# LOCKWOOD CETS IT

Appointed Port of Portland Drydock Engineer.

WERE MANY OTHER APPLICANTS

His Work in Constructing the Dredge Columbia Was His Indorsement in Securing the Place.

The Port of Portland Commission has appointed J. B. C. Lockwood, of Seattle, upervising engineer in charge of the cor uver. This is a matter that has been hanging fire ever since the resignation of J. E. Blackwell several weeks ago, and s been under discussion at nearly every neeting of the board held since then. A number of applications for the position ere received, some of the applicants eing Eastern men. Several Portland en-theers were suggested for the place, and Commissioners had almost settled ipon one of them when he found he could not give the matter the proper amount of not give the matter the proper amount of lime, and his name was dropped.

Mr. Lockwood, who succeeds to the po-sition, ranks high as an engineer and de-ternor.

igner, and the members of the board feel satisfied they could not have chosen a better man. He designed the big 30-mch dredge Columbia, recently built by the port, and superintended its construction here. A great many of the features troduced into the design are of his own wention, and the success of the dredge due principally to his skill in drawing up the plans and seeing that they were followed out. His good work on the dredge was considered a sufficient indersement by the board, and the members are more than pleased at his acceptance of the paof drydock engineer. Mr. Lockwood vill take hold of the work at Vane

### SHIPS WITH PART CARGO. Ventura and Norma Bring Miscellaneous Freight.

Two of the latest arrivals in port bring mly part cargo. They are the British Mark Ventura, 1581 dons, Rehburg master, and the British bark Norma, 1898 tons, McLaughlin master. The Ventura comes from Antwerp via Port Los Angeles, and e Norma from Hamburg by way of the awalian Islands

The Ventura docked at the foot of Pine reet, and will probably begin discharg-g cargo today. Her freight consists cement, coke, patent fuel, glass, pig-on and miscellaneous goods. She sailed it from Antwerp with 2600 tons of cargo d discharged 1600 tons of it at the Cali-rnia port when she first stopped. The rk is sailing in the Grace ses here consigned to Taylor, Young & She is fixed for the outward voyage, e Portland Flouring Mills Company wing taken her some time ago for ain-loading. The Ventura sailed from ntwerp July 2, and reached Port Los geles 144 days later, after a had pas-ge. A vast amount of ice was en-untered off Cape Horn, which seriously clayed the vessel, as it was necessary a September 16 she spoke the little Ger-an bark Okela, which was then 119 days t from Hamburg for Guayrnas, which ort she finally reached on December II. aptain Weinberg, of the Okeia, reported from August 29 to September 1, when 57:13 south, 66:01 west, he had encoun-ted terrible weather. He had lost his ort lifeboat, and the cabin had been

The Ventura's trip up the west coast as without especial incident. She ar-ived at Port Los Angeles November 23, and after discharging the larger part of er cargo sailed on December 10 for Portand. The latter part of her voyage was syding but pleasant. Gales and heavy ans were met with all the way, and on thrightness day when him a little way. eas were met with all the way, and on hristmas day, when but a little way outh of the Columbia, she felt the full ree of the storm. Some of her smaller lls are missing as a consequence. The el reached Astoria Sunday morning. The Norma, which dropped anchor in its stream on her arrival, is consigned to yer, Wilson & Co. She sailed from mburg June 26, and reached Honolulu days later, where she discharged a part per cargo. On December 2 she sailed Portland, making the run to the river o days without particular incident.

Norma is one of the latest vessels accept a charter and thereby s coming in when freights are at the st ebb. G. W. McNear took her to ad wheat for Sydney, at 16s, with the tion of going to Brisbane for 2s more.

### HEAVY GALES UP NORTH. ig Ship Sighted in a Dangerous Po-

witten. scent arrivals on the Sound report heavy weather off Cape Flattery. veral vessels were seriously delayed getting in and one was blown 75 miles the coast. The barkentine Thomas Emigh, which has just reached Ta-ma from San Francisco, after an 18 ye' passage, got into the worst of the orm. The barkentine made good time om the south as far as the Cape, but re she was caught by three gales in cession and carried far out to sea each On Christmas day a furious south-caught the vessel, and she was ven far up on the Vancouver Island Sails were split, seas boarded sel and lightning played about the ed arms. During the height of the le a big ship was sighted battling with elements, dangerously near the rock ed Vancouver Island coast. What nately became of her those on the kentine could not ascertain, as she was sight of in the storm. Returning to mouth of the Straits, the Emigh ked up by the tug Tyee, and towed

t of danger. The bark C. D. Bryant, Captain Miller, a strived at Scattle from Honolulu. leting a tempestuous voyage of 22 duration. It was one of continuous s. though without mishap to the ves-Worse winds were encountered for last 100 miles off Cape Flattery than ng any other stretch of the run across Pacific. Off the Cape the bark was about by the elements for several s, when say was picked up by one of Puget Sound Tugboat Company's tugs towed to port. Captain Miller is a gran of the sea. He was master of American bark Ceylon, guano-laden, see scams opened when the vessel off the South American coast, July 4. she filled and sank. There were II le abourd, including the captain's wife child. They took to the boats and out nearly four days, when they ght up on an island, from which were rescued. Not a life was lost.

Loading Under Police Guard. loading of flour on the British bark ernia, at Vancouver, H. C., is being the protection of two special police, who guarded the wharf approaches, nitting no one to enter the inclosure. 200-pound sacks of flour were going gh only one hatch of the bark was A number of union longshoromen ed the operations, but at a distance.

said the working crew were placed I succeeded in allaying fears.

under the protection of the special police because of the fact that the union men jeered at them when the loading of the

Chinese Sailors Transferred. SAN FRANCISCO, Jan. 1.—In accordance with an order from the Treasury Department, the local Government officials have permitted the transfer of Chinese sallors and firemen from the steamship Arab, of the Dollar Company, to the Stanley Dollar, of the same line. Both vessels have cleared, the Arab for Hong Kong and the Stanley Dollar for

St. Louis Is Late. PLYMOUTH, England, Jan. 1.—The American Line steamer St. Louis, from New York December 24, which should have arrived at Southampton early terday morning, passed the Scilly Islands at 3:30 this afternoon,

Transport Sheridan Sails. SAN FRANCISCO, Jan. 1.—The trans-port Sheridan sailed for Manila today. carried 115 passengers and large quantitles of Army supplies.

Marine Notes. The holiday was strictly observed on the water front. None of the grain or

cargo ships was working, and all ship-ping offices were closed. The British ship Riversdale, which arrived at Astoria yesterday afternoon, brings general cargo to Edmund Baker from Hamburg. She was 160 days making

The British steamship Elleric, from San Francisco, will arrive up early this morning. She is under charter to Laidlaw & Co. to lead lumber for Manlla under a Government contract,

A new type of steamer, invented by a Danish ceptain, is attracting much atten-tion at Copenhagen. The screw is placed amidships, instead of at the stern, thereby securing, it is said, greater steadiness and creased speed.

The British bark Pegasus, 176 days from Tyne for San Francisco, has been posted as overdue at 30 per cent reinsurance. The rate on the Paul Rickmers, 212 days from Bangkok for Germany, has been advanced to 50 per cent, and on the St. Enoch, 242 days from Hamburg for Santa Rosalia, to 25 per cent. The Columbia, 208 days from Philadelphia for Hlogo. remains at 10 per cent.

ASTORIA, Jan. 1.—Arrived at 10 A. M. and eft up at 3 P. M.—British steamship Elleric, from San Francisco. Arrived at S P. M .-British able Riversdale, from Hamb dition of the bar at 5 P. M., rough; wind south-east; weather cloudy. San Francisco, Jan. 1 .- Arrived at 2 P. M .-

Steamer Alliance, from Portland.

New York, Jan. 1.—Arrived—Toutonic, from
Liverpool; Graf Waldersee, from Hamburg. Liverpool; Graf Waldersee, from Sailed-La Champagne, for Havre, London, Jan. 1.-Sailed-Manitou, for New

Scilly, Jan. 1.-3:30 P. M.-Passed-St. Louis, from New York for Southampton. Queenstown, Jan. 1.—Salled—Noordland, for Philadelphia; Germanic, from Liverpool for

Glasgow, Jan. 1.-Sailed-Buenos Ayrean, for St. Johns, N. F., and Philadelphia, Palmero, Jan. 1.—Sailed—Calbria, for New Hamburg, Jan. 1.—Arrived-Patricia, from New York, via Plymouth and Cherbourg. Harwich, Jan. I.—Arrived—Clumberhall, from

San Francisco, wis St. Vincent, C. V., and Jan. 1 .- Arrived-Ethiopia, from

Plymouth, Jan. 1.-Arrived, Patricia, from New York, for Hamburg, via Cherhourg. Liverpoel, Jan. L.—Arrived—Pretorian, from St. John, N. B., and Haiffax, Salied—Cor-inthian, for Haiifax and St. John, N. B. San Francisco, Jan. 1.—Arrived—Tug Defi-nace, from Astoria; steamer Alliance, from As-toria; steamer Empire, from Coos Bay. Sailed —Schooner Mary Etta, for Suislaw River; steamer Tellus, for Ladysmith.

### EASTERN LIVESTOCK. Prices Paid at Union Stockyards, Chicago, Yesterday.

CHICAGO, Jan. 1.-Cattle-Receipts, 5000, including 100 Texans. Market steady; good to Hogs-Receipts, 21,000; tomorrow, 20,000; left

over, 14,000. Market 10@15c higher; mixed and butchers. \$6,1506 50; good to choice heavy, \$6 5000 75; rough heavy, \$6 2506 45; light, \$5 8006 20; bulk of sales, \$6 3006 50. Sheep-Receipts, 8000. Sheep and lambs were steady; good to choice wethers, \$464 60; fair to choice mixed, \$3 2564; Western sheep, \$4 60 @5 50; nailve lambs, \$4@5 85.

Silver at London. LONDON, Jan. 1. - Bar silver - Steady at Money-36314 per cent.

St. Louis Wool Market. ST. LOUIS, Jan. 1.-Wool-Unchanged.

SIX CENTS INSTEAD \$25,000 Judge Somewhat Lowered Damages Demanded by Two Rich Women.

New York Heraid.

For the second time New Rochelle's famous scalakin suit has ended without serious damage to either side. Last January there was a trial for grand larceny, and Monday two suits of \$25,000 each were heard.

Miss May Landrigan, a singer, and Mrs.
Maude Mansfield, her sister, were the
plaintiffs. Both are well known in New
Rochelle society. The defendant was
Ozlas Hans, a fashionable tailor and fur-

rier in Fifth avenue, New York.

In the trial for grand larceny, a year ago, he was the complaining witness and the two women were the defendants.

They were discharged after a trial, which They were discharged after a trial, which one of the attorneys declared was "like a pink tea," because of the courtesy displayed, and upon their suits Monday Judge Gaynor and a jury awarded them damages at 6 cents each.

Miss Landrigan sent a sealskin coat to

Haas to be made over. She wanted it by Thanksgiving day, she said, because she was to sail for Honolulu to fill an engagement. That morning Miss Haas, a sister of the tailor, delivered the garment and presented a bill for \$130 %.
Miss Landrigan, it is said, informed Miss Haas that the coat did not suit, and that she would wear it to the shop in New York the next day and explain.
It is said the coat was left, but that Miss
Landrigan falled to call or settle the bill. Mr. Hans a few days later obtained warrants for the arrest of the two women. The trial was a social event. The

women did not accept the discharge as a vindication, and recently sued for \$50,000 each. Miss Landrigan testified that she

Gentle, Modest, Charming Dr. Lorens.

Judge Gaynor denied a motion for a new

New York Sun. Dr. Adolf Lorenz has come to New York with reputation and fame enough to York with reputation and fame enough to turn the head of many s man, but those who know him say he is in no danger of being overcome in such a way. Besides being notable for modest dignity, he is a very gentle man. He is in the prime of life, of massive build, has much more physical power than the average practitioner, and often has to use his strength almost to the limit in his operations. Very frequently, however, he performs to an operation without administer-Very frequently, however, he performs glare of the electric light down on the part of an operation without administering an anaesthetic to the patient, and in this work his tenderness and charm of manner have often soothed a little cripple where a less gentle doctor might not have succeeded in allaying fears.

It through the electric light down on the connection. They were evidently gossiping about their own affairs, and paid not the slightest attention to the riot going on over their heads. Here were people struggling and slugging and slugging and slugging and shade. Ratea, il up. H. P. Dunbar, Prop.

# RIDING HOME ON THE "L"

NEW YORK'S ELEVATED ROADS DURING RUSH HOURS.

A Faithful Record of One Trip Set Down for the Wonder and Doubt of Future Generations.

The second at the Ninth-avenue Cortlandt-street station filled the greater part of the uptown stairway so that it was a little hard even to get up to the platform; but when we had succeeded in getting past the ticket-taker, and when Hotbox and I had dropped in our tickets, Hotbox called out, "Good-bye-I've got enough of this," and fled back down the stairs to take a surface car, says "C" in the Mall and Express.

This was well enough for Hotbox, who lives at Fifty-seventh street, but it was impossible for me, because I live on One Hundred and Fifty-fifth street, and it was 6 o'clock. With me and with all other people who live beyond the park it is elevated or nothing at that hour. That fact explains the scenes which I am about

The platform was packed with people, all but about one-tenth of whom were men and full-grown boys. The other Tenth were women and girls, with an oc-casional half-grown boy. A local train was taking on such passengers as could get through its gates, Many who could not reach them were elbowing and struggling to get nearer. Some were bran-dishing their arms and calling on the nearest gateman in a more or less helpless and inarticulate way to wait for them, which of course he did not do. He worked the gutes together as well as he could, called out impatiently, "Too late! Too inte!" to several men who tried to force their way on, rang his bell and the train moved out slowly, having made but a slight impression on the crowd. It left me still back close by the ticket box, with a restless, swaying, surly mob between me and the track.

Patient and Sahmissive

"Harlem Express, One hundred and Sty. teenth street! No more Sixty-sixth-street expresses!" called out the announcer, and there was a groin from the Sixty-sixth-street people in the crowd. This mass of prople, like a good many others mass of propie, like a good many others during the recent tumultuous scenes on the elevated, was not a patient, submissive New York crowd of the old-fashloned sort. One could hear a sort of grow! rising from it, and it seemed to be swinging and swaying from side to side in a way that was ominous. The aspect of the crowd reminded me a good deal of the inguar at the Zoo.

the feguar at the Zoo.

All this time a new crowd was pouring up the stairs from the street—a crowd containing a large representation of boys and young men, most of whom were noisand young men, most of whom were nois-ily talking. Presently I heard one of these noisy chaps behind me call out, "Here we go!" and there we did go! I felt myself almost picked up from be-hind, and forced straight through the crowd in front of me as if I were the point of a flying wedge. point of a flying wedge. No-I was not the point, for directly in front of me was a well-dressed man who had a woman on his arm. They were forced along, then pushed to one side, and I saw the lady squeezed dangerously against the indy squeezed dangerously against the iron railing which fences in the platform; for by this time we had been swept along out of the main space in front of the wait-ing-rooms, and upon the narrow platform running along the track.

Must Swear at Somebody. It looked to me at one time as if the lady were going to be lifted clean over the railing and hurled down into the street, but she managed to cling to her protector. Meantime, the man began

swearing at me, "Hold on!" he cried. "Stop! Don't you e what you are doing? You're going to kill this lady!"
All I could do was to assure him that I was as helpless as he—that I was being carried along with the current, and couldn't help myself.

"Weil," sald he, "I have got to swear at

"That is right," said I; "you are wel-Somehow the man and the woman man-aged to cling to the rail and let the howl-ing wedge slide by. It brought a number ing wedge slide by. It brought a hunder of us up opposite the opening for express trains, and just then the train came in, and I managed to get myself upon it and and I managed to get myself upon it and inside a car door in the midst of a dense

What the state of the mob was which we left behind I could infer from the an-gry yells and fierce behavior of the crowds all the way out as far as Christopher street. At Barciay a yell went up as we sailed into the station; and a good many more people were packed into the car. The crowd was so dense that many of those standing could not keep erect, but leaned over upon the sitters. Nevertheless the girls, hanging to the straps and one another, gossiped pleasantly about occurrences of the day at the office and about their Christmas shopping.

Riots at Stations. It was at Warren street that the actual fighting began. The gateman refused to open the gates (as near as I could see he could not open them), and the mob on the platform insisted on getting in. Men climbed on the edge of the platform outside the gates and tried to work them

pen. "Get off! Keep off!" yelled the gate-nan. "Get off, I say!" He was a thick-set, cluish man, with a gray mustache and—at first—a patient, long-suffering air. He began to lose this air now.

The men who had got partly on did not get off, but the gateman was able to prevent them from forcing themselves through or over the gate. There they stood, clinging to the edge. It was impossible to start the train. It stood still, while the gateman kept shouting, "Get off, I tell you, get off." The packed and jammed people inside the cars, only half able to breathe, became riotous, and yelled, "Go on! Go on!" Young men near the door began to bark querulously like so many pupples. The girls, patiently hanging to their straps, ceased their gossilp and began to look frightened. Finally the gateman was helped by two or three men on the platform and pushed the hangers-on back into the crowd, who greeted them with a yell. The train moved off slowly. The men who had got partly on did not

men on the platform and pushed the hangers-on back into the crowd, who greeted them with a yell. The train moved off slowly.

At Franklin street the riot was much worse. The yell on the platform was louser as we came in. "No room! no room!" the gateman shouted, and again the men and boys attempted to force their way on. This time the gateman was in ill-humor. "Keep off!" he yelled, and a yell of "Oh!" from the man who was struck. Hats went off in the crowd along the platform and down into the street. The acvantage of the situation seemed to be with the gateman, but the train did not move-evidently some other gate. farther ahead or farther back on the train, had been breached. The train stood fast, and minute after minute went by. We could hear yells ahead and behind. Boys on the platform pounded on the window glass, and we feared that some of their blows would come through. The task of holds. been breached. The train stood fast, and minute after minute went by. We could hear yells ahead and behind. Boys on the platform pounded on the window glass, and we feared that some of their blows

yelling, and not an officer of the law to reduce chaos to order or something like

But at last the train somehow managed

But at last the train somehow managed to get started again—just how it was impossible to see. The two policemen below continued to gossip in the bright light and never turned their eyes upward.

At Desbrosses, Houston and Christopher the train made only a pretense of stopping. No gates were opened. Possibly the crowds at the stations had dwindled, possibly they had been worn nown by walting, so that they no longer had any fight in them, though the veiling had any fight in them, though the yelling seemed to be as long and desperate as ever. Presently the train swung in upon the middle, or express, track with a heavy lurch, which carried several of the crowd down upon the people in the seats. From there on the train whirled madly over the line, though its heavy weight seemed to be grinding and flattening the

rails as we went along.
At One Hundred and Sixteenth street it took the tactics of the flying wedge again to get out the crowd which belonged at that station. Everybody was thoroughly ill-natured. Everybody who had to get out Jammed his way along to the door, and everybody who remained resisted the pressure with all his might.

Such is intramural travel at this high-water mark moment on Manhattan Isl-and. The record of this trip is a faithful one, put down for the benefit of future generations.

### FINE CATTLE FOR AMERICA scores of Blooded Stock Shipped to This Country.

Philadelphia Inquirer.

The last few months have found in the United Kingdom an unprecedented number of American buyers of thoroughbred cattle, whose purchases of high-class breeding stock aggregate many thousands breeding stocs aggregate many thousands of pounds. Many of the animals bought are intended for exhibition at the St. Louis Exposition. The prices paid range from \$21:0 to over \$6250 per head. Scores of high-priced bulls and cows have been shipped during the Summer and Fall.

Among the buyers now here is C. E.

Marvin, of Lexington, Ky., who will take
back 25 thoroughbreds in May and July.

J. S. Goodwin, of Chicago, has purchased Kerry ponies, in Ireland, the breeding of which has recently become quite the fashion in England, under the patronage

The ruling of Dr. Salmon, chief of the United States bureau of animal industry, allowing the importation of Jersey and Guerneey cattle into the United States without the tuberculosis test, is expected greatly to stimulate purchases in those islands. The Agricultural Department's agents have during the last 10 years inspected over 20,000 head of cattle in Jersey and Guernsey and have not found a single case of tuberculosis. On the other hand, England and Scotland are badly infected, and breeders here, on that account, apprehend the early adoption of more stringent quarantine measures by the United States.

Switzerland's New President.

Chicago Record-Herald. Adolph Deucher has been elected President of the Swiss Confederation. He is at present the vice-president of the Council, and has already served two terms as the official head of the Swiss republic the first in 1839 and the second in 1897.

The new President is one of the most capable and popular of public men in Switzerland. He is a graduate of medicine, but most of his time since his youth has been spent in politics. He was a mem ber of the Canton Council in 1868, and for four years was the German representative in the National Council. He is noted for his excessive patriotism.

### AT THE HOTELS,

THE PORTLAND.

W H Herman, city A N Laird, N Y
A M Laird, 40 O
M M Laird, 40 O
Henry Kellar, K C
A H Rohner, S F
A L Castle, Illinois
H M Moffatt, wife and son, Colfax
C C Mathewa, Bohem
C C Mathewa, Bohem
C C Mathewa, Bohem
A N Anderson and wf, St Paul
Mr and Mrs A Scott, London, B C
A E Reames, Jacksvi
Mrs A E Reames, do
Mr and Mrs A Scott, J E Young and wf, do
Mrs A E Reames, do
Mr g Coldemith, Seatl
M E Callant, Astoria
M E Callant, Seatl
M E Callender, S F
Louis Prescott, do
Mrs W L Albright, St
Petersburg
C F Gauthier, Bristol
D W Ross, Bolise
C H Hogue, Bolse
G H Holden, Dawson
R T Holland, Seatlle
B H Lewis and wife, O L Heller, S F
Aberdeen, Wash
Allen Purvis, Vancyr
T D Mackey, N Y
W S Sherwood, St Pl

THE PERKINS. THE PORTLAND.

THE PERKINS.

D. W. McDonaid, Goldendale, Wash
M. Rosenquist, Chicago
Jas P. Bain, Astoria,
Geo H. Keene, San Fr
Geo H. Keene, Cincinn
John Clark, Chehalis
Claude Denhoff, do
Otto Albara, do
Earl Kilbourn, do
Earl Kilbourn, do
Earl Kilbourn, do
Mrs H. Leach, do
Mrs H. Leach, do
Mrs H. Leach, do
Mrs H. Leach, do
Fred Lockley, Jr. Salem, Or
W. B. Sawtelle, Dalles
C. Schmeer, Portiand
W. C. Harper, do
J. B. Leithwaite, Orego
J. Dreyer, Seatile
J. B. Keane, Troutdale
G. B. Holloway, city
G. H. Barlow, city
G. J. Beathwaite, Orego
J. Dreyer, Seatile
Mrs Mallory, city
W. B. Bolton, St. Louis
W. J. Beck, Ostrander
W. B. Bolton, St. Louis
S. J. Beck, Ostrander
W. B. Bulton, St. Louis
S. J. Beck, Ostrander
Mrs Cathow, Denis, Or
Mrs Feour, Dilley, Or
A. Robblowch, Summer
Geo Huriburt, Latouril
Mrs G. W. Cutts, Newberg, Or
Mrs G. W. Cutts, Newberg, Or
Mrs G. E. Ostrander
Mrs Hamilton, Salem
J. L. Hamilton, Salem
J. L. Hamilton, Salem
J. L. Hamilton, Go
Mrs H. Hill, Goldendale
Sadie Cuilen, Boston
Miss G. Doberty, Clin
W. W. Burton, McMin
W. Smith, city
Mrs Hamilton, Salem
L. F. Brith, city
W. B. Berton, Lewiston
W. C. Marpow, Or
Mrs H. A. Wall, Go
Mrs H. Mrs Cathow, Denis, Or
Mrs G. W. C. Wallen, Gr
Mrs Cathow, Denis, Or
Mrs G. W. C. Wallen, Gr
Mrs Cathow, Denis, Or
Mrs C. Wallen, Gr
Mrs Cathow, Denis, Or
Mrs G. W. C. Wallen, Gr
Mrs Cathow, De THE PERKINS.

THE IMPERIAL.

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### WHEAT AND STOCK BROKERS

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Chamber of Commerce

PROPICAL TREES AND FLOWERS IN

NEW YORK'S GARDENS.

PLANTS OF OTHER LANDS

Exotics Bloom as Luxuriantly in the Bronx Conservatories as in Their Native Countries.

Although the conservatories of the New Atthough the conservatories of the New York Botanical Garden in Bronx Park have been in operation for nearly two years, says the New York Evening Post, little in heard about them, possibly be-cause New York has not yet become thoroughly acquainted with one of the best and most remarkable of its permanent exhibitions. Only practical gardeners can appreciate the work entailed in bringing together and classifying the varied collection of tropical and subtropical plants which fill the glass buildings, and they are more than amazed at the results obtained in so short a period. To the lover of curious flowers and plants the exhibi-tion is a constant source of entertain-

The range of horticultural buildings is composed of 12 houses, covering an area of about 45,000 square feet. The style is modernized Italian Renaissance, and the buildings are believed to be fireproof, as

they are constructed mainly of iron and glass resting on solid masonry. A palmhouse, circular in form, 100 feet in diameter and about 90 feet in height, J. S. Goodwin, of Chicago, has purchased is the central feature of the range. From a number of Angus breeders, and the either side of this house, running east and Armours' agent is sending 100 Herefords to the United States. Many purchases wings, each divided into compartments, also have been made of tiny Dexter and of a cross, with lanterns on the roofs, and running south from these are two low connecting houres, at the ends of which are two square houses with cut corners. Running east and west from these are two of Lady Lansdowne and other titled fanlow houses with octagonal ends. The different buildings are sultably proportioned, so that the whole presents a pleasing offect to the eye. The front elevation of the range is about 500 feet in length, and the side elevation slightly over 200 feet.

Such a large number of houses allows a diversified treatment of plant life, and the houses are splendidly equipped with watering, heating and ventilation sys-tems. Commodious walks permit the vis-itor to view the plants without discom-

play of foliage, is not unlike the corner of a tropical garden. Bamboos of all sorts and descriptions, from the giant trees 30 feet high to the smaller varieties, slender and supple as a whip, grow here in profusion. Then there are young speci-mens of the royal palm, probably the most stately of this family, which grows to the height of 90 feet, and at maturity has a

Trunk like a granite column.

The most recent addition to this house is a wine or toddy palm, presented to the garden by H. McK. Twombly. Its height from the top of the tub in which it grows to the tip of the uppermost leaf is 36 feet, and it has a most vigorous appearance The trunk is about 15 inches in diameter at the base, and the leaves measure 13 to 15 feet in length, and are but a little less in width, giving the palm a spread of 28 feet. As it stands in the center of the group, all the other palms except the great bamboo look very small in comparison, though they are not by any means

This particular variety is found in tropi cal Asia and other Eastern countries, and it is one of the paims from which paim wine or toddy is obtained. A peculiarity of the wine paim is the fact that it be-gins to flower at the summit, the process continuing downward until at last, when the base is reached, the plant dies. Palms that belong to this class are said to grow rapidly and live comparatively only a short time. Other peculiar specimens are the golden fruited palm from Madagas-car, which is very graceful, and the Bourbon palm, whose trunk is protected by long sharp spurs.

Resembling each other in a general way, but coming from different ends of the world, are the Illawarra palm, a native of Australia, and the mountain cab-bage, which, in the West Indica furnishes from among its cluster of leaves a much esteemed vegetable. These, together with the sago paim, date paim, umbrella paim and fan paim, are on exhibition.

Passing from the palmhouse to the west wing of the buildings one smells the pleasant odor of pineapple plants. Here also is the curious pitcher plant from the East Indies, with its pitchers half filled with water, hanging from the ends of the leaves by a siender green pipe about eight inches long. Farther on, in one of the larger houses, are banana trees from Abyssinia, with almost perfect leaves, fully 12 feet long. Never having suffered from high winds, the leaves are not whipped to pieces like those that grow outdoors. It would probably be difficult to find any. where better proportioned specimens

the banana. They are now in fruit, which will ripen in a few weeks. In the same house with the century plant are specimens of the screw pine, a tree that is unique in many respects. As it grows the trunk and leaves gradually twist thenselves in the form of a giant corkserew, and it seems to have the power of carrying out this effect without becoming distorted. The roots of this tree shoot out from the trunk above the

tree shoot out from the trunk above the ground, and in the course of time find their way into the earth.

Among the cactuses are the night-blooming cereus, whose beautiful flowers give off a most powerful perfume, the common Turk's head, the prickly pear, and a variety that grows like a fluted column. The latter is about 12 feet high, and is entirely covered with needless. and is entirely covered with needles There are hundreds of other varieties, to one of which deserves mention. This is the crown-of-thorns, popularly supposed to have been the plant used at the torture of Christ. It is an interesting little plant,

with pretty pink flowers. Those who have never seen orange trees covered with yellow fruit can find them at the conservatories. The fruit, though not large, is perfect. Just as interesting are the Australian tree ferns, 12 feet high. and the ferns with leaves that look as if they are coated with eliver.
So large and diversified is the exhibition

that it is not possible to gain an adequate idea of its proportions in one visit. The gardeners use many of the tricks of their profession in caring for the plants. One is to train creepers to climb the trunks of the tail paims, and another is the use of potatoes for catching insects. Half a po-tato is placed on the top of the soil in each pot, and the insect, instead of at-tacking the leaves of the plant, in many cases crawls to the potato, where it is caught and destroyed.

An Engle Drowned by Its Prey.

Buffalo Courier.

Jamestown, N. Y.—A colony of American eagles made its home along the shores of Chautauqua Lake for many years, A story is told of one of these birds which is verified by Mr. and Mrs. Charles Dykeman, who reside on Bayfield farm, who witnessed the incident, that is truly remarkable markable.

The engie was gracefully soaring over the lake, when it suddenly darted with lightning rapidity toward the water, catching in its talons a muskallonge two feet or more in length and weighing probthe lake, when it suddenly darted with lightning rapidity toward the water, catching in its talons a muskallonge two feet or more in length and weighing probably 10 pounds. There was a clash and a splashing of fins and feathers, but slowly the bird rose in the air with its cap-

tive dangling and wriggling below. When at a height of about 1000 feet, the bird, still clinging to the fish, began to sink alowly toward the lake again, gaining speed as it descended, and finally fell with a splash in the water. Later the bird and fish were found together dead.

The fish had evidently been too heavy for the eagle to carry, but its claws were

for the eagle to carry, but its claws we so firmly imbedded in the flesh that it could not release its hold, and as its strength gave way it sank into the water whence it had sought its prey and was

### REVIVE DOMESTIC SCIENCE Indications That the Fascinating Art of Cooking Is Coming Into Its Own. Chicago Record-Herald. The winning of the first prize in the au-

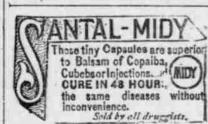
nual culinary contest at Bryn Mawr by a young woman who is a native of Sweden must emphasize in the public mind two significant facts—the increasing import-ance given to domestic science in the cur-ricula of the schools and colleges and the strong disinclination of American girls to contest for honors in this direction or to become proficient in the household arts. While many thoughtful students of our social and industrial conditions will de-plore the fact that a native of Sweden was plore the fact that a native of Sweden was permitted to carry off the first prize for cooking in an American school, others more optimistically inclined will see in the fact that Bryn Mawr has exuited domestic science in this manner a hopeful sign for the future trend of our educational forces. Cookery is by far not only the most important but the most fascinating branch of domestic science. As this science has to do with the organization and management of the home, and as the home is the unit of National strength, its importance at this time can hardly be overestimated. If we look for the causes of the physical sturdiness of the people of Denmark, Sweden, Switzerland, Holland and Ger-many we can hardly fall to trace them to the importance that is given by these peo-ples to domestic science and everything that contributes to the exaltation of the home. In these countries the chemistry of cooking, the production and preparation of milk products and a system of public edu cation which signifies the handcrafts and develops individuality, have all contributed to the building of sturdy and stalwart races. In Spain and Italy, where there is little love of the home, and where neither the science of agriculture nor of cookery is understood, and where there is practically no dementic science that the science of agriculture and the science of th ally no domestic science, there is

degeneracy, moral deprayity and the na-tional decline. With our increasing commercialism and the steady drift from the farm to the factory we must have a renalssance of the domestic science and love of the house-hold arts that were brought over by the sturdy Pilgrims If we are to protect the race from physical and mental decay

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tion chiain folder.

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### Willamette River Boats

TRAVELERS' GUIDE.



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ATLANTIC EXPRESS For the East via Hunt- ington	8:15 P. M. Daily.	10:30 A. M. Dally.
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S. S. Columbia— Dec. 8, 18, 28, S. S. Geo. W. Elder— Dec. 15, 23.	From Alneworth Dock, 8:00 P. M.	5:00 P. M.
For ASTORIA and way points, connecting with stemmer for liwaco and	8:00 P. M. Daily ex. Sunday.	5:00 P. M. Dully except

North Beach, steamer Saturday, Hassalo, Ash-st. Dock 10 P. M. for Salem, Corvallis I way points, steam-Ruth, Ash - street Fridays. FOR DAYTON, Oregon 7:00 A. M. 3:00 P. M. City and Yambill River Tues. Mon. coints, sir. Elmore, Thurs., tab-st. dock. (Water permitting.)

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Mount Angel, Silverton, Brown sville, Springfield,
Wedding and Natron. \*7:45 A. M. \*S:30 A. M. tron. Albany passenger .. \*10:10 A. M. Connects at Wood-4:00 P. M. Connects at Wood-burn with Mt. An-gel and Silverton local. \* Corvallis passenger. \*5:50 P. M. \*7:20 A. M.

Sheridan passenger. 18:25 A. M. PORTLAND-OSWEGO SUBURBAN SERVICE AND

TAMBILL DIVISION. Leave Portland daily for cavego at 7:30 A. M., 12:30, 2:25, 3:25, 5:20, 6:25, 8:30, 10:10 P. M. Daily except Sungay, 5:30, 6:30, 8:35, 10:25 A. M., 4:30, 11:30 P. M. Sunday only, 6:30 A. M. Returning from Oawego, arrive Portland 9:09 A M.

Returning from Oswega arrive Portland daily 8:30 A. M., 1:33, 8:05, 4:55, 6:13, 7:35, 5:35, 11:10 P. M. Daily except Sunday, 6:35, 7:25, 9:35, 11:25 A. M. Except Monday, 6:35, 12:35 A. M. Sunday only, 10:00 a M.

Leave from same depot for P-tilas and intermediate points daily exampt Sunday 4:00 P. M.

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