NEARINGTHERECORD

December Wheat Shipments Remarkably Heavy.

FLOUR CARGO FOR EUROPE

Transport Saint Bede Due Today-German Ship Lika Makes a Fast Run-Willamette River Rising Rapidly.

Grain shipments for the week ending yesterday were not so large as they were for the previous week, but they were well up toward half a million bushels, and came very close to swelling the total for the month, to date (flour included), to 2,000,000 bushels, with a week still remain-The clearances yesterday were the ench birk Louis Pasteur, dispatched Kerr, Cifford & Co., and the Dutch bark Pax, by the Portland Flouring Mills Company. The Louis Pasteur carried \$5,600 bushels of wheat, valued at \$51,490, and the Pax 25,700 burrels of flour, valued at \$69,500. Both of the vessels go to Queenstewn or Falmouth for orders, and they bring the season's fleet to date up to a total of 57 vessels.

In the December fleet there have already cleared 12 ships, with wheat, and one with a full cargo of flour. In addition to these, there have been three steamships for the Orient. The sail fleet carried a total of 1,355,491 bushels of wheat, and Oriental steamers and the saller which cleared for Europe with flour, car-ried a total of 135,970 barrels. Reduced to flour measure and added to the wheat shipments, this makes a grand total of 1,967,156 bushels of wheat. This amount will be swelled more than half a million bushels by the shipments which will be

DISABLED STEAMSHIPS.

Several of Them Are Helped Into Port From the Atlantic.

QUEENSTOWN, Dec. 22.—The British steamer Haddon Hall was towed into the harbor today with her propeller gone, by the British steamer Springwell. The Haddon Hall salled from Swansea for Baltimore November 28, and had been in tow of the Springwell, which was bound from the Springwell, which was bound from the Springwell, which was bound from The Haddon Hall broke her shaft De-cember 7, in latitude 49 north, and longitude 28 west, during terrific weather. She was helplessly tossed about for two days. The Springwell appeared December 1, but the fury of the gale preciuded towing connection. Both steamers drifted be-fore the gale eastward for three days. When the weather moderated the Spring-wil sent a lifeboat and attached hawsers. There were frequent partings, but the 800 miles of towage was finally accomplished.

LONDON, Dec. 22.-Two tugs are towing the White Star line steamer Cufic, re cently at anchor in distress and aban-doned by her crew off the Skerries, to Liverpool. The steamer Somerhill, which towed the disabled steamer Westernland to West Bay, near Weymouth, has lost er mainmast, and has her hull damaged, but is proceeding, leaving the Western land to receive local assistance.

THE WRECKED TOPEKA.

Part of Deckhouse Gone and Only Bare Hull May Be Saved.

VANCOUVER, B. C., Dec. 22.—Little definite news regarding the condition of the wrecked sleamer City of Topeka which ran on Sullivan Rocks, Lynn Canal, a week ago, could be learned from the steamer Victorian, which arrived today from Skagway. The Victorian passed the wreck at nght going both up and down, so that Captain Connell had no opportunity of examining her closely. A. H. Dietricht, agent for Dodwell & Co., at Skagway, visited the wreck on Monday and saystmen were then engaged patching her holes forward and cementing the smaller breaks where leakage would be

saved from knocking about on the rocks. But part of her deckhouse had been swept away and it was thought the veswould be down to her bare hull by the time she was ready to be towed away. Officers of the Victorian how-ever, took a more serious yiew of the Topeka's case from statements they had heard made at Skagway by shipping men According to them there was little hope for the tessel, that she was breaking up, and she certainly would be a total loss if a storm happened to come along.

MADE A RATTLING BUN.

German Ship Lika Sails From Rio Janeiro to Columbia in 76 Days.

The German ship Like arrived in at Ac. toria yesterday, after a rattling passage of 56 days from Rio Janeiro. There are fully a dozen ships which were regarded as due scrutch the Lika, and her appear-ance in the river was a surprise. Ships coming from Rio are generally regarded as making good passages if they cover the distance in 50 days, and there are not many better passages on record than that of the Lika. Three other vessels are reported outside, among them being the Italian ship Dora, which has been making a long passage, from Java, and the Ger-man bark Tarpenbek, out about 50 days from Gunymas. With ravorable winds, uite a number of others will probably

SAINT BEDE DUE TODAY.

Another Big Steamer Coming to Lond in the Transport Service. The British steemship Saint Bede, which under charter to the Government to load at this port in the transport service, arrived at Port Townsend yesterday, and received erders to proceed to Portland. She salled from Port Townsend yesterday noon, and a expected off the mouth of the river about noon joday. The Saint Bode was substituted by the Pacific Exment, but which was delayed in reaching rt. The Saint Bede is a large, modern-ilt steamer, with a capacity of about She will reach Portland some time tomorrow, if she is not held up at

LANE PICKED UP DISABLED.

Lay Anchored in Dangerous Position

With Fires Drowned Out. SEATTLE, Doc. IL.-The steamer Charles D. Lane was towed into Scattle harbor to night in a disabled condition. She was picked up at Cape Flattery, where she lay anchored in a dangerous position, with her fires all drowned out. She had enountered heavy weather and had taken great deal of water, which compelled er to turn back after a 24-hour run. but her steam failed before she could put her steam tailed before and could reach safe suchorage inside, and she was forced to drop her anchors while still outside. All on board were well. She was lumber laden for Guayaquit. The deckload was tettisoned.

load was jettisoned. WILLAMETTE'S RISING FLOOD.

Henvy Rains Have Forced the River

Up to the Lower Docks.

The hard rains of the pest few days bave started the Willamette with a rush. best

and it swept by the city yesterday, carrying seaward great masses of logs, trees and driftwood, which has been gathering in the guilles and ravines for months. It was giving the Ash-street dock a close rub yesterday, and will probably be over the lower dock by today. Down at Greenwich dock there is about 2500 tons Greenwich dock there is about 2600 tons of wheat on the lower dock, and yesterday the big German ship Alsterufer was towed alongside, and commenced loading wheat. Her huge hull towered above the roof of the dock, and even by placing two electric conveyors end to end, it was with difficulty that the wheat was han died. The ship will be worked all day today, and the wheat will probably be out of the way of the water by tonight.

TITANIA'S TERMBLE TRIP.

Big Collier Swept by the Sens, and

Loses a Man. SAN FRANCISCO, Dec. 12-After an eight days' voyage from Nanaimo the steam collier. Titania arrived bringing a story of terrible weather and the loss of one of her crew by drowning. On December 15 a heavy southeast gale struck the vessel, carrying away the starboard lifeboat and the steering gear aft. The cargo shifted, giving the steamer a heavy list to starboard, and great waves broke over the decks. An unusually heavy sea caught Christian Monrad, a sallor, who was walking slong the deck, washing him overboard. The waters, lashed into a fury by the wind, quickly enguifed the unfortunate man, and he was drowned. The storm was too severe to permit of lowering a boat to go to his assist-

GAMECOCK AND STAGHOUND.

Company That Insured Them Must Pay the Amount.

SAN FRANCISCO, Dec. 22.-Judge Bahrs, of the Superior Court, has decided that the St. Paul Fire & Marine Insurance Company must pay the Progreso Steamship Company for the damage done to the latter company's river steamboats Staghound and Gamecock while they were being towed from Astoria toward St. They were insured for \$55,000 each for the ocean trip, and were to have been used in Alaska waters. They were so damaged at sea by rough weather that they had to be taken back to Astoria.

Sprang a Leak. SEATTLE, Dec. 22-The old bark Highand Light, which sailed from this port two weeks ago with a cargo of Black Diamond coal for Lahina. Hawaii, sprang a leak in the recent severe storm off Cape Flattery and had to put into Barclay Sound, Vancouver Island, for safety. She is in a disabled condition. A tug is to tow the craft to Fort Townsend, where she will probably arrive Monday. The Highland Light's present plight is convincing evidence that the late storm, which was supposed to have extended but a short distance off Cape Flattery was very general over the Pacific. It must have reached out 1900 miles or more to the westward. The Highland Light must have been well on her way to the Ha-walian Islands when overtaken by the storm. In her battle with the gales the bark lost her mizzenmast and had her bulwarks washed away.

ABERDEEN, Wash., Dec. 22.—The schooner W. J. Patterson, built for the Wilson Mill Company, of this city, was launched today. Her keel was laid in August last and she will have cost \$15,000 when completed. She is 175 feet 4 inches long, light water line, 200 feet over all, and 14 feet depth of hold.

Unloading the Mount Oswald. MIAMI Fig., Dec. 22.—The large Eng-ish tramp steamer. Mount Oswald, laden with coke which went ashore December 20, at Elbow Key, 60 miles south of Miam., is being un'eaded by wreckers. It has been discovered that the ship has a large hole in her bottom.

The steamer Cowego, which sank at As-oria a few days ago, has been floated. The French burk General Millinet, which went on the middle sands at Astoria dur-ing the storm, was taken off at high tide Friday. She gives no evidence of having received injury.

Domestle and Foreign Ports.

ASTORIA, Or., Dec. 22-Arrived at 18:50 The vessel's portholes had been opened shortly after the accident so that she would remain full of water and thus be saved from knocking about on the saved from knoc Tarpenbek, from Santa Resalla; Italian ship Dora, from Soundbeyn, and one oth-er square-rigger. Condition of the bar at 5 P. M., rough; wind, east; weather, hany.

hany.
San Francisco, Dec. 22—Arrived—
Steamer Santa Ana, from Scattle; steamer Nome City, from Scattle, Salied—
Steamer Umatilla, for Victoria.
Port Townsend, Wash—Arrived, December 21, ship C. F. Sargent, from Hono-

Neah Bay, Wash.-Passed in December

Hong Kong, Dec. 22.—Arrived previous-tia thought and Yokohama; Victoria, rom Tacoma, via Yokohama; Victoria, from Tacoma, via Yokohama; Antwerp, Dec. 22.—Salled—Kensington,

Antwerp, De or New York, ol Dec 22 Selled Biruria for

Bremen, Dec. 22.—Salled—Prinz Leopold, for New York. Cherbours, Dec. 22.—Salled—New York, Seattle, Wash.—Salled, December 20, steamer Cogulle River, for Port Blake-ley; December 21, steamer John S. Kim-

Blakeley, Dec. 22 Sailed Ship or Adelalde; barkentine John Smith, for Honolulu,
Honobulu—Arrived, December 9, ship
Standard, from Tac mr; December 10, ship
John Curran, from Scattle; Alice Cook,
from Port Gamble,
Yokohama—Arrived, December 21, Britleb steamer Empress of China, from Van-

Hiero-Salled, December 21, British bark Dunsusffnage, for Puget Sound, Shimoneski-Salled, December 12 British steamer Kaisew, for Portland, Or. San Francisco, Dec. 22.—Arrived—Zealandia, from Hopolulu.

Philadelphia. Dec. 22.—Salled—Rhynland, from Liverpool.

New York, Dec 22.-Arrived-St. Louis from Southameton: Campania, from Liverpool; H. M. Meler, from Bremen; Pennsylvania, from Hamburg, Sailed-Umbria, for Liverpool; Rotterdam, for Retterdam via Boulogne.

terdam via Boulogne.
Genna-Arrived, December 20, Columbia,
from New York via Naples.
Manila-Arrived, December 29, Almond
Branch, from Tacoma via Honolulu.
Salled, Port Steephens, for Seattle.
Liverpool, Dec. 22—Arrived—Lucania,
for New York.

Funny Men in Congress.

Ainsice's Magazine. Congress has always had its funny man. Sometimes there are two or three. The funny man of this House is Private John Allen, of Tupelo. He has held the position for the past 10 or 12 years. Before him was Sunset Cox, whose heart was broken because the House would not take him seriously long enough to make him Speaker. Allen also has been handi-capped by his reputation as a humorist. He is the ablest min in Mississippi, and the best-known, and yet he has never been able to secure an election to the Senbeen able to secure an election to the Sen-ate. This is Allen's last Congress, and so the place will be vacant soon. It will probably be filled by Champ Clark. When Senator Mason, of Illinois, was in the House of Representatives his reputation was that of a humorist, and nothing

Dr. Lamotte's French Corn Caint. The

READY FOR A CONTEST

BURLINGTON STRENGTHENING ITS FORCE IN THIS FIELD.

Rates Not in Good Shape, and Information That the New Year Will Bring Trouble.

The Burlington route is to add three men to its force in this field on the first of the coming year. One of these is B. W. Gage, who has been freight selicitor of the Northern Pacific in Portland. He will have a similar position with the Burlington. A. W. Cassels, who has been Burington. A. W. Casseis, who has been a freight solicitor for the Oregon Short Line, will go to Puget Sound for the Burington. Another office man, not yet selected, will be added to the Portland force. H. W. Goddard, who has been assistant general agent, will hereafter have charge of all freight matters, and R. W. Foster, who has been chief clerk in the Foster, who has been chief clerk in the Portland office, will take charge of the passenger business and look after the financial affairs of the office. Next Wednesday the Burlington office

will install a Northern Pacific ticket case, and will thereafter sell tickets of North-ern Pacific issue over the Burlington route. This will make two offices in town

There are intimations that the strengthening of the Burlington force in connec-tion with the withdrawal of the separate Union Pacific and Oregon Short Line of-fices portends a lively fight for business at the beginning of the new year. It is admitted that tariffs are not maintained by several, and that rates are in a condi-tion that invites a general mix-up, but the chances are that differences will be patched up before open war shall be de-

WESTERN UNION WON. Great Northern Sued for Possession of Telegraph Lines.

ST. PAUL. Dec. 22.-A suit involving everal million dollars, the value of the elegraph lines along the route of o the Pacific Coast, was decided today by Judge Lochren in the United States Dis-trict Court in favor of the defendant, the Western Union Telegraph Company, Its importance, however, was not alone in the amount of money involved, for it was the general understanding that should the railway company have won, all the great railway systems of the country would, at the expiration of their contracts with he Western Union Telegraph Company, have claimed the ownership of the tele-graph lines along their rights of way, and either have operated them independ-ently or clse formed a consolidation which would have been a strong competitor in

the telegraph field.

The suit was brought by the St. Paul,
Minneapolis & Manitoba Railway Company (now the Great Northern) against pany (now the Great Northern) against the Western Union Telegraph Company and the Northwestern Telegraph Company, whose lines are now controlled by the Western Union Company. In 1873 the Northwestern Company built a telegraph line along the right of way of the plaintiff road, and in 1882, 1837 miles of line had been constructed. The same year the Northwestern Company and out to the Northwestern Company sold out to the Western Union, the consideration being \$1.500.000, regether with a yearly rental of \$150.000 for a term of 39 years. Contracts had been entered into between the pany in 1879, and again in 1882 by which, among other things, the telegraph company was to supply wires, poles, etc., and the railroad company to furnish transportation and labor for the construction of the lines, and the railway company was

o furnish the operators.

The case turns upon the construction of here contracts. The plaintiff insisted there contracts. The plaintiff insistes rable in the telegrand lines except an interest as a joint owner, and asked that the defendant be obliged to accept the value thereof and relineuish the lines to value thereof and reliminish the lines to the Greet Northern Comnany. On the other hand, the 'e'-g' and commin-claired to have a clear and unmiscakable title to the monerty in question, through the contracts it had acquired by reason of its absorption of the Northwestern Com-neny. The sult had been pending since jeer,

The Judge held that the rights of both parties were the same at the exploring of the contracts or they were during the overation of the contracts. The same allowed to costs in the case for either side.

IDEAL ROUTE TO NEHALEM. Ensy Grade and Rich Country Down the Tunintin.

The Hillsboro Independent speaks as follows of the proposed route for a railroad from Fortland to the Nebalem

'In the last Sunday Oregonian a map of several proposed railroad routes to the Nehalem was published. One of the routes is from Portland south on the

cast side of the Willamette to a point just below Oswego, where a crossing can be made on a suspension bridge; thence up the Tualatin River Valley to Hillsboro, thence by the old survey to the Nehalem. By this rouse there are no bills to climb or descend till the Coast Range of mountains is reached beyond Greenville, and the timber, coal and produce is unloaded in Portland, where it is wanted. Another advantage that favors the Oswego route: The road goes through the very fertile Tualatin Valley, whose resources have not been opened up for the lack of transportation facilities. Farmers are now, and always have been, weather-bound fully half the time, and the other half the travel and freighting is by carriage or wagon. The country around Scholls and Kinton, and further along by Tigardville Is the heat in the state, and if it had railroad transportation facilities would be a vertable mine of wealth. A railroad built through that section would show profit to the first train that pulls over the tracks. The distance from Portland to Nehalem by Oswego is increased, but considering the grade and the traffic atong the line, the route is ideal."

NORTHERN PACIFIC OVERLAP.

Sult Involving Land in Cowlitz and Clark Counties. In explanation of the brief press dis-

patch from Seattle announcing the hear-ing of the case of the United States vs. tha Northern Pacific, involving title to about 325,000 acres of land in Cowlitz and Clark Counties, the following from the Post-Intelligencer is given:

"The question for determination is whether the Northern Pacific Railroad Company formally accepted from the Uni-

ted States Government the land granted it by Congress in 1864 as a subsidy for the construction of a railroad down the Columbia River Valley from Wallula to Portland, and whether, if the grant was accepted, its forfeiture on account of the accepted, its forfeiture on account of the failure of the company to construct the road worked a forfeiture of a portion of the same lands subsequently granted by Congress for the construction of a rall-road from Portland to Tacoma, which was actually built.

"The United States contends that the railroad company, having forfeited the lands under the senior grant, cannot lay claim to them under the junior. The company contends that it never formally ac-

pany contends that it never formally ac-cepted the sonior grant by the filing of maps of definite location, etc., and that therefore the Government's contention is invalid. The odd numbered sections for 40 miles on each side of the line of the proposed railroads from one end to the other were granted by Congress by the acts mentle

history to be recalled in connection with this case. The original land grant to the Northern Pacific in 1884 provided for the construction of a railroad from Lake Superior to the Pacific Coast, the main line striking the tidewater on Puget Sound and a branch leaving the main line at a point near the mouth of the Walla Walla River in this state, finding its terminate at Portland

Walla Walla River in this state, finding its terminus at Portland.

"At that time there was no thought of a Coast line from Portland to Puget Sound. Six years later, however, in 1870, Congress, at the request of the railway company, passed a bill amending the original act and making the branch of the road down the Columbia Valley from the mouth of the Walla Walla River to Portland, and thence to Puget Sound to the main line. thence to Puget Sound to the main line. thence to Puget Sound to the main line. Under this act the line across the Cascades to the Sound was to become a branch of the main line.

"The company completed its line through to Puget Sound, but the line down

the Columbia River Valley was never built, the company entering into an agree-ment with the company later absorbed by the Oregon Railway & Navigation for the use of its road, which would have been paralleled had the Northern Pacific line been built

September 29, 1890, when Congress passed the act commonly known as the for-feiture bill, forfeiting all lands granted railroad companies opposite unconstructed roads. In the meantime the Northern Pacific has since early in the "98 been collected to the state of the collected to the state of selling, and making contracts with farmracine issue over the Surington selling, and making contracts with farmroute. This will make two offices in town selling Northern Pacific-Buriington tickets. There will also be two offices selling to the construction of the Portland and construction of the Portland and the property of the construction of the Portland and Tacoma line, at the uniform price of the construction of the Portland and E2 50 per acre, the Government figure. "In 1856 the Government granted the Northern Pacific a patent to all its lands embraced by the Coast line grant. Then for the first time it was discovered at the property of the construction of the Portland and the property of the construction of the Portland and Tacoma line, at the uniform price of the construction of the Portland and Tacoma line, at the uniform price of the construction of the Portland and Tacoma line, at the uniform price of the property of the construction of the Portland and Tacoma line, at the uniform price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the grant price of the construction of the Portland and Tacoma line, at the uniform price of the price of the

Washington City that grants for the abandoned Columbia River line and the constructed Coast line overlapped for some distance north of the apex of the triangle formed by the interesection of the two lines at Portland. two lines at Portland.

"The point was then raised by the Government that the grant of lands to the company for the Coast line which had therefore been granted for the construction of the Columbia Valley line and sub-sequently forfelted, was vold, and after some litigation in which the grant for the entire Coast line was in valu attacked in the courts, the Attorney-General in 1896 instructed W. H. Brinker, of this city,

the patent so far as the 'overlap' inds were concerned.

"Five suits were brought, the most important one of which is the one tried yeaterday. The others are still pending, but will be determined by the court's de-

then United States Attorney for the Dis-trict of Washington, to bring a suit against the company for the cancellation

cision in the present case.

"The effect of a decision of the case favorable to the railroad companies will be to confirm the titles to all persons who bought 'everlap' lands from the who bought everlap lands from the railroad company in good faith, and to compel all others claiming to hold lands as Government lands to purchase from the railroad company. The many con-tracts made by settlers with the railroad company and never carried out on ac-count of the passage of the forfeiture act would also be validated and could then be enforced by the courts.

"If the Government should win, the titles of all persons holding by virtue of location under the land laws would be upheld, while the titles of all who bought from the railroad company in good faith would also be confirmed. The lands not claimed by settlers will go to the party winning the suit."

COMMUNITY OF OWNERSHIP. Object of President Hill's Visit to New York.

NEW YORK, Dec. 22.-The Herald says: James J. Hill, president of the Great Northern Railway Company, has arrived in this city and was in conference sast evening with some of the most impuriant capitalists of the country, representing Morgan, Vanderbilt and Standard Oil interests. Mr. Hill's presence in the city is regarded as of peculiar interest in view of the recent stock market activity to Northern Pacific, with the accompanying reports of a readjustment of the capitalization of that com, any, and his recent election nies to the directorate of the Eric Rairoad, the shares of which have also been extraordinarily active in the market. From inquiries it appears that Mr. Hill's visit is of a special nature and

Harmony of interest and community of ownership is the bte in every Wall Street bonnet at present, and the suggestion is made that this theory may be extended to properties which while not recently regarded as disturbing factors might become to in hands other than those now representing the control. Among such properties are the Chicago, Milwaukee & St. Paul, and the Eric stallroads. Inc. latter, it is said, has great potentialities, particularly since it has acquired to Pennsy, vania Coal Company, and seems

likely to assume an important position among the trunk lines. It is asserted upon the very best author-ity that the three principal stockholders in the Great Northern Railway-names,
James J. Hill, John S. Kennedy and Lord
Strathcoma-are now the three largest
stockholders of the Northern Pacific road,
Lord Strathcona and Mr. Kennedy were formerly directors in the Great Northern.
The former is a director and a member of the executive committee of the Canadian Pacific and is of great influence in Canadian affairs. It appears that har-mony of interest in the Northwest is now complete through these great interests and those of Mr. Morgan in these propertles, Great Northern, Northe n Pacific and Canadian Pacific. In view of this situa-tion, Mr. Hill's election to the directorate of the Eric Road is of considerable sig-nificance. The stock of the Chicago, Milwaukee & St. Paul has been steadily acquired by powerful interests not far removed from those that have recently bought into the Northern Pacific.

One peculiar fact is that while the stock, selling at a relatively nigh price, and bought presumably for investment, or in furtherance of some great plan, is being picked up continually, it is now being transferred on the books of the company. This leads to the belief that it is being gathered in for some great purpose, to be made clear later on.

By persons well informed on the railroad situation, it is said that a triffe more
than one-half of the combination stock
of the St. Paul road is represented in
the board of directors. It is said also
that this is not necessarily a fixed interest and that some one large holder, the
Standard Oil, for instance, uniting with
the new purchasers, who may, for illustration, be assumed to be James J. Hill,
John R. Kennedy and J. Pierpont Morgan & Co., the latter of whom already has
a considerable holding, might give absopurpose, to be made clear later on

a considerable holding, might give absolute control of that property. In well-informed banking circles the belief pre-vails that the great announcement to be made in railroad circles includes this

With entire harmony of interest in the Northwest between the Great Northern, Northern Pacific and Canadian Pacific, and through community of ownership an arrangement could be made with the St. Paul road in the middle section and the Eric Railroad to tidewater, the Eastern outlet to be used in much the same manner as the Lake Shore and New York Central are by the Northwestern and the Union Pacific. That in addition to this something is to be done in the line of a readjustment of Northern Pacific securities is the belief in Wall street. In connection with the matter various plans have been suggested and the price movement gives evidence that something of the kind is under consideration. and through community of ownership an

Hillsboro, Washington County, January 3-4, 1901. It is of the utmose importance that every creamery should be represented at this meeting. It is only through co-operation and thorough organization that we can succeed to secure such leg-islation, both state and National, that will enable us to protect our dairy in-terests against the fraudulent compet-tion of imitation dary products. You are therefore, earnestly invited to be present at this meeting. If this is impossible, and we hope not, send as many applications for membership as you can secure to our secretary, F. L. Kent, to Hillsboro. The fee for annual membership is 31. A hard feet for annual membership is al. A hard fight will be waged at Washington, D. C., during this session of Congress. The last meeting of our association appro-priated a large portion of the membership fees received at that time to help in this fight. It remains for us to use all legiti-mate means to crush this unjust compe-tition. Write a personal letter to your Congressman and both United States Sen. ators. We are assured of the cordial cooperation of the faculty of the Oregon Agricultural College. Bring a sample, it need not be more than one square, of the product of your dairy or creamery to the meeting."

REQUEST A MODIFICATION.

New York Exporters Object to the

Grain Contract.

NEW YORK, Dec. 22.—P. C. Annan, chairman of the committe of New York exporters on the Produce Exchange, appointed to request a modification of the f. o. b. grain contract adopted by the American Exporters' Association of St. Louis. has prepared a statement setting out the objects of the New York exporters. This statement has been forwarded to St. Louis and will be considered at a special meeting of the American Exporters' Association, to be held, it is sais, next month.

The committee requests a modification of the clause, "5 per cent more or less as per London contract," on the ground that it is too indefinite and does not state whether the gerater or less quantity is at seller's option or at buyer's option. The committee therefore asks that the clause and will be considered at a special meetread: "Five per cent more or less at buyer's option, as per London contract." The trade strenuously object to the fol-lowing clause: "Buyers to give three days' notice of vessels' readiness to load."
It is pointed out that where business is done through steamers not operating in the regular line, the enforcement of this provision is sure to result from time to time in the heavy loss to the buyer of the f. o. b grain. It is equally imprac-ticable for the buyer to predict how long a passage a ship may make in bad weather, or how favorable a passage in good weather. On the other hand, vessels frequently make voyages which are unusual. by rapid, arriving two or three days ahead of their expected due dates, and in such case the buyer of f. o. b. grain would incur demurrage through not having given

his notice in time.

It is further pointed out that many of these f. o. b. contracts are entered into on a more or less speculative basis, with the idea of taking advantage of spot room that may be offered, the requirement for three days' notice destroys this oppor-tunity for the buyers. The item of exchange is objected to on

the ground that sellers can much more readly reckon upon this than buyers, and include same in the price. It is requested that this clause should be eliminated from the contract.

In regard to the clause "with documents attached as customary, for the correctness of which the seller shall not be held responsible, the New York exporters say that if the sollers consent to make out the decuments on buyers' instructions, that they shall be accountable for following these instructions. Furthermore, the inspection certificates are a part of the documents, and an essential portion of the vouchers submitted in fulfillment of an f. e. b. contract. Therefore, sellers should be responsible for the correctness of the inspection certificates.

WENDLING BRANCH ACCEPTED.

To Be Open for Regular Traffic Tomarrow Morning.

Manager Kochler, of the Sonthern Pa-ille, Issued a circular annocuncing that communicing December 24, 1999, the newly constructed line from Mohawk Junction to Wendling, 16 miles in tength, will be under the charge of the operating de-partment of the lines in Oregon. For the present a mixed train will make the round trip dally, leaving Springfield at 9 A. M., and returning at 5-45, an hour and 45 minutes being consumed for the trip each way. There are five stations on the line—Springheid, Mohawk Junction, ing element in the House is the interstate Yarneli, Marcola and Wendling, Begin- and foreign commerce committee, which

IMPROPER INFLUENCES CHARGED.

Much Objection to the New Fran-chise in Oregon City.

ORDGON CITY, Dec. 22.—Although the ordinance has been passed by the City Council granting Fred S. Morris a fran-chise for a trolley line on Main street. the taxpayers are still howling over the fact that the 40-year franchise is not restricted, and the city's interests are not protected in the ordinance. One Councliman, who voted against the measure, says "it is a clear case of sell out; that he did not propose to vote against the city's best interests in order to secure passes and other concessions." He further says that intimidation was used to ince Councilmen to vote for the meas-

SEEKS TO STOP DRED G. Action of Great Northern Regarding

Scattle Tide Fints.

SEATTLE, Dec. 22.—The Great Northern Ballway Company, which has its Western terminus in this city, today commenced an action against the Seattle & Lake Washington Canal Company to enjoin the latter from filling or dredging any property on Scattle tide flats, which action the company contemplated under an old contract with the state. The rallroad company says that if this is done damages amounting to more than \$50,000 would result to its property, and asks the injunction on the ground that such a proceeding is unconstitutional and illegal

Canadian Pacific Innovations. WINNIPEG. Dec. 22.—The Canadian Pacific will open a school in Winnipeg for the teaching of shorthand and telegraphy to its junior employes, to enable them to qualify for more important positions. General Manager McNicoll has an-nounced that in the future promotions will be governed by merit only, and appointments to higher positions will, as far as possible, be kept within the staff. It has also been decided to keep the biog-raphy of each permanent employe, and thus all matter pertaining to his career will be kept on record.

O. R. & N. Clear Again. The mud slide at Dodson's, on the O. R. & N. was cleared up yesterday afternoon, and last evening's trains went out on time. The train due at 4:39 was three hours late. With one exception, this was the most extensive slide that ever took place on the O. R. & N. line.

Railroad Notes. The fireman and engineer of a Great Northern freight train nearly suffocated from smoke in passing through the Cas-cade tunnel Friday night. They were, however, revived on reaching Weilington. They were an unusually long time in passing through the tunnel, having to stop in the middle to get up steam in their

DARK FOR PACIFIC CABLE

LITTLE PROMISE FOR PASSAGE OF BILL THIS CONGRESS.

Friends of Project Are Still Divided on Question of Private or

any form of a Pacific cable bill at this session of Congress. As is the case with a number of other important pieces of legislation, which are struggling for recognition, the cable proposition finds itself greatly involved and hemmed in, so to speak, by its friends. There are up to the present time six separate Senate bills providing for a Pacific cable, and six House measures of the same character. But one Senate bill has been taken up, that introduced by Senator Hale of up, that introduced by Senator Hale, of Maine, which provides for Government construction and control of the cable. This bill was referred to the committee on naval affairs, of which Mr. Hale is chairman, and after some little considera-tion was favorably reported to the Sen-ate. There, after a comparatively short struggle, the bill was passed, and sent to the House.

When the Hale bill reached the House t was referred to the committee on nterstate and foreign commerce, of which Mr. Hepburn, of Iowa, is chairman. Mr. Mr. Hepburn, of lows, is chairman. Mr. Hepburn, as well as a number of his Republican colleagues, are opposed to the Government ownership of a cable, and consequently arrayed themselves against the Hale bill. Prior to the time when the Hale bill cafne over, however, the House had taken up a bill introduced by Representative Sherman, of New York, which provides for the laying and operating of the cable by retyate interests. ing of the cable by private interests, which, however, are to receive a subsidy of not to exceed \$300,000 per year for 20 years, from the Government, on condition that Government messages shall be transmitted without cost. The House committee spent a great deal of time in con-mittee spent a great deal of time in con-sidering the Pacific cable proposition be-fore a report was made on the Sherman bill, and when the Hale bill was referred from the Senate, this committee struck out all after the enacting clause, a substituted for the Senate bill the of Mr. Sherman, This is the shape which the matter now rests.

Other cable bills were introduced by Senator Foster, for the Northern, or Alas-ern, route; by Senators Lodge, Butler, McMillan and Davis, and by Representaaction and Davis, and by Representa-tives Jones, Corliss, Sulloway and Bar-ham. Senator Lodge, being entirely oc-cupied with other matters, has no dis-position to press his bill; Senator Butler, being out of harmony with the greater portion of the Senate, could not hope to have his bill considered; the death of Senator Davis has practically set his bill aside, and it is not believed Senator McMillan desires to force his bill to the front, in view of the action that has been taken on the Hale bill. Senator Foster's bill was practically quieted at the last session, when the committee decided that the cable should start from San Fran-cisco, rather than from some point on the Washington coast, and there is no hope of reviving that measure. The bill offered in the House by Mr. Jones, of Washington, was the same as the Foster bill, and cannot be considered for the same reasons, nor is there any good rea-son to believe that the other measures will be brought forward at this short

The question of difference, therefore lles between the contention of Senator Hale, backed by the Senate, and that of Representative Sherman, backed by the House committee, particularly Chairman Hepburn. The idea of the House in re-Hoppurn. The idea of the riouse in re-taining the enacting clause of the Hale bill was to prevent a second considera-tion of the cable proposition in the Sen-ate on a House bill, for as the matter has shaped itself, should the House pass the altered Senate or Hale bill, it would then go to a conference committee, where an attempt would be made to adjust the differences. But therein comes the rub. Although the several Senate bills were referred to various committees, they all in the end, found their way to the naval committee, and the dictates of that committee would unquestionably be along the lines adopted last session, namely, in support of a cable bill which provided for Government ownership and control This view is also held by Speaker Hen-derson. At the same time, the dominat-ing element in the House is the interstate cable built and operated by private in-terests. With these two views diametri-cally opposed and each faction stubborn, in defense of its own belief, there is little, if any, hope of getting any bill through in the few remaining weeks of the short session, when there is so much the short seasion, when there of greater importance which censity pass if there is to be no extra

As matters stand now, there seems to be no way in which a compromise could be reached, without a great deal of argu-ment and debate. This same situation seems to prevail as regards the ship sub-sidy bill, the Nicaragua Canal bill, and the Hay-Pauncefote treaty, upon which the canal bill is dependent in a large measure. Much as the friends of the cable would like to see it pass at this session, they see no way of bringing about an agreement between the oppos-ing factions, and until that can be done they dare not hope for success. In spite of all this, however, Mr. Sherman, when his complitive is reached on call of seems to prevail as regards the his committee is reached on call of committees in the House, will attempt to get through the amended Hale bill, but even he does not express a belief that the measure, if passed by the House, can be straightened out by a conference committee to the satisfaction of all concerned. It is very safe to say that there will be no cable legislation this session.

TO PROMOTE OREGON.

Space at Buffalo Fair and Advertising for Our Exposition.

Edyth Toxier Wortherred, accompanied by her sister, Miss Nellie Toxier, and Miss Grace Gore, left last evening for the East and will be absent about four weeks. They will be in Buffalo to assist in selecting space in the various build-ings for the Oregon exhibit, then on to lngs for the Oregon exhibit, then on to New York to attend a business meeting of the International League of Press Clubs. Mrs. Weathered was successful in securing this convention for Portland next year, when she attended the annual session, held in New York last July. She has had to arrange for their itinerary special trains, etc., from New York to Portland. She took up the matter with the different range and states that nearly every ferent roads and states that nearly every detail has been carried out as first arranged. The coming of this great body of editors and writers to Portland next year means more to the city than at first immeans more to the city than at area incagined, and should the ground be broken while they are here for the 1925 exposition it could be made a great day for Portland. Mrs. Weatherred is one of the members of the executive committee from

members of the executive committee from Gregon to the National Editorial Association, and will attend their business meeting at Indianapolis January 15.

It is Mrs. Weatherred's intention to present the matter of the 1905 exposition to the members of both conventions, and at once establish the fact that Oregon is to have an exposition in 1906. When this is uriversally known and other states realize that it is to be a big affair, there will be no conflicting expositions planned for that year. Oregon is capable of havis to be in the filter and the proposition of the sense o

countries, in which the public is inter-ested at the present time, will be a drawing card. The Buffalo exposition will afford an excellent opportunity to adver-tise the Oregon enterprise.

REV. D. C. GARRETT'S SUCCESS

His Popularity in His New Wisconsin Parish.

WASHINGTON, Dec. 17.—Little, if any, promise is held out for the passage of any form of a Pacific cable bill at this session of Congress. As is the action of the Career, as well as his progression. An interesting sketch of the Rev. David his career, as well as his prosperous church work in Seattle, Portland and San Francisco, being necessarily omitted. Mr. Garrett's many friends in this city will rejoice at his remarkable success in his new field of labor, Oconomowoc, Wis. As a general rule, says the Times-Her-ald, the pleasure-seekers who hie themselves away from the city's heat during the Summer enouths and seek the coor resorts of the lake region are in the habit of packing away their prayer books and hymnals with their furs and Winter clothing and giving up their Summer Sundays to the golf links or the newspaper or novel. A hammock in July and August is a deal more comfortable than the churce pew, with its stiff back, and the average country parson does not possess interest enough to "draw" city folks during the heated term.

But in Oconomowoc it is different. Zion Episcopal Church in that pretty Wiscon-sin resort now has at the head of its parish a "live" rector who has filled the parity little edifice with worshipers every Sunday morning during the past Summer, and whose efforts have drawn many to the evening services so often neglectes, even in the city. He is Rev. D. C. Garrett, recently from California, and his poor health on the Coast was the ill wind which blew much good to Oconomewos when he was called to succeed Rev. F. C. Jewell, the former rector. His health being fully restored by Wis-

consin breezes. Mr. Garrett was induced about the middle of August, to accept the rectorship of the church. During the Summer the income of the church was almost doubled, electric lights are being put in the church and rectory, and many improvements are under way. The church is ideally located upon a neck of land extending into Oconomowoc Lake, with water on three sides of it, and it is a very restful place on a Summer morn-ing, especially when one is privileged to listen to a man of Mr. Garrett's brilliant attainments. He is an eloquent pulpit

attainments. He is an eloquent pulpit orator, speaking extemporaneously, and in his wife, who was Miss Lily Selmes, of Boston, he has a splendid aid. Through the generosity of the widow of the late Philip D. Armour, Jr., the debt of the church has been paid, and Mrs. Armour is a regular attendant at the services. The future of Zion Church, of Connewers, is very high. Oconomowoc, is very bright.

The town of Eatonville, Fig., has 1200 inhabitants, with not a single white among them. It has its full quote of public officials, a bank and other business establishments requisite in a town of its size. James E. Clark, the neuro postmaster, is in trouble for alleged violation of the local option law, and it develops that he holds a local office and conducts a mercan-

CHRISTMAS SLIPPERS

Men's Leather Slippers, Harvard, \$1.00. Men's Dongola Kid Slippers, Everett, 11.35. Men's Black Vici Kid Slippers, Hamlet, \$1.50

Men's Black Vici Kid Slippers, opera, \$1.50. Men's Tan Vici Kid Slippers, Hamlet, \$1.50 Men's Black or Tan Fine Slippers, opera,

Men's Black or Tan Extra Fine Slippers \$2.00. Men's Black or Tan Extra Fine Romeo \$2,50.

\$1.75

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