

CONTRACT FOR HAY

Government Places an Order in Portland.

WILL BE TESTED IN ISLANDS

Purchase of 1250 Tons for Shipment to Manila—Goes by Sound Steamer—Adventure of British Captain.

The War Department has let a contract to Albers Bros. Milling Company, of this city, for 1250 tons of hay for shipment to Manila. This is a part of the amount originally called for, the Government requiring in all 5455 tons. The larger part of the order was placed at San Francisco, but a cheaper quality of hay, Senator Mitchell has informed the Portland firm that this lot is to be purchased here to be tested together with hay from other sections. Dealers who handle Oregon hay are satisfied that a thorough test will be the best thing that can happen to convince Army officers of the superior merit of the product of this state. The following letter, which Senator Mitchell received from the Quartermaster-General, was sent to Albers Bros:

"The lowest bids for hay in the recent bidding were for deliveries in San Francisco, but it was decided to purchase a quantity of Oregon hay in Portland and a quantity of Washington hay on the Sound for the purpose of sending different varieties of hay to the Philippines for a thorough test of the merits of these classes of forage. Our Quartermasters in the Philippines will be instructed to send full reports on the merits and food quality of these different hays, so that just and accurate judgment may be arrived at as to what kind of hay is best to buy in the future for the needs of the service in the islands."

The cats called for in the Government advertisement, 520 tons, which Kerr, Gilford & Co., Albers Bros and Simpson & Co. will furnish, together with the hay bought at San Francisco, will be shipped to Manila on the transport Dix, which is now due at San Francisco from the Orient. The transport is expected to reach Portland early next month.

As there will not be room on her for the hay purchased yesterday, efforts were made to find another steamer to load here, but without success. The Portland & Astoria Steamship Company, which has all the west-bound freight it can carry, declined to lower its rates to the Government, so recourse was had to the Sound companies. Frank Waterhouse agreed to transport the hay at a low price, so the deal with him was concluded and the hay will be sent from Portland to Tacoma to be shipped from there to the Orient.

PART CARGO FROM ANTWERP.

French Bark Marechal de Turenne Will Begin Discharging Monday.

The French bark Marechal de Turenne entered at the Custom-House yesterday. The vessel is still at anchorage in the stream, but will move in to Mersey dock Monday to discharge. By that time the steamer Frank Waterhouse is expected to arrive and moved down to the Eastern Lumber Mills to begin loading lumber for the West Coast.

Captain Roux, of the Marechal de Turenne, reports an uneventful voyage up from Port Los Angeles. He says the La Bruyere, which arrived there while he was still in port, came in in a terrible condition. The Turenne, which has part cargo from Antwerp, entered with 1256 casks of cement, 274 rails, 237 bundles of fish plates and 262 bars and 41 bundles of iron. The cargo is consigned to Balfour, Guthrie & Co.

BRITISH CAPTAIN ASSAULTED.

Has Adventure With Burglar in the Cabin of His Ship.

OAKLAND, Cal., Jan. 21.—Captain C. Gibbons, of the ship General Gordon, lying off Long Wharf, was murderously assaulted by a lone burglar shortly after 3 o'clock this morning in the cabin of his vessel, and robbed of considerable money, besides some jewelry.

The assailant has not been caught, but Deputy Sheriffs are working on the case, and are searching for a colored man that has been hanging around the ship the past several days.

Shortly after 3 o'clock this morning, Captain Gibbons was aroused in his cabin by a strange noise that emanated from one corner of the cabin. He arose and discovered a man at work robbing a small bureau. He grabbed him and was suddenly struck on the head by a club, which felled him to the floor. Here he lay unconscious for a few moments and when he recovered the burglar had fled. An

STEAMSHIP COMPANY'S LOSSES

Oceanic's Report Shows Poor Showing for 1903.

SAN FRANCISCO, Jan. 21.—At the annual meeting of the stockholders of the Oceanic Steamship Company, held today, the following board of directors was elected: Elias Spreckels, John D. Spreckels, Adolph Spreckels, Frederick Tillman, Jr., E. F. Preston, H. E. Bothin and W. D. E. Gibson.

President John D. Spreckels submitted his annual report, showing receipts and disbursements for the past year as follows: Receipts, \$1,023,343; disbursements, \$1,353,172. Expenses in excess of receipts, \$329,829. The loss for the year preceding was \$348,522. The net loss on the year's operations was \$234,675, as against a net gain for the year preceding of \$58,303. The report stated that the outlook for the coming year was very favorable.

Ship and Steamer Collide.

VICTORIA, B. C., Jan. 21.—Advices from Sydney by steamer Aorangi, which arrived today, tell of a marine disaster in which Captain Carrington, of the steamer Cogee, and Frank Golley, a seaman, were killed. The Italian ship Fortunato Figaro, from Melbourne, for Newcastle, collided with the steamer Cogee, near Leavenworth for Melbourne. The Italian ship crashed into the steamer at the forward bow and the jibboom of the Italian ship swept the steamer's decks, splintering the bridge and all deckworks and killing the captain and Golley. Second Mate Durant had a leg broken.

Captain of Liner Arrested.

SAN FRANCISCO, Jan. 21.—Captain Gordon, of the steamer Nippon Maru, was arrested today by United States Marshal Shine for allowing a Chinese passenger to escape from the detention sheds. The latter made good his escape in 1903 and the captain was indicted by the Federal grand jury October 21, 1903, at the same time that Captain W. B. Seabury, of the Korea, was taken into custody for the same offense. Both were released on \$2000 bonds.

Chartered to Load Lumber.

The Pacific Export Lumber Company has chartered the American bark Louisiana to load lumber here for a trans-Pacific port. She will carry about 100,000 feet. The bark is now at San Francisco. Owing to the danger of war, it is not practicable to charter steamers for the Orient, as they might find it difficult to secure coal on the other side.

Part of Her Cargo Will Be Discharged.

ASTORIA, Or., Jan. 21.—(Special.)—The British ship Cromartyshire, which arrived in a few days ago with a cargo of wheat, will carry about 100,000 feet of lumber. The steamer is now at anchorage in the stream, but will move in to Mersey dock Monday to discharge. By that time the steamer Frank Waterhouse is expected to arrive and moved down to the Eastern Lumber Mills to begin loading lumber for the West Coast.

Bar Buoys for Willapa Harbor.

ASTORIA, Or., Jan. 21.—(Special.)—The lightship tender Columbine has received orders to proceed to Willapa Harbor at the first opportunity and replace a couple of bar buoys that were carried away during the recent storm.

Domestic and Foreign Ports.

ASTORIA, Or., Jan. 21.—Arrived today at 3 P. M.—British ship Anacost and schooner Volunteer. Condition of the bar at 5 P. M., rough; light northeast wind; weather cloudy.

SAN FRANCISCO, Jan. 21.—Arrived at 9 A. M.—Steamer Alliance, from Portland. Arrived at 10 A. M.—Steamer Aurelia, from Portland.

ASTORIA, Or., Jan. 21.—Arrived at 9:30 A. M.—Steamer Pventian, from Portland. Arrived—Schooner Glendale, from Columbia River.

SAN FRANCISCO, Jan. 21.—Sailed—La Bretagne, for Havre.

INSTRUBUI, Jan. 21.—Passed—Mongolian, from New York, for Glasgow.

HAVRE, Jan. 21.—Arrived—La Savoie, from New York.

HAMBURG, Jan. 21.—Arrived—Pennsylvania, from New York, via Plymouth and Cherbourg.

ANTWERP, Jan. 21.—Arrived—Dutchman, from Philadelphia; Vaderland, from New York.

LONDON, Jan. 21.—Sailed—Minneapolis, for New York.

QUEENSTOWN, Jan. 21.—Sailed—Majestic, for New York.

USANT, Jan. 21.—Passed—Silvest, from San Francisco, etc., via Tenerife, for Hamburg.

NEW YORK, Jan. 21.—Arrived—Amsterdam, from Rotterdam.

SAN FRANCISCO, Jan. 21.—Arrived—Steamer Centennial, from Gray's Harbor; steamer Newburg, from Gray's Harbor; schooner Philippine, from Tacoma; schooner Belfa, from Coquille River; schooner Lizzie, from Gray's Harbor; schooner Unatilla, from Victoria; steamer Waukegan, for Cuba Bay; steamer Leelanaw, for Tacoma; steamer Montana, for Ladysmith; schooner Mary Eda, for Sitka; schooner Bender, from Bixby; schooner Rival, for Willapa Harbor.

TACOMA, Jan. 21.—Arrived—Steamer City of Pechia, from San Francisco; steamer Edith, from San Francisco; schooner Steam City of Pechia, for Everett; French bark Cote de Villobis Mareuil, for Quenowton, Plymouth or Palmouth.

Women's Missionary Society Meets.

NEW YORK, Jan. 20.—Women from all parts of the country are attending the 43rd anniversary meeting of the Women's Union Missionary Society of America, being held here. This was the first woman's missionary society organized, and its members represent nearly every state and religious feeling, from Episcopal to Baptist.

DRAFT NEW BUILDING LAW

ARCHITECTS PREPARE A CITY ORDINANCE.

San Francisco Code Followed Closely—Recommendations of Theater Committee to Be Adopted.

Portland is to have a new building ordinance, and that not as the result of the Iroquois Theater fire. It has long been felt that the present ordinance is out of date and the architects and builders of the city have often threatened to draft their own. The draft is now in the hands of the Council, but they delayed doing so until a month or so ago, when the matter was taken up by two independent parties, neither of which knew the other was engaged in the work. One of these has already submitted to the Council a type-written copy of what would be quite a voluminous ordinance and the other is about to do the same.

W. H. Gordon, the contractor and builder, several months ago was about to take a trip East, where he could readily look up the building and fire ordinances of other cities. It was too late for him to make an abstract of the best of them for use here, and the Mayor said he would be glad to have Mr. Gordon do so. He returned a few weeks ago and shortly afterward laid before the Council a very long, formally drawn document that could be adopted as law, and be a first-class building ordinance. This has been before the Council some time, but no action has been taken upon it.

One of the reasons for this is that the Architects' Association has given out that it has appointed three of its members, William C. Knighton, Emil Schacht and H. J. Hefty, as a committee to draw up an ordinance for the same purpose that actuated Mr. Gordon. The committee was well along in its work before it found out that some one else was engaged in the same task. It was too late to co-operate with him, and there is no reason for believing the committee members cared to do so. They are architects and Mr. Gordon is a master builder.

The work of the architects' committee reached completion a day or two ago and the results of it were submitted to the Architects' Association for criticism. These are to be given promptly and discussed, so that the ordinance can be given to the Council before its next meeting. An architects' ordinance is based on the San Francisco ordinance enacted a year ago. It covers every possible point and if followed will prevent catastrophes of any kind happening in buildings. Only minor changes have been made from the San Francisco document, such as are due to the difference of climate and other conditions. These are generally buried deep in the body of the ordinance and have had to be ferreted out by the perseverance of the committee. A conspicuous one of these is the demand that all San Francisco buildings have 18-inch basement walls. The reason for this rule is that the soil of San Francisco is sandy and thrusts against retaining walls with too much force for eight-inch or anything less than 12-inch walls to stand. Many similar minor changes have had to be made, but the ordinance as a whole is so complete that the general wording of it has not been changed. It is very long, but its wordiness is balanced by its completeness.

In one regard many suggestions have been made—the matter of the theaters. Or was the committee man say that they believe this part should follow the report of the special committee that is now engaged in examining the various theaters. This will probably be done. Speaking of the ordinance yesterday, W. C. Knighton said: "This is an absolutely independent action on the part of the architects. The fact of the inadequacy of the old ordinance was only brought forcibly to our notice by the lack of a provision for steel-framed buildings, but we thought that as long as we were forced to make a suggestion on that point we might as well remodel the whole ordinance."

Richard Martin, the only architect on the committee that has been inspecting theaters, has something to say about what will be done with that matter. "The ordinance as it stands, as far as theaters go, is adequate enough," he said. "The trouble is that it has not been followed. If it had been seen to that it was not violated, there would

MARKET TO COST \$30,000

THREE BUILDINGS TO RISE ON MECHANICS' PAVILION SITE.

Permanent Booths Will Be Provided for Producers and Stallers for Peddlers and Hucksters.

Within 60 days the empty block bounded by Clay, Third, Market and Second streets, where once stood the Mechanics' Pavilion, will be occupied by a \$30,000 market building to be erected by the Union Market Association, which on Wednesday filed articles of incorporation with a capital stock of \$25,000, in the County Clerk's office.

The market will be thoroughly modern in every particular, and will occupy three separate buildings covering the entire block, 200 feet square. Two driveways, running through the block from Second to Third streets, will separate the three buildings. The structures on Clay and Market streets will be used by peddlers, who will sell from their wagons, while in the center, or main building, will be located the permanent booths of producers, waiting-room and offices. The waiting-room will be maintained at the expense of the association, which intends to do everything in its power for the benefit of the country people who journey to town in the cool and early hours of the morning with their produce.

The offices of the association will be in the main building and it is expected that it will be a matter of a short time only when a health inspector will be installed at the market with permanent offices in the building.

The buildings that will be devoted to the wagon peddlers will be arranged in such manner that shoppers can pass through the building and inspect the produce of the peddlers without difficulty. An elevated promenade, running the length of the buildings, will be built in the center of each wagon stand. All wagons will be backed up against this walk, along which purchasers can pass and purchase from the various wagons.

The names of the principal stockholders in the corporation have been withheld from the public up to this time, but the election of officers, which will take place in a few days, will probably result in the names of the principal promoters of the association being disclosed. The incorporators are: W. E. Shafford, L. Bailey and E. M. Gardner.

The idea of opening a market-place in Portland is said to have originated about two years ago with several men from Detroit, Mich., who were visiting the city. The delay in securing the franchise was so great, however, that they practically gave the matter up and when their attorney in this city finally secured the franchise they were not so anxious to take it up. When the franchise was secured, however, nearly a year and a half after the matter was first taken up, the Union Market Company, the first company formed, commenced the work and had the old pavilion torn down. This work has just been completed and the franchise has been sold to the Union Market Association. The company, however, is believed to have been made for the purpose of including other parties in the corporation, since it is understood that the Detroit parties are still interested in the venture.

A 25-year lease has been secured from the city for the property on which the market building is to be erected, for which a monthly rental of \$100 is to be paid. At the end of the stipulated time, if the city demands more rent for the property, it is agreed that an arbitrary board shall be appointed to decide on the matter.

Nearly every city in the country of Portland's size has a market place. In Portland the market promises to be a great advantage, since it means that a great portion of the peddling business will be done under cover and out of the rain. During the early hours of the morning, especially during the berry season, hundreds of wagons block the streets bounding the plaza blocks. Garbage from the vegetable wagons litters the streets and of late years much complaint has been made of the troublesome peddlers. The market, however, will stop this trouble as well as bring the producer and consumer in closer relation, resulting in a mutual benefit.

KINGDOM IS A THREAD.

Sage Excuses Early Church for Not Spotting This.

PORTLAND, Jan. 20.—(To the Editor.)—The Kingdom of God is the golden thread that runs through the Bible into one consecutive whole that reaches from Genesis to Revelation, and

ON TRIAL FOR HIS LIFE.

How Chad Buford Defended His Best Friend, Charged With Murder.

Next Sunday The Oregonian will publish a fascinating chapter from "The Little Shepherd of Kingdom Come," by special permission of Charles Scribner's Sons. It is a short story, complete in itself, and appeals strongly to every boy, whether he be 10 years old or 70, and to every girl of the same age limitations. Chad's best friend is his dog.

be no necessity of any change in any of the theaters in town. But there has been no building inspector, and the fire chief has too many other duties to follow the matter.

"For some reason the clauses in the building ordinance that relate to the theaters are lacking in the printed copy that is in use, and I never knew until the other day that there were any particular clauses on the subject. On examination I found that these covered the case completely. But they were not followed, or there would have been no occasion for us to order any changes."

Both the suggested ordinances provide for a building inspector, who is to be paid by builders themselves, according to the value of the structure they wish to build. The exact terms of this arrangement will be a matter for the Council to settle.

IS ABLE TO FIREPROOF WOOD.

Chicago Chemist Makes Use of Sulphate of Aluminum.

CHICAGO, Jan. 21.—Joseph L. Ferrell, of Philadelphia, threw handfuls of scorching oil on a hot gas fire in the rooms of the Western Society of Engineers last night in demonstrating a theory. It smoked, but did not blaze. Mr. Ferrell, who is a chemist, had been asked to address the engineers on the subject of fireproofing wood and combustible fabrics. He told them it could be done cheaply, and then he made the practical demonstration of the use of sulphate of aluminum in the composition Mr. Ferrell had used to fireproof the wood and cotton. His plan is to saturate the material under a pressure. From a commercial viewpoint Mr. Ferrell said there was nothing in the way of making any theater safe from spreading flames. While sulphate of ammonia, which has been used, is expensive, sulphate of aluminum is cheap, costing 75 cents a hundredweight, and the expense of using it is comparatively small.

So many diseases depend upon impure blood, Hood's Sarsaparilla is the most widely useful medicine.

FENDERS ON STREET-CARS.

Oregon City Line Wants Cow-Catchers Instead.

Fenders have been placed on nearly all of the Portland Railway and City & Suburban Companies' street-cars, in compliance with the city ordinance enacted some time ago. The Oregon Water Power & Railway Company has asked permission of the City Council to place cow-catchers on their cars instead of fenders, and as soon as this matter is settled all of the street-cars in the city will be provided with either fenders or cow-catchers.

The fenders being placed on most of the cars are suspended about four inches above the track and are operated by the foot, the motorman stepping upon a release lever in time of emergency, which allows the fender to drop flat upon the track almost instantly.

The Oregon Water Power & Railway Company in its petition to the Council for a permit to put cow-catchers on the cars points out that as the greater part of that



Miss Gannon, Sec'y Detroit Amateur Art Association, tells young women what to do to avoid pain and suffering caused by female troubles.

"DEAR MRS. PINKHAM:—I can conscientiously recommend Lydia E. Pinkham's Vegetable Compound to those of my sisters suffering with female weakness and the troubles which so often befall women. I suffered for months with general weakness, and felt so weary that I had hard work to keep up. I had shooting pains, and was utterly miserable. In my distress I was advised to use Lydia E. Pinkham's Vegetable Compound, and it was a red letter day to me when I took the first dose, for at that time my restoration began. In six weeks I was a changed woman, perfectly well in every respect. I felt so elated and happy that I want all women who suffer to get well as I did."—Miss GUYLA GANNON, 359 Jones St., Detroit, Mich., Secretary Amateur Art Association.

It is clearly shown in this young lady's letter that Lydia E. Pinkham's Vegetable Compound will certainly cure the sufferings of women; and when one considers that Miss Gannon's letter is only one of the countless hundreds which we are continually publishing in the newspapers of this country, the great virtue of Mrs. Pinkham's medicine must be admitted by all; and for the absolute cure of all kinds of female ills no substitute can possibly take its place. Women should bear this important fact in mind when they go into a drug store, and be sure not to accept anything that is claimed to be "just as good" as Lydia E. Pinkham's Vegetable Compound, for no other medicine for female ills has made so many actual cures.

How Another Sufferer Was Cured.

"DEAR MRS. PINKHAM:—I cannot praise your wonderful remedies enough, for they have done me more good than all the doctors I have had. For the last eight years and more I suffered with female troubles, was very weak, could not do my housework, also had nervous prostration. Some days I would remain unconscious for a whole day and night. My neighbors thought I could never recover, but, thanks to your medicine, I now feel like a different woman.

"I feel very grateful to you and will recommend Lydia E. Pinkham's Vegetable Compound to all. It has now been four years since I had the last spell of nervous prostration. I only weighed ninety-eight pounds at that time; now I weigh one hundred and twenty-three.

"I consider your Vegetable Compound the finest remedy made. Thanking you many times for the benefit I received from your medicine, I remain, Yours truly, Mrs. J. H. FARMER, 2809 Elliott Ave., St. Louis, Mo."

Remember Mrs. Pinkham's advice is free and all sick women are foolish if they do not ask for it. She speaks from the widest experience, and has helped multitudes of women.

\$5000 FORFEIT if we cannot forthwith produce the original letters and signatures of above testimonials, which will prove their absolute genuineness. Lydia E. Pinkham Med. Co., Lynn, Mass.

line runs through open country, the cow-catcher is better than the fender, since should a cow or other animal be struck it would be brushed from the track, while the fender would probably derail the car and result in great injury to the passengers. The matter is under the advisement of the street committee of the Council.

Owing to delayed shipments of fenders the Portland Railway and City & Suburban Companies will not have fenders on all their cars for about two weeks.

The Portland Railway Company expects to have fenders on all of the cars in use at the present time within ten days. Two shipments of fenders have already been received from Cincinnati, and another shipment is en route from the factory. The summer cars will be furnished with fenders at once, and every car that leaves the barns will soon be equipped.

Clergyman Take Notice. Applications for clergy certificates for the year 1904 are now at the office of A. L. Craig, general passenger agent of the Oregon Railroad & Navigation Company, and those entitled to permits will please call at room 1, Worcester building, for the same.

Oregon Grape Makes Good Jelly. PORTLAND, Or., Jan. 21.—(To the Editor.)—Mr. Claude Gatch, in his article

Nature's Gift from the Sunny South



Shortens your food—Lengthens your life

Most pastry is just a mixture of fat, flour and eggs. Nobody is afraid of either good eggs or flour. The whole trouble is in the fat. Pure butter is expensive and scarce. Hog lard is plentiful and cheap. Hog lard is the horror of delicate stomachs. Cottolene is wholesome and economical. The use of Cottolene is perfectly simple. The result is simply perfect.

FREE! Send us a two-cent stamp to pay postage and we'll mail you a copy of our book, "Home Helps," edited by Mrs. Rorer, which contains 300 choice recipes from the country's noted cooks.

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