

DISASTERS ON BOTH OCEANS

Many Wrecks Caused by Fearful Gales With Slight Loss of Life.

CHARLES D. LANE IN PERIL

Sound Steamer Files Distress Signals—Gunboat Annapolis Ashore—Atlantic Coast Striven With Wrecks of All Kinds.

PORT TOWNSEND, Dec. 21.—The steamer Forrester, just arrived from Cape Flattery, reports sighting a steamer this morning between Flattery rock and Tatoosh island, flying signals of distress.

The captain of the Forrester was unable to make out the name of the steamer as a fearful gale was blowing. The description he gives of the vessel indicates that the distressed vessel is the Charles D. Lane, which sailed from here Tuesday evening with one million feet of lumber.

The vessel is in a dangerous position and if the wind continues she is liable to go on the rocks and become a total loss with all on board. Further particulars are not obtainable tonight.

GUNBOAT ANNAPOLIS ASHORE.

NORFOLK, Va., Dec. 21.—The gunboat Annapolis went ashore last night at the mouth of the Western branch, very near the Red Can buoy. Her crew had raised her anchor and were about to put out another when the strong tide carried her aground. The tugs McCauley and Katie now have lines on her, and are endeavoring to pull her off. It is not believed she will be much damaged. The C. & O. steamer Rapidan, which was grounded, has been floated.

LINER CUPIC IN DISTRESS.

LONDON, Dec. 21.—The latest news from the White Star liner steamer Cupic, which was in need of assistance yesterday off the Skerries, on her way from Queenstown to Liverpool in tow, is that she is still riding heavily at anchor a mile southwest of the Skerries.

The steamers Somerhill and Westernland are now riding safely at anchor in West bay, near Westmouth, after a fearful night. The coast guards were kept busy from daylight to daylight. They had the rocket apparatus in the vicinity of the storm-beaten craft in readiness to assist the ships, which were about a mile from the shore.

Siberian reports a large steamer, the name of which has not been reported, but which has a red funnel and black top, on the rocks off Sherkin island. She will be a total wreck. Her crew of twenty-four men is reported to have reached the shore.

The Dominion line steamer Noordland, which sailed from Liverpool yesterday and this morning from Queenstown for Boston, had such a bad time in the Channel that several of her crew were injured. There have been numerous minor wrecks. The gale lasted all night and blew almost with a hurricane force at times. Telegraph lines are down in all directions, communication with Scotland is cut off, the Mersey ferry-boats have suspended service and Channel passages have been the most tempestuous in years.

The storm appears to have reached its height during the night, and while the gale is still severe and the seas very heavy, it is hoped that the worst is over. Stories of wrecks and damages are coming from all directions, but happily the fatalities are few.

ALLSWALD ASHORE.

QUEENSTOWN, Dec. 21.—The steamer reported from Skibberen to be ashore is the Allswald, Captain Buoy, which sailed from Penarth, December 19, for Bermuda. The vessel is a freight steamer and was built at West Hartlepool in 1894. She registers 1881 tons net and is 214 feet long, has a beam of 40 feet, 4 inches, and is 21 feet deep. She sails from Newcastle on Tyne and is owned by Lunn & MacCoy.

SEVERE STORM IN VIRGINIA.

NORFOLK, Va., Dec. 21.—A severe storm prevails today on the coast between Cape Hatteras and Henry. The wind is blowing 40 miles an hour and is increasing hourly. All the small craft have sought shelter.

BIG SCHOONER ASHORE.

PHILADELPHIA, Dec. 21.—A big unknown schooner is reported ashore on Hen and Chicken shoal, just below Cape Henlopen. The wind is so fierce that the lifesavers are unable to send any assistance to the crew.

STEAMER ON FLORIDA COAST.

MIAMI, Dec. 21.—The large English

Pears' soap is not only the best in all the world for toilet and bath but also for shaving. Pears was the inventor of shaving stick soap.

All sorts of people use Pears' soap, all sorts of stores sell it, especially druggists.

steamer reported last night as ashore on Elbow reef, 35 miles south of Miami. It is said to be the Mound Oswald. She is coal laden, and is being discharged by wreckers. She probably will be saved. There are a number of small wrecks reported near-by.

TWO MEN DROWNED.

CAPE HENRY, Va., Dec. 21.—A report was received from Damneck lifesaving station, eight miles south of here, today that the heavy storm prevailing has blown ashore the schooner Jennie Hall, Captain Lamson, bound from Trinidad to Baltimore, laden with asphalt. The captain and one of the crew have been drowned and the vessel is being pounded to pieces.

CONCESSION ANNULLED.

Decree of Venezuelan President Denies American Company of Its Rights.

NEW YORK, Dec. 21.—A dispatch to the Herald from Caracas said: President Castro has issued a decree annulling that the New York and Bermudez Company's concession, founded by Garmen and entitling the company to mine all the asphalt in the state of Bermudez for twenty-five years, is annulled and that the titles to the asphalt mines issued are invalid. The decree aims at depriving the company of its rights and properties.

President Castro recognizes two titles which cover a large portion of the company's asphalt land and which were granted to a group of native officials and promoters. The native capitalists recently sold these titles, while proceedings for their nullification were pending, to American speculators, who have induced President Castro after much diplomacy to issue the decree against the New York and Bermudez Company.

In the opinion of many Venezuelan lawyers the decree is unconstitutional. Many persons will be out of work if the decree is enforced.

The New York and Bermudez Company is the largest American interest in Venezuela. It has a large amount of capital at stake and will not surrender possession of the asphalt fields. It has just erected the largest asphalt refinery in the world. The company has had peaceful possession of the property for more than twelve years.

TURKISH MASSACRES.

Eleven Hundred Christians Barbarously Killed and Four Hundred Women Removed to Harems of Murderers.

NEW YORK, Dec. 21.—A dispatch to the Journal and Advertiser from Vienna says:

Further reports of Turkish massacres of Christians show that their instigator is a Mohammedan named Haiduk Islam, who brags of having slaughtered two hundred Christians with his own hand. The Turkish authorities have shown utter indifference to the massacres and the outrages perpetrated upon Christians are beyond description.

At Bituch, men were crucified on trees with stakes driven through their hands and feet. Children were murdered by mutilation before their parents' eyes. Women were maltreated at Grumma, before the eyes of their husbands, fathers and brothers, and then carried into the bondage of harems. Men were done to death slowly by various means, their limbs cut off successively and children were thrown into the river.

The fends tortured the Christians at Riharitz by slicing flesh from all parts of their bodies before killing them. A Greek orthodox priest was tied in a sack and pitched into the river at Genovita. The Serbian consul at Mitrovista estimates that 1100 persons have been killed and 400 women attacked and placed in harems.

DIRECT LINE TO MANILA.

San Francisco Merchants Find It Will Be Necessary in Order to Hold Trade.

SAN FRANCISCO, Dec. 21.—San Francisco merchants will try to obtain direct steamship communication between this port and Manila. The San Francisco board of trade has petitioned the Pacific Mail Steamship Company to run their vessels to Manila. As an alternative it has been suggested that a line of steamers be established to connect at Hong Kong with the Pacific Mail and carry Philippine freights.

The present arrangement is unsatisfactory to the merchants at Manila who do business with San Francisco. Goods in transit which have been stored in Hong Kong have been broken into while in the storehouses. The Manila merchants, subjected to delay and loss for which there is no redress, have written letters to San Francisco threatening to do business solely with places connected with direct lines to Manila.

ANOTHER KURD UPRISING.

General Osman Pasha to Lead a Rebellion Against Turkey.

LONDON, Dec. 21.—General Osman Pasha, who led the Kurd uprising in 1875, told a representative of the Daily Mail yesterday that he would leave London today (Friday) to head another rising to free Kurdistan from Turkish rule.

"I hope for English sympathy," he said. "If not for more material support, in the struggle against the despotic Turks who, dominated by Russia, have compelled the brave, warlike Kurds to act the part of assassins toward their brother Armenians."

ENGLAND ASKS HER COLONIES FOR AID

(Continued from page one.)

hurry galloped among the retreating Boers, using their revolvers and the butt ends of their rifles with great effect.

An incident of the fight was the galloping of a British ammunition wagon right through the scattered Boers, the gunners using their revolvers freely.

OUTLOOK DARKER THAN EVER.

NEW YORK, Dec. 21.—A dispatch to the World from London says:

Midnight—The general outlook in South Africa is regarded as blacker than at any time before or since the Boer war began.

Persistent reports are circulating in the political clubs of a widespread rebellion in Cape Colony. This is believed to be the cause of Lord Salisbury's gloomy speech on Tuesday.

The situation is regarded with deep alarm, as it is feared that Lord Kitchener's supplies are in danger of being cut off. Lord Kitchener is said to have sent a dispatch demanding 30,000 more mounted men to add to the security of British positions in South Africa. No practical scheme for providing these reinforcements has yet been framed by the war office.

SITUATION MORE SERIOUS.

CAPE TOWN, Dec. 21.—The situation in the northern districts of Cape Colony is more serious. Fully two thousand Boers have invaded that section. Grave fears are entertained that Dutch sympathizers will join the rebellion and that this will spread.

Although there is no fear as to the ultimate result, the lack of a sufficient number of mounted troops is felt by the British. The enormous waste of horses in South Africa was never fully appreciated until now.

PHILIPPINE STATES.

Commission Approves of Division of Archipelago Into Territories to Be Ultimately States.

MANILA, Dec. 21.—Every mountain trail in General Young's district north of the Abra river and between the coast and Dolores has been followed up by American scouts this month. A similar movement has taken place in the provinces of Union, Benguet, Le Panto and the part of Ilo Ilo which lies south of the Abra river. Fifteen insurgents have been killed and more than one hundred captured. The villages were always abandoned because of the arrival of the American, but many buildings that have been used as barracks have been destroyed.

The leaders of the projected autonomy party have again visited the Philippine commission and the platform proposed was discussed privately and in an informal way. The commissioners advise the elimination of a few minor features. Personally they approve the movement as a forward step in the direction of the ultimate self-government which the commission has already been instructed to endeavor to bring about.

The plan of the party is to form United States territories involving capitulation for ultimate statehood. The platform declares in favor of a senate and a house of representatives elected from the districts in the archipelago according to population. In preparing a bill of rights the United States constitution is utilized with the exception of the features of trial by jury.

According to the plan, the governor-general appointed by the president would have the power to veto except in cases of a two-thirds vote of the legislature. The legislature would choose five delegates to the United States congress.

The platform opposes the sale of the Philippines without the consent of the legislature. It contains little regarding judiciary or local affairs.

General Bates reports that a detachment of the Fourth United States cavalry, assisted by a gunboat, attacked the town of Pantangan and dispersed the armed occupants, killing thirty.

DEMOCRATIC REORGANIZATION.

Opinions of Prominent Democrats Upon the Statement of Cleveland.

NEW YORK, Dec. 21.—The Herald publishes the following comments on ex-President Grover Cleveland's statement in regard to the Democratic party.

Richard Olney, secretary of state in the Cleveland administration, says:

"I have read an abstract of the article, but I do not care to discuss the subject now. I would prefer to wait until I have read the article in its entirety before expressing my opinion, if I have any to express."

J. Sterling Morton—"I fully concur in the opinions of Mr. Cleveland as to the cause of the defeat of the Democratic party in 1896 and also for its bitterly accented and vehemently emphasized walloping in 1900. Until all the heresies of Bryanarchy are renounced by the Democracy it will remain a minority. I should prefer a re-alignment of American voters under a new name which its opponents could taunt with no past."

Representative De Armond, of Missouri—"I think the former president is correct in his conclusion that it is not necessary for the party to put itself for reorganization purposes into the hands of some of those who deserted it. When he informs us at what time in its history the rank and file of the Democratic party were consulted more fully than in 1896 and 1900 we shall know better how to estimate the epitome of his own deliberations."

Hilary A. Herbert, who was Presi-

dent Cleveland's secretary of the navy—"I endorse the article heartily, excepting in so far as it may be a criticism of the action of the Democratic party in supporting Greeley on the Liberal Republican platform of 1872. If Mr. Cleveland had meant to say that the Greeley movement was, taken as a whole, unwise, I should put in my emphatic dissent. The times in 1872 were abnormal. The southern states were in the throes of carpet bagger misrule. For the southern people it was a question of life and death. The South turned to Greeley in its distress and he became in fact the candidate of the southern rather than of the northern Democracy. The effect of this support was to open the eyes of the northern voters and in the next election came the tidal wave of 1874."

"Still Mr. Cleveland is right in saying that the rank and file of the Democrats could not be brought into line to support an old antagonist. Taken altogether there is no answering Mr. Cleveland's arguments."

John Dewitt Warner—"My idea is that the Democrats can best aid the party by taking every opportunity to work against the Republican party. I agree with Mr. Cleveland that it is not so much the reorganization of the party that is necessary as the return to old principles, the first of which I believe is a decided stand on behalf of the people against any fresh attempt by the syndicate that exploits McKinley to loot the American people for its benefit."

Edward M. Shepard—"I will merely say that I welcome any utterance of Mr. Cleveland; it will do good. As to the criticism that he does not sufficiently point out what steps should be taken by the Democracy in the direction of reorganization, I would say that I suppose that Mr. Cleveland wants to set people thinking right before they take action."

Howard K. Payne—"We all realize the facts as they have been set forth by Mr. Cleveland and many persons have said substantially the same thing before. I do not think that among the Democrats there can be any difference of opinion as to the necessity of reorganization. Mr. Cleveland's reconciliation scheme all gold Democrats will concur in, but if I may be permitted to criticize certain parts of his article I should say that they are too general to be of any practical benefit in the reorganization of the party."

ESTERHAZY IN EXTREMITIES.

French Count and Major Without Friends or Food.

PARIS, Dec. 21.—Major Count Walin Esterhazy, who figured so prominently in the Dreyfus case, has sunk into utter misery. His divorced wife's suit against her mother, the Marquis de Betancourt, for an allowance on the ground that she is in profound distress and unable to support or educate her young daughters, has brought forth the following letter written by the major to his wife:

"I have been unable to write to my children recently, not having the money to buy a postage stamp. I am at the last extremity of strength, courage and resources. I have not eaten for two days until this morning in the work house. I have no clothes, am shivering with cold and am compelled to warm myself by entering churches and museums. Everyone will say this is a confession of guilt, but you can say I am killing myself because, after having struggled to the utmost of my courage, my voice is stifled by my persecutors."

"Without bread, home or clothing I shall die of privations of all kinds unless a revolver bullet puts everything in good order. Kiss my children. Tell them I adore them and if a frightful fatality has precipitated me into an abyss, if I die the victim of human cowardice, I never committed the crime whereof I am accused by the second order in order to save themselves."

Esterhazy's letter is dated from London.

CHIEF MARSHAL CHOSEN.

General Francis V. Greene Will Head Inaugural Parade.

WASHINGTON, Dec. 21.—Senator Hanna, chairman of the Republican national committee, has appointed General Francis V. Greene, of New York, to be chief marshal of the inaugural parade on March 4th, next.

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WEDNESDAY, DECEMBER 26

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HARRY CORSON CLARKE

WHAT DID TOMKINS DO?

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STUNNING CROWNS

CATCHY MUSIC

Supporting company of exceptional excellence. More triumphant than

"What Happened to Jones"

ADMISSION—Reserved seats, 75 cents; gallery, 50 cents. Advance sale of seats opens at Griffin & Reed's Tuesday morning next—Christmas day.

FRENCH MAJOR ARRESTED.

Charged With a Serious Offense Against Discipline and Disclosure of a Secret Document.

PARIS, Dec. 21.—Major Cuignet, who figured in the Dreyfus court martial at Rennes, has been arrested and imprisoned in Fort Mont Valerien, where he is awaiting trial by court martial on two charges.

The first is a charge of grave offense against discipline in writing directly without authorization to the president of the council, M. Waldeck-Rousseau, accusing M. Delcasse, minister of foreign affairs, of having told the chamber of deputies an untruth when he said that Major Cuignet had approved the interpretation officially placed upon the famous Pannizzardi telegram.

The second charge is being guilty of disclosing a confidential document, namely, the statement signed by Major Cuignet and General Chamoin which was read in the chamber by Joseph Lacies formulating some reservations concerning the Pannizzardi dispatch.

EDMUND MAY BE SAVED.

Ship Bound for Astoria Not a Total Wreck.

SAN FRANCISCO, Dec. 21.—Latest advices received by the Merchants' Exchange in regard to the grounding of the merchant ship Edmund on the beach a mile south of Santa Rosalia on November 28 are to the effect that Captain Gordon has hopes of saving her. The Edmund has 1500 tons of sand ballast. She was bound out for Oregon.

ANOTHER RUSSIAN LOAN.

Bank Sinks Money in New York for Rebuilding Railway.

LONDON, Dec. 21.—The Russ bank, according to a dispatch from St. Petersburg to the Daily Express, is endeavoring to raise a loan in New York for rebuilding the Manchurian railway.

MILLIONAIRE SENTENCED.

German Banker Will Go to Prison Because of Unnameable Immoralities.

BERLIN, Dec. 21.—Sternberg, the millionaire banker who has been on trial here for a long time, was found guilty today of unnameable immoralities and was sentenced to two and a half years' imprisonment with loss of citizenship for five years.

BIG FIRE IN CANADA.

Largest Furniture Factory in the Dominion Destroyed.

HANOVER, Ont., Dec. 21.—The Knobel Company's furniture factory, the largest furniture factory in Canada, has been burned. The fire spread to adjoining buildings, causing a loss of \$275,000.

FAILURES FOR THE WEEK.

NEW YORK, Dec. 21.—Dun's Review tomorrow will say:

The failures for the week were 293 in the United States against 220 last year and 18 in Canada against 26 last year.

WHEAT MARKET.

PORTLAND, Dec. 21.—Wheat, Walla Walla, 54¢54½; bluestem, 57.

SAN FRANCISCO, Dec. 21.—Wheat, May, 102½; cash, 96½.

CHICAGO, Dec. 21.—Wheat, May, opening, 73¢73½; closing, 73¢73½.

LIVERPOOL, Dec. 21.—Wheat, March 6s. 1½d.

PRICE OF SILVER.

NEW YORK, Dec. 21.—Silver, 63½.

A FEW QUESTIONS.

Mr. Warren Proves That by Their Own Statement Common Point Rates Would Benefit Portland.

The following letter appeared in the columns of yesterday's Oregonian and is a very pertinent treatment of the question of granting Astoria a common point rate:

WARRENTON, Dec. 17.—(To the Editor.)—There has been so much verbiage worked into the letters from Mr. Hughes on the common point question that the few plain facts are obscured. This is a question of "it will or it won't," and in either case there is no logical ground upon which Mr. Hughes can even from a Portland standpoint object to the common point rate being extended to the mouth of the Columbia river. He says ships cannot be chartered any more cheaply for Astoria than for Portland. Then, in all fairness, we ask, What objection can Portland have to extending the same rates to Western Oregon that are enjoyed by Western Washington? Why should not Astoria have the same rates for her lumber to Eastern markets that are accorded to South Bend, no matter which is the better and cheaper port? If it be Portland, then that city should, in her own interest, demand the extension of the common rate to the seaboard, for her protection. For Portland shippers could then charter ships of any draft that can enter the Columbia river and load them at Portland docks to the full depth that they could safely navigate the river, and in case of low water or of deep-craft vessels, a trainload of wheat could always meet them at Astoria without extra expense, to complete their cargoes, just as the iron-facile steamers have been taking coal at Flavel.

This would at once place Portland on a footing to compete with the Sound in handling the larger class of ships that are so rapidly coming into service. It will require several years, with large appropriations from congress, and a liberal expenditure by the Port of Portland, to secure a 25-foot channel from Portland to the sea—fully five years with an expenditure of \$500,000 per year. And during all this time Portland shippers would have practically the same advantages that they will

have on the completion of the 25-foot channel.

In so far as Western Oregon is concerned, her principal tonnage for many years will be lumber, shingles and fish, and if to this could be added return freights of wheat, then the traffic would be very great; and if ships cannot be chartered for Astoria on better terms than on the Sound or at Portland, then wheat would be worth no more on the seaboard than at inland ports, and Astoria could expect very little of that business. But as above stated, the common rate to Astoria would be of immense advantage to Portland. It would also be of great advantage to Western Oregon, in the development of her vast timber resources. Possibly many do not realize that timbered lands will produce far more tonnage per acre for ships and railroads than wheat lands. The eastbound lumber and salmon tonnage from the mouth of the river would be of enormous value to the O. R. & N. Co., and Portland would necessarily reap a tremendous advantage from the full development of the vast resources of Clatsop county.

On the other hand, should Mr. Hughes' statement in regard to chartering prove to be incorrect, and the Astoria harbor is found to be a better and cheaper port than any in the Northwest, then we ask in all fairness if the farmers of the Inland Empire, who are compelled to produce wheat for 40 to 50 cents per bushel, are not entitled to market their product where it will yield the greatest net? And is not the present rate of \$1.50 a ton ample compensation for the delivery of the tonnage 300 to 350 miles on a down-grade route? It is no answer and it is begging the question to say that it is cheaper to carry the tonnage in ships than on the rail, though I would be glad to take up that question and show the fallacy of that statement. But let us settle one question at a time, and not attempt to cross the bridge until we get there.

Again, Mr. Hughes says that common point rates to Astoria would result, first, in higher rates on grain from Eastern Washington to Liverpool, and second, in giving Tacoma more Eastern wheat, and Portland less. Well, the Oregonian has let the wind out of that balloon, and it needs no refutation here. Everybody knows better.

As above stated, this is a question of "it will or it won't." Common point rates extended to Astoria will or will not open up to the commerce of the world a cheaper and better port than we now have in the Northwest. If the former, then there can be no question as to the result. The tide of commerce will be turned in a mighty stream down this gravity route, to the great advantage of The Dalles, Portland, Astoria and other cities along this great artery of commerce. And instead of an extra charge being added upon the produce of the farmer to reach the seaboard, the rates will be speedily reduced, if not cut in two, and a double-track line over the O. R. & N. will be taxed to handle the traffic. Why Portland should object to those conditions we cannot comprehend; surely she of all places will reap the greatest benefit. And why? Because of her superb position as a distributing center; her great banks and financial strength; her splendid water power, manufactures, and the many natural and artificial advantages which wealth has brought to her door. It all gives her the prestige and the power to draw to herself a huge share of the business of an empire.

On the other hand, if this common rate does not give Oregon a cheaper and better port, Astoria will be no more a competitor of Portland than South Bend is a competitor of Seattle. Then why, let me again ask, should the citizens of Portland object to the extension of common point rates to the seaboard town? Can she not maintain her commercial supremacy without placing her heel upon the neck of every community that attempts to do business outside of her limits? This policy never raised a man above his fellows, and will prove a lasting blight upon any city.

We have yet no answer to the following questions: First, is it not for the best interest of the Columbia river basin that common point rates should be extended to all seaboard towns having rail connections? Second, are not present rates sufficient compensation for the railroads to grant this privilege without extra charge? D. K. WARREN.

TO POSTPONE OLD AGE.

The latest theory is to apply electricity to the base of the brain. The hardening of the arteries—the first symptom—is followed by a crumbling away of the brain cells. This process produces the mental characteristics of old age. Not alone does this treatment restore the feelings of youth, but it reduces the appearance of it. While hundreds of experiments have been presented, there is but one way of prolonging youth and that is by the preservation of health. For this purpose, and for the cure of constipation, indigestion, dyspepsia, liver and kidney disorders, Hostetter's Stomach Bitters was placed before the public over fifty years ago. Money cannot buy a better remedy. Try it, and you will be convinced.

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Full Term opens September 28th. The students of the Normal School are prepared to take the State Certificate immediately on graduation. Graduates readily secure good positions. Expense of year from \$120 to \$150. Strong academic and professional courses. New special department in Manual Training. Well equipped Training Department. For Catalogue containing full announcements address: F. L. CAMPBELL, President. Or W. A. WANN, Sec'y of Faculty.

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