TREND IS UPTOWN

Business Center Moves Back Farther From River.

NEW POSTOFFICE SITE HELPS

Opening of Seventh Street Will Extend Boundaries of Trade Section —Many New Residences Are Building.

REAL ESTATE.	
Monday	$11,424
Tuesday	30,010
Wednesday	14,676
Thursday	7,390
Friday	8,219
Saturday	12,939
Total	$84,658

BUILDING PERMITS.	
Monday	$ 5,700
Tuesday	3,875
Wednesday	9,550
Friday	9,075
Saturday	600
Total	$28,800

The proposed location of the Postoffice at the corner of Park and Alder streets is the most important event of the week in real estate circles. It is a logical movement, following the trend of business farther uptown and will have an immediate effect upon the nature of the neighborhood. The opening of Seventh street for vehicle traffic on the new pavement will likewise have a great influence upon the extension of the boundaries of the trade section. This growth up town has been of gradual but steady growth and has carried the center of the retail business several blocks back from the river. The building to be used as a temporary postoffice may now be added to the already long list of structures planned for next year.

The Wells-Fargo Express Company has made no decision as to the proposal to build a large hotel on the property at Fourth and Yamhill streets. The board of directors meets in New York early in January and will doubtless decide as to the feasibility of the hotel project. The Lambert & Sargent bank building on Grand avenue will not be commenced before Spring, probably April or May. The factory of Neustadter Bros., on Grand avenue and East Taylor street, is being finished on the inside and will be running in a few weeks. A. B. Crozier has taken out a permit for a $4000 residence at East Fourteenth and East Madison streets. That vicinity especially farther out has been improved with several dozen residences of the better class within a year, having grown with the same rapidity that built up East Burnside street from East Twenty-second to four blocks eastward, with solid houses on both sides. The last month of the year is even duller than August, so the real estate men say, but the buildings and sum total of realty transfers of this December will surpass those of the same month for the past several years.

In spite of the rain the laying of cement sidewalks goes on apace. Nothing has so improved the general appearance of the city as the movement for compulsory cement walks inaugurated this year. There are still a few patches of wooden walks around the city, but as they are fast decaying another year will see almost continuous cement walks in the business section.

Dr. William Jones is erecting a handsome residence at the corner of Twenty-third and Everett streets. This is in line with the increasing number of fine residences in that neighborhood. Another handsome residence soon to be built is that of J. N. Teal, on St. Clair street, at the head of Wayne, one of the best residence districts of the city.

NEW ROAD PROGRESSING

Oregon City Line Is Pushing Construction Work.

Professor Hirscher, principal of the Gresham School, is probably the first passenger to come to Portland by rail from Gresham over the new railway, outside of the construction crew. He had that honor Saturday. The track is being leveled up between Lents and Gresham, but it will probably be some time before electric cars are run over the line. At Gresham the track is laid to a point nearly opposite the schoolhouse, and the grading is completed some distance farther on. The depot will be located on the south side of Johnson Creek, and will have to be reached by a long elevated roadway. It is not settled who will build this roadway, but it will have to be constructed to give the residents of Gresham access to the trolley cars. It is doubtful whether the county will pay all the expenses, as it is hardly its business to construct the roadway.

Gresham will be a great shipping point for a considerable extent of country on the new trolley line. The many carloads of potatoes that are now hauled to Fairview will probably be brought to Gresham and sent to Portland over the trolley line, as it is the nearest and most convenient point for this purpose. It is considered probable that warehouses and other business houses required will soon be built close to the place where the depot has been established, so that the town will move up to the station.

The Oregon Water Power & Railroad Company is evidently expecting to do a heavy freight business on the Springwater branch. Four new freight cars have just been received from San Francisco, and, besides these, the company has a number of new flat cars which are being used in construction work.

The work of unloading steel rails directly from the British ship Allerton at the dock south of Madison bridge is progressing. Several barge loads of rails were first discharged so the ship could get alongside the dock. At present the iron is being stored in one corner of the terminal grounds.

Grading is in progress on the line at Sellwood. A considerable force of men are camped in this suburb, and are making a cut at the foot of Umatilla avenue. North from Spokane avenue the right of way is being cleared. The route through Sellwood has been cleared nearly to the Portland Woolen Mills, and the work of clearing the route between Sellwood and Lents is progressing. Between Sellwood and the Inman, Poulsen & Co.'s sawmill there will be heavy cuts to be made, but when these are reached the steam-shovel will be used. A considerable fill will be necessary just north of Spokane avenue and back of the new Sellwood sawmill.

The company has a large amount of dirt to dispose of, but most of it will be used on the terminal grounds, in making the great fill out to the narrow trestle work that follows the wharf line from Madison bridge to the Inman, Poulsen & Co.'s dock, and also for filling up East Water street. The long trestle will be a sort of bulwark for the outer edge of the big fill. Mattresses of brush will also be used among the piles, so as to form a solid retaining wall; otherwise the fill would wash away. Toward the top stone will be used in the bulwark. The company has about 20 acres of land south of Hawthorne avenue, which will be filled up to grade when the heavy cutting commences on the Sellwood branch.

DEATH OF HANNIBAL C. HILL.

Was an Oregon Pioneer of 1852 and an Indian War Veteran.

Hannibal Cicero Hill, father of Dr. Charles E. Hill, and an Oregon pioneer, died yesterday morning at 5:30 o'clock at the home of his son, 651 East Eleventh street south, after a lingering illness of about one year.

Mr. Hill was 71 years old. He was born in Philadelphia, Monroe County, Tenn., and, with his father, came to Southern Oregon in 1852. Afterward the family moved to Lebanon, where he entered the Lebanon Academy. When the Indian Wars of 1856 broke out, Mr. Hill responded to the call for volunteers, enlisting in February of that year, and remaining in the service until he was mustered out.

He came to Portland in 1857, and, with his wife, had made his home here and in the vicinity ever since. For over 20 years he lived in East Portland, where he engaged in business. Before the consolidation Mr. Hill served one term as City Treasurer, and also as director on the East Portland Board of Education. In both positions he was thoroughly trustworthy and progressive. In all respects Mr. Hill was a man of unblemished character, and was highly esteemed by all who knew him. For several years he had been employed at the Courthouse in the capacity of bailiff. About a year ago his health began to fail.

He is survived by his wife, who is a sister of Professor J. L. Powell, who died 15 years ago, and by an only son, Charles E. Hill. The funeral will be held from the Mizpah Presbyterian Church Wednesday morning at 10:30 o'clock, and the interment will be in Lone Fir cemetery. Friends desiring to attend can reach the church by the Powell-street and carshop street-cars.

FARMERS' FORWARD MOVEMENT.

Patrons of Husbandry Building Halls and Increasing in Membership.

The Patrons of Husbandry in Multnomah, Clackamas and Washington Counties are making a rapid forward movement. Many of the Granges own their own halls, and others are preparing to do so. Columbia Grange, near Corbetts, on the Columbia River, has a fine property valued at $1600. There is still a small debt on the property, but this will soon be paid off. At Gresham the Grange has paid off its debt on its hall, and some important improvements are to be made this year. The building formerly used by the public school at Gresham is occupied. It is large enough, but will have to be generally repaired and improved.

Evening Star, No. 27, which owns the Multnomah Hall on the Section Line road, is preparing to build on the new site secured a short distance from this building. It has secured nearly an acre. This is the largest Grange in the state, and it has found that its present meeting place is altogether too small. It will dispose of Multnomah Hall and grounds before starting on the building project.

The Milwaukie Grange is considering a building project, and may start the work next year.

SHORT VACATION.

Montavilla School Takes a Week Off —Rooms Are Crowded.

The Montavilla School will suspend on Wednesday of this week, and will resume the following Monday, making the holiday vacation very short. The teachers were willing enough to have suspended work for two weeks, but the directors thought best to have the work continued with as little interruption as possible.

Principal Bowland says all the rooms are crowded to overflowing. The eighth grade pupils occupy the room formerly used as an office. The attendance numbers 300 and the enrollment is larger than ever before in the history of the Montavilla School. Any further increase will compel the directors to look about for more room. New houses are going up rapidly in that district and there is no doubt that additional facilities will have to be provided next year.

FLOWER FESTIVAL.

Given in the Thompson Building by the School Children.

The flower festival given in the ample assembly hall of the Thompson School at Central Albina, was originated three years ago by Mrs. J. L. Thomas, and is in the form of a cantata. The entertainment opened with two little children appearing on the stage hunting for fairies in the woods. The Queen of Flowers makes her appearance, and promises that the fairies will appear in the woods. Then the various flowers, represented by the children in appropriate costumes, make their appearance, the finale being the crowning of the Queen. Miss Ettie Sperry conducted the entertainment, assisted by the other teachers. Mrs. Thomas, originator of the festival, was present and was pleased with the presentation. Professor Krohn also assisted in the drills.

BAPTIST COUNCIL ENDED.

Verdict Will Be Officially Read to the Second Baptist Church.

The mutual council which has been holding sessions in the Second Baptist Church for the past week to settle differences among the members, has reached a conclusion and a verdict agreed on, but each member of the council is pledged to secrecy until the findings shall have been officially communicated to the Second Baptist Church. All parties have agreed to abide by the decision. A Baptist minister said he thought that the trouble would be settled with only a few changes. This probably means that a few of the members will quietly withdraw and place their membership elsewhere.

East Side Notes.

Camp Gilbert, No. 4, Spanish-American Veterans, will hold a smoker this evening in Foss's Hall on Grand and Hawthorne avenues. Camp Harrington has been invited to attend.

The entertainment given by the Sunnyside School last Friday night will be repeated this evening. It was enjoyed at the first rendition by a large audience, and every one was delighted.

C. R. Allen, 70 years old, died on Saturday at his home, 216 Monroe street. His wife died November 4, 1901. Harold C., Henry H., of Portland, and Thomas M. Allen, Oakland, Cal., survive him. The funeral will be held today from his late residence at 2 P. M.

Two handsome cars, Nos. 198 and 199, have been completed for the St. John's branch of the City & Suburban Railway Company. It is announced that these cars are to go on the route on Christmas. Each car is equipped with 150-horse power electric motors, air brakes, electric heaters and arc headlights.

PERSONAL MENTION.

D. Link, a merchant of Goble, is at the St. Charles.

Joseph L. Jaffe, a wine merchant of Seattle, is at the Portland.

F. W. Burpee, an ironfounder of Fairhaven, is a guest of the Portland.

David R. McGinnis, a mining man from Kalispell, Mont., is at the Imperial.

W. H. Parry, president of the City Council of Seattle, is registered at the Portland.

Lloyd T. King, a merchant of Salt Lake City, is registered with his wife at the Perkins.

Dr. D. A. Pain, a prominent physician of Eugene, is a guest of the Imperial, with his daughter.

A LIFETIME GIFT

Is a beautiful framed picture. Etchings, engravings, photographs, water-colors, oils, photo panels and many small novelties. SANBORN, VAIL & CO., 170 First street.

Toy Trunks! Toy Trunks! Harris Trunk Co., Morrison, near 2d.

AGAINST HEPBURN BILL

PURE FOOD ASSOCIATION OPPOSES THE MEASURE.

J. W. Bailey Says It Is Not Satisfactory to Men Who Are Working Against Adulterated Products.

The Hepburn pure food bill, which was passed by Congress last week, is not satisfactory to J. W. Bailey, State Food and Dairy Commissioner and president of the National Pure Food Association. Mr. Bailey said yesterday that it did not meet with the approval of any member of the association that he had heard from. Major John Hamilton, Secretary of Agriculture of Pennsylvania, had telegraphed him to "tell your Senators to hold it up until we can be heard." Major Hamilton sent a second telegram to the same effect, and both will be referred by Mr. Bailey to the Oregon delegation in Congress.

"Both telegrams," said Mr. Bailey, "refer directly to the pure food act, and both are, by their tenor, against the Hepburn bill. Major Hamilton, the writer, is secretary of the legislative committee of our association, and he helped to draft the pure food bill which the association adopted, and which Congressman Tongue introduced, but which was crowded out by the Hepburn bill.

"The bill which Mr. Tongue introduced was the one that the association and the people of Oregon wanted. It provided for the establishment of a food bureau in the Department of Agriculture, and for the preventing of adulteration and misbranding of foods in the District of Columbia and the territories, and for regulating interstate commerce therein and for other purposes. The salary of the Food Commissioner was placed at $3500 a year, and the fines for any violation of the law were placed at $200 for the first offense, and $300 for each subsequent offense."

The bill which the association drafted provides further that it shall be the duty of "the Secretary of Agriculture to fix standards of food products and to determine the wholesomeness or unwholesomeness of preservatives or other substances which are or may be added to foods. To aid him in reaching just decisions in such matters, he is authorized to appoint for a period of four years one physician, one food analyst, one physiologist and pharmacologist, one medical officer of health and one representative of food manufacturers and producers, at a salary of $3000 per annum each, to be known as the committee on food standards, each of whom shall be an expert and a recognized authority upon the subject embraced by his profession. The committee on food standards shall consider jointly standards for food and food products, and recommend the character of the label which it shall be lawful to use upon each article of food or food product. The standard of each article of food or food product agreed upon and recommended by said committee, and approved by the Secretary of Agriculture, shall be the standard to which all articles of food or food products manufactured for sale, offered for sale, exposed for sale, sold or exchanged shall conform. It shall be the duty of the Secretary of Agriculture to publish from time to time the decisions of the said committee for the information of the public, and said decisions, when duly approved and certified by the Secretary of Agriculture, shall be admitted as prima-facie evidence in the United States Courts."

Any article of food that is adulterated within the meaning of the act, and is transported from one state to another for sale, or that may be sold or offered for sale, may be seized for confiscation by a process of libel for condemnation. The proceeds from the sale of such condemned goods shall be paid into the Treasury of the United States.

NO SIGN OF AGREEMENT.

Portland Postmastership Controversy Not to Be Settled Immediately.

OREGONIAN NEWS BUREAU, Washington, Dec. 21.—There has been no progress of late in the direction of an adjustment of the Portland Postmastership controversy, and no sign of agreement can be seen at this time. Inasmuch as the President could make no nomination until Congress reassembles, it is probable that no selection will be made prior to that time. Up to now no member of the delegation has taken the subject up with the President or Postoffice Department, and it is thought probable that the President will not act until Senator Simon returns, inasmuch as Portland is his home, even though his candidate is not likely to be chosen. Senatorial courtesy in a sense demands that Simon be heard from before an appointment is made, as theoretically he is entitled to as much recognition in this case as his colleague, both coming from the same city. No member of the delegation is now willing to announce his preference, and it is impossible to predict the outcome.

CRUSHED TO DEATH.

Fate of Old Resident of Skamokawa, Wash.

ASTORIA, Or., Dec. 21.—(Special.)—Frank M. Sweet, of Skamokawa, and an old resident of Wahkiakum County, Washington, was almost instantly killed by an accident about 5 o'clock last evening. Mr. Sweet and his edest son were engaged in cutting down an old stump back of the family residence. They were standing on springboards several feet from the ground, and had the stump sawed about half through when it split. Both men jumped, but Mr. Sweet slipped as he struck the ground, and the heavy piece of wood fell on him, crushing him to death. The deceased was a native of New England, about 58 years of age, and had lived in this vicinity about 25 years. He left a widow and two sons, aged 12 and 6 years. The funeral will be held on Tuesday under the auspices of the Order of Washington.

HOLIDAY SEASON BRINGS CHRISTMAS CHEER

HOLLY and mistletoe, tinsel and show; Christmas once again. The shops are full of shoppers, and the spirit of the season animates the streets. From the faces of the people alone one might guess that it is the holiday time. The fact that Christmas comes but once a year has often been noted. In this respect it resembles December 25, and also December 24. All the local charities are feeling the benefit of the master sentiment of the season, viz., benevolence. On all the important corners stand Salvation and Volunteer lasses, and the jingle of coins falling into their little tin contribution boxes is almost constant during the busy part of the day. The two organizations are rivals in a noble cause, and the free-hearted public makes no distinction between them in their giving.

The world's affection goes out to children at Christmas, for of all seasons of the year it is pre-eminent in recalling one's own childhood. One sees scores of little ones about the streets tugging at their mothers' skirts, feasting their eyes on the shop windows and begging to be taken to see Santa Claus or the Christmas tree at the big "compartment store." The heart of the oldest "residenter" must beat with a dimly remembered emotion, if he pauses to gaze at the wistful eyes of a child looking at cheap tinsel and picture-cards, rocking-horses, tin horns and dolls.

"Yes, the poor little things!" said the pretty young lady boarder, who sits opposite the landlady. "You should see them go wandering through the store where I work. Their eyes so wide and shining, and fixed so longingly on the Christmas things. It's so cunning to hear them say: 'Oh, my! don't I hope I'll get that!'

"And you can see their little hands clasping a nickel or a 10-cent piece, oh, so tightly. Goodness! If it was a million dollars, you know, it couldn't be any more tremendous a matter to them how to spend it. You just wish you owned the store, so you could stand and hand things out to the little dears."

"That's just the way you feel," said the lady with the eyeglasses. "It's so funny, and pathetic, too, to see them. One little mite of a fellow went about our department store yesterday, looking at this and slyly touching that, and all the time fingering a coin. Finally he got courage enough to speak to the floor-walker:

"'Say, Mister, have you got anything for a cent?'

"The floor-walker—he's an awful nice fellow—laughed, and took him by the hand and led him over to the notion counter, where the little chap had his choice of a lot of trifles."

"I remember one Christmas in this town," said the thoughtful young man boarder. "I was pretty near broke, and I didn't know any one in Portland. I had only $1.50, and I was thinking how I'd spend it. I finally decided to have a four-bit French dinner and then go to the theater. I was wandering along through the North End at the time, and I noticed a couple of little kids looking into one of those cheap shop windows. They were rather ragged, but looked sort of nice, and I wanted to talk to somebody, so I says:

"'Well, little folks, what did Santa Claus bring you?'

"The bigger one spoke up and says:

"'Santa Claus never comes to our house.'

"Well, right then I had one of the best times in my life. We went into a dozen of those little stores, and bought something at one place for 5 cents, and something more at another for 10 cents, until we'd used up that dollar. It was fun to watch 'em. Every time we'd make a selection they would clap their hands and jump up and down like little monkeys. They hadn't been taught to say 'thank you' and 'much obliged,' but, Lordy! talk about appreciation!"

"Then we went and had something good to eat on that four bits. You've no idea, till you try it, how many dainties for three you can get for four bits. I do think that was one of the jolliest Christmases I ever had, though I didn't go to the show."

"Those children will never forget that as long as they live," commented the tall gentleman boarder with the iron-gray hair. "Nobody ever forgets a favor like that, done him in childhood. I recollect once when I was a boy, I had saved up 70 cents to buy myself a pair of skates for Christmas. I had bought the skates for that exact sum, when I was paralyzed to learn that the straps were 15 cents extra. I couldn't go on the ice that day without straps, and they looked as hopelessly far off to me as the moon. I began to cry, when I heard some one say:

"'What's the matter, little man?'

"It was Judge Griggs, and when I told him that I couldn't buy the straps, he turned to the clerk and said:

"'Give this boy a pair of straps.'

"Twenty years ago I helped elect Judge Griggs to Congress, and spent $1000 of my own money in the campaign. He never knew it was all because of 15 cents he had once spent and forgotten five minutes afterward."

"AH," said the north Caryatid of the Skidmore fountain, as she lowered her beautiful arms and stretched them downward, with a luxurious sigh. "This is such a relief, sister."

The bronze maid of the south side assented, dropping her own arms with a murmur of content.

"I've been wanting to scratch my nose for the past seven months," and she fitted the action to the word.

It was midnight of Christmas Eve, of course; Caryatides are privileged then.

"If I had that handsome Olin Warner here," resumed the south maid, "I could box his ears. So ungallant! He gave us nothing to rest our elbows on."

"But Caryatides seldom have such conveniences, my dear," responded the other. "Besides, people couldn't admire our arms so much, could they?"

"True; I had forgotten that. I shall complain no more. We have an hour for gossip. Of what shall we talk?"

"Tell me about that man I heard muttering to himself, and splashing water, on your side, a little while ago."

"Ah, yes; that man—I could have cried, if I could, as I watched him. He came staggering along out of one of those dark places, and when he reached the curbing before me, he stopped and looked at me a long time. He couldn't stand steadily, poor man! Finally he noticed our noble motto:

"'Good Citizens Are the Riches of a City.'

"Then he laughed, oh, so dreadfully, and said:

"'Then this town would be bankrupt if I were the only man in it.'

"After a while he stopped laughing and began to bathe his face and head. Then he looked up at me again and began to talk.

"'Beautiful,' he said; 'beautiful! You look as if you could speak to me like an angel. I wish you could. I wonder what you'd say to me—me! Let's see—you'd say: "Man, this is Christmas Eve—I am sorry for you." Yes, you'd say that. Well, I'm sorry, too.'

"He sat down and thought a long time, his face in his hands. Then he arose and repeated again:

"'Good Citizens Are the Riches of a City.'

"This time he did not laugh, but began to splash his hands and face in the water once more. At last he looked up and said solemnly:

"'Beautiful, you have spoken to me. I quit here—right here, now—and so help me God I'll be that kind of a citizen.' I blessed him as he walked away."

IN ONE of the big department stores an apprentice from a British ship made quite a stir with an English £1 note. He had chosen a gift for his sweetheart in the Old Country, and in payment therefor he offered a greasy note which the cashier could not identify as belonging to any known currency. The clerk of whom he made his purchase told him of the difficulty and tried to sympathize with him. "Possibly you can get it changed some place," she assured him, "and I'll save this present out for you."

"It'll be late anyhow," said the 'prentice lad, "and the skipper gave me this and said it was all right. I must get the packet off tonight."

Just then a man came up laden with packages. He saw the lad's difficulty and promptly took the note at par. "You'd better take some more change, my son," he urged, "and get all the gifts you like."

The boy gazed at him in dumb astonishment. "But, sir," he expostulated, "you don't know who I am."

"Nonsense," said the other. "I used to go to sea myself, and if you'll take this from an old sailor as kumshaw you're welcome."

The apprentice dropped his eyes. "I have a mother I'd like to send something to," he responded, "but I only had the note, and I felt my sweetheart was the one to send the present to."

"Right you are," said the man cordially, "but you'll allow me to advance enough to give your mother a remembrance?"

There was a silence and the clerk turned aside to other work. Then the small seaman held out his hand. "I reckon you'd better keep the money," he said bluntly. "My mother'll be satisfied with a letter. She knows several things already."

The man looked as if he didn't quite understand, but put the change back into his pocket. "As you like," he assented.

And then the apprentice paid for the gift and no one knew that he was sending it to his mother except the clerk whom he told because she smiled as women should.

SCHOOLSHIP IS HERE

Herzogin Cecelia Reached Portland Yesterday.

ONE OF FINEST SAILERS AFLOAT

More French Ships Coming to Portland—Steamship Klek Loading Tacoma Flour at Portland.

With a full brass band alternating "The Watch on the Rhine" with the "Star Spangled Banner," and looking as clean and trim as a pleasure yacht, the North German Lloyd's big school ship Herzogin Cecelia was towed into the harbor by the Harvest Queen yesterday afternoon. This is not the first of the school ships of the big steamship company to visit Portland, but the Cecelia is such a great improvement over the Herzogin Sophia Charlotte that she will be a decidedly interesting object so long as she remains in the river. When the North German Lloyd started this new system of educating officers for their steamships, they took over one of the Rickmers ships, and had it remodeled on deck and between decks, and it was very satisfactory as a starter. On that ship they collected such a fine set of apprentices, that they determined to build a larger vessel especially for the work. Captain Max Dietrich, then master of the mammoth four-master Henriette, better known in Portland as the Roval Forth, was selected to superintend the construction of the ship and when she took the water he remained with her as master.

The marvelous run of the big ship from Montevideo to Portland is very satisfactory proof of the good judgment of the company in selecting him for the work. Captain Dietrich takes exception to the previously reported length of his record-breaking voyage. Not satisfied with knocking a week or 10 days off the record, he claims, and his official logbook substantiates his claim that the Herzogin Cecelia sailed from Montevideo to the Columbia River in 63 days, and was at anchor in Astoria harbor on the 65th day out. The run from Hamburg to Montevideo was made in 40 days, so that the actual sailing time from Hamburg to the Columbia was but 105 days.

After getting clear of Montevideo in October the vessel made a straight course down to the Horn, going pretty well south before she swung round on her course up the Pacific. Record-breaking passages, as a usual thing, are not made without a number of days of phenomenal running, but on the entire voyage from Montevideo, the big vessel never kept up near her limit of speed for an entire day and the best day's run was 281 miles, although, at times, she sailed for a few hours at a rate of 15 and 15½ miles per hour. She ran into the usual calms around the equator, and for six days loafed around that imaginary line, averaging less than 30 miles per day. The poorest day's work was 20 miles, and there were several others of 22, 24, 34 and 40 miles per day. No wind got past the Herzogin, however, without giving her a push, and when she finally drifted out of the calm belt, she came booming along as though she fully realized that a high-priced charter was at stake.

The Herzogin Cecelia is a four-masted bark of 2786 tons net register. She was launched at the Rickmers yard at Geestemunde, April 22, 1902, and was christened by the Duchess of Meiklenburg, a sister of the Grand Duke. On her voyage down the river from Hamburg, she carried as passengers the Grand Duke of Oldenburg and Dr. Wiegand, of the North German Lloyd Steamship Company, accompanied by their suites. The vessel is practically unsinkable, as she has a double bottom throughout, seven water-tight compartments and six bulkheads from keel to upper deck. A tunnel similar to the shaft tunnel on the steamer runs the entire length of the ship. She is provided with two steam pumps having a capacity of 120 tons of water per hour, with steam capstans and winches all over the ship. The quarters of the big crew of apprentices and officers are all heated by steam and are more commodious and comfortable than any that are found on ordinary passenger steamers. The ship is equipped with a condensing apparatus capable of making 2700 gallons of fresh water per day, an ice-making machine and a plant for manufacturing soda water.

On board the Herzogin Cecelia are 40 apprentices now in their third year of service, and 20 juniors who are on their first cruise. The seniors, who were in Portland two years ago, are now in their graduating year, and on completion of this voyage will be transferred to the steamers of the company. The big crew is looked after by Captain Max Dietrich, First Officer Tiemann, Second Officers Elsner and Gerdes, Third Officer Schopf, Fourth Officer Kirchoff, Dr. Schutz and Dr. Hennicke, the latter being the ship's surgeon and band master, while Dr. Schutz, in addition to his other duties, makes a specialty of mathematical training. Third Officer Schopf is also teacher of English and French as well as of navigation. One of the second officers acts as purser. There is not a sailor aboard, but the ship carries two carpenters, one boatswain, donkeyman, sailmaker, chief cook, second cook, butcher and baker and provision steward. Every man of the 60 apprentices on board is a fine specimen of manhood, the examination to which they are subjected before securing admission on the ship being so rigid that the big company secures the pick of the nation for this service, scores being rejected where one is taken.

Captain Max Dietrich, who has charge of this magnificent cross between a pleasure yacht and a merchant sailing vessel, is a young man just turning 33 years of age. He was educated at a university in Germany, leaving school at the age of 18 to follow the sea. He received his first command in 1898, the vessel being the German bark Bertha, well known in Portland. From her he went to the Henriette which was formerly the British bark Royal Forth. Before securing a berth as master he was first officer on the Potosi, the largest sailing ship in the world, and also one of the world's record-breakers.

The Herzogin Cecelia brings a part cargo of salt for T. M. Stevens & Co., and as soon as that is discharged, she will load outward with wheat for Eppinger & Co. She is in many respects the finest piece of marine architecture that has visited this port for a long time, and is well worthy of a visit.

MORE FRENCH SHIPS.

Desaix, From San Francisco and Berangere, From Antwerp.

The rise of the French flag and the decline of freights goes merrily on, and unless there is a change in the situation in the near future, the bounty earners will have the ocean to themselves. Two more have been added to the enroute list for Portland, eight are now in the river under charter to load, seven have already sailed from Portland this season, and seven others are listed to arrive. The latest charter reported is that of the French bark Desaix, which was chartered Saturday to load wheat at Portland for Australia at 15 shillings, with the option of South Africa at 21 shillings. The vessel is now due at San Francisco from St. Nazaire, coming out in ballast on her maiden trip. She will receive orders off San Francisco Heads instructing her to proceed to this port. Another Frenchman added to the list today is the Berangere, which loads at Antwerp in W. R. Grace & Co.'s regular line for Portland. The local agents, Taylor, Young & Co., have received advices that she will be on berth for January sailing. As yet no outward charter has been made, but her presence on the list will assist in keeping freights down to present low figures.

The French fleet at Portland is of the same dimensions as it was yesterday. The Cornell Bart left down in the morning and the Lamoriciere arrived up in the afternoon. The Francois Coppee, Daniel and Surcouf are still at Astoria awaiting a tow up the river. The extent to which the French vessels are displacing the Britishers in this era of low freights, is shown by the chartered fleet in San Francisco harbor. Out of a total of 24 ships under charter there, 15 fly the French flag, six are Britishers, and one each Danish, German and Italian. The subsidy paid these vessels is sufficient to enable them to move from port to port without any cargo, so that any freight rate, no matter how low it may be, is all clear profit.

ATLANTIC LINER DAMAGED.

Cylinder Burst—Engineer Scalded—Four Months For Repairs.

PLYMOUTH, England, Dec. 21.—The Hamburg-American Line steamship Deutschland arrived at 2:15 this afternoon. When she was nearing the Scilly Islands a cylinder burst and the starboard engine was greatly damaged. It will require four months to make repairs. One engineer was badly scalded. The steamer left here at 3 o'clock for Cherbourg and Hamburg.

The accident happened at 1:30 this morning. For a time the vessel was in complete darkness and filled with escaping steam. The passengers were greatly alarmed. Excellent discipline, however, was maintained, and everybody was assured that there was no danger, and the excitement subsided. With the exception of the engineer who was caught in the escaping steam, the Deutschland's officers say that no member of the engine-room staff was seriously injured. The repairs will cost several thousand pounds. The steamer came into port using her port engines alone at a speed of 16 knots.

FLOUR FROM TACOMA.

Steamship Klek Is Loading a Consignment of 7500 Barrels.

The Austrian steamship Klek, which is loading at Portland for South Africa, will take among other freight, 7500 barrels of flour from Tacoma. Portland has for many years been contributing a large share of the flour that is exported from Puget Sound, but this is believed to be the first case on record where any flour has been sent here from Tacoma for foreign shipment. The balance of trade, however, will hardly be equalized by this shipment, for the December engagements of flour from Portland and Portland territory for shipment by way of Puget Sound already exceed 50,000 barrels, and the returns are not all in yet.

Steamer Pure Oil Foundered.

LONDON, Dec. 21.—The British steamer North Point, Captain Drake, which sailed from Philadelphia December 3, arrived here yesterday and reported having on board the crew of the German steamer Pure Oil, Captain Dix, from Hamburg December 4 for Philadelphia, which foundered December 14. The North Point had the Pure Oil in tow for five hours.

Marine Notes.

The schooner F. S. Redfield, from San Pedro, under charter to load lumber at Portland, arrived in yesterday noon.

The German bark Nal, which has been at anchor near St. Johns since Thursday, left down the river yesterday. The Wandebek will leave down today.

The British bark Sussex has moved down from the upper harbor and is lying above Victoria dock, finishing off her cargo of lumber. The Adderly, which has been delayed at Rainier for several weeks, has finished and will leave down the river today.

Domestic and Foreign Ports.

ASTORIA, Dec. 21.—Sailed at 11 A. M.—Steamer Elmore, for Tillamook. Arrived at 12 noon and left up at 2:20 P. M.—Steamer Geo. W. Elder, for San Francisco. Arrived at 12—Schooner F. S. Redfield, from San Pedro. Condition of the bar at 5 P. M., moderate; wind northeast; weather cloudy.

Hoquiam, Wash., Dec. 20.—Sailed—Schooner W. F. Witzerman, from Aberdeen for Redondo; schooner Ariel, from Aberdeen for Sydney, Australia; schooner Falcon, steamer Coronado and steamer G. C. Lindauer, from Aberdeen for San Francisco; schooner Aberdeen, from Hoquiam for San Pedro.

San Francisco, Dec. 21.—Arrived—Steamer Centralia, from Gray's Harbor; steamer Ramona, from Newport; steamer W. H. Kruger, from Gray's Harbor; steamer Columbia, from Portland; schooner Advance, from Coquille River. Sailed—Schooner Sailor Boy, for Gray's Harbor.

New York, Dec. 21.—Arrived—Island, from Copenhagen; Minneapolis, from London; Etruria, from Liverpool; St. Louis, from Southampton and Cherbourg.

Plymouth, Dec. 21.—Arrived—Deutschland, from New York for Hamburg and Cherbourg, and proceeded.

Queenstown, Dec. 21.—Sailed—Commonwealth, for Boston; Saxonia, for Boston.

Hamburg, Dec. 21.—Arrived—Moltke, from New York, via Plymouth and Cherbourg.

Liverpool, Dec. 21.—Sailed—Carthagenian, for Boston.

London, Dec. 21.—Arrived—Clumberhall, from San Francisco.

Liverpool, Dec. 21.—Arrived—Kintuck, from Seattle.

Tacoma, Dec. 21.—Arrived—Schooner William H. Smith, from San Pedro; steamer Umatilla, from San Francisco. Sailed—Steamship Shawmut, for Seattle; steamer Mackinaw, for San Francisco.

DAILY METEOROLOGICAL REPORT

PORTLAND, Dec. 21.—8 P. M.—Maximum temperature, 38; minimum temperature, 35; river reading, 11 A. M., 4.8 feet; change in 24 hours, 0.0; total precipitation, 5 P. M. to 5 P. M., 0.00; total precipitation since Sept. 1, 1902, 18.79 inches; normal precipitation since Sept. 1, 1902, 16.71 inches; excess, 2.08 inches; total sunshine Dec. 20, 0:00; possible sunshine Dec. 20, 8:36; barometer (reduced to sea level) at 5 P. M., 30.12.

PACIFIC COAST WEATHER.

STATIONS.	Max. temp.	Precipitation past 12 hrs.	Wind Velocity	Wind Direction	State of weather
Astoria	48	0.00	8	S	Cloudy
Baker City	34	0.00	6	SE	Cloudy
Bismarck	18	T	14	N	Clear
Boise	40	0.00	*	S	Cloudy
Eureka	56	0.00	12	SW	Cloudy
Helena	20	0.00	*	S	Clear
Kamloops, B. C.	34	0.00	8	S	Pt. cldy
North Head	46	0.00	24	SE	Cloudy
Pocatello	36	0.00	6	SE	Clear
Portland	38	0.00	6	E	Cloudy
Red Bluff	48	0.00	*	SE	Cloudy
Roseburg	42	0.00	*	E	Cloudy
Sacramento	54	0.00	*	SE	Pt. cldy
Salt Lake	34	0.00	*	SW	Clear
San Francisco	56	0.00	10	NW	Cloudy
Spokane	34	T	8	E	Cloudy
Seattle	44	T	*	SE	Cloudy
Tatoosh Island	48	0.01	20	S	Cloudy
Walla Walla	28	0.00	*	W	Cloudy

*Light.

WEATHER CONDITIONS.

A storm of apparently considerable energy is central this evening off the Northwest Washington coast, moving eastward. Southeast storm warnings were ordered displayed at 5:45 at the mouth of the Columbia River and along the Straits of Juan de Fuca from Cape Flattery eastward to Port Townsend. High squally southeast winds are indicated along the Oregon and Washington coast and on the inland navigable waters of Washington during the next 24 hours.

The weather is cloudy and threatening in the North Pacific States this evening, and, with the exception of a few light scattering showers in Western Oregon and Western Washington, fair weather has prevailed in that region during the last 24 hours.

The indications are for occasional rain in Western Oregon and Western Washington Monday, with light rain or snow in Eastern Washington and Northern Idaho. In Eastern Oregon and Southern Idaho fair weather will continue.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Monday, December 22:

Portland and vicinity—Occasional rain; brisk gusty southerly winds.

Oregon—Generally fair in east, occasional rain in west portion; brisk gusty southerly winds.

Washington—Occasional rain, possibly part snow in east portion; brisk to high gusty southerly winds, increasing to a gale off Cape Flattery.

Idaho—Fair in south, occasional rain or snow in north portion.

A. B. WOLLABER, Acting Forecast Official.

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