Punishing Castro.

CONDITIONS HAMPER HER

Blockade of Ports Would Cause Trouble With Debtor Nations, Castro Strengthens Garrisons and Equips Troops.

PARIS, Jan. 20 .- The apparent hesttation in France's decision relative to Venezuela appears to be prompted by the desire not to begin active measures without first taking the advice of the authorities at Washington. The officials here agree that France's action is somewhat hampered owing to Ven-exuela's peculiar situation, the foreign claims upon the customs being regard-ed as placing a blockade almost out of the question. It is feared that, if France stopped commerce with the exterior, President Castro would immediately selze this as a pretext for refusing to comply with Venezuela's obligations towards other na-

It is admitted that preparations are going on for reinforcing the French squadron, but this step is still unde-This much is regarded as cer-France's next move will depend on the result of M. Jusserand's conference at Washington.

, CASTRO ARMING FOR BATTLE Garrisons Forts and Equips Troops.

Diplomats Are Angry. WILLEMSTAD, Island of Curacao, Jan. 20.—The Venezueian government is active-ly engaged in garrisoning the forts of the republic and furnishing the troops with

According to advices received here the general public in Venezuela received the news of the rupture of diplomatic relations between Venezuela and France with the utmost indifference, but diplomatic circles 24; at Caracas are indignant at the action of the Venezuelan government in not allow-ing M. Taigny, the retiring French Charge d'Affaires, to return to the shore after he had gone on board the French line steamer Martinique at La Guayra, January 14, in order to obtain his correspon-

The Venezuelar government is considering a project for laying a cable between La Gunyra and Porto Rico.

Taigny Going to Washington.

NEW YORK, Jan. 20 .- A cable disatch to the Herald from Willemstadt, rom Curacao, says: M. Taigny, late from Curacao, says: French Charge d'Affaires at Caracas, is under orders, it is reported, to pro-ceed to Washington and report to M. Jusserand, French Ambassador to the United States. He will take the next available steamship from here, probably January 25.

France Increases War Fund.

PARIS, Jan. 26 .- According to M. Klotz, reporter for the war budget in the Chamber of Deputies, the estimates for 1906 show an increase in the war expenditures of nearly \$6,800,000 over

Oregonians in Southern California

K merly of Salem, Or., now of Oakland, has accepted the challenge of Councilman Albert H. Elliott, of Oakland, to conduct an investigation to prove allegations of graft and corruption among city officials. Mr. Elliott offered to appropriate \$499 for the pur-

Henry Huggins, of Los Angeles, who married Claudia Gilbert, of Salem, Or., was struck by an electric car on Salorday and sustained severe injuries. Mr. Huggins was visiting in Pasadena with his wife at the residence of the latter's father, A. N. Gilbert,

Among the recent arrivals in Santa Barbara are Mr. and Mrs. Lewis Russell and daughter, of Portland. Mr. Russell is on his way to Los Angeles and San Diego in his 12-horse-power Franklin car, making the run by easy stages. For several years he has made this trip annually, and has now become so much attached to the journey that

Rt. Rev. Charles. J. O'Rellly, bishop the speaker at St. Joseph's Church in Los Angeles Sunday morning. The vis-iting prelate made an earnest plea for funds to enable him to carry on the missionary labors of the northern die-

Mr. Brierly, a mining expert, is at Oroville from Portland, to visit a short time with his old friend, Dredgemaster Hadley.

A marriage Beense has been issued at Oakland in favor of Frank M. Pow-

Mr. and Mrs. L. C. Lauer, of Boise; C. Moore, of Marks' Rock, Idaho; dr. and Mrs. Samuel Lowenthal, of

Portland, are at Alamtos.

S. Benson and O. J. Emerson, of Portland, Or., are at San Diego.

. . . Mr. and Mrs. U. S. Marquam, of Portland, are at Avalon, Santa Catalina to Island.

AMATEURS STAGE A PLAY

"An Over-Accommodating Judge"

Produced at St. Mary's Hall.

The farcical comedy, "An Over-Accommodating Judge," at St. Mary's Hall, Albina. Tuesday evening last, was, perhaps, the most successful amateur performance of employment of females in any me-

ever given in Portland. There was life, inish and completeness about it seidom found on the amateur stage. The statendance was large, every seat in the hall being occupied and standing room at a becombined.

ver impersonators of the elepement ene. Miss Maud Lillie made her debut, owing marked talent. Adrian Ward France Takes Her Time About

made a rollicking, roaring, old Confederate general. Miss Kathryn Smith was well cast in the part of the old hoosier school ma'am. Mr. John McDonald, in the character of "Rev." Erra Stiggins, a gold-cure fraud, played a double role creditably.

Much of the success of the splendid ation of the success of the spients performance is due to Mrs. Joseph Meyer, who chaperoned the girls and assisted the stage director, Mr. Joseph Meyer. The music was furnished by the Mueller Bros.' Orchestra. Miss Mae Breslin, one of Portland's best and most popular con-traltos, sang between the acts. Miss Mol-lie Reynolds played her accompaniment.

ANTI-SALOON LEAGUE WORK

Paul Rader Chosen Superintendent of the State Organization,

Churches of all denominations will unite in a reception to be given to Paul Rades the newly-elected superintendent of the State Anti-Saloon League, next Wednesday evening at the White Temple. It will be Mr. Rader's first appearance in connection with his new position, he having been appointed January 15, as successo to Dr. G. L. Tufts, resigned.

Dr. Clarence True Wilson, president the league, will preside at the reception and addresses will be made by E. S. J. McAllister and C. M. Van Pelt, attorne



Paul Rader, SuperIntendent Anti-Saloon League.

made by Superintendent Rader, in which he will outline some of the plans for the work of the league during the coming After the speeches, refresh-will be served by the ladies of months. ments will be set the White Temple.

Paul Rader is a son of Dr. D. L. Rader, of Portland, editor of the Pacific Chris-tian Advocate. He recently came to this city from Boston, where he had filled the pastorate of the Maverick Congregational Church for the past two years. He is a native of Colorado and a graduate of the University of Colorado. After his graduation he taught in Hamilton University in Minnesota. The new superintendent is the author of "Cowbey Spirit," "The Young Parson" and a volume of poems

entitled "Varae Lectiones." Superintendent Rader will soon begin a of the state in the interests of the Anti-Saloon League. He will visit all of the principal cities, delivering addresses to arouse sentiment against the proposed amendment to the local option law. His first address will be made at Salem, Jan-

PRIZE ESSAYS ON BIRDS

Carl Martsloff and Irene Jones Win Burroughs' Awards.

The John Burroughs Bird Society held a special meeting last night at the head-quarters in the City Hall, for the purpose of awarding prizes in the essay competi-tion among the grammar-school children of Portland. There were more than 50 manuscripts submitted on the habits and intelligence of birds, and in addition to the composition of these essays, a field test had previously been made, which counted 60 per cent in the marking. Carl Marfsloff and Irene Jones, both pupils of Miss Porter in the Falling School, were awarded first and second prizes, respectively. Young Martsloff's essay was on the bluebird, and Miss Jones selected the swallow for her subject. Both handled their subjects well and showed that they

possessed powers of close observance. Both responded to a request to tell the society something of how they became interested in the study of bird-life, and he intends to make it an annual affair. proved themselves easy speakers and familiar with the subject in hand. They gave their teacher credit for awakening of the diocese of Baker City, Or., was their interest in birds, and they spoke the speaker at St. Joseph's Church in Los Augeles Sunday morning. The vis- trail which they had enjoyed with Colonel L. L. Hawkins.

There is a movement on foot either to change the John Burroughs Bird Society's name and consolidate it with the Audo bon, or eise abandon it and all members join the Audubon, so as to enjoy the privileges of the National organization of that name. The name of John Burroughs amounts to a matter of sentiment to the majority of members, however, and nothing will be done until every member can be heard from regarding the proposed change. It is probable that both societies will be maintained rather than abandon the John Burroughs.

SUSTAINS TEN - HOUR LAW Judge Sears Rules That Females May Not Be Employed Longer.

The constitutionality of the law making it an offense to permit women to be em-ployed more than ten hours a day was upheld by Judge Sears yesterday, who overruled the demurrer to the information overruled the demurrer to the information against Cart Mulier, proprietor of the Grand Laundry. The charge against Mulier was that he employed Mrs. E. Gotcher for more than ten hours, September 4, 1966. The arrest of Mulier was made with the intention of testing the

law, and the case will probably be ap-pealed to the Supreme Court.

The statute was enacted in 1965 by the of employment of females in any me-chanical or mercantile establishment, laundry, hotel or restaurant."

Section 1 provides that no female shall be employed in any laundry more than ten hours in one day.

Judge Sears, in rendering his decision, alluded to the fact that as the case would be appealed a lower court was slow

The play itself, more familiarly known under the title of "A Cheerful Liar," is replete with laughable situations. It has a capital piot, and is full of the most ludkrous entanglements.

Mr. Joseph Meyer, in the character of Judge Husell, carried out the part of a cheerful liar so cleverly that he kept the house in a continual uproar. He assumed the role of a county justice of the peace. He made laws, broke laws and doctored them until finally he collapsed and everybody clse, under the weight of his own jokes, laws and love-making.

Mr. Edward Long played the part of the proportion to the altitude.

County Commissioners Take Steps to Protect Ferry.

GUARD AGAINST ACCIDENTS

Immense Piles Will Be Driven at East Approach if Major Roessler, United States Engineers, Gives Consent.

Two immense dolphins will be driven in the river at the east side landing of the ferry Lionel R. Webster, at the foot of Randolph street. They will be observed of Randolph street. They will be placed about 50 feet from shore, one on each side of the pontoon. The matter was taken up by the County Court yesterday. taken up by the County Court ye and Judge Webster and the Com ers decided to have the work done with out delay. Joseph Pacquet and Robert Wakefield are figuring on the work and one of the two will probably be given the ontract, providing permission be given to drive the piles.

During stormy weather it has been found difficult to make the east side land-ings, and accidents have been narrowly high on the water and gets the full sweep of the wind in turning shoreward. A strong current also sets in at this particular place and this has made it difficult to hold her with the contraction. straight on her course. The other night she was caught in the combined grasp of the wind and current and driven on the bank, with the result that one of her rudders was bent. No trouble is experi-enced at the West Side landing, the river

forming an eddy there.

Inasmuch as the dolphins will have to be placed beyond the established harbor line, the county will have to secure permission from the United States Engineers. before driving the plies and application for this has already been made to Major S. W. Roessier, who returned from San Francisco yesterday morning. Major Roessler stated that he would make a personal survey of the landing Tuesday ening, and Harbormaster Ben Biglin will be present to explain the situation.

The delphins will consist of 11 pile each, 60 feet long, and driven ten or 12 feet into the bottom. Owing to the nature of the gravel, the piles will have to be covered with iron shoes.

It is expected to have the dophins ready by next Thursday, if Major Roessier

MODJESKI EXPLAINS.

Northern Pacific Engineer Sets Forth Advantages of Bridge-Site.

Chief Engineer Ralph Modjenki, of the Northern Pacific, who selected the sites for the Columbia and Willamette River bridges and drafted the plans and specito the Port of Portland Commission, setting forth why the site for the Willamette bridge at a point below the foot of Swan Islands was chosen.

bridge will offer very little obstruction to navigation, as the channel from the foot of the island to the arrowant foot of the hull. straight and the water is deep enough for

Parameter Street Street	• in
Due to Arrive.	1 11
Steamer- From,	Date. I w
Homer, San Francisco	Jan. 21 . Se
Alliance, Eureka-Coos Bay	
Jeanie, San Francisco	
Senator, San Francisco	.Jan. 26 L
Northland. San Francisco	.Jan. 24 G
Rosnoke, San Francisco	Jan. 27 I to
Despatch, San Francisco	-dan 21
Nome City, San Pedro	.Jan. 29
Due to Depart.	1

Due to Depart.		
Steamer-Destination.	Date.	
Columbia, San Francisco	Jan. 21	
Homer, San Francisco	Jan. 22	
Alliance, Eureka-Coos Bay.	Jan. 22	
Redondo, San Francisco	Jan. 22	
Aurelia, San Prancisco	Jan. 23	
Senator, San Francisco	Jan. 26	
Northland, San Pedro	Jan. 28	
*Aragonia, Orient	Jan. 28	
Roznoke, Los Angeles	Jan. 30	
Despatch, San Francisco	Jan. 20	
Nome City, San Pedro	Feb. 1	
*Carrying mail.		

any ship to anchor at such times of the year when there is a strong current. He also explains that a horizontal drawbridge reason that it is less likely to get out of order, and will permit a wider and safer channel. In reference to the draw, the letter states:

The design submitted provides for a horizontally awinging draw span of two open-ings of at least 205 feet clear. The figures on the plan as submitted show openings to be 200 feet only, but actually 205 feet will be provided. The clear openings in existing bridges at Portland are:

Burnside bridge, 157 feet. O. R. & N. bridge, 150 feet. Morrison-street bridge, 146 feet. Madison-street bridge, 122 feet.

These are all situated in the crooked por with each other. In the plan proposed each opening will be 48 feet wider than the widest of the above, with all the added facilities of approach. A lift-bridge, on the other hand, constructed, would only give one opening The proposed bridge will carry a double track and will be designed for the heaviest traffic; these two facts would make a liftbridge of 200-foot opening very unwieldy and unreliable. There are a number of Bascule bridges in Chicago and other Eastern cities, and while as a rule they operate in a fairly satisfactory manner, the majority of them are highway bridges and of a much shorter Members of the Port of Portland Com-

mission have visited the proposed site, and it is believed that a decision will be rendered during the early part of this week.

VESSEL IS A TOTAL LOSS.

Wrecked Ship King David Is Rapidly Going to Pieces.

VICTORIA. R. C., Jan. 28.—A dispatch received by the British Columbia Salvage Company from Captain Davidson of the wrecked ship King David this afternoon, says the vessel ds a total loss on Bajo Reef, although not broken up when he left her. The spars were still standing. The steel hull is badly broken and full of water. Captain Davidson thinks Chief Officer Walstrom and the six seamen who left the wreck to seek assistance on December 21, were drowned through the swamping of their boat in a heavy gale on December 22. The dispatch adds that the schooner M. Turner of San Francisco, towed from Bunsby Island by the Queen City, is in a safe anchorage and her Captain is awaiting instructions from his owners.

The names of those missing from the craw who went in a boat under the first afficer bound to Cape Besle for assistance were Chief Officer Wal-

strom, Scamen J. Rogers, P. A. Sorren-sen, H. G. Ray, John Poda, Evan Jones and Martin Pedersen. The hull of the vessel lies high and

dry at low water, though the bow has been nearly torn away by the rocks. It is not thought there is any chance

TOTTENHAM CLEARS,

Lumber for Manila.

The British ship Eakasoni was char-tered yesterday by Balfour, Guthrie & Co. to load lumber for Manila. The vessel came off the drydock a couple of days ago.

after having been scraped and painted She has capacity for about 1,600,000 feet

The Eskasoni arrived a couple of month

in the cargo,

he Knappton mill.

street bridge.

ago from Europe with cargo. Several hundred feet of redwood will be included

Wentworth on Trial Trip.

Captain O. W. Hosford will take the

tion being to start from the Couch-stree

wharf at 10 o'clock. A run will be made to the mouth of the Willamette and re-

turn. The steamer is now complete and will commence towing Monday.

Arago Clears With Lumber.

barkentine Arago cleared at the Custom-House today for San Prancisco with a cargo of 620,000 feet of lumber, loaded at

Marine Notes.

The ship Falls of Dee is loading 250,000

feet of redwood for Manila. The balance

of the cargo will be made up of Oregon

San Francisco has been postponed until Monday afternoon, owing to some repairs being made to the machinery.

The old barge into which the hull of the schooner Webfoot was converted sev-

eral months ago lies at anchor on the

east side of the river, near the Burnside-

ed chartered to load wheat at this port

weeks ago with a cargo of coal from Newcastle, N. S. W.

The French bark Lainnec has been take

on the berth at Antwerp for Portland. Andrew Weir & Co, is named as char-terer, although it is supposed that that

firm is acting for some Portland concern

The French bark Jacques is at Centen

nial dock. She entered at the Custom-House yesterday from San Francisco, and

according to her papers, is well supplied with stores, the list containing everything from spuds to champagne. The Jacques

A letter from San Francisco to a Port-

land shipping firm states that the steame Roanoke will positively not resume opera

tions between this port and Los Angeles. despite the fact that Manager Charles P. Doc, of the North Pacific Steamship Com-

pany, has issued an emphatic statement

Domestic and Foreign Ports.

ASTORIA, Jan. 20.—Condition of the har at P. M., moderate; wind south; weather outly. Sailed at 8:55 A. M.—Schooner Vir-

ginia, for San Francisco, Left up at 9:30

A. M. British bark Haddon Hall and schooler Mabel Gale. Arrived at 4:45 P. M.—German steamer Aragonia, from Hongkong and

San Pedro, Jan. 20.-Arrived-Schooper

Villam Bowden, from Portland.
Point Lobes, Jan. 20.—Passed at 9 A. M.

Sun Francisco, Jan. 20.—Arrived January 20.—Schooner Chas. R. Wilson, Sandberg, 13 days from Gray's Harbor; British steamer

Craigard, Peterson, 41, days from Everett; steamer Enterprise, from Hile; schooner Chas.

R. Wilson, from Gray's Harbor, Cleared-Schooner Marion, Hans, for Unga; steamer Valencia, Johnson, for Victoria and way ports.

Salled-Norwegian steamer Tellus, Antzen, for Comex; schooner William Olsen, Rorvik, for Portland; earge No. 5, Daniels, for Port Harford, in tow tug Sea Rover; steamer Suesport, for Ancon; steamer Whittier, for Portland, via Port Harford; steamer Valencia, for Victoria.

Hongkong, Jan. 29.—Arrived previously-Manchuria, from San Francisco, via Hono-

lulu. New York, Jan. 20.—Sailed—Oregonian, for San Francisco.

Lord Hoberts has opened at Woolwich, Eng-land, a theater, toward the erection of which the British Was Office, following the example of the Adulraity, has contributed. It is to be called the Royal Artillery Theater. It holds 1209 soldiers and can be converted into a

"It is of incalcuable consequence to the man himself that he should be sober and temperate, and it is of even more consequence to his wife and his children; for it is a hard and cruel fact that in this life of ours the sins of the man are often visited most heavily upon those whose welfare should be his one special care."—President Roosevelt to the Miners at Wilkesbarre, Pa.

Cures Whiskey and Beer Habit

eamer Ascuncion, from Portland,

is under charter to load wheat.

and on the Sound. She arrived about thr

ASTORIA, Or., Jan. 20 .- (Special.)-The

steamer G. K. Wentworth on her

Big Steamer Will Carry Lumber to Manila and Shanghai.

Although she will not finish loading porrow night, the steamer Tottenham was cleared at the Custom-House yesterday, with the expectation of having her get away at daylight Monday. Her cargo is within 100,000 feet of that carried by her out of this port last Summer, the exact measurement being 2,702,882 feet. It

valued at \$35,457.61. The cargo goes to Manila and Shanghai, the larger portion being destined for the Chinese port, as follows: Two million, three hundred and thirty-three thousand feet of rough Oregon pine, two spars, containing II,682 feet, and S1,333 feet in laths, Manila is down for 1,154,569 feet of rough Oregon pine, 76,678 feet of dressed two spars containing 866 feet, and E.633 feet in laths.

BREAKING ALL RECORDS.

Steamer Elleric Is Receiving Lumber at an Astonishing Rate.

With the steamer Elleric, Portland stevedores will illustrate what can be and it is more than probable that all reords in this line will be broken, for it is intended to have the entire cargo of 2,500. 000 feet on board within six days.

The steamer arrived at the North Pacific Mills Friday morning, and com-menced loading that afternoon, four gangs sending lumber into the hold at the re markable rate of 45,000 feet an hour. I is expected to have 1,300,000 feet on board by Monday night, and then the steamer will be shifted to the mills of the Eastern & Western Lumber Company to finish at

The Elleric goes to Port Pirie, Australia, J. J. Moore & Co. supplying the cargo.

PLAGUE AT KOBE.

Oriental Liner Aragonia Reports Fifteen Cases, Fourteen Deaths.

ASTORIA, Or., Jan. 29,-(Special.)-The Berman steamship Aragonia arrived in this evening, 1812 days from Yokohama and 22 days from Hongkong, with a general cargo. Captain Ernst reports encountering rough weather all the way across the Pacific. During the first few days out head winds were met and the vessel was delayed one day. The Aragonia's bill of health shows that

plague is prevalent at Kobe, and up to the time the steamer sailed there had en 15 cases, 14 of which resulted fatally. Captain Ernst states that while he had a fairly good passage of 21 days from here to Yokohama, when he arrived there the vessel had been posted as lost.

Arranges to Float Wreck.

Captain H. W. Baker has arranged with J. H. Peterson to float the wrecked steamer Geo. W. Edder, and if successful will get \$25,000 for the work. Captain Baker, who represents a Detroit wrecking company, visited the wreck at Gobie Friday and had a diver make a thorough investi visited the wreck at Goble Friday gation. Captain Baker will go to his me town for the necessary appliances, and expects to return in March to float the steamer. He says she rests in a difficult position. Mr. Peterson, who was

Two Vessels Are Duc.

The British bark Haddon Hall and the chooner Mabel Gale will be in the harbor STEAMER INTELLIGENCE. * this morning, having left up yesterday in tow of the Ocklahama. The Haddon all is consigned to Taylor, Young & Co., firm will load her with lumber for outh Africa. She will drop anchor in the ream until a berth can be secured for er at the mills of the North Pacific amber Company. Her capacity is shout 1,460,000 feet. The schooner Mabel ale goes to Inman, Poulsen & Co.'s mills

Leyland Liner Aground.

KINGSTON, Jamaica, Jan. 20.—The steamer Texan of the Leyland line from Liverpool, December 21, and St. Thomas, January 7, bound for Kings-ton, Colon and other ports, is aground off Port Royal. The vessel struck this morning and efforts to refloat her so have proved unsuccessful. vessel is lying in an easy position, however, and it is hoped she will be gotten off safely.

Olympian Receiving Stores.

Preparations for the long tow of the steamer Olympian are now nearly com-pleted, and the old hull may start on her voyage around the Horn any time. Yes-terday stores were received. They came in goodly quantities, as there is no telling how long the trip will take. The big atack has been removed and the upper work solidly boarded. The Olympian is at the foot of Flanders street,

Oriental Liner Arrives.

At 2 o'clock yesterday afternoon the Oriental liner Aragonia was sighted off the bar, and she is expected at Montgomery dock No. 1 this afternoon. The Aragonia comes from Chinese and Japanese ports, and brings a heavy cargo.

Many Vessels in Her Path. Captain Erickson, of the steamer Aurelia, reports having sighted a large num-

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Please mention this paper.

formia. Among these was the steamer Brunswick in tow of the Brooklyn. The tow was sighted off Cape Mendocino. The Aurelia encountered rough weather. She brought a large freight, but only three

OIL REFINERY WILL PAY LARGE DIVIDENDS

The Portland Refining & Oil Company is meeting with the encouragement it merits. It is offering to our own people an opportunity to invest money in a safe and legitimate business showing a percentage of profit larger than can be shown by any other conservative enterprise, and the conditions of which are so promising that there has not yet been advanced against it an argument that cannot be at once refuted by anyone familiar with the situation.

Of the 20 or more oil refineries located in California, none north of San Francisco Bay, all are doing a lucrative business; and yet the Pacific Northwest, using a much larger quantity of coal oil than California, has not yet established such an industry. Our people are paying freight rates on oil from California and from the East, and are but just awakening to the fact that vast sums of money can be kept at home by the establishment of a local refinery, which will not only pay handsome dividends to all who invest in it, but will be a factor of inestimable value in the industrial development of our state.

While at the outset the Portland Refining & Oil Company will buy its crude oil in California, the operation of a refinery here will stimulate the development of our oil fields, thus establishing another industry which will add greatly to the wealth of the state.

Many will perhaps question the feasibility of transporting crude oil from California to be refined in Portland, instead of refining it at the wells, or at the point on tidewater in California to which the crude oil is piped. It must be remembered, however, that an oil refinery turns out some six or seven different products which would necessarily have to be shipped separately, and on which the freight rate would be comparatively high, while the crude oil is shipped in tank steamers from tidewater in California to the refinery at tidewater in Portland, and can be delivered here, transportation and cost included, for 75 cents per barrel. A very little consideration of this point will convince anyone of the advantage of bringing the crude product in bulk to the center of the territory over which the finished product is to be distributed.

Of particular interest in connection with the establishment of the Portland Refinery are the conditions which put the business of such a concern safely beyond the reach of illegitimate competition. These conditions are such that the entire business of the refinery can be conducted without using rail transportation in any way, or becoming subject to exorbitant freight rates. The average daily consumption of coal oil in the Pacific Northwest is 4464 barrels, while the average daily out-put of coal oil of the refinery as at present planned is 200 barrels, or 41/2 per cent of all the oil used in Oregon Washington and Idaho. These 200 barrels can readily be marketed in Portland, Seattle and Tacoma, whither the oil can be shipped in tank steamers. Hence, as long as the Columbia River, the Pacific Ocean and Puget Sound are open waterways, no money power or corporation monopoly can obstruct the operation of the refinery. For many cogent reasons competition in price is not to be feared. In the first place, coal oil which sells on an average for 14c per gallon can be made for 5c, and if "The System" which has so long enjoyed a monopoly in the oil business should feel inclined to inaugurate prohibitively low prices in order to crowd from the field a 200-barrel per day refinery, it would necessarily have to extend such "cut" to the entire Pacific Coast, and to the Orient as well, as all this territory will afford a market for thte products of the Portland Refinery.

The astonishingly great and constantly increasing consumption of coal oil, gasoline and distillates is searcely comprehended by people who take but a passing interest in matters of this kind. Without going into the figures representing the aggregate output of crude petroleum all over the world, the following figures showing the annual production of crude petroleum in California for the years given will indicate measurably correct the rapid increase in the use of this product, viz:

1870	3,600	barrels
1880		barrels
1890	307,360	barrels
1900	4,329,059	barrels
1905	35,671,000	barrels

These figures should at least serve to correct a quite popular idea that the growing use of gas and electricity is displacing coal oil and gasoline.

The complete plant of the Portland Refining & Oil Company will repreent an investment of \$250,000. The capital stock of the company consists of 500,000 shares each of the par value of \$1.00. One-half of this stock is now offered for sale at par, and stock certificates will be fully paid and non-

It is conservatively estimated that the gross yield of a 500-barrel refinery will approximate in value \$2,000 per day, while its net average daily profit will approximate \$1,000.

These figures are taken from the following estimate of yield, percentages and prices, on the vasis of 550 barrels of crude oil in 26 hours, and the attention of all interested persons is particularly directed to the facts here set forth, viz:

ESTIMATE

Yield from 550 barrels Crude Oil (24 and 25 gravity) in 26 hours' run; barrels or 1386 gallons, 6 per cent Gasoline (86, 72, 68, 63 deg.), average per gallon.....\$0.15 \$207.90 barrels or 4620 gallons, 20 per cent Gasoline (52 deg.)08 369.60

82.5 barrels or 3465 gallons, 15 per cent Coal Oil (120 Fire-82.5 barrels or 3465 gallons, 15 per cent Special Water White or

barrels or 2310 gallons, 10 per cent Stove Oil or 41 deg. barrels, 16 per cent Asphalt, 40,480 lbs. per T..............12.00 242.88

\$1,998,48

980,84

\$1.017.64

barrels or 3234 gailons, 14 per cent Lubricating Distillate (which can be worked up into Engine and Cylinder Oils ranging in price from 12c to 50c per gal.), per gal...... .10 323.40

barrels or 924 gallons, 4 per cent loss in vapor and foreign matters contained in Crude Oil

550 barrels, 100 per cent Gross Daily Yield

COST OF PRODUCTION Crude Oil delivered at Refinery, 550 barrels at \$1.00......\$550.00

Process of Refining 550 barrels at 1e per gallon 231.00 Expense of maintaining business, estimated at 10 per cent of Gross Yield 199.84

NET AVERAGE DAILY PROFIT

Surprising these figures certainly are, but the fact is that after a careful consideration of the oil market, the cost of crude oil, refining, selling, etc., the estimated percentage of profit of the refinery is found to be so large that for conservatism's sake the above statement contains maximum figures for expense and minimum figures for income, with the result, in round figures, of an annual net profit of \$365,000 on a total investment of \$250,000.

For more detailed information please see the prospectus of the Portland Refining & Oil Company, which can be found at the office of C. H. McIsage, Secretary of the Manufacturers' Association, 308 Chamber of Commerce. Mr. McIsaac is also taking subscriptions to the stock, and answering any