# **BIG LUMBER TRADE**

One Firm Has Engagements for 7,000,000 Feet.

#### ORIENT, AFRICA AND AUSTRALIA

Fleet Now en Route, Exclusive o Steamers, Has Capacity of 10,000,-000 Feet-Record Grain Fleet for First Week in November.

The American schooner Forester, the latest addition to the Pacific Export Lum-ber Company's foreign fleet arrived up from Astoria at an early hour yesterday morning, and will commence loading for Tsingtau today. The schooner Salem arrived up Saturday to load for Shanghai, and the British bark Sussex left up yesterday to load at this port for South Africa. The schooner Fearless is com-pleting a cargo for Shanghai, and will be followed by the Mindoro, which sailed from San Pedro for Portland last Thursday. This fleet has a combined carrying capacity of about 4,500,000 feet, and the same firm which has these vessels under charter will load the Quito for Manila about the middle of the month with 2,500,-000 feet of lumber, making a total of about 7,000,000 feet, nearly all of which will be cleared within the month by one firm. The British bark Adderly, under charter to T. M. Stevens & Co., is completing her lumber cargo at Rainier. Until this year, the greater part of the for-eign lumber business has been handled by foreign vessels, but the numerous large ers that have been built within the past few days are cutting into the trade, and the Adderly and the Sussex are the first British vessels that have loaded lumber here for a foreign port in several months.

The lumber fleet now en route and en-listed for Portland loading numbers 14 vessels, with a capacity of over 10,000,000 feet, and all of the vessels will be due be-fore the end of the year. This is exclugive of the steam coasters, which have n carrying away several million feet year. In addition to the vessels mentioned as loading for foreign ports, the followof lumber monthly since the first of the loading for foreign ports, the follow ing lumber vessels are now loading at Portland for coastwise ports; G. W. Watson, J. M. Weatherwax, John A., Lizzle Vance, with the Nokomis at St. Helens; Addendal and Chehalis at Knappton Robert Dollar at Westport.

#### IMMENSE LAKE TRAFFIC.

Business for the Year 1902 Will Break All Former Records. The maritime commerce of the Great

Lakes has for many years been the won-der of the world, and for the year now drawing to a close it will break all pre-The end of July usually marks the turn

ing point in the open season of lake navi-This year, however, an earlier opening brought out a much heavier ton nage movement than last season. The to tal freight receipts for the first seven months of this year were 25,713,826 net tons, as against 18,891,257 net tons to the ding date last season. This inis at the rate of 30.6 per cent over received tonnage last season. Ship hts thus far this season have amounted ng 19,651,834 net tons. The most conocuous gains have been made in the alpment of ore and minerals not includ-s coal, this season's total amounting to 17,912 gross tons, against only 2,082,882 oss tros in 1901—a gain of 47.3 per cent. al shipments increased from 2,670,871 net last season to 4.652.222 net tons this season. Slightly less than half of the to-tal freight tonnage on the lakes consists of fron ore.

The movement of registered tonnage of viscols on these inland waters is reported for the first time this year. In these reports of internal commerce only the vessers of internal commerce on the vessers of internal commerce of internal commerce on the vessers of internal commerce of internal commerce of internal commerce of interna sel movement between American ports is included. In seven months 37,413 vessels arrived with a tonnage of 35,087,376 tons registry, and 37,798 vessels cleared, of 35,twice the registered tennage of both foreign and American vessels engaged in the of time. The foreign engaged 2,period of time. The foreign engages at 174,964 tons of sail, and 14,094,967 tons of

steamships of all nationalities to July 31, 1802, making a total of 16,969,321 tons. Further analysis of this enormous total shows that 14 ports each report arrivals and clearances of 1,000,000 tons and over. Pive ports-Chicago, Milwaukee, Duluth, Cleveland and Buffalo-cach show clear-ances of 2,000,000 tons and over. The combined arrivals at these five ports' was

## BIG FLEET IN PORT.

Grain Tounage Heaviest on Record for First Week in November.

The British ship Isle of Arran, and the British bark Sussex are on the way up the river, the former under charter to load wheat and the Sussex for lumber. This leaves but two ships in the lower harbor ready to come up the river, the Lodore, arrived Saturday, and the Allerton, which has a heavy cargo of rails. The County of Roxburgh is under char-ter for wheat-loading, but is still in quar-The grain fleet now in the river Francisco. is the largest on record for a correspondregister of 47,668 tons. One year ago there was the same number of vessels, but their net register was but 46,527 tons. On November 3, 1900, the in-port list numbered 17 vessels of 31,140 tons net register, and of the same date in 1839 17 vessels of 30,242 tons net register.

Of the fleet now in port 6 are finished and ready for sea, 2 others nearly finished, 15 under charter to load, and 3 disengaged This fleet will probably receive some substantial additions within the next few days, as there are half a dozen vessels fully due here, and nearly a dozen that will be along before the end of the month. The Isle of Arran left Astoria Saturday the towboat returning to Astoria for the Sussex. She left up again at 6 o'clock yesterday morning with the Sussex, pick-ing up the other ship at Brookfield, and will reach Portland some time today, the weather on the river being so boisterous

## HAD A NARROW ESCAPE.

Steamer Robert Dollar Was Disabled

Off the Washington Coast Friday. The British bark Lodore, which had such a narrow escape from destruction on North Beach Friday morning, was not the only vessel in distress at that time. According to advices received in this city yesterday, the steamer Robert Dollar, now loading lumber at Westport, was in a serious predicament little farther to the north. She was bound from Seattle for the Columbia, and when a short distance south of Gray's Harbor her engine broke down, and for several hours she was drifting helpless. As she was coming down the coast on a comparatively shor ore, and was accordingly in imminent danger of drifting on the beach. She wa sighted by one of the San Francisco liners, which stood by to see if she was in need of a tow, but about the time nego tiations were in progress between the two captains, the repairs to the machinery were completed so that she was enable

dore on her way down, but the weather was so thick that she failed to see her, and she accordingly missed a good pick-up, which fell to the tug Tatoosh. No particulars have yet been received as to the damage, if any, sustained by the Lo-dore, but it is believed that the greatest expense attendant on her mishap will be for payment of the services of the rescuing tug. She is under charter to the Port-land Grain Company, of this city, and will come up the river at once.

#### SMALL CATCH OF SEALS Stormy Weather Prevented Getting

the Many Seen. VICTORIA, B. C., Nov. 2.—The Behring Sea catch of the Victoria scaling fleet will be smaller this year than ever. It will be less than 6000 skins, compared with 10,500 taken last year. The average per schooner, based on the catches of the II schooners of the 14 that have reported their catches, will be 428 skins, compared with an average of 437 for each of the 24 schooners which hunted the year previously, and 467 for the year prior to that, when 38 schooners took 17,577 skins in Behring Sea. The stormy weather caused a great falling off in the catch this year. Sealing masters say they saw as many seals as ever, but the weather was too

rough to reach them.

The cruise off the British Columbia Coast last Spring resulted in a catch of 31,753 skins, balf that of last season. The Copper Island and Japanese fleets took about 8000 skins. All told the year's catch will be less than 20,000 skins, the lowest catch for years.

#### KAMBYSE'S CREW RESCUED.

From Stranded Ship. SAN FRANCISCO, Nov. 2.-The Kosm steamer Karnak, which arrived here to day from Hamburg and Central American ports, rescued the crew of the steamer Kambyses, which went ashore off the Costa Rican coast recently. In addition to this work, the officers and men of the Karnak fought off thieving natives of Costa Rica, who were bent on stealing the cargo of the Kambyses, and, with rifles and revolvers, compelled the peons to return to the surf without the rich loof Officers of the Karnak report that when at Punta Arenas, three weeks ago, the Colombian rebel gunboat Padilla was patrolling the entrance to the harbor for the purpose of preventing the departure of

the steamer Poss, an English-built vesse

an effective blockade, with no prospect of

the Poas getting to sea.

Wheat and Lumber Vessels Moving in Spite of the Bad Weather.

The water-front was a wet place yester-day, both affeat and ashore, but in spite of the dampness that prevailed, the demands of commerce forced some of the vessels in the river to shift into berths that had been vacated for them. The schooner Salem, which had been lying in the stream shifted up through the bridges to Inman-Poulsen's mill, the Danish bark Ingeborg went from the stream to Mont-gomery No. 1, where she will discharge ballast, and the Clan Galbraith moved from the stream to Weldler's dock. The For-ester went from the stream to the North Pacific dock. The departure of a number of vessels last week has eased the situa-tion quite materially, and nearly all of the ships in the harbor are now provided with berths at the dock

Sailors Wanted to Kill Captain. SAN FRANCISCO, Nov. 2.—A short-lived mutiny occurred today aboard the French bark Edmond Rostand. Four or five members of the crew, who had been on shore at night, drinking and carous ing, returned to the ship with the avowed intention of killing Captain Rot. Mate Gourlaeun was aboard ship the drunken sailors arrived, and he drew his revolver and drove them down on the wharf. A crowd quickly gathered before the police arrived, and the beligerent satlors made their escape

## Two Senlers Saved.

scalers who were lost from the scaling schooner Geneve in August off the Con-This is more than without bringing news of them. The sealers were picked up by a Japanese sealer and carried to Japan. They had a trying experience.

> Coal Ship Sprang a Leak. SAN FRANCISCO, Nov. 2 .- The ship W

H. Macy arrived today 15 days from Ladysmith, B. C., with a cargo of coal. The first day out of the northern port the ship began to leak, and up to the time of her arrival three pumps were necessar; to keep out the water.

## Whaler Arrives From North.

SAN FRANCISCO, Nov. 2 - The steam whaler Jeanette arrived from the Arctic today with a valuable catch. The Jeanette brought news to the effect that many natives of Herschel Island died this Summer from a malignant form of la grippe.

Domestic and Foreign Ports

ASTORIA, Nov. 2.—Left up at 6 A. M.— British bark Sussex. Condition of the bar at 5 P. M., rough; wind southwest; weather Tacoma, Nov. 2.-Arrived-Steamer Montana

from San Francisco; steamer Cornella, from Cook fishing banks. Salled-Steamer Queen, for San Francisco; steamer Montanara, for San

st on record for a correspond-ere being 25 vessels, with a net \$1,568 tons. One year ago there he number of vessels, but their steamer C. C. Lindauer, from Gray's Harbor, steamer Centennial, from Seattle; steamer Wyefield, from Nanaimo; ship W. H. Macy, from Ladysmith; steamer Grace Dollar, from Gray's Harbor; steamer Sequela, from South Bend; schooner Charles E. Falk, from Coos Bay; steamer Newburg, from Gray's Harbor Satled-Schooner Manila, for Port Gas

New York, Nov. 2.—Arrived—La Champagne, from Havre; Noordham, from Rotterdam. Liverpool, Nov. 2.—Arrived—Cevic, from New

Lizard, Nov. 2.—Passed-Minnehaha, fork, for Antwerp, Naples, Nov. 2 .- Arrived-Vancouver, from

Boston, for Genoa.
Gibraltar, Nov. 2.—Sailed—Travem, from Genoa and Naples, for New York.
Queenstown, Nov. 2.—Sailed—Umbria, from Liverpool, for New York. Glasgow, for New York.

## Detroit Left for Naval Maneuvers.

NEW YORK, Nov. 2.- The United States cruiser Detroit, which arrived in this por from Boston on Friday last, and has since been lying in the naval anchorage in the North River off Thirty-fifth street, sailed today for Culebra Island, where the torpedo fiotilla, North Atlantic, European and South Atlantic squadrons and many unassigned vessels have been ordered to rendezvous by November 25 to participate in the maneuvers of the combined forces, of which Rear-Admiral Sumner, the senior officer, will assume command.

A Sure Cure for Diarrhoea.

Coming as it does, in the busicat season, when a man can least afford to lose time, a sure and quick cure for diarrhoea is very desirable. Any one who has given it a trial will tell you that the quickest, surest and most pleasant remedy in use for this disease is Chamberiain's Colle, Cholera and Diarrhoea Remedy. There is no loss of time when it is used, as one or two doses of it will cure any ordinary attack. It never fails, not even in the most severe and dangerous cases. For sale by all druggists.

Swedish dentists have subscribed for

# FOR FARMERS' INSTITUT

MOVEMENT IS STARTED BY THE GRANGES OF OREGON.

Committees From Western Oregon Counties to Arrange for Gathering in Portland.

At a meeting of the committee ap-pointed by Evening Star Grange, No. 27, Patrons of Husbandry, to agitate the holding of a Farmers' Institute in Portland, held yesterday afternoon, it was de-cided to call a meeting of all the com-mittees which have been appointed by granges of Multnomah, Clackamas, Columbia, Clatsop and Washington Counties for Wednesday, November 19, at 1:30
P. M., 64 Grand avenue, corner East Pine street. At this meeting the character Milwaukie Grange, No. 258—S. A. Trayle, Richard Scott, J. G. Johnson.

and scope of the proposed institute will be settled. G. B. Leedy, State Master, and W. K. Newell, Fruit Commissioner of Washington County, were present and heartily indersed the movement. H. C.

Welch, chairman, presided.

The secretary was authorized to send notices to all the committees in the above counties and ask their attendance. Following is a list of the committees which have been appointed:

Evening Star, No. 27—H. C. Welch, Albert Niblin, L. H. Wells.

Butte Grange, No. 148—Arthur Cutting,
B. G. Leedy (State Master), E. J. God-

man.

Highland Grange, No. 251—G. R. Miller,
C. N. Larkins, Frank Nicholas.

Tualatin Grange, No. 111—J. Q. Gage.
Robert Baker, J. L. Kruse.

Multnomah Grange, No. 71—Mr. Oatis,
Mrs. W. C. Brown, S. B. Edwards.

Molalla Grange, No. 40—C. I. Howard,
Mrs. M. S. Howard, Ida S. Graves
Harding Grange, No. 122—Frank Wilson.

#### THE BEST STATE AND THE BEST CITY

Portland Chamber of Commerce Bulletin for N ovember

ention to the material growth of Oregon in recent years can have failed to note that the state is now progressing at a provincial cities and entered upon the commerce and industry expanding in ergies of all its people. Present condiland the best city.

Oregon has only just begun to get under a way that promises big results. The early settlers passed over the great plains of the West to make their homes in the Willamette and Walla Walla Valleys, so entrancingly pictured in the first half of the last century by Kelley, Benton, Floyd, lately acquired by Colombia, and which is intended for the defense of Panama, in Linn and other champions of American conjunction with the Bogota. When the Karnak left, the Padilla was maintaining occupation of this region. They had no sooner set up their provisional government, which in turn was succeeded by territorial administration and begun to feel at home, than the discovery of gold in California drew on the sparse population and postponed until a later day the full development of the industrial enterprises that had taken start. California held the boards down to the '80's, when attention was diverted to the Northwest, but before Oregon could avail itself of the new chance the railroads built through to Puget Sound, and, by making large areas of cultivable land accessible to transportation, pushed Washington into the front rank of Northwestern States in population and manufacturing output, The Klondike rush temporarily obscured for the actual handling of the bulk of the business and the buillon product at the Puget Sound cities, and further that it served to distract attention from our gold

districts as a safe field for the investment of capital. conditions have arisen, and Oregon once more finds itself intrenched on the firing line for its full share of people looking for omes and of capital seeking investment, Demand comes from nearly every state in the Union for land-timber land, farming land, irrigable land, grazing land-any kind of land, so long as it is land. Timber districts that Eastern millmen would four months what is earned in the other eight months of the year. The so-called ago held about the same standing in public esteem as the Great American Desert of pioneer days, has become a live subject and trigation companies are contending for possession of it. The Deschutes Valley alone, if put under irrigation, would support a farming population of from 30,000 to 50,000. Ledges that were passed over because they were supposed to be pockety have turned out to be rich mines, for men have been found who had the confidence and pluck to sink on them with deep machinery. The engineer who condemned the great properties in the vicinity of Sumpter has passed from memory, while the men who are operating these same mines are among our captains of industry of the new era. They who scouted the idea that there is a Cripple Creek in Bohemia District would like to get in now at four or five times what it would have cost them two years ago with the capitalists who have made the region a dividend-payer. The mineowners who are developing the ledges of Jackson and Josephine Counties are making fortunes where the pocket hunter went broke, ticable in the Willamette Valley, has become a paramount industry as a part of the general scheme of intensive farming that obtains all over the country, from the rocky lands of Vermont to the fertile fields of Oregon. The Southern Pacific Company took up this subject at a time when it was thought that no inducement could draw the farmers away from exclusive wheat production, and, by intelligent effort well directed, placed the entire western division of Oregon upon a new and surer footing. The knowing ones that snickered at the poor cobbler that put his scant savings in a patch of rock and sand below Prineville have lived to see that cobbler become one of the most prospercus and contented citizens of sand increase in value from an original investment of \$125 to \$8600, with a standing offer for it at the latter price. The Columbia River must be deep at its mouth, for it is the fresh-water harbor of the great transcontinental line terminating in Oregon and is needed for the big carriers that will run across the Pacific

and up and down the coast. This is the Oregon of today, the Oregon to which homeseekers are flocking, as compared with the Oregon of a few years ago that few thought of and fewer still came to. People in the East demand to know of it, and when they have into live, and when they are here they can't be driven away. Some parts of it are better than others, but it is all good. Every part of it can be made to serve some useful purpose. Never has the state Its people, collectively and individually, been so abundantly supplied with money population now approximates 500,000 and complish what organized effort can, its aggregate wealth \$600,000,000. Its prod-000. Its factories will turn out \$60,000,000 ing the chamber useful.

No one who has given even passing at- worth of goods. Everyone has something to do and everyone is turning his opportunity to good account.

Portland is the product of its own pe rate never before known in its history. ple. It never had transcontinental rail-No one who has seen Portland fill up roads to boost it at home or herald it so rapidly with people that it is difficult abroad. When anything is to be done it to house them can have failed to note calls out its own people and they rethat it has passed out of the category of spond like soldiers bugled to a charge Some people have thought it slow, but period of metropolitanism, with trade, they have seen their mistake. They have found out that the trouble was every direction and calling forth the en- them. They wanted things that they could not get anywhere else in the world. tions and prospects for the future justify and when they did not get them they the assertion that in Oregon we have kicked at the town. They would have the best state in the Union and in Port- voted a New York financier a great man who would have refused the same request, but when they cannot win out in a full head of steam and to do things in Portland they say the town is going down hill. They do not know what it is to make a success of anything, for they never have anything that commends itself to those who have the money to put out. If the town were in the hands of such there wouldn't be any town here. Port-

land pushes along in a strong, bteady

way and it is not a slow way, either. It

may be likened to a true athlete who

always saves his strength for the final

brush. There is a finish to everything

and it is the strong man that wins every

What is Portland doing to merit the good things that have been said of her? Cast your eye over the city and see for yourself. Fully 5000 dwellings have been built since June 1, 1900, and people move into them as fast as they are completed. That makes, in round figures, 19,500 dwellings, and at 6.2 persons to a dwelling, which was the average at the census of 1900, that means a population of approximately 120,000. In 20 years Portland has advanced from 106th to 42nd place among American cities. In 10 years more it

will be in 20th place. Fifteen years ago, a few miles of horse-

car lines served urban traffic, Today 120 miles of modern electric lines hardly meet the demand. The trains daily unload at the Union Depot scores of persons who have come to Oregon to live. The Old conditions have disappeared and new stores are full of buyers and the streets are congested with traffic. That means a jobbing frade of \$140,000,000 this year. In no other city in the Northwest are the conditions such, for no other city has Portland's volume of business. Postoffice receipts will easy took this year. The sawmins are cutting away industriously. That means a cut of 270,000,000 feet of lumber for the year ending December 31, not look at half a dozen years ago have. All the factories are working full time been worn with paths by cruisers. Farm- and some of them overtime. They must ing land that once your Dakota or Kan- do it to keep ahead of the pressure from today, who is glad to live in a country your business the minute you get into there himself and stock do not eat in his office. Four or five years ago he could draw his chair up to you and chat with you. Today you must come out of arid land in the middle and southeastern the brush and into the open, for his time sections of the state that a few years is limited, for there is some one behind you whose business is just as urgent as yours. If he be a financier he may be arranging the details of a new enterprise of considerable proportions, for such things are done in Portland as well as in New York. If he be a large retaller he is probably ordering today the goods he will put on his counters in the Fall of 1963. That's another thing that is done in Portland as well as in New York. Anyway, financier or merchant, your Portlander is a busy man and you must come to the point quickly if you want a hearing. There is no duliness for anyone. In the Fall of 1901 our wholesalers looked for a temporary lull in business in the month of December of that year, but it hasn't come yet. Last Summer the banks expected a dull season while the sun was there are no signs of it. Bankers and bank clerks have never worked so hard in Portland as they have this year. They are at their desks early and late and if dows of a Sunday, he would, perchance, see a clerk laying out the mail for Monday morning.

With a constantly increasing population and an expanding business, Oregon and Portland are only now entering upon branching out and no power can stop long time. their forward march. What the state at large needs is an open door. Throw East ern Oregon open; take the Deschutes and John Day Valleys and Coos, Curry and Tillamook Counties out of the isolated column; diversify industry; utilize the indigenous products for manufacturing on a large scale; encourage the extension of transportation facilities; and gridiron the state with good roads. Build up the state and the City of Portland will take care of itself. It needs to be kept before the people of the United States and the 1905 fair management will look out for that. In state and city one thing is paramount to all other considerations, and that is to stop kicking. Don't say that such and such a section is not fit to live in. Say it is all good, but some of it is better than others. Say Oregon is the best state in the Union, and Portland the best city, and you have a

war signal to run up to the masthead. To safeguard the welfare of state and city and to promote the best interests of both, it is essential for Portland to maintain and support a strong, aggressive commercial organization, having a membership representative of every branch of its industrial life. Through an agency of this kind the greatest amount of good can be accomplished, otherwise what organization would have represented the community and acted on the various subas a whole been so prosperous; never have jects as set forth in this bulletin; and these are only a few of the many matters coming before this chamber? Individual and other of the world's good things. Its effort spasmodically applied cannot acsequently every active enterprising busiuct of farms, mines and orchards this ness man of this city should be a member year will be between \$55,000,000 and \$80,000,- and add his personal effort toward mak-

representatives.
Oswego Grange, No. 175—C. W. Bryant,
C. C. Borland, Florence A. Dickson.
Damascus Grange, No. 280—A. Newell,

E. Tong. S. C. Young.

Gresham Grange, No. 279—John Roberts,
H. B. Chapman, A. Brugger.

It was reported that there was much
interest in the proposed institute. It is
being talked up at all the grange meetings. It is realized that much work will

have to be done to make the gathering a success and get the farmers to attend. It is expected that the session will continue two or three days, and that speakers from the Oregon Agricultural College and prominent grangers will be asked to deliver addresses. It will be purely a Farmers' Institute for educational purposes. It is the first time anything of the kind has been undertaken in this state under the auspices of the granges. Members of the granges from all portions of Oregon and Washington will be iffvited to attend. From reports received there will be a large gathering. The institute will be held about January 20.

#### MONUMENT PLANS SUBMITTED. contract for Structure in Lone Fir

to Be Let After Bazaar.

The Lone Fir Monument Association meeting yesterday afternoon at 64 Grand avenue to consent. Grand avenue to consider the matter of posed monument, according to plans and specifications prepared by Architect Delos D. Neer. M. L. Pratt, president, pre-sided. E. D. Martin, chairman of the sided. E. D. Martin, chairman of the building committee, reported verbally that the plans and specifications prepared by Mr. Neer had come into the committee's possession and were then submitted for inspection

cifications were read by Secretary J. W. Oglibee. These set forth the char-acter of material, which is concrete for foundation and selected granite for the steps, base and shaft. Height of this part from the ground will be close to 12 feet 7 inches. Also Mr. Neer showed the figure of a soldier with a flag, making the total height of monument from ground to top of flag about 23 feet. The granite coping and double chain fence around the grounds were also explained. The cost of the plain monument up to the base of the figure Mr. Neer estimated at \$1500. This is exclusive of figure and the coping and chains.

There was pretty thorough discussion of the subject of letting contract for the first part at once. Many favored this, and others thought it would be well to defer this until after the bazaar, now being pre-pared, had been held and the result known. This was finally agreed to. The pians submitted were conceded to be very attractive and in keeping with the sur-

SADDLETREE FACTORY BURNED. Leisure Brothers Lose Entire Plan and Have No Insurance.

Fire broke out in the saddle and stirrup factory of Leisure Brothers at 552 East Twenty-first street, near Brooklyn, yesterday morning, shortly after 3 o'clock completely destroying the plant and its contents. The building, which was ene-story, stood alone across the street from the residence of H. H. Emmons, and there very few minutes after the fire was see the entire structure was enveloped. Hose Company No. 3 went to the fire, but the run is so long that nothing could be done The loss is estimated at about \$1500 n building, machinery, implements and It is understood that the firm carried no insurance. Leisure Brothers started the factory the first of the year, engaging in the manufacture of saddle trees and stirrups, using Oregon small oak. They had worked up quite an extensive business. It is a very severe loss

MONTAVILLA SCHOOL CROWDED.

to the owners.

Directors Hire Another Teacher-Judge Caples Will Speak Friday. Montavilla Schoolhouse has become so rowded that the directors had to provide another teacher. Miss Matlock was employed and a new sixth mixed grade started. Principal R. W. Bowland reports that the attendance is over 300, and sas man would not take for a present is behind. If you want to see a financier or the end of the first term. So crowded are expects that it will increase to 320 before

> building contains eight rooms, and now has nine teachers. Next Friday afternoon the patrons and friends of the school are invited to at-tend and inspect the work of the pupils, which will be displayed. Judge John F. Caples, late United States Consul at Val-paraiso, has consented to be present and talk on his experiences. It will be a rare opportunity to hear him.

SCHOOLHOUSE CONTRACT LET. T. A. Baker Will Erect Four-Room

Building for Lents District. Contract for erection of the new choolhouse for the Lents district has en let to T. A. Baker, the price being \$2700. He will proceed with the erection of the building at once. It will be twostory, with four rooms, the two rooms on the lower floor to be completed. School is held in the large hall in Lents, and will probably have to be kept there through

high in the sky. It hasn't come yet and there are no signs of it. Bankers and Sandy Road to the Columbia River will be presented to the County Court today. The petition bears the signatures of a considerable number of the farmers, and one should peer through the bank win-dows of a Sunday be would peer through the bank winto the Columbia River, so that the surrounding country may have the benefit of cheap river rates of transportation, and also because there is a strong probability that, if the road be opened, a ferry will be put on between the Oregon and Washington sides of the Columbia, Agitation the era of greater things. They are for this road has been continued for a

East Side Notes,

The Epworth League of the Patton M. E. Church will give a social this evening at the residence of Mrs. Killingsworth, 224 Alberta street.

Special services will be commenced in the Trinity Methodist Church, East Grant and East Tenth streets, next Thursday evening, November 6. Rev. Howard Osborne, an able evangelistic speaker and singer, will conduct the meetings. East Seventeenth street is being im

the way, and sidewalks laid, Gravel will next be put on. This is an important street, as it cuts through a heretofor closed district. Mrs. Holt C. Wilson, of Portland, ha just made a donation of 39 excellent books to the Troutdale Library Association, a

Rev. Jerome McGlade, pastor of Mizah Presbyterian Church, and Rev. E. M. Sharp, of Mount Tabor Presbyterian Church, will start a series of evangelistic eetings this evening in the Kenilworth Presbyterian Mission Church, to continue every night till November 13, except on

HIDDEN IN A BOX.

Startling Find Concealed in a Box is Made Known.

With the knowledge that a few boxes containing Mormon Bishop's Pills will cleanse the system so thoroughly that a person feels new vigor and ambition, it is only necessary to add that these wonderful cleansers, invigorators and manhood-builders cost only 50 cents a box, or six boxes for \$2.50 at S. G. Skidmore & Co.'s, Portland, Or, Fulton, Miss J M
Gage, Mrs C
Gaither, Mrs S J
Gallaher, Miss Fann
Giethiel, Carl
Guthrie, Miss Nina
Gant, C H-2
Gant, Charles H
Gates, Miss Carrie
Giles, George
Gilbert, G H

Tortoireshell, however old, can be kept bright



Every one will want to read President Roosevelt's article on "The Presidency" in November 6th issue of

# The Youth's Companion.

Edited for every member of the family.

(This highly interesting article was written before Mr. Roosevelt was nominated as Vice-President.)

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