

AN OPEN RIVER TO THE SEA

IMPROVEMENT IN THE COLUMBIA RIVER NOW ALLOWS THE LARGEST SHIPS IN COMMERCE TO LOAD AT PORTLAND DOCKS

The record for Portland shipping for the year just closed is the strongest evidence that can be presented as to the steady improvement that is being made in the channel to the sea. The hundred-mile stretch of river between Portland and Astoria is today in better shape for the passage of large ships than it has ever been before and with work on the jetty progressing rapidly and the big dredge Chinook ready to commence operations toward Astoria.

It is but a little more than a third of a century since the first cargo of Oregon products was shipped round the Horn to Europe, and despite the fact that it was a small cargo on a small ship, the crooked, narrow channel from Portland to Astoria, delayed the craft in the river for several days, while her delay at the mouth of the river ran into weeks. The immutable law of commerce, however, which dictates that ships will go where the cargoes are obtainable, kept Portland in the race, and, despite the efforts of rival ports and enemies in her own camp at the mouth of the river, the shipping record for many years the river was in worse shape than the bar, but recently the excellent work of the Port of Portland Commission has brought such good results that practically all of the trouble that has been experienced for the past two years has been at the bar at the mouth of the river, and there is every reason to believe that the combined attacks of the dredger and the jetty extension will shortly remove the last obstruction, so that ships can come and go at all stages of the tide.

Progress to Big Cargoes.
All Portlanders, as well as other interested dwellers in the Columbia basin, are aware that there has been a steady increase in the size of the vessels that come to this port, but the fact that a single ship that loaded at Portland in 1903 carried more cargo than the largest ship that arrived here in 1880 is not generally appreciated. Results, whether good or bad, always speak for themselves, and the fact that the Columbia River improvement act so plainly set forth in the record of Portland's shipping for the past 20 years that their meaning cannot be misunderstood. While Portland shipped a number of foreign cargoes in 1880-70-71 and '72, it was not until 1873—exactly 30 years ago—that the business began to reach good proportions. The largest vessel that loaded at Portland that year was the British bark *Middlesex*, a vessel of 119 tons net register, and she carried away a cargo of 325 short tons of wheat, a portion of which it was necessary to lighter to Astoria in order to en-

able her to proceed to sea with a full cargo. Among the vessels loading at Portland in 1873 were the British bark *Vesta*, 246 tons; Lieutenant *Maury*, 387 tons; and *Powhatan*, 400 tons. They carried cargoes of 600 short tons, or less than one-third the amount carried by the steamship *Alcoa* 30 years later. The five largest ships clearing from Portland and the Columbia River in 1873 were as follows:

Vessel	Register	Cargo tons
<i>Vesta</i>	246	600
<i>Maury</i>	387	600
<i>Powhatan</i>	400	600
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250

Advance in Five Years.
The business of the port increased quite rapidly in the following five years in spite of the handicap of lighterage, which, small as the vessels were, was frequently a necessity. By 1878 the average tonnage of the largest vessels coming here had increased about 20 per cent, and the five largest ships departing from Portland and the cargo carried, was as follows:

Vessel	Register	Cargo tons
<i>Vesta</i>	246	600
<i>Maury</i>	387	600
<i>Powhatan</i>	400	600
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250

The above figures showed an increase of about 100 tons in carrying capacity in five years and quite naturally such an enormous increase could hardly be expected to be maintained, but for the following five years, which brings the record up to ten years ago, the increase in

size was sufficient to show vessels with a carrying capacity nearly 500 tons greater than those of 1880. For 1883 the five largest ships, and the cargoes carried, were as follows:

Vessel	Register	Cargo tons
<i>Vesta</i>	246	600
<i>Maury</i>	387	600
<i>Powhatan</i>	400	600
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250

Big Cargoes of Recent Years.
In the autumn of 1897 the first wheat steamer cleared from Portland, and the following year a large number of these modern carriers were engaged in the foreign trade out of Portland. Nearly a dozen of them cleared in 1898, but one of the sailing ships, the *Crompton*, was sufficiently large to be included in the select five big ships for the year. The names of the big ones and their cargoes were as follows:

Vessel	Register	Cargo tons
<i>Vesta</i>	246	600
<i>Maury</i>	387	600
<i>Powhatan</i>	400	600
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250

Six thousand-ton cargoes seemed large indeed in comparison with the 1800-ton record-breakers of 25 years earlier, but, despite their enormous proportions, the sailing ship, the *Crompton*, was greater than in any similar period in the history of the port. Included in the five big carriers for 1893 was one steamer which cleared from Portland the largest cargo of flour ever floated. The size of the five record-breakers for 1893 was as follows:

Vessel	Register	Cargo tons
<i>Vesta</i>	246	600
<i>Maury</i>	387	600
<i>Powhatan</i>	400	600
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250
<i>Alcoa</i>	1,190	3,250

The foregoing stands for a record of river improvements, and to the present excellent condition of the river channel between Portland and Astoria. The *Alcoa*, the largest ship that ever entered the river, was run through to Astoria without difficulty, drawing 23 feet of water, and a day before her departure, the steamship *Kobe*, drawing 23 feet 9 inches, made the run through from Portland to Astoria in eight hours. The matter of keeping the river open is no longer an experiment, for the big dredge of the Port of Portland during the past season demonstrated its power by cutting a 25-foot channel through one of the worst bars in the river in less than three days.

The bar dredge has not yet had an opportunity to demonstrate to the fullest extent what it can accomplish, but with the aid of the jetty it is practically a certainty that the mouth of the river will soon be in as good shape as the channel between Portland and Astoria.

river. None of the grain vessels will be working today.

CHINOOK WORKS ON THE BAR
Machinery Works to Perfection in a Heavy Swell.

ASTORIA, Or., Dec. 31.—(Special).—For the first time since coming to the Columbia River, the Government dredge Chinook was today able to work on the bar during a full tide. Several trips were made across the shoal and 200 cubic yards, or about 450 tons, of sand were pumped into the bins, taken outside and dumped. There was quite a swell on the bar. The dredge machinery worked splendidly and most satisfactory progress was made.

Report is Not Credited.
ASTORIA, Or., Dec. 31.—(Special).—A report was received from North Head this afternoon that a schooner was close in shore between Tillamook Rock Light and Tillamook Head and in a dangerous position. Little credence is given to the report here as the steamer *Francis Leggett*, which arrived in this evening, reports sighting a four-masted schooner at 2:30 this afternoon ten miles off Tillamook Rock. There was a light east wind blowing and a strong ebb tide, so that the vessel could easily work further off shore. The schooner is supposed to be the *Annie E. Smale*, from San Pedro for Astoria.

One Barge Grounded.
WHATCOMB, Wash., Dec. 31.—(Special).—The tug *Sampson* has arrived here and reported that last night, while towing the barge *Richard H. Hill* from Douglas Island, Alaska, to Tacoma, she grounded her off an island in the Gulf of Georgia. The barge was laden with ore from the Treadwell mines destined for the Tacoma smelter. She was 15 days out with her tow when the accident occurred. A dense fog prevailed at the time.

Notice to River Pilots.
A three-mile dolphin has been driven on the line of the old Coon Island dike at the mouth of the Tillamook River. Light-house bears south by east three-fourths east. Post light bears south-west seven-eighths south.

Steamer Harrison Brings Salmon.
ASTORIA, Or., Dec. 31.—(Special).—The steamer *Harrison*, which arrived from Alaska this morning, brought 3900 cases of salmon for S. Elmore & Co.

Marine Notes.
The oil-tank steamer *Rosecrans* arrived up last night from San Francisco. Captain George Conway, superintendent of the O. R. & N. water line, has returned from a business trip to San Francisco.

The China liner *Indrapura*, with her big four cargo, arrived down from Hongkong yesterday morning. She goes out in command of Captain Horne. Captain Hollingsworth, who brought the vessel over, will go to England on a six months' leave of absence.

Domestic and Foreign Ports.
ASTORIA, Or., Dec. 31.—Arrived at 3:30 A. M. and left up at 6:00 A. M.—Steamer *Columbia*, from San Francisco. Arrived at 7 A. M. and left up for Westport at 9 P. M.—American bark *Hadyn Brown*, from San Pedro. Arrived at 10:45 A. M. and left up at 1:40 P. M.—Steamer *Nome City*, from San Francisco. Arrived at 11:10 A. M. and left up for Westport at 9 P. M.—Italian ship *Crescenzio*. Arrived at 9 A. M. and left up at 11:30—Steamer *Rosecrans*, from San Francisco. Arrived at 4:30 P. M.—Three-masted schooner, lying very close to Tillamook Rock. Condition of the bar at 5 P. M., moderate; wind southeast; weather cloudy.

St. Helena, Dec. 31.—Passed at 11:10 A. M.—Steamer *Columbia*. Passed at 5:30 P. M.—Italian ship *Crescenzio*.
New York, Dec. 31.—Arrived—*Majestic*, from Liverpool.
Hogland, Wash., Dec. 31.—(Special).—Arrived—*Pres. E. Sanders*, from San Francisco, for Aberdeen.

San Francisco, Dec. 31.—Arrived—Steamer *Chehalis*, from Gray's Harbor; steamer *Go. W. Elder*, from Portland; steamer *MacKinnon*, from Tacoma; schooner *Oakland*, from Tillamook; steamer *Chico*, from Bandon; schooner *C. T. Hill*, from Tillamook; schooner *Orient*, from Portland. Sailed—Schooner *San Buena Ventura*, for Coos Bay; steamer *Signal*, for Coos Bay.

Seattle, Dec. 31.—Arrived—Steamer *Pleasant*, from Tacoma.
Tacoma, Dec. 31.—Sailed—Steamer *Pleasant*, for North China; via Seattle, carrying 174,444 cases of four and other merchandise; steamer *Queen*, for San Francisco.

Earthquake Shakes Illinois.
BLOOMINGTON, Ill., Dec. 31.—In Champe County, Illinois, a series of earthquakes were experienced at 5:30 o'clock this morning, all in rapid succession. Houses were shaken and their occupants aroused from sleep. No damage of consequence has been reported.

Those who wish to practice economy should buy Carter's Little Liver Pills. Forty pills in a vial; only one pill a dose.

1903-4 GRAIN FLEET FROM PORTLAND.

Wheat—
20—Arclet Steam (A), Br. ship, 1488, Bradburn, Durban, Balfr., 174 3,600 25
21—Rhuddall Castle, Br. ship, 2590, Robt's, Alagon Bay, Stevens, 114,500 21,944 24

Barley—
20—Naurachos (B), Ger. bark, 2755, Rowell, U. K. f. o., 83,704 355,289 15

October—
1—Emelle Galliene (C), Br. bark, 1896, Jean, Durbin, Kerr, 22,402 215,000 12
2—Windsor Park (D), Br. ship, 1896, Living, A. P. F. M. Co., 60,200 48,300 14
3—Australia (E), Br. bark, 2097, Korr, Cape Town, Kerr, 123,621 103,696 24
4—2304, Ger. str., 2020, Korr, Cape Town, Kerr, 123,621 103,696 24
5—Dunsmuir (F), Br. bark, 1891, Nichols, Alagon Bay, Stevens, 114,500 21,944 24
6—Vermont (G), Br. str., 2252, Haynes, East London, Stevens, 91,666 70,796 24
7—Dunsmuir (H), Br. bark, 1891, Nichols, Alagon Bay, Stevens, 114,500 21,944 24
8—Co. of Inverness (I), Br. str., 1891, Gray, Alagon Bay, Stevens, 114,500 21,944 24

November—
1—Rene (H), Fr. bark, 1718, Mace, U. K. f. o., 83,704 355,289 15
2—Chas. Goumond, Fr. bark, 1717, Oger, U. K. f. o., 83,704 355,289 15
3—Ardenburg (I), Br. ship, 1890, Cairnie, Alagon Bay, Stevens, 114,500 21,944 24
4—Strathdon (J), Br. ship, 1890, Cairnie, Alagon Bay, Stevens, 114,500 21,944 24
5—Montclair (K), Fr. bark, 1744, Pignat, U. K. f. o., 83,704 355,289 15
6—Professor Koch, Ger. bark, 1837, Schutte, U. K. f. o., P. G. Co., 86,673 68,500 15

December—
1—Germania, Fr. bark, 1891, Tixador, U. K. f. o., A. Berg, 94,019 73,000 15
2—Lacot (L), Br. str., 2020, Korr, Cape Town, Kerr, 123,621 103,696 24
3—Vincent, Br. ship, 1718, Brice, U. K. f. o., P. F. M. Co., 60,200 48,300 14
4—Amiral Haagen (M), Fr. bark, 1796, Legout, U. K. f. o., 83,704 355,289 15
5—Beranger (N), Fr. bark, 1892, Legout, U. K. f. o., 83,704 355,289 15
6—Stanley Dollar (O), Am. str., 1897, Gray, Alagon Bay, Stevens, 114,500 21,944 24
7—Europe, Fr. bark, 2000, Rollier, U. K. f. o., Port Grain Co., 123,317 100,600 29

(A) Also 25,441 bbls. flour, 75,187.
(B) Also 12,544 bbls. flour, 37,634.
(C) Also 30,426 bush. barley, 50,000.
(D) Also 12,500 bbls. flour, 37,634.
(E) Also 349 bbls. flour, 12,244.
(F) Also 1738 bbls. flour, 5370, and miscellaneous cargo.
(G) Also 5000 bbls. flour, 15,000, and 409 bushels barley, 2260.
(H) Also 12,544 bbls. flour, 37,634.
(I) Also 2500 bbls. flour, 7519.
(J) Also 116,426 bush. barley, 187,000.
(K) Also 115,542 bush. barley, 187,000.
(L) Also 12,500 bbls. flour, 37,634.
(M) Also 5,000 bbls. flour, 15,000.

*Sailed following month.
SUMMARY FOR DECEMBER.
Wheat—
To Europe..... 33,700
To Africa..... 22,402
To Japan..... 123,621
To Australia..... 114,500
To San Francisco..... 91,666
Total..... 586,714
Barley—
To Europe..... 1,822,497
To Africa..... 61,307
To Japan..... 123,621
To Australia..... 114,500
To San Francisco..... 91,666
Total..... 2,123,581
Flour—
To the Orient..... 174,035
To Europe..... 60,200
To Africa..... 114,500
To California..... 11,594
Total..... 359,329
Flour—Reduced
To wheat measure..... 34,255
Wheat as above..... 75,932
Grand total..... 1,681,287
Barley—
To Europe..... 228,952
To Africa..... 61,307
To Japan..... 123,621
To Australia..... 114,500
To San Francisco..... 91,666
Total..... 520,046

SPRINGER TO REIRE

Will Not Enter Race for Live-stock President.

HE HAS SERVED SINCE 1898

Honor May Go to Frank J. Hagenbarth, of Utah—Representatives of Shoddy Interests to Fight the Grosvener Measure.

News was received here yesterday from President John W. Springer of the National Live Stock Association announcing that under no circumstances will he be a candidate for re-election to the office which he has so admirably filled since the organization of the association in 1898, when he and Secretary Charles F. Martin assumed their present duties. Mr. Springer is president of the Continental Trust Company, of Denver, and the Continental Land and Cattle Company, of Texas, and finds it necessary to devote his entire attention to his extensive private business. His decision will be deeply regretted by the entire membership of the association, with whom he is universally popular. There is considerable speculation here regarding a successor to Mr. Springer, and the impression exists that there will be a brisk contest for the honor. Local sentiment seems to favor the election of Frank J. Hagenbarth, of Utah. Hagenbarth is one of the best-known stockmen in the West, is president of the Wood Live Stock Company, which owns 100,000 head of sheep in Idaho, and a 2,000,000-acre cattle ranch in Mexico. Mr. Hagenbarth is acceptable to both the cattle and sheepmen and should be a very formidable candidate.

President Harding and Secretary McPherson of the National Association of Wool Manufacturers have notified Secretary Martin that they will come on from Boston to attend the convention. These gentlemen represent the "shoddy" interests of the country and are coming to the meeting for the purpose of defeating favorable action on the Grosvener anti-shoddy bill, if possible. They will give a place on the program and are permitted to state their case, although the association is strongly opposed to the methods of the shoddy manufacturers. Among other distinguished visitors who will be on hand at the opening session will be Dr. Melvin, chief of the pathological division of the Bureau of Animal Industry. Dr. Melvin is one of the leading experts in the line of the United States and is expected to add greatly to the interest of the proceedings.

Railroads Give Rates.
The various railroads running into Portland have finally agreed on a local rate of one and one-third fare for the convention. This is a disappointment to the committee, as a one-fare rate had practically been promised. It will have very little effect on the attendance, however, as the stations affected are mostly within a close radius of the city and the fare will not be much of an item to those who will attend.

Ample Accommodations for All.
While it is desirable that all having available rooms for the delegates to the convention shall register the same with Secretary Shillock in room 704, Mary Queen building, in the opinion of members of the local committee on arrangements there is no question that every requirement of the convention, as regards accommodations, will be met even should the attendance be 5000. It is not to be expected that Portland's hotels will be able to accommodate the delegates during the convention, which opens January 11-15, and for that reason the appeal was made for quarters in lodging houses and even in private residences.

That this appeal is being responded to is evidenced by the large number of additional rooms listed yesterday. Tuesday night Mr. Shillock had just 521 rooms on his list. Wednesday 332 more were added and yesterday 167, bringing the total up to 1112. It is worthy of note in this connection that many of the rooms listed are in the homes of families that have never before taken roomers. The committee is a general disposition on the part of the public to make the forthcoming conventions a success, even at the expense of temporary inconveniences to those throwing open their homes.

Canvass Yet to Be Completed.
While most of the canvassing committees have concluded their labors, the response of the business men of Portland has been liberal, there are yet several important committees in the field, and about 1800 remain to be raised to make up the required fund. The committees on creameries and dairies, commission houses, furniture dealers, mills and flour merchants, lawyers, retail grocers and confectioners, and real estate dealers expect to finish their work today. The committees on laundries, dry goods stores, clothing stores, cigar manufacturers and dealers, machinery houses, corporations and brewers and liquor dealers are still out.

From the fact that the National Live Stock Association is the most important organization from the standpoint of capital invested, Portland has ever had, and Portland's reputation as a convention city will be made or lost by the success or failure of the January convention, there is a unanimity of sentiment that no effort or expense be spared in the undertaking in hand. The National Live Stock Association convention will put Portland to the test. If it is made the success that it is hoped it will be, it will have an important bearing upon the attendance at all future conventions held in this city, as well as the Lewis and Clark fair in 1905.

Fatted Calf Offered.
Mayor Williams yesterday received the following letter from M. P. Whalen, of Woodland, Coville County, Wash.:
"I have a very fine cow from a fine Durham cow that has had all its mother's milk from the time it was old enough to take it all. It was calved in August. I will donate it to the delegates to the National Live Stock convention which meets in Portland January 12. Will you please advise me when to ship it and to whom. Should this suggestion be approved by your committee, prepare the calf and invite all the delegates to partake."

As Mayor Williams apparently has some hesitations as to his ability to prepare the calf, he has referred the matter to Mr. Shillock with full power to act in behalf of the local committee on arrangements, but will probably not want to pass up the preparation of it to some one more familiar with pots, kettles and pans.

Richard Scott of Milwaukee, vice-president of the local committee and one of the best-known stockmen of this state, also has volunteered to contribute to the epicurean tastes of the cattle kings coming to Portland by laying upon the altar a number of his choicest fattened lambs.

Large Attendance Assured.
From every section of the Pacific Northwest come assurances of large attendance. This is a season of the year when stockmen have some leisure, and as the January meeting promises to be the most important in the history of the organization, there is a general desire among stockmen to be on deck. The low railroad rates assured is also an important factor in the promised attendance. While not yet officially announced, it appears to be practically settled that a

local rate of one fare for the round trip will be named.
The Walla Walla and Yakima delegations will be perhaps 100 strong, while an equal number of delegates is expected from Eastern Oregon. Southern Oregon will also be well represented, while Idaho, Montana and California will send larger delegations than they ever have to a live stock convention.

FIGHT ON MORMONISM OPENS
Women's Clubs Are Incidentally Working to Oust Smoot.

PHILADELPHIA, Dec. 31.—The National Union of Women's Organizations, Mrs. Frederic Shoff, of Philadelphia, chairman, today issued a circular announcing the formation of the preliminary organization "to protect the country against the treasonable and polygamous teachings and practices of Mormonism and to maintain Christian ideals of marriage." The circular declares the moral standards of the Nation will be what the women of the nation demand, that this is a critical time in our national life, and that the formation of the National Union of Women's Organizations is the result of the earnest plea of non-Mormon women in Utah; who begged the help of Eastern women in combating a situation which had become untenable.

"The degradation of womanhood and the demoralization of childhood," it is said, "under the condition of Mormonism is beyond words to describe."
The union charges the president and apostles of the Mormon hierarchy with the obscene practice of polygamy, notwithstanding the solemn vow made by the Government when Utah was admitted to statehood. A lawyer has been retained by the women to co-operate with the counsel retained by the Ministerial Association, the citizens' committee of Salt Lake City in a campaign against United States Senator Smoot.

FREE MUSEUM IS GROWING.
Colonel L. L. Hawkins Says Exhibits Are of Great Educational Value.

The free museum at the City Hall has had a good show in the past week. Colonel L. L. Hawkins, its custodian and promoting spirit, says that many new accessions have been received. The museum is getting to be more and more an object of pride to the city. The collections of shells and minerals are very beautiful and instructive. Colonel Hawkins says that the growth of the museum has been directly due to the efforts of the citizens' committee named. He has worked to obtain not freaks nor prodigies but specimens that are typical of their kind. School children find museum especially instructive. "When a child sees a cat, a saw or a rat," says the Colonel, "he will acquire ideas which he will retain all through life. This museum is intended to give a general impression of the natural history of our country. The museum is growing, yes, indeed. Some day it will be a truly magnificent institution."

Bank Cashier Ends Life.
Institution Immediately Closes, Pending an Investigation.

NEW YORK, Dec. 31.—Otto Ahlmann, cashier of the Bank of Staten Island, committed suicide at the Hotel Albemarle today by shooting. Shortly after the suicide had been identified notices were posted on the bank's doors at Stapleton that the bank was closed pending examination into its affairs.

A close friend of Ahlmann said that he was with most of the \$50,000 placed in the bank's vaults at Stapleton, that the bank was closed pending examination into its affairs.

Iowa Banker Commits Suicide.
DES MOINES, Ia., Dec. 31.—Banker Charles P. Woods shot and killed himself last night in his room at the St. Charles hotel. So far as can be learned the bank is in good condition.

GREAT YEAR FOR ORANGES.
If Good Weather Continues, the Crop Will Break the Record.

WASHINGTON, Dec. 31.—The Department of Agriculture announces that the commercial estimates indicate that if favorable weather prevails during the next few months, the orange crop now coming on the market will be the largest ever produced in the United States. A conservative estimate of the Florida crop places it at about 1,000,000 boxes, and if present promises are fulfilled there will be shipped from the orange groves of California to Eastern markets about 1,000,000 boxes of lemons, from 20,000 to 30,000 cars of 300 boxes to the car.

Fertilizes Garden With Sand.
A young man who has charge of a valuable residence property in this city a day or two ago ordered a load of clean sand to be delivered there, and has since had it carried in and distributed evenly over the garden and grounds. Many persons have stopped an inquiring crowd, wondering at the unusual proceeding, and the young man, who has had an opportunity to acquire some knowledge of agriculture and the nature and composition of soils, has been obliged to spend much time explaining that the soil in the garden was too clayey, heavy and soggy to produce the best results, as it took a long time for it to get dry enough for cultivation in the spring, and was hard to spade up and could not be made mellow. The addition of the sand will even up the soil and make it more porous and friable and more easily tilled, and so better crops will be produced. The most persistent inquirer was an Eastern man who said he had never seen such a scheme tried before, but thought it was a good one. It may be reversed by putting loamy or clayey soil on top of which is too sandy, with the same good results. A little knowledge of farming, though, is a very dangerous thing.

Nation Makes Railroad Contract.
WASHINGTON, Dec. 31.—Contracts were awarded today by the War Department for the transportation of civilian passengers from the United States to the Philippines. All business from Denver West to San Francisco and the Union Pacific, they being the lowest bidders from Denver west. East of Denver is to be divided equally between the two roads on the hand hand, and a group contract was made for the route from Great Northern and the Chicago, Burlington & Quincy on the other, the bids being the same. The rates vary from \$125 from San Francisco to Manila to \$175 from New York to Manila. Under the contract passengers will go by way of San Francisco and by the other way of Puget Sound.

Charged With Vagrancy.
Frank Wilson and J. Brown were arrested by Detective Joe Day yesterday on a charge of vagrancy. The detective says that both men have a criminal record and should not be allowed to stay in the city. Several complaints have been made at the station regarding buncos work by Brown.

Large Railroad Shops Burned.
NASHVILLE, Tenn., Dec. 31.—The Tennessee Central shops here were burned tonight. Loss \$25,000.

A GUARANTEED CURE FOR PILES.
Itching, Bleeding or Protruding Piles. Dr. Williams' Pink Pills for Pale People will cure you in 10 to 14 days. 50c.

YOU WILL BE ALL SMILES AGAIN.

Forget Your Stomach and You'll Have a Santa Claus Face.

HOW TO DO IT.

If there is one thing more than all others that will give a man a forbear and pleasant appearance, and make him morbid and "cranky" and disagreeable, that thing is dyspepsia. It makes one forget his friends and become morose and irritable. He is so wrapped up in his own misery that he is inconsiderate of every one else. Relieved of this terrible and depressing ailment, he again becomes a good fellow and a man among men.

Stuart's Dyspepsia Tablets are beyond question the most effective and popular remedy ever offered to the sufferers of this terrible disease. The thousands and thousands of cures they have brought about and the enormous increase of their sales fully attest the truth of this statement.

They are, above all, a natural remedy. They possess exactly the same properties that the gastric juices and other digestive fluids of the stomach possess, and they actually do the digestive work of the stomach and enable the organ to rest and recuperate and become sound and vigorous. They prevent any fermentation of the food which causes sour stomach. In fact, under their influence the subject forgets that he has a stomach, and the resulting cheerfulness presents a great contrast to his former dejection.</