ASIA'S FRUIT MARKET

Large Trade That the Northwest Should Supply.

CROPS OF EASTERN OREGON

State Has 53,300 Acres in Orchards, but the Districts Are So Large Horticultural Commissioners Cannot Inspect All Trees.

Appended are a few of the many good things in the annual report of Henry E. Dosch, secretary of the State Board of Horticulture:

"When I stated a year or more ago that we should reach out for the Oriental market, the advisability was called into question, but that there is a market there is evidenced by the fact that importations of fruit were made in 1898, to wit: British East Indies, $12,946; British Australasia, $360,611; other Asiatic possessions and Oceanica, $147,151; Hong Kong, $67,718; rest of China, $22,761; Japan, $22,712. Here are markets which should be cultivated and developed, and are practically our own, especially for our fine apples and Italian prunes. The evaporated product of this prune is too fine to bring into competition with sun-dried French prunes, as is done now in our Eastern markets, which competition would be eliminated in the Orient, as the inhabitants of that climate demand a semi-tart fruit, a quality not possessed by the sweet, insipid, sun-dried French prune of California. Therefore this market belongs exclusively to the Pacific Northwest, and these people should not be compelled to send to Europe to supply the increasing demand.

Eastern Oregon Fruit Belt.

"Compliant to numerous requests to visit the Eastern Oregon fruit section, President H. B. Miller, Commissioner W. K. Newell and myself made the journey and extended our investigations into the Snake River region, both on the Oregon and Idaho sides. The primary reason for going as far as the Boise Valley was to look into the economic aspect of horticulture under entirely different soil and climatic conditions from those prevailing in the Willamette Valley.

"The Snake River region, extending from Huntington to Mountain Home, a distance of 150 miles, belongs to the arid region, with a light soil, and heretofore was considered worthless, but under irrigation it has blossomed out most wonderfully. Some 17,000 acres have been planted in fruit of various kinds, and up to now the trees have made good growth and produced good crops.

"We have found that in this entire region the top soil is underlaid with a stratum of hardpan, impervious to water or roots. This top soil varies from 6 inches to 8 feet in depth, and the thickness of the stratum of hardpan is from 3 to 15 inches. Underneath this hardpan is gravelly loam, rich in plant food, but not available at present on account of the hardpan. Had the orchardists of that region examined into this soil condition and adopted the advice given by this board for years past, by dynamiting the soil, thus shattering the hardpan and allowing roots and water to go down, they would not now be confronted with a serious problem. The trees planted on this light, shallow top soil have about used up all the available plant food, and in consequence stopped growing, and soon will cease to bear fruit. The roots have spread out on the surface, and are therefore liable to injury from freezing, and the trees become loose and are easily thrown over by strong winds. The only remedy now is to bore a hole into the hardpan between the rows of trees and dynamite it, which will materially assist the feeding roots to go down and prolong the life of these trees. However, all this should have been done prior to planting.

"We are also of the opinion that if the soil is properly dynamited, irrigation will be more perfect, as the water will go down easier, and in consequence will require less irrigation and more cultivation, and bring up the water from below by capillary attraction. That this theory is correct is evidenced by the fact that wherever it has been tried it has proven successful. J. S. D. Mannville, of Boise, dynamited his soil with good effect. David Dunbar, near Vale, Malheur County, planted an orchard, but it did not do well; the trees grew slowly and were continually blown over. After five years of experimenting, his hired man, who had read our reports, suggested dynamiting, which they did, and planted an orchard alongside the old one, and now these later trees are three times the size of the old ones, are strong, healthy and bear abundant crops of fruit. In view of such conclusive object-lessons, it seems to us that intelligent, progressive horticulturists would not be slow in adopting the methods suggested.

"One of the most remarkable observations is that trees in the Grand Ronde, Powder River, Burnt River, Malheur River, Weiser, Payette, Boise and Snake River Valleys go into bearing at such an early age, and attain such large size. Orchards at four years bear good crops of fruit, and the trees are fully as large as 6- and 7-year-old trees in the Willamette Valley, which can only be explained by the large quantity of available phosphoric acid, potash and nitrogen in this soil, which, however, is exhausted at 10 years, as explained above, and new feeding ground must be provided by breaking up the underlying hardpan.

Value of Irrigation.

"The entire Snake River district, both Oregon and Idaho sides, is susceptible to irrigation by the waters from Snake River itself, but easier obtained from Malheur, Owyhee, Boise, Payette and Weiser Rivers, several large canals being now in use for the orchards and alfalfa fields planted under their lines. Irrigation, however, does not seem to be thoroughly understood, for we found nearly all the feeding roots to be close to the surface, which would indicate too much irrigation on the one hand and not cultivation enough on the other, and we reached the conclusion that if the hardpan were thoroughly dynamited to allow the water to percolate through, much less irrigation would be necessary, and by thorough and frequent cultivation the roots would be forced down, making healthier, stronger, longer-lived trees, and less susceptible to disease.

"Owing to the entire absence of apple scab and pear blight, which is, no doubt, due to the lighter, drier atmosphere, we are of the opinion that the growing of Winter apples, and especially Winter pears, would be most profitable, as the latter can be grown only with difficulty west of the Cascade Mountains. The demand for Winter fruits is very large and increasing, and the soils of the Eastern Oregon valleys and Snake River region seem specially adapted for apples and pears. It is essential, however, to select such varieties as mature late, say the last of October or early in November, for fruits which mature during the hot weather will not keep, as the fruit juices are warm when the fruit is picked, and will ferment and soon decay. Such fruits as ripen when the cool season has set in will keep well, and have excellent shipping qualities. We would particularly recommend the planting of such varieties as will stand ocean transportation, to supply the ever-increasing demand for our fine apples and pears in the markets of England, Germany and France, and from now on the rapidly developing Oriental trade. In the foothills, however, especially about Cove, in the Grand Ronde Valley, we find the seasons very short; hence such varieties should be selected which come to maturity rapidly, in order to make the business profitable.

"Another fruit adapted for that region is the Italian prune. The trees now in bearing seem strong and healthy, and the fact of their ripening late in the season, in fact, after all prunes of Western Oregon and California have long been consumed, gives them a special market value as a fresh fruit. The Italian prunes which were sent to us at the Trans-Mississippi Exposition at Omaha, in October, 1898, from Ontario and Payette, were the finest on exhibition. Owing to their lateness they will always command high prices. French prunes do not do well there. Owing to the cheapness with which ice can be procured along the Snake River for cold storage, they possess a great advantage over other sections, and fresh fruits can be kept to humor the market, and fruitgrowers of that section would do well to consider this point. Very few prunes are being evaporated in this section. The facilities are limited, but will develop, no doubt, as occasion demands. In the Grand Ronde Valley prunes and especially cherries, mature even later than in the Snake River country, and at a time when such fruits are sought after, and would therefore make a most profitable crop to grow.

"The choice for apples so far planted is: Ben Davis, Wolf River, Jonathan, Golden Reinette, Gano, Rome Beauty, York Imperial and Shackleford. In pears we would suggest: Winter Nelis, Beurre Eastern, Tall Butter, Beurre d'Anjou and Doyenne du Comice—all excellent fruits, good keepers, and commanding the highest market prices.

Fruit Crop of Oregon.

"Continuing the work outlined by this board a year ago, our commissioners have again made an estimate of the present fruit crop throughout Oregon, based on personal examination of the orchards, as well as upon many replies to inquiries sent from this office. The work done by the board along this line a year ago has been much appreciated and has proved very beneficial to our growers, as it drew the attention of dealers and Eastern shippers to the various sections having a surplus for export. This is evidenced by the number of letters reaching this office making inquiry as to the probable available quantity of the various fruits for Eastern markets.

Estimated Fruit Yield.

Morrow, Wasco, Gilliam, Crook, Wheeler, Grant and Sherman Counties:

	Per Cent.
Apples	95
Pears	75
Fellenberg prunes	80
French prunes	90
Cherries	70
Peaches	75

Union, Umatilla, Baker, Malheur and Wallowa Counties:

	Per Cent.
Apples	100
Pears	95
Fellenberg prunes	100
Cherries	90
Peaches	95
Apricots	95

Douglas, Josephine and Jackson Counties:

	Per Cent.
Apples	80
Pears	20
Fellenberg prunes	10
French prunes	50
Peaches	10
Grapes	75

Coos and Curry Counties—Full crop of all kinds of fruit.

Multnomah, Clackamas, Yamhill, Washington, Columbia, Clatsop and Tillamook Counties:

	Per Cent.
Apples	100
Pears	95
Fellenberg prunes	30
French prunes	100
Cherries	65
Grapes	65

Lincoln, Marion, Polk, Benton, Linn and Lane Counties:

	Per Cent.
Apples	80
Pears	90
Fellenberg prunes	30
French prunes	100
Cherries	65

"All percentages are based on a full crop of 100 per cent. Berries of all kinds are reported a full crop in every section, and never in the history of Oregon were wild strawberries and wild blackberries larger, finer flavored, or more abundant than in 1900.

"From these reports it will be seen that Eastern Oregon will have the largest fruit yield ever harvested in that section, and the apple crop will be especially large al over the state. The peaches in Southern Oregon and the Fellenberg prunes throughout the Willamette Valley are the only fruits which were injured primarily by frosts. This means a loss of about 90 carloads of peaches to Southern Oregon, and possibly 400 carloads of Fellenberg prunes to the Willamette Valley.

Apples Shipped to Europe.

"Up to December 1, 1900, shipments from Atlantic ports are as follows:

	Barrels.
For Liverpool	266,578
For London	116,805
For Glasgow	157,932
For Hamburg	38,659
For various ports	22,028
Total	602,002

"Up to the same date there were shipped from Oregon, as near as can be ascertained:

	Boxes.
For Liverpool	42,000
For London	27,000
For Glasgow	6,000
For Hamburg	2,600
For various ports	3,000
Total	81,600

"From the present outlook of stocks on hand it is safe to predict that the total European shipments from Oregon will reach 250,000 boxes.

World's Prune Crop.

	1899. Pounds.	1900. Pounds.
California	114,227,000	125,000,000
Oregon and Wash.	6,000,000	15,000,000
France	20,000,000	90,000,000
Bosnia and Servia	110,000,000	83,000,000
Totals	250,227,000	313,000,000

"In 1899 and 1900 the Horticultural Commissioners inspected 26,651 acres of orchards, as follows:

	Acres.
Apple orchards	10,728
Peach orchards	1,368
Prune orchards	9,729
Cherry orchards	843
Peach orchards	1,402
Mixed orchards	2,481
Total	26,551

"The total acreage of fruits in Oregon, gathered from various sources, is as follows:

	Acres.
Apples	16,500
Pears	2,100
Prunes	27,000
Cherries	1,200
Peaches	1,800
Mixed	4,700
Total	53,300

"It will be seen that the Commissioners have been able to visit and inspect about one-half of the orchards in two years, hence it has been suggested to reduce the districts and add two more commissioners, so justice may be done to all parts of the state."

C. D. Huffman, of La Grande, had red-ripe tomatoes for Christmas. He preserves tomatoes in all their freshness far into the Winter by gathering full-grown but unripe tomatoes before nipping frost in the Fall. He places them in single tiers on shelves in his cellar, and in due time they become fully ripe.

Compressed air is supplanting the mule in the mines in Wisconsin.

SHIP CANAL IS THE BEST

THIS SHOULD BE CLASS OF IMPROVEMENT AT THE DALLES.

Would Be Cheaper in End—Better Chance of Early Completion Than Boat Railway.

WASHINGTON, Dec. 25.—Now, more than ever before, it is apparent, that the proposed boat railway at The Dalles should be relegated to the rear, and a ship canal substituted in its stead. Undoubtedly the strongest argument ever made for the canal was contained in the recent report of Captain Harts, of the Engineer Corps. He himself is decidedly opposed to a boat railway, thinking it highly experimental, difficult of construction, costly and all-in-all a very risky undertaking. It is true that his report at first glance would seem to favor the construction of the portage road, but a close examination of his final recommendation discloses the fact that he is only too well aware that the Government will not undertake the construction and operation of a portage road, any more than it would undertake the construction and operation of a transcontinental railroad. Captain Harts, by his very clear and concise statement of the facts of the case, shows that he has given the entire project most careful thought and consideration, and that he can speak advisedly on each and every one of the points involved. Aside from pointing out the advisability and practicability of a canal and locks he shows wherein that project possesses advantages over all others, and why, as a permanent improvement, it cannot be considered in the class with a boat railway or portage road. More than that, he knocks the underpinning from the arguments that have been made against the construction of a canal by saying that the time required would be five years, and that the cost would be to not exceed $4,000,000. Those who have advocated a boat railway as against the canal have made the point that it would take too long to construct a canal, and the expense would be too heavy. The five years set down by Captain Harts is not a circumstance compared to the time it will take to get an appropriation for building either the boat railway or the portage road. Senators and members of Congress know what a canal is, and are sure it can be operated successfully. They do not feel so regarding a boat railway. At the same time there are precedents for constructing canals; for constructing portage roads none, but rather the bitterest opposition.

Would Be Cheaper in the End.

In any event, it would have been impossible to have secured an appropriation for any one of the three projects at this session. Oregon this year wanted and needed first of all an appropriation for a 40-foot channel at the mouth of the Columbia. The sum required for this about used up the allowance of the state. However, when the next river and harbor bill is framed will be the ripe time for pressing the canal project for The Dalles and Celilo. That, too, could be placed under the continuing contract system, as was the improvement of the mouth of the Columbia, a method both satisfactory and sure, but in order to insure the completion of the project in five years, sufficient appropriations would have to be made at each succeeding session in order to avoid a delay in the work. It will be found, when the bottom facts are examined, that there is more disposition on the part of Congress to appropriate money for a canal, which even though at the outset might cost more than a boat railway, would eventually be much cheaper. The situation has finally reached this stage: Oregon must either accept the canal proposition, and concentrate its efforts towards securing that improvement, or it must forever abandon the hope of having the Columbia improved at this point.

Alaska Wants a Delegate.

Governor Brady has apparently come to Washington on a "fool's errand" this Winter. The Governor was one of the early arrivals in Washington, and was seen at the Capitol the first day of the session, and on numerous occasions afterwards. He is keeping himself in close touch with Pacific Coast members and Senators, as well as the members of the territorial committees of both Houses. In speaking of his mission to Washington, he said:

"I am here to see if we cannot have some provision made for a delegate from Alaska. I know it is an old story, and that I am laboring against great odds, but that is what I am here for. It is very disheartening to see a delegate from the far-off Hawaiian Islands admitted to the halls of Congress, when our vast territory, much more American, much more civilized, and much more entitled in every way to consideration of the character sought, is denied this privilege. There are 10 reasons why Alaska should have a delegate in Congress to one why Hawaii should be so represented. We need a representative here who can be in the House among active members, and in the Senate as well, who will keep the interests of the territory constantly to the fore, and it is a great injustice to deny us such a delegate. I thought perhaps, when Congress saw a delegate in its midst coming from Hawaii, it might soften towards us, and grant us this privilege, more, give us our just rights. I intend to stay through the session, and do what I can in this line, and I am very sure I have the support of Western men generally. In fact, I have the pledged support of many of them, and if an opportunity offers, some of Alaska's friends will make the effort to have some provision made for Alaska's representation in Congress."

Mr. Cushman Wins a Point.

Away back in the Summer the attention of Representative Cushman was called to the fact that United States customs officers who were assigned to inspection duty on vessels plying between Tacoma, Seattle and Victoria, B. C., were being paid by the steamship companies on whose vessels they were assigned to duty. These lines stood for the extra expenses for a while, but soon rebelled, and called upon Mr. Cushman for assistance in being relieved of what appeared to them as an unjustifiable imposition. The Tacoma Representative looked into the matter, and himself concluded that an injustice was being practiced, and at once took the matter up with the Treasury Department. He called their attention to the fact that these customs officers were Government employes, and as such should be paid by the Government. The Department maintained that while they were Government employes, their services were only needed because of the lines running from Puget Sound ports to ports in British Columbia, and that on that account the companies should bear the expense. This was not satisfactory, however, and Mr. Cushman persisted. He said there was no more reason why the companies should pay the salaries of these customs officials than they should be required to pay the salaries of customs officers at the port of destination. He also showed that at points on the North Atlantic Coast, customs officers are serving on steamers plying between United States and Canadian ports, being compensated by the Government, and that no excuse existed for a discrimination. At last, after six months or more of correspondence and writing, he has been notified that hereafter the department will pay these customs officers, and the steamship companies will be reimbursed for whatever expense they have been put to in the past.

Hazing at West Point.

It has been known for many years that gross brutality existed at West Point. Army officers have winked at it, and those high up in the military establishment of the United States have encouraged young men not to give to the authorities the names of their tormentors. As long as Army officers encourage this sort of thing, and the cadets know that the hazing practices are winked at, the brutality will continue to exist. The West Point Military Academy is the only institution of learning at the present time where the old brute instinct of our cave-dwelling ancestors crops out to such a pronounced degree. Occasionally a mob will burn a negro in both Northern and Southern States, and there are examples of other brutal crimes committed, but for pure fiendishness nothing seems to equal the torture which the upper class men of West Point inflict upon the "plebes." Each class in turn seems to have suffered, and it only waits the time when it can visit similar tortures upon the new cadets. Whether the investigations that are now going forward will result in a reformation at the academy is hard to tell. One thing is certain, the officers who wink at the process will first have to be reformed. It is as absurd as anything can be that so much hazing could have been going on as was testified to at the court of inquiry, and the officers of the academy were not aware of it. It is either an attempt upon the part of the officers to shield the military institution, or is a confession of such gross neglect that ought to call for a sweeping change in the academy.

Secretary Root a Determined Man.

Secretary Root is a very determined man, and he has made his determination apparent in issuing an order that officers of the Army shall not engage in any lobbying or attempt to influence legislation except through the regular channels. This means that in case an Army officer wants any change in the Army bill, or has any suggestions to make, he must write to his superior, and his superior will forward it through the military channels, until it reaches the Secretary of War, and if approved by him, will be sent to Congress. This order was thought necessary because the Secretary did not like the way staff officers were indulging in criticisms of his proposed reorganization scheme. They were not only indulging in criticism, but they were talking to Senators and Representatives in a manner which showed their dislike of the proposed reorganization. The impression prevails that Secretary Root is so tenacious of purpose of having the staff reorganization scheme passed that he would be willing to see the present bill fail rather than not secure it, and he would be satisfied with a temporary makeshift to supply the necessities in the Philippines until such a bill as he wants could be framed and passed. Unless there is a great change in the temper of the House, the Secretary cannot have his way at this session, because the members of the House are determined that the staff reorganization of the Secretary shall go through only in the modified form which was adopted by the committee.

ARTHUR W. DUNN.

"Not Worth a Tinker's Dam."

There is no profanity in saying that any certain thing "is not worth a tinker's dam," although it is so considered by many. The expression originated many years ago, when tinkering, or mending leaky tin vessels, was much cruder than it is now.

In former times the use of rosin to check the flow of solder when placed on tin was not generally understood—at least by the roving tinkers. When one of these gentlemen of the road found a job, such as mending a wash boiler or other tin household utensil, he would get from the housewife or domestic a piece of soft dough. With this he would build a dam around the place where he intended to put his solder. Inside of the circle thus formed he poured the melted lead. When the metal had cooled he would brush away the dam of dough that had confined it to the desired limits. The heat had hardened the heavy paste and baked it thoroughly, so it was absolutely of no use for anything else. It became one of the most useless things in the world, and there was not enough of it, even, to be worth while carrying to the pigs.

Hence, says the New York Herald, which gives the foregoing explanation, the expression, which was originally intended to convey a certain idea, appears to have been retained, while the origin is not generally known.

PAUL KRUGER, A SOUTH AFRICAN MONKEY.

This is Paul Kruger, a South African monkey, who accompanied the City Imperial Volunteers, of London, England, through the war in the Orange Free State and the Transvaal. Paul has been given to the Prince of Wales since the return of the volunteers to London, and his home, hereafter, will be among the other four-legged pets kept on the Prince's estate at Sandringham.

DANGERS OF THE BIOGRAPH.

Machine Makes a Heap of Trouble for a Gay Drummer.

"The biograph, or mutoscope, or kinetograph or whatever you call the blamed thing," remarked the Chicago drummer for wind mills, "is really one of the greatest inventions of this age of invention, and as a means of making interesting historical records it is without a rival; it also makes other kinds of records and, I may add, as pertinent to my story, that it is sometimes loaded. How do I know? Because I have been up before it when it went off and it didn't miss me a little bit.

"Now, don't interrupt me and I'll tell you just how it happened. I guess I'm not much different from the rest of the chaps on the road who have wives at home, and in most of the towns I visit I have some very pleasant acquaintances to whom I pay a few scattered attentions now and then. Of course I would just as soon my wife knew about it as not, but she is a jealous little body, so I don't say anything to her, except to tell how dreadfully lonesome I get when far from home among strangers who don't care whether I live or die. You see it makes her mind easy and a lie more or less doesn't make any great difference; we've all got plenty to spare.

"Well, one day in September last, I struck a town in Indiana, where there was a big celebration going on, and when I had found that my customers were too busy with it to talk to me about buying goods, I knocked off work and went around to call on a young woman of my acquaintance and get her to go out and see the show. It was of sufficient importance to demand the attention of the biograph people and they had a couple of cameras on the street catching moving pictures. My companion and I, in the course of our rambles, walked right up to the mouth of one of the machines and we thought it was a great joke.

A Surprise Party.

"I never gave it another thought and it had passed clear out of my mind, until one night in November, when I was at home for three or four days to vote. My wife and I thought it would be nice to go to a continuous performance show, a feature of which was a biograph with all the latest pictures of interest, so the bills said. We found the pictures fully up to what they were represented, and my wife was enjoying them hugely, and I was pleased because she was. I wasn't paying much attention, and really didn't notice what the man said who was introducing the pictures, when all at once my wife gave me a sudden jerk of the arm.

"'What is it, my dear?' said I, kind of waking up.

"'Look at that,' said she, nodding toward the picture then before us.

"'What is it all about?' said I, noticing that it was a scene of a great crowd on a street somewhere.

"'Why,' she said, jerking at me as if I was a fish she had caught, 'there's you in the crowd and there's a woman with you. Oh, John,' and she sobbed like.

"Then I began to take notice, and by this time, too, the picture was moving on, bringing the crowd down the street, apparently coming right straight out into the audience; you know how they look in a biograph, and, by the Jumping Jehosaphat, there I was in that Indiana town with the woman hanging on my arm, laughing and talking, and pushed every which way by the other people, and having fun, and my wife staring right at us and clutching my arm like a policeman making an arrest. At first we were quite a way back in the crowd and there might have been a chance in a hundred that I could have denied my identity, but with every turn of the machine we kept coming closer, and when I made a weak attempt to laugh it off as a remarkable resemblance my wife gave another clutch at me.

"'Oh, it's you,' she said, 'it's you. There's that T. P. A. badge in your buttonhole.'

Nervous Tension.

"It was there all right and it was I, all right, but any jury in the world would have acquitted me on a failure to prove identity, if it could have compared that laughing face I had on in that picture and the one I had on, out there in the audience with my wife looking at it. As we kept coming closer and getting larger on the screen till I thought we were a pair of giants, I believe my wife would have had hysterics, but just before that tragedy occurred the end of the film was reached and the picture suddenly disappeared in the darkness.

"That ended the show as far as we were concerned, because my wife insisted on my explaining myself, and I couldn't do it at the show, so we got out on the street where I could get a chance to breathe, being by this time almost in a state of suffocation. Of course I could explain all right about the picture, but I couldn't about the lies I had been telling her for five or six years, though she was a little easier on me when I told her I had done it for her peace of mind. She didn't think two wrongs made a right, she said, but I argued with her and backed my argument by a pretty diamond ring she had been wanting for a long time, and now we are on good terms again and she goes to every biograph show that comes along and I don't tell her any more lies."

"Uh," ventured a veteran, and the drummer looked at him reproachfully.—New York Sun.

CRAZE FOR BARBARIC JEWELS

Uncut and Unpolished Stones Being Much Worn.

The wearing of barbaric jewels is the current craze. Men, as well as women, have adopted the newest freak of fashion. There are signs of a "slump" in the profits of the lapidary, so many uncut and unpolished stones are being now used for ornaments and jeweled trifles. Uncut turquoises are perhaps first favorites—big lumps of blue stone, of uneven shape and delicate veinings of color.

One beautiful necklet on view, in a New York shop, says the Journal of that city, is made of two rows of seed pearls, with pendant gems hanging at intervals all the way round. In the center, forming a pendant, is a quaintly shaped, rather large baroque pearl, and among the other stones are sapphires, amethysts, topazes and moonstones. This necklet is short and fitted for the neck. Another unique ornament is a necklace of pink coral, with a white sapphire between each bead.

The fashion of muff chains and long neck chains, too, holds its own bravely. Queen Victoria herself wears these chains but she avoids colored stones and prefers black. Thus her chains are made of unpolished onyx or jet. Princess Henry of Battenberg has had several made for her in colored stones, as also have the Duchess of Marlborough, Mrs. Ronalds and Mrs. Astor.

Besides neck chains many other beautiful ornaments are fashioned in this new style, and one is a brooch in the shape of Mercury wings, made of bluish gray enamel, with a jewelled center and a drop pearl as pendant.

Waist buckles and clasps are again much worn, and enamel is used in their arrangement. One jeweler has on view a wonderful waist clasp, made of enamel with a design of peacocks' feathers, and further adorned with large irregularly shaped pearls. Other clasps are composed of old coins and old silver, while a few are made of delicate gold work, set with a variety of old-fashioned stones, chrysoprase, sardonyx, aquamarine, amethyst and topax, heightened by the white sapphire or "baby diamond." Diamond tiaras and aigrettes for the hair are made on a new principal, being mounted on tiny silver wires, which quiver and tremble with every movement of the wearer.

Among the latest notions is the wearing of waistcoat buttons, in costly and curious jewels. One priceless set of waistcoat buttons is of large single black pearls, and others are of white pearls, turquoise and topaz, while yet another is of amethysts, set in diamonds.

Get Mad Again, Mr. President.

Chicago Chronicle.

It is said that the Hon. William McKinley boosted Russell Harrison out of the Army because he (the president) was mad at ex-President Harrison. Maybe that is true. If so it is earnestly to be hoped that Mr. McKinley will get mad at a lot more prominent citizens whose mush-headed offspring are wearing shoulder-straps. Nothing could be better for the Army than a general clearing out of the papas' sons.

TRAVELERS' GUIDE.

Burlington Route

Good Name. Good Train.

April 29, 1900, the Burlington and Northern Pacific Railroads inaugurated through train service between Portland and St. Louis.

The through train was christened "the St. Louis Special."

It is a good name—a good name for a good train.

In the first place, the St. Louis Special is a "St. Louis" train. Then again, it is a "special" train—fast, well equipped, comfortable.

Leaves Portland 11:30 P. M. daily. Runs through to Kansas City and St. Louis without a single change of cars. Only one change to Omaha and Denver.

TICKET OFFICE: Cor. Third and Stark Sts., R. W. Foster, Ticket Agent.

THE GREAT NORTHERN

Ticket Office 268 Morrison St. 'Phone 680

LEAVE. No. 4 6:00 P.M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago and all points East.	ARRIVE No. 3 7:00 A. M

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP RIOJUN MARU

For Japan, China and all Asiatic points will leave Seattle

About January 7th

Astoria & Columbia River Railroad Co.

LEAVES UNION DEPOT.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside.	ARRIVES UNION DEPOT.
8:00 A. M.	Astoria and Seashore Express, Daily.	11:10 A. M.
7:00 P. M.	Astoria Express, Daily.	9:40 P. M.

Ticket office 255 Morrison st. and Union Depot. J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

Pacific Coast Steamship Co.

FOR ALASKA.

The company's steamships Cottage City, Senator and Al-Ki leave TACOMA 11 A. M., SEATTLE 9 P. M., Dec. 1, 6, 11, 16, 21, 26, 31; Jan. 5, 10, 15, 20, 25, 30; Feb. 4. Steamer leaves every fifth day thereafter. For further information obtain company's folder.

The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or.

F. W. CARLETON, N. P. R. R. Dock, Tacoma. Ticket office, 618 First ave., Seattle. M. TALBOT, Com'l Agt.; C. W. MILLER, Asst. Gen'l Agt. Ocean Dock, Seattle. GOODALL, PERKINS & CO., General Agents, San Francisco.

Steamers for Orient

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SS. MILOS ..... Dec. 28
SS. SKARPSNO ..... Jan. 28

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OCEAN AND RIVER SCHEDULE.

Water lines schedule subject to change without notice.

OCEAN DIVISION—From Portland, leave Ainsworth Dock at 8 P. M.; sail every 5 days: Geo. W. Elder, Dec. 3, 13, 23; Jan. 2, 12, 22. Columbia, Dec. 8, 18, 28; Jan. 7, 17, 27.

From San Francisco—Sail every 5 days. Leave Spear-street Pier 24 at 11 A. M.: Columbia, Dec. 4, 14, 24; Jan. 3, 13, 23. Geo. W. Elder, Dec. 9, 19, 29; Jan. 8, 18, 28.

COLUMBIA RIVER DIVISION.

PORTLAND AND ASTORIA.

Steamer Hassalo leaves Portland daily, except Sunday, at 8:00 P. M.; on Saturday at 10:00 P. M. Returning, leaves Astoria daily, except Sunday, at 7:00 A. M.

WILLAMETTE RIVER DIVISION.

PORTLAND AND SALEM, OR.

Steamer Ruth, for Salem, Independence and way points, leaves from Ash-street Dock at 6 A. M. on Mondays, Wednesdays and Fridays. Returning, leaves Independence at 5 A. M., and Salem at 6 A. M., on Tuesdays, Thursdays and Saturdays.

CORVALLIS AND ALBANY.

Steamer Modoc leaves Portland at 6 A. M. on Tuesdays, Thursdays and Saturdays. Returning, leaves Corvallis at 6 A. M. on Mondays, Wednesdays and Fridays.

YAMHILL RIVER ROUTE.

PORTLAND AND DAYTON, OR.

Steamer Elmore, for Oregon City, Butteville, Champoeg, Dayton and way landings, leaves Portland, Tuesdays, Thursdays and Saturdays at 7 A. M. Leaves Dayton for Portland and way points Mondays, Wednesday and Fridays at 6 A. M.

SNAKE RIVER ROUTE.

RIPARIA, WASH., AND LEWISTON, IDAHO

Steamer Spokane or steamer Lewiston leaves Riparia daily at 3:40 A. M., arriving at Lewiston about 3 P. M. Returning, the Spokane or Lewiston leaves Lewiston daily at 8:30 A. M., arriving at Riparia same evening.

W. H. HURLBURT, General Passenger Agent.

Y. A. SCHILLING, City Ticket Agent. Telephone Main 712. 80 Third st., cor. Oak.

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*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.		*6:30 P. M.
	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and evening train for Mt. Angel and Silverton.	
*4:00 P. M.	Albany passenger	*10:10 A. M.
‖7:30 A. M	Corvallis passenger	‖5:50 P. M.
‖4:50 P. M.	Sheridan pass'gr ..	‖8:25 A. M

*Daily. ‖Daily except Sunday.

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YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *9:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Fridays at 2:45 P. M. Returns Tuesdays, Thursdays and Saturdays. *Except Sunday.

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Steamers Altona and Pomona

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