HOW DEAL WAS MADE

Checks of More Than $34,000,000 Each Passed.

HANDLED BY MORGAN & CO

Exchange of Northern Pacific Preferred for Bonds That Went to Northern Securities Company—Details of the Transaction.

NEW YORK, Jan. 16.—The last hearing in New York in the case of the State of Minnesota against the Northern Securities Company, was held this afternoon and an adjournment was taken to January 26 at St. Paul. Special Examiner Ingersoll stated he would have to finish the taking of testimony in order to report to the court in Minnesota by February 15.

The hearing today resulted in a stipulation by both sides being drawn up and placed upon the records as to the transaction of December 27, 1901, at J. Pierpont Morgan & Co.'s bank, when Northern Pacific preferred stock, retired, was paid for and convertible bonds issued to raise the money needed to pay for the retired stock were sold to the Northern Securities to the extent of $34,709,062. The check was drawn by the Securities Company on Morgan & Co. for $34,709,062 and was exhibited at the hearing.

The stipulation says that on December 27 the Northern Securities Company owned about $41,000,000 of the preferred stock of the Northern Pacific, practically all of which stock had been secured from E. H. Harriman and Winslow S. Pierce, trustees. On December 27, the stipulation says, the Northern Pacific Company paid off and retired at par the preferred stock presented to it by the Northern Securities Company, paying for the same with its Northern Pacific check on J. Pierpont Morgan & Co., in favor of the Northern Securities Company for $34,709,000. On that date the Northrn Securities Company paid for the convertible bonds which it bought from the Northern Pacific with a check for $34,709,062. This check was on Morgan & Co., bankers, for the Securities Company, as well as the Northern Pacific, and the difference between the two big checks was only $62. Both of the checks were deposited with Morgan & Co. in the usual course of business.

It was brought out that the Northern Pacific had about $500,000 on deposit December 27, 1901, besides the money needed to meet the demands of retiring its preferred stock.

Francis L. Stetson, who was present as general counsel for the Northern Pacific, was called as a witness, and an effort was made by counsel for Minnesota to get testimony from him that he discussed as counsel with Mr. Morgan or Colonel Clough, the question whether the proposed company (the Northern Securities) would violate the laws of Minnesota. Mr. Stetson did not remember that he did, but he was ready to give his opinion of the legality of the Northern Securities Company, indicating that he believed it had the same right as a person to hold the stocks of two or more railroads, a point that he thought had been settled by the Pearsall case.

Witness said he advised Colonel Clough as to the best way to form an investment company under the laws of New Jersey, and he said that for the incorporators of the Northern Securities Company Mr. Clough suggested Mr. Baker and Mr. Perkins (of Morgan & Co.) suggested Messrs. Hyatt and Trimble.

Colonel Clough gave some testimony to be inserted in the records later, as to the home office of the Northern Securities Company, which he said was in Hoboken, N. J., though it had an office in New York City. It had no property at all in Minnesota. The Great Northern, he said, acted under a special charter, and could transact its business anywhere.

HEARING IS CONTINUED.

August Belmont Testifies Concerning Sale of L. & N.

NEW YORK, Jan. 16.—The Interstate Commerce Commission continued today the hearing of the charges of the New York Railroad Commission that the Atlantic Coast Line Railroad Company and the Louisville & Nashville had violated the interstate commerce act.

August Belmont testified he was and is still chairman of the board of directors of the L. & N.

"When did you first know that Gates and his associates had secured control of the road?" was asked.

"Not until they had," he replied.

Mr. Belmont said he had nothing to do with the appeal, if any was made to J. P. Morgan & Co., to secure the shares from John W. Gates and his associates.

In reply to a question Mr. Belmont said it had not yet occurred to him that the Atlantic Coast Line Company could discharge the duties of the Louisville & Nashville to the public better than he could.

"Then the change made was due to circumstances beyond your control?" was asked.

"It was," replied Mr. Belmont. "After Mr. Gates got control of the majority of the stock there was nothing to be done."

Witness said he had the same control now as before the L. & N. stock was converted to the Atlantic Coast Line and that his board approved the change in the holding to legalize the control of the road by a foreign corporation. Mr. Belmont denied that there was any agreement by the L. & N. and the Atlantic Coast Line Company which in any way conflicts with the interstate commerce law. He had assumed the responsibility of representing stockholders who had not given proxies when it was voted to pass the control of the L. & N. to a corporation which did not own any track in Kentucky.

Mr. Perkins, a member of the firm of J. P. Morgan & Co., said he had no direct interest in the Southern Railway. He said that as a result of the conference before the L. & N. stock was transferred to the Atlantic Coast Line Company no action was taken to sell the Louisville & Nashville control to the Southern Company. That road was both parallel and competing with the L. & N., while the Coast Line was not. Witness learned in April of last year that Gates' acquisition of Louisville & Nashville stock and that it was for sale. That was the first intimation any one interested in the general market had that Mr. Gates had got the stock. Mr. Perkins said the L. & N. secured an option on the Monon after the L. & N. stock was in the hands of J. P. Morgan & Co. He did not know whether the Louisville & Southern could not control the traffic of the Monon, but they could use the system jointly. The Monon was bought to give the Southern and the Louisville & Nashville an entrance to Chicago.

It was brought out at this point that J. P. Morgan & Co. bought of Gates 102,000 shares of L. & N. at 130 and took an option on 304,000 shares at 150 with the agreement that Harris, Gates & Co. should have the right to share in any plans adopted.

"Did you seek Harris, Gates & Co., or did they seek you?" was asked.

"We sought them. We thought the Atlantic Coast Line Company would purchase the stock if we showed them it was to their advantage to do so," said Mr. Perkins, who continued as follows:

"We were anxious where the control of the road should finally land. We knew if it remained with Mr. Gates no one could tell what would happen. The Gates people had told me their plan was to pay a high dividend and then dispose of the road in the market. We felt we owed a great deal to the interests of the minority of the stockholders, that the road had been admirably managed in the past and if continued in as good or better hands, the future interest of all would be safeguarded. There were only two places for it to go—the Atlantic Coast Line or the Seaboard. The Coast Line was approached first and took the property."

Mr. Perkins said his impression was that Mr. Gates paid between 102 and 130 for 102,000 shares of L. & N. and an average of 125 for the balance. When the Atlantic Coast Line took the shares Mr. Gates refused to take the securities offered but demanded cash.

George F. Baker, one of the voting trustees of the Southern Railway, had authorized the signing of his name to the circular advising stockholders of the Southern to make no change in the road's management until certain pending arrangements were completed.

The commission adjourned to meet in Chicago on Tuesday next.

WHY FREIGHT RATES ADVANCE.

Increased Cost of Operation Makes Them Necessary.

WASHINGTON, Jan. 16.—The Pennsylvania Railroad, the Pennsylvania Company, the Delaware, Lackawanna & Western and the Lehigh Valley have submitted to the Interstate Commerce Commission reports that the increases in freight rates on grain, grain products, dressed meats and packing-house products and a few other commodities are merely restorations to a usual or reasonable basis and are justified by increasing expenditures. The Pennsylvania Railroad admits that during the six months ended January 1, 1902, it participated in the payment of rebates on shipments originating at points west of Pittsburg to the extent of approximately $110,000. From then until June 30 last the Pennsylvania Company says it paid no rebates. While the cost of material and labor is an important factor in justifying its restoration of rates affected by the increase, the Pennsylvania points to the increased cost of operation due to the difficulty of moving an abnormally large traffic.

The Pennsylvania Company says that allowances or rebates approximating $50,000 or $60,000 were made from July 1, 1901, to January 1, 1902, but none have since then been granted. Since May 1 last the average rate of wages has increased about 8½ per cent. The Pennsylvania Company estimates that at the advance in the rates on grain, grain products, dressed beef and export provisions will increase its revenues only $150,000 to $180,000, while increased cost of labor and material will aggregate at least $2,000,000.

TO INVESTIGATE PASSES.

Legislature of Minnesota Moved by President Mellen's Statement.

ST. PAUL, Jan. 16.—Representative Yoerg today introduced in the Legislature a resolution citing the published statement of President C. S. Mellen, of the Northern Pacific Railway, on the improper use of passes issued to members of the Legislature and directing the appointment of a committee of nine "to investigate to what extent such passes have been issued and used and the result of such use if affecting the cost of transportation of passengers and freight in this state, and make report thereon to this house, with all convenient speed." The resolution went over until Tuesday.

That Immigration Snarl.

CHICAGO, Jan. 16.—After an all-day session here today the passenger representatives of Western lines decided to do what they could under the rules to assist the Rock Island in the position that the latter assumed relative to immigration business. It is probable that neither the Rock Island nor the Southern Pacific will come back into the immigration fold, but that a resolution will be passed which will settle the controversy on the basis of a truce. It was found impossible, owing to the attitude of the Southern Pacific and Santa Fe, to accede to the demands of the Rock Island, which would have to be granted before the latter company would rejoin the bureau.

New York Central Gets Water Front.

NEW YORK, Jan. 16.—The New York Central Railroad Company completed the purchased today of practically the entire Spuyten Duyvil water front. The land acquired comprises many acres and several miles of water front and will be used in the new schemes for shortening the railroad tracks. A great terminal station, to be connected with the Rapid Transit subway, is also a project in the near future.

Manhattan Stock Increased.

NEW YORK, Jan. 16.—The authorized stock of the Manhattan Railway was increased today from $48,000,000 to $60,000,000.

TEAMSTER TAKES HIS LIFE

James Kintrea Sends a Bullet Through His Brain.

By sending a bullet through his brain last night, James Kintrea, a teamster who lives on Wiberg lane, near Central, ended his own life. His body was found where he had been seated on some coal sacks in a shed back of Charles Meyer's saloon on East Burnside street and Union avenue. Neither the proprietor nor any of the people in the saloon knew him, but he was identified by some papers which were found in his pocket. No motive for his action is known. The revolver with which he took his life is an old-fashioned rim-fire 38-caliber. The bullet entered his head just above the right ear and killed him instantly. Coroner Finley was notified, and the body was taken to his undertaking-rooms.

Kintrea killed himself between 9 and 10 o'clock last night. Several people were standing about the saloon when he entered, but paid little attention to him. He walked straight through the barroom without looking at anyone and seated himself on some coal sacks in the shed behind the saloon. A few moments later the report of a revolver was heard, and two or three of the men rushed to the scene. They found him still clutching the revolver and just breathing his last.

He was a large, well-built man, weighing about 200 pounds. On looking through his pockets the Coroner found a number of receipts for payments made on a Studebaker wagon. The last one was dated January 3, 1903, and was for $15. The oldest one was for $10 and dated July 20. It stated that James Kintrea had made a part payment on No. 720, 3-12 gear. Other receipts showed that he had paid from $15 to $20 every month since.

Aside from these receipts there was nothing to tell who the man was or why he should wish to take his life. The Coroner will make investigation today as to whether or not he has a family and will try to find out why the deed was committed.

Kintrea wore a Woodmen of the World badge.

University of Oregon Sends Flowers.

UNIVERSITY OF ORGEGON, Eugene, Or., Jan. 16.—(Special.)—At a meeting of the associated students held yesterday, a special tax was levied, in order that a wreath of flowers be purchased and sent to the funeral of the Congressman Thomas H. Tongue. The last public address delivered in this state by Mr. Tongue was that before the University Assembly just prior to the present session of Congress.

Chamberlain's Private Secretary.

SALEM, Or., Jan. 16.—(Special.)—W. N. Gatens, of Portland, today began his duties as private secretary of Governor Chamberlain, Walter Lyon having retired with his chief Wednesday afternoon. Mrs. Shelton, of Portland, also assumed her duties today as stenographer to the new Governor, succeeding to the position vacated by Miss Merle Davey.

SPOT SHIPS CHARTERED

THREE VESSELS TAKEN FOR EARLY GRAIN LOADING.

Euphrosyne and Riversdale Will Carry Wheat to Australia—Emelie Will Take Barley to Europe.

The grain freight market has reopened with a sudden burst of activity. Yesterday three spot ships were added to the chartered list, leaving only four vessels available for grain disengaged in port. The three ships fixed were the Euphrosyne, Riversdale and Emelie. The first two will load for Australia, the last named for the United Kingdom, taking a full cargo of barley.

The Euphrosyne was chartered by J. J. Moore & Co., of San Francisco, who recently engaged the Wiscombe Park to load here for Australia. The Euphrosyne will get the same rate as the other ship, having the option of Sydney or Melbourne, 16s 3d to the former port, 15s to the latter. It is presumed she will choose the Sydney option. The Euphrosyne is somewhat of an old-timer in port, having arrived August 10. She has been lying up at the Southern Pacific dock since her arrival.

The Riversdale was taken by the Northwestern Warehouse Company, and will carry wheat to Melbourne. Her rate is 15s 6d.

Kerr, Gifford & Co. chartered the Emelie, which will load barley for Queenstown or Falmouth for orders at 16s 3d. This will be the third full barley cargo shipped from Portland this season, the other two also going to the United Kingdom. The first was taken on the Cambronne, which sailed October 4, and amounted to 115,354 bushels, valued at $63,675. The G. W. Wolff, which sailed December 14, carried 125,207 bushels, worth $66,235. The Cambronne's cargo was dispatched by Girvin & Eyre, the Wolff's by Kerr, Gifford & Co. The total shipments of barley from Portland to Europe in 1902, were 242,507 bushels, valued at $126,788. In addition to the full cargo mentioned above, part cargoes were taken by the Polamhall, Christel and Nantes.

The disengaged fleet remaining in port consists of the Bideston Hill, Hutton Hall, Scottish Minstrel and Musselcrag, aggregating 7783 tons. All of these ships have lately arrived with cargo. Other coast ports are not so well off as Portland. San Francisco harbor is full of idle ships, of the fleet of 59 vessels in port, 45 being without charters. The disengaged fleet there has an aggregate tonnage of 83,928, against 20,811 tons at this time last year.

ST. LOUIS IS SAFE.

Overdue Atlantic Liner Sighted Off Nantucket Lightship.

NEW YORK, Jan. 16.—Word reached this city this evening that the American Line steamer St. Louis, from Southampton January 2, for New York, was sighted off Nantucket lightship at 6:40 P. M., going dead slow. Signals were made to the south shore lightship, but owing to the fact that a heavy gale was blowing they were unintelligible. The slow rate of speed at which the St. Louis was traveling indicates that unless she is assisted she will not reach New York until Saturday afternoon. Appearances indicated that the St. Louis was short of steam power, and the signals were thought to imply that trouble with her boilers had been experienced.

Clement A. Griscom, Jr., said tonight that the agents of the line had heard nothing of the St. Louis beyond the fact that she had been sighted. It was not considered necessary, he said, to dispatch a vessel to her assistance, as if it be needed, the St. Louis will have ample time to signal for it when she arrives. He does not expect that the St. Louis will reach Sandy Hook before noon.

Astoria Marine Notes.

ASTORIA, Or., Jan. 16.—(Special.)—The discharging of the cholera-infected ballast from the British ship County of Linlithgow will be completed in a couple of days. The vessel will then be thoroughly fumigated, and after that she must remain in quarantine five days before she will be permitted to enter at the Custom-House.

The repairs to the rudder of the steamer Homer were completed today, and she will be taken off the beach at high water early tomorrow morning, after which she will leave up the river to take on cargo.

At high water this afternoon both of the bar tugs made fast to the German bark Werra and their combined efforts were successful in pulling her off the sands, and she was taken directly to sea.

The flour from the cargo of the British ship Glenasslin, which was damaged by the recent fire on board the vessel, was sold at auction today. There were in all 437 sacks of 98 pounds each, which brought the average price of $1.08 per sack. It was sold in lots of five and ten sacks and a large number of purchasers attended the sale. The flour appeared to be only slightly damaged.

When the French bark Col de Villebois Mareuil was towed outside yesterday for her trip to Puget Sound, her captain did not heed the advice of the pilot to keep off shore, but started up the coast. As soon as the vessel got beyond North Head the wind was shut off, and the bark commenced to drift ashore with the current. An anchor was dropped and it held the bark until the wind sprang up again and she was able to work her way off shore.

Cargo of the Scottish Minstrel.

The Scottish Minstrel began discharging her Antwerp cargo at Coloma dock yesterday afternoon. She brings 9500 barrels of cement, 6934 cases of window glass, 150 cases of mineral water, 845 bundles of charcoal, and 3863 bars and 3388 bundles of iron.

The Hutton Hall, with general cargo from Shields, arrived up yesterday afternoon, and anchored in the stream. She will probably berth later at the Southern Pacific dock.

Twelve Days Off Cape Flattery.

VICTORIA, B. C., Jan. 16.—The ship Australian reached port today, 103 days from Table Bay, and reported having been off the cape, laboring in heavy weather, for 12 days. She arrived off the cape the day prior to the wreck of the Prince Arthur and was in the same vicinity. The ship Tasmania passed up to Chemainus 28 days from San Diego. The Miltonburn, from Santa Rosalia for Port Townsend, is reported outside.

Kinshiu Maru's Rough Passage.

VICTORIA, B. C., Jan. 16.—The steamer Kinshiu Maru, of the Nippon Kusen Kaisha Line, arrived today after a rough passage from Yokohama. She encountered heavy northeasterly gales from the third to the ninth, and on the 11 and 12th, in which she labored heavily.

Burned to the Water's Edge.

PITTSBURG, Jan. 16.—The packet Columbia, running between Pittsburg and Morgantown and West Virginia, was burned to the water's edge in the Monongahela River at the wharf here. As far as known there were no lives lost.

Scuttled in Nine Fathoms.

TRALEE, Ireland, Jan. 16.—The British steamer Manchester Merchant, which put into Dingley Bay yesterday on fire and was scuttled to save her cargo, lies in nine fathoms of water.

Marine Notes.

The St. Nazaire began loading wheat at Oceanic dock yesterday.

The Amaranth, which arrived at Astoria yesterday, is under charter to the Pacific Export Lumber Company to load for Shanghai.

The Ventura has finished discharging cargo at Montgomery No. 1.

The steamship Elleric is loading lumber for Manila from a barge at Victoria dock.

The Surcouf, wheat laden, left down yesterday morning in tow of the steamer Harvest Queen.

The first-class nun buoy, marking the 4¾-fathom spot, 1520 feet eastward of Pacific Mail Steamship wharf, San Francisco Bay, California, heretofore reported dragged out of position to the southward, was replaced January 13 in about its old position.

The Cunard Company has ordered two new steamers, each to have three screws and cost $6,250,000. It is stipulated that they shall be ready for their maiden voyage in June, 1904. The speed conditions have been modified, but the vessels must do 26 knots for six hours, and 25 knots for two days' continuous steaming.

The output of new tonnage in the United Kingdom for 1902 was 823 vessels of 1,451,995 tons gross, against 672 vessels of 1,671,798 tons, in 1901, and 717 vessels, of 1,505,605 tons in 1900. "The outlook for shipbuilding for the new year," says Fairplay, "is not rosy. There is absolutely no demand for new cargo steamers of the ordinary tramp variety, notwithstanding that builders have reduced their prices materially."

Domestic and Foreign Ports.

ASTORIA, Jan. 16.—Arrived at 11 A. M.—American bark Amaranth, from Kiao Chou. Sailed at 4 P. M.—German bark Werra, for Durban. Outside at 4 P. M.—A three-masted ship. Condition of the bar at 4 P. M., smooth; wind southeast; weather cloudy.

San Francisco, Jan. 16.—Arrived 15th, at 10 P. M.—Steamer Despatch, from Portland. Arrived 16th—Steamer Redondo, from Tillamook. Sailed—Steamer Leelanawa, for Ladysmith; steamer Senator, for Victoria; schooner Bender Brothers, for Siuslaw River.

San Juan, Jan. 16.—Arrived—Moltke, from New York, via St. Thomas.

Hamburg, Jan. 14.—Sailed—Prinzessin Victoria Louise, for New York.

Liverpool, Jan. 16.—Sailed—Cevic, for New York.

Naples, Jan. 13.—Sailed—Cambroman, for Boston.

Moville, Jan. 16.—Sailed—Numidian, from Liverpool for St. John, N. B. and Philadelphia.

Gibraltar, Jan. 16.—Arrived—Trave, from New York for Algiers, Naples, etc.

Seattle, Jan. 15.—Arrived—Steamer City of Seattle, from Skagway. Sailed 16th—British steamer Oweenee, for Tacoma.

Tacoma, Jan. 16.—Arrived—Steamer Consmaugh, from Seattle; bark Oweenee, from Seattle. Sailed—Steamship California, for Everett.

New York, Jan. 16.—Sailed—Pennsylvania, for Hamburg.

ARRESTS ARE DELAYED.

Officer Sent Out by Seattle Grand Jury Returns Empty-Handed.

SEATTLE, Jan. 16.—For some unknown reason, a delay has been caused in serving a warrant issued on an indictment returned by the grand jury, which is investigating alleged police corruption in Seattle. Yesterday at noon an indictment was returned against some person of prominence who has been investigated during the two-weeks' sessions. A Deputy Sheriff was detailed to serve the warrant, and yesterday started for Olympia, where the accused was believed to be in attendance at the Legislature. The Deputy proceeded as far as Tacoma, but returned to the Prosecuting Attorney at noon today empty-handed. It is known that no one suspected has left the country, and all kinds of speculation is rife as to why the warrant has not been served.

Tomorrow a motion is set for the Superior Court, asking that the Jury Commissioners be called and show cause why they exempted names of certain ministers, physicians, attorneys-at-law and other professional men who, although exempt from jury duty, the law states that their names must be placed in the panel, and if exemption is desired a personal application must be made in open court. This, it appears, was not done when the panel was drawn last June, and it is charged that the Jury Commissioners assumed a prerogative that did not belong to them. If the motion is denied, it is said that when the cases come to trial as results of the indictments, errors will be claimed and appeals taken. The effect of all this will be practically to invalidate the findings of the grand jury, from which so much has been expected. Already the Bartlett murder indictment has been challenged on the ground that the accused was not present in court when the indictment was read. Judge Bell overruled the objection, and the case will come to trial, although the attorney for the accused states he will take an appeal on error if he loses the case for his client.

The investigations of the grand jury today were of the Lewis murder case and the resumption of the Rainier-Grand Hotel clubroom gambling scandal. It is believed that both investigations were finished when the jury adjourned to meet Monday morning at 9:30 o'clock.

MEXICAN WAR VETERANS WHO MET IN ALBANY LAST WEEK FOR THE FIRST TIME SINCE 1848

J. A. CRABTREE. E. A. SHIRLEY.

WHITNEY IS IMPLICATED

BAKER COUNTY EX-DEPUTY SHERIFF ARRESTED FOR SHORTAGE.

Huntington Under $7000 Bonds, and Admits He Is Short $3500—Interesting Developments Expected.

BAKER CITY, Or., Jan. 16.—Charles W. Whitney, ex-Deputy Sheriff, who served as tax collector under Sheriff A. H. Huntington, was arrested today on a complaint charging him with the larceny of $3000. He waived an examination before Justice Messick, who fixed his bond at $2500. Up to a late hour this evening Mr. Whitney had not secured bondsmen, and was still in the custody of Sheriff Brown.

This arrest grows out of the defalcation of Sheriff Huntington, who was taken in charge soon after his return from the East, about the first of January, and released on a $7000 bond. The fact that Huntington was placed under arrest has just come to light as the county officials in charge of the case have declined until today to give any positive information in regard to the status of the affair.

It is learned tonight that the final report of the experts, upon which so much depends, has not been completed, but will be finished and filed next week some time, when the expert accountants return from Wallowa County. Considerable mystery surrounds the whole matter, so far as information from official circles is concerned.

It is understood that Mr. Huntington acknowledges that he is short $3500, which represents the difference between the amount he received as compensation for his services as Sheriff and the actual amount he was obliged to expend to defray the legitimate and necessary expenses of the office. He claims that the county officials were aware of this shortage before he left for the East in October last. It is also known that the experts claim that the amount short is about $16,000, and Mr. Whitney, who was the tax collector, but not chief accountant, insists that the expert's figures are wrong, and that the amount is not nearly so much.

Huntington insists that as he never handled any of the tax money he was not cognizant of any shortage, save the amount of $3500, which he was obliged to expend to maintain the office. This amount was charged in a memorandum book kept by Whitney, but he understood that the tax books were all square.

The experts found, so it is claimed, that the footings of the tax ledger were wrong on many pages, and all, or nearly all, of the shortage was found in that way. The entries were all right, but the footings would often be several hundred dollars short on a single page.

The arrest of Whitney puts a new phase on the case, and it now appears that there will be some very interesting developments within the next few days.

GOAT SHOW AT DALLAS.

Exhibition of Angoras One of the Best in the United States.

DALLAS, Or., Jan. 16.—(Special.)—The fourth annual Angora goat show for the State of Oregon, lasting two days, came to a close last evening. From the opening hour Wednesday morning until the doors closed last evening, the large woolen mill was crowded at all times. The exhibit of Angora goats was pronounced by competent judges to have been the best ever held in the United States. Breeders who have visited the Eastern and Middle States shows say that the animals on exhibit at the Dallas show were far superior to those seen in the East. Several pens of Cotswold sheep were on exhibition, many of which represent the perfection of breeding, as they are the choice animals of the prize flocks of the United States and Canada.

The poultry show was held on the second floor of the same building, and 60 coops of as fine stock as can be found on the Pacific Coast were greatly admired by the large audience. C. D. Nairn, the famous breeder of Scotch Collie dogs, had on exhibition a large number of his best stock, among which was one dog for which he has refused an offer of $1000.

Excursion motors were run from the towns of Monmouth, Independence and Airlie during the show, and large crowds took advantage of the low rates to visit the fine exhibits. The managers are well pleased with the results and intend to add to and build up the association until the Oregon Angora goat show shall be of more than state importance.

DEVLIN WILL IS FILED.

Disposes of Estate Valued at $200,000, Mostly Portland Property.

ASTORIA, Or., Jan. 16.—(Special.)—The will of the late John A. Devlin was filed for probate today and disposes of an estate estimated to be worth about $200,000. The widow and William M. Ladd are appointed executrix and executor, respectively, to act without bond, the will being dated May 23, 1900. The entire estate is left absolutely to the widow, except there are a number of bequests, principally charitable, which are subject to the life interest of the widow. Among the bequests are: Lot 1, block 27, Carruthers Addition to Portland, to Mary Ellen Rohlies; $3000 cash, to St. Mary's Catholic Church, of Astoria; $2000 to the Convent of the Holy Names, of Astoria; lots 1 and 2, block 123, which is the southwest corner of First and Harrison streets in Portland, to Archbishop Christie, for the diocese of Oregon; lot 3, block 11, which is on the west side of First street, between Salmon and Main streets, in Portland, to St. Mary's Home for Orphan Boys of Portland; lot 5, block 5, at northeast corner of First and Salmon streets, in Portland, his late residence in Astoria and $10,000 cash for a parochial school, to be established in Astoria; $2000 to the House of Good Shepherd, in Portland; $1000 to the Sisters of Precious Blood, of Portland; $250 to Father Lane "for masses to be said for my intentions."

Pioneers of 1852.

CLATSKANIE, Or., Jan. 16.—(Special.)—Zephaniah Bryant and his wife, Luvina, died at their late residence yesterday, the husband of paralysis at 7 in the morning, his wife of Bright's disease at 9 in the evening. Mr. Bryant came to Oregon from Indiana in 1852.

You have tried and were pleased with them. They stimulate the liver, regulate the bowels, improve the complexion. Carter's Little Liver Pills.

McKibbin Hats

NONE BETTER MADE

SEE YOUR HATTER

"Time for more."—Oliver Twist.

About the only advance toward perfection is that made by H-O.

Our process turns into an easily digested sugar the starch in oats. H-O gives you that liking for H-O which can never again be satisfied by any other oatmeal. You can taste the five cents' difference in the price with every mouthful.

H-O

IN WAR TIMES

The Story of a Man Who Helped Make History.

From the beginning to the end of the Civil War none fought more valiantly than the famous Seventeenth Indiana Volunteers. The story of their battles, their privations and their victories is a long but interesting one.

In Company B, of this regiment, was Eli Fisher, now a resident of Jet, Woods County, Oklahoma, who has a fund of entertaining reminiscences of his experiences in bivouac and battles. To a reporter the other day he related the following:

"In 1864," he said, "while serving with my company, I began to suffer with various complaints brought on by hardship and exposure. I had hemorrhages of the kidneys, palpitation of the heart, and at times I would bloat from stomach trouble. My lungs were also affected. From my suffering and misery I became nervous and my nerves finally went all to pieces.

"I became forgetful and distracted in mind, and it seemed that there could be nothing which would bring me relief. I was treated in Atlanta, Ga., by the regimental doctor, but did not get any better. In 1865 I was mustered out, and then I tried other doctors. At various times five different physicians treated me, and I took many kinds of medicine, but nothing did me any good. From 1887 until 1890 I was confined to my bed most of the time, and my case seemed hopeless.

"But in 1890 I read in a newspaper of how an Iowa man, suffering from the same illness in general as I had, was cured by Dr. Williams' Pink Pills for Pale People. I decided to see what they would do for me, and began taking them. I used three boxes of the pills before experiencing relief, but after that my recovery was rapid. In two months I felt like a new man, both in body and mind. I took them for four months and was perfectly cured.

"I have recommended Dr. Williams' Pink Pills for Pale People many times. I do so because I know from personal experience that they have wonderful power to relieve and cure the sick."

The pills which cured Mr. Fisher have accomplished hundreds of equally remarkable cures. They are on sale at all drug stores, or will be sent postpaid, on receipt of price, 50 cents a box; six boxes for $2 50, by the Dr. Williams Medicine Company, Schenectady, N. Y.

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