# RIGHT OF WAY SETTLED

### KLICKITAT INDIANS SELL TO COLUMBIA RIVER & NORTHERN.

### Arrangement Effected Through Government Agent From Fort Simcoe—Tracklaying Proceeding.

The last obstacle in the path of the Columbia River & Northern Railroad has been removed by settlement with the Klickitat Indians for right of way across lands held in severalty by them. It was necessary for the railroad to cross a number of tracts of land that had been allotted to the Indians. Under the practice of the Government absolute title does not pass to the Indian until he has occupied the land under allotment for 25 years, so it is impossible to deal with these red men as independent holders of fee simple title. All transactions with them must be through the medium of the Government, which sees that the Indians get fair play. In this case Indian Agent Lynch came over from Fort Simcoe, on the Yakima reservation, and arranged with the Indians and the Railroad Company for the necessary right of way at a reasonable price. Something like a total of $1500 was paid. All this land is in the immediate valley of the Klickitat. The Indians are satisfied with the arrangement and there is good feeling on both sides.

Rails on the Columbia River & Northern are now laid to a point about eight miles from Lyle and the work is going forward rapidly. The snow that came last month lay on the ground some time, but finally it went off with a rush and the Klickitat River was set booming. But the high water did not reach the new railroad bridge and no part of the grade was injured in the least. This flood proved the wisdom of the engineers in locating and building the track as they did and gives assurance that no harm to the property is likely to come from floods in the Klickitat.

### PENNSYLVANIA HITS BACK.

### Claims Partnership With Western Union and Wants It Wound Up.

PITTSBURG, Jan. 14.—A new phase of the legal battle between the Western Union Telegraph Company and the Pennsylvania Railroad Company developed today, when the Pennsylvania Company filed a cross-bill in the United States Circuit Court against the Western Union Telegraph Company. The cross-bill alleges that a partnership has existed between the plaintiff and defendant for years and the court is asked to declare that all contracts and agreements between the defendant and plaintiff terminate and end as of June 2, 1903; that an accounting be had and a decree made fixing and determining the respective rights and standing of the plaintiff and defendant to the lines of telegraph.

The court is further asked to declare that the Western Union Telegraph Company has no right or authority to occupy any portion of the property of the plaintiff under the acts of Congress; to grant a perpetual injunction restraining the defendant company from so doing after June 2, 1903, and from interfering with the plaintiff in removing the property from all its lines if deemed necessary.

The Pennsylvania Company also filed an answer and demurrer in the previous case, asking that the portion of the agreement that no other company or individual be permitted to build or operate a telegraph line along the right of way of the railroad company be declared void and illegal, because it was intended to create a monopoly in the telegraph business.

### TICKET FORGERY NO JOKE.

### Men Go to Penitentiary for It—Breaking the Business.

Railroad men are greatly elated at the punishment that recently overtook ticket forgers in Chicago. General Passenger and Ticket Agent Fee, of the Northern Pacific, says it is about time that the public should realize that forging railroad tickets may be punished as any other forgery is, and he says there ought to be more vigorous announcement of this fact. A Chicago paper speaks of the convictions had there last week as follows:

"Prosecutor Harry Olson, the state and the railroad companies scored a big victory in Judge Bretano's court this morning when Charles J. Allardt, the former ticket-broker, pleaded guilty to seven charges of forgery. He was sentenced to the penitentiary, and if he were to serve the aggregate limit of his legal dues he would have to stay in Joliet 98 years.

"John A. Donaghue pleaded guilty in three cases, and was also sentenced to the penitentiary. His term would amount to 42 years. Edward Farnum entered a plea of guilty in one case. He will be sentenced later.

"The result of the ticket-forging prosecution has been to completely break up the business in Chicago, and railroad men say the crooked element among the brokers has been driven from the city."

### TO KEEP PERPETUAL CONTROL.

### Northern Securities Directors Tell Purposes of Merger.

NEW YORK, Jan. 14.—The hearing of testimony in the State of Minnesota against the Northern Securities Company was resumed here today. George F. Baker and W. S. Thorne, directors of the Northern Securities Company, gave evidence. They said they had always co-operated with J. J. Hill. Mr. Baker told of several talks he had with Mr. Hill in the Fall of 1901 regarding the formation of the Northern Securities Company. He understood that the purpose of the formation was to have a holding company in which the permanent and perpetual control of both the Great Northern and Northern Pacific companies would be placed.

Mr. Baker testified that he had taken no part in fixing the rate at which the Great Northern and Northern Pacific stock should be exchanged for Northern Securities stock; that matter was left almost entirely to Mr. Hill.

Mr. Thorne testified that it was his desire to have the Northern Pacific stock placed with the holding company where it would not become hostile to, or be put in opposition to, the Great Northern Railway Company.

### WESTERN UNION WINS.

### Pennsylvania Railroad Enjoined From Excluding It From Roadbed.

TRENTON, N. J., Jan. 14.—In the Circuit Court today a decision was filed in favor of the Western Union Telegraph Company, restraining the Pennsylvania Railroad from interfering with the company's lines along the road. The injunction is made permanent. The decision says:

"While the question here at issue has not had judicial interpretation by the court of last resort, the statute of July 24, 1866, as applicable to post roads, has several times been before the courts for their construction. It has been decided, in United States vs. the Union Pacific Railroad Company: 'That no company owning a post road over which interstate commerce is carried on can consistently with the act of July 24, 1866, bind itself by agreement to exclude from its roadway any telegraph company incorporated under the laws of a state which accepts the provisions of the act and desires the use of that roadway for its lines in such manner as will not interfere with the ordinary travel thereon.'"

### O. R. & N. Men Want More Pay.

A committee representing the trainmen of the O. R. & N. will have a conference with President Mohler and Superintendent O'Brien today for the purpose of readjusting the wage schedule so as to give the men more money. Engineers, firemen and conductors will be represented at this meeting. This is along the lines of the general advance on several other railroads. The Southern Pacific recently granted a material advance to engineers and are negotiating for a new scale with the other trainmen, and it is expected that the movement among the O. R. & N. men will have the effect of advancing their pay about the same as has been done on the Southern Pacific.

# THREE SKATERS DROWNED

### Ice Near Washington Monument Breaks Under a Crowd.

WASHINGTON, Jan. 14.—While a large crowd was skating on the bathing basin near the Washington monument this evening the ice suddenly gave way, and precipitated 20 or more persons in the water. Three persons lost their lives. They are: Miss Jessie C. Thomas, a young woman of 20 years, clerk in the Bureau of Ethnology; Arthur Wasserbach, employe of the Bureau of Engraving and Printing, and Henry C. Hamill, a clerk in the War Department.

Wasserbach was a native of Washington, and Hamill was from Michigan, and Miss Thomas, previous to a year ago, had lived in Frederick, Md. Hamill was about 45 years old.

There were probably 2000 persons skating on the basin at the time of the accident. A hot water pipe from the engine-room of the Washington monument empties into the basin near where the ice gave way. The skaters had been warned that the location was dangerous, but it is said they disregarded the advice, and when the crash came fully 20 men and women went through the broken ice into the water. All were rescued except the two men, whose bodies subsequently were recovered. Miss Thomas died a short while after her removal to the hospital.

Officer Bunningan, of the Metropolitan police, jumped into a boat near at hand and unaided rescued seven persons. The police are satisfied that all those who were in the accident have been accounted for.

### Only Soldiers Vote in Ecuador.

GUAYAQUIL, Ecuador, Jan. 14.—The election for a Vice-President of this republic, which began last Sunday, ended today. The returns from Guayaquil are in favor of Alfredo Baquerizo-Moreno. Returns from the rest of the country, it is believed, will favor him, as he is the candidate of the government. The people showed the greatest indifference. No civilians voted, and only soldiers were seen at the polls.

### Committed to the Asylum.

SALEM, Or., Jan. 14.—(Special.)—William Holtzlaw, aged 24 years, a farmer residing near Silverton, was today committed to the asylum. He is an epileptic.

### AT THE HOTELS.

THE PORTLAND.

E D Casey, city
E E Bonnelli, Chicago
C B Ortlinger, N Y
Sam Cohen, San Fr
W E Osborne, N Y
M J Grammont, S F
H W Lobb, San Fran
S Plummer, Duluth
Geo Oberauer, San Fr
B Norman, Spokane
H C Eddy, Chicago
W K Kelly, San Fran
Monroe H Starr & wf, N Y
Joseph Gardner, S F
I B Armstrong & wf, Everett
Robt H Rothchild, S F
Morris C Wagner, N Y
W R Thorsen, Milwk
M Ekberg, San Fran
Mrs N S Thompson, San Francisco
Geo W Johnson, Ashlnd
D H Bibb, San Fran
R P Lewis, Seattle
Robt Asher, Wasioto
T E McGintie, Seattle
W B Gray, St Paul
Frank H Ilse, Chicago
Mrs T Norman, mother and children
Leon Letzynsky, S F
W L Brady, San Fr
R Kendrick, San Fr
W A Graunes, N Y
I Goldman, N Y
G N Jacobi, Reading
T H Curtis, Astoria
Alex McDermott & w, Victoria, B C
Mr West, city
I R Thurvnsen, Redliff
H S Miller, Seattle
J F Nicholsen, Chgo
A S J Holt, Seattle
A J Crowder, Spokane
C J Taber, Woodstock
J H Beecher, San Fr
S Price, Hailey
W S Garrett, San Fr
A E Reames, Jacksonvl
F W Vaille, city
F J Ryan, Chicago
Rev W J Metz, LL B, Seattle
C W Nibley, Baker Cy
D Eccles, Baker City
F J Buttemer, Vanc, BC
Thos A Manley, Eugene
Frank Cook & wf, city
F E Barstow, San Fr
B A Rosenthal, N Y
C H Callender, Knappton
F H Irwin, city

THE PERKINS.

James Snipes, Dalles
J H Kelly, Walla W
Geo C Gates, Seattle
M M Preston, Moscow
M V Potts, Wasco
Mrs Beurah, Pullman
D B Thomas, Arlington
W W Leggat, San Fr
H H Brooks, Roseburg
Mrs H H Brooks, do
W H Eccles, Ogden
Jack A West, Ogden
W W Saint, San Fr
O J Walker, Denver
Henry L Beutz, Butteville, Or
Mrs Beutz, do
Frank Gibson, Rickreall
L B Reeder, Pendleton
Jas Johnson, Skagway
Mrs Jas Johnson, do
A C Childs, Seattle
J H McLockland, Winnipeg
Miss Mary Holtrop, do
R Felix Buchert, Siletz
P O Rothrick, Spokane
J A Davis, Weiser
T J Smith, Fossil, Or
R M Johnson, Chehalis
Mrs R M Johnson, do
L K Moore, Moro, Or
Mrs L K Moore, do
J O Elrod, Moro, Or
Mrs J O Elrod, do
Loren W Sanders, Nrth Powder
T Armstrong, Goldendl
Miss Lillian Richards, Corvallis
Anna Pletz, Moro, Or
L L Pletz, Moro, Or
Mrs L. L. Pletz, do
T Wigman, city
Grace Norris, Kelso
Mrs John Richards, Corvallis
C R Malthis, Amity, Or
Mrs C R Malthis, do
H M Roberts, North Yamhill
H E Smith, do
H Bunkle, Early, Or
Miss Bunkle, do
Chas Watchta, Glenwood, N D
A Holladay, Scappoose
N H Brooks, Goldendale
S H Gates, Hillsboro
J W Armstrong, Salem
Mrs J W Armstrong, do
W W Scott, Creswell
Meade Scott, do
J T Thompson, Brownsville, Or
Shreve Swack, Aumsvil
C F Munger, Salem
Mrs C F Munger, do
J S Lecroix, St Louis
B F Cannon, McMinnvl
E Palmer, Astoria
Frank Brown, N Yamh
W A Calkins, Burns
E Johnson, Seattle
Mrs C Burke, Snohomish, Wash
J J McDougall, Seattle
Edw Donnolly, Coos B
W H Alexander, city
W S Gilhouse, Albany
Geo L Hillyer, McMinn

THE IMPERIAL.

O M Chambers, city
H C Holt, San Fran
W A Calkins, Burns
A D Hare, city
D O Hare, city
W K Shepherd, Wallace, Idaho
Mrs W K Shepherd, do
D M Sears, Hood Rivr
W T Taylor, San Fr
J N Jacobs, Cnlonitwn
Mrs Jacobs, do
R A White, San Fran
J N Dickerson, Fresno
G T Burch, Stockton
W S Kirk, Phila
F W Settlemier, Woodburn
Mrs D A Paine, Eugene
E A McNell, St Paul
W M Waldron, San Fr
T J Buford, Sumpter
Mrs M L Barker, Phila
L L Chipman, Frisco
J T Boneby, Astoria
G Wingate, Astoria
M Gorman, Cathlamet
Mrs Gorman & son, do
Chas Doffer, St Louis
W H Grant, Seattle
Mrs W H Grant, do
John Brady, San Jose

THE ST.

C Haskins, Silverton
C L Humphreys, Salem
T Johnson & wf, do
C Berg, Stella
C Saline, Astoria
C E MacFarlane, Nahcotta
J E Brittan, Collins, Wash
J Geary, Marshland
J H McDonald, Clatskanie
J H Legg, city
F Wagner, city
Z Houser, Pendleton
W H Wagner, Woodland
P Bronck, Rainier
J W Stanley, Catlin
F M Meikle, Olequa, Wash
T E Hyatt, do
Geo C Walker, San Fr
Mrs D J Lawton, Grant's Pass
Miss M Johnson, do
A E Matthews, Milwk
Miss M Matthews, do
Mrs D F Cheek do
J P Aplin, Cornelius
J F Mayback, Gray's River
Mrs M T Coleman, Chanpoeg
G Porter & dr, Kelso
C F Barker & family, Superior
A L Bozarth, Woodland
J R Bozarth, do
E Goldberg, San Fr
C J Simeral, Salem
Mrs E C Cross, do
Capt J H Mills, Mont
C H Wyman, do
C H Park, Salem
Maurice Connolly, Dubuque, Ia
Dr R F Johnson, Kelso
W C Blanchard, Skagway
F J Parker, Walla W
D M Gould, Eugene
D O Gould, Eugene
Sam Mothershead, Burns
Mrs Mothershead, do
A G Bartholomew, Heppner
A K Curtis, Omaha
Mrs Curtis, Omaha
A B Leckenby, Union
Albert Brix, Astoria
Judge T H Crawford, Union
E W Davis, Union
T C Taylor, Pendleton
W A Stingleland
Mrs M B Monroe, Olympia
Dudley Nollard, Boise
Mrs Nollard, Boise

CHARLES.

S M Ward, city
H Turner, city
G Gackley, city
L P Corwin
C A Lyson, Boring
G Harrington, do
Shelby Wilson, Cathlamet
E Kinegar, Warrendale
J H Myers, do
E McCarthy, do
B Dickerson, do
J H Bratten, Salem
N Ward, Deer Island
D D McMillan, do
J H Gibbon, Chehalis
Mrs H Jenkins, Ostrander
Mrs J E Hardwick, Castle Rock
N Hardwick, Astoria
J Richardson, Goldendl
F M Studebaker, Corvallis
D N McDonald, Aberdeen
C Frost, Woodland
W Hall, city
D Brown, Lexington
J W Newton, Portland
J E Hamer, Albany
D Jenkins, Albany
M J Watson, Goldendal
H S Lefever, do
Mrs C Guinette, Butteville
A Reeves, Salem
H West, Scappoose
A A White, Scott's Mill

**Hotel Brunswick, Seattle.**
European plan; popular rates. Modern improvements. Business center. Near depot.

**Tacoma Hotel, Tacoma.**
American plan. Rates, $3 and up.

**Hotel Donnelly, Tacoma.**
First-class restaurant in connection.

**Rainier Grand Hotel, Seattle.**
European plan. Finest cafe on Coast. Hdqrs. naval, military and traveling men. Rooms en suite and single. Free shower baths. Rates, $1 up. H. P. Dunbar, Prop.

# TEXAN'S FAST PASSAGE

### FROM NEW YORK TO SAN FRANCISCO IN FORTY-SIX DAYS.

### Steamer Brings a Quantity of Freight for Portland Merchants—Wreckage From the St. Enoch.

One of the most remarkable passages in recent maritime annals has just been made by the new steamer Texan, on her maiden trip out from New York to San Francisco. The steamer, which left New York November 27, came through the Straits of Magellan and arrived at the California port Tuesday evening. Her actual steaming time on the trip was only 46 days and 18 hours.

The Texan is a large, steel, twin-screw steamer of 12,000 tons, and is the latest addition to the line of the American-Hawaiian Steamship Company. Other vessels in the line are the new steamers Hawaiian and Oregonian. The Texan has among her cargo 600 or 700 tons of freight for Portland merchants, which will be forwarded from San Francisco immediately.

### SOLANO WILL SAIL.

### Sailors' Union Gives In When Other Seamen Were to Be Secured.

ABERDEEN, Wash., Jan. 14.—(Special.)—The announcement that the revenue cutter Grant would come here with a crew for the schooner Solano, prevented from sailing by the Sailors' Union, put a quietus on the members of that organization today, and they kept out of sight. The cutter will reach here tonight and the schooner will probably sail in the morning, as the captain has been given his clearance papers.

The following resolutions were passed by the Business Men's Association last night:

"Resolved, That it is the sense of this organization that we deplore and condemn the action of the local Sailors' Union, of Aberdeen, in the methods employed by them to prevent the master of the schooner Solano in obtaining a crew for his vessel, and its arbitrary and dictatorial methods towards vessels and the masters of vessels in relation to the employment of labor in the shipping business, as injurious and detrimental to commerce and to the prosperity of the city in general. And, be it further

"Resolved, That the City Council of the City of Aberdeen be and is hereby requested to furnish ample police protection to any master of a vessel in the port of Aberdeen whenever requested by such master, and, be it further

"Resolved, That our Representatives in the Legislature be and they hereby are requested to use their best efforts to cause to be enacted a suitable state law making any boycotts unlawful and providing penalties therefor."

### WITH A FAIR WIND.

### Five More Loaded Wheat Ships Cross Out From Astoria.

Another batch of grain-carriers took advantage of the favorable conditions yesterday and crossed out from Astoria. The departing vessels were the French bark Marie, German bark Nal, German ship Nesala, all for Queenstown or Falmouth for orders, the French bark Lamoriciere, for East London, and the British bark Matterhorn, for Sydney. Loaded grain ships left in the lower harbor are the Allerton, Dowan Hill, Aster, Werra, Glenesslin and Francois Coppee, the latter arriving down at 10 yesterday morning.

Other movements at Astoria yesterday were the departure at noon of the China steamer Indrapura, the sailing of the steamer Prentiss for San Francisco, and the British bark Sussex with lumber for Algoa Bay, and the arrival of the British ship Musselcrag with cargo from Antwerp. The last-named ship is coming to Balfour, Guthrie & Co. She was 176 days on the passage.

### WRECKAGE FROM ST. ENOCH.

### Reinsurance Rate on Overdue Vessel Jumps to 90 Per Cent.

LONDON, Jan. 14.—Advices from the Falkland Islands today report that a lifebuoy and a ship's wooden bucket marked "St. Enoch, Glasgow," were washed ashore at Port Stephens, West Falkland Island. The British ship St. Enoch sailed from Hamburg May 4 for Santa Rosalia, and was last heard of May 30.

SAN FRANCISCO, Jan. 14.—Today the St. Enoch is 254 days out from Hamburg, bound for Santa Rosalia. The reinsurance rate on the overdue vessel was 70 per cent, but, by reason of the rumor of the wreck, it jumped to 90 per cent, which usually precedes the posting of a ship as uninsurable.

### TYPHOON AT HAKODATE.

### Maru Steamer Breaks Adrift and Collides With Nine Vessels.

VICTORIA, B. C., Jan. 14.—The steamer Tacoma, which arrived this afternoon from the Orient, reports that during a great storm at Hakodate, Japan, on December 23, the steamer Kwanno Maru broke adrift and collided with nine vessels, badly damaging three steamers. The steamer went ashore herself. Several other collisions were reported and a number of junks were lost off shore with heavy loss of life.

### Astoria Marine Notes.

ASTORIA, Or., Jan. 14.—(Special.)—The German ship Nesala, which was in collision with the British ship Scottish Minstrel during Monday night, went to sea this morning much to the surprise of everyone. The extent of her injuries was not determined, as no survey was held, and her master did not even call on Lloyd's agent about the matter, although requested to. The known damage to the vessel above the waterline would not necessarily interfere with her going to sea, but there was good reason to believe that her bottom had been damaged by striking the fluke of the anchor of the Minstrel in dragging over it. The captain of the Minstrel, who witnessed the collision, feels quite confident that this happened, but the German captain was willing to take the risk that his vessel had not struck.

The schooner F. S. Redfield cleared at the Custom-House today for San Pedro with 499,800 feet of lumber, which was loaded at Rainier, and 257 poles, loaded at Westport.

All the damaged flour has been removed from the British ship Glenesslin and the owners of the cargo have been notified to replace it with good flour. As soon as this is received the vessel will be ready for sea, as she was not damaged in any way by the fire.

### Engines for the Arrow.

The engines for the steamer Arrow, built at the foot of East Oak street for Captain James Cochran and others, have been installed, and two large water-tube Taylor boilers will now be lifted into the hold. These boilers weigh 13 tons each, and are built for 250 pounds' pressure. A considerable section of the north side of the upper deck of the boat has been cut out to permit the boilers to be placed. The boat has been lowered on the dock, and preparations are being made for launching. The Arrow is one of the finest-finished steamers ever built in Portland. She will carry about 250 passengers. Her engines have 1100 horsepower. The lines of the boat are sharp, and it will probably make good speed on whatever route it may be placed.

### River Boatbuilders to Combine.

LOUISVILLE, Ky., Jan. 14.—Captain Edward Howard, of Jeffersonville, Ind., has confirmed the report from Cincinnati that he is the leading spirit in an effort to effect a combination of all of the boat-building interests on the Ohio and Mississippi Rivers, the company to be capitalized at $5,000,000. He said an organization had not yet been perfected, but would be in the near future. It was not contemplated at this time to absorb anything but the yards between Cincinnati and Paducah.

### Submarine Boat Launched.

SAN FRANCISCO, Jan. 14.—Shortly before noon today the United States submarine torpedo-boat Pike took her initial plunge into the waters of the bay from the ways at the Union Iron Works. The Pike is a duplicate of the Grampus, which was launched several months ago. The Grampus will be given her submarine trial in a few weeks.

### Shipping at Westport.

WESTPORT, Or., Jan. 14.—The steamer Melville Dollar arrived at 7:30 A. M. today. The steamer Robert Dollar sailed at 4 P. M. today.

### Marine Notes.

The Herzogin Cecilie is loading wheat at Irving dock.

The Jean Bart will complete her wheat cargo at the elevator today.

The Martha Roux began discharging ballast at the elevator yesterday.

The steamship Elleric, which is loading lumber for Manila, moved down from the Portland Lumber Company's mill to Victoria dock.

A drydock for merchant vessels has been built at the new Russian port of Dalny, on the Kwang Tung Peninsula, which formerly belonged to China. It took 15 months to construct the dock. Work on a second dock has been commenced.

### Domestic and Foreign Ports.

ASTORIA, Jan. 14.—Arrived down at 2 A. M. and sailed at 12 M.—British steamer Indrapura, for Hong Kong and way ports. Left up at 10 A. M.—Steamer Melville Dollar. Arrived down at 10 A. M.—French bark Francois Coppee. Sailed at 12 M.—French bark Marie, German bark Nal, German ship Nesala, for Queenstown or Falmouth, for orders; French bark Lamoriciere, for East London; British bark Matterhorn, for Sydney, and British bark Sussex, for Algoa Bay. Arrived at 2 P. M.—British bark Musselcrag, from Antwerp. Sailed at 3 P. M.—Steamer Prentiss, for San Francisco. Condition of the bar at 4 P. M., smooth; wind east; weather clear.

Hoquiam, Wash., Jan. 13.—Sailed—Schooner R. C. Slade, from Aberdeen for Honolulu; steamer Aberdeen, from Hoquiam for San Francisco.

Tacoma, Jan. 14.—Arrived—Steamship Isis, from Hamburg.

Glasgow, Jan. 14.—Arrived—Pomeranian, from Boston.

Algiers, Jan. 14.—Sailed—Commonwealth, for Genoa.

Antwerp, Jan. 13.—Sailed—Nederland, for Philadelphia.

Liverpool, Jan. 14.—Arrived—Sylvania, from Boston.

Scilly, Jan. 14.—1 P. M.—Passed—St. Paul, from New York for Southampton.

Browhead, Jan. 14.—Passed—Teutonic, from New York for Liverpool.

New York, Jan. 14.—Arrived—Maine, from Bremen; Bovic, from Liverpool. Sailed—Georgia, for Liverpool; Germanic, for Liverpool.

London, Jan. 13.—Arrived—Columbian, from Boston.

Queenstown, Jan. 14.—Arrived—Teutonic, from New York for Liverpool.

Southampton, Jan. 14.—Arrived—St. Paul, from New York.

Liverpool, Jan. 14.—Sailed—Celtic, for New York; Westerland, for Philadelphia.

San Francisco, Jan. 14.—Arrived—Schooner Gem, from Coquille River; schooner Ocean Spray, from Coquille River; schooner Fannie Adele, from Gray's Harbor; steamer Santa Monica, from Gray's Harbor; steamer Algoa, from Comox; ship Glory of the Seas, from Comox. Sailed—Steamer Centralia, for Gray's Harbor.

Seattle, Jan. 14.—Arrived—Steamer Queen, from San Francisco; steamer Rainier, from San Francisco. Sailed 13th—Steamer Dirigo, for Skagway. Sailed 14th—Steamer Charles Nelson, for San Francisco; steamer City of Puebla, for San Francisco; steamer Cottage City, for Skagway; German steamer Isis, for Tacoma.

# REBUKES EXTRAVAGANCE

### Judge Webster Opposed to an Expensive Grave Stone.

A monument to the memory of Thomas Williams, deceased, at a cost of $800, will not be erected in Riverview cemetery. Attorney T. B. McDevitt, Sr., yesterday afternoon filed a report in the Williams estate setting forth that the man died at Skagway, Alaska, in February, 1898, leaving $1900 in cash. In pursuance of his request made before death, the body was brought to Portland for burial. McDevitt stated that about $500 of the money has been expended by the administrator, James Brown, in the payment of the expense of the shipment of the remains, funeral and purchasing of the cemetery lot.

When Mr. McDevitt suggested that $800 be expended for a monument, Judge Webster looked surprised, and remarked quickly:

"What's that?"

"Eight hundred dollars for a monument," repeated McDevitt; "$700 or $800."

"I don't believe in monuments," responded the Judge. "Pay out $800 for a monument when there is only $1400 in the estate. I shall allow nothing for a monument."

Mr. McDevitt also stated that it was understood Williams had a sister and perhaps other heirs in St. John, New Brunswick, where he came from, and he had written to the Postmaster at that place and received no answer.

The court advised that a letter be sent to the American Consul saying: "These English postmasters do not pay any attention to anything. There may be some poor sisters or a mother there who need that money."

# CHINESE FOR ST. LOUIS.

### Those Going to Fair Must Give Cash Bond for Return.

SAN FRANCISCO, Jan. 14.—Notice was received today at the Chinese Bureau of special regulations for the admission of Chinese during the St. Louis Exposition, which have been drafted by the Secretary of the Treasury at Washington. According to the regulations, which are to exist only during the time of the exposition, Chinese having exhibits for the fair or bound on any other mission in connection with the exposition, may be admitted to the United States on the payment of a cash bond of $500 by some security company. Once admitted, the Chinamen must go by direct route to St. Louis, and must there remain during the exposition, engaging in no other service except that specified upon his arrival.

Within 30 days after the close of the exposition, all Chinese thus admitted must return to their point of entry into the country and leave by the first steamship.

### Slippery Peelings for the Unwary.

It is no uncommon thing to see banana peelings scattered along the streets and sidewalks, nor is it so uncommon a thing as could be wished to see persons thrown down by slipping on these "deadfalls." Such a collection of them as was set about the corner of Third and Morrison streets yesterday morning is seldom seen, and such a tumble as a man got who stepped from the sidewalk among them is not experienced more than once in the lifetime of many. It may be added that such a torrent of vituperation and abuse as he poured forth on being assisted to his feet, directed specially at all importers and peddlers of bananas, no one would care to listen to more than once. There is, however, no remedy for this littering of the streets, and no balm in Gilead to cure the results, and the victims have to grin and bear them. Inquiry was at once instituted to ascertain the reason for bananas being imported so extensively as at present. An importer said there was always a demand for bananas in cold weather. A few days ago there were none here, and there was a howl raised by consumers, which caused a number of carloads to be brought at once. Bananas and whisky, he said, are in demand in cool, frosty weather. Oranges are scarce yet, and as bananas are sweet, people pine for them. They cannot eat the banana skins nor carry them around in their pockets, and so strew them broadcast. People who do not want to fall down must not step on them, that's all.

# CHINESE FOR THE RAND

### Proposed Importation of Coolies for Mines Will Raise Storm.

LONDON, Jan. 15.—The idea that Colonial Secretary Chamberlain will consent to the importation of Chinese laborers into South Africa threatens to raise a storm of protest. It is hinted in some quarters that the mineowners of the Transvaal so readily agreed to contribute $50,000,000 to meet the expenses of the war because they believed that Mr. Chamberlain was ready to yield on the coolie question.

The mineowners contend that the employment of white labor in the mines has proved a failure, that it is impossible to obtain a sufficient number of Kaffirs, who are constantly demanding increased pay, and that it is urgently necessary to find at least 100,000 laborers effectively to restore the mining industry.

Mr. Chamberlain, in a conference held with the mine managers at Johannesburg Tuesday, said it had been forced upon him that the vital question was that of labor. He said he was not in favor of employing Uganda natives, for fear of introducing the dreaded sleeping sickness, which killed 30,000 persons last year. The Secretary warned the mine managers that it would be extremely difficult to secure an unlimited supply of Asiatic labor, and in conclusion he said he was unable to pronounce a definite opinion on the matter.

The idea of the mineowners is to import Chinese under the indenture system and to reship them to China after a term of years. The London papers this morning decline to believe that Mr. Chamberlain will assent to such a plan, and they point out the dangers experienced in the United States and elsewhere in the employment of "yellow men."

### Sultan Throws Sop to Macedonia.

CONSTANTINOPLE, Jan. 14.—Ferid Pasha, president of the Macedonia reform committee, has been appointed Grand Vizier.

## WORTH KNOWING

### At this Season of the Year.

Any cough accompanied by expectoration which lasts over three or four days requires attention and treatment; this does not mean a visit to the hospital, nor to your physician nor wholesale drugging with patent medicines; but it means that some simple, harmless, effective antiseptic remedy like Stuart's Catarrh Tablets should be used to ward off any possible termination in Pneumonia, Chronic Catarrh, Bronchitis or Consumption.

All of these formidable diseases start from a common cold, neglected or allowed to run its course, and it is only the exercise of common every-day caution to cure a cold as quickly as possible, not so much for what it is at the moment, but what it may become if neglected.

Perhaps no remedy is so safe, reliable and convenient to stop a cold or obstinate cough as Stuart's Catarrh Tablets.

The extract of blood root contained in them, combined with the red gum of the Eucalyptus tree, seem to put the mucous membrane of the nose, mouth and throat in a condition to throw off the germs of catarrh, bronchitis and consumption, and as they are taken internally they seem to equalize the circulation and place the body in that condition of health which resists and throws off the germs of disease.

A person in perfect health rarely catches cold, and if he does, throws it off in a day or two, but, where the cold hangs on, stopping up the nostrils, irritating the throat, or there is persistent, annoying cough, it is evident that the system for some reason is unable to throw off the disease germs which cause the trouble; a little assistance is necessary, and this is best given by the use of some harmless germ-destroying antiseptic like Stuart's Catarrh Tablets, which are also palatable and equally so for children and adults.

Druggists sell these tablets at 50 cents full-sized package, higher in price than troches and cheap cough syrups, but Stuart's Catarrh Tablets contain antiseptic properties which actually cure colds, catarrh and throat and lung troubles, while it is a notorious fact that cough drops and cough syrups are largely composed of opium, cocaine and similar drugs that have no curative power.

It is also true that many popular liquid medicines and tonics for catarrh depend upon the alcohol they contain, which give simply a temporary stimulation of no real benefit for any trouble, catarrhal or otherwise.

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DELICATE DISHES for the AILING

# A Secret Disease

Of all human diseases, that known as contagious blood poison, or the Bad Disease, has caused more misery and suffering and ruined more lives than all others combined. It not only wrecks the hopes and aspirations of the one who contracts it, but often the innocent are made to share the humiliation and disgrace of this most loathsome and hateful form of blood poison. Children inherit it from parents, and thousands of the purest men and women have been contaminated and ruined simply through handling the clothing of one infected with this awful malady, or drinking from the same vessel and using the same toilet articles. And when the real nature of the trouble is known, many prefer to suffer in silence or leave the disease to do its worst rather than make known their condition.

THE INNOCENT SUFFER WITH THE GUILTY.

Through our Medical Department we offer advice and help. Write us freely about your case, as nothing you say will ever go beyond our office. Let us help you to get rid of this fearful disease, for which some one else no doubt is to blame.

It matters not how long the poison has been lurking in your system, S. S. S. will purify and build up your blood, and eliminate every atom of the deadly virus from the system and make a complete and permanent cure.

S. S. S. is the only antidote for Contagious Blood Poison and has been curing it for fifty years. It contains no mercury, potash or other harmful mineral ingredient, but is a purely vegetable remedy that cures without leaving any bad after effects.

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# Blood Poison

is the worst disease on earth, yet the easiest to cure WHEN YOU KNOW WHAT TO DO. Many have pimples, spots on the skin, sores in the mouth, ulcers, falling hair, bone pains, catarrh, don't know it is BLOOD POISON. Send to DR. BROWN, 935 Arch St., Philadelphia, Pa., for BROWN'S BLOOD CURE, $2.00 per bottle, lasts one month. For sale only by Frank Nau, Portland Hotel Pharmacy.

Ripans Tabules, doctors find, a good prescription for mankind. 10 for 5c. at druggists'.

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| Twin City Express for Tacoma, Seattle, Spokane, Helena, St. Paul, Minneapolis, Chicago, New York, Boston and all points East and Southeast | 11:45 pm | 7:00 pm |
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