BIG COASTING FLEET

February Arrivals and Departures Break Records.

QUADRUPLED IN FOUR YEARS

Portland the Most Prominent Port in the Northwest for Coasting Vessels-Two Fast Schooners Arrive.

Exclusive of the small steamers be tween Astoria and Tillamook, 42 coasters crossed in and out of the Columbia River during the first half of the short month of Pebruary. The growth of this consting traffic in and out of Portland has been the most remakable feature of the maritime trade of the Columbia River, and this port is now in the front rank in has more than doubled since last year at a corresponding period; is nearly three times as large as for the same period in koka. 1902; more than four times as large as in and nearly five times as large as in 1900. These figures are based on the nu erical strength of the fleet, but as the cessels now coming to the port are much arger than those which came in former urs, the tonnage comparison would make an even greater comparative gain.

partures of Columbia River consters for first two weeks of February, for the past five years as shown by the records

There has been no "bunching" of this floot due to the bad weather, and none fleet due to the bad weather, and none of the vessels have suffered delays of any consequence, for not a day has passed this month without one or more of the coasters crossing in or out. This prominence of Portland as a coasting port is corroborated by the dally tables printed in the San Francisco Guide. Out of a total of 29 coasters, exclusive of the steamers on regular runs, the Guide's tables show more en route for, in port, or sallyst from are en route for, in port, or sailing from riland, than are credited to any other rth Pacific port. Of the 200 coasters mentioned, the Guide credits them as follows Portland, 41; Gray's Harbor, 36; Seattle 35; Tacoma, 31; Port Townsend, 31; Bal-lard, 32; Astoria, 36; Willapa, Coquille, Everett, Coos Bay, 9 each; Umpqua, Port Gamble, Port Hadlock, 6 cuch; Port Blakely, 4; Blains, Fairhaven and Anacortes, 3 each; Tillamook, Siuslaw, Port Ludlow and Olympia, 2 each; Eagle Harbor, What-com, Roche Harbor and Port Angeles, 1

Notwithstanding this large increase in coasting marine traffic, the deep water business out of the port has not suffered by comparison with that of other ports. There are more ships in Portland under charter for foreign grain loading, than in all other Pacific Coast ports combined, and the en route list of vessels suitable for grain loading is larger than headed for many other North Pacific port.

WAGES WERE TOO HIGH.

Puget Sound Stevedoring Firm Claims

Labor Unions Closed Them Out. a circular letter to shipowners and others lows; In June of last year we commenced

the business of lumber stevedores on Puget Sound, believing that we had from experience of several years past a idea of the cost of loading, and we ie a flat rate of \$1.00 per thousand feet. Owing to the general amalgamation of labor unions, and their unreasonable demands, the cost of labor has advanced recently; and now the cost of loading cargoes, as compared formerly when wages were of a uniform rate of E cents per hour, is very much increased. The unions now, and they are all-powerful, exact a rate of 40 and 50 cents an hour for steaght time, and 60 and 75 cents per hour for overtime, and 50 cents per hour for any work performed on account union rules increased the cost in many cases fully 25 per cent or more. For reasons above stated we have decided withdraw from the field."

JETTY NOT FURTHER DAMAGED Work on Breakwater Will Soon Be

Resumed and Hastened. ASTORIA, Or., Feb. 14.—Despite the prevalence of heavy weather during the past week, no further damage has been

me to the Columbia River jetty other an that occurring 10 days ago, when a than that occurring 10 days ago, when a gap 384 feet in length was torn in the breakwater near the outer end. The storm of Thursday was even more severe than the previous gale, but the jetty held against it. Preparations are being made at the

mouth of the river to rush the work on the jetty during the coming Spring and Summer. It is understood the rock de-livery will be resumed within 20 days, and that as soon as good weather comes work on extending the breakwater will be

The Northwest Construction Company is preparing to continue its rock contract on an extensive scale, and the first of a series of blasts was exploded Saturday, with good results. Blasts to be exploded this week will be small ones, about two or three tons of powder being used for each. | =

BUCCESSFUL EX-PORTLANDERS

McCabe, Sprague & Buddy Now Control Sound Stevedoring Business.

Three ex-Portlanders are now in control of the stevedoring business on Paget Bound. William McCabe, formerly of the firm of Brown & McCabe of this city, and founder of the stevedoring business of McCabe & Hamilton on Puget Sound has purchased the interest of the late Senator Hamilton from Mrs. Hamilton. His partners in the business are Robert Buddy, for nearly 20 years with Brown & McCabe in this city, and Captain Clark W. Sprague, who suided the old Wide West, R. R. Thompson and other palating O. R. & N. steamers up and down the Columbia "in the good old Summertime," many years ago. All of this trio are well and favorably known as the Portland water front, and unless they have changed their dispositions, there are few if any Three ex-Portlanders are now in contheir dispositions, there are few if any more popular men on the Tacoma and Seattle water front than "Billy" McCabe, "Woody" Sprague and "Bob" Buddy,

TEES HAULED OFF ROCKS.

Canadian Pacific Steamer Is Not Damaged Very Badly. VICTORIA, B. C., Feb. 14.—The Cana-dian Pacific steamer Toes was hauled off Trial Island rocks at high tide this

reing and taken to the Esquimalt ma-

rine ways for repairs. She escaped with marvellously slight damage, considering the circumstances, the vessel having run upon a jagged reef almost at full speed. The big turs did the hauling and had not much difficulty.

CLEAR 17 LUMBER CARGOES, Record at Astoria for the First Two

Weeks of February. ASTORIA, Or., Feb. 14.-Seventeen lum per cargoes have been cleared from Co lumbia River points during the first two weeks of the month, the shipments aggregating almost 10,000,000 feet. The month

The Lower Columbia River logging camps are gradually resuming operations, after idleness of several months. Comparatively little rain has fallen of late, with the result that logs still remain above tidewater. In consequence prices are \$7 and \$8, and if the rainfall is not greater ere long the price will go still higher. Local lumbermen express confi-dence that the market will continue to improve, and that lumber prices will be

To Survey Lumber Vessels.

The Board of Marine Underwriters of San Francisco, have appointed Captain Albert Crowe, of this city, surveyor of lumber vessels for the board, for the dis-trict of Columbia and Williamette Rivers, and this port is now in the front rank in this kind of water traffic. According to the records of the Merchants Exchange, the traffic for the first half of February has more than doubled since last year at this city. Prior to has taking up his res-

Two Fast Schooners.

The incoming consters have been roaking good passages up from California. The Sailor Boy, which arrived in Satur-day, was only out six days from San Francisco, and yesterday the J. M. Weatherwax arrived at Astoria, seven days out from San Francisco. The W. F. Witze-mann, which also arrived in yesterday, did not make such a good showing. She came from San Pedro, and was 18 days

Chinook Works on the Bar.

ASTORIA. Or., Feb. 14.—During calm weather yesterday the dredge Chinook put in a good day working on the bar, and made several trips to sea. While and made several trips to sea. While storms prevailed the dredge worked inside the heads, where the river channel has been materially despened. The Government tug Mendell has been delayed making soundings on the bar by bad weather, but it is authoritatively stated two more working days will complete this work, the result of which is awaited with great interest, as it will show what the Chinook has accompilished. A statement as to the has accomplished. A statement as to the soundings thus far made is not obtainable.

W. H. Harrison in a Gale. NEWPORT, Or., Feb. 16.—The steam schooner W. H. Harrison, sailed for Portland this morning at 7 o'clock with a limited fuel supply. A heavy gale has been blowing since the vessel sailed.

Foreign and Domestic Ports.

ASTORIA, Feb. 14.—Arrived down at mid-light and salled at S. A. M.—Steamer Whittier or San Francisco. Arrived at 7:30 A. M. and eft up at 9 A. M.—Steamer Alliance, from left up at 9 A. M.—Steamer Alliance, from
San Francisco, via coast ports. Arrived at
7:30 A. M. and left up at 11:30 A. M.—Steamer Geo. W. Elder, from San Francisco. Salled
at 10 A. M.—Schooner Mabel Gale, for San
Francisco. Arrived at boom—Schoener J. M.
Weatherwax, from San Francisco; schooner W.
F. Witsmann, from San Fedro. Left up at 11
A. M.—Schooner Andy Mahony, schooner Repeat. Arrived at 5 A. M.—Schooner Gerald C.,
from Florence. Outside at 5 F. M.—Two
square-rizgers. Condition of the bar at 5 P.
M., moderate; wind east; weather cloudy.

Ban Francisco, Feb. 14.—Arrived at 11 A. M.—Steamer Oregon, from Portland. Sailed at
10 A. M.—Schooner Henry Wilson, for Portland. Arrived has night—Steamer Aberdeen
and steamer Prentiss, from Portland.
San Francisco, Feb. 14.—Arrived—Steamer
Nevadan, from Kahuluit; British ship Madagascar, from Antwerp; steamer China, from
New Yakhana. School, Steamer
News and Yakhana.

Remaie & Grant, Puret Sound steve-lores, have retired from the field, and in circular letter to shipowners and others five the reason for their retirement as the delegation of the control of the contr

CATS THAT WIN PRIZES

AWARDS MADE TO ARISTOCRACY OF PUSSYDOM.

Mrs. Fletcher's Persians and Mrs. Walker's Angoras Lead-One Had a Blooded Great-Grandfather.

The annual meeting of the Oregon Poultrymen's Association scheduled for tonight at 8 o'clock will bring to a close the poultry show. Yesterday another large crowd visited the show rooms at First and Main streets. Rain had no terrors for the women who were on hand to admire the blooded cats which were an hand to admire the blooded cats which were a part of the show. Owing to the crowd Saturday afternoon and evening the judges of the cats and pigeons were delayed and the prize-winners were announced yesterday.

Mrs. B. H. Fietcher, of Tacoma, captured about everything in sight with her

tured about everything in sight with her specially fine lot of Persian cats. Her great white Persian male, Sir Peter Teazle, won the first prize. This cat comes from a long line of blooded ancestry and his great grandfather was brought to America at a cost of \$550. Mrs. Fletcher also won first prize for the first male kitten and her golden-eyed white Persian won a first prize. She also carried off the sweenstake prize. tured about everything in sight with her

won a first prize. She also carried off
the sweepstake prize.

Mrs. J. A. Walker, of Mount Tabor,
captured the honors in the Angora exhibit. She got a first with a male Angora
kitten, second with a spotted Angora
female, third with an Angora female, second with a black Angora male. Mrs.
Walker also won a second with he
spotted cat for any age or any breed.

The first prize went to Mrs. G. A.
Brown's Angora male, whose picture was
printed in yesterday morning's paper.
Solomen Jacobs was first in the gray and
white Maltese cat. C. L. Windgard, of
Walla Walla, won a first with his Tabby
cat, a second with his yellow Angora
kitten. Mrs. W. Kavin won a second
with her white Maltese female.

The show will close this evening at 10
o'clock and all of the exhibits will be
shown all day today and during the evening. The annual meeting will be held in
the hotel next door to where the poultry

ing. The annual meeting will be held in the hotel next door to where the poultry show is being held, and the officials re-quest that all members be on hand, for there is considerable important business to come up before the meeting.

SHOULD DISTRIBUTE FRUIT. How to Advertise Oregon at St. Louis Exposition.

—The letter in yesterday's Oregonian from C. M. Idleman is timely and to the point, and expresses the sentiments of all who have ever had any experience at exposihave ever had any experience at exposi-tions, or who have in any way come in contact with our friends of the Eastern States, who have such erronsous ideas of the West. Although not wishing to pose as a "kicker," yet I do not think Mr. Idleman's letter covers the whole ground, and, with your permission, I will add a few suggestions founded upon observa-tion.

I consider it more important to acquaint the Easterners with the conditions of Ore-gon today than with what they were a century ago, and, as the St. Louis Expo-sition is most likely to be the last great exposition to be held on this continent for strain every effort to show our state's great resources and possibilities, and to instruct the millions of visitors by means of the best object lessons what our commonwealth can produce, by displaying the very best of everything that is "grown in Oregon," "made in Oregon," "mined in Oregon," and "bred in Oregon," for at these great expositions states, nations, corporations and individuals vie with each other in endeavoring to establish the superiority of their restrain every effort to show our state's to establish the superiority of their rethe variety of their products. In this Oregon should take her place at or near the head of all competitors, and by all means should avoid making any "unfortunate mistakes." If we expect to make our Lewis and Clark Fair a success, it

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

| Hed | Name. | Flag and rig. | Master. | From. | Con- signess. |
|---|---|---|---|--|--|
| Dec. 1B Nov. 1Cl Nov. 6E Sept. 1b E Dec. 15 B Sept. 18 II Jan. 15 L | rmen eacon Bock an Mackenzie firleda milie rancesco Guiseppe loit Hill vermay a Bruyere aenned | Br. ship Br. ship Ger. ship Ger. ship | Le Roux Hughes McMahon Kulmen Wilms Bodivis Parker Lament Le Eage Turbet | 1541 Antwerp 1589 Antwerp 1589 Antwerp 1784 Rotterdam 1788 Antwerp 1589 P. L. Angeles 1786 Antwerp 1587 Antwerp 1588 P. L. Angeles 1788 Antwerp | 163 Balfour 76 106 Balfour 149 Taylor Girvin 62 Girvin 149 31 |
| Nov. 12 M Nov. 27 R T Feb. 4 C Peb. 6 V H | arechal Nonilles afore histlebank armarven Bay ercingetorix omns ampton laucus rizeux nna | Fr. bark Hr. ship Hr. bark Hr. ship Fr. ship Ger, bark Hr. ship Fr. ship Fr. bark | Annette Gurrick Parry Grifflih Davignon Hasselman Macdonald Crystal Gowrie Brunnings | 1621 Hamburg 1946 Shields 2022 P.L. Angeles 1706 Hamburg 1790 Ean Fran. 1811 Newcastle, E. 1674 Antwerp 1949 Antwerp 1717 Antwerp 1717 Hamburg | 35 |

| | GI | RAIN TON | NAGE IN | THE | RIVER | | |
|----------|---|------------------|---|----------------------|---|---|--------|
| Arrived. | Name. | Fing and rig. | Master. | Tons | From. | Agents or Charterers. | Berth. |
| Jan. | E Red Rock 17 Cromartyshire 18 Marschal Tur'ne 18 La Fontaine E Magdalene | Fr. bark | Porter Nichols Reux Harmon Brunings | 1462 1711 1709 | Newcastle Newcastle P.L.Angeles Antwerp San Fran. | P. F. M. Co- Disengaged Kerr Ballour Port G. Co | |

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

| Balled | Name. | Fing and rig. | Master, | Tons | From. | Days out. | Con- signess. |
|---|--|---|----------------------|--|--|-----------|--------------------|
| Dec. 11 Oct. H Nov. 19 June 24 Jan. E April 27 | Artemis itarcore Celtic Monarch Hougoment Luchpara Manguerrite Dollfus Netheby Thirmere Oranssia Ventura Bertha Aldebaran Baimoral Lusbeth Anaurus Liound Detaille It tonnage en route | Br. ship Br. bark Br. bark Br. bark Br. bark Br. ship Br. ship Br. bark Br. bark Br. bark Ger. bark Ger. bark Ger. bark Hr. bark | Henderson Drillet | 1983 1983 1779 1884 1480 1881 1881 1881 1881 1881 1881 | St. Rosalia Antwerp Rotterdam Liverpool Newcastle, E. Hull Hismolulu Antwerp Antwerp Antwerp Antwerp Antwerp Antwerp Antwerp Antwerp Newcastle, E. | 111111 | Girvin E. Baker |

| Arrived. | Name. | Flag and rig. | Master. | Tons | From. | Agents or Charterers. | Berth. |
|---|---|--|---|-------|-------|--|---|
| Sept. 26 July 31 Nov. 6 Sept. 14 Nov. 8 | Crompton Dunfermline Dunstaffnage Fortevolt Samaritan Wilkommen Octavia | Br. ship Br. lerk br. berk br. bark Fr. bark Ger, ship Ger. bark | Hume Woodward Forbes Kidd Dexter Freeze Brickwalt | 対策を対策 | | Disengaged Disengaged Lisengaged Disengaged Disengaged Disengaged Disengaged | Tacoma Tacoma Tacoma Tacoma Pt. T'w'd |

will require a great deal of bard work and judicious management at St. Louis, which is a great manufacturing center and which is a great manufacturing center and consumes enormous quantities of raw material. Besides, throughout the Mississippi Valley, which is tributary to St. Louis, there are many important manufacturing cities and towns of lesser population where are to be found markets for the various products of our state. St. Louis is also an important financial center, and her men of capital are large investors in all parts of the world and, as the minher men of capital are large investors in all parts of the world, and, as the mining, lumber, dalrying, horticultural, agricultural and fishing resources of our state offer such attractive fields for investment, it is of the greatest importance to Oregon to have our possibilities in these directions theroughly represented at the St. Louis Exposition. The Mississippi Valley was settled by people of an adventurous spirit, and is now peopled by their sons and daughters who have inherited in a measure the same desire to participate in the development of new enterprises and the upbuilding of new commercial centers, and if we can enlist them in the development of some of our many industries an advantage will have been gained such as will be impossible to estimate.

will be impossible to estimate.

Oregon is too great, too progressive and two prosperous to lag behind in the grand display of the world's resources, and we must let the millions who visit St. Louis Exposition know what we have and who we are, for we need more people, more investors and more factories, to convert our crude material into finished products. This opportunity to push Oregon to the front, to attract new people, and to bring in new capital is too important to be overlooked, and we should, and can, be one of the best, if not the very best, represented states in the Union. Much of the success of our own Fair will depend upon the impression made upon the minds of Eastern people by our display at St. Louis. Eastern people by our display at St. Louis, as they will not be likely to cross the position to see the same displays that were on exhibition there, and with which they are familiar. But people will want to see the products of the great Northwest, and they will want to see the land that can produce such wonderful fruit, grain, big timber, precious metals and fish. Therefore we should endeavor to make our exposition different from any make our exposition different from any of its predecessors by making it not only a display of our wonderful resources, but of the products of the Orient. We must introduce unique and novel features and avoid patterning after the failures of ther expositions. We should take advantage of the ex-

perience of those who have had expensive state buildings at other expositions. At the Columbian Exposition nearly one-half of the states of the Union and many foreign countries had their buildings erected and furnished elaborately at great ex-pense, which was a dead loss to them, and many were the subjects of scandals. At the Trans-Mississippi there were but seven or eight state buildings. At Buffalo there were about a dozen, while at Charleston there were but four.

I fully agree with Mr. Idleman that the

diding of a fac simile of Fort Clatsop is a mistake, as a great majority of the Eastern people have the idea that out here in Oregon we still live in log huts and hollow trees, and are in daily danger of being massacered by the Indians. Nothing will strengthen their ideas more than to put up a log fort and stockade as a state building right alongside of New as a state building right alongside of New York's palatial \$80,000 state building. A comparison of the two would make us look like 30 cents, and if the mistake can-not be remedied it could at least be mod-ified by making it strictly a Lewis and Chark building and not call it an Oregon State building, and would it not be wise and benefit our state more if the money expended in erecting and furnishing a expended in erecting and furnishing a state building were used here at home in buying fruit from our people and taking it to St. Louis for distribution among visitors, thus returning some of the money to our own people, who have been heavily taxed to make displays? At the same time it would advertise the superior qualities of our fruits by introducing them to the Eastern consumers. At Chicago on California day their com-

missioners had a trainlead of fruit put up in small baskets, which were given away to visitors. This was the means of build-ing up over the East a demand for Califormia fruit greater than they could sup-ply, and they have been buying our fruit and shipping it East as California fruit ever since. On Utah day their people gave out thousands of small jars of Utah oney, and small skeins of raw silk, resuiting in the "Mormon honey," as it was called in the East, being in greater de-mand at better figures than the famous California white sage honey. At Omaha the State of Texas brought in a carload of watermelons and distributed them among the people. On Georgia day their people gave away several from their state, after which the melongrowers from Rockford, Colorado, sent in a large trainioad—all that two engines could haul—of watermelons, muskmelons and cantaloupes; brought them to the grounds, put up a large tent, employed 100 men to cut and distribute them, and everybody feasted on free meions for a week, and when they could give no more away they distributed them among the various charitable institutions in the city. The result is that where formerly there were ten acres in melons at Rockyford there are now 100 acres, and where they formerly shipped their fruit only to Oma-ha and Kansas City they now supply it to every city on the Atlantic Coast by trainloads, and where Boston, New York, Paliadelphia, Baltimore and Washington formerly got their melons from New Or-leans, Savannah or Charleston, they are now supplied from Colorado. Two years ago, when I would mention melons in the East the first question was, How do they compare with those from Rockyford? At the Pan-American, the California

At the Pan-American, the California people gave away tons of raisins done up in meat half-pound packages, and besides they distributed figs, prunes, nuts, wine and olive oil, thus introducing their products to the Eastern consumer and creating a ready market for their products.

Would it not be well for our commissioners to buy up some of our dried prunes and other fruits, put up small packages and give them out at the St. Louis Fair, and thus acquaint the visitors. Louis Fair, and thus acquaint the visitors Louis Fair, and thus acquaint the visitors with the superior quality of our Oregon fruit, which would be the means of bringing many people to our state who would want to invest in land that can produce such fine fruit, and many would make their homes with us. All who have been in any way connected with the Oregon displays at the contract experience to the contract of the contract

to obey all orders, then dressed in a sur-geon's dissecting robe. His orders were to go to the Winter Garden in this garb and order six glasses of beer.

"You are not to say a word to any one week the waiter" he was told "and

except the waiter," he was told, "and Jackeon, Acie B you can do as you like about drinking the beer." To show that he had the real nerve you can do as you like about drinking the beer." To show that he had the real nerve needed for his membership, the candidate marched straight into the Winter Garden and ordered six beers. The programme rendered for the entertainment of the guests was forgotten and all turned attention toward their strange-looking visitor.

With the curious eyes of the whole house directed toward him, he drank the six glasses, one after the other, and, looking around, saw that four members of the Fraternity had followed him.

"Take them a drink," he ordered the King, Geo

joke toward them somewhat, so to make it their own again, one of the number told the waiter to take the strange individual six more beers.

By this time the members of the crowd were applicating wildly, and the candidate for fraternal honors joined them in their applicate.

for fraternal honors joined them in their appliause.

When the beers were lined up before him, he surveyed them with a foreboding smile, then his look turned to one of determination, and he drank them as fast as he could lift them from the table. At this feat the crowd appliauded even more than before, and several cheers arose as he started to leave.

The Alpha Kappa Kappa is one of two medical fraternities of that chapter on the Coast. This one is in connection with the medical department of the State University of Oregon, and the other is in San Francisco. The grand secretary of the order will visit Portland during the first part of March, at which time a grand reception and banquet will be given at the reception and banquet will be given at the Hotel Portland. J. C. Cook, the grand secretary, will initiate this society into the grand chapter at the time of his visit.

STRUCK BY STREET-CAR.

Chinaman's Skull Is Fractured, and He Dies Within a Few Hours.

Chin Ghen, an old Chinese woodcutter was struck by a street-car last night at Third and Pine streets and died at 11:30 o'clock. He was picked up in an uncon-scious condition and taken to the Good Samaritan Hospital. His scalp was badly cut and bruised, and it was found that his skull was fractured.

The accident happened about 7:30. An S car was going at full speed north on Third street. S. D. Payton, the motorman, and J. A. Bradt, the conductor, had charge of the car. The Chinaman did not see the car until it was very close to him, then he tried to run across the track in front of it. He was strock and thrown in front of it. He was struck and thrown several feet from the track. He did not regain consciousness after the fail.

ADVERTISED.

sidence of owners may be secured by observ. Direct plainly to the street and number of

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

Letters to strangers or translent visitors in the city, whose special address may be unknown, should be marked in the left-hand corber. 'Translent.' This will provent their being delivered to persons of the same or similar

MEN'S LIST.

S LIST.

Long, Henry—2
Lowery, Bedford
Loke, Thomas S
Lute, C A
Luchke, W A
McAduley, Clyde M
McAfee, Br
McConnell, M
McDonald, J E
McGurnis, Al
McHoons, Peter
McLean, H J
McMannen, D J
McNamara, P
McMannen, D J
McNamara, P
Madigan, D
Maker, Ed
Mabedy, H J
Mallelr, H
Mariamni, Giulio
Markell, James F
Markeson, Marin
Masson, Mr
Masson, Mr
Masson, Mr
Masson, Mr
Masson, John A
Maryell, Wm
Meedsen, Morris
Mellen, W W
Merroer, Dave
Merry, J L
MgBiscelo, Paitro
Miller, Jamper R
Moad, D A
Month, Gen Blankhart, S Blankhard, M Block, F S Bode, Adolph Bobinon, Geo Migliocio, Paitro Miller, Jasper R Moad, D A Monish, Geo Mood Dr C L Moore, Mr & Mrs W

Ard North, Lorent Manni, La Olson, B Paul Olson, Maxwell L Owen, B Patrix Maxwell L Owen, Prank Maxwell L Owen, Prank Maxwell L Owen, Prank Maxwell L Owen, Patrix Watt Maxwell L Owen, Patrix Maxwell L Owen, Patrix Watt Maxwell Ciark, J F
Clark, J F
Countryman, Charles O'Connor, Nic
Cringle, Matt
Crain, H E
Cuip, J
Cuip, Culp, J
Dailey, O
Dahle, Jacob
Davidson, G B
Cavis, F G
Dayis, Hal
Deckelman Bros
Debow, Hector
Dorenboa, Den Herr
Th Perry, C John A
Peterson, John A
Pearson, Jack
Portland, New
Pratt. B B
Preston, W
Priest, G W-3
Pullian, E L
Rackley, W B
Rasmussen, Jonsine
Receves, Forest
Reckard, Jesse
Reed, H W
Elvercourt, W H ofrio. Patsy

Douglas, M Dowman, Thos Dryan, T F Drager, L R Erew, J D Eills, Tommas
Emmens, Harley
Erickson, Jack
Evan, Jas
Evens, Don E
Fayler, V Q
Few, E W
Foye, Henry
Forman, A B Henry n, A B T C Jno

iand that
and many wou.

th us. All who have
connected with the Oregon
my of the great expositions in
ow the awkwardness of elaboin the wonderful productiveness
A, the great quantities and cheapour fruits and then have to regive away a single cherry.

A. W. MILLER.

NORTON IS INITIATED.

He Nerves Himself to the Ordeal
With Superhuman Fortitude.

With Superhuman Fortitude.

Initiation of J. Allen Norton into the
the third degree of the Alpha
Fraternity caused a small
Winter Garden Saturday

the offices of
and Aider
sworn

the offices of
and Aider
sworn

the Munt. H A
tunned. F M
tut. H A
tunned. F M
tut. H A
tunned. T M
tut.

Mortimer
flewart, Arthur
flewart, Jener
fle Wakeman, Arthur-3 Wakeman, A B Wadsworth, W W Walker, L Walker, J Waiter, Charence
Waite, Charence
Waith, W C
Ward, Will
Warner, R
Warren, James
Warren, Percey
Wasserman & Co
Weikin, John
Waiker, F W
Weiss, John

Lippencott, F L WOMEN'S LIST. Marks, Mrs John
Meigher, Miss Jessle
Menefee, Mrs Stolia
Mercer, Miss Mario
Mills, Mrs F
Millier, Mrs E F
Molran, Miss Amelia
Manro, Edith
Moreley, Mrs Athenrieth, Francis Marks, Mrs John Mrs
Balley, Mrs Charles Menefee, Mrs S
Alnaley, Mrs Inez Mercer, Miss Mercer, Miss Mis Alltson, Miss Man Mills, Mrs F
Alexander, Mrs J
Alltson, Mrs Marion Molism, Miss Mar Andrewa, Mrs Roots Manro, Edith
Baker, Miss Monn Moreley, Mrs E
Banbuch, Miss CarelynMorrison, Miss J
Barbor, Mrs Frank Mossburger, Miss
Bartels, Miss Mario
Bartels, Mrs Hatei
Bernici, Mrs Smma
Bernici, Mrs G B
Bishop, Mrs G B
Bills, Miss Anna Olsen, Miss Olid, Mrs Milton

Barber, Mrs Frank
Bartels, Miss Marie
Sartels, Miss Marie
Sart, Miss Hagei
Seilinger, Mrs Kaman
Bernnici, Mrs Bartels
Billane, Mrs G B
Billas, Mias Anna
Blanchard, Mrs C B
Golin, Miss Edha
Growen Miss Ella
Growen, Mrs D M
Grown Miss Light
Fred
Grown Miss D M
Grown Miss Light
Fred
Grown Miss D M
Grown Miss Light
Fred
Grown Miss Light
Fred
Gwens, Mrs Fed
Gwens, Mrs Light
Fred
Gwens, Mrs Light
Gwens, Mrs Light
Fred
Gwens, Mrs Light
Gwens, Mrs Light Blancp, Mrs G B Bliss, Miss Anna Blanchard, Mrs C P Boile, Miss Edna Bridgee, Miss Ella Brodeck, Mrs D M Brown Miss N E Broan, Mrs Ola Buchard, Mrs C Buchard, Mrs C Bucher, Abble Burke, Mrs Ella Cunos, Mrs Mar-guerite Carn, Miss Helene

Collina Mess Mary Madge
Conn, Flora
Condrano, Mrs Geos Reevas, Mrs J P
Condrano, Mrs Geos Reevas, Mrs Harry
Cronk, Mrs Anna E Redmend, Mrs Roso
Davis, Mrs Mrism
Dement, June
Dement, June
Dennis, Mrs Clara Allebey, Miss Hattle
Douglass, Miss Emily Riobardson, Angelina
Duff, Elizabeth
Durkin, Miss Belle
Edwards, Mrs Emma Kohrabacker, Mrs
J C
Emmons, Mrs H
Rondel, Mrs Manbel
Emmons, Mrs H
Rondel, Mrs Manbel J C
Emmons, Mrs H
Evans, Mrs
Peagles, Miss Flossie
Pewer, Mrs Anna
Fromellt, Marie
Fluke, Mrs Frank
Francols, Mrs Ceilna
Francis, Mrs Ceilna
Francis, Mrs Kaile
Gallaher, Miss Birdie
Gallaher, Miss Birdie
Glistran, Mrs G S

Schneiler, Mrs Eme
Schneiler, Agnes
Schneichamer, Paulins
Schneicher, Agnes
Schoech, Miss Anna
Seymour, Mrs L
Hears, Miss Elizabeth
Scliers, Mrs M A
Sharp, Mrs T F
Shearer, Mrs Judith
Smith, Mrs C
Smith, Mrs Heien
Smith, Mrs Heien
Smith, Mrs Heien
Smith, Miss May
Smith, Miss Nina
Southweil, Mrs Peari
Spilholz, Elle
Speen, Mrs Geo E
Speencer, Miss A
Stanton, Emina J
Stevens, Mrs Geo E
Speencer, Miss Adine
Stratus, Mrs Mrs
Stanton, Emina J
Stevens, Mrs Geo E
Swart, Miss Adine
Stratus, Mrs Man
Terry, Miss Adine
Stratus, Mrs Man
Thomas, Miss Carrie
Thompson, Miss Ada
Toblas, Mrs Mary
Teang, Mrs I M
Wunderlich, Miss
Edith
Wrens, Mrs Care Hall, Mrs A L S Harding, Mrs Malindas Harp, Mrs E Harrison, Mrs Sarah Hayward, Miss Irene Henderson Miss Stelle Hill, Miss Cella Hoople, Miss Elsia

Hiti, Miss Cella
Hoople, Miss Elsia
Hoff, Miss
Holmes, Miss Tat
Honie, Miss Leatha
Horner, Mrs James
Horton, Jessie B
Hubblo, Miss Sadie
Ingles, Mrs B R
James, Mrs B R
James, Mrs B R
James, Mrs B R
Jacobs, Dolly
Johnson, Miss
Mary—4
Jones, Mrs F
Knopp, Mrs W
Kristjanson, Miss
Hattie
Kristensen, Mrs Bertha

tha

Krott, Mrs Pearl—4

Krout, Mrs Pearl—3

Krott, Mrs Pearl—3

Krott, Mrs Pearl—3

Kratt, Mrs Pearl—3

Kramer, Mary

Lease, Mrs Catherine W

Lemby, Mrs Anna

Littie, Mrs H M

Lambert, Mrs E

Lact, Mrs Ellsa A

Lyens, Mrs Ellsa A

Lyens, Mrs Ellsa A

Lyens, Mrs Busannah

McCleilan, Mrs Bebeten

WcCaun, Mrs Rebeten

WcCaun, Mrs Rebeten

McConley, Carl D

McConley, Carl D Berthn

(Wagnor, Mrs M E

Walker, Miss Ella

Wallace, Miss Ella

Wallace, Mrs Mrs

Ward, Mrs Lillian

Ward, Mrs Lillian

Webster, Mrs Frank

Wella, Miss Ida

Westcott, Miss Rachs

West, Miss H T

aWhite, Mrs Rosn—2

Wiggins, Mrs

Williahire, Mrs

Welson, Mrs

Welson, Mrs

Welson, Mrs

Welson, Mrs

Welson, Mrs

McConley, Carl D McCormick, Miss Catherine McCormack, Miss Leia McGinn, Miss Heien Welson, Mrs Kirk-patrick
Wilson, Miss Leo
Windheld, Mrs Rose
Wils, Mrs E
Wolfe, Mrs Lottie
Wolff, Mrs E
Wolfe, Mrs Annio
Young, Mrs Fred J
Toung, Ettle P
Young, Freeman
Toung, Mrs John M. McGortlay, Mrs. J. McGortlay, Mrs. J. McGortlay, Elizabeth McMann, Mrs. Malvern, Mrs. J. Malay, Mrs. Miss. T. Malar, Miss. T. Malarkey, Mrs. C. B. Manck, Mrs. Fred. Mannfield, Mrs. S. Gortley, Mrs J

PACKAGES. Calbeck Mrs T R
Collard, Mrs Lizzie
Countryman, Mrs Weigrath, T W
Countryman, Mrs W Reynolds, Arthur
H
Rodecker, Joseph key. 10 H Forkey, E. H.

Garles Drug Co
Huggins, Miss
Hiss Annie
Lamont, Joseph
Molan, Miss AmeHis-2

Ward, Will
Weiss, John

All-Night Service for Forest Grove. FOREST GROVE, Or., Feb. 14 .- (Special.)-The City Council has granted to S. G. Hughes, of this place, manager of the Washington County independent system, a 15-year telephone franchise, conditions of the contract are that Mr. Hughes shall operate an all-night tele-phone and give service all day on Sun-days, as he is now doing. An exclusive franchise was not granted, but any other telephone company desiring to operate a system here, will have to comply with the terms of this franchise.

MEN NO CURE THE MODERN APPLIANCE-A positive way to perfect manhood. The VACUUM TREATMENT curses you without medicine of all nervous closiseness of the generative organs, such as local manhood, exhaustive drains, such as local manhood exhaustive drains, presented to proceed the manhood exhaustive drains, from the control of the cont

TRAVELERS' GUIDE.

COLUMBIA RIVER SCENERY REGULATOR PORTLAND to THE DALLES Regulator Line Steamers

Line Steamers LINE DAILY (EXCEPT SUNDAY) 7 A. M. DIRECT LINE for Mottett's, St. Martin's and Collins' Het Springs.
Connecting at Lyle, Wash., with Columbia River & Northern Ry. Co. for Goldendale and Rilektat Valley points. Landing foot of Alder street. Phone Main 914.

S. W'DONALD, Agent.

For South - Eastern Alaska



LEAVE SEATTLE 9A M. steamships COTTAGE CITY or VALENCIA. Jan I. 8, 15, 12, 29. Steamers connect at San Francisco with company's steamers for ports in Callfornia. Mexico and Humbold Bay. For further information obtain folder. Hight is reserved to change steamers or salling dates.

eteamers or sailing dates. TICKET OFFICES.

Anti-Pain Pills

(Dr. Miles') prevent as well as cure headache, the commonest affliction of man-kind. Carry in your pocket.

No oplates. Non-iszative. There are no substitutes. Bold and guaranteed by all druggists. 25 doses 25 cents. Never sold in bulk. OR. MILES MEDICAL CO., Eithert, Ind.

OREGON

TRAVELERS' GUIDR,

SHORT LINE

AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

| Through Pullman standing cars daily to Omerocard tourist sleeping-car de through Pullman tourist ally conducted) weekly City, Reclining chair the East delly. | ha, Chicago | Bpokans |
|---|-----------------------------|---|
| UNION DEPOT. | Leaves. | Arrives. |
| CHICAGO-PORTLAND SPECIAL for the East via Huntington. | 9:15 A. M. Daily. | Dally. |
| SPOKAND FLYER, for Eastern Washing- ton, Walls Walla, Lew- iston, Goour d'Alone and Great Northern points, | Daily. | Dally, |
| ATLANTIC EXPRESS for the East via Hunt- ington. | S:15 P. M. Daily. | 9:00 A. M Dalir. |
| QCEAN AND BI | VER SCHE | DULE. |
| FOR SAN FRAN- CISCO, S. S. Geo. W. Elder, Feb. 6, 16, 26 S. S. Columbia, Feb. 1, 11, 21. | | 5:00 P. M |
| FOR ASTORIA and way points, connecting with steamer for li- waco and North Beach, steamer Hassaio, Ash- street dock. | Dully, except Sunday, | 5:00 P. M Daily, except Sunday |
| FOR DATTON, Oregon City and Yambill River points steamers Modoc and Elmore, Ash-street dock (water ner.) | Dally except | 5:30 P. M Dally except Sunday. |

FOR LEWISTON, 4.05 A.M. About from Riparta, Wash. Steamers Sporane and Saturday. Except Lewiston. TICKET OFFICE, Third and Washington, Telephone Main 712

For Tokohama and Hong Kong, calling at Kole, Nagasaki and Shanghal, taking freight via coincecting steamers for Manils, Peer Arthur and Viadivostok. For rates and full information call on or address officials or agents of O. R. & N. Co.



OVERLAND EXPRESS TRAINS,
for Salem, Rossburg, Ashland, Sacramento, Og den,
San Francisco, Mojave, Los Angelos,
El Paso, New Orleans and the East.
Morning train connects at Woodburn
(daily except Sunlay) with train for
Mount Angel, Bilwertin, Brownsville, Bpringshig,
Wendling and Natron. *8:30 P. M. *8:30 A. M.

Albany passenger =10:10 A. M. connects at Wood-burn with Mt. Angel and Silverton local Corvallis passenger. *5:50 P. M. *7:00 A. M. []4:00 P. M. Sheridan passenger. []8:25 A. M. *Daily. ||Daily, except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMBILL DIVISION. Leave Portland daily for Oswego at 7:30 A. M., 12:50, 2:05, 8:25, 5:20, 6:25, 8:30, 10:19 P. M. Daily, except Sunday, 5:30, 6:30, 8:25, 10:25 A. M., 4:00, 11:30 P. M. Sunday, only, 9 A. M., 8:eturning from Oswego, arrive Portland daily 8:30 A. M., 18:5, 3:05, 4:25, 6:15, 7:35, 9:35, 11:10 P. M. Daily, except Sunday, 6:25, 7:20, 9:30, 10:20, 11:45 A. M. Encept Monday, 12:26 A. M. Sunday only, 10:30 A. M. Leave from suns depot for Dailas and Integration of the sunday only, 10:30 A. M. Leave from suns depot for Dailas and Integration. Leave from same depot for Dailas and inter-mediate points daily except Sunday, 4:00 P. M. Arrive Portland, 10:20 A. M. The Independence-Monmouth motor line oper-ates daily to Monmouth and Airlie, connecting with R. P. Co.'s trains at Dallas and Inde-nendence. pendence.

First-class rebute tickets on sale from Port-land to Sacramento and San Francisco; not rate, \$17.50; berth, \$5. Second-class fare, \$15, without rebate or berth; second-class berth, as \$5.



Puget Sound Limited for Ta-coms, Scattle, Olympia, South Bend and Gray's Harbor points.

North Coast Limited for Ta-coms, Scattle, Spokans, Butte, St. Paul, New York, Esgust and all points East and Spotthess: Depart. Arriva

THE GREAT NORTHERN

Ticket Office 122 Third St. Phone 680 2 TRANSCONTINENTAL 2 Direct connection via Seattle or

Spokane. For tickets, rates and full

information call on or address H. Dickson, C. T. A., Portland, Or. JAPAN - AMERICAN LINE STEAMSHIP IYO MARU For Japan, China and all Assatic points, will

ABOUT MARCH 9th.

Astoria & Columbia River Railroad Co.

Leaves. UNION DEPOT. Arrives. Beily. For Maygors, Mainer, Dany, Continuous, Mastron, Parel, Hamping, Fort Stevens, Contract Park, Senside, Astoria and Senantre.

Ti00 P. M. Astoria Express Daily. Daily. C. A. STEWART, J. C. MATO, Gomes'l Agent, 245 Alder st. G. F. a F. A. Phone Main 106.