BARLEY IS SHIPPED IN LARGE VOLUME

Previous Record of 1,001,078 Bushels in 1907-1908 Exceeded in Mid-Season.

EUROPEAN CROP IS SHORT

California Also Is Heavy Buyer of Grain, Making Aggregate Noteworthy, but Purchases Are Said to Be Speculative.

Continental Europe has drawn on the Northwest for barley to such an extent this season that the port record for shipments of that cereal already has been exceeded by 138,067 bushels, with the cereal period but half gone and other cargoes arranged for, so that there will be a new and much higher mark for barley exports to aim at in future.

Up to the present the most flattering showing in barley was in the 1907-08 season when 1,001,078 bushels were exported. With the clearance and departure Thursday of the British steamer Bellgrano, of the Maple Leaf Line, 153,333 bushels were added to the column for the 1912-13 season, advancing the total to 1,132,145 bushels. The German bark Isebek also is at Irving dock loading barley and will be dispatched this month, as she is being held for a shipment that is tardy. She will carry 120,000 bushels of barley and 1300 long tons of wheat as stiffening, while in January the British steamer Strathlorne will come here for about 280,000 bushels of barley and the Maple Leaf Liner Shasta Rosalia is looked for in February to load about 130,000 bushels.

Marked activity in the movement of barley is accounted for by the strong condition of the European market, due to the crop of that continent being short. During the 1906-07, 1910-11 and 1911-12 seasons we exported no barley across the Atlantic and the explanation was that the Eastern crop's decrease boosted prices too high for export, while there was no material shortage in the European yield.

Heavy movements of barley other than the record of 1,001,078 in 1907-08 were 822,503 bushels in 1908-09 and 445,940 bushels in 1909-10.

As the offshore call has grown so has the demand from California been felt, though it is said the diversion of barley has been due to speculative solicitation rather than because California needs the grain. At the same time there has been a stream of barley floated from Portland for San Francisco and it will prove a big feature in the aggregate for the season.

EAST ASIATIC MAY QUIT HERE

Hamburg-American Has Been Given Bona Fide Proposition Here.

There is an impression gaining strength in maritime circles that the East Asiatic line will cease to operate steamers here with the departure of the Arabien. The grounding of the steamer Kina, sister ship of the Arabien, is credited with being largely responsible, though there are other excuses that probably will be offered. So far there has been no service on inbound cargo to speak of and the desire of Portlanders is to have freight brought here from Europe, as well as to ship grain in that direction. The Arabien will finish Sunday or Monday and sail at daylight Tuesday.

It has been learned that the Hamburg-American does not intend to establish its line to Portland with gigantic ships, as has been the talk, but carriers of about 6000 tons, drawing between 24 and 25 feet. A positive offer has been made the corporation as to what amount of business will be guaranteed and those in touch with the situation say there is yet no foundation for rumors that the company is dissatisfied. G. Giese, who made the investigation here, has not had time to reach the directorate of the fleet with his report.

FOOD ON BARK FOUND GOOD

Watchman Stalks on Marechal De Villars' Deck Now.

C. Henri Labbe, French consular agent here, has completed an investigation aboard the French bark Marechal de Villars as to the food served sailors, and says that in his opinion there was no ground for complaint. He was assisted in passing on the edibles, especially meat, by two of the waterfront fraternity familiar with ship stores and supplies.

Captain Grondin employed an American watchman aboard the vessel yesterday as a precaution against further trouble with the crew, incidentally for the moral effect a stalwart guard would have on any who might attempt to follow the acts of two sailors arrested Thursday for threatening the skipper and attacking the mate. The cases were continued in the Municipal Court yesterday until this morning. The master of the bark says men demanding wages will be paid off on returning to France, not before, as it is the custom to discharge them at the termination of the round voyage.

WHEAT CARRIERS FINISHING

Portland Holds Trade, but Puget Sound Has One Ship.

When the British bark Eudora finished taking on wheat at Tacoma Thursday night, the last cargo was afloat that will be sent in a sailing vessel from Puget Sound this season, as there are no windjammers under way and she is the sole one in port for that business.

Portland, on the other hand, has a fleet of 14 vessels in port, two of which are loaded and at Astoria—the German bark R. C. Rickmers and the British bark Ravenhill—while the British bark Colony finished here last evening and went to the stream and the Hougomont will take on the last of her grain this morning. The Thiers, which arrived yesterday in general cargo from Shields, with the Rene, Adelaide, Metropolis and Lisbeth, will not be dispatched this month, but the Isebek should finish Monday, the Goldbek Tuesday and the Boadicea and Marechal de Villars about a week later.

The Crown of India, which is on the way, is being held by her owners at 40s and 37s 6d was bid, while the Invermay and Dumfriesshire, also on the way, are seeking either wheat or lumber charters.

NEW DREDGE TO BE ORDERED

War Department to Have Digger for Cowlitz, Lewis and Clatskanie.

Uncle Sam has not reached the end of the list of dredges he proposes to assemble for navigation purposes on the Columbia River and streams adjacent thereto, as one is to be provided for special service on the Cowlitz, Lewis and Clatskanie Rivers, which will probably be of a combined suction and "clam shell" type, planned generally after the dredge Cowlitz. Advices are expected from Washington in a few days to call for bids.

The Port of Portland Commission is rapidly closing dredging for the season. The big digger Columbia will be at the drydock today to commence her annual overhauling and unless a change of programme is made she will be sent to the lower harbor when ready, to start the channel north of Sand Island for the Government. Her last work was between the mouth of the Willamette and Morgan's. The Willamette will complete a cut at Eureka Monday and may move to Coffee Island to clear the road there, but at any rate she will be shifted to Westport Slough to clear the channel to the plant of the Westport Lumber Company so deep draft vessels can be loaded. When the dredge Portland finishes at LaDue's Tuesday she will be shifted to the head of Bachelor Slough, where a shoal has formed.

Ships Report by Wireless.

The Portland office of the United States Weather Bureau yesterday received wireless messages as follows:

"S. S. Navajo, at sea, 4 P. M., December 20 (via North Head).—In latitude 43 degrees north, longitude 125 degrees west; barometer 30.32 inches; temperature, 54 degrees; wind, north, eight miles; weather, cloudy; sea, smooth. MILLER, Commander."

"S. S. Chanslor, at sea, noon, December 20 (via North Head).—In latitude 46 degrees north, longitude 144 degrees west; barometer, 30.40 inches; temperature, 48 degrees; wind, WNW, gentle breeze; sky, cloudy, with rain squalls; sea moderate. COMMANDER."

Steamer Aground at Seattle.

SEATTLE, Wash., Dec. 20.—The Standard Oil tank steamer Colonel E. L. Drake grounded on Harbor Island, in the East Waterway, today as she was leaving her berth to sail for San Francisco. The Drake struck near the north end of the island and is held fast by the bow. She is resting on soft sand and probably is not damaged. The steamer struck at ebb tide and attempts to pull her off were unsuccessful. The Drake was turning in the waterway and was retarded by a strong northwest wind, which prevented her clearing the island. Another attempt to free the steamer will be made at the next high tide.

Marine Notes.

All main deck staterooms on the steamer Bear, sailing Sunday, have been sold, the Carlos and Avalon, departing yesterday, had full passenger lists and the Northland, due to go Tuesday, bids fair to have her quota. The rush is felt by the Southern Pacific as well, as it was reported yesterday that accommodations before Monday were hard to get.

Word was received yesterday that the steamer Alliance had sailed from Coos Bay for Eureka and is due here Tuesday, unless barbound at Coos on the voyage north, and will sail Thursday. She was to have left Coos Bay last Sunday.

Bound again for the Golden Gate, for which harbor she started when damaged on Coos Bay recently, the steamer Washington got under way yesterday and will go to sea today. She will call at Coos to finish loading and discharge at San Francisco.

On being released from quarantine yesterday the Japanese tramp Manshu Maru left up from Astoria and will load 2,000,000 feet of lumber at Inman-Poulsen's, shifting to Rainier to finish. The vessel is under charter to the China Import & Export Lumber Company.

Bound for Sydney the British steamer Auchendale will sail at noon today. She cleared yesterday with cargo supplied by the American Trading Company and has aboard 3,113,250 feet, valued at $35,196.56. The load is made up of 7,035,259 feet of rough fir and 78,000 feet of lath.

Captain Albert Senn has been signed as master of the steamer City of Eugene, relieving Captain T. B. Jones, the latter assuming command of the steamer Grey Eagle, vice Captain S. W. Cunningham.

For a voyage to Shanghai with lumber the Norwegian steamer Mathilda will be paid 9 shillings by Balfour, Guthrie & Company and for a second voyage with the same character of cargo, but for Australia, the rate will be 8s 3d. The schooner Wm. H. Talbot gets a rate of 62 shillings from the Columbia to Callao with lumber and the schooner Winslow 65 shillings from the Columbia for two ports in Peru.

Once again the British steamer Strathdene is ready for sea at Esquimalt, where she was repaired after returning when 400 miles off the coast, because of damage on deck. The vessel left here November 8 with lumber for Calcutta and proceeded north to bunker.

It is reported that a contract has been awarded in the sum of $8000 for carpenter work on the steamer Navajo, necessary to equip her with passenger accommodations.

Cereals, canned salmon, dried fruit and condensed milk are included in items coming under a slight reduction in rates announced by the American-Hawaiian line, to become effective with the sailing of the steamer Navajo.

Following an investigation by United States Inspectors Edwards and Fuller, regarding a recent collision between the tug Daniel Kern and gasoline sloop Evie, it has been decided the master of neither was at fault.

Weather Bureau reports of yesterday are that the Willamette will be stationary here today and fall slowly tomorrow and Monday.

Movements of Vessels.

PORTLAND, Dec. 20.—Arrived Japanese steamer Manshu Maru, from Karatsu; steamer Rochelle, from San Francisco. Sailed—Steamer Washington, for San Francisco via Coos Bay; steamer Carlos, for San Francisco; steamer Avalon, for San Francisco.

Astoria, Dec. 20.—Sailed at 8 A. M.—Steamer Johan Poulsen, for San Francisco; steamer St. Helens, for San Pedro. Sailed at 8:20 A. M.—Japanese steamer Unkai Maru No. 2, for Kobe; U. S. cable steamer Burnside, for Seattle. Arrived at 9:20 A. M.—French ship Thiers, from Shields. Arrived down at 11:20 A. M. and sailed at 1:30 P. M.—Steamer Breakwater, for Coos Bay. Arrived at 1:30 and left up at 3 P. M.—Steamer Rochelle, from San Francisco. Left up at 10:30 A. M.—Japanese steamer Manshu Maru. Sailed at 2 P. M.—Steamer Rosecrans, for San Francisco. Outside—Schooner Lottie Bennett, from Callao.

San Francisco, Dec. 20.—Sailed at 5 A. M.—Steamer J. B. Stetson, for Portland. Arrived at 9 A. M.—Steamer Roanoke, from San Diego; steamer Geo. W. Perwick, from San Pedro. Arrived—Steamer Rose City, from San Pedro. Sailed last night—Steamer Stanley Dollar, for Portland.

Coos Bay, Dec. 20.—Sailed—Steamer Alliance, for Eureka.

Point Lobos, Dec. 20.—Passed at 2 P. M.—Steamer Temple R. Dorr, from San Pedro, for Columbia River.

Victoria, Dec. 20.—Arrived—British steamer Bellerophon, from Europe.

Seattle, Wash., Dec. 20.—Arrived—Steamers Yukon, from Southwestern Alaska; Dolphin, from Skagway; Umatilla, Capt. A. F. Lucas, towing barge 95, schooner Transit, from San Francisco. Sailed—Steamers Governor, Buckman, for San Francisco; Bertha, for Southwestern Alaska; lightship 92, for Tatoosh.

Victoria, Dec. 20.—Sailed—Steamer Strathdene (British), for Calcutta.

Nanaimo, B. C., Dec. 20.—Sailed—Barkentine Coronado, for Eureka.

San Francisco, Dec. 20.—Arrived—Steamers Sierra, from Honolulu; Chehalis, from Willapa; Adorna (German), from Taltal; Tampico, from Tacoma; Nevadan, from Puget Sound; schooner W. F. Jewett, from Grays Harbor. Sailed—Steamers J. B. Stetson, for Astoria; Daisy Gadsby, Santa Barbara, for Willapa; schooner A. B. Johnson, for Grays Harbor.

Los Angeles, Dec. 20.—Arrived—Yosemite, from Portland; Centralia, from Grays Harbor; Mayfair, from Willapa Harbor. Sailed—Speedwell, for Coos Bay; Norwood, for Grays Harbor; Saginaw, for Willapa Harbor.

Tides at Astoria Saturday.

High.	Low.
10:30 A. M....8.8 feet	2:50 A. M....3.5 feet
11:25 P. M....8.6 feet	8:12 P. M....0.4 foot

NOTED CASE ENDED

Withdrawal of Bench Warrant Asked by Prosecutor.

SWINDLES ARE RECALLED

Bank Finds $2300 Forged Draft on Hand When Active Account Is Rapidly Closed and $57,000 Worth of Bullion Goes.

Marking the end of the prosecution of Orville Caviness, Charles Barrett and others for swindling the Merchants National Bank out of $2300 over two years ago, and probably the end, so far as Portland is concerned, of the investigation of the Alaska bullion robbery, occurring about the same time, the District Attorney caused the withdrawal yesterday of a bench warrant for Caviness on the swindling charge.

The basis of the action is the unwillingness of the bank to carry on further prosecution, Barrett having gone to the penitentiary for his share in the crime, later being paroled by Governor West after he had revealed a cache of the bullion stolen from the steamer Humboldt.

While it is still believed that much of the $57,000 worth of bullion stolen from the steamer Humboldt in September, 1910, is secreted in or near Portland, official effort to unravel the mystery seems to have ceased, though the insurance company, which sustained the loss, is said to be carrying on a private investigation.

Barrett Handles Bank Deal.

Caviness, whose warrant was cancelled yesterday, was the first of the alleged bullion robbers to be caught, the arrest occurring in San Francisco. Knowing him to have been in communication with Barrett, Detectives Hellyer and Maloney investigated the local record of the latter and connected him with a saloon kept by James E. Whealen, from which, it was found, shipments of bullion had been made to the United States Mint. Barrett and Whealen were arrested here on charges of receiving stolen goods.

It was while under arrest on this charge that they were indicted for the bank swindle. In May, 1910, Barrett engaged an attorney to assist in closing out his property in Idaho, and through his attorney was introduced to the bank officials, where he opened an account with the funds purporting to come from the Idaho deal.

Account Closed Suddenly.

After being active for a time the account was closed rapidly, leaving in the hands of the bank a forged draft for $2300. It was charged that the forgery was committed by Caviness, who managed the Idaho end of the plot. Whealen and E. I. Wheeler, saloonkeepers, were arrested for complicity in assisting to draw out the money, but were discharged later.

Barrett went to the penitentiary for his share in the swindle, and while there confessed to Governor West his share in concealing the stolen bullion, and led the Governor to a ranch near Mehama, where a quantity of it, amounting to nearly $10,000 worth, was dug up. For this act Barrett was given his parole. The scandal threatened for a time to reach prominent persons in Seattle, who were said to have assisted in concealing the loot, but no further steps have been taken since Barrett's confession, nearly a year ago.

RETAIL TRADE HEAVIER

DRY GOODS BUSINESS BETTER THAN THIS TIME YEAR AGO.

Wholesale Situation Regarded as Encouraging—Woolen Mills Sell Ahead Into May.

NEW YORK, Dec. 20.—R. G. Dun & Co.'s Weekly Review of Trade tomorrow will say:

While the primary dry goods markets are seasonably quiet, they continue firm and retail trade is better than at this time a year ago. Transactions in cotton goods have been smaller than for some weeks, in the main owing to tight money and the approach of the year-end. The general situation is regarded as encouraging, however, and jobbers and retailers are doing a good business. Export trade is quiet, though some inquiries have been received from China.

The Fall overcoating season opened last week and the staple dress goods mills are selling ahead into May. Moderate-sized reorders on silks for Spring are coming in regularly. Worsted and cotton yarns are in active request.

Business in footwear generally is dull. Trading in leather is quiet and while some sales of job lots cleaned out by tanners and dealers before inventory-taking have been made at concessions, there is no weakness in the regular lines of uppers or sole. Upper leather is also steady, though not as strong as sale.

There has been no check to the declining tendency of all kinds of hide and skins.

Bank Clearings.

NEW YORK, Dec. 20.—Bradstreet's bank clearings report for the week ending December 19 shows an aggregate of $3,717,758,000, as against $3,687,041,000 last week and $3,303,842,000 in the corresponding week last year.

		P. C. Inc.
New York	$2,176,684,000	15.1
Chicago	326,868,000	11.4
Boston	176,167,000	*3.3
Philadelphia	176,959,000	6.8
St. Louis	91,016,000	4.3
Kansas City	60,577,000	12.8
Pittsburg	55,953,000	11.6
San Francisco	58,225,000	10.6
Baltimore	44,593,000	24.1
Cincinnati	29,102,000	5.7
Minneapolis	31,929,000	25.4
New Orleans	25,619,000	1.0
Cleveland	25,050,000	15.2
Detroit	21,739,000	24.3
Los Angeles	25,972,000	22.6
Omaha	18,387,000	23.9
Milwaukee	15,765,000	11.2
Louisville	15,679,000	4.8
Atlanta	10,843,000	4.3
Portland, Or.	12,907,000	14.7
Seattle	12,244,000	4.2
St. Paul	10,709,000	.8
Buffalo	12,375,000	20.4
Denver	10,254,000	9.2
Indianapolis	9,215,000	3.7
Providence	10,040,000	22.1
Richmond	9,520,000	*3.3
Washington, D. C.	7,881,000	*2.3
Memphis	11,703,000	18.1
St. Joseph	7,886,000	3.3
Salt Lake City	8,275,000	*1.2
Fort Worth	9,818,000	24.5
Albany	7,183,000	3.8
Columbus	7,115,000	20.5
Savannah	7,768,000	*9.8
Toledo	5,789,000	11.8
Nashville	7,759,000	44.8
Hartford	4,716,000	3.5
Tacoma	3,988,000	*16.5
Spokane	4,711,000	12.4
Duluth	6,158,000	20.3
Oakland	3,976,000	6.4
San Diego	3,199,000	....
Sacramento	1,948,000	1.1
Helena	1,297,000	11.3
Stockton, Cal.	971,000	12.7
Boise, Idaho	858,000	6.1

*Decrease.

HOLIDAY JOBBING BUSINESS NOT OVER

Trade In Wearing Apparel Governed by Weather Conditions.

NEW YORK, Dec. 20.—Bradstreet's tomorrow will say:

Trade in the larger lines presented the usual pre-holiday characteristics, which implies that salesmen are coming off the road and that inventorying is the rule. However, holiday trade has surged to the front and the turn-over in that respect is of exceptionally heavy proportions, save at a few Southern points.

A conspicuous feature connected with holiday trade is that jobbers continue to report good sales for that account. On the other hand, distributive trade in wearing apparel, excepting at Northwestern centers, has been retarded by open weather, the other lines principally affected being clothes, shoes and rubbers.

Purveyors of wool products say hesitancy is a feature in some quarters and that buyers are not disposed to operate unless they are protected against price changes that may result from tariff revision.

Business failures for the week in the United States ending December 19 were 322, against 281 last week, 294 in the like week of 1911, 271 in 1910, 264 in 1909 and 196 in 1908.

Business failures in Canada for the week number 27, against 34 last week and 43 in the same week of 1911.

Wheat, including flour, exports from the United States and Canada for the week ending December 19 are the largest since January, 1908, and aggregate 6,697,540 bushels, against 5,632,663 last week and 4,530,801 this week last year.

Corn exports for the week are 134,535 bushels against 230,687 last week and 651,613 in 1911.

THIERS FIGHTS FOR LIFE

TALE TOLD OF TERRIFIC TRIAL OFF NORTH BEACH.

French Ship Battles Long Against Great Odds--Just Misses Iceberg Off Tasmania Coast.

ASTORIA, Or., Dec. 20.—(Special.)—The French ship Thiers arrived today with general cargo from New Castle, England, after an exceptionally slow trip of 175 days, and she had a narrow escape of ending her career by bleaching her bones on North Beach. The Thiers came via Cape of Good Hope and reports encountering head winds and rough weather, which delayed her.

She arrived off Tillamook Head on last Saturday and on Sunday was taken in tow by the tug Oneonta, Pilot Gunderson going on board. As a high sea was running and the bar rough, it was impossible to bring the vessel in, so the tug held her tow a few miles off shore all night. About 4 o'clock on Monday morning they were close to the lightship and as the conditions on the bar showed no improvement, the tug headed off shore.

She had gone but a short distance when a terrific southwest gale sprang up suddenly, the wind blowing at a hurricane rate and the seas breaking clear over both vessels. Despite the fact that the tug was pulling under a full-speed pressure and some sails were set, the ship and tug were carried slowly to the northward and inshore by the wind and seas, until they were off North Beach. There the five-inch steel hawser suddenly parted, as the result of the continued strain and wear, and the ship was left to her own resources. This occurred about 11 o'clock in the morning. Pilot Gunderson immediately set more sail and by hard and skillful work kept the vessel outside the line of breakers, although at one time she was so close he could see the life-saving crew standing ready to come to the ship's assistance.

Several sails were blown away and it was not until after 4 o'clock that evening, when the ship had been carried north to Gray's Harbor, that she could be worked off shore and thus be clear of danger. By that time the gale had subsided, so the Thiers beat about in the fog and thick weather until yesterday, when she was picked up by the tug Tatoosh and brought inside this morning.

Captain Lebeau, master of the Thiers, says that he had a narrow escape from colliding with a monster iceberg when off Tasmania. It was about 11 o'clock at night, when the big berg was sighted dead ahead and only about half a mile away. Fortunately the weather was fair and by tacking suddenly the ship cleared the obstruction.

STORM POUNDS TUG TO PIECES

Canadian Craft Nidge Total Wreck at Victoria—Dora Is Doomed.

SEATTLE, Wash., Dec. 20.—The Canadian tug Nidge, which went on the rocks at Macaulay Point, near Victoria, during a storm last Sunday night, is a total wreck, last night's heavy sea having pounded her to pieces. The Nidge was 75 feet long and valued at $17,000.

The passenger steamship Dora, which is rocking on the surf at Seward, Alaska, is doomed, according to today's advices. The steamship Northwestern will make a last attempt to pull her off the shore, but without much hope of success. The underwriters' agent has gone north, expecting to take charge of the hulk.

Catania Floated, Is Uninjured.

ASTORIA, Or., Dec. 20.—(Special.)—The tank steamer Catania, which went on the sands opposite the west end of the city during the dense fog last night was floated this morning with the assistance of the tug Fearless. She was not injured.

SITE PURCHASE HALTED

SCHOOL BOARD FINDS VALUATIONS BELOW ESTIMATE.

Lesser Figures Mean Loss to District of $112,000—Proposed 5.5 Mill Levy to Stand.

Intended purchases of sites for future buildings, it was decided by the Board of Education at a meeting yesterday, necessarily must be waived, due to the discovery that the aggregate of property valuations in the district will not exceed $310,000,000, as against $330,000,000 as originally contemplated. It was on the basis of the larger valuation that estimates of revenue on a fixed levy were made. The lesser valuation means a loss to the district on a proposed levy of 5.5 mills of $112,000. Instead of increasing the levy, it has been decided by the Board to waive the proposed purchases of several additional building sites.

The requirements of the district for the support of the schools and the acquisition of necessary building sites, according to the members of the Board, require a tax levy of 5.5 mills and a proposed bond issue of $1,000,000. These recommendations will be incorporated in the annual report of the Board, which will be completed today for presentation at the annual meeting of the taxpayers of the district, which is scheduled for the auditorium of the Lincoln High School building at 8 o'clock next Friday night.

SPEND CHRISTMAS

At Gearhart "By-the-Sea"; excellent cuisine. Natatorium open, heated seawater; special hotel rates. Train from Portland 8:10 A. M. Daily; 6:30 P. M., December 24, 27, 28, 30 and 31. Reservations 100½ Fourth st. Main 1293, A 7268.

Only One "BROMO QUININE"

That is Laxative Bromo Quinine. Look for the signature of E. W. Grove. Cures a Cold in One Day, Cures Grip in Two Days. 25c.

Are You an Efficient Housewife?

Do you buy for your own table the foods of *recognized* quality—the appetizing, nourishing things that promote health and happiness in the family? And do you buy them *economically?* Do you know that

GHIRARDELLI'S

Is the ONLY

Ground Chocolate

—that it is a pure, palatable, invigorating beverage—containing all the health-giving qualities of the cocoa bean? Not the slightest trouble to prepare—just a teaspoonful in a cup of boiling milk—and there you are.

Serve it for breakfast tomorrow. Give it to the youngsters—it makes them sturdy and strong. Thirty cups—thirty cents.

D. GHIRARDELLI CO.
Since 1852

IRRIGATION AIDES MEET

TENTATIVE PROGRAMME MADE FOR OREGON CONGRESS.

Three Days, Beginning January 9, Will Be Devoted to Private, State and Federal Projects.

A tentative programme for the second annual Oregon Irrigation Congress, to be held in Portland on January 9, 10 and 11, was prepared by the programme committee at the Commercial Club yesterday afternoon.

It is proposed to divide the discussions into three general parts: Farmers' irrigation projects, state-aid projects and Federal or Carey act projects. Persons well acquainted with their respective subjects will be asked to speak.

The opening session on the afternoon of Thursday, January 9, will be devoted to welcoming addresses by Edgar B. Piper, president of the Portland Commercial Club, and T. B. Wilcox, president of the Oregon Development League; a response by William Hanley, president of the congress; an address by J. N. Teal on Government and state co-operation, and an address by Governor West on state aid in irrigation.

William Penwell, president of the Northwest Development League, and Director Newell, of the Reclamation Service, will be asked to speak at the meeting on Thursday evening.

Other speakers at later sessions will include C. L. Smith, agriculturist for the O.-W. R. & N. Co.; Professor Shaw and A. E. Chamberlain, of the Great Northern; J. C. Hoskin, of Echo; W. Lair Thompson, of Klamath Falls, who is expected to tell of proposed legislation for irrigation work in the state; John Lewis, State Engineer; Professor J. B. Kerr, president of the Oregon Agricultural College; W. H. Hamaker, of Bonanza, Leon J. Chapman, of Ontario; J. J. Donegan, of Burns, and a number of others yet to be secured by the committee.

Those attending the meeting yesterday were J. J. Sayer, C. C. Chapman, Marshall N. Dana and W. B. D. Dodson, of Portland; William Hanley, of Burns, and J. E. Sawhill, of Bend.

Scores High for Grand Shoot.

LA GRANDE, Or., Dec. 20.—(Special.)—Lewis, Smith, Mackey and Lemmons carried away prizes at the shoot held by the La Grande Gun Club yesterday. Press Lewis headed the list for honors with the high average of 89 4-5 per cent. Lewis also won the long-run prize, breaking 35 successive birds. The monies were divided evenly between some 20-odd contestants. Other scores were: J. G. Smith, professional, 91; Claude Mackey, 87; Lew Reyburn, 86; Press Lewis, 86; N. Gray, 86; Bert Hughes, 84; Jake Beaver, 80; J. Gray, 75; Gassett, 72, and Parker, 63.

Thirteen Seek Divorce.

Evidence was taken yesterday in Circuit Judge Morrow's court in the following divorce cases, in all of which decrees probably will be allowed when the judge has read over the extended testimony: Anna against Harry Carney, Winnifred L. against Marshall Hart Larabee, Katie against Jacob Burbach, Libbie H. against W. Combs, Cora against Chester W. Pagett, Lenora B. against Walter R. McWade, Violet against Grover C. Freeland, Bertha against Frank Miller, Glen O. against Lenora Sill, H. R. against Blanche Griebel (defendant's testimony taken on cross complaint), Louise G. against Ernest D. Powell, Louise C. against Edward W. Peddycord, and Raymond against Maud Collins.

INSIST ON MUNYON'S

Rheumatism Remedy

IT WILL CURE

I want every chronic rheumatic to throw away all medicines, all liniments, all plasters, and give MUNYON'S RHEUMATISM REMEDY a trial. No matter what your doctor may say, no matter what your friends may say, no matter how prejudiced you may be against all advertised remedies, go at once to your druggist and get a bottle of the RHEUMATISM REMEDY. If it fails to give satisfaction, I will refund your money.—Munyon.

Remember this remedy contains no salicylic acid, no opium, cocaine, morphine or other harmful drugs.

For sale by all druggists. Price 25c.

DIABETES Treated with greatest success without restricted diet. Physio-nutritive Sal-Sano removes all symptoms of the disease, produces gain in weight, muscle and nerve power and energy. At leading druggists. SAL-SANO CO., 86 W. Broadway. Write for booklet. N. Y.

Do You Feel Chilly OR Feverish and Ache all Over?

Feel worn out—blue and tired? Don't let your cold develop into bronchitis, pneumonia or catarrh. The reliable alterative and tonic which has proven its value in the past 40 years is

DR. PIERCE'S

Golden Medical Discovery

Restores activity to the liver and to the circulation—the blood is purified, the digestion and appetite improved and the whole body feels the invigorating force of this extract of native medicinal plants. In consequence, the heart, brain and nerves feel the refreshing influence. For over 40 years this reliable remedy has been sold in liquid form by all medicine dealers. It can now also be obtained in tablet form in $1.00 and 50c boxes. If your druggist doesn't keep it, send 50 one-cent stamps to R.V.Pierce, M.D. Buffalo.

The Common Sense Medical Adviser—a book of 1008 pages—answers all medical questions. Send 31c in one-cent stamps to R. V. Pierce, M. D.

WHY NOT Spend the Holidays AT Gearhart or Seaside Clatsop Beach?

THE ALL-YEAR HOTELS OFFER SPECIAL ENTERTAINMENT

Clatsop Beach is a splendid resort for rest and recreation at all seasons. The glory of the ocean, the reviving salt air, mountain water, surrounding forest, surf and plunge bathing invite you in Winter as well as Summer.

THE NORTH BANK ROAD — Columbia River Scenic Route — Spokane, Portland & Seattle Ry.

ROUND TRIP FARES
$3 Saturday-Sunday
Return Limit Monday
$4 Every Day
Return Limit Six Months

TRAIN SERVICE

Daily train leaves Portland 8:10 A. M.
Special train will leave 6:30 P. M. December 24, 27, 28, 30 and 31. This train runs every Saturday.
Observation parlor cars and first-class coaches are carried.
Returning trains morning and evening.

Parlor car seats and tickets at
CITY TICKET OFFICE, FIFTH AND STARK STREETS
NORTH BANK STATION, ELEVENTH AND HOYT STS.