UNAUTHORIZED COURSE AS SECRE-TARY OF THE TREASURY.

Severe Criticism of John Quincy Adams and Other Statesmen of That Time-His Reward.

OREGON CITY, Jan. 11 .- (To the Edfor J-I have read with a good deal of interest Captain Apperson's article on "The Dred Scott Decision," published in The Sunday Oregonian of the 7th inst. His history of the case is worthy of being treasured up by young men who wish to keep themselves informed concerning their country's past history.

But I wish to take exception to "Mr. Blaine's View," quoted by Captain Apperson. Says Mr. Blaine: "Chief Justice Traney, who delivered the opinion which proved so obnoxious through the North, was not only a man of great attainments, but was singularly pure and upright in his life and character." All will admit his great attainments, and his private life and character." All will admit his great attainments, and his private life his great attainments, and his private life and character." All will admit his great attainments, and his private life his great attainments, and his private life and character." All will admit his great attainments, and his private life and character." All will admit his great attainments, and his private life his great attainments, and his private life offered may never be known. But it is safe to suy if he had not obeyed fackson's mandate he never would have worn the robes of a chief justice. Eminent and leading men of both the whig and democratic parties openly churged him with corruption. Among the democrats were calhoun, McDuffle and W. K. Chowney, of South Carolina; Clayton, of Georgia; Henry A. Wise, of Virginia, and others. I have their speeches made in congress, and they were as severe lin condemnation of Taney's unlawful execution of Jackson's subject of the United States hank contracted with a bridge with his to do the violation of plain law. The original price offered may never be known. But it is safe to suy if he But I wish to take exception to "Mr. Blame's Vlew," quoted by Captain Apperson. Says Mr. Blaine: "Chief Justice Taney, who delivered the opinion which proved so obnoxious through the North, was not only a man of great attainments, but was sinceparty nurs and upright in ried. Mr. Adams had the speech printed by Gales & Scaton for distribution among his constituents. A copy is before me.

On page 5 it rends:
"The removal by the secretary of the The removal by the secretary of the treasury of the deposits from the Bank of the United States was unlawful, and his contracts with the state banks to receive the deposits was also unlawful. Neither of these measures was authorized by the 16th section of the bank charter.

"The language of the law there is, that the deposits of the public money shall be made in the Bank of the United States be made in the Bank of the United States and its branches, unless the secretary of the treasury shall otherwise order and direct. When the deposits have once been made there, his authority, as conferred by the charter, ceases. He has no authority over them whatever, except according to the provisions of the constitution and the general laws. When the deposit is once made, the provision of the constitution attaches to it, which forthids that any money shall be drawn from hids that any money shall be drawn from hids that any money shall be drawn from
the treasury unless in consequence of appropriations made by law. All the laws
which forbid the transfer of moneys appropriated for one object, to be applied
to another, likewise attach to it; and the
secretary of the treasury has no lawful
authority to draw money from its place
of deposit, except for the purpose of makfing the payment to which it is appropriated."

priated."
On page 29 of the speech it reads:
"By the sighth section of the act to establish the treasury department, it is provided 'that no person appointed to any
office instituted by this act shall, directly or indirectly, be concerned or interested in carrying on the business of trade or commerce, or be owner, in whole or in part, of any sea vessel, or be concerned in the purchase or disposal of any public securities of any state, or of the United States, or take or apply to his own use any emolument or gain for negotiating or transacting any business in the said department other than shall be allowed by

The office of the secretary of the "The office of the secretary of the treasury is one of those instituted by that act. And it is a circumstance deserving of deep consideration that this department of the treasury is the only one established at the organization of this government, the officers of which are isid under this interdiction. The restraint upon the secretary, the head of the department, remains in force to this day. I believe both the spirit and the letter of this law was violated by the present secretary of the treasury when he transferred the public funds from the Bank of the United States to the Union bank of Baltimore, he himself being a stockholder therein. And so thorough is my conviction of this principle, and so my conviction of this principle, and so corrupting and permittious do I deem the example which he has thereby set to fut-ure committees of ways and means to cite as precedents for yet ranker rotten-ness, that if there was a prospect of his remaining in office longer than till the close of the present session of the senate, I should deem it an indispensable, albeit a painful, duty of my station, to take sense of this house upon the question. And, sir, if after this explicit deciaration by me, the chairman of the committee of ways and means has not yet staked his thirst for precedents, he may gratify it offering a fifth resolution in additi the four reported by the committee,

"Resolved, That the thanks of this house be given to Roger B. Taney, sec-retary of the treasury, for his pure and disinterested patriotism in transferring the use of the public funds from the Bank of the United States, where they were profitable to the people, to the Union bank of Baltimore, where they were prof-stable to himself."

On page 23 Mr. Adams quotes the 15th and 16th sections of the bank charter,

and then says: "Bach of these sections is a consideration for the other. The 15th section pre-scribes burdensame duties to be performed by the bank gratuitously for the benefit of the nation; and the bank stipulates to perform them during the continuance of the act. The 16th section is the counter stipulation, pledging the faith of the na-tion that, unless for good and sufficient cause, the deposits of the public moneys

shall be made in the bank and its branches. . . The two sections are in-separably connected together, and must be of commensurate duration. So clear and obvious is this that the secretary of the treasury, by removing the deposits, has forfelted the right of the nation to claim of the bank the fulfillment of its own stipulations in the 15th section. By the very act of removing the deposits he makes it impossible for the bank to give the necessary facilities for transferring the public funds from place to place, without charge, commission or discount.

Here, then, is a double violation of the public faith-first, by breaking the stipulation of the nation in the 16th section, beneficial to the bank; and, secondly, by disabling the bank from the performance of its engagements in the 15th section,

eneficial to the nation." Continuing, on page 23, Mr. Adams says:

"The secretary of the treasury has for-bidden the Bank of the United States to make this constant, continual, gratuitous remittance of public moneys for the pay-ment of public creditors, from place to place throughout the Union, and what has he substituted in its place? Why, sir, contracts—contracts which he was authorfixed by no law to make; contracts which by the 16th section of the act of May 182), he was expressly forbidden to make contracts with a motiny multitude of state banks, bound by no law of the United States to perform this service; beyond the dependent upon 20 different states for their charters; of small capitals; of limited ciromiation; scated in the midst of rival banks, and in which the United States have no interest other than the deposits confided to them. This is the substitute provided by Secretary Taney for annulling the law by which the Bank of the United States was bound to perform, and did perform, this immensely important serv-ice! Contracts with state banks; not even as contracts sanctioned by law! Sir, it is a bruleed reed upon which, if a man lean, it will go into his hand and plerce

of them? State courts, stop laws and unavailable funds! Precious consolations for the disgrace of violated public faith: Precious indomnity for the word of honor

of the nation!"

It, will be seen by these extracts that Secretary Taney in removing the public deposits from the bank violated both the constitution and three or more sections of statute law. Two former secretaries had been urged by the president to do the same thing, but without success. The first, Louis McLane, was promoted to a higher office and Mr. Dunne was put in the place office, and Mr. Duane was put in the place vacated. He, too, proved incorruptible, and was rudely dismissed. A third, an and was rudely dismissed. A third, an accommodating tool, was found in the person of Mr. Taney. The first two knew the law and would not violate it. It will not do to say Secretary Taney did not know he was violating law. To claim that he erred ignorantly is to say that he was a man of inferior instead of "great attainments," and incapable or deciding judicial questions.

Judicial questions.

No unprejudiced mind can read the full

son's arbitrary will as were Clay, Ewing.
Corwin, Choate and other whigs. These
democrats were not in favor of rechartering the bank, but they believed that
the government should keep faith with the
bank, and not violate its side of the contract. And they did not believe, and so
declared, that the bank was corrupt in the
person of its officers. Cafhoun spoke
strongly in tavor of returning the deposits
to the bank.

But leaving out all these names, whose
testimony shall we take—Mr. Blaine's or

testimony shall we take—Mr. Blaine's o Mr. Adams'? Mr. Blaine has shown him self to be an incompetent witness in mat ters of history by asserting the same self to be an incompetent witness in inters of history by asserting in his "Twer ty Years of Congress" that Jackson's of der, issued through Taney, was not tremove public money already in the bank remove public money already in the bank, but only that no more should be deposited therein, when the fact was that over \$10,000,000 were removed and deposited in 'pet banks,' and the exciting discussion during the session of congress of 1833-34 was on the "removal," and not on the withholding of deposits. The testimony of a man making such a blunder as this must fail before the testimony of such a witness as J. Q. Adams.

The extract quoted from Mr. Blaine's book by Captain Appearson closes with saying that "the country can now contemplate a venerable jurist in robes that were never solied by corruption, leading

were never solied by corruption, leading a long life of labor and sacrifice, and achieving a fame in his profession second

only to that of Marshall."

In my reading I can find no "sacrifice" that Roger B. Taney ever made except the sacrifice of his own honor and the honor of his government when he was serviary of the treasury. Benedict Arnold achieved fame serond only to that of Washington. The one had a fame of treasun—the other of patriotism. The one went to his grave "unwept, unhonored and unsung." The other was iaid to rest with his name and deeds left to stand as a light and landmark on the heights of

neroic virtue. It is not for a man of my humble abliit is not for a man of my name a witten to decide that the Dred Scott decision was not in accordance with law. But if a decision which made slavery legal in every section of the country where the master chose to take his slave was "a calcuble work towards the preservation of the Union," then I would say that a mile so hedged in on all sides that slavery was national and freedom not even sectional, was not worth preserving. And if Judge Taney held the "geneine bellef" attributed to him. I would say that instead of being eminently strong intellectually and morally, he was eminently weak. in reasoning powers, as well as cowardly, not to say victous, in his moral make-up. And, with a full sense of my hundle standing among party zealots, let me say further that when James G. Blaine pub-lished such a weak plea in defense of the chief justice and threw sugar plums to the element that defeated him for the presidency by giving New York to Clevehard, he won no favor among honest Catholics, and disgusted and drove from his support thousands of Protestants.

It is too much the fashion of the pres-ent day, in writing the biographies of prominent men, not only to omit all notice of their frailties, but to exaggerate their vir use. It is an injustice to the young who are learning lessons from biography. Liver of great men oft remind us

We can be extremely mean.

And when dying leave behind us Crimes the truth should never screen. This, if not as elegant, is as true as Langfellow's oft-quoted lines. Errors, and the results to which they lead, are as necessary to be painted out for our avoidance, as are virtues for our guidance.

E. WARNER.

Register Enrly, PORTLAND, Jan. 13.—(To the Editor.)-Having the honor to be president of an active and well-known political club of this city, the operation of the registration law has necessarily attracted my atten-

At the election of 1898 the vote of all parties for governor, in this county, was about 15.749. Today I am informed that about 1250 have registered. There appears yesterday, and will reach port some time (including colonial registers) about 784,000 to be some erroneous impressions about today. As has been previously mentioned, to be some erroneous impressions about registering. A voter of this county may registering. A voter of this county had register with the county cierk, for his own precinct, and does not have to wait Near to load wheat at Portland for Japan. This will be the first carge of wheat ever sent across the Pacific. an election booth. For the convenience of voters in outlying precincts, the county cierk will upon application furnish the necessary blanks to some notary living in those precincts. Notaries or justices of the peace who register names are entitled to 10 cents for each man registered, which is paid by the county, not the

voter. Voters should be urged not to put off registering until the last week of the time, which expires May 15, for sickness, busi-ness or absence may then prevent them from doing so. They should understand that if not registered on election day, that if not registered on election day, they will be required to make the same affidavits, and, in addition, will be required to procure six freeholders of the county to make affidavit that they are qualified voters, under section 16 qf the registration act. To quarrel with the judges will not help, for they are considered challenged even though they may have writed 40 years here. The county have voted 40 years here. The county clerk's office is to be open evenings, and no man should complain when he car choose his own time to attend to this matter. Let every voter register, then, promptly and before the clerks are busy

during the last week.
ROBERT C. WRIGHT, President Fourth Ward Republican Club,

Produce Little Shock.

London Telegraph. In North Africa all the wounded men agree as to the very small amount of shack produced by the Mauser bullet,

it! Contracts! Why suppose one and all of these bubble banks break their contracts! suppose they suspend specie payments, where are your deposits? Where are your arstuitous remittances? Where is your remedy against all and every one 37 50 per hour.

GRAIN FLEET MOVEMENTS

than 100 steamers—these are mostly steamers employed in regular lines, having a considerable portion of their tonnage occupied by large propelling power and passenger accommodation. Of these, it is interesting to note, saven steamers total 92, 251 tons, varying from 10,576 tons to the Oceanic of 17,274 tons, the largest vessel affoat. No doubt many of these large steamers compete much more than formerly in the trades that were supposed to be the open market for the tramp or cargo boat, a vessel free to go wherever profitable employment is obtainable, but, against There was heavy weather down off the coast yesterday, and the American ship C. S. Bement and the British ship Colony, which came up off the mouth of the river Friday evening, kept well off shore all day. The Colony has made a fast passage from Taltal, but the Bement has lingered longer than usual on the trip across the Pacific. Both of the vessels are under charter for wheat loading, but as there is a fleet of about a dozen vessels ahead of them to load here, there is no special hurry about them. The Haddon Hall, the last of the

### TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Sailed. Name.	Flag and rig.	Master,	From.	Consigneer
Dec. 5 Chile Aug. 4 Marechal Vill Nov. 13 Argus William Law William Law Wendur Nov. 12 Colony Nov. 3 Doma France Forthbank Gulf Stream Nov. 16 Belmont Conway Cast Dec. 20 Lizzle Bell Allegiance Berwickshire Fifeshire Nov. 20 C. S. Bement Cleomene Mooltan Najade Penthesilea Linlithgowsh Deccan East African Beechdale Isle of Arran County Meric Annie Thoms Thornikeani	Br. ship Br. ship Br. ship Br. ship Br. ship Br. ship Br. bark Br. bark Br. bark Br. bark Br. bark Br. bark Br. ship	Evans Biance Caddell Fernald Davies Keck	2094 Yokohama 1705 Nantes 1543 Antwerp 1631 Singapore 1896 Calcutta 1958 Talial 2163 Rio Janeiro 1828 Honolulu 1338 Honolulu 1415 Hong Kong 1631 Honolulu 1436 Hong Kong 1631 Honolulu 1438 Antwerp 1899 Shanghal 1670 Acapulco 1616 Pisagua 1677 Nagasaki 1663 London 1357 Antwerp 1858 Hamburg 1858 Hamburg 1858 Honolulu 1759 Sta, Rosalie 1041 Honolulu 1752 Acapulco 1959 Sta, Rosalie	· · · · · · · · · · · · · · · · · · ·

 
 Antwerp
 4218
 Shanghal
 1899
 Acapulso
 2433

 Cape Town
 11760
 Newcastle
 901
 Plangua
 1806

 Yokohama
 2094
 Rlo de Janeiro
 2183
 London
 1863

 Calcutta
 1896
 Liverpeol
 1633
 Hamburg
 1853

 Honolulu
 7160
 Nagasaikt
 2857
 Taltal
 1958

 San Diego
 2169
 Santa Rosalia
 1969
 Hong Keng
 1415
 Total tonnage en route, 42,605. Same time in 1899, 43,746. Same time in 1898, 65,747.

Tyl	Ĭ	G	RAIN TO	NNAGE IN	тн	E RIVEA.		
Arrived		Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Dec. Dec. Dec. Dec. Dec. Dec. Dec. Dec.	100 120 120 120 120 120 120 120 120 120	Clackman'shire Scottish Isits Criffei Ancyra Alsterkamp Craigmore Edenballymore St. Enoch Hyon Galona Magdalene C'mbr'n Warrior Margretha 2 Jules Verne Louis Pasteur 2 Aldebaran Nercus Edenballymore	Br. ship Br. ship Br. ship Br. bark Ger. ship Br. ship Br. ship Br. ship Ger. bark Br. bark Ger. ship Fr. bark Ger. ship Ger. ship Ger. ship Ger. ship Ger. ship Ger. ship	Thompsen Stone Stone Billet Stuart Jensen Veysey Ritchie Henderson Beister Chisholm Susewind Roberts Razch Haumont Tastevin Bruno Schulte Pritchard	1926 1195 2198 1789 1827 1642 1832 1079 2769 2769 2769 1782 1783 1240 1471 1536 1759	Moji Talial Antwerp Callao Caldera Valparaiso Panama Panama Mazatlan Callao Shanghal Talial Antwerp St. Nazaire Limerick Panama Kiao Chou Panama	K., G. & Co. K., G. & Co. B., G. & Co. P. F. M. Co. McNear P. F. M. Co. McNear P., G. & Co. Port. G. Co. Eppinger B., G. & Co. Eppinger M., W. & C. Port. G. Co. Girven & E. B., G. & Co. McNear	Victoria Stream Astoria Leving Elevator Astoria Astoria Stream Oceanie Montg'y 2 Col. No. 1 Weldler's Greenwic Oceanie

110	n. 12	Nereus Haddon	Hall	Ger. ship Er. bark	Schult	e ard	1789 K.1 1832 Pa	no ma	Chou ma	McN	enr	Irvin	g
1	Total	tonnag	re in the In 1897,	river, 29,76	s tons.	Sam	e time	in	1899,	31,461.	Same	time	1)

	GRAIN TO	NNAGE E	N ROUTE	10 1	UGET SOUN	123.	
Salled	Name.	Flag and rig.	Master.	Tons	From.	Days out	Consignees.
Dec. 22 F Oct. 31 Sept. 19 (cct. 19 (cct. 19 Nov. 16 F Oct. 39 (Nov. 15 Dec. 71	Achmanie Elginshire Sattle Abbey Mount Stuart May Flint Frongate Englehorn Henogli Arethusa Rhuddian Castle Bredick Castle	Br. bark Br. ship	Crighton Henderson May Loreau Pasiful Hannah McGhle Oisen Banfield Smith Loylut Stevenson Meyer Roberts Oison Beard Lever Lange Bock Oitman	1387 1516 1248 2334 2008 1465 1158 3288 949 2374 2193 1703 1993 1745 1397 1653 2399	Honolulu Honolulu Honolulu Hamburg Londan Liverpool Antwerp London Hong Kong Brisbane Shanghal London Hamburg Cardiff Hong Kong Cardiff Hong Kong Cardiff Liverpool Cheefoo Hlogo Nagasakl	126 87 60	R. P. Rithet R. P. Rithet

Total tonnage en route, 36,556. GRAIN TONNAGE ON PUGET SOUND.

Arrived.	Name.	Flag and rig.	. Master.	Tons	From.	Agents or Charterers.	Berth.
Dec. Dec. Dec. Jan.	26 Lamorna 6 Ravenscourt 27 Stronsa 27 Giendoon 2 Angerona	Br. ship Br. bark Br. ship Br. ship Br. ship	Cormack Scott Henning Morrison Williams	1378 1939 1824	San Diego Panama Antwerp San Diego Liverpool	B., G. & Co. P. F. M. Co. B., G. & Co. K., G. & Co. McNear	Tacoma Tacoma

fleet from Panama, left up from Astoria been removed from the British register the Haddon Hall is coming on a new ven-ture, being under charter to G. W. Me-near to load wheat at Portland for Japan. This will be the first

Several of the grain fleet in port are working around to the finishing stage, three of them closing their hatches yesterday. Of these, the Galena was the ter during the years. only one to clear, but the mammoth Magdalene and the diminutive Criffel are finished and ready to clear tomorrow. The Galena, which was loaded by Eppinger, cleared for Queenstown or Falmouth for orders, with 126,069 bushels of wheat, val-ued at \$69,588. The same vessel cleared from Portland just 13 months and two weeks ago, with a slightly larger cargo. She was loaded by A. Berg at that time, and carried 127,231 bushels of wheat, valued at \$78,500, her present cargo showing a decrease in value of over \$7000 as com-pared with last year. The Hyon arrived down at Astoria yesterday, making three loaded ships now at the mouth of the river awaiting an opportunity to cross out.

WHITE'S SHIPPING REVIEW.

Interesting Statements Regarding Marine Business for Last Year.

The Annual Shipping Review of John White, of London, is at hand with some very interesting statements regarding the marine business for the year just closed. Among other matters mentioned the cir-

cular says:
"The production of the past year in British shippards has been about 1,86,000 tons, very nearly the same total as in 1898. It is a large production, but, as pointed shock produced by the Mauser bullet, many stating that they went on some distance after feeling they were hit, one man telling me that he find iost a lot of blood. One notable circumstance is that they were hit, one man telling me that he find iost a lot of blood. One notable circumstance is that the reason of the winds are in the vast majority of the wounds are in the extremities. This the men attribute to the wild firing of the Boers, and to the fact that they were generally hit just at the moment of leaving or taking cover.

The Income of Sovereigns.

Chicago News.

Russia's crar has an income of \$1000 per hour.

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Chicago News.

Russia's crar has an income of \$1000 per hour.

The United States which had been trying to make Cape Hace in order to get a departure to a departure to the value and the value because the previous year's output caused many people to an in Non-tolk for the value of the states of the Sustain As on board the ton-the heart continues rough today, and the find the heart such that the ton-inge is not dispressed. At present the season are breaking over the ship and running mountain heart provided in law to reason of them the previous they sume relation of the sume form the same Rirunde from Pensacola December to evide from the some relation to anticipate an ea

from the British register represents steam ers sold to foreigners than in the records "There were added to the British regis-

ter during the year about 1,260,000 tons of steamers and 72,000 tons of sailing ships.

THE NEWFOUNDLAND WRECK.

Steamer Lost in St. Mary's Bay Has Not Been Identified. ST. JOHN'S, N. F., Jan. 13.-No word has been received from Peters river in

regard to the unknown steamer wrecked and on fire on a reef in St. Mary's bay. The storm is still raging. Not the Cable Stenmer. ST. JOHN'S, N. F., Jan. 13.—The French company's repairing steamer Francois Arago, which it was feared might prove

to be the vessel wrecked and burning in St. Mary's bay, has arrived here, 14 days from Havre, via Cherbourg. She mot stormy weather and is short of coal. She will remain here until fine weather sets in, when she will go to repair the cable 50 miles southeast of St. John's. Another steamer in distress is just en-

tering the port.
As the result of interviews by the correspondent of the Associated Press with a number of shipmasters, the conclusion is reached that the wreck is a freight or passenger vessel from some port in the United States which had been trying to make Cape Hace in order to get a depar-

How to avoid

Keep out of draughts. Take plenty of outdoor and indoor exer-

Remove all wraps on entering a warm

Always carry a vial of "71" and take a dose at the first chill or shiver-it re-stores the checked circulation, starts the blood coursing through the veins and 'breaks up" the Cold or Grip. Ask your druggist or send for Dr. Humphreys' Manual, free-tells about the care and treatment of the sick in all allments.

Humphreys' Homeopathic Medicine Co., Cor. William & John Sts., N. Y.

fore, no further knowledge can be gained regarding the ship's cargo or her passen-

gers, if she carried any. A watch has been maintained along the elif ever since the people got there, and fires are kept burning at night and fings waving by day as a signal to any boat's crew which may have escaped. It is not considered likely, however, that any suc-ceeded in getting away from the wreck. Derricks were erected at likely points to lower men down to get the bodies washed up, and if possible to discover the name of the vessel from the wreckage. Divers will be sent from here if it is found to be im-possible to obtain the sallors' names by other means. The recovery and burial of the dead bodies of the ship's company have been ordered by the marine depart-The cruiser Fionana, from Fortun hay, should reach the scene of the wreck tomorrow. No reports have been received any localities whither wreckage or boots might be expected to drift.

TWO DISABLED SHIPS.

William Law at Singapore, and Mar-

echal Villiers at Montevideo. The grain fleet, which each season drifts into Portland from the remate corners of the globe, seldem escapes without disaster the globe, seldem escapes without disaster overtaking some of the vessels, and of the full number of ships which at different times during the season are listed "to arrive," very seldom do all reach Portland. Within the past three years, four ships on the en route 1st have salled from foreign ports and were never heard of afterwards. In other cases, the vessel was disabled, and by the time repairs were completed was no longer wanted here. This year therehave already been two casualties year there have already been two casualties to the fleet en route for Portland. The first was the dismasting of the French bark Marechal Villiers, which put into Montevideo for repairs about two months ago. The other unlucky craft was the British ship William Law, which sailed from Manila for Portland early in November. She put into Singapore dismasted about these weeks later, and no advice about three weeks later, and no advice of her recuming her journey has yet been received, but as she was chartered at a low rate, her charterer will probably in sist on her coming to Portland and fulfilling her agreement as soon as repairs are

Marine Notes From Astoria. ASTORIA, Or., Jan. 13.—The tug Sam-son arrived in this morning from San Francisco. She accounts for her long tow down the coast with the seew schoole: Wahklakum to the prevalence of hear winds and the fact that soon after leav-ing port the schooner's rudder-post was twisted off, making her very unwillidy.

It has not been determined what the Sam-son will do next, but she will probably

tow a vessel from Gray's harbor to San Pilot Gunderson explains why the steam-Pilot Gunderson explains why the steam-er Columbia thought that she saw a steam-er outside as she came in on her last trip. At the time the pilot schooner had her side lights exposed as well as a masthead light for the purpose of signalling the Haddon Hall. The Columbia passed be-tween the bark and the schooner and tween the bark and the schoener, and evidently took the latter for a

on account of her lights.

The owners of the scow schooner Pacific, which sank a few days ago white lying at one of the local wharves, today filed a wreck report at the custom-house, stating that the craft is a total wreck. The loss on the cargo of wood was about \$10, while the scow was valued at \$300.

Lumber Freights Firm.

While there is not very much demand-for wheat tannage at the present time, owners are making no concessions, and the lemand for lumber ships has a tendence to keep rates quite firm. Page Bros. San Francisco circular has the following quotations on iumber freights: Sydney, 456 64 6550: Melbourne or Adelaide, 5589,568 24: Port Pirte, 528 640538 9d; Fremantie, 658 5 Port Pirte, 52a 64@53s 9d; Fremantle, 55s p 65s 3d; Geraldton, 66s 3dgsis 5d; West Const, 57s 64m60s Pisaguu range, and Cal-lino range, 55s 9d@61s 3d; Buenos Ayres, 67s 6d@70s; Shanghul, 82a 9d@69s; Klao Chow, 80s@81s 3d; Jupan, 85s 85s 3d; Port Arthur, 65s@68s 3d; Tien-Tsin, 65s 2dg 67s 6d; Newchwang, 69s 3d@67s 6d; Vladivo-stock, 50s@65s 3d; South Afrea, 72s 6d@7ss; United Kingdom, Stoti 82s 6d.

> Tides at Astoria. (Week beginning January 15.)

> > > H 4 H

DAY.	M	elght	ж	eight
High water— Monday Tuesday Wednesday Thursday Friday Saturday Sunday Low water— Monday Tuesday Wednesday Thursday Friday Friday Friday	1:42 2:14 2:44 3:11 3:37 4:07 6:50 7:32 8:10 8:46 8:46	FILL 200043	3:29 4:05 7:26 8:00 8:29 8:55 9:17	
Wednesday Thursday	8:10 8:46	2012422		8:00 8:29 8:55

More Overdue Ships.

San Francisco underwriters are again becoming nervous over the long passage of one of the Portland-bound grain ships. The British ship Annie Thomas, under charter to load at this port, is out about 170 days from Cardiff for Acapuico, and 170 days from Cardiff for Acapulco, and as high as 30 per cent reinsurance has been quoted on her. Other vessele, which are also causing uneasiness by their long passages, are the British bark Reliance, 187 days from Hamburg for San Francisco, and the Matterhoru, 170 days from Antwerp for San Francisco. for San Francisco

Steamer Abandoned.

LONDON, Jan. 13.—The Norwegian steamer Rirunde, from Pensacola and Norfolk for Antwerp, passed Dungeness today and signailed that she has on board the crew of the British steamer Edenmore, which salled from Pensacola December 8, via Norfolk for Americalam. The Vden

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nto Por Townsend yesterday morning, and will have repairs made on the Sound before coming around to Portland to load. The steamer Geo. W. Elder has been pressed into service again to clean up the extra afferings of freight, and left down the river last evening on route for San Francisco with a full cargo of Oregon

The Willamette river was booming yesterday, and wes coming up at record-breaking speed has evening. The steamer City of Eugène, which has been waiting for several weeks for something of this kind to happen, was released from her resting place on the bar near Salem, and is again in service.

Domestic and Foreign Ports. ASTORIA, Or., Jan. 12.—Arrived—Tug Samson, from San Francisco. Left up, at 2:50 P. M., British bark Hadden Hall. Arrived down, at 10:30 A. M., German hark Hyon. Sailed, at 2:30, steamship Columbia, for San Francisco, Condition of the bar at 5 P. M., rough; wind, southwest; weath-

er, cloudy: San Francisco, Jan. 11.—Sailed—Steamer State of California, steamer Homer, for Portland.

Portland.

Port Hadiock—Arrived, Jan. 12—Ship Great Admiral, from Port Gamble.

Tacoma—Arrived, Jan. 12—Steamer Czarlna, from Seattle. Salled—Steamer Queen Adelaide, for China.

Port Townserd, Jan. 18.—Arrived—British steamer Elm Branch, from Moreran, brig Geneva, from Rahulul.

Finshing—Passed, Jan. 11.—Pritish bark Fileshire, from Rotterdam, for Oregon.

Semghn!—Arrived, prior to Jan. 13.—British bark Collingrave, from Port Blakeley.

semgan-Arrivet, from Fort Hakeley, New York, Jan. II.—Arrivet—Nource, from Copenhagen: Willehad, from Bro-men: Marquette, from Localon, Satied-Samatian, for Glasgow: Lucania, for Liv-

erpsol: Batavia, for Hamburg.
Naples, Jan. 12.—Arrivel—Werra, from
New York, and proposited for Gerna. New York, and proposited for Genea.
Rotterdam, Jun. 12.—Salled—Rotterdam,
for New York.
Charbours, Jan. 12.—Salled—New York,
from Southempton for New York.
Ean Francisco, Jun. 12.—Arrived—Bark
Ferris S. Thomson, from Port Blakeley.
Salled—Steamer Tellua, for Nanalmo;
steamer Robert Adamson, for Nanalmo;
steamer Robert Adamson, for Nanalmo;
Hoquiam—Arrived January 12.—Steamer
Newburg, from San Francisco for Aber-

Newburg, from San Francisco for Aber-deen; steamer Coquille River, from San Francisco for Hoquiam.

Rotterdam, Jan. 13. - Sailed-Ohio, for Antwerp, Jan. 13. - Safled-Southwark, for New York.

for New York.

Liverpool, Jan. 13.—Salled — Campania,
for New York.

New York, Jan. 13.—Arrived—Germanic, from Liverpool; Etruria, from Liverpool. Yokohama, Jan. 13.—Arrived previously— America Maru, from San Francisco for

### FRIED ONIONS.

Indirectly Caused the Beath of the World's Greatest General.

It is a matter of history that Napoleon was a gourmand, an inordinate lover of the good things of the table, and history further records that his favorite dish was fried onlone: his death from cancer of stomach, it is claimed also, was probably caused from his excessive indulgence of this fondness for the olor-us vegetable.

The onion is undoubtedly a wnolesome article of food, in fact, has many medicinal qualities of value, but it would be difficult to find a more indigestible article than fried onious, and to many people. they are simply paison, but the onlon does not stand alone in this respect. Any ar-ticle of food that is not thoroughly discasted becomes a source of disease and discom-fort, whether it be fried onlons or beef

The reason why any wholesome food is The reason why any wholesame fool is not promptly digasted is because the stomach lacks some important element of digestion, some stomachs lack peptone, others are deficient in gastite juice, still others lack hydro-chloric acid.

The one thing necessary to do in any case of poor digestion is to supply those elements of digestion which the atomach lacks, and nothing does this so thoroughly and safely as Stuart's Dysnepsia Tablets.

and safely as Stuart's Dyspepsia Tablets, Dr. Richardson, in writing a thesis on treatment of dyspepsia and indigestion, closes his remarks by saying, "for the-6 suffering from acid dyspepsia, shown by sour, watery risings, or for flatulant dyspopsia, shown by gas on stomach, causing heart trouble and difficult breathing, as well as for all other forms of stomach trouble, the safest treatment is to take one or two of Stuart's Dyspepsin Tableta after each meal. I advise them became they contain no harmful drugs, but are composed of valuable digestives, which are promptly upon the food exten. I never knew a case of indirection or even chronic dyspension which Strant's Tableta would dyspepsia which Stuart's Tablets would or reach.

Chesp cathartic medicines claiming to cure dyspepsia and indigertion can have no effect whatever in actively digesting the god and to call any cathartic medicine a sure for indigestion is a missomer. Every druggist in the United States and

Canada sells Squart's Dyspensia Tablets, and they are not only the safest and most successful, but the most scientific of any treatment for indigestion and stomach





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