

the Silverton carries three coils of cable. weighing in all 4867 tons, sufficient to cov-er the 2069 nautical miles between here and Honolulu, while in the hollow cone and Honomula, while in the hollow comes in the centers of the tanks is colled spare cable, in case of mishap. Including the cable, apparatus and coal, the vessel has on board 6507 tons, which brings her to a depth of 28 feet 8 inches. The work of connecting the cable at this end will commence as soon as possible. When that is finished, she will leave port, pay. When ing out on a revolving drum over which the cable makes four or more turns. The average speed of the vessel while laying the cable will be between 6 and 7 nauti-cal miles an hour. In a depth of 2000 fathoms the cable will touch bottom about 20 miles supernor in about the about 29 miles astern, or in about three hours after passing from the ship. C. H. Mackay, president, and G. G. Ward, vicepresident of the Commercial Cable Compresident of the Commercial Cable Com-pany, W. H. Baker and E. C. Bradley, vice-presidents of "the Postal Telegraph Company, will arrive from New York early next week, to see the cable con-nected at San Francisco.

MORE RECORD-BREAKING.

Martha Roux Will Load Barley at Portland for Europe at 16s 3d.

The French bark Martha Roux, now du at San Francisco with general cargo from Liverpool, has been chartered to load a cargo of barley at Portland at 16s 3d, the lowest rate ever paid for a United King-dom ship from Portland. As the vessel will be obliged to take in ballast at Sab Francisco, and incur the expense of an-other set of port charges, it is probably no more remunerative to the owners than 11 shillings would be from San Francisco. While the French have been blamed for the demoralization of rates, by accepting such remarkably low figures for their ships, it remained for a German shipowner to establish a new record in San The German ship Rigel, Francisco, well wn in this port, was chartered last Friday by Balfour, Guthrie & Co., to load wheat for the United Kingdom, Havre, Antwerp or Dunkirk at 11s 2d or 1s 2d lower than the previous low recoid es-tablished by a French vessel.

The Rigel loaded in Portland three years ago on what was considered a seaonable rate, 37s 6d; for 12 months later the rate soared up to 52 6d, and quite a number of ships were taken around 47s 6d, She was loaded in Portland by Balfour, Guthrie & Co. early in 1900 at 37s 6d, and carried 2944 long tons, her earnings for the voyage being \$24,456. On the rate which she has just accepted with the same sized cargo, her owners will receive but \$8306. The latter figure will but little more than pay her port disbursements.

THE STRIKING ENGINEERS.

Inspector Birmingham Has Not De-

cided on Their Appenl. Supervising Inspector Bermingham; a San Francisco, has not yet rendered a de cision on the appeal of the striking engi-neers of the steamers Columbia and Geo. W. Elder from the decision of Local Inspectors Edwards and Fuller. The delay is said to be due to the inability of Cap-tain Bermingham to secure the testimony of Mr. Benson, the walking delegate who wrote out the resignations of the engi-neers. It is believed that he can shed

The collection of Alaska birds recently installed at the City Museum is attract males by themselves, while the females care for the broods. They usually stay in the North during the Winter. ing much attention among visitors on account of the brilliant and beautiful plum age of the feathered denizens of the North. One that is much admired is the Pa The male Pacific elder is a handsome bird with strong black and cific elder. white markings. The female's coat is brown. The down of both hirdn is very valuable and is largely obtained from the nests which the female lines with down plucked from her breast. They are great divers and fly with rapidity, generally keeping along the shores. If properly protected these birds would and a great diver. profitable for their ficsh, down and eggs. They are well-shaped birds, standing about 12 inches high. The King elder has a peculiar horny crest at the base of the beak, and is altogether a striking-looking bird. They gather in large flocks, the

maintained for another 12 months San Pedro will gain the distinction of having the largest receipts of lumber of any port on the Pacific Coast. The wonderful

MANY COAST STEAMERS.

Gives Employment to Big Fleet.

ceeding was enacted, licenses were is- echooners Luzon, Olga and Wempe Broth time that could be lost by a man through F. S. Redfield, O. M. Kellogg and Mary revocation was one year. Since that law Winkleman. There are also a number of was enacted, the age of a license has steam schooners making frequent trips been increased to five years. This, it is between the Columbia River and the believed, would be too long a time for a Southern California port. The growth of been increased to five years. This, it is believed, would be too long a time for a man to be deprived of his license for the infraction of the law, and the modifica-tion may be made. The local inspectors had no option in the matter, as they could only follow out the law as laid down to them. Captain Bermingham, however, is a higher court, and has the power to approve their decision or turn it down as he sees fit. There is nothing The importance that San Pedro as the port of Los Angeles is assuming is shown clearly by the report from the local Cus-

during the month of November. In com-parison with the same month for 1901, the to approve their decision of this it down, as he sees fit. There is nothing new in the strike situation locally. All of the steamers, river and ocean, are running on time, and many of the men who guit to make room for the nonunion lumber business at this port shows an increase of nearly 150 per cent. The total number of feet received at San Pedro makes a very creditable showing along-side the amount received at San Fran-cisco, and if the same rate of increase is engineers have sought other employment.

FROM THE FAR NORTH.

Well Known Willamette Engineer Now Has Important Position.

growth of Arizona and Southern Call-fornia is responsible and San Pedro is Fred Bell, superintending engineer for one of the big transportation and trading companies operating on the Lower Yukon, the barometer that best shows this activity. There arrived at this port last month 71 steamers, 35 schooners and one bark, a total of 107 vessels, against 49 ity. is in the city, visiting relatives and re-newing old acquaintances along the river. Mr. Bell is stationed at St. Michaels, and is out for the Winter. While young in years, he has steamboated on about every prominent body of water in the Northlast year for the same month. The net tonnage for November, 1901, was 18,659, and for November, 1902, 40,852. These vessels brought the following cargoes last month: Total feet of lumber, 25,305,360, against 10,506,000 feet in November, 1901. In addiwest. Nearly 29 years ago he was engi-neer on the little steamer Dispatch, running between Vancouver and Portland. He afterwards ran on Lake Couer d'Alene, with Captain Sanborn, an old tion to this large amount of lumber there was received last month 9,267,000 shingles, 807,000 laths, 263,000 shakes, 65,550 ties, 1450 poles and 102 piles. The total amount of merchandise imported was 686 tons, and the pasenger steamers brought 2371 pass-Willamette River man, and on the Arrow Lakes and Upper Columbia with Captain John Gore, another old Willamette man. He left fresh water about 10 years ago, engers and spent a number of years on steamers running out' of Seattle, going north four years ago for his present employers, who own a fleet of about 30 steamers of vary-ing types. He has charge of the shops of the company at \$t. Michaels, and has turned out some iron and steel work for the steamers in his charge Remarkable Increase in Business which would do credit to some of the big

early this morning. She brings consider-able inward cargo, and has a full outward shops much nearer civilization. Mr. Bell is accompanied by his wife, and will visit California before going north again. cargo awaiting her. The coastwise freight business is heavier than ever before, the volume of business now handled by the steamers alone being greater than it was

LUMBER FOR SAN PEDRO.

Portland Mills Doing a Heavy Business With Southern California.

when there was no rall connection to San Francisco. The Frank Woolsey Company will also load the steamer wrote out the resignations of the engi-neers. It is believed that he can shed some light on the matter that will clear up some of the matter that will clear up some of the matter that will clear up some of the matter that will clear tons in Southern California. At the present time there are three vessels with a combined carrying capacity of nearly penalty from revocation to suspension for a certain period. At the time the law under which in-spectors Edwards and Fuller were pro-

canced transition stage, for a little later no white will appear.

ing here.

The ptarmigan are smaller birds, and are well-prepared for changes in weather, not only Summer and Winter coats, but are further protected by the ers, which cover their legs and feet. The Summer coat picture shows the ad-

The harlequin is a handsome bird with black and white patches. It is very shy

The long-tailed duck, or old sound, has for its only ornament a long black tail. The nickname was given on account of the female doing all the talking.

ship Company, have all of the business Reported outside at 4 P. M.-German ship that they can handle, and the O. R. & N. Emelie, and one other square-rigger. Consteamers are full to the batches when-Emelle, and one other square-rigger. Con-dition of the bar at 5 P. M. moderate;

The big San Mateo, which carries 5000 short tons, will sail for San Francisco. Thursday with a full cargo, and will re-turn for another cargo in about two weeks. She could find a full cargo here by returning at once, but her owners had accepted a grain cargo from Tacoma as soon as she discharges the one now load. Ing here. wind southwest: weather rainy. Salled at

Washington, D. C., at present over land frauds and land grabbing in Oregon, 1 New York, Dec. 7.-Arrived-Steamer Umbria, from Liverpool and Queenstown.

Ryndham, for Amsterdam. Southampton, Dec. 7.-Sailed-Blucher, from Hamburg and Boulogne, for New

New York, Dec. 7 .- Arrived-Deutsch-

terday afternoon, after a passage of 150 days. Cargo ships have been coming so plentifully of late that the problem of land, from New York for Antwerp. Havre, Dec. 7.-Arrived-La Gascogne, from New York.

Plymouth. Dec. 7.-Arrived-Pretoria, from New York for Cherbourg and Hamburg; proceeded.

Liverpool, Dec. 7.-Arrived-Etruria, from New York, via Queenstown. Salled Dec 5-Siberian, from Glasgow, for St. Johns, N. F.; Halifax, N. S., and Philadelphia.

A SOLDIER'S FOE.

Knocked Down by Unsuspected Enemy.

Coffee so affects the brain and nerves that proper nutrition is interfered with and the final ending is frequently nervous prostration. a gold basis. The machinists will get \$3.30 and the bollermakers \$3.50 per day in American money or in Mexican silver at

the average rate of exchange for the month in which they work. This is an entirely new departure to Mexican rail-

hat proper nutrition is interfered with market the first in the Spanish-American War I were with with my troops to Chicksmauga." Says Lieutenant J. G. Taibott, of Spring-field H. "If there is any one place on each where one drinks more coffee than a solution of the second state se

on what gamblers threw them from their on what gamblers threw them from their winnings, just the same way as a dog lives on bones thrown by his master. But now that play has stopped over there, more or less, the gamblers' 'jackals' are without their usual means of livelihood. In despair, they have gone to other places, some to Portland, where they are not known, in the hope that they will escape arrest for vagrancy. They are not doing much street work yet, except that they are boldly asking men around saloons for are boldly asing men around sators for money. A few of these offenders, were detected and arrested, but the most of them are keeping under cover. They fear they will be sent on the rock pile, and I know that lots of hoboes and 'Yegg' men generally avoid Portland on this ac-

NORTHERN PACIFIC DEAL

Oregon's Choice Land Taken to Heln

Puget Sound Railroad.

countles.

Washington. Phone North 3811.
FOR SALE-FARM OF S80 ACRES. SITU-ated in Klickitat County, Washington, 6 miles from Columbia River and 3 miles from the Columbia & Northern Railroad; 500 acres open land, mostly in cultivation; the re-mainder of the tract has a scattering growth of cak and pline timber and some fir; farm-house, barn and stock sheds, plenty of water, which can easily be utilized for irrigation and for supplying house and stock yards, at small expense. If desired. This is a first-class stock and srain farm, and the loca-tion, climate and soil are unsurpassed for fruit, the land being in the famious fruit beit where the best apples in the world grow. No better investment on the Pacific Coast. Price \$15 per acre. Edward W. Cornell, 408 Com-mercial block, Portland, Or.

MORTGAGE LOANS

On improved city and farm property. Building loans. Installment loans. WM. MACMASTER, 311 Worcester block. PORTLAND, Dec. 6 .- (To the Editor.) -A

dispatch in The Oregonian states that a United States Government patent was filed for record whereby the United States transfers to the Northern Pacific Railroad Company 51,350.01 acres of land in Oregon "The influx of a multitude As there seems to be a great stir in of thugs from Seattle, as frauds and land grabbing in Oregon, it seems that this transaction could well be included in the investigation. The idea that nearly 62,000 acres of Oregon's best timber land should be given to a com-pany "to aid in the construction of a rail-road and telegraph line from Lake Su-perior to Puget Sound" is preposterous and Oregon should justly "kick" at help-ing to enrich a railroad whose every alm is to build up Washington at Oregon's announced by the police," (The Oregonian) should warn

For Burglary Insurance For very small cost we can insure you against all manner of burglary and theft. HARTMAN, THOMPSON & POWERS, 3 Chamber of Commerce.

University Park

worthless, the deal by which the most valuable land in Western Oregon was ex-changed would make interesting reading Is the seat of the Columbia University and is the homes of culture and refinement, no snobbery, no no doubt. Of course, it was done by Leg. islative enaciment, but that does not re-move the sting. Poor Oregon rarely gets a square deal at the National capital, rowdyism, no saloons, no places of vice are there. It has street. a square usar at the National capital, where Washington is forever pushed for-ward at Oregon's expense. And the climax has been reached when Oregon is made to pay for "a railroad and telegraph line to Puget Sound." MOSSBACK. car connection with all parts of the city. Has city water, city public school, electric arc street, lights, graded streets, the only system of wide boulevards in the city, public parks, churches of every lead-American Wages on Mexican Roads EAGLE PASS, Tex., Dec. 7.-The ma-chinists in the shops of the Mexican In-ternational, at Ciudad Porferio Diaz, have ing denomination, beautiful homes. and yet the prices of lots are from \$105 to \$210 each. Terms, 5 per been notified that from December 1 they will be paid standard American wages on cent cash and \$5.00 monthly on each lot. No interest, no taxes.

Abstract with each deed. UNIVERSITY LAND CO. 151 Sixth Street.

OUR METHODS APPROVED

EUGENE, Nov. 23, 1902.

Dr. B. E. Wright. Dear Sir: Too much cannot be said in your praise. I thank you for painless dental work. I extend my thanks to your entire staff, attendants and all-you certainly have a deserving force. You verify all that you adver-tise. Yours, truly, L. G. ADAIR, S. P. Agent.

DR. B. E. WRIGHT'S OFFICE

342% Washington, Cor. Seventh Office hours: 8 A. M. to 5 Pt M.: evenings, 7:30 to 8:30; ndays, 10 A. M. to 13 M. Telephone North 2191

Crew and Passengers Saved Steamer for Algon Bay. LAS PALMS, Canary Islands, De

The Frince Line steamer Tartar Prince, Captain MacFariane, New York, Novem-ber 10, and St. Vincent, November 22, for Port Natal, was burned at sea November 25. The crew and passengers were saved by the steamer Argyli, bound for Algoa Bay. The crew afterwards was trans-ferred to the Liner Goth, Table Bay, for Southematica, while manageners proceeded The steamer Robert Dollar, of the Frank Woolsey line, arrived in yesterday after-noon, and will reach her dock in this city Southampton, while passengers proceeded to their destination on the Argyll.

TARTAR PRINCE BURNED AT SEA

MORE CARGO SHIPS.

castle, and Emelie Is Outside.

(The Tartar Prince was a steel-screw steamship of 3375 tons gross. She was owned by the Prince Line, of Newcastle, England, and was built in 1395.)

Sailed-Steamers Furnessia, for Glasgow; Wiscombe Park Arrives From New-

The British ship Wiscombe Park, with general cargo from Newcastle,* England, for Balfour, Guthrie & Co., arrived in yes-York

land, from Hamburg, Southampton and Cherbourg; Cassell, from Bremen. Lizard, Dec. 7.-Passed-Steamer Kroonis to build up Washington at Oregon's

This land was given in lieu of land taken from the company to form the Mount Rainier forest reserve or National Park, and as the land taken was largely

finding room for discharge is becoming serious. The docks are still comfortably well filled with wheat, and not only has there been upwards of 30,000 tons of inward merchandise handled here within the past 50 days, but there is fully 15,000 tone more

Queenstown, Dec. 7.-Sailed-Lucania, from Liverpool for New York.

due here at any time. One other ship of the cargo fleet, the German ship Emelie, was reported in the offing last evening, and another vessel flying no signals was also reported from the Weather Bureau

Station at the Cape last evening. Aside from the Emelle, the cargo ships nearest to hand are the Musslecrag, from Ani-werp, and the Riverdale, from Hamburg.