NEW YORK STOCK MARKET

BUSINESS ENTIRELY IN THE HANDS OF PROPESSIONALS.

Attention Was Centered on the Week. ly Bank Statement-Porcign Pinancial News.

NEW YORK, Feb. II.—Attention centers today almost wholly in the weekly statement of the clearing-house banks. Traders held aloof from the market from the outside, and the buying and selling was entirely in the banks of the professional traders. These were inclined to the was entirely in the manus of the protes-sional traders. These were indired to the short side of the market, in anticipation of a weak bank return, which had been clearly foresmadowed by the record of subtreasury operations for the week, by the course of New York exchange at other domestic centers, and by yeaterday's preliminary estimates by the banks themserves of the currency movement for the week. As is the invariable rule where a condition has been accurately foreseen and discounted, the event brings reaction due to the taking of speculative profits. on the long or the short side of the

In today's market, the bears started to cover their abort contracts after the bank tement and worked a sharp raily. Some cks were attacked anew in the final slings, making the close fregular, but general list was firm at the rally-bears found Pacific Mail vulnerable iriber attack, and had some success People's Gas, but Third Avenue of ferred some resistance. A large selling order was detected in National Steel, and that streek was offered down 1%, causing aympathetic declines in a number of the other metal stocks. Federal Steel preferred fell an extreme 2%. National Steel railled, but dropped again to the lowest, and American Hoop fell suddenly an ex-treme 1% in the final dealings. The de-Velopments in the money situation may secount for the weakness in the Iron industrials, as they are still looked upon with disfavor by bankers and money-lend-

with disflavor by bankers and money-icra-ers as collateral.

The decrease in the cash account of the benks conformed very obserly to prelim-finary estimates, and the loan expansion of \$18.584,000 created no great surprise, in view of the recent tendency and the well-known pressure for accommodations in all parts of the business world.

parts of the business world.

The weekly trade reviews sufficiently indicate the wishespread activity in business
in all lines at a high level of prices. Surprise is rather felt that call money should have continued in apparently abundant supply at I per cent during yesterday. It is difficult to discorn any prospect of early relief from the factors which are making inroads on the banks' cash resources and with continued pressure on the bunks at the present rate for credits, the encroachments upon surplus reserves

must be raised.
Generally speaking, the tone of the stock
market has been firm this week, but duit,
the average day's business failing considerably below 590,000 shares. Advances have been made in rather a desultory fashion, now here and now there, but, once made, they were yielded very grudgingly, in spite of the duliness.

spite of the duliness.

It became pininity manifest Tuesday, when the week opened after Monday's fooliday, that the previous week's burden of realizing sales was no longer pressing on the market, and operations by built pools forced by professional stock traders quickly showed themselves.

The strength of the market was due to the growing conviction that has year's

the growing conviction that last year's prosperous business conditions have a fair chance of continuance. But the profestonal operators in stocks were the only persons to manifest the courage of their convictions by buying stocks on any con-siderable scale. The general could-be pub-lic maintained an apathetic attitude to-ward the market. Last week's reduction in priors, when news was all favorable, consed doubt and distruct in the minds of outsiders, and they have refused to come back into the market this weak. The pack into the market this went. The public apathy has been a weight on the market, and the weakness of individual stocks from special causes has been a further disturbing factor. The failure of plans to fund the floating debt of the Third-Avenus Railroad Company, a poor season for the rubber business, owing to the fine weather; intimations of a coming he fine weather; intimations of a coming aspension of cash dividends on Pacific Mail, a reported bond issue by Continen-tal Tobacco, to take up stock of a new causes which caused weakness stocks and checked the adva endency in the general list. Add to these a disposition to caution about overstrain ing the money market in view of the heavy demands making upon it for use in the regular channels of business, and the renewed absorption by the treasury of the revenue surplus since internal rev empts are flowing once more into the treasury instead of into depository banks, and the factors of reaction are most of them

Ob the other hand are details of pros-perity from all sides. Current railroad earnings are at an unprecedented level, and the volume of merchandles truffir to undiminished, in spite of higher rates in effect, thus more than offsetting a small movement in grain and some other agri-cultural products. The working out of plans for dominance in control of com-peling lines by great railroad systems gives evidence of progress, and especially in the Southern group of trunk lines and the outlines of an agreement among two great trunk lines for division of territory are seen to emerge,

Foreign trade statement for January issued by the treasury bureau of statis-tics, shows that the foreign demand for roampfactures is well maintained, in apte of the high level of prices raling, and the value of cotton exports is so far enhanced in spite of continued small volume as to largely offset the discrepancy befall did not step until in April, when the table of continued small volume as to largely offset the discrepancy between agricultural reports of preceding months and those of the previous year. The world's large needs for cotton are believed in insure a good market not only for the enoving crop, but for the common for the country.

The integion outbreak between operators in one of the great steel companies has brought to public notice searching and the great steel companies has brought to public notice searching in the trude, and sestimates of the conting year's profits placed in the state of the state of the state of the state of the size of the

placing them at assounding proportions. Stock of companies in the iron and steel Industry have advanced in the market in consequence, in spite of the continued starp discrimination against them as col-lateral by banks and money-lenders. Pro-fession of the control of the control of the conal operators in stocks have professed some satisfaction over the passage of the financial bill through the senate, but the general interest in the subject in its prisecul state has seemed listless in financial circles. The effect in this mar-lest of favorable developments in the Brit-ish campaign in South Africa has been moderate, as has been that of the late British reverses. There has been a good business in the bond market, although prices were not fully maintained at all points. New is advanced it, and the old is and is in in the bid price.

the Surplus Reserve. NEW YORK, Peb. 17.-The Financier

The surplus reserve of the New York clearing-house bunks were reduced \$2,-117,000 last week, owing to a loss of \$2,-204,000 to the treasury and the interior, and to the increased reserve require-ments necessitated by a rise of \$5,251,000 in deposits. The statements The statement was about in in deposits. The statement was about in line with what the week's operations had foreshadowed, so far as case changes were associated, but the sain of \$12.68,260 in loans following the unprecedented increase of \$17.00,000 for the week previous, attracted some attention. It is concoded that the expansion in loans reported Feb.

runry 10 was due in part to borrowings from commercial sources, an unusually large number of banks having participated in the movement. The currency statement, however, when subjected to closer analysis, revealed the fact that the new learn were made by a few of the more prominent banks, one institution alone accounting for searly half the gain.

Counting for nearly half the gain.

The significant fact in connection with the statement is the stoppage of interfor receipts and the resumption of payments in the treasury. So far from gaining from the interior, the New York banks last week actually shipped considerable funds to other cities, and the treasury losses amounted to over \$1,500,000. This is likely to be a continuing process, and with the added burden of carrying larger commitments due to current business de-

FREE SHIP REACHES PORT

THE KINFAUNS, PROM HONOLULU, 18 0 DISENGAGED.

Freights Still Booming-Saint Irene Arrives From the Sound-Captain Troup Promoted.

likely to be a continuing process, and with the added burden of carrying larger commitments, due to current business demands, the inference is that the banks surplus will be drawn upon materially before apring.

Momey rates, of course, will be dependent on the extent of these calls, but a market, it is conceded must fellow, unless the movements of money are at variance with known facts. Last year at this period the surplus reserves of the banks had already begun to decline, and the

TONNAGE EN ROUTE AND IN PORT.

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND.

Salled	Name.	Flag and rig.	Master.	Yons	From.	Days out	Consignees
Aug. 4	Marechal Villiers	Fr. bark	Rionald		Nantes .	158	***********
Nov. III.	Argus :	Rr. ship	Hunter		Antwerp	97	
Dec. 41	William Law	Br. snip	Abbott	1651	Singapore	36	A. Herg.
Jan. 29	Wendur	Br. ship	Nicoll		Calcutta	20)	P. F. M. Co
	Porthbank	Br. bark	Paterson		Honolulu	200	M., W. & Co
Dec. 20	Lignie Bell	Br. bark	Whelan		Liverpool	507	ML, W. & CO
	Berwickshire	Br. bark	Blance Caddell		Honolulu	91	B., G. & Co.
JAH. ZE	Fifeshire	Ger. ship	Hasselman		Nagasaki	- 04	Day On the Con
1200	Penthesilea	Br. ship	Manson		London	****	B., G. & Co.
		Br. ship	Anderson		Antwerp	12	B., G. & Co.
Feb. 24	Theorem	Br. ship	Barrett	3856	Hamburg	6	M., W. & Ct
	East African	Br. bark	Decent		Honolulu	(
Jan. 21	Beechdale	Br. bark	Knox	1271	Honolulu	1.38	***********
	Isle of Ayran	Br. ship	Davies	1758	Sta. Rosalia		
	Annie Thomas	Br. ship	Meredith	3768	Acapulco		**********
	Thornliebank	Br. ship	McBride		Sta. Rosalia	Avex.	
	Samaritan	Br. bark	Dexter		Shanghal		**********
	Grenada	Br. bark	Putt	22100	Honolulu		
	Poseidon	Br. ship	Bush		Honolulu	1.19	T., Y. & Co.
	Lydgate	Br. burk	Jones		Shanghat	++++	T., Y. & Co.
		Br. ship	Bremner		Honolulu		***********
********	Beechbank	Br. bark	Buchanan		Sta. Rosalia		
	Pinmore	Br. bark	Maxwell		Nagasaki		
		Ger, ship	Kuhlmann			1000	
	Australia Genista	Br. bark Br. ship	Jones Hearn		Honolulu Shanghal	1233	***************************************
	Leicester Castle	Br. ship	Crowest	2000	Shanghal		*************
		Ger. ship			Kino Chou		
	Riversonia	Br. ship	Griffiths		Hamburg	1	E. Baker
	Conway	Br. ship	Ward		Shanghai	1	
	Frankistan .	Br. ship	Atkinson		Nagasaki -		Carlow Labour
	Inverness-shire	Br. bark	Peattle		Honolulu	1000	
	John Cooke	Br. ship	Magee	1758	Shanghal		
	Juteopolis	Br. bark	Curd	2000	Hiogo		
	Mabel Rickmers	Ger. ship	Bandelin	188	Hiogo		
********		Br. ship	Tyera		Shanghal		
	Rickmer Rickmers	Ger, ship		191	Hong Kong		
******	Rigel	Ger, ship		187	Nagasaki		***********
	Semantha	Br. ship	Crowo	221	Shanghai	2000	
*******	W. J. Pirrie	Br. bark	Jenkins	1253	Shanghai	1	***********

31	Tot als.
	Antwerp 4281 Shanghai 3074 Santa Rosalia 22 Calcutta 1896 Liverpool 1046 Acapuico 11 Honolulu 12,534 Nagasaki 513 London 11 Singapore 1851 Nantes 1755 Hamburg 38 Hong Kong 1914 Hiogo 4547
	Total tonnage en route, 70,920. Same time in 1899, 34,136. Same time in 1898, 62,333. Same time in 1897, 13,157.

5000	Same time in 1897, 13,167. GRAIN TONNAGE IN THE RIVER.									
Arrived	Name.	Flag and rig.	Master,	Tons	From.	Agents or Charterers,	Berth.			
Jan. Jan. Jan.	S Donna Francisca	Ger. ship Am. ship Ger. ship Br. bark Br. bark Br. bark Br. bark Br. bark	Rasch Fernald Spille Ladd Carse Kerbyson Simon Crighton	1899 3094 1415 1041 1378 2163	Antwerp Shanghai Yokohama Hong Kong Honolulu Honolulu Rio Janeiro Honolulu	M., W. & C. Eppinser Girven & E. Port. G. Co. K., G. & Co P. F. M. Co Girven & E.	Col. No.: Astoria Elevator Victoria Elevator Green'tel			

Total tonnage in the river, 12,975 tons. Same time in 1899, 35,673. Same time in

Name.	Flag and rig,	Master.	Tons	From.	Days out	Consignees
Oct. filnverelyde Oct. filnverelyde Oct. filnkerie Nov. IE Eiginshire Nov. 15 Eiginshire Nov. 15 Eiginshire Nov. 15 Battle Abboy Oct. 30 Moont Stuart Nov. 15 May Flint Olenogil Jan. 12 Arethusa. Rhuddlan Castle Dec. 18 Shandon Jan. 21 Imberhorne Renes Rickmers Sirene Ardnamurchan Carnedd Liewell Jan. 25 Brussells Chaz. Coteswort Wanderer Jan. 25 King Arthur Cumberland Conway Castle Jessomene Nile	Br. ehip Br. ship Br. ship Br. ship Ger. ship Ger. ship Br. ship Br. ship Br. ship Br. bark Br. ship	Roberts Olson Beard Lever	2034 2038 2038 2038 2038 2030 2030 2030 2030	Hamburg Liverpool Liverpool Antwerp London Hong Kong London Heng Kong Cardiff Hong Roug Cardiff Liverpool Hlogo Hamburg Hong Kong Hong Kong Hong Kong	111 95 18 18 20	M., W. & Co.

The state of the s			Bott Mago freehender				
T	otal tonnage en :	route, 45,924.	Same time	in 18	99, 26,485.		No.
	100	GRAIN TO	NNAGE ON	PUG	ET SOUNI	0.	
Arrived	Name,	Flag and rig.	Master,	Tons	From.	Agents or Charterers.	Berth.
Dec. Jan. Jan. Jan. Jan. Feb.	6 Revenscourt 27 Stronga 2 Angerona 28 Cotbert 18 Trongate 21 Engleborn 11 Allegiance	Br. bark Br. ship Br. ship Fr. bark Br bark Br. ship Br. ship	Scott Henning Williams Loreau Smith Lovitt Evans	1938 / 1145 / 1248 / 949 / 2374 3	Panama Antwerp Liverpool London Brisbane Shangkal Honolulu	P. F. M. Co. B., G. & Co. McNear P. F. M. Co. K., G. & Co. B., G. & Co.	Tacoma Esquimali Tacoma V'couver

Total tonnage in port, 8835. Same time in 1899, 18,730,

Foreign Financial News. NEW YORK, Feb. 17.—The Commercial Advertiser's London financial cablegram

The wires were still interrupted today, and hence little business was done in the market here. The tone was firm, although Cronje's escape with all his artillery was disliked. The bank bought £22,000 in gold in German coin. Call money was in fair demand, and fixtures were strong. Bills were idle. The discount rate would have been 3% but for vestavilar's gold shipment. resterday's gold shipment,

Exports and Imports.

business in the bond market, although prices were not fully maintained at all points. New so ndvanced 4, and the old is and is in the bid price.

REW YORK FIVANCES.

Reduction of Over Three Millions in the Surplus Reserve.

Reduction of Over Three Millions in the Surplus Reserve.

Bishop and Patrict.

Iowa State Register.

Bishop Fowler, of the Methodist church, in a Chicago interview last week, said:

"The three great missionary movements of the Christian era are: 'First, the conversion of St. Paul, which opened the way to the geniller, second, the firing on Fort Sumter, which made the great 'Anglo-Saxon race fit to use: and, third, the blowing up of the Maine, which sent us out into the world to distribute the truth."

Bishop Fowler is neither a religious traitor nor a traitor to his country. Iowa State Register.

tions on lumber charters from North-western ports are as follows: Sydney, 52s 6dg53s 5d; Melbourne or Ade-laide, 55s 8dg50s; Port Piris, 58s 3dg57s 8d; Fremantle, 6% 5dg70s; Geraldton, 70sg71s 3d; West Coast, 55s 8dg60s; Piengna range and Callab range, 58s 6dg60s; Piengna range and Callab range, 58s 6dg60s 3d; Buenos Ayres, 62s 6dg70s; Shanghal, 6espsis, 3d; Klauchow, 61s 3dg62s 6d; Japan, 56s 3dg51s 6d; Port Arthur See 3dg67s 6d; Ton Tries 6d; Port Arthur, 86e 30597s 6d; Tien Tein, 67s 60568s 9d; New Chwang, 67s 6d658s 9d; Vädlvostock, Sami68s 3d; South Africa, 72s 6dig 75s; United Kingdom, Singsts 6d.

SAINT IREND IN PORT.

The Steamer Was in Collision at Port

Townsend Thursday Night, The steamship Saint Irene arrived in yesterday morning and left up shortly after noon. She discharged a portion of her cargo at Tacoma, to be sent East over the Northern Pacific, but still has a considerable amount aboard for Portland. It was rather humilisting for Tacoma to here smearable amount aboard for Portland. It was rather humilisting for Tacoma to have the largest steamer that will enter that port this mouth sent away to another port to secure a carge, but the Ledger is right up to date with an excuse. The City of Dublin has loaded there this month, and a couple of small steamers—the Olympia and Pathan—are expected, and the Ledger days:

Says: "It is a fortunate thing that some dis-position was made of the Irene, in order to get all the steamers away on time." This is undoubtedly true, for it would have been very expensive to keep the Irene in port a month or two, waiting for a cargo to grow or be shipped from Port-land.

The Irene had quite an exciting experience at Port Townsend Thursday night.

CULLISON & CO. Wheat M Stock Brokers

DIRECT WIRES TO New York Stock Exchange Chicago Board of Trade

SECOND FLOOR

CHAMBER OF COMMERCE

CAPE NOME

S. S. GEO. W. ELDER, S. S. NOME CITY S. S. DESPATCH

The above first-class steamers will sail every 10 days during the season for Cape Nome, York and St. Michael and Yukon river points.

First Sailing, May 15.

FOR RATES AND INFORMATION APPLY TO

CALIFORNIA & OREGON COAST S. S. CO.

F. P. BAUMGARTNER, 253 Washington St.

W. A. Mitchell & Co., General Agents, San Francisco.

It is thus described by a correspondent of the Seattle Poet-Intelligencer:

"While entering this port at is o'clock last night, bound from Tacoma for Poeting ind, the British steamship Saint Irene crashed into the bowsprit of the Chilean bark Temuco, carrying it away, together with all the rigging forward. The ship's representatives claim the accident was due to carefuseness on the part of the steamer, but Pilot Francis W. Gatter, who was in charge of the big liner, claims there were no lights on the Temuco.

"Laving directly behind the Temuco was the steamer was despited by the steamer was due to carefuseness on the part of the steamer, but Pilot Francis W. Gatter, who was in charge of the big liner, claims there were no lights on the Temuco.

"Laving directly behind the Temuco was

charge of the big liner, claims there were no lights on the Temuco.

"Lying directly behind the Temuco was the Italian bark Cayour, and the lights of this yessel were plainty visible. Captain Gatter figured to miss the lanterns, and, when coming bout, discovered that another vessel was lying ahead. Prompt work with the wheel and engine bells was all that saved the Temuco from being cut in twain and sunk.
"Shipping men say the vessel came out

of the accident luckity. A board of survey was convened aboard the damaged packet this morning, but the findings have not as yet been made public. The St. Irene was delayed but a short time, and then continued on her way to Portland."

CAPTAIN TROUP PROMOTED: Is Superintendent of Canadian Paci-

fic's Kootenal System. Captain James Troup, one of the best-known steamboatmen in the Northwest, and formerly superintendent of the C. R. & N. water lines, with headquarters in this city, is winning new honors with the Canadian Pacific. He has just been pro-moted to the position of superintendent of both rail and steamer lines of that comboth fall and steamer thes of that com-pany in the Kootenal and Upper Columbia districts. Since leaving Portland, Captain Troup has built 2 steamers for the big company whose interests he is looking after, and all of the fleet have proved highly successful and profitchle. The rall lines which have now been placed under his charge run all through the min-ing districts of the upper river and lake region, there being half a dozen small roads in the system, connecting with the river and lake steamers and with the main line of the Canadian Pacific. The promotion of Captain Troup was the means of moving Captain John Gore up another station. He has been commodore of the fleet on the Columbia for several cears, and now goes to Nelson, B. C., as our captain of the steamers on both the columbia and the Kootenal. Captain Gore, Columbia and Willamette rivers, having commanded O. R. & N. steamers on both rivers, under Captain Troup's administra-

QUICK RUN FROM HONOLULU. British Bark Kinfauns Is in Quarantine at Astoria.

tion as superintendent of water lines.

ASTORIA. Feb. 17.-The British bark Kinfauns, which arrived in today from Honolulu, is in quarantine in the lower harbor. She made the remarkably fast run of 11 days to the mouth of the river. and had no sickness on board, but as she comes from a plague-infected port, and lay alongside the wharf awhile, she was placed in quarantine by the government health officer. Before leaving Henolulu she was thoroughly fumigated and given clean bill of health by Dr. Carmichael United States quarantine officer at that How long she will be held here depends on instructions from the surgeongeneral at Washington.

The first officer of the Kinfauns reports

that the Japanese steamer Doyo Maru mailed from Honolulu before the bark left, but she did not clear for the Columbia river. Her destination he did not know.

> Tides at Astoria. (Week beginning February 19.) A Hel

DAY,	M	ght	JK	ight
High water-			et.	-
Monday	4:00	8.3	9:52 4:40	6.8
Wednesday	4:39	8.3	5:37	5.7
Thursday	5:27	8.1	6:51	5.4
Friday Saturday	7:40	7.5	S:30 9:35	5.5
	8:56		10:35	6.5
Low water-	9:55	4.1	9:38	1.9
Monday	10:38		10:13	2.4
Wednesday	11:29	1.1	10:局	3.9
Thursday	12:72	1.1	11:61	3.4
Saturday	1:12	3.7	3:00	9.8
Sunday	2:49	3.7	4:06	0.4

Pacific Mail's Latest. SAN FRANCISCO, Feb. 17.—The steam-er Algon, which left hare recently for the Orient with the biggest cargo ever carried out of this port, has been pur-chased by the Pacific Mail Steamship Company.

German Liner Aground. NEW YORK, Feb. 17.—it is reported that the Hamburg-American line steamer Graf Waldersee is aground in the bay,

Domestic and Foreign Ports.

ASTORIA, Feb. 17.—Arrived—British bark Kinfauns, 17 days from Honoluhr; British steamer Saint Irene, from Hong British steamer Saint Irene, from Heng Kong and way ports; steamer Harrison, from Tillamook. Left up at 12:20 P. M.— Steamer Saint Irene. Sailed—Steamer State of California, for San Francisco. San Francisco, Feb. 17.—Arr.ved—Steam-er Aberdeen, from Tacoma; steamer Rob-ert Dollar (new), is tow of tug Traveler, from Gray's narbor; steamer South Pertrom Gray's naroor, steamer South Peri-land, from Oystar harbor. Salled-Steam-er Columbia, for Portland; steamer Wel-lington, Chemainus barge Washtucua, in tow of tug Samson, for Gray's harbor. Seattle, Feb. II.—Arrived—Steamer Far-allone, from Dyea. San Pedro, Feb. II.—Arrived—Bark Oak-

BATTLES ON SUNDAY.

More Important War Incidents on That Day Thun on Any Other.

London Naws. There is a proposition which has been set forth with much energy by some correspondents whose views have reached me. That is, that the one cause for which we both ought to humiliate ourselves, and we boin ought to numinate ourselves, and the one that is in fact the secret of all our failures, has been that our generals have tought on Sunday. It is, therefore, rather interesting to note how very many hattles have taken place on Sunday. Cer-tainly their result has not always cor-responded with the views of the extreme Sabhatarians. Sabbatarians.

To begin with, since these commer were made, General French has carriout a most successful operation, who was due to a movement on Sunday. T great battle of the Nile, by which Nelson destroyed the fleet of Napoleon and made the scheme on which the future master of the Continent had set his heart-the conthe Continent had set his heart—the con-quest of Egypt, with a view to the con-quest of India—impossible, took place on Sunday. Vimiera, the first great Euro-pean success of the Duke of Wellington, was fought on Sunday. Fuentes d'Onoro, perhaps the most flercely contested and risky of all Wellington's battles in the peninsula, was fought on a Sunday. Orthes also was a Sunday battle. Cludad Rodrigo was cantured, on a Sunday. Is Rodrigo was captured on a Sunday. It is almost needless to say that Waterloo and Inkerman were Sunday battles. The outbreak of the mutiny-which was, it must be admitted, not successful ulti-mately for those who took part in it, but which shook our dominion in India and exposed us to simost as great anx lety as the present campaign-occurred on Sunday. The great siroke which dealt the first deadly blow against the center of the matiny—the capture of Delhi—was delivered on Sunday. The fight at Rorke's drift was on Sunday. Both Firsteh and Omdurman were Sunday battles.

I have limited myself in this statement

to our English fighting during the present century. The list might be indefinitely extended if one went back over the great battles of the past. If one were to select a day of the week on which most important incidents of war have occurred, my own impression, without absolutely making a stallated calculation. making a statistical calculation, is, from my knowledge of past history, that Sunday is the day one must name, and that it has been quite as frequently the assailants on that day who have won the victory as the defenders.

Knew His Business.

New York Press.
"If I give you my daughter," said the
harsh parent, "will you give her the luxurles and pleasures to which she has been

es and presented the young man "Yes, Sr." responded the young man "Yes, Sr." responded the young man with the business-like upper lip. "I wil give her the luxuries and pleasures to which she was accustomed before I be gan to spend money on her."

A Very Chenp Political Rascal.

New York Sun. In the senate last week the Hon. George Turner, of Washington, talked about the "noble, inspired and Godlike democracy," The value of this compliment can be estimated from the fact that Mr. Turner, a allver republican, was elected to the sen ate by a combination of democrats, populists and sliver republicans.

TRAVELERS' GUIDE.

Astoria & Columbia River Railroad Co.

LEAVES For Maygers, Rainler, ARRIVES
UNION Clairkanie, Westport, UNION
Clairkanie, Westport, UNION
Clairkanie, Westport, UNION
Clairten, Astoria, Warrestron, Plaves, Hammond, Fort Stevens,
Generary Park, Sensible
Astoria and Beashure
Express,
Daily,
7:00 P. M. Astoria Express,
Daily,
Tool P. M. Astoria Express,
Daily, Ticket office, 226 Morrison et and Union depo J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

WASHINGTON & ALASKA STEAMSHIP CO.

camanip "CITY OF SEATTLE" will leave the at 8 P. M. on Thursday, Feb. 22, and y 10 days thereafter, for Vanocuver, Ketch, Juneau, and Skagway, making trip from the to Skagway is 73 hours. DODWELL & CO., LIMITED, AGENTS,

CAPE NOME MARINE INSURANCE

415 Chamber of Commerce,

VANCOUVER THANSPORTATION CO.—
Steamer Unding, Captain Charles T. Kamen,
Jenves Vancauver at 8.38 A. M. and 1 P. M.
Leaves Portland at 10.89 A. M. and 4.59 F. M.
Sundays excepted. For freight or passage apply on beard, foot of Taylor street. Hound trip.
30c.

TRAVELERS GIVE

Union Depot, Sixth and J Streets TWO TRAINS DAILY

FOR ALL POINTS EAST

PEAST MAIL AND PORTLAND - CHI-CAGG SPECIAL ROLTH."

Leaves for the Hast via Spokane daily at 3.43
P. M. Arrives at 8.00 A. M.
Leave for the State via Pendiston and Huntington, daily at 5.00 P. M. Arrives, via Huntington, daily at 5.00 P. M. Arrives, via Huntington and Pendiston arrives P. M.

THROUGH PULLMAN AND TOURIST STANDERS. SLEEPERS.

Water lines schedule, subject to change with OCEAN AND RIVER SCHEDULE. OCEAN DIVISION - Stemmships satt from the works dock at 8:00 P. M. Leeve Furtismo-chiumbia mids Turnesay, Fab. 1, Sundar, Feb. 1; Wodnesdop, Feb. 21, State of California, Bulle Turedny, Feb. 6; Friday, Feb. 16; Mon ay, Feb. 21. isy, Feb. 23. From San Francisco-Ginte of California asti Friday, Feb. 2; Monday, Feb. 12: Thursday Feb. 22. Columbia actis Wednesday, Feb. 1 Sturdby, Feb. 17; Tunnday, Feb. 27.

COLUMBIA RIVER DIVISION. PORTLAND AND ASTORIA. camer Hassaig leaves Portland delly, exceeded, at \$500 P. M., on Saturday at 10.00 Returning, leaves Astoria dally, except Su at 7:00 A. M.

WILLAMETTE RIVER DIVISION. PORTLAND AND CORVALLES. OR.
FORTLAND AND CORVALLES. OR.
samer Flath, for Sciem, Albany, Covulle
I way points, leaves Pectiand Thesdays,
I haves Covullis Mondays, Wednesdays and
days at 6:00 A. M.
Samer, Modec, for Salem and way points,
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