

RESCUED IN MIDOCEAN

CREW TAKEN FROM DISABLED NORWEGIAN STEAMSHIP.

As the Vessel Was a Menace to Navigation She Was Sent to the Bottom.

NEW YORK, Jan. 17.—The steamship Pennsylvania, of the Hamburg-American Line, which arrived today from Hamburg, brought into port 13 distressed seamen, who were taken off the disabled Norwegian steamer Siggen.

January 15, three days after she met the St. Louis, the Pennsylvania fell in with the Siggen lying helpless in the trough of the sea and flying signals of distress. The captain of the Siggen asked to be taken off, and with his crew came on board the Pennsylvania.

The captain said the Siggen sailed from Sydney, C. B., January 7. On the 10th she lost her propeller, and, as the weather was tempestuous, the craft became unmanageable. After drifting 150 miles off shore during a period of five days, in which time five steamers were sighted and signalled without reply, the Pennsylvania lay in sight of the Siggen, which was deeply laden and a dangerous menace to navigation, and there appeared no possibility of towing her into port, the seacoaks were opened, and there is no doubt she went to the bottom.

IT WAS RECORD PASSAGE.

Texas Loved the Time From New York to San Francisco Nine Days.

The passage of the steamer Texas, 46 days and 17 hours from New York to San Francisco, mentioned a few days ago, is a new record for the run. The best previous time was 55 days, made by the steamer California of the same line. The best day of the Texas on the long trip of 11,224 knots was on January 5, when she logged 206 miles, an average of 12.8 knots an hour, though the big steamer was not intended to do better than 10.5 knots. An average of 11.71 knots was made during the entire steaming time. Chief Engineer MacVicar says the Texas is the steadiest vessel he has ever been in, there being no vibration, and all conditions being entirely satisfactory. The Texas brought around a large quantity of freight for Portland.

Cargo of the Hutton Hall.

The British ship Hutton Hall, from Newcastle-on-Tyne, is still at anchor in the river, waiting for an opening at one of the docks. The ship brings an assorted cargo, consisting of 220 cases of cement, 52 tons of pig iron, 200 barrels and 100 casks of fire clay, 12,533 fire bricks, 308 tons of coke, 16 drums of caustic soda, 3 hales of canvas, 25 cases of ink, 50 barrels of oakum and two old clocks. The Riversdale, at Greenwch dock No. 5, is discharging cement packed in patent barrels. Heretofore all cement reaching this port has consisted of ordinary wooden casks. This lot is put up in iron cylinders, with wooden heads. It appears to be a successful experiment. The cargo ship Riversdale is discharging from fish plates on a barge alongside Mersey dock.

Astoria Marine Notes.

ASTORIA, Or., Jan. 17.—(Special.)—The French ship Surcouf, while on her way down the river, anchored at the wharf over last night, and while dropping her anchor she lost it and 30 fathoms of chain. Her captain has let a contract for its recovery, and he cannot go to sea until it is recovered or another anchor is procured. Inspectors Edwards and Fuller were in Astoria today and inspected the steamer George R. Vosburg. Additional flour was added to the cargo of the British ship Glenessla today to take the place of that damaged by the recent fire on board. Captain Fritchard went to Fort Stevens to see the attorney in the business affairs of the vessel, and she should be ready to go to sea Monday. The steamers Hassalo and Homer were in collision here this morning at the O. R. & N. wharf. The Hassalo was on the bow of the Homer raker the side of the Hassalo, but did not do much damage.

Enjoined From Seizing Steamship.

TACOMA, Jan. 17.—The Northern Pacific Steamship Company today obtained an injunction in the Superior Court today restraining Pierce County from seizing the steamship Tacoma for back taxes, amounting to about \$100. The writ is returnable next Tuesday. Lack of jurisdiction, illegality of the tax and other things are among the grounds assigned as the basis for asking the injunction.

Cannot Land at Panama.

PANAMA, Colombia, Jan. 12.—The Board of Health has decided that the Pacific Mail Steamship Company's steamer Acapulco, from San Francisco, December 29, and Acapulco, from San Francisco, January 4, will not be allowed to land passengers or cargo here. She is now taking coal on board, and will sail for San Francisco.

Overdue Steamers Sighted.

NEW YORK, Jan. 17.—The steamer Philadelphia, from Southampton, was reported 27 miles east of Nantucket lightship at noon today. The steamer Cymric, from Liverpool, was reported off Nantucket lightship at 11:15 A. M.

Takes American Line Passengers.

SOUTHAMPTON, Jan. 17.—The steamer Minneapolis, from London, sailed from here today, taking passengers of the American Line's booking for New York, as that line has no regular steamer leaving this port today.

Marine Notes.

The Daniel finished loading wheat at Montgomery dock last night, and will drop into the strait today. The steamship Ellert, completed her Manila lumber cargo at Victoria dock, and will probably start down the river this morning. The upper Willamette has been falling lately, but is still at a bounding stage. Should the river drop much more, however, it will interfere with navigation. The Jean Bart has cleared for Queenstown of Palmouth for orders with 23,992 bushels of wheat, with 23,385, and 23,030 bushels of barley, worth \$47,260. The ship is the Portland Flouring Mills. The Wisconsin Park moved from the Southern Pacific dock to Columbia No. 2, the Norma from Columbia No. 1 to Victoria, and the Martha Roux from the Elevator to Victoria. The turret steamer Elm Branch, under charter to the Pacific Export Lumber Company to carry lumber from Portland to Fort Arthur, will start for San Francisco Thursday, 35 days from Newcastle, with a cargo of coal.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived at 10 and left at 11:30 A. M.—Steamer Fremont, from Coos Bay. Left at 11:30 A. M.—Steamer Homer. Left at 12:30 P. M.—British ship Musselcrage. Arrived at 2 P. M.—French ship Desaix, from St. Nazaire, and American bark Coloma, from San Pedro. Condition of the bar at 4 P. M.—Moderate; wind east; weather cloudy. San Francisco, Jan. 17.—Arrived—Steamer City of Puebla, from Victoria; steamer Monterey, from Seattle; steamer Aberdeen, from Gray's Harbor; schooner Ida Schauer, from Puget Sound; schooner Advent, from Willapa Harbor. Liverpool, Jan. 17.—Sailed—Siberian, for Philadelphia. Yokohama—Arrived previously—City of Pekin, from San Francisco, via Honolulu, for Hong Kong; Duke of Pife, from Tacoma, for Hong Kong; Rio Jun Maru, from Seattle, for Hong Kong; Shawmut, from Tacoma and Seattle. Queenstown, Jan. 17.—Arrived—Umbria, from New York. New York, Jan. 17.—Arrived—St. Louis, from

POWERS OF REFERENDUM

VOICE OF PEOPLE DECLARED SUPERIOR TO COURTS.

An "Emergency Clause" Will Not Give Constitutionality to Legislative Enactment.

PORTLAND, Jan. 17.—(To the Editor.)—In this morning's Oregonian there is a dispatch from Salem setting forth that in the decision of the State vs. Bacon, the Supreme Court of South Dakota had rendered a decision which is an authority for the position that the initiative and referendum amendment to the Oregon constitution does not deprive the Legislature of the power to put an "emergency clause" on any bill, and thus cause the bill to become a law, as declared by the Legislature.

ARE SATISFIED NOW.

Residents of South Portland Glad to Be Represented on Committee.

The members of the South Portland Improvement Association feel that the appointment of two active workers of their organization, William F. Fleiner and Joseph Weber, to the executive committee has attained the object long desired by the people of that part of town—better representation on the important boards of the city. At the meeting of the association last evening, both men were present and hearty congratulations were extended to them. Having obtained something for which they had long been working, the next step was the enlargement of the organization so that the opportunity could be better improved. Every member pledged to secure for the association to start the new year by working more ardently for the improvement of their section of the city.

IT WAS RECORD PASSAGE.

Texas Loved the Time From New York to San Francisco Nine Days.

The passage of the steamer Texas, 46 days and 17 hours from New York to San Francisco, mentioned a few days ago, is a new record for the run. The best previous time was 55 days, made by the steamer California of the same line. The best day of the Texas on the long trip of 11,224 knots was on January 5, when she logged 206 miles, an average of 12.8 knots an hour, though the big steamer was not intended to do better than 10.5 knots. An average of 11.71 knots was made during the entire steaming time. Chief Engineer MacVicar says the Texas is the steadiest vessel he has ever been in, there being no vibration, and all conditions being entirely satisfactory. The Texas brought around a large quantity of freight for Portland.

Cargo of the Hutton Hall.

The British ship Hutton Hall, from Newcastle-on-Tyne, is still at anchor in the river, waiting for an opening at one of the docks. The ship brings an assorted cargo, consisting of 220 cases of cement, 52 tons of pig iron, 200 barrels and 100 casks of fire clay, 12,533 fire bricks, 308 tons of coke, 16 drums of caustic soda, 3 hales of canvas, 25 cases of ink, 50 barrels of oakum and two old clocks. The Riversdale, at Greenwch dock No. 5, is discharging cement packed in patent barrels. Heretofore all cement reaching this port has consisted of ordinary wooden casks. This lot is put up in iron cylinders, with wooden heads. It appears to be a successful experiment. The cargo ship Riversdale is discharging from fish plates on a barge alongside Mersey dock.

Astoria Marine Notes.

ASTORIA, Or., Jan. 17.—(Special.)—The French ship Surcouf, while on her way down the river, anchored at the wharf over last night, and while dropping her anchor she lost it and 30 fathoms of chain. Her captain has let a contract for its recovery, and he cannot go to sea until it is recovered or another anchor is procured. Inspectors Edwards and Fuller were in Astoria today and inspected the steamer George R. Vosburg. Additional flour was added to the cargo of the British ship Glenessla today to take the place of that damaged by the recent fire on board. Captain Fritchard went to Fort Stevens to see the attorney in the business affairs of the vessel, and she should be ready to go to sea Monday. The steamers Hassalo and Homer were in collision here this morning at the O. R. & N. wharf. The Hassalo was on the bow of the Homer raker the side of the Hassalo, but did not do much damage.

Enjoined From Seizing Steamship.

TACOMA, Jan. 17.—The Northern Pacific Steamship Company today obtained an injunction in the Superior Court today restraining Pierce County from seizing the steamship Tacoma for back taxes, amounting to about \$100. The writ is returnable next Tuesday. Lack of jurisdiction, illegality of the tax and other things are among the grounds assigned as the basis for asking the injunction.

Cannot Land at Panama.

PANAMA, Colombia, Jan. 12.—The Board of Health has decided that the Pacific Mail Steamship Company's steamer Acapulco, from San Francisco, December 29, and Acapulco, from San Francisco, January 4, will not be allowed to land passengers or cargo here. She is now taking coal on board, and will sail for San Francisco.

Overdue Steamers Sighted.

NEW YORK, Jan. 17.—The steamer Philadelphia, from Southampton, was reported 27 miles east of Nantucket lightship at noon today. The steamer Cymric, from Liverpool, was reported off Nantucket lightship at 11:15 A. M.

Takes American Line Passengers.

SOUTHAMPTON, Jan. 17.—The steamer Minneapolis, from London, sailed from here today, taking passengers of the American Line's booking for New York, as that line has no regular steamer leaving this port today.

Marine Notes.

The Daniel finished loading wheat at Montgomery dock last night, and will drop into the strait today. The steamship Ellert, completed her Manila lumber cargo at Victoria dock, and will probably start down the river this morning. The upper Willamette has been falling lately, but is still at a bounding stage. Should the river drop much more, however, it will interfere with navigation. The Jean Bart has cleared for Queenstown of Palmouth for orders with 23,992 bushels of wheat, with 23,385, and 23,030 bushels of barley, worth \$47,260. The ship is the Portland Flouring Mills. The Wisconsin Park moved from the Southern Pacific dock to Columbia No. 2, the Norma from Columbia No. 1 to Victoria, and the Martha Roux from the Elevator to Victoria. The turret steamer Elm Branch, under charter to the Pacific Export Lumber Company to carry lumber from Portland to Fort Arthur, will start for San Francisco Thursday, 35 days from Newcastle, with a cargo of coal.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived at 10 and left at 11:30 A. M.—Steamer Fremont, from Coos Bay. Left at 11:30 A. M.—Steamer Homer. Left at 12:30 P. M.—British ship Musselcrage. Arrived at 2 P. M.—French ship Desaix, from St. Nazaire, and American bark Coloma, from San Pedro. Condition of the bar at 4 P. M.—Moderate; wind east; weather cloudy. San Francisco, Jan. 17.—Arrived—Steamer City of Puebla, from Victoria; steamer Monterey, from Seattle; steamer Aberdeen, from Gray's Harbor; schooner Ida Schauer, from Puget Sound; schooner Advent, from Willapa Harbor. Liverpool, Jan. 17.—Sailed—Siberian, for Philadelphia. Yokohama—Arrived previously—City of Pekin, from San Francisco, via Honolulu, for Hong Kong; Duke of Pife, from Tacoma, for Hong Kong; Rio Jun Maru, from Seattle, for Hong Kong; Shawmut, from Tacoma and Seattle. Queenstown, Jan. 17.—Arrived—Umbria, from New York. New York, Jan. 17.—Arrived—St. Louis, from

POWERS OF REFERENDUM

VOICE OF PEOPLE DECLARED SUPERIOR TO COURTS.

An "Emergency Clause" Will Not Give Constitutionality to Legislative Enactment.

PORTLAND, Jan. 17.—(To the Editor.)—In this morning's Oregonian there is a dispatch from Salem setting forth that in the decision of the State vs. Bacon, the Supreme Court of South Dakota had rendered a decision which is an authority for the position that the initiative and referendum amendment to the Oregon constitution does not deprive the Legislature of the power to put an "emergency clause" on any bill, and thus cause the bill to become a law, as declared by the Legislature.

ARE SATISFIED NOW.

Residents of South Portland Glad to Be Represented on Committee.

The members of the South Portland Improvement Association feel that the appointment of two active workers of their organization, William F. Fleiner and Joseph Weber, to the executive committee has attained the object long desired by the people of that part of town—better representation on the important boards of the city. At the meeting of the association last evening, both men were present and hearty congratulations were extended to them. Having obtained something for which they had long been working, the next step was the enlargement of the organization so that the opportunity could be better improved. Every member pledged to secure for the association to start the new year by working more ardently for the improvement of their section of the city.

IT WAS RECORD PASSAGE.

Texas Loved the Time From New York to San Francisco Nine Days.

The passage of the steamer Texas, 46 days and 17 hours from New York to San Francisco, mentioned a few days ago, is a new record for the run. The best previous time was 55 days, made by the steamer California of the same line. The best day of the Texas on the long trip of 11,224 knots was on January 5, when she logged 206 miles, an average of 12.8 knots an hour, though the big steamer was not intended to do better than 10.5 knots. An average of 11.71 knots was made during the entire steaming time. Chief Engineer MacVicar says the Texas is the steadiest vessel he has ever been in, there being no vibration, and all conditions being entirely satisfactory. The Texas brought around a large quantity of freight for Portland.

Cargo of the Hutton Hall.

The British ship Hutton Hall, from Newcastle-on-Tyne, is still at anchor in the river, waiting for an opening at one of the docks. The ship brings an assorted cargo, consisting of 220 cases of cement, 52 tons of pig iron, 200 barrels and 100 casks of fire clay, 12,533 fire bricks, 308 tons of coke, 16 drums of caustic soda, 3 hales of canvas, 25 cases of ink, 50 barrels of oakum and two old clocks. The Riversdale, at Greenwch dock No. 5, is discharging cement packed in patent barrels. Heretofore all cement reaching this port has consisted of ordinary wooden casks. This lot is put up in iron cylinders, with wooden heads. It appears to be a successful experiment. The cargo ship Riversdale is discharging from fish plates on a barge alongside Mersey dock.

Astoria Marine Notes.

ASTORIA, Or., Jan. 17.—(Special.)—The French ship Surcouf, while on her way down the river, anchored at the wharf over last night, and while dropping her anchor she lost it and 30 fathoms of chain. Her captain has let a contract for its recovery, and he cannot go to sea until it is recovered or another anchor is procured. Inspectors Edwards and Fuller were in Astoria today and inspected the steamer George R. Vosburg. Additional flour was added to the cargo of the British ship Glenessla today to take the place of that damaged by the recent fire on board. Captain Fritchard went to Fort Stevens to see the attorney in the business affairs of the vessel, and she should be ready to go to sea Monday. The steamers Hassalo and Homer were in collision here this morning at the O. R. & N. wharf. The Hassalo was on the bow of the Homer raker the side of the Hassalo, but did not do much damage.

Enjoined From Seizing Steamship.

TACOMA, Jan. 17.—The Northern Pacific Steamship Company today obtained an injunction in the Superior Court today restraining Pierce County from seizing the steamship Tacoma for back taxes, amounting to about \$100. The writ is returnable next Tuesday. Lack of jurisdiction, illegality of the tax and other things are among the grounds assigned as the basis for asking the injunction.

Cannot Land at Panama.

PANAMA, Colombia, Jan. 12.—The Board of Health has decided that the Pacific Mail Steamship Company's steamer Acapulco, from San Francisco, December 29, and Acapulco, from San Francisco, January 4, will not be allowed to land passengers or cargo here. She is now taking coal on board, and will sail for San Francisco.

Overdue Steamers Sighted.

NEW YORK, Jan. 17.—The steamer Philadelphia, from Southampton, was reported 27 miles east of Nantucket lightship at noon today. The steamer Cymric, from Liverpool, was reported off Nantucket lightship at 11:15 A. M.

Takes American Line Passengers.

SOUTHAMPTON, Jan. 17.—The steamer Minneapolis, from London, sailed from here today, taking passengers of the American Line's booking for New York, as that line has no regular steamer leaving this port today.

Marine Notes.

The Daniel finished loading wheat at Montgomery dock last night, and will drop into the strait today. The steamship Ellert, completed her Manila lumber cargo at Victoria dock, and will probably start down the river this morning. The upper Willamette has been falling lately, but is still at a bounding stage. Should the river drop much more, however, it will interfere with navigation. The Jean Bart has cleared for Queenstown of Palmouth for orders with 23,992 bushels of wheat, with 23,385, and 23,030 bushels of barley, worth \$47,260. The ship is the Portland Flouring Mills. The Wisconsin Park moved from the Southern Pacific dock to Columbia No. 2, the Norma from Columbia No. 1 to Victoria, and the Martha Roux from the Elevator to Victoria. The turret steamer Elm Branch, under charter to the Pacific Export Lumber Company to carry lumber from Portland to Fort Arthur, will start for San Francisco Thursday, 35 days from Newcastle, with a cargo of coal.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived at 10 and left at 11:30 A. M.—Steamer Fremont, from Coos Bay. Left at 11:30 A. M.—Steamer Homer. Left at 12:30 P. M.—British ship Musselcrage. Arrived at 2 P. M.—French ship Desaix, from St. Nazaire, and American bark Coloma, from San Pedro. Condition of the bar at 4 P. M.—Moderate; wind east; weather cloudy. San Francisco, Jan. 17.—Arrived—Steamer City of Puebla, from Victoria; steamer Monterey, from Seattle; steamer Aberdeen, from Gray's Harbor; schooner Ida Schauer, from Puget Sound; schooner Advent, from Willapa Harbor. Liverpool, Jan. 17.—Sailed—Siberian, for Philadelphia. Yokohama—Arrived previously—City of Pekin, from San Francisco, via Honolulu, for Hong Kong; Duke of Pife, from Tacoma, for Hong Kong; Rio Jun Maru, from Seattle, for Hong Kong; Shawmut, from Tacoma and Seattle. Queenstown, Jan. 17.—Arrived—Umbria, from New York. New York, Jan. 17.—Arrived—St. Louis, from

POWERS OF REFERENDUM

VOICE OF PEOPLE DECLARED SUPERIOR TO COURTS.

An "Emergency Clause" Will Not Give Constitutionality to Legislative Enactment.

PORTLAND, Jan. 17.—(To the Editor.)—In this morning's Oregonian there is a dispatch from Salem setting forth that in the decision of the State vs. Bacon, the Supreme Court of South Dakota had rendered a decision which is an authority for the position that the initiative and referendum amendment to the Oregon constitution does not deprive the Legislature of the power to put an "emergency clause" on any bill, and thus cause the bill to become a law, as declared by the Legislature.

ARE SATISFIED NOW.

Residents of South Portland Glad to Be Represented on Committee.

The members of the South Portland Improvement Association feel that the appointment of two active workers of their organization, William F. Fleiner and Joseph Weber, to the executive committee has attained the object long desired by the people of that part of town—better representation on the important boards of the city. At the meeting of the association last evening, both men were present and hearty congratulations were extended to them. Having obtained something for which they had long been working, the next step was the enlargement of the organization so that the opportunity could be better improved. Every member pledged to secure for the association to start the new year by working more ardently for the improvement of their section of the city.

IT WAS RECORD PASSAGE.

Texas Loved the Time From New York to San Francisco Nine Days.

The passage of the steamer Texas, 46 days and 17 hours from New York to San Francisco, mentioned a few days ago, is a new record for the run. The best previous time was 55 days, made by the steamer California of the same line. The best day of the Texas on the long trip of 11,224 knots was on January 5, when she logged 206 miles, an average of 12.8 knots an hour, though the big steamer was not intended to do better than 10.5 knots. An average of 11.71 knots was made during the entire steaming time. Chief Engineer MacVicar says the Texas is the steadiest vessel he has ever been in, there being no vibration, and all conditions being entirely satisfactory. The Texas brought around a large quantity of freight for Portland.

Cargo of the Hutton Hall.

The British ship Hutton Hall, from Newcastle-on-Tyne, is still at anchor in the river, waiting for an opening at one of the docks. The ship brings an assorted cargo, consisting of 220 cases of cement, 52 tons of pig iron, 200 barrels and 100 casks of fire clay, 12,533 fire bricks, 308 tons of coke, 16 drums of caustic soda, 3 hales of canvas, 25 cases of ink, 50 barrels of oakum and two old clocks. The Riversdale, at Greenwch dock No. 5, is discharging cement packed in patent barrels. Heretofore all cement reaching this port has consisted of ordinary wooden casks. This lot is put up in iron cylinders, with wooden heads. It appears to be a successful experiment. The cargo ship Riversdale is discharging from fish plates on a barge alongside Mersey dock.

Astoria Marine Notes.

ASTORIA, Or., Jan. 17.—(Special.)—The French ship Surcouf, while on her way down the river, anchored at the wharf over last night, and while dropping her anchor she lost it and 30 fathoms of chain. Her captain has let a contract for its recovery, and he cannot go to sea until it is recovered or another anchor is procured. Inspectors Edwards and Fuller were in Astoria today and inspected the steamer George R. Vosburg. Additional flour was added to the cargo of the British ship Glenessla today to take the place of that damaged by the recent fire on board. Captain Fritchard went to Fort Stevens to see the attorney in the business affairs of the vessel, and she should be ready to go to sea Monday. The steamers Hassalo and Homer were in collision here this morning at the O. R. & N. wharf. The Hassalo was on the bow of the Homer raker the side of the Hassalo, but did not do much damage.

Enjoined From Seizing Steamship.

TACOMA, Jan. 17.—The Northern Pacific Steamship Company today obtained an injunction in the Superior Court today restraining Pierce County from seizing the steamship Tacoma for back taxes, amounting to about \$100. The writ is returnable next Tuesday. Lack of jurisdiction, illegality of the tax and other things are among the grounds assigned as the basis for asking the injunction.

Cannot Land at Panama.

PANAMA, Colombia, Jan. 12.—The Board of Health has decided that the Pacific Mail Steamship Company's steamer Acapulco, from San Francisco, December 29, and Acapulco, from San Francisco, January 4, will not be allowed to land passengers or cargo here. She is now taking coal on board, and will sail for San Francisco.

Overdue Steamers Sighted.

NEW YORK, Jan. 17.—The steamer Philadelphia, from Southampton, was reported 27 miles east of Nantucket lightship at noon today. The steamer Cymric, from Liverpool, was reported off Nantucket lightship at 11:15 A. M.

Takes American Line Passengers.

SOUTHAMPTON, Jan. 17.—The steamer Minneapolis, from London, sailed from here today, taking passengers of the American Line's booking for New York, as that line has no regular steamer leaving this port today.

Marine Notes.

The Daniel finished loading wheat at Montgomery dock last night, and will drop into the strait today. The steamship Ellert, completed her Manila lumber cargo at Victoria dock, and will probably start down the river this morning. The upper Willamette has been falling lately, but is still at a bounding stage. Should the river drop much more, however, it will interfere with navigation. The Jean Bart has cleared for Queenstown of Palmouth for orders with 23,992 bushels of wheat, with 23,385, and 23,030 bushels of barley, worth \$47,260. The ship is the Portland Flouring Mills. The Wisconsin Park moved from the Southern Pacific dock to Columbia No. 2, the Norma from Columbia No. 1 to Victoria, and the Martha Roux from the Elevator to Victoria. The turret steamer Elm Branch, under charter to the Pacific Export Lumber Company to carry lumber from Portland to Fort Arthur, will start for San Francisco Thursday, 35 days from Newcastle, with a cargo of coal.

Domestic and Foreign Ports.

ASTORIA, Jan. 17.—Arrived at 10 and left at 11:30 A. M.—Steamer Fremont, from Coos Bay. Left at 11:30 A. M.—Steamer Homer. Left at 12:30 P. M.—British ship Musselcrage. Arrived at 2 P. M.—French ship Desaix, from St. Nazaire, and American bark Coloma, from San Pedro. Condition of the bar at 4 P. M.—Moderate; wind east; weather cloudy. San Francisco, Jan. 17.—Arrived—Steamer City of Puebla, from Victoria; steamer Monterey, from Seattle; steamer Aberdeen, from Gray's Harbor; schooner Ida Schauer, from Puget Sound; schooner Advent, from Willapa Harbor. Liverpool, Jan. 17.—Sailed—Siberian, for Philadelphia. Yokohama—Arrived previously—City of Pekin, from San Francisco, via Honolulu, for Hong Kong; Duke of Pife, from Tacoma, for Hong Kong; Rio Jun Maru, from Seattle, for Hong Kong; Shawmut, from Tacoma and Seattle. Queenstown, Jan. 17.—Arrived—Umbria, from New York. New York, Jan. 17.—Arrived—St. Louis, from

OUR JANUARY Clearance Sale This Sale Is Made Imperative Because

Our policy does not permit the carrying over of one year's or one season's stock to the next if it can be helped by cutting prices to cost if necessary—prices are lowered to the merest fraction. Come tomorrow and bring your friends and by so doing do them a favor. READ ON:

WONDERFUL BARGAINS

For the women who have been eagerly waiting for the saving time to buy a Coat, Wrap, Skirt, Waist, Petticoats or Furs.

Table with 2 columns: Item description and Price. Includes jackets, fur scarfs, skirts, and waists.

Muslin Underwear Greatly Reduced

Table with 2 columns: Item description and Price. Includes muslin gowns and drawers.

Corsets Greatly Reduced

Table with 2 columns: Item description and Price. Includes corsets and gowns.

Dress Goods Special

Table with 2 columns: Item description and Price. Includes kangaroo calf and ladies' shoes.

Mail Orders Filled Same Day Received. Roberts Bros. Fifth and Yamhill Sts., Temporary.

There is more money in raising a small bunch that can be properly cared for, than in attempting to carry 10,000 head through a winter with inadequate protection.

U. S. Government Goods From Army and Navy Departments

Table with 2 columns: Item description and Price. Includes boots, shirts, blankets, hats, and various military supplies.

This is the greatest snap that has ever been offered in Portland or any other city. We have every size and you are certain of securing A PERFECT FIT.

We Will Be Here for Ten Days Only. W. STUBBS KIRK, 105 Sixth St.