CARGO FOR THE CAPE

Ancaios First of 1904 Fleet for South Africa.

CARGO 32,000 BARRELS FLOUR

British Ship Lamorna Chartered After Six Months' Idleness-American Shipbuilding-Marine Notes.

The largest cargo of flour that has left Pertland for South Africa for more than a year will be cleared today by the Portland Flouring Mills Company on the Exities ship Ancalos. The vessel finished leading late Saturday night, and has abound \$2.022 barrels of flour, and 1000 cases of miscellaneous canned goods, the total value of the cargo amounting to over The Ancalog goes to Durban direlit, and so far as known will be the last of the South African grain feet to depart from Portland for an indefinite period. One year ago the flour and wheat trade with the dark continent assumed record-breaking proportions, due almost entirely to the failure of the Australian wheat crop, which made it impossible for the Cape of Good Hope ports to secure sup-plies from the source on which they had previously depended.

The January sieet alone from Portland

last year included five vessels, and for the enoing December Blat there were in from Portland with wheat and fleet of 23 vessels carrying 2,096,162 bushess of wheat, 106,081 barrels of flour, 35,575 bushess of cats, and 1812 bushess of barley. Ordinarily it might be unpleasant to think of relinquishing trade with a new country, but in this case we are temperarily out of the trade, for the simple reason that our wheat and four is worth more money in other markets. All of the wheat and flour cargoes sent from Portland to the African ports proved highly satisfactory to the buyers, and whenever a recurrence of the Australian drought forces the residents of the dark continent to look elsewhere for supplies Portland will be right in line with a good reputa-tion, and will handle the business.

Fortunately for the Pacific Northwest reason the exports of lumber from Portland to Africa will this year be larger than

FOR TACOMA LOADING.

British Bark Lamorna Chartered After Six Months' Idleness.

The British back Lamorna, which has lying idle at Victoria since June 5, was yesterday chartered by Kerr, Gifford & Co., of this city to loud wheat at Tacoms for the United Kingdom at 20 shill-ings. Grain ships have been few and far between at Tacoms and Scattle this season. the entire fleet, exclusive of Oriental liners from both ports to date, being made up of but eight ships, while during the same period Portland has dispatched, exclusive of Oriental steamers, 28 ships, and has un-der charter to load five others, with more to follow. The charter of the Lamorna at 20 shillings indicates a further strengthen. 20 shillings indicates a further strengthening of rates, and location considered, the rate is the highest paid for several months. The Magdalene and the Vercingetorix. which were chartered to proceed to Port-land from San Francisco to load at 20 shillings were much cheaper receis from the owners' standpoint, for the reason that they are obliged to go to an expense of the owners' standpoint, for the reason that they are obliged to go to an expense of from 2 to 4 shillings per ton, in making the shift up from San Francisco, while the expense of the Lamorna in going over from Victoria to Tacoma is only nominal and will not be regarded as a factor in the rate paid.

disengaged list on Puget Sound has been further reduced in the past few days by the charter of the German ship Ecua-dor, which has been lying idle on Puget dor, which has been lying idle on Puget Sound since November II. There are still eight other disengaged ships available for grain at the various Sound ports whenever rates advance to meet the views of own-ers. Of this feet the mammoth Dunstaffmage has been in port since July 21. There is considerable wheat to go forward, and as the en route list is down to very small proportions most of these idle vessels will probably be picked up before the new seaon fleet begins to come.

CROMARTYSHIRE CROSSES IN. Coal Vessel Strikes Bad Weather Off the Heads.

ASTORIA, Or., Jan. 17 .- (Special.)-The British ship Cromartyshire arrived in this afternoon from Newcastle, N. S. W., with a cargo of 253 tons of coal for Portland. She had a pleasant voyage across the Pa-cific, arriving off the Columbia on last Monday. Pilot Matthews went aboard on that day and the vessel has been beating about off the heads since that time, until this afternoon the wind shifted to the west. Jan. Botal July 18 La Fontaine
July 18 La Fontaine
Oct. 18 Laennee
Oct. 19 Marechai Nouilles
Jan. 2 Marechai Turrene
Nov. 27 Bajore
Thiattebank
Carnaryon Bay
Magdalene
Myercingetorix and she salled inside.

Captain Nieull reports the loss of one man On last Friday afternoon W. Moran, an able seaman, fell from the mizzen topsail-yard, striking on the quarter hatch and landing on the deck. His right ankle was broken and he is supposed to have been injured internally as he died at 8 o'clock that evening, and was buried at

sea at 2 o'clock yesterday.

Moran was 3 years of age, a resident of Waterford, Ireland, and served in the Irish Regiment during the Boer War.

AMERICAN SHIPBUILDING.

Last Six Months of 1903 Show a Gain

Over Same Period in 1902. The report of Commissioner of Naviga tion Chamberiain to the Secretary of Com-merce and Labor for the six months end-

ing December II. 1903, shows that during last elx months of the calendar year tre were built in the United States and officially numbered 571 sail and steam vessels with an aggregate of 177,067 gross During the corresponding six months in

1902 there were built and numbered 627 Sept. 10 Barcore
Dec. 11 Celtic Mouarch
Dec. 12 Celtic Mouarch
Dec. 13 Celtic Mouarch
Dec. 14 Celtic Mouarch
Dec. 15 Celtic Mouarch
Dec. 15 Celtic Mouarch
Dec. 16 Hougoment
D vessels with an aggregate of 171,539 gross tons. For the calendar year of 192 there were built and numbered 1157 vessels of an aggregate connage of 281.970, against 1282 of 478.221 tons in 1902 and 1222 vessels of 576.125 tons in 1901. The number of vessels both as 1902. built in 1902 was smaller than in either of the previous years, while the aggregate tonnage was smaller than in 1902 but Aug. 18 Ventura Bertha July 19 Marie

WORKED AN OLD GAME.

Alleged Shipmaster Victimizes Seat-

tle Hotelkeepers and Tradesmen. Ships and shipping are much like a sealed book to most of the residents of Seattle, the ignorance regarding such matters being more dense at that port than in any other seaport yet heard of. Under such discumstances it is not surprising to learn of the working in Seattle of that venerable confidence game by which the skipper of the mythical ship Nonesuch learn of the working in Seatile of that venerable confidence game by which the skipper of the mythical ship Nonesuch victimizes a number of estimable trades. Mov. 6 Fortevoit June 5 Lamorna. In this case the central figure was an alleged Captain Harry Hughes of the four-masted bark Halile Olite, and according to the Post-intelligencer he walked into the Rainler-Grand Hotel on January T and abounced that he had just arrived

in his bark from the South Seas, and had with him between \$2000 and \$4000 of the ship's gold, which he wished to deposit in the hotel's strong box.

He was accommodated with a private deposit hox, and on the strength of his herve and the guileless innocense of the Seattle-lites he mulched the hotel for over \$100, while surperput tradesument throughout the while numerous tradesmen throughout the city were stuck for amounts varying from \$60 down.

For an entire week the gallant captain of a ship that never existed made merry at the expense of the "easy marks" of Scattle, and then he vanished. His bills were sent to Balfour, Guthrie & Co., of Tacoma, whom he stated owned the vessel. They have not yet been paid, but a broad smile will ripple over the Tacoma water-front when the story circulates. And all of this happened in a sesport whose in-habitants are supposed to know the bow from the stern of a ship.

Body Taken to Kaneas City.

Body Taken to Kaneas City.

VIOTORIA, B. C., Jan. II.—The body of A. E. Prince, a victim of the Cialiam wreck, recovered at Esquimalt, will be shipped to Kaneas City by the local Engles, who took the body in charge when identified. They wired to the home lodge of Prince at Kaneas City and were instructed to ship the remains there.

A body from the Cialiam wreck was sighted at Soanich today, but those who saw it were unable to secure it, and the remains drifted to sea again.

The British ship Cromartyshire, which has been off the mouth of the river for several days, arrived in at Asteria yea-terday. She made a very good passage from Newcastle, but arrived two days too late to avoid the payment of duty on her coal cargo.

The schooner Maria E. Smith, unde charter to load lumber at Portland, sailed from San Francisco yesterday. There are ten other consters now en route from California ports for Portland, and a number of others listed but not yet salled. The British bark East African will finish

oading early this week, and unless the Marechai de Turenne, now due from port Los Angeles, shows up within a few days she will be the last of the January fleet. The weather bureau reported a 60-mile southerly gale off the mouth of the river yesterday, and the steamer Aberdeen, which arrived down yesterday morning made no attempt to go out and try conclusions with it.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived down at 1:30 M.—Schooner Alvena. Arrived down at A. M.—Schooner Alvena. Arrived down at 5,50 A. M.—Schooner Alvena. Arrived down at 5,50 A. M.—Steamer Abendeen. Arrived at 1:30 P. M.—British ship Cromartyshire, from Newcastle, N. S. W. Arrived down at 3 P. M.—Aurelia. Condition of the bar at 5 P. M., moderate; wind south; weather cloudy.

San Francisco, Jan. 17.—Sailed at noon—Schooner Maria E. Smith, for Portland, Hoquiam, Wash, Jan. 18.—(Speedal.)—Sailed—Schooner Fanny Dutard, from liquidam, for San Francisco; schooner J. M. Weatherwax, from Hoquiam, for San Francisco; schooner Lixie Vance, from Cosmopolia, for San Francisco; brig Lurina, from Aberdeen, for San Francisco. Arrived—Steamer San Pedro, from Francisco. Arrived—Steamer San Pedro, from

Arrived-Steamer San Pedro, from

Francisco, Arrived-Steamer San Pearlo, from San Francisco, for Aberdeen. San Francisco, Jan. 17.—Arrived-Steamer Mackinaw, from Tacoma. Salied-Bark Maria E. Smith, from Astoria; schooner Roy Somers, from Oray's Harbor. New York, Jan. 17.—Arrived-St. Paul, from Sathanasses. Southampton and Cherbourg: Minnetonka, fro

Seattle, Jan. 17.-Arrived-Steamer Melville Dollar, from San Francisco; Japanese steamer Tosa Maru, from Japan and China. Salled— Steamer Jeanis, for San Francisco.

Mania a Form of Blood Poisoning.

Success.

The theory that delirium is the result of some kind of brain poleoning, due to toxin in the blood, is believed to have been confirmed by recent experiment in Germany. Blood taken from a patient suffering from signs of approaching dementia caused, when injected into the veins of a healthy present callifering. person, palpitation, pressure on the brain, and a sensation of fear, Other ex-

"Maud's latest photograph is just lovely."
"Is it?" "Yes; I had to ask who it was."—
Cleveland Plain Dealer.

Name.

Total tonnage en route and listed, 32,868.

Dec. 1 East African
Aug. 16 Red Rock
Dec. 17 Ancalos
Dec. 21 Andorinha
Dec. 25 Cressington
Jan 11 Cromartyshire
Br. ship
Br. bark

Total tonnage en route and listed, 27,530.

Flag and rig.

Flag and rig.

Sept. 20 Armen Dec. 1 Beacon Rock Nov. 1 Clan Mackenrie Dec. 6 Elfrieda Sept. 15 Emilie

une E Francesco Guiseppe Dec. E Holt Hill

19 La Bruyere 11 La Fontaine

Name.

Total tonnage in port, 11,638.

"I am an enthusiastic advocate of the Panama Canal. It means that, while Mr. Hill may ridicule the idea, he will have to cut his freight rates to meet the AMERICAN FLOUR-MILLER GOING
TO THE ORIENT.

Mr. Hill may relicule the losa, he will have to cut his freight rates to meet the low rates which shippers will be able to secure when we have a waterway between the two Americas. The canal will be of inestimable importance to the Mississippi Valley and this Coast. In fact, it will give an impetus to water shipping which eboun do much to restore the old-time prestige which we once held as a maritime Nation."

John H. Pillsbury, of Minneapolis, son of Charles A. Pillsbury, founder of the great four industry in the world, is in Portland. Mr. Pillsbury came down from Tacoma yesterday, and will leave for Southern Oregon, where he has lumbering interests this evening. He sails from San Francisco for China on January 5, and expects to spend six mosths in the world by the corporation, with a total company. There are six gigantic mills on January 5, and expects to spend six mosths in the

TOOK ACTIVE PART IN EARLY COAST HISTORY-MAKING

AMITY, Or., Jan. 16 .- (Special.)-Hon. Charles H. Burch died at his home, two miles east of Amity, January 9, aged 75 years. Charles Harold Burch was an honored citlsen, and has resided in this state since 1844, and during his entire residence here has taken an active nterest in all matters of public progress and improvement, was born July 27, 1828, at Keytsville, Chanton County, Mo., and was but two years of age at the time of his mother's death. He remained at home until 10 years of age, when his father died, acquir-ing an education in the public school, afterward pursuing a course of study at the High School, in

At the age of 16 he crossed the plains with an emigrant train, coming to Oregon, being the first white emigrant arriving at Oregon CRy. He settled first at Salem, guing from there to California, where he enlisted in Company A, of the California Mounted Rifles, under the command of Lieutenant-Colonel John C. Fremont. He served at various places in California, being mustered out at Los Angeles, going from there to Sacramento, where

The Late Hon. C. H. Burch. he followed mining and prospecting, and in connection with another man made all the saddles used by General Kearney. About 1849 he purchased a farm near Marysville, Cal., on which he lived two years, when he returned to Yamhili

in 1851 he was married to Miss Phoebe Buffum, a native of Illinois, who In 1851 he was married to Miss Phoebe Buffum, a native of Illinois, who came with her parents to the Northwest in 1847. Thirteen children were born to them, seven daughters and six sons, four dying in infancy. In his political views Mr. Burch was always a stanch Democrat, and in 1878 he was chosen to represent his district as State Senator, and in 1884 he was elected for a second term, at both times overcoming a large Republican majority. For several years, in connection with his farm work, he has followed the carpenter trade. He was a man of marked individuality, of great force of character, of strong likes and dislikes, and unswerving in loyalty to his friends.

world.
"My visit to the Far East combines business and pleasure," said he, at the Portland, last evening. "I have never visited China and Japan, and, as we have visited China and Japan, and, as we have considerable business in those countries I expect to study trade' conditions with a view of extending the trade in our products. In the event of immediate hostilities between Russia and Japan, I might alter my plans somewhat, but don't anticipate any trouble on that score.

"A false improvement has conten out that

"I am delighted with conditions as I have found them on the Coset, and shall take great pleasure in seeing Portland tomorrow. This is the great flour center of the Coast. Your mills manufacture a very excellent product, and the flour trade is destined to be an important fac-tor in building up your city. We do some business in Oregon, but it is com-

From.

110 Balfour

90 Meyer

16 Balfour 52 Meyer

Taylor

Berth.

signees.

Berth.

250

Agents or Charterers.

From.

Agents or Charterers.

1688 Newcastle
1644 Newcastle
1704 San Fran.
1662 Newcastle
1662 Newcastle
Disengaged
Disengaged
Disengaged
Disengaged
Disengaged
Astoria

From.

1471 Antwerp 1785 Antwerp 1595 Antwerp 1599 Rotterdam 1778 Antwerp 1825 (Newcasile, E. 1325 Hamburg 1337 Antwerp

1337 Antwerp 1738 P. L. Angeles 1.33 Antwerp 1708 Antwerp 1821 Hamburg 1711 P. L. Angeles 1946 Shields

2332 P.L. Angeles 1796 Hamburg 2733 San Fran. 1730 San Fran.

From.

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Master.

Le Roux Hughes McMahon Dittuer Wilms Bodyls

Fing and rig.

Fr. bark Br. ship Br. ship Ger. ship Ger. ship Aux. ship

e Aug ship Bodivis
Br. bark Barker
Br. bark Lamont
Fr. bark Le Tonsa
Fr. bark Haumon
Fr. ship Turbet
Fr. bark Bonnerre
Fr. bark Roux
Br. ship Garrick
Br. ship Oriffith
Ger. bark Brunings
Fr. ship Davignon

GRAIN TONNAGE IN THE RIVER

Master.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Master.

GRAIN TONNAGE ON PUGET SOUND

Orient and continue his tour around the capacity of 32,000 barrels a day. The product is shipped all over the world, and has made Minneapolis famous wherever

M. Conkling, and the buyer John J. Mahoney. Mr. Mahoney is not the owner of the adjoining property—that to the south being held by the Century Reality (company, and that to the north by Morris B. Bronner.

A settler having some knowledge of Lastern oil fields noticed a large rock lying in a guich near his house which bore signs of oil, and on following the guich up a few hundred yards found the outcropping, which seems to be a perpendicular fissure in the mandstone about three or four feet wide and filled with a hard rock, which on being broken or placed on a hot stone, emits a strong there are not to be a strong the strong of the strong that the strong have been strong that the strong that berosene odor. In this rock are nu-merous small cavitles filled with what looks like dirty vaseline, and this burns freely, giving a strong odor of oil. This ledge, or indication, has been opened down about ten feet, and the indications

down about ten feet, and the indications are much better than on the surface. The same indications have been found in another guich a quarter of a mile from the original find.

These indications are in the western part of Lane County, and should oil be found there'lt could be piped to tide water very easily.

JAMES L. FURNISH.

Free delivery of letters by carriers at the seidence of owners may be secured by oberving the following rules:

the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transient." This will prevent their be-

don't anticipate any trouble on that score.

"A false impression has gotten out that Japanese and Chinese concerns are buying a great deal of our foodstuffs on rush orders. While we have sold a great deal of flour to merchants in those countries, it seems to be a speculative buying for the purpose of being stocked in the event, of war, but we have received no 'war orders' from the Government of Japan.
"I am delighted with conditions as I

The price paid for the little strip has not been made public, but it is said that the figure makes all recent high records

water very easily.

The owner is not financially able to

develop his prospect, but would make any one who wished to do so a very liberal proposition.

I have nothing to sell, but will gladly answer any questions in regard to this matter and I can get samples of the rock for any one who wishes to see them.

ADVERTISED.

set plainly to the street and number of

Persons calling for these letters will please state date on which they were advertised, January 18. They will be charged for at the rate of I cent for each advertisement called for. MEN'S LIST.

LAST.
Levingur, Louis
Leonire, M L
Leonia, H A
Lording, Joseph S
Lima, Saima
McAllister, Charles
McBay, R L
McCanley, John
McDenaid, C A
McGlone, Barney, T
McHenry, Warren
McKenna, Pearl and
Margaret
Mahen, Antoine
Mark, Mr
Masson, Mr
Matteson, Erick
Matt, Clarence Frank C V W V all, Alfred with, Hern tain, J R

Back, D
Beeson Paper Co
Belkmap, Dr L J
Balk B B-2
Benson, J B
Berger, F F
Berry, Mr
Bell, W D
William M P Mountain, J.R.
Moe, Mr.
Moe, Mr.
Manigal, J.A.
Mangomery, Rose
Mononer, John
Mood, Dr. C.L.
Moored, Joseph
Morgan, D.F.
Morris, William
Morgan, D.F.
Morris, William
Morgan, M. & R.
Nagion, John
Nailsman, M. & R.
Nagion, John
Nailsmoski, John
Nesi, Fisne
Nicholson, Mr.
Nims, Arthur G. Bleham. Roy Blacker, R C Bloom, Dr Bobhme, Gus Bowles, Gus Bowles, Frank G-2 Bowles, Frank G-2 Branner, M Bowles, Frank G Francet, H Brown, George Brown, R C Burnham, R D Burnham, J Burton, R C Bushnell, G C Bushnell, Frank Corkwell, J E Coak J E Cahl. E B

Nimx Arthur G
Nemi. Emil
Nelson. El
Nelson. El
Nelson. Feder
Nelson Co. L H
Nelson & Bona, Thos
North. John
Overlack, Warren
Olala. A
Orion. Nikodemus
Olsen. C A
Orion. Ben
Oregos Timber & Lbr.
Co
Owem, Willism
Otey. F R
Osborne, Guy
O'Nell. Ps
O'Nell. Irvin
Fadific Coast Aider
Timber Co
Partridge. A H
Parkes. A D
Parmen. L E
Petta. C B
Petta. C B
Pittenger, Wm E
Pittro, Ferraris
Plummier. W A
Pisas, Hed
Polderman. M
Fodlipsky. Lois
Port A
Pisas, Hed
Potta. Myran
Potts. Myran
Potter, E
Potter, E
Potter, E
Potter, E
Potter, G
Porter, Mr
Potts. Myran
Potter, E
Potter, L
Potter, E
Rosenton
Rasmusseen. Tensine
Reogentinin, Jacob
Reggan, Edwin
Ritter, J C
Richurds, Clark and
Ruth
Richurdson, Glenn
Robinson, J H
Robinson, J H
Rogers, John
Rogers, Lock Cahman, Mr Carleon, Julius Carleon, C Casey, Grant Chare, Fred Chara, Fred
Clanager, William
Clarks, Michael
Clarks, Mr and Mrs
Clark, Thomas
Close, Pernhert
Clow, Charles
Coxoe, R. F.
Coyonelle, C.
Columbia, Arthdeal
Limb Co.
Cola, James E.
Conatok, Alex
Conkila, George B.
Cooke, R.
Cooper, S. M-2
Corless, J. T.
Corkin, J.

Corleas, J T
Cowies, Edward H
Corkin, J
Cowies, Edward H
Cowell, Simeon
Cowell, Simeon
Cowell, Simeon
Cowell, B H
Craw, Prank L
Craney, Charlotte
Crowe, Emille
Crowell, Perry B
Currie, Fred W
Dalton, W D
Danford, Roseoe C
Davidson, J B
Davis Mill Co
Davie, Robert
Dean, Harry
Dimbat, Rudelph
Dickinsen, E H
Doraidson, T
Dorr, E G
Dryan, T F
Durkhelmer
Electric Solder Co
Eliot, Rev G W
Elliot Md. Ce
Empire Construction
Co
Empire Construction Emerton, Thomas Estes, Mr

Rutiedge, Jim
Rumery, Howard
Ruet, Max
Savier, C
Sanburn, Capt I B
Sanders, Joseph
Schott, John M
Schermerhorn, Fred R
Schott, Theodore
Schultz, Ray
Scott, George
Sexton, Hogue
Sebbaid, E J
Sears, A J
Seeman, I C
Shattuck, L L
Shattuck, L L
Shattuck, L L
Shattuck, L L
Shankan, D
Shaw, Martin
Shaw, E M
Shaw, B M
Shaw, O A
Smith, A C
Sbelly, Mrs Frank
Shulenbarger Entite
Shulenbarger Entite
Shepherd, T A Estea Mr Gust
Erickson, Gust
Falcone, Emillo
Few, E W
Feldhaur, Henry
Feldhaur, Henry
Feldhaur, Henry
Ferrikan, Peter
Filanger, John
Flah, D N
Forrest, Alan B
Foster, Arthur
Freuch, Smith
Frick, John B
Frick, John B
Frick, John C
Fuller, Fyron
Gallagher, Myles
Glbson, E
Glbson, E
Gldstrop, John
Gantz, P H
Goddstein, W P Shulenbarger Esti Shepherd, T A Shielda Billt Shores, F J Sittel, the Tailor Simpson, G Simpson, Jee C Slocum, C M Siyter, Charles

Slyter, Charles Smith, Unarles B Smith, Prof A O Smith, C P Smith, Edward Smith, W U Boper, G W Boranson, S T Sparks, S

and been made public, but it is said that the figure makes all recent high records in the Long Acre district look like the proverbial 30 cents. The motives of the purchaser in the transaction are not altogether apparent to real estate men. The strategic value of the parcels would arise only in the event of the property both morth and south of it coming into one of the control of the control of course, this morth and south of it coming into one of the control of course, this morth and south of it coming into one of the control of course, the larry. Miss Ruth. Harris, Mess Ruth. Harris, Mess Manie. Harris, Joseph Harris, Lew Martin, Lew Martin, Lew Martin, Mess Manie. Harris, Mess Manie. Harris, Joseph Harris, Lew Martin, Lew Martin, Mess Manie. Harris, Joseph Harris, Lew Martin, Lew Martin, Lew Martin, Mess Manie. Harris, Joseph Harris, Lew Martin, Le

Traver, L B
Traber, Trurnan, Judson
Tressoit, Charles B
Turnbuil, George
Van, Mrs A E
Vanebas, G W
Vanhorn, G
Wylle, Robert
Wade, G
Woldesl, A
Waidwick, Capt A
Waidwick, T
Walker, D E
Wolfers, Charlie
Warren, Horace
Ward, J
Ohn
Ward, John
Ward, John
Ward, Mr
Wedling, Elmer
Weeks, Sylvanus
Welch, T J
Wella, Will H
Werthelmer, H B
Wheat, Roscow D
I whitehouse, Gardner
White, Grant
Willians, Frank L
Wilcon & Gibbs Sewing Mach, Co
Williard, Francis D
Willians, Fred
Winget, W G
Woodruff, Sam
Wood, Rev J H
Wright, Mr
Jigier, B R Koumarelas, Pets Koursy, David Krogh, William Kramer, Henry Kunurin, Johan Lupham, Occar
Lambam, Occar
Lambria, Dave
Lant, Otto
Loratson, Alfrida
Lawson, Henry
Lehman, Christian
Lennox, Jack
Leeman, S

Lesman, B WOMEN'S LIET.

Adams, Mrs Ada B McCarmack, Mrs Lena
Adam, Mrs L C McMules, Miss Ethel
Allen, Mrs C McMules, Miss Ethel
Allen, Mrs C McNeal, Miss Emma
Anderson, Mrs BerMcDonald, Miss Edna
Mauver, Miss Edna
Armitetead, Miss Macomber, Mrs F H
Amy I Malott, Mrs Cohner-S
Amy I Malott, Mrs Cohner-S Armitetand, Miss Macomber, Mrs P H
Army I Maiott, Mrs Conner-3
Armstroug, Mrs Sarahmannings, Mrs Athel
Atkinson, Mary
Angus, Hdna O
Angus, Hdna O
Austen, Hattle
Angus, Miss Zdna O
Backman, Miss Wend-May, Miss Laura
Ia
Babbige, Miss Willberta
Bailey, Miss Emma
Bailey, Mrs Johs R
Biller, Miss Myra
Bailey, Mrs Johs R
Baller, Mrs Mrs
Baller, Mrs Mrs
Baller, Miss Mrs
Bartel, Mrs
Benson, Mrs
Besson, Mrs
Besson, Mrs
Besson, Mrs Dolle
Bennett, Mrs C
Bennett, Mrs C
Bennett, Mrs C
Bennett, Mrs C
Bennett, Mrs M
Besson, Mrs Bolle
Bonarth, Miss Jesse
Bosonth, Miss Jesse
Bray, Miss Leah
Bonarth, Miss Jesse
Bray, Miss Mabel
Nicholas, Mrs Mollie

anisah, Miss EstherCowers, Mrs William ink, Hra C B Pyle, Mrs own, Miss Isashek L Patton, Mrs Catherin ck, Estelle Patton, Mrs Alle Pennington, Mrs J T mpbell, Mrs A B Pecterson, Mrs Rosle floor, Mand & May Phillips, Miss E S Fill Mrs Abbis Pearson Mrs No E Buck, Estelle

Busnell, Hrs. Ida

Campbell, Mrs. C

Campbell, Mrs. C

Campbell, Mrs. A

Carlson, Mand & M

Carlson, Mand & May Phillipe, Miss. B

Carl, Mrs. Abbis

Chamberdain, Mrs. B

Entry

Chamberdain, Mrs. E

Harry

Chamberdain, Mrs. E

And Tamily

Chiloois, Mrs. Mattle

Colon, Mrs. Bobert

Caxall, Mrs. William

Collingswood, Mrs. Mrs. Reynolds, Miss. Beryl

Collingswood, Mrs. Mrs. Mattle

Coopsand, Mrs. Mrs. Billey, Miss. Esther

Coopsand, Mrs. Mrs. B

Carlson, Mrs. Lizzie

Sya.

Coopsand, Mrs. Mrs. Catherine, Mrs. Allec

Featingsion, Mrs. Aller

Pentingsion, Mrs. Aller

Pentingsion, Mrs. Aller

Pentingsion, Mrs. Aller

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