CREAT FAIR IN 1905

Oregon Historical Society Starts the Movement.

OTHER "OREGON" STATES ASKED

Dr. John McLoughlin Criticised by Mr. Minto-Charming Paper by Mrs. Wilson-Annual Reports and Election of Officers.

The Oregon Historical Society, recognizing in the Lewis and Clark Expedition to the Pacific Coast not only the chief of those romantic and adventurous movements which have ever characterized the advance of the American pioneer splirit, but also an event of the highest practical value, both disclosing the worth and resources of the vast region traversed and con-stituting one of the strongest links in our chain of title to the "Ore-gon Country," as it was formerly gon Country, as it was formerly known, and deeming that the ap-proaching centennial anniversary of this occupancy of Oregon soil in the highest degree merits com-memoration with becoming acts and ceremonies:

Resolved. That this society will undertake to erect during the year 1906 on the site of Fort Clatsop an imposing and enduring monument to this great achievement in our National history and to the mem-ory of the brave men who accom-

That in connection with the erec-tion and dedication of this monu-ment the society recommends the holding of a Northwestern Industrial Exposition at the City of Portland, which shall fittingly portray the progress and wealth of the re-gion with which this expedition is inseparably connected, and its relationship to the other states of the Union, as well as to foreign

That the Governor of Oregon be, and he hereby is, requested to sub-mit to the approaching session of the Legislative Assembly this ac-tion on the part of the society and to arge upon that body a cordial and effective support of the move-ments contemplated, and that the president and secretary of the so-ciety publicly invite the people of

this state to co-operate in the ac-complishment of the ends in view; That the Governor be, and he hereby is, requested to transmit to hereby is, requested to transmit to the Governors of the States of Washington, Idaho, Montana and Wyoming, which were comprised, in whole or in part, in the "Gre-gen Country." a copy of these res-ciutions, with an invitation to the people of said states to participate in the objects above set forth, and that he request each of said Gov-ernors to submit his communication to the next ensuing session of the to the next ensuing session of the Legislative Assembly of their re-spective states for consideration and action;

That the secretary communicate to the Senators and Representa-tives in Congress from Oregon and the other states above-named this action of the society and solicit their advocacy of such Congres-sional aid in the accomplishment . may be available

was adopted by the Oregon Historical Soclety at its annual meeting in the lecture-room of the First Congregational Church yesterday afternoon. There was round of applause followed a very de- change." cisive vote, that plainly said no words indorsement of the project. As commemorative of a historical event of National significance and uniting healthy sentiment with practical utility the peculiar fitness of such celebration was recognized and received hearty approval.

Secretary's Annual Report.

In the absence of President H. W. Scott. Vice-President C. B. Beljinger presided at yesterday's meeting. There was a large attendance. After the reading and approval of the year-old minutes, Secretary Young presented his annual report, the chief part of which follows:

"Several new lines of activity were en-tered upon by the society at the opening of its second year. One of these was an attempt to take systematically and thoroughly the reminiscences of a few of the earliest pioneers—those in whose minds— were still fresh the viciositudes of the life of the mountain trapper, the experiences in crossing the plains when the transcentinental trail was first being opened, the adventures of fur trading ex-peditions, the relations of double sover-eignty over Oregon and the exciting incidents connected with the general exodus to California and mining life in 1848 and 1849. H. S. Lyman, as the representative of the society, went among the patriarchs of the community on and around French of the community on and around French.
Frairie, where Oregon was cradled. Some
of the fruits of his work have appeared in
installments in the successive numbers
of the Quarterly. In the story of each
one so far published—that of Matthieu. Laborte, Cosgrove and Case—there is a vivid illustration of a distinct ploneer type, and an emphasia upon some forgotten phases of life in early Oregon. This period of earliest Oregon is peculiar in that the main dependence of its historian must be upon reminiscences, and no rem-intecences are more thrilling or instructive than those of an early Oregon plo-

"In the light of these considerations we are painfully conscious that this work of securing in enduring form the historical wealth that the memories of our repre-sentative pioneers hold is not progressing rapidly enough. But with new funds in

rformed services of conspicuous merit in fixing and marking the exact locaons of such historic spots as the site f Fort Clatsop, the Winter quarters of ewis and Clark in 1865-6; also the site of the cuirn on the beach where they nade salt. As all traces of the fort had ong since disappeared a most critical and exhaustive array of evidence was adtuced to identify these localities. Him Excellency, Governor Geer, and other representatives of the society, undertook the locating of the spot where the successful meeting for organization was held May 2, 1847. Under the guldance of The committee X. Matthieu, the only surviving par-departer in the organization of the pro-

ani government, they drove a stake

on the spot where Joe Meek, at the pritleal moment, called for that historic division, the sequel to which was a fully
developed political organization of a community of American pioneers—the first,
and for several years the only one, on the
Pacific Coast. The fourth site that has
been investigated was that of the decisive battle of the Yakima War. in
which Chief Peo-peo-mox-mox was killed.
But as this battle was found to have
been fought on ground wholly within the
limits of the present State of Washington, nothing more is in place for this
society until some authority of the State
of Washington commissions it with further functions.

"The title of five acres, including the
site of Fort Clatsop, has been virtually
secured for the society by a generous
patron. As Fort Clatsop marks the cuiminating point of an expedition of great
Nextonal stratificance, the building of a

The Sunday

patron. As Fort Clatsop marks the culminating point of an expedition of great
National significance, the building of a
monument to commemorate this event is
a project that naturally enlists a National constituency. The Hon. L. B. Cox,
chairman of the committee on memorials,
has already received offers from persons
in the East to aid in erecting a suitable
monument. The spot at Champoeg, however, is Oregon's own natal place, and
Oregon by public or private munificance
should see to it that the spirit of those
resolute, patriotic and competent commonwealth fathers has fitting expression
in an enduring monument.

in an enduring monument.
"While the society has during the year picked up many valuable stray nuggets in the shape of documentary sources, it has not had the privilege of helping itself has not had the privilege of helping itself from any extensive mine. A representative of the society, Principal J. R. Wilson, has, however, located several important collections more easily exploited than that of Bancroft in San Francisco, or the archives of the Hudson's Bay Company. Principal Wilson found in the Department of the Interior memorials and reports of Indian Agents beginning with those of Dr. Elijah White, together covering the period from 1838 to 1850. This collection also includes many letters writtent from Oregon during that period. tent from Oregon during that period. Then there are the log-books of the vessels that visited the Columbia in the early days. These are to be found in the Bureau of Navigation of the Navy Department. Copies of all these records are obtainable, subject at most to the expense of a copyist. Much most valuable material could also be obtained by a systematic colection of the correspondence tematic collection of the correspondence of early emigrants that was printed in their home papers back in the Mississippi Valley. The securing of these different kinds of material would seem to furnish advisable applications of the future funds

There is one relic of the struggles and hardships of the early Oregonians that cannot be gathered up into our museum. That relic, however, symbolizes what is most noteworthy and heroic in Oregon's past. In the far stretches of the Oregon trail, from the banks of the Missouri wastered was have the work terrogonia. westward, we have the most impressive witness to dauntiess resolution such as no other households ever dared before or since. The 200-mile groove across the continent, mostly of sandy wallows and continent, mostly of sandy wallows and wastes of arid cactus and sage-brush plains, registers an exhibition of highest fortitude and endurance. Why should not this natural highway that the Oregon ploffeers selected and made historic be-come a memorial highway commemorating the most representative American achievement? A transcontinental highway has been seriously proposed and a National highway commission appointed. The old Oregon trail is the most feasible, and by all odds the most appropri-

"Year by year the life of the state in all its phases, industrial, commercial, so-cial, educational, religibus and political, finds expression in some form of literary record. Reports are made, prospectuses issued, platforms adopted, programmes distributed, or regular organs maintained. From these the historian, with the advantage of perspective and comparison, can determine the essential character of the progress made in any period. Oregon of today cannot neglect the systematic accumulation of such historical matter accumulation of such historical matter accumulation of such historical matter accumulation of a commission on the lines.

by himself, and subject at any time to his removal. In 1897 be favored a slightly in the state did support Rogers, not because of a general fear of Mr. Wilson, but because of a general fear of Mr. Frink's reported prophibition proclivities, and his alleged unsatisfactory record on liquor legislation while in the State Senate.

The idea that the Liquor interests of the state did support Rogers, not because of a general fear of Mr. Wilson, but because of a general fear of Mr. Frink's reported prophibition proclivities, and his alleged unsatisfactory record on liquor legislation while in the State Senate.

The idea that the Liquid state and the point of the commission with that limitation failed or passage.

In recent conversations with friends, the Governor has expressed the belief that the railroads themselves will not oppose the commission of the commission of the commission of the state did support Rogers, not because of a general fear of Mr. Wilson, but because of a general fear of Mr. Frink's reported prohibition proclivities, and his alleged unsatisfactory record on liquor legislation while in the State Senate.

The idea that the Liquor interests of the state did support Rogers, not because of a general fear of Mr. Frink's reported prohibition proclivities, and his alleged unsatisfactory record on liquor legislation while in the State Senate. finds expression in some form of literary terial without making the future Oregon a pauper, dependent for light and guiddiscussion of the question, but a der which we cower in this age of

"With a complete set of the records of were necessary to express unequivocal available in conjunction with some great available in conjunction with some great are still opposed to it.

Another thing which and political and natural science, the student and statesman of the future will be encouraged to build every project for change upon the solid basis of attained growth and in line with the great tend-With the habit fixed of requiring the best possible light upon every measure proposed, the development in every line of policy would no longer be characterized by ups and downs or forward and backward movements, or at best by a backward movements, or at best by riggag course, but by one consistently

> The higher and stronger unity that we all hope for in the Oregon of the future will be conditioned in no small measure upon the development of its counterpart in the collections of a State Histor Society. To that record of the growth of the fair proportions of the state would the statesmen repair for the shaping of those larger solicies which the future is sure to bring as man assumes increas-ing mastery of his fate. Such vital rela-tion to practical affairs has already been realized by the Wisconsin society, 'If you don't know, ask the Historical Society,' is a favorite dictum in the Wis-

"This proposed expansion of our activi-ties and acceptance of our higher mission as a State Historical Society would not involve any large immediate outlay. Devotion, skill and depth of comprehension in one or two persons with modern library appliances would meet present re-quirements. These librarians would be

true missionaries for the future. "A few years ago we, as a Nation, prided ourselves on having fought a war with our Navy on a scientific basis. A historical society manned with trained and progressive students of society would, furnish Oregon with the matierial for pro-ceeding upon a scientific basis in the making of her laws, organizing and administering her institutions, managing her schools, levying her taxes, controll-ing her corporations and selecting, raising and marketing her productions. These historical collections would be the a mulated and systematized records of periments and activities in Oregon, a with those of the other commonwealths

Other Reports Presented.

The report of Assistant Secretary Himes showed the total membership to number 627. Of these, 208 had been added in the past year, within which period there were

28 losses by death.

Treasurer Charles E. Ladd's report showed a balance on hand of more than 1300, but it was not read in detail, inas-much as it had not been examined by the auditing committee, to which it was for

mmittee on memorials presented

FOR BUSINESS ONLY

Forecast of Work of Washington Legislature.

NO SENATOR TO BE ELECTED

Creation of Bailroad Commission, Direct Primary Law and Liquor Legislation Are Most Important Matters That Will Come Up.

SEATTLE, Dec. 15.—The coming session of the Washington Legislature gives promise of being less interesting than any of the sessions which have preceded it. This is due to the fact that for the first time in the history of the state the Legislature will not be charged with the duty of electing a United States Senator, and rollitions and of electing a United States Senator, and politicians and the public generally are not looking forward to the session with that same degree of interest which they have manifested in the past. The fact that the Legislature has no Senater to choose, however, may result in the passing of laws fraught with great consequences for the future. Some matters are being discussed which, if an attempt is made to crystallize them into legis. is made to crystallize them into legis-lation may result in the session being more important than any of its prede-

Briefly stated, these matters are: First, the creation of a Haliroad Commission, second, the passage of a direct primary law; and, third, liquor legislation. Naturally, in view of the issues of the recent states campaign, the matter of railroad legislation is the most absorbing of these three subjects, although as yet the press of the state has devoted but little atten-

Railroad Commission Seems Certain. It is generally believed that the wheat-It is generally believed that the wheatshippers of Eastern Washington favor
the creation of a Railroad Commission.
They have never been given the opportunity to express themselves directly on
this point, but in the recent campaign
both parties recognized the existence of
this alleged sentiment, and both candidates for Governor pledged themselves,
if elected, to use all their efforts for the
passage of a bill creating a commission.
Unfortunately for Mr. Frink, the Republican candidate, he had voted against
the passage of a commission bill while in

the passage of a commission bill while in the State Senate. On the other hand, Governor Rogers had established the rec-ord of being favorable to the commission idea. Either for this reason or some other, Whitman County, the center of the wheatraising district, gave Governor Rogers over 1000 majority in the election. In his message to the Legislature Governor Rogers will undoubtedly recommend the creation of a commission. The matter is a hobby of his, and he is enthusiastic over what he regards as a prebability of his views meeting with the approval of the Legislature.

The Governor is said to favor giving the commission absolute power to regulate rates and fares, without being subject to legislative or judicial interference. idea. Either for this reason or some

ject to legislative or judicial interference. He would have the commission appointed by himself, and subject at any time to his removal. In 1897 he favored a slight-

ance in progress upon the outside world.

The world's memory must be kept alive, says Woodrow Wilson, or we shall never see an end of its old mistakes. We are in danger to become infantile in every in the real menace unnever made any public announcement or never made any public announcement or their conversion from their former view. Until the roads themselves give assent to the passage of the bill, the public gen-erally will incline to the belief that they

> Another thing which the Governor will have to contend with in his fight for the commission will be the natural disinclination of the Republican majority in the Legislature toward creating any more offices for the Governor to fill with Democrats—particularly such important places as Railroad Commissionerships. Aiready there are mutterings in the Republican amp about the patronage at the Aiready there are mutterings in the Republican. amp about the patronage at the disposal

of the Governor, and veiled threats to legislate some of it away from him. The state constitution stands in the way of the removal of the greater portion or the patronage now in the hands of the Governor, and he will probably be allowed to retain all that he now has; but there will be much aversion toward giving him will be much aversion toward giving him any more. It is difficult to believe that the Republicans will be willing to give into the hands of the opposition so po-tent an influence as a Railroad Commission would be certain to prove. However, the Governor "has hopes," and it will re-main for the session to prove how well-grounded they are.

For Direct Primaries. Concerning the direct primary law, it is nteresting to note that the agitation for interesting to note that the agitation for its passage is coming from a source that will suffer most by reason of its operation. The principal advocate of the law is the Seattle Post-Intelligencer, whose political destinies are shaped by ex-Senator John L. Wilson. It is neither an indication of prejudice nor an infringement on the editorial prerogative to state that Mr. Wilson is no longer popular in this stata. The result of the recent election demonstrated that fact beyond peradventure of a doubt; and it is certain that if the direct primary law were to put inforce, the so-called Wilson faction would receive a mercliess "turning down." Mr. Wilson himself, in his characteristic fashlon, admitted his unpopularity in a reion, admitted his unpopularity in a re-mark which he made in the presence of the writer shortly after the election. He

"Warren Tolman, who was elected to the State Senate on the Democratic ticket in Spokane, is a cousin of mine by mar-riage. I suppose if this was generally known he would have been 'akinned,'

Nevertheless, in spite of this frank con-fession, Mr. Wilson's paper is now very vigorously advocating the direct primary law, and it is also meeting with support from other factions and elements. As yet, however, the public has not betrayed any great degree of Interest in the measure, and almost without exception the members of the Legislature refuse to

the members of the Legislature refuse to give any expression on the subject. It is hardly probable, therefore, that the measure will pass at the coming session of the Legislature; but the present agitation may awaken a sentiment that will ultimately force its adoption. The evils of the convention system have been brought home to the people of this state several times of late years, and the manner in which the will of the people at large has been throttled by delegates has been little short of shameless on several occasions.

eral occasions.

The Republican parfy undoubtedly has a large majority in this state, and under ordinary circumstances ought to carry the state at every election for many years to come. Yet in view of the bitter factional strife in the party, there is grave danger that the next Legislature will be Democratic—that is, the Legislature to be elected two years hence. Thoughful and patriotic Republicans therefore look upon the primary system as the only possible means by which the factional strife can be eliminated, and the rank and file induced to support the the rank and file induced to support the ticket after it is nominated Wilson Back of Liquor Legislation.

Wilson Back of Liquor Legislation. The story is being told that upon the defeat of Mr. Frink, Mr. Wilson wrote a letter to Senator Tillman, of South Carellina, asking the latter to forward to him a copy of the South Carolina dispensary law, and avowed his determination to force the plassage of the same law in this state. The ex-Senator is said to have 6x-pressed great anger at the support given by the liquor men of the state to Governor Rogers. The dispensary law, it is said, will be meted out to them as a punishment for their political attitude. It is true that the liquor interests of the state did support Rogers, not because of hostility to Mr. Wilson, but because of a general fear of Mr. Frink's reported pro-

which he has suggested. In 1897, when the matter was last before the Legisia-ture, the railroads did oppose the passage own coffers at the expense of a liquor coffers at the exper the knowledge that comparatively few of this year, his opponents succ cominating the great majority of the Re-

publican legislative candidates.

Moreover, the liquor men undoubtedly knew their own business when they gave

COST OF A RAILROAD

Estimates for the Line to Nehalem Bay.

TWO INDEPENDENT ROUTES

Saving of Cost Could Be Made by Junction With Other Roads to Get Into Portland, but Grades Would Be Objectionable.

cost of the bore is estimated at \$156,000. From the tunnel to a point in section 32, 2 north, 4 west, the distance is 1414 miles, and thence to Nehalem Bay is 51 miles. This makes the total distance between

Portland and Nebalem Bay 75 miles. The other independent route would leave East Portland and cross the river by means of a high bridge without a draw just above Milwaukie, on the east bank and below Oswego on the west side. This would be about seven miles. From Os-wego to Newton Junction, near Hillshoro, the distance is 18 miles. From Newton Junction to the point previously men-tion in section 22, 2 north, 4 west, is 11% miles, 10 miles of which is already graded and ready for the superstructure. From that point westward the route is the same as described in the route leaving the north end of Portland. The fotal length of this line is about 814 miles.

These routes would be absolutely in-dependent of any other railroad. They would also have very light grades. That out of the north end would have a 1 per cent grade from a point near the head of Gale's Creek to Portland. From the It would cost less than \$1,00,000 to build a standard-gauge railroad from Portland on the route out of the East Side it to Nehalem Bay, with a branch 10 miles would be a water-level track. In the long to Vernonia, in the Upper Nehalem

JOHN ADDISON PORTER DEAD.



PUTNAM, Conn., Dec. 19 John Addison Porter, ex-private secretary to President Mo-Kinley, died at his residence here today. He had been sick for many weeks with a malignant intestinal disease. An operation, which was performed nearly two months ago, served to stay the progress of his malady, but could not entirely arrest it. His condition, however, was such that he was able to sit about the house, and Wednesday last he went for a drive. Thursday he was attacked with severe sinking spells, and never tallied, being unconscious much of the time until he died. Shortly before the end came he recognized members of the family who were at his bedside and bade them farewell.

low 1,250,000. This does not take into consideration any saving that might be which case several miles of construction

There are at least two practicable routes for an independent line out of Portland are shown on the accompanying map. One is out the north end of the city, alongside the Northern Pacific, but clinging to the hillside for a distance of nine miles, where a tunnel half a mile long would be advisable. It might be avoided by a detour and a rather heavy grade; but rail-road men incline to the opinion that the tunnel route is preferable because of the easy grade it would secure, and the gav-

Valley, and another branch three miles a little heavier, but at no point would long to the Lower Nehatem coal. The there be anything to compare with the extension down the coast 12 miles to Tillamook Bay would also come within that Portland. The maximum grade on the figure. Indeed, most of the estimates place the cost of constructing the road be- | while that of Fourth street is about 4 per cent. The heavy grade out of Portis is what discourages a junction with effected by a function with the Northern Southern Pacific at Hillsboro. At Oswego Pacific near Holbrook, or with the South-ern Pacific at Hillsboro or Oswego, in would only gain entrance to the Jefferson street depot, and that would not be satis factory for such an enterprise. Sawlogs might be dumped at Oswego, and floated down the river, but coal and general trafto the Nehalem country, both of which fie would need access to the terminal grounds in the northern part of the city. Likewise a connection with the North ern Pacific at the mouth of Cornelius Gap would save the construction of several miles of track, but it would necessitate a rather steep climb to the Scappoose summit. If the route by way of Oswego

and Jefferson street would get trains to the terminal grounds, that would be the cheanest and best, having the easiest grade and having 10 miles of roudbed already completed. This railroad scheme, including the branches to Vernonia, to the coal mines and to Tillamook Bay, contemplates complete drainage of the commerce of that country to Portland, and it is one of the richest sections now open to such development anywhere. The coal mines, it is presumed, would not be restricted to Portland, for their market, for the quality of the product would give them entrance to other cities, and from Tillamook Bay

the coal could be shipped by water to San Francisco. The Nehalem bar will not admit vessels suitable for ocean carriage for so great a distance, there being only nine feet of water on it. As to the Nehalom Valley timber, the branch to Vernonia will give a rail outlet to the country about the upper courses of the stream, and the river itself for 40 miles will float everything out to the railroad that crosses it a dozen miles from its mouth. Therefore, this project embraces that whole region, and gives it a short cut to a good market.

TRADE OF CUBA.

Imports and Exports for the Fiscal

WASHINGTON, Dec. 15.—The Division of Insular Affairs, War Department, makes public a statement of the trade of Cuba for the fiscal year ended June 30, last. Merchandise to the value of \$7,881,187 was imported during the year. composed in the greater part of food products and manufactured articles. Of these total importations, \$33,30,308 worth came from the United Statos. The importation from Porto Rico amounted to \$1,511,337, and over \$5,099,000 worth came from Central and South America. The total importation, including gold and sil-ver, was \$76,869,812. It is set forth that since the date of American occupation, June 17, 1888, up to the end of the last fiscal year, imports to the value of \$133, 546,900 have entered Cuba. The value of exports of merchandles from Cuba during the last fiscal year, most of which were products of agriculture, is set down at \$65.228,345. The total exportation of gold and silver amounted to \$4,258,396. The exports show:

To the United States \$5,331,522
To Porto Rico \$1,300
To the Hawaiian Islands. \$6,535
The total exports from the Island since it passed into the possession of the United States amounted to \$81,531,551.

BILLS TANGLED UP

Ship Subsidy Complicates Canal Legislation.

MAY BE DEFEATED

Opponents of the Shipping Measure Using the Treaty to Prevent a Vote Being Reached-Attempt to Reach an Agreement.

WASHINGTON, Dec. 15.—The ship sub-sidy bill has tangled up the Nicaragua Canal bill, and the opponents of the subsidy are using the Hay-Pauncefote treaty and the Nicaregua Canal bill for the purpose of prolonging debate and stav-ing off any possible vote on the shipping bill. It looks now as if some agreement would have to be reached that the ship-ping bill would not be pressed at this session in order to secure action on the treaty or on the Micaragua Canal bill, The friends of the canal believe that it is unwise to pass the bill until the Clayton-Bulwer treaty is superseded. It is doubt-ful whether the President would sign any bill unless the Hay-Pauncefore treaty is ratified or something else is done which will prevent complications that would ensue should the United States begin to build the canal with the iCayton-Bulwer treaty still recognized, While the friends of the canal still re-main hopeful, it looks as if the whole matter were now shaping to defeat both canal and ship subsidy.

POLICE SHAKE-UP.

Chief Devery Makes Changes in the New York Force.

NEW YORK Dec. 15 .- A big shake-up of police officials was announced at po-lice headquarters today. The transfers in-clude a number of Deputy Inspectors and Captains, including Captain McCluskey, of the Detective Bureau, who is replaced by Captain Litus, of the Eldridge-street station. Captain McCluakey goes to the Grand Central railroad station; Captain Stephen O'Brien, whom the con under Mayor Strong had in the Detectiv Bureau, and who has since been stationed in the Bronx, is sent to take Captain Liin the Bronx, is sent to take Captain Litus' place in the "red-light" district. Captain Thomas, of the tenderioin, was not disturbed. The reason given for the shake-up was that it was "for the good of the service." Chief Devery made the changes without orders from the commissioners or consultation with them. Every one at headquarters was astonished by the shake-up.

SUMMARY OF IMPORTANT NEWS.

Congress. The ship subsidy bill has tangled up the canal bill. Page 1. The House passed the war revenue bill, Page 2.

The House passed the pension bill. Page 2. The Senate again considered the Hay-Paunce-fote treaty. Page 2. Ching.

Lullock's expedition failed to find the Chinese treasure. Page 18. A large Boxer force is approaching Pekin. Page 13.

England has not agreed to the joint note. Foreign. German Reichstag has adjourned for the

holidays. Page 3. Clements explains his defeat, Page 10. The man responsible for the Magalles disas-ter will be called to account. Page 18. The British show little interest in Nicaragua

Domestic. Hikes and McFurland won the six-day race. A traffic alliance has been formed by the

Gempers was re-elected president of the Federation of Labor. Page 13.

Pacific Coast. Forecast of work of Washington Legislature, vernor Geer names three delegates to

resent Oregon at Nutional Livestock Asso-ciation meeting. Page 4. ming reports of Oregon's Secretary of State and Treasurer will be less compilcated than

usual. Page 4. Spokane captures the high school football championship of Northwest. Page 4.

Astoria has been asked for a street-railway franchise. Page 4. Commercial and Marine.

Big dividends and interest disbursements due January 1. Page 23. Weekly bank statement is quite favorable. Page 23.

ortland wheat exports nearly 1,000,000 bushels last week. Monmouthshire clears for Orient with big cargo. Page 9.

New propellor Athlen launched. Page 8. German schoolship H. S. Charlotte ready for sea. Page 9. Portland and Vicinity.

Oregon Historical Society resolves on fitting centennial celebration of Lewis and Clark's expedition in 1905. Page 1. Free rural delivery to be established in neighborhood of Gresham. Page 16.

Estimate of cost of road from Portland to Nehalem Bay. Page 1. Residents of Brooklyn petition the Council for street-car franchise to Southern Pacific

shops. Page & alem Athletic Club played a tie game with Multnomahs-0 to 0. Page 8.

Agents for the Marquam property pay four years' back taxes. Page 8. Pacific Northwest Racing Association for

Page 24. Special Features. ociety in and out of town. Pages 14 and 15. Books and music. Page 16.
"The Drama." Page 17.

Tricks and Twists of the Larist." Page 25.
"Quiet in Local Circles"; "Pursuits of Pugliists"; "Eugene Wanted a Game"; miscelsporting items and illustrations.

cellany. Page 27.

Yest in a Snowy Waste"; "Polly Has an Adventure"; "Vanity Hath Its Reward"; children's miscellany, Page 28.

Pashions and Women—'Furs Are All the Ruge"; "What to Wear Playing Golf"; "Lends Aid to Happiness"; miscellany. Page 29.

Carpenter in the Orient"; "Modern South Sea Kings"; miscellany. Page, 30.

"Norman Holf," serial, by General Charles King, Page H.
"Armies of the Allies in China"; "Work of Woman of the Puture"; "Modern Sun-Worshipers"; "Largest Torpedo Gun in the World"; "Shoots a Briton to Kill"; m's-cellant, Page 22.



TWO PRACTICABLE ROUTES OUT OF PORTLAND FOR A RAILROAD TO NEHALEM BAY.