H. B. MILLER IS BACK

United States Consul Tells of Chinese Markets.

GREAT OPENING FOR TRADE

Demand for Lumber and Flour Is Large—Natives Like Condensed Milk, and Will Buy Plows or Anything That Is Cheap.

Mr. Henry B. Miller, United States Consul at Niu Chwang, China, arrived in the city yesterday. Mr. Miller and his family landed in Seattle on Wednesday, coming from Yokohama on the Nippon Yusen Kaisha liner Shinano Maru. The Consul is very glad to get back to the States, and his two months' holiday will be all too short as he feels now. At the Imperial Hotel last night Mr. Miller gave a very clear statement of the immediate needs of the Oriental trade.

"Manchuria and Northern China are going to be the most interesting countries to this Coast," said the Consul. "The very extensive developments of the interior will give great opportunities for the extension of our trade. Among these factors is the opening of the Siberian Railway into the Gulf of Pi Chi Li, which opens up an immense territory. Now there is one fundamental and absolutely essential basis for all our relations with China," continued Mr. Miller, earnestly, "and that is our taking a stronger hand in the political affairs of that country. To my mind there is little use in our attempting to do much commercially without taking a hand in the internal affairs of China. Minister Conger is an efficient, able and active Minister, a man who stands remarkably well with the Chinese Government. He is safe and conservative, and doing his best. We should remember that things in that country are done by treaty rights and special concessions, and it requires a very active and constant display of strength on the part of the United States to obtain for our merchants these rights and concessions. Trade, in other words, is hand in hand with politics."

Market for Lumber and Flour.

Mr. Miller said that the recent troubles had had little or no depressing influence on industries, but that a drop in the price of silver had made business very slack at present. In emphasizing the part the Coast is to play in future relations with China, Consul Miller said: "Lumber and flour are both great items, and this trade will steadily and greatly increase for many years to come. The use of flour is tremendously increasing, owing to its peculiar adaptation to the Chinese economy. Thousands and millions of coolies live at the street restaurants. These places take flour and make either a sort of doughnut or meat dumpling, which are exposed for sale. This food is precisely what the coolie likes, and an incalculable quantity of flour is used in this way. They don't make bread at all as we do. The introduction of flour in North China was due to the war. The troubles in the interior prevented the shipping down of the ordinary grains used by the natives, and they gradually adopted flour as a substitute, with the result that it is being more and more used by the poorer classes. Lumber is a very scarce article all over China. The building of railroads and improved conditions of living are bound to keep up a steadily increasing demand for it for many years to come.

"Among other things that are fitted for the markets over there is one that I have written about a good deal—I mean condensed milk. This trade must be studied from the Chinese standpoint. The Chinaman is a great consumer of sweetened condensed milk, while the market for the unsweetened is almost confined to the foreign population. As far into the interior as any imported articles go you will find tinned milk of the sweet variety. The common people of both China and Japan use it for baby and invalid food. The market for it is so good that the Japanese are imitating the Gail Borden brand with a Buzzard brand. The eagle on the Borden tin is accurately imitated as a buzzard on the Japanese stuff, and the Chinaman who cannot read but goes simply by the picture buys the counterfeit. This counterfeit is poor stuff, being mostly of an india rubber consistency. In fact all the native brands are practically worthless. I believe that there will be a continuous and increasing market for the right sort of condensed milk; and where better can a manufactory be placed than here on the Coast, where you save freight across the continent? Another thing that would be profitable would be the manufacture of soap for the Oriental trade. They send bean oil from Manchuria to England, and it is there made up into soap and shipped back to China. The soap trade is growing beyond all conception. Candles, too, are largely sold, and I noticed that most of those in the markets were of English make.

Good Chance to Sell Plows.

"There is one undeveloped field that I believe would be very remunerative if properly worked. There are immense tracts of agricultural land all through Manchuria, Mongolia and Siberia. The holdings are mostly from 100 to 200 acres in extent, and these are farmed just as we do, except that their instruments are not so effective. Now, whoever can manufacture a very, very cheap plow that will answer the purpose of the Chinese has a market ready to his hand of fabulous extent. But the article must be above everything else cheap. It need not be especially effective or good; the prime requisite is cheapness.

"Mongolia, Manchuria and Siberia are going to have a slow but steady development as a grain-growing section. Wheat of good quality is already grown there in great quantities and milled to a certain extent. But things are being changed. There are now at Harbin three mills of the modern type. These mills buy wheat at 60 kopeks or 30 cents in gold per bushel. The flour they sell at 2 rubles, 60 kopeks a 50-pound sack. This gives a gross profit of 2 rubles per bushel. Of course most of the wheat is ground by the old method and the product is inferior and not preferred by the Chinese to our brands. Yet here a start has been made which will mean an enormous increase in grain raising."

Need of U. S. Industrial Agent.

Mr. Miller believes that for the better direction of American exporters there should be a United States Industrial Agent appointed. "He should be stationed at Shanghai," said Mr. Miller, "and his business should be to gather all possible information about the internal trade relations of China. The foreign trade we know a good deal about, but this purely internal trade is absolutely an unknown factor. Let me illustrate by an incident in my own experience. I was interested in cotton industry, and studied it up for a good while. When my investigations were concluded I found that the United States, which is the largest importer of cotton and cotton goods into China, was competing, not with English or French or German goods, but with Chinese. The customs receipts from that article in the internal customs were over half the receipts from all importations from abroad. It is a thing like this that the American merchant wishes and ought to know, and there is only one way to give him complete information. We should have an industrial agent who would collect samples of all Chinese products and keep them in Shanghai, where they could be studied at any time. This would be of double value, for to purchase from China is as important as to sell to her, and in this way an idea could be got of what she has to give us that we do not manufacture."

Mr. Miller will remain in Portland for a week before going on to his old home in Eugene. During this time he hopes to rest and meet old friends.

JEALOUS OF SPOONER.

Inside Facts of the Fight of LaFollette Against the Senator.

WASHINGTON, Aug. 14.—(Oregonian News Bureau.)—Louis A. Pradt, an Assistant Attorney-General in the Department of Justice, is a Wisconsin man, and attended the convention which was controlled by Governor LaFollette, and which turned out so disastrously to Senator Spooner. He has recently returned to Washington, and gives some of the inside facts connected with the convention, showing what was done and the object of placing Senator Spooner in an embarrassing position before the people of Wisconsin. He says it was a foregone conclusion that LaFollette would control the convention, as he had three-fourths of the delegates, and that he could write such a platform as he chose. The only reason the resolution regarding Senator Spooner was adopted was because LaFollette is very jealous of Senator Spooner, and has been for a number of years. It was known that the convention of Republicans could not meet without indorsing the course of Senator Spooner in Congress, especially on account of the high place he has reached in the matter of leadership, being the chosen adviser of two Presidents, a member of the important committees of finance and foreign relations, besides being a debater of great power, equaled by no man in the Senate. But it was La Follette's idea to cunningly couple the indorsement of Spooner for re-election with an offensive condition, compelling Spooner to indorse certain principles that he was known to be formerly unqualifiedly opposed to. Upon this point Mr. Pradt says:

"The true cussedness of this conditional indorsement something absolutely without precedent in the history of the state, lay in the fact that the platform was essentially a LaFollette platform, and contained a radical declaration for a primary election law abolishing all political caucuses and conventions—a proposition which meets the disapproval of the thoughtful and conservative men of both parties, including, doubtless, Senator Spooner. And so the Senator was virtually called upon to give bonds for his Republicanism by declaring his indorsement of a choice set of LaFollettеisms, with a very strong sulphurous scent of populism!

"The effect was to intensify the dislike and dissatisfaction of the stalwart wing of the party and to call forth the disapproval of the more conservative supporters of LaFollette, ex-Governor Hoard, Senator Stout and others.

"The friends of Senator Spooner, many of whom are prominent supporters of La Follette, are now earnestly at work in every part of the state to secure the nomination of Republican candidates for the Legislature who are unconditionally for the re-election of the Senator. And as at least 75 per cent of the Republicans of the state are enthusiastic in their admiration of Spooner and devotion to him, there could be no possible doubt of the result if it were not for the fact that LaFollette is exhausting every resource of his political machine to compass the election of a Legislature composed of his creatures. This machine is as extensive, complete and shameless as that of Tammany itself. It is reinforced and officered by a horde of state employes such as was never before known in the state. It was through their systematic and untiring work during the past six months that the Governor's majority in the convention was largely secured. So far, however, the indications are all for Spooner, and I have no doubt that he will have a large majority in the coming Legislature by which his successor is to be elected."

Loss to American Diplomacy.

Ambassador White's resignation deprives the diplomatic service of the assistance and participation of a man peculiarly fitted for the role of representative at one of the world's most important capitals. Indeed, he is today virtually the dean of American diplomats. No other man has served so often or so long in such important capacities. When a young man he was detailed as attache to the United States Legation at St. Petersburg during the Crimean War and gained there his first knowledge of the trying task of foreign representation. In 1871 he was sent by President Grant to Santo Domingo as special commissioner in the interests of the proposed annexation of that territory. In 1878 he was dispatched to Paris as a member of the exposition commission, and the next year, 1879, was appointed Minister to Germany, in which capacity he served until 1881. When Mr. Charles Emory Smith resigned as Minister to Russia in 1892 Mr. White was appointed to succeed him, and he served until 1894. In 1896-7 he labored as a member of the Venezuelan arbitration commission, and on the inauguration of President McKinley he was named as Ambassador to Germany.—Washington Evening Star.

By Medical Advice.

Brooks came to the office the other morning with a cigar 10 inches long and thick in proportion in his mouth.

"For the love of heaven, old boy," said Rivers, "what are you smoking such a thing as that for?"

"I'm doing it," responded Brooks, "by the advice of my doctor. He has ordered me to smoke just one cigar a day, and I never disobey the doctor. I have had a hundred of this size made to order and I use one every day—but it keeps me pretty busy."

THE ROAD TO BOHEMIA

TEN MILES OF THE LINE ARE IN OPERATION.

Remainder to Be Built by Owner—Interesting Developments in Power Case.

COTTAGE GROVE, Or., Aug. 15.—(Special.)—General Manager Morphy, of the Oregon & Southeastern Railway, reports encouraging progress with his railroad enterprise. The first 10 miles was built by contractors and is now in operation. Manager Morphy says:

"We have taken the construction of the road directly into our own hands, and have now got our own engineering corps, in charge of A. B. Wood as chief engineer, in the field, and our work will go on without delay. We are operating 10 miles of road and are already handling a very good passenger business, which will be better when we have our passenger equipment, and at the same time we are bringing into Cottage Grove several carloads of logs a day. The outlook is very good for handling not less than 10 carloads a day in the course of the next 30 days, when the mills shall have got in full swing, and the logging outfits shall be properly equipped for rapid loading of cars.

"Everything looks very encouraging up in the mines, and the properties controlled by the Oregon Securities Company are making a fine showing. The Calapooia tunnel project promises to be the great prize-winner of the district, as it has opened up valuable veins of free-milling ore, and arrangements are being made to start up the mills at an early date. It would appear that the production from this tunnel would be more than sufficient to pay the cost of driving it.

"The Helena is outputting large quantities of shipping ore and we are daily increasing the number of teams engaged in hauling to and from the end of our track. The Musick mine is making a very good showing in free-milling ore; in fact the ore now looks better on this property than it has ever done before. The LeRoy people have got their machinery in for operating a compressor and air drills, and the development on this property will now proceed very rapidly. The Judson Rock Company has opened up ore testing $175 per ton in gold. The Crystal Consolidated people are making arrangements to put in machinery to operate their property."

NOT MUCH PETER POWER.

Time Given to Investigating Transfer of Other Stock Certificates.

NEW YORK, Aug. 15.—The hearing before the special examiner, Richard A. Mabie, in the suit of Peter Power against the Northern Pacific Railway directors to prevent them from turning over the stock of the company to the Northern Securities Company, was continued today. Little attention was paid to the Power suit, however, most of the day being devoted to inquiry into the means whereby the plaintiffs were qualified in similar actions against the Northern Pacific Railway, one of the constituent companies in the Northern Securities Company, which actions were based on the holdings of Mrs. Ellsworth Ives Chapman and Wilton F. Bouden.

When the hearing was resumed today, Herbert Limberger, counsel for H. Content & Co., appeared with records of transactions between that firm and Camille Weidenfeld. Entries as to the purchase of 100 shares of Northern Pacific stock by Weidenfeld December 26, 1901, and of payments of cash on account of Weidenfeld and Captain Steyn, were put in evidence. The account of Ellsworth I. Chapman was asked for, but Limberger declined to produce it on the ground that it was not pertinent. Mr. Guthrie pointed out that the Power suit was only one of several brought against the Northern Pacific for the same purpose. Therefore he thought that the entries of Chapman's account, being material to the suit brought by Mrs. Chapman, was pertinent to the Power suit. But Mr. Limberger pleaded privilege. Mr. Weidenfeld was recalled as a witness. He desired to make some corrections on his previous testimony.

"I was asked," said he, "if I bought stock for Ellsworth Chapman or Mrs. Sophie Chapman. I find that I bought through Content & Co. 100 shares of Great Northern stock. The price was 184½. She paid by check on January 19, $18,294 10. Delivery was made to Mr. Chapman. I do not remember whose check it was.

"In relation to the Bouden strike in the conference with Judge Lancaster, it was understood that suit could only be brought by a stockholder. Governor Van Sant said he would have nothing to do with any 'strike.' He would not touch the case unless it was understood that the action would be carried to the Supreme Court of the United States if necessary. It was after that Mr. Bouden qualified, and he authorized the suit."

Replying to questions by Mr. Guthrie, counsel for the Northern Pacific, Mr. Weidenfeld said that E. R. Thomas, a banker, was at first adverse to the present litigation, but that he talked him into it. That was after Mr. Lamb's visit to the West. The witness had shortly before stated that he and Mr. Thomas had jointly purchased 400 shares of Great Northern stock.

"Did not Captain Steyn or Mr. Lamb tell you," Mr. Guthrie went on, "that Judge Lancaster had declined to go on with the case unless he was convinced that Peter Power was a bona fide stockholder?"

"I don't remember," was the reply.

"Did not Judge Lancaster send you word he would have nothing to do with the Great Northern suit if it was to be a 'strike'?"

"I understood he sent some message," said Mr. Weidenfeld.

Asked why he did not personally sue, the witness said that Lamb had told him he had a plaintiff. The witness' stock was sent out to the Western meeting.

"Then why did you go to Mr. Thomas to procure a plaintiff instead of suing yourself, if you had any grievance to redress?" queried Mr. Guthrie.

"I think Mr. Thomas had the stock. I really cannot answer that question," said Mr. Weidenfeld.

Replying to Mr. Lamb, he said he did not authorize Captain Steyn to make a payment to Lamb to defray the expenses of the trip West to confer with Judge Lancaster and the Western lawyers. To other questions, Mr. Weidenfeld said he never heard of Peter Powers' name until after the suit was filed, and he first learned of the suit itself through the newspapers.

Milton F. Bouden, managing clerk for Thomas & Thomas, brokers, was called by Mr. Guthrie. He said that Mr. Thomas called him into his office one day last January and said: "I have given you 400 shares of Great Northern Railroad stock, and a suit will be brought in your name."

Continuing, in reply to questions by Mr. Guthrie, Mr. Bouden said the value of the stock was about $30,000, and that he still held it. He had not paid for it. He admitted that he was in consultation with counsel yesterday. Mr. Thomas, Bourke Cockran, Parker C. Chandler, Tredwell Cleveland and Mr. Weidenfeld were present. He declined to state what was said there.

"How much stock do you own now?" asked Mr. Guthrie.

"Two hundred shares," was the reply.

"When did you take possession of it?"

"Today," said the witness.

"What became of the other 200 shares?"

"They were sold. Mr. Weidenfeld bought them." The money, he said, was placed to his account.

Mr. Bouden admitted some correspondence with Mr. Lamb on Northern Pacific affairs. He said he understood that Mr. Lamb was his attorney. He had never met Mr. Lamb.

Mr. Bouden said he never saw the complaint filed in the suit, and never authorized the action. He left all to Mr. Thomas, who told him when he gave him the stock that the suit was to be brought. In August, the witness continued, Mr. Thomas told him he had better get out of the litigation. He went to see Mr. Bulkley, one of the lawyers, and Bulkley told him to write to Mr. Lamb, asking him to withdraw.

E. R. Thomas, formerly of the brokerage firm of Thomas & Post, was the next witness.

"What did Mr. Weidenfeld say to you about this suit?" he was asked by Mr. Guthrie.

"He told me the suits were being brought against the constituent companies to the Northern Pacific merger, and that Governor Van Sant and Governor Lancaster advised that some big Northern Pacific holder should be among the plaintiffs as a guarantee that the suit was for principle," was the reply.

"What did you say?" was the next question.

"Well, I told Mr. Weidenfeld that I owned 400 shares of the stock, and if principle was at stake I was willing to help him. I told him I did not desire my name mixed up in it, and that I would make over the stock to Bouden. The suit was to decide the validity of the merger. I was interested, as a broker, in that question. Many people seemed to doubt the validity of the merger, and I, among others, wanted it decided."

"Do you not consider it an unusual transaction to make a clerk a gift of so large a sum of money that he might masquerade as a plaintiff?" asked Mr. Guthrie.

"I do not. It is a common enough practice in Wall street," said Mr. Thomas.

By agreement, adjournment was taken until Tuesday at 11 o'clock. Mr. Lamb said he would produce Peter Power at that time, probably, and by the following morning positively, when the proceedings for his disbarment are to be heard by Judge Lacombe.

Arbitration of Reid Claims.

ST. JOHN'S, N. F., Aug. 15.—Justice Emerson, of the Supreme Court, today named Peter Archibald to be third arbitrator in the adjustment of the Reid railroad claims. Mr. Archibald was formerly chief engineer of the Inter-Colonial Railroad of Canada.

(The claim of Mr. Reid, a railroad contractor, against Newfoundland, is for $2,000,000. A dispatch from St. John's Thursday night quoted a prominent member of the Colonial Government as saying: "The solvent existence of the colony depends upon the outcome of this arbitration." A St. John's dispatch of August 12 said public feeling there favored the appointment of an American rather than a Canadian as the third arbitrator.)

Transportation Notes.

General Passenger Agent Craig announces that the large business to the coast this year has made the O. R. & N. Co. determine to continue the service of the steamer Potter two weeks longer than previously announced. She will leave Portland for Ilwaco, stopping at Astoria daily, September 1 to 13, the last up-trip leaving Ilwaco on Sunday, September 14.

James W. Abbott, special agent of the Department of Agriculture for the Rocky Mountain and Pacific Coast Divisions, has written the Portland Chamber of Commerce that he will soon be here in the interest of highway improvements. He has been doing notable work in that line along the Great Northern Railroad.

At a meeting of the directors of the Great Central Railroad yesterday A. A. Lindsey resigned as vice-president and Mr. Kopp as director, and Manager Allan Wright was elected to the vacant positions. The monthly bills were ordered paid and some formal business was transacted.

PENNSYLVANIA'S NEW CAPITOL BUILDING.

ON WHICH $450,000 WILL BE SPENT FOR SCULPTURAL AND MURAL DECORATION.

Attention has been attracted all over the country to Pennsylvania's new state capitol, about to be begun at Harrisburg, by the recent award of $300,000 for its sculptural decoration, to George Grey Barnard, and of $150,000 for mural paintings, to be executed by Edwin A. Abbey. These are the largest single orders for art work yet given out in America.

The building itself, as designed by the Philadelphia architect, Joseph M. Huston, is shown in the accompanying photograph from the architect's drawing. It will be over 650 feet long, with dome more than 200 feet high, and is to be built of Pennsylvania granite.

Plans for the exterior sculpture have been changed since this drawing, the only one extant, was made. The great bronze group above the portico will be supported by four pairs of caryatids, extending across an entablature 80 feet long. On the ground, either side of the main entrance, will be two large groups of heroic nude figures.

PORTLAND MEAT PACKING

STATEMENTS FROM MEN WHO KNOW THE BUSINESS.

Government Figures Did Not Take In Plant at Troutdale, Which Would Show Increase.

PORTLAND, Aug. 15.—(To the Editor.)—Both the statement relating to the meat production of Portland quoted from the National Provisioner, appearing in this morning's Oregonian, and your editorial thereon are misleading. I have not at hand statistical information necessary to state accurately the relative production between 1890 and 1900, nor have I at hand the facilities for acquiring such information, but I am entirely familiar with the volume of business done by the Union Meat Company since the year 1892, and if it assumed that the business of that company, whose principal office is in the City of Portland, is to be accredited, I assert that the statement is not only incorrect from a statistical standpoint, but does injustice to our city and state.

Mr. McCarty evidently procured his figures from the report of the stockyards of this city, and gives credit only for livestock unloaded into such yards, principally for trans-shipment. Small inquiry would have developed the fact that the Portland stockyards pass but a fraction of the livestock contributing to Portland's production.

Myself and associates have been engaged in the packing business for many years, originally locating our slaughter-house within the corporate limits of the now City of Portland. Influenced by what appeared to be a reasonable public demand, in the year 1887 we removed our yards and packing facilities to Clarnie and Troutdale, where our business is now conducted. Having there ample yards, range, railroad and other facilities for receiving stock and shipping products, we, for the most part, have no occasion to use the Portland stockyards, and manifestly our productions are not included in the estimates on which your scathing criticisms are based.

I have no desire to magnify the work done by my associates, nor to boast of what they have accomplished, but I challenge comparison of our packing establishment at Troutdale with any like establishment on the Pacific Coast. I also challenge the statement made that but 27,255 hogs were received at Portland during the year 1900, and that but a paltry 7240 was the measure and extent of Portland's meat-packing business for that year. At Troutdale alone the Union Meat Company, of which I am a member, packed and put upon the market as part of Portland's production for that year over 18,000 hogs, and at least 11,000 head more than you credit Portland's total production with. What number of hogs the several other packers put up during that year, and thus adding to Portland's production, I have no means of knowing, but their output ought to have been and probably was from 5000 to 7500 more.

As to the falling off in Portland's meat-packing, I may add that for the 10 months ending July 31 of its current year the Union Meat Company alone slaughtered and packed 19,544 hogs, as against 7405 for the year 1902.

Referring to prices paid for live hogs for this market, I may call your attention to the fact that the price of top hogs at Omaha, as quoted in today's Oregonian, is $6 85 per 100, while we have now under contract like quality of hogs at $7 25 per 100. And I may also state that we have within the last four or five years purchased in the Omaha and Eastern markets more than 4000 supply hogs, which we have brought to our slaughter-houses, slaughtered and packed to supply the demands of this market.

In making an estimate upon the number of hogs raised in the district contributory to Portland, it should be borne in mind that a great number of hogs coming to this market are too light for packing, and must be disposed of as block hogs, a great number of which must of necessity be shipped elsewhere, as the Portland market is too limited for their consumption.

The general tone of your editorial is well calculated to impress the reader either that Portland packers are lacking in business capacity or that, for mercenary motives, their business is so conducted as to be detrimental to the prosperity of the city. It will be a sufficient answer to the latter inference to state that, as large as have been the investments of the company which I represent, there has as yet never been a single dollar, either of its earnings or capital, distributed to its stockholders by way of dividend, or otherwise. We have, however, during the time the company has been in business employed on an average 144 men, and have distributed through our pay-roll an average sum of $35,000 annually.

JOHN F. O'SHEA,
President Union Meat Company.

WORD FROM STOCKYARDS.

With Statement of Livestock Handled for Five Years.

PORTLAND, Or., Aug. 15.—(To the Editor.)—Referring to an article under an editorial heading in this morning's paper regarding packing-houses and stockyards, you state that Portland received 27,255 hogs and shipped 20,115, leaving 7240 hogs as the extent of the hogs packed in Portland during the year of 1900. These figures are as misleading as nearly all the articles which have been printed on this subject recently. These 20,115 were mostly thin feeding hogs, light China pigs and medium-weight block hogs, with perhaps 25 per cent of packing hogs.

Portland packers do not use hogs weighing much under 200 pounds, while the same demand can use much lighter hogs; the above 7240 hogs given as the Portland pack for the year were in reality made up almost entirely of stock hogs and small pigs for China use; while the principal packing for the city was done at Troutdale—probably 50,000 hogs, which do not pass through the stockyards at all. Beside these were the thousands of hogs shipped into Portland dressed and made into pork by many small butchers.

Your article goes on to state that 20,000 hogs were shipped to San Francisco from Southern Oregon during the same period; from June 1, 1902, to June 1, 1901, there were shipped 9800 hogs from those points, and nearly all of these hogs were too small for packing in Portland.

There are 3000 hogs used in this city by the Chinese every year, which would mean at least 15,000 killed by them in San Francisco. This would leave San Francisco 35,000 for block and packing purposes per year, a number less than packed by the Troutdale concern alone.

Hogs have always been higher in Portland than in Eastern markets, with the exception of the last six months, hogs for this last period being higher in the East than for 20 years previous. Heavy, fat hogs have been shipped from Eastern points to this Coast every year, with the exception of last. Any hogs that might have been shipped from Oregon were feeder hogs, sent East to fatten on cheap corn.

Regarding the weighing of hogs off the cars, without first feeding: The packers buying hogs on the market always figure on the amount of "fill" on a hog, and buy accordingly; if the shipper were to feed (which he is at perfect liberty to do), the buyer would simply take this into account and pay a quarter less than he would for those weighed off the cars. The weighing-off-the-cars proposition was started by keen competition among rival commission men at the yards, who figured that a quarter of a cent per pound advance on hogs weighed on a "fill" would be very attractive to the shippers, while as a matter of fact it amounts to the same thing.

There has been a great deal of false information printed about the stock industry and stockyards facilities, the following being a sample: Some time ago an article in your columns stated that on a certain day 10,000 sheep were handled at the stockyards at Portland, while at Kansas City the same day only 700 sheep were yarded. The article did not state, however, that July 4 was the date, a day on which Eastern yards are all closed to business; nor did it state that 10,000 sheep was a sixth of all the sheep handled in a year at the stockyards in Portland.

If some of the wearers of "home industry" buttons and professional workers for the good (?) of Portland would quit hunting $25,000 bonuses and 50-acre tracts to present to some "paper" concern in the East, and would eat Portland pack of hams and bacon instead of that shipped from the East, they would discover that the home concern would expand and fill the "long-felt want" without the aid of any foreign capital.

The home plants already have a capacity equal to the total consumption of both Eastern and home meats; and it is merely a matter of patronizing home industry in order to bring about all this prosperity in the livestock business of the state.

The present system of "knocking" all home concerns in favor of something Eastern is not very conducive to the investing of capital and building of large plants.

PORTLAND UNION STOCKYARDS,
Per William H. Daughtrey.

Accompanying the foregoing letter is the following statement of livestock received at and forwarded from the Union Stockyards, Portland, for the five years named:

	1897.	1898.	1899.	1900.	1901.
Cattle rec'd	12,489	20,460	16,250	21,010	18,925
Cattle for'd	6,730	12,345	12,465	11,150	10,275
Hogs rec'd	15,005	18,453	28,695	27,255	27,350
Hogs for'd	5,870	8,760	16,485	20,015	21,710
Sheep rec'd	66,283	83,220	60,115	56,045	40,000
Sheep for'd	43,150	60,445	40,110	31,785	44,635
Horses rec'd	8,700	6,480	5,270	9,475	5,155
Horses for'd	2,225	1,850	2,680	1,000	

This statement covers only stock shipped out and sold to small packers in Portland—does not include the receipts of Troutdale, where the principal packing of Portland is done.

Joint Smashers Must Pay.

TOPEKA, Kan., Aug. 15.—Some time ago the citizens of Norcatur, Kas., organized and demolished a joint in that town. The fixtures were shattered into kindling wood and the stock of liquors poured into the gutter. A Missouri brewing company claimed to own the property and brought suit against 40 members of the smashers' organization for $500 damages. In charging the jury Judge Hamilton declared that joint fixtures and liquor were legal property entitled to the protection of the law. The jury gave the brewing company judgment for $350.

The citizens who were defendants in the case have appealed to the supreme court.

Miss Sartoris to Wed.

NEW YORK, Aug. 15.—The announcement of the coming marriage of Miss Vivian Sartoris has been made by Mrs. Nellie Grant Sartoris, says a Coburg (Ontario) special. General Grant's granddaughter is to wed Fred Roosevelt Scovel, son of Chevalier and Mme. Edward Scovel, and cousin of President Roosevelt. Many American citizens have been invited to the wedding, which takes place in St. Peter's Church, Coburg, August 23.

Suicide of a Dowieite.

CHICAGO, Aug. 15.—Deacon W. A. Starrett, a disciple of John Alexander Dowie, has committed suicide by taking laudanum at a hotel in Waukegan. No cause is assigned.

PORTLAND-CHICAGO.

Seventy hours and thirty minutes (70½) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.

SKIN-TORTURED BABIES

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