered yesterday to load at Portland at 26s 6d. The vessel was chartered yesterday morning by the Northwest Warehouse Company, and will be given very quick dispatch, and may get away by the end of the month. The experience of the Versailles is not different from that of the Fulwood, and a number of other ships that "waited too long" and were caught in the ebb which carried them down so fast that their owners have lost thousands by the delay. The British ship Sierra Ventana was also chartered yesterday by A. Berg, but was taken at a higher figure than the French vessel. She receives 27s 6d for February-March loading, and is now fully due at this port. The charter of the Versailles leaves but two vessels, the Pax and the Lord Shaftesbury, on the disengaged list. The Shaftesbury is a very large carrier, and some difficulty will be experienced in working her off for wheat. It was reported yesterday that she was offering for lumber, and it is possible that she may be fixed for the business.

Advices from San Francisco yesterday state that the French bark Moliere which was ordered to the Bay City from Portland to fulfill a 30-shilling charter, was rechartered yesterday afternoon at 26s 3d, the party originally chartering her at Astoria thus losing about $500 by the transaction. With owners and speculators both endeavoring to get out from under the falling market, it is difficult to forecast the rate at which a halt will be called. It is probable, however, that a sharp advance in the foreign wheat markets would steady the market a little, for the figures are now getting well down toward a point where a loss will be shown, and some owners will lay up their ships, in preference to operating them without a profit.

TO REPAIR THE ASIE.

Robert McIntosh Submits the Lowest Figure for the Work.

If the contract goes to the lowest bidder, Robert McIntosh will be awarded the job of repairing the French bark Asie which toppled over on Davidge's dock several weeks ago. Bids for repairing the ship was opened at the office of Henry Hewitt yesterday morning, and there was almost enough difference between the highest and lowest bid submitted to build a ship. The bids opened yesterday were the second lot that have been called for in connection with the work, and the two San Francisco firms which were bidding before both dropped out this time, leaving five Portland firms as bidders.

The parties and the amount bid by each were as follows:

Name—	Amount.
Robert McIntosh	$28,400
Roberts & Co.	31,800
Hallin & Olsen	34,900
Willamette Iron Works	45,087
John Honeyman	46,145

No award will be made until further advices from the owners. The amounts of the bids were cabled to them last evening and as soon as an answer is received, the contract will probably be let and the work of repair proceeded with. It will require several months to place the big ship in as good condition as she was before the accident, and not the least of her many losses through the accident will be that of her charter. Freights have suffered a violent decline since she was chartered, and she could not now be fixed for wheat loading at a rate which would bring within $7500 as much as she would have received had she fulfilled the charter she had when the accident occurred.

FLEET MOVING AGAIN.

Delayed Vessels Make Port After a Severe Storm.

The bar smoothed down at the mouth of the river yesterday, and navigation, which has been suspended for a few days, was resumed. The British ship Star of Germany and the schooner Forest Home, both under charter to the Eastern Lumber Company, of this city, arrived in about 2 o'clock, and the Lakme, Renfield and Compeer sailed. The improvement in the weather will probably bring up some of the overdue fleet that has been beating around outside for several days. The Columbia River is not the only port where ships are delayed, however, for the British ship Dudhope has just reached Seattle after three weeks' delay off Cape Flattery. A Port Townsend special to the Tacoma Ledger regarding the vessel tells the following hard-luck story:

"British ship Dudhope, Captain Law, arrived this morning from Hong Kong. Heavy weather was experienced on the voyage and during a fierce gale on January 4 the second mate was washed overboard and drowned. The Dudhope arrived off Cape Flattery many days ago, but on account of strong easterly winds was unable to get into the Straits far enough to reach an anchorage. Three times the Straits were entered, once as far as Clallam Bay, but the vessel was each time driven out to sea again."

THE FIRE EXTINGUISHED.

Indravelli's Hatches Were Removed Yesterday and Discharging Begun.

The hatches were taken off the big steamship Indravelli for a short time yesterday afternoon, and to all appearances the fire in the cargo has been extinguished. No signs of smoke were apparent, and it is believed that the work of removing the cargo can be commenced today. The hatches were replaced last evening, and no attempt made to do anything further, but a gang of longshoremen has been ordered for this morning, and unless a mistake has been made, they will be at work removing the cargo before noon today. The decks are perfectly cool all around the spot where the greatest heat was felt a few days ago, and if there are any remaining sparks in the cargo, they are very much subdued.

The inflammable nature of the cargo and its inaccessibility has made the task of extinguishing the blaze a very difficult one. It could have been put out in much shorter time by flooding the hold, but Captain Craven was averse to adopting such drastic methods, so long as there was a show to save a considerable portion of the cargo by taking matters easier.

DESTROYED THE LIQUOR.

Indian Agent Seizes Wines and Brandies of Ernest Reyer.

Latest reports from the French bark Ernest Reyer, which went ashore and became a total loss on the Washington Coast a few weeks ago, are to the effect that the buyers of the wreck will clear from $10,000 to $15,000 by their venture. The owners have had some trouble with Dr. Horace W. Cox, Indian agent at the Quinalt reservation. Over 100 gallons of French wines and brandies were recently seized and destroyed by Dr. Cox a few days ago. The liquor was part of her cargo, and Dr. Cox gave the officers of the bark to understand that on no account were the Indians on the Quinalt reservation to be given or sold any of the liquor.

After a time, it became patent that the bark would become a total wreck; in fact, her back was broken by the action of the river undermining her amidships. Indians were hired to aid in the work, and one of the first things done was to break open a cask of wine, and the Indians declared themselves in on the contents. This came to the ears of Dr. Cox, and, grabbing a hatchet, he went aboard the bark and demolished every cask of wine in sight.

The owners complained bitterly, and claim now that the Indian agent's jurisdiction did not extend to the position of the Ernest Reyer; in other words, that the bark was without the bounds of the reservation. The boundary of the reservation on the shoreward side extends to low-water mark, and it is understood that the courts will be requested to decide whether or not Dr Cox acted within his rights.

RATE WAR IMMINENT.

Companies in Alaskan Combine Last Year May Fight Each Other.

PORT TOWNSEND, Wash., Feb. 13.—A rate war is imminent between the four transportation and trading companies operating steamers from San Francisco and Puget Sound to St. Michaels and along the Yukon River, according to a rumor which is in circulation among shipping men here. This rumor is strengthened by the departure of Auditor Downs, of the North American Transportation & Trading Company, for San Francisco today on the steamer Umatilla. Mr. Downs would neither deny or confirm the report of a rate war, but admitted that such a thing was possible. Last year a combination was formed for one year between the North American Transportation & Trading Company, the Alaska Commercial Company, the Empire Transportation Company and the Seattle & Yukon Transportation Company, under the name of the Northern Navigation Company. The North American Company did not enter into the trading portion of the combine, and conducted its trading posts on the Yukon River independently, but adhered to combination prices. Everything went smoothly until just before navigation closed on the Yukon, when some dissatisfaction arose over shipment of goods up the river. It was alleged that the North American Transportation & Trading Company's goods were given preference, while other companies were not able to get all their goods up before the river closed. Since that time the combine has been wavering, and it is thought that when navigation opens the combine will be broken, and a rate war will be inaugurated, both in transportation and trading business. It is believed that the object of Mr. Downs' visit to San Francisco is to confer with members of other companies with a view of patching up the differences that a rate war may be averted.

THE FOLMINA SAFE.

Overdue Sugar Steamer Was Sighted by the Kintuck.

PORT TOWNSEND, Feb. 13.—Two Oriental steamers arrived this morning, the Java from Shanghai and the Kintuck from Hong Kong. The coal in the bunkers of the Java is on fire, but it is thought the fire will be extinguished before serious damage results. Both vessels were sent to Diamond Point quarantine station for fumigation.

All fears for the safety of the overdue Dutch steamship Folmina, bound for Victoria with a cargo of sugar from Java, December 10, were dispelled by the arrival of the Kintuck, she having sighted the Folmina last week. The Folmina was not flying signals of distress, but was steaming very slowly, not making more than three miles an hour, her machinery apparently having been disabled. She is expected to reach port in a few days, as both vessels arriving report fairly good weather.

Navigation Aids Changes.

Commander W. P. Day, United States Navy, Lighthouse Inspector of Portland, has issued the following notice of changes in the aids to navigation in this district, which affect the List of Beacons and Buoys, Pacific Coast, 1902:

Columbia River, main ship channel from Astoria to Tongue Point, page 36. Wreck of Silva de Grace, buoy No. 2½.—The position of this buoy, a red, second-class spar, was verified this date and the buoy found on the following bearings: Buoy Depot Wharf post light NE. ¾ N.; outer end Thom's cannery wharf, E. ¾ N.; wreck of Silva de Grace post light, NW. ¾ N.

Wreck of Silva de Grace buoy, No. 4.—The position of this buoy, a red, first-class nun, was verified this date, and the buoy found in 22 feet of water, on the following bearings: Buoy depot wharf post light, NE. ½ N.; outer end of Thom's cannery wharf, E. ½ N.; wreck of Silva de Grace post light, NW. by W.

Columbia River, short-cut channel from Astoria to Tongue Point, page 37. Starboard side of channel, buoy No. 8.—This buoy, a red, second-class spar, was discontinued January 15, being no longer needed.

Columbia River, main ship channel from Tongue Point to Jim Crow Point, page 37. Port side of channel, buoy No. ⅛, a black, first-class spar, was established January 15, in 20 feet of water, as a guide in the channel, on the following bearings: Taylor Sands post light, N. ¾ E.; Tongue Point (E. tangent), E. ¾ S.; buoy depot wharf post light, SE. ½ E.

West side of channel, buoy No. 1½, a black, first-class spar, was established January 14, in 30 feet of water, as a guide in the channel, on the following bearings: Beacon 2 post light, NE. by E. ½ E.; buoy depot wharf post light, S. by W., ¾ W.

Puget Sound, page 78.—Decatur reef buoy, No. 2, a red, second-class spar, was changed February 3 to a red, second-class ice, without change in position.

Sinclair Inlet, page 79.—Bremerton buoy, No. 2, a red, first-class spar, was changed January 31 to a red, second-class ice, without appreciable change in position. The buoy is now in 30 feet of water.

Umbrina Returns to Port.

VICTORIA, B. C., Feb. 13.—The sealing schooner Umbrina returned to port tonight in distress. She got into a gale off the west coast of Vancouver Island on the 7th inst., which continued until she returned to the Straits. On Tuesday, off the Columbia River, she was struck by an extra heavy sea, eight of her sealing boats were carried away, the bulwarks smashed and the decks ripped, admitting water to the hold. The pumps had to be kept going continuously to keep her afloat. The captain reports that there were a dozen ships some 80 miles off the Cape, all closely reefed, and unable to get in on account of the rough weather.

Occidental Goes Ashore.

EUREKA, Cal., Feb. 13.—The three-masted schooner Occidental, plying between this port and San Diego, was driven ashore by a heavy southeast gale early Sunday morning at Point Gorda. Captain John Luberg, her master, and crew landed safely and walked to Petrolia, a two days' trip. The schooner is a total wreck. She left San Pedro January 31. The Occidental was built at Fairhaven in 1884, and has been in the lumber trade almost continuously between Eureka and Southern places.

Victim of Ice Floes.

CAPE MAY, N. J., Feb. 13.—The schooner Frank Herbert, with a cargo of pine lumber from Opecoke, N. C., for New York, was abandoned in a sinking condition off here today, being the second vessel to fall a victim this week off this coast to the great ice fields flowing out of Delaware Bay. The crew was taken off by a tug and the schooner set on fire.

Denied the Rumors.

NEW YORK, Feb. 13.—Bruce Ismay, W. J. Pirrie, shipbuilders, and Director Gaves, of the White Star line, have arrived at Liverpool on their return from New York, says a London dispatch to the Herald. Mr. Ismay denied all knowledge about the absorption of the White Star line, and declined to speak about the general shipping agreement as to freights and passengers.

Folmina Passes Victoria.

VICTORIA, B. C., Feb. 13.—The long overdue sugar steamer Folmina passed up to Vancouver today in a disabled condition. She did not call at quarantine, and may have to return here for inspection.

Domestic and Foreign Ports.

ASTORIA, Feb. 13.—Arrived at 2.30 P. M.—British ship Star of Germany, from Taltal. Arrived at 3 P. M.—Schooner Forest Home, from San Francisco. Sailed at 4 P. M.—Steamer Lakme, for San Francisco. Arrived down at 4:30 P. M.—British ship Loch Garve. Sailed at 4:30 P. M.—British barkentine Renfield, for Queenstown or Falmouth for orders; schooner Compeer, for San Francisco.

San Francisco, Feb. 13.—Sailed at 8 A. M.—Norwegian steamer Thyra, for Portland.

Southampton, Feb. 13.—Arrived—St. Louis, from New York.

Tacoma, Feb. 13.—Arrived—United States revenue cutter Grant, from Port Townsend; steamship Aztec, from Port Los Angeles; 12th, British bark Falkirk, from Seattle; British bark Cumbrian, from Carrizal. Sailed—Steamer Asuncion for San Francisco; 12th, British ship Celtic Queen, for Queenstown.

Liverpool, Feb. 13.—Arrived—Oceanic, from New York; Easterland, from Philadelphia.

Yokohama.—Arrived February 11—Ching Wo, from Glasgow, Singapore, etc., for Seattle; Ping Suey, from Tacoma, for Hong Kong.

San Francisco, Feb. 13.—Sailed—Steamer Thyra, for Portland; steamer Czarina, for Seattle; steamer G. C. Lindauer, for Gray's Harbor; steamer Progreso, for Seattle; schooner Ivy, for Coos Bay; schooner Parkersburg, for Coquille River.

Naples, Feb. 13.—Arrived—Glen Farg, from Seattle, Hiogo, etc., for London.

Yokohama, Feb. 13.—Arrived—Empress of Japan, from Vancouver and Victoria, B. C., for Kobe, Nagasaki, Shanghai and Hong Kong.

Hong Kong, Feb. 13.—Sailed—Empress of Japan, for Victoria and Vancouver, B. C., via Shanghai, Nagasaki, Kobe and Yokohama.

Murder in Second Degree.

OSWEGO, Kan., Feb. 13.—Dr. C. C. Calhoun, on trial charged with the murder of his wife, Madge Calhoun, at Mound Valley, in October, 1901, was today found guilty of murder in the second degree. Calhoun was a traveling cancer specialist.

WILLAMETTE UNIVERSITY BASKET-BALL TEAM.

—Photo by Cronise, Salem.

WHICH WILL MEET THE PORTLAND Y. M. C. A. TOMORROW EVENING.

SALEM, Or., Feb. 13.—Willamette University basket-ball team will play the Portland Y. M. C. A., Saturday evening. Willamette defeated Corvallis last Saturday by the score of 63 to 11. It also defeated McMinnville, 30 to 9, and Silverton, 39 to 9. Its only defeat was at the hands of the Monmouth Normal School team, by a score of 12 to 11. In the picture herewith reproduced are shown the five members of the team and the three alternates. In the front row, beginning at the left, are: R. B. Wilkins, guard; W. C. Judd, captain, forward; W. C. Winslow, manageer, guard. In the back row: C. W. Brown, substitute; W. Pollard, center; E. K. Miller, substitute; W. Parsons, forward; Fred Baker, substitute. The team has no coach.

LETTERS ON DRYDOCKS

CONTRACTORS STATE WHAT WILL BE THEIR TERMS.

Patentee Also Communicates With Port of Portland Commission—Action Is Deferred.

Two letters relating to the proposed drydock were read at the meeting of the Board of Port of Portland Commissioners yesterday. One was from Faber, du Faur & Donnelly, to whom the contract for the construction of the drydock was awarded a short time ago. It stated that the firm would charge 5 per cent as its commission for the preparation of plans and the superintendence of the work, patent royalties and other costs not extending into the matter of construction or requiring their service as engineers not being considered. During construction, the traveling expenses of Mr. Donnelly from New York to Portland and return would be charged to the commission. On a special call by the commission, Mr. Donnelly's charges will be $20 a day and expenses from the time he leaves New York until his return. The company will have a competent man on the ground to inspect all material and work, and the commission will be under no expense relative to such superintendence.

"There is no question," the letter read, "regarding the operation of the dock, and when the plans and specifications have been prepared by us and we are fully authorized regarding the construction, we will be willing to make any reasonable guarantee, sustained by a bond from a surety company, that the dock will meet requirements."

The second letter was from Frederick C. Lang, of Hoboken, N. J., patentee of the drydock. Mr. Lang agreed that upon payment of 10 per cent of the cost of construction of a "Lang balanced sectional floating drydock, built from properly prepared plans and under the superintendence of competent engineers," to execute to the port of Portland a license to operate a dock under the patents granted to him. He also agreed to instruct a competent and reliable dockmaster, whom the commission may select, in the handling and management of a similar dock on the Atlantic Coast. After the reading of the letters, the commission decided to lay the matter over until 2 P. M. Saturday.

President Banfield submitted a report in which he stated that the legality of the commission's special meeting on February 1 had been referred to its attorneys and they had advised that all actions then taken be confirmed at a regular meeting. The attorneys also advised that a set of by-laws, satisfactory to the board, be presented at the earliest moment. Final action on the by-laws, however, may not be taken until the second Thursday of March. Speaking of the dredge Portland, the president said it was undergoing temporary repairs. The greater part of the crew had been discharged, leaving the engineers and mates on the payroll. Some small repairs were necessary, and he deemed it cheapest to have the superintendent engage one of the dredge firemen at $40 a month, and such men of the crew as were needed at $2 per day to do the work. As to the main engines of the Portland, Mr. Banfield suggested that a committee be appointed to make an investigation. Speaking of river matters, the president said Superintendent Kelly intended to take a crew and spend several weeks down the river surveying, so as to have everything in readiness for work after June 1. The North Pacific Lumber Company had expressed its willingness to undertake the work of deepening the channel opposite the Portland Flouring Mills, providing that the board authorize it to "dig the channel 200 feet in width in place of 150 feet, as authorized at the last meeting. As this channel is very confined and more width is urgently needed there, I would recommend that the offer be accepted."

The report, on motion of Commissioner Adams, seconded by Commissioner Selling, was adopted seriatim, excepting the last recommendation. President Banfield said, before discussion began, that he had intended to omit the recommendation. Mr. Selling said the company should be held to its contract, as all other corporations had been. Mr. Swigert gave a technical explanation of the dredging. A channel of 200 feet meant a great expense. Mr. Reilly moved that the channel be widened 150 feet at the bottom and dredged to a depth of 26 feet below zero, the board to pay for all material removed in forming a natural slope to a distance not exceeding 25 feet from the channel, and that the company proceed with the work in accordance with the plats furnished by the commission's engineer.

The motion was carried.

The monthly report of Dredge Superintendent Kelly stated, among other items, that the total length of the channel dredged during January was 3870 lineal feet, width 100 lineal feet, and depth five to seven lineal feet. The amount of material, sand and clay, was 150,000 cubic yards.

Commissioners Selling and Hughes, who had been appointed a committee to examine the work being done by the Portland Iron Works on the dredge pump under construction at that establishment, made a full report. They found that the Portland Iron Works had failed to comply with the specifications in several respects. As no other iron works had bid on the work except on the basis of experimenting at the expense of the port of Portland, and as the mistakes appeared to have been honest ones on the part of the contractor, the committee recommended that the pump be accepted, barring the defect, on the basis of making a reasonable deduction. What deduction should be made for the defect was left by the committee to the board.

On motion of Mr. Swigert, the report was laid on the table, pending the setting up of the pump. Mr. Hughes was not present to offer an objection.

Mr. Selling, who is chairman of the auditing committee, recommended that no supplies be purchased for the dredge except upon a written requisition to and permission from the clerk of the board. The recommendation was adopted.

The new by-laws, which were read at the meeting, provide, among other things, that the regular meeting of the board be held at 4 P. M. on the second Thursday of each month, at its office in the Worcester building, or any place it may name; that special meetings may be called by the president within 24 hours after the receipt of a request from two Commissioners, specifying the object or purpose for which the meeting is desired; that no Commissioner shall speak more than twice to the same question, nor longer than 15 minutes in all, without consent of the board. The remainder of the by-laws are substantially the same as those of any other similar body.

EXPRESS COMPANY MERGER

Rumor That the Four Big Concerns Will Consolidate.

SAN FRANCISCO, Feb. 13.—The Call this morning intimates that the four big express companies of the country—the Adams, American, United States and Wells-Fargo—may be merged into one corporation. It says that word comes by private message from the East that E. H. Harriman, president of the Southern Pacific Company, will be elected to the presidency of the Wells-Fargo Express Company at the next annual meeting of the stockholders. The paper adds that Harriman may be selected as president of the proposed combination.

TELEPHONES FOR TRAINS.

Success of a Test on Chicago, Milwaukee & St. Paul.

SAVANNAH, Ill., Feb. 13.—A special test of the train telephone system of communication with the general office over the telegraph wires has just been made on the Illinois division of the Chicago, Milwaukee & St. Paul Railway. The test was made on a special train in charge of Superintendent R. G. Morrison, Trainmaster Lucke, of Savannah; Superintendent of Telegraph U. J. Frye and Chief Electrician W. H. Ott, of Milwaukee. The test was declared satisfactory.

That Puzzling Railroad.

The Wall-Street Journal announces that arrangements have been completed for the construction of the Eureka & Eastern Railway from Eureka, Cal., indefinitely eastward. Preliminary surveys have already been received, it says, showing the maximum grade of less than 2½ per cent between Eureka and Redding, with an extreme altitude of only 4000 feet. From Redding, east and north, the line reaches an altitude of 5000 feet, and avoids necessity for snowsheds. "The Eureka & Eastern will form a connection with the Northern Pacific near Boise City, Idaho, and with the Oregon Short Line, enabling the lumber interests of Humboldt County to ship their products into the Eastern market."

How this magnificent railroad from Humboldt Bay will manage to connect with the Northern Pacific near Boise is a question that fills railroad men with worry. The altitude of 4000 feet between Eureka and Redding and of 5000 feet a little distance farther to northeastward may commend the line to credulous investors, but it does not seem so trifling an altitude when it is remembered that the Great Northern and Northern Pacific cross the Cascades at altitudes considerably under 3500 feet and the O. R. & N. cuts through at a water level.

Light to Avert Collision.

CHICAGO, Feb. 13.—A practical demonstration of the utility of a new departure which, it is said by railway officials, will effectively prove the solution in a large degree of the railway collision problem, was made last night on the Chicago, Milwaukee & St. Paul Road near here. The device consists of an exceedingly powerful headlight, which not only perfectly illuminates the track with an immensely bright shaft of light for a distance of a mile, but also embraces the striking and novel feature of a beam of light of almost equal brilliancy penetrating over 700 feet above, which can be clearly seen 10 miles distant.

Clubhouse for Union Pacific Men.

CHEYENNE, Wyo., Feb. 13.—President Burt, of the Union Pacific, spent several hours in Cheyenne, and in an interview stated that the company will build a three-story clubhouse for employes. The building will cost between $60,000 and $100,000, and will be fitted with reading and clubrooms and a gymnasium. Work on it will be commenced in the Summer.

Weir Denies It.

NEW YORK, Feb. 13.—The dispatch from San Francisco quoting the Call to the effect that a merger of the leading express companies might be arranged, was today shown to President Weir, of the Adams Express Company. Mr. Weir said the report was not correct. Such a thing had not been contemplated, so far as he knew.

Canadians on a Tour.

SAN FRANCISCO, Feb. 13.—W. R. MacInnes, assistant general freight and traffic manager of the Canadian Pacific at Winnipeg, and F. W. Peters, general passenger agent of the Canadian Pacific at Vancouver, are in this city on a tour of inspection.

Dividend on Colorado Southern.

NEW YORK, Feb. 13.—The directors of the Colorado Southern Railway today declared a semi-annual dividend of 1½ per cent on the first preferred stock of the company.

Railroad Notes.

All the $500,000 stock for the Columbia River & Northern Railway Company has been subscribed, and the officers of the corporation will be elected this afternoon.

President Mohler, Superintendent O'Brien and Master Mechanic Graham, of the O. R. & N., reached home yesterday morning after their trip to Salt Lake City. Chief Engineer Kennedy went on East from Salt Lake City.

Five freight-cars of a Southern Pacific freight train were derailed near Comstock about noon yesterday. It was at a point inconvenient for working, and the track was not cleared until the northbound passenger train, due in Portland at 7 last night, was delayed four hours.

J. M. Shawhan, general passenger agent of the Trans-Alaska Company, was in Portland yesterday. He recently spent five months in surveying a line across the country from Cook Inlet to Cape Nome. His company is now a rival of the Trans-Alaskan Railway Company for a Congressional land grant to encourage the construction of a railroad across that country. He says it is an agricultural rather than a mineral country, though it gets very cold and one of his horses froze to death and the party was driver to eat horsemeat or worse before getting out of the country. It is a great country for game, he says.

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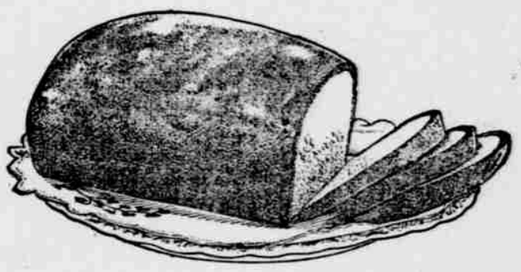
THE PROBLEM.

DOROTHY in the nursery can calculate the price of Ivory Soap per cake, but it would take a mathematical genius to calculate its true value. For he must take account of time, labor, and materials. He must deduct from the apparent cost the saving in the longer life of the cake, in the longer life of the washed fabric, in the labor required, in the time consumed, in the strength expended, in the results obtained. When all is finished, Ivory is the cheapest soap in the world. It floats.

Health Bread



Ask for "HOLGRANE" and INSIST upon it

DON'T take the product of some one you know nothing about. Whole wheat flour is prescribed for "reasons" and you want to know that you get *whole* wheat flour.

The H-O Company

Country Store Raided.

FORT WAYNE, Ind., Feb. 13.—The large general store of S. K. Randall, at Avilla, a village north of here, was entered by five burglars today. The safe was blown with dynamite and $900 cash and a large amount in notes taken. David Shanline, a barber, who discovered them, was captured and bound in the store, where he was kept until the job was completed.

Fell in Front of an Engine.

MISSOULA, Mont., Feb. 13.—Martin Maloney, a cinder shoveler in the Northern Pacific yards, stepped in front of a switch engine, fell down, and was instantly killed. The accident occurred about 8 o'clock this morning. He had been working here for some time, but the whereabouts of his relatives is not known.

Cousin of President Polk Dead.

KANSAS CITY, Mo., Feb. 13.—Colonel John W. Polk, a cousin of President Polk, a California steamboatman of 1850 and a distinguished Confederate soldier, died here today, aged 82 years.

AT THE HOTELS.

THE PORTLAND.

Chas Frankenthal, NY
E H McCaffrey, N Y
Mrs Frank Villa, Jr, Walla Walla
A J McColn, Tacoma
S Willner, San Fran
Geo H Bishop, Cincin
H J Lockwood, N Y
G R Ingles, Kan City
D S Kinney, Roslyn
J K Morgan, Seattle
G B Shaw, Chicago
E E Nangle, Chicago
A H Mitchell, Victoria
W L Challoner, do
Geo W Grayson, S F
F W Vallie, city
W T Carey, San Fr
Bert Honig, San Fr
N A Strauss, N Y
Wm Strauss, N Y
A Furnivar & w, Phila
Louis Glass, San Fr
F W Eaton
C C McCrillins, N Y
F Jewell, Chicago
H R Jackson, San Fr
Chas H Vercelins, SF
Dr G S Hicks, Tacoma
Mrs F I Dunbar, Salem
Mrs C S Moore, do
Mrs Bela Kadish, Baker City
R Smith & wf, Ferry
F J Lock, Baker City
J C Ruberson
Walter L Tooze & wf, Woodburn
M B Travis, Chicago
C S Stone, Wallace
H V Kimble, So Bend, Ind
T H Reynolds, Denver
A F Elliott, San Fran
J C Sloss, Seattle
E W Johnston & wife
Mrs Horace Henry, Seattle
Miss Henry, Seattle
R E Williams, Dallas
C F Stone, Chicago
C T Luckow, Chicago
J B Crossfield, Mt Tabr
Ernest Nosworthy, Denver
C C McDonald, S F
Frank J Chapman, Dallas, Or
A C Chapman, Mich
G H Bradt, Cincinnati
M Bonnell, Cleveland
P Kirkegoar, Toronto
Oscar Vanderbilt, StPl
Geo F Stone & wife, Seattle
L F Hayward, Holyoke, Mass

THE IMPERIAL.

C. W. Knowles, Manager.

E V Homeyer, Seattle
Geo Foster, So Bend
W G Howell, Astoria
H Hamblet, Astoria
E Z Ferguson, Astoria
Albert Jobson, South Mudds, Eng
A Winans, Hood Rivr
Mrs Winans, Hood R
Albert Hunt, Walla W
Mrs Hunt, Walla W
R Burns, Walla Walla
W S Nelson, Mich
J W Briggs, Burns
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