

BIG LUMBER EXPORT TRADE

Business From Portland Is Increasing.

Grain Shipments for the Month of December Make a Very Good Showing.

The American schooner Midora cleared at the Custom House yesterday for Tientsin, China, with 289,368 feet of piling, 2,000 feet of dressed lumber, 47,100 feet of rough lumber and 51,672 feet of slabwood.

The lumber export business from Portland is gradually assuming larger proportions, the demand from the Orient continuing brisk. In addition to their regular cargoes of general merchandise the Portland-Asiatic liners carry a big shipment of lumber on every trip. Very seldom a month passes but that several schooners go out of here laden for various ports in China, much of it finding its way to the Philippines. Considerable Oregon lumber also goes to Australian ports, several large shipments having been sent to the antipodes recently. Mexico is one of the liberal purchasers of the products from the Columbia River forests, and her trade is increasing.

The schooners looking after the coastwise business are kept pretty regularly engaged and the fleet is being added to from time to time.

WHEAT SHIPMENTS.

The French bark Nantes, Captain Riordel, has cleared for the United Kingdom with 121,333 bushels of barley, valued at \$20,883, and 13,976 bushels of wheat, worth \$14,222. The cargo was shipped by the Portland-Asiatic.

During December the following grain shipments have been made: On the second of the month the British ship Glen-easlin cleared with 25,228 barrels of flour, valued at \$2,885; 9,333 bushels of wheat, worth \$9,397, and 1,755 bushels of oats, valued at \$539. It was exported by the Portland Flouring Mills Company. On the same day the French bark Camille cleared for Queenstown for orders with 112,750 bushels of wheat valued at \$24,624. The British ship Clan Calbraith next cleared for Queenstown carrying 126,187 bushels of wheat of the value of \$28,284. Balfour, Guthrie & Co. being the shippers.

December 15 the British ship Holyrood took out 112,670 bushels of wheat, valued at \$24,332, for the United Kingdom, Balfour, Guthrie & Co. being the shippers. Soon afterwards the French bark Cornil cleared for Queenstown for orders with 107,882 bushels of wheat, worth \$27,500. The cargo was dispatched by the Portland-Asiatic Company.

Two days later the British ship Matterhorn cleared for Queenstown with 110,216 bushels of wheat, worth \$23,325, shipped by Kerr, Gifford & Co. This comes third on the list of the large wheat cargoes which have cleared from this port by sailing vessels during this season.

About the same time the German ship Alsternthal cleared for Queenstown or Alsternthal for orders with 100,163 bushels of wheat, valued at \$23,120.

On the 20th the German bark Nal cleared with 160,157 bushels of wheat, worth \$36,110. The cargo was dispatched by Kerr, Gifford & Co. This comes third on the list of the large wheat cargoes which have cleared from this port by sailing vessels during this season.

APPLICATION NOT GRANTED

An application has been refused at Victoria, B. C., to have a crew of 20 Chinese landed there from the Orient, to be transferred to the steamer Manawatu on her way north. Chinese applicants had been refused at Seattle and San Francisco, and the vessel owners hoped to evade the United States law by going to the Canadian city.

LURLINE LAUNCHED.

The steamer Lurline, of the Lewis River Transportation Company, was launched yesterday from the Portland Shipbuilding Company's yards after having undergone a thorough overhauling. In a few days she will go on her regular run between here and Astoria.

TOYS FOR ALL AT THIS GREAT STORE

Olds, Wortman and King the Headquarters for Children.

Olds, Wortman & King's store is the headquarters for toys all the year round. The fine display of crockery on the third floor ranges from doll dishes to a set of Haviland, so fine that a dozen plates alone are worth \$36. On the next floor the millinery, cloaks, white goods and fancy articles are well displayed. A well-stocked shoe store is run on the ground floor in connection with the dry goods department. At Christmas time or during special sales 12 delivery wagons are in constant use, at other times five.

WAS HIDDEN IN A CELLAR.

HONOLULU, Dec. 24.—For three months Maggie Place, a pretty half-white girl, was hidden in a cellar in Honolulu by H. B. Chilton, a young man who has been charged with kidnapping her. Chilton was arrested last September on a criminal charge, but when the case was called, the girl who was the principal witness had disappeared. The police passed weeks of unsuccessful search for her. According to the admissions of Chilton, the girl was sequestered in the cellar of his house, and there remained during all of this period, being fed by him. He finally tired of his ward and told her to surrender herself to the police. She did so last week, and her appearance resulted in the youth being re-arrested on a charge of kidnapping.

The Christmas number of The Journal, to any address, for 5 cents a copy. All one has to do to hand in or send in the money and the address and The Journal will do the rest. Five cents a copy includes postage.

Coffman's Xmas Candies.

ENTERPRISING REAL ESTATE SALESMEN

Messrs. Henkle and Baker Have Done Much for the City and State.

John A. Henkle and A. A. Baker compose one of the leading real estate firms of Portland. Mr. Henkle has been in the business in this city for the past ten years, and Mr. Baker, who has only been in business in Portland for a year or more, has been engaged in the real estate business the greater portion of his life. He began as an office boy in a real estate office in Kansas City, followed the business there for a long time, afterward conducted a successful business in California and then came to Portland.

Mr. Henkle is a native of Oregon. He was born in Benton County, represented that county in the Legislature in 1888 and was instrumental in the passage of a

with the most obstinate customer. To please them all is his motto, and whenever the customer seriously means business, Mr. Baker is sure to find him a proposition.

While this firm makes farm property a specialty, it handles a large amount of city and town property. It reports a large business during the past year, and looks to the coming year for greater activity in real estate circles than ever before in the history of this city. The demand during the past year for farm property has been very large. While the principal sales of farm property by this firm have averaged from \$2,000 to \$7,000, there have been demands for property as high



J. A. HENKLE.



A. A. BAKER.

number of important laws. He was one of the graduates of Philomath College in 1878, and has a wide circle of friends throughout the state. He came to Portland ten years ago and opened a real estate office and has since that time been doing a successful business in his line. Mr. Henkle is regarded as one of the best judges of property in Portland. He can size up its value at a glance, see all its advantages and disadvantages, and his frank manner of telling this to his customers has always inspired them with confidence, and in a measure accounts for his popularity and success. While, on the other hand, Mr. Baker is regarded as one of the best salesmen in the city. He never tires of his work or loses patience

as \$25,000 in value. The people of the Middle West are looking this way, and those seeking homes come from every class of substantial citizenship. The farmer, the business man, in all branches of business, is represented in the new immigration. The crowded field of that section is finding relief in this country, full of openings for the industrious in every line.

In the real estate transactions of the coming few years, which will eclipse any period in our past history, Henkle & Baker, will get their share of the business as they have in the past. The property seeker will always find a pleasant welcome at their offices, rooms 22-23, Abington Building.

DEPARTMENT STORE WORTH VISITING

Lipman, Wolfe & Co.'s Store Known Throughout the Northwest—Attractive to Buyers.

Lipman, Wolfe & Co., known throughout the Northwest by its big mailing department, is full of attractive articles for all buyers. The annex is a store of its own, with its gloves, big leather depart-

ments and supplies. Yet the annex is the smaller half of the store. The older building has an idea for gents' furnishings, another for ladies and ribbons. Flannels and linens are close neighbors, while the art goods are as artistically displayed



ment, handkerchiefs, silks, dress goods, stationery, music, jewelry of all kinds, millinery, corsets, art goods, silk flosses, books, notion department, curtains and draperies, toy department and toilet articles.

as the lawns and linings are sensibly offered. In the wrapping department it clerks are busy all day long looking after purchases.

LEWISTON WANTS AN OPEN RIVER

There Is Nothing It Needs More.

H. K. Marmaduke Tells of Resources and How They Would Be Benefited.

Even though Lewiston, Idaho, is seeking for improvements higher up the Snake River that will increase her trade and bring a golden board of sailing ships pouring into the coffers of her business men and citizens from this direction, she has not forgotten her first love—an open river to the sea. This is proven by an interview obtained today from H. K. Marmaduke, a prominent resident of Lewiston. To a reporter for The Journal Mr. Marmaduke said:

"The man who thinks Lewiston has lost interest in an open river is about as far from the truth as Cape Antipope is from Newfoundland. There never was a time in the history of our city when we more fully realized the true meaning of an open river than we do now. It would be of benefit immeasurable, and the much mooted Lewiston extension of the O. R. & N. Co.'s line will not change this feeling at all. There are many who do not believe the road will ever be built anyway."

WANT THE CANAL.

"We hold that the most effective means of securing relief from the transportation deadlock in the Lewiston country is construction of the Dulles-Cello Canal. Some may think that promises of railroad construction are sufficient to stop agitation for water transportation. It may be so for some people, but not for us. We propose to have both."

"Some may ask why we want more railroads, and we can reply to them: Only the borders of our grain lands have been scratched, with ample transportation we can grow 25,000,000 to 30,000,000 bushels of grain. Our 4,000,000,000 feet of white pine, twice as much of yellow pine, cedar and fir in the Clearwater, as much of yellow pine, fir and tamarack on the Grand Ronde—these billion feet of timbers must have 100 miles of railroad from Lewiston to Huntington, as well as a line to Riparia, to enable its transportation on a broad commercial basis. Many experts declare the best and most extensive natural deposits in America demand railroads and an open river. We have great coal beds, the finest grade of granite, vast veins of white and black marble, mountains of limestone—all still sleeping the sleep of a million years, awaiting the awakening stream of locomotive and steamboat to be added to the sum of American wealth and prosperity. How can we lose interest in the open river movement? Can Portland, with such a world of water power at her doors?"

PORTLAND NEEDS IT.

"I hope Portland will continue to work with us in the future as she has in the past. Lewiston and Portland have identical interests along certain lines and should stand shoulder to shoulder."

"This war for the rich territory of the Lewiston country would be stopped if the enormous wealth of the region were really appreciated. Just see what the opening of the Nez Perce Indian reservation, seven years ago this month, the building of irrigation and other works in 1896 and later, the opening of mines and less than 100 miles of railroad built in 1888, 1890 and 1900, have done for us. Note that we had no railroad until September, 1898, and river transportation only to the western border of the territory in question."

"From 20,000 bushels of grain produced in 1895, the product has increased to over 7,000,000, the increase for the past two years having been about 30 per cent. in each year over the preceding year."

"Railroad receipts at Lewiston now amount to nearly \$600,000 per year. Retail trade in all lines has increased pro rata with all else, while the wholesale trade has had an amazing growth, showing in some lines an increase of 50 per cent. in the twelve months. Building operations, also, and all other phases of activity, aside from the wholesale trade and real estate, show gains of 15 to 40 per cent., the general range of averages being between 25 and 30 per cent. during the year. Real estate values have nearly doubled. Yet we have no boom. These figures are all from official sources as of the date of October 31."

MINES GOOD.

"There is much good mining property adjacent to Lewiston. A company has run many shafts and tunnels and are so well satisfied with the prospect that they have a smelter outfit en route, and plan to build four smelters. They are building a 12-foot steamboat to ply the 50 miles of Snake river between the Imnaha and Lewiston-Clarkston. A contract has been let by them for a telephone line from Imnaha to Lewiston-Clarkston, to Baker City and towns between. Such operations as these mean also the development of mines at Pitting Landing and other points on the Snake; also the development of water-electric power on the Grand Ronde to run the mines and smelters, and for manufacturing and street railways at Clarkston and Lewiston."

"The Lewiston country is the equal of the far-famed Palouse in grain producing capacity, and possesses also vast timber, mining, fruit and live stock sources for traffic in the 24,000 square miles of territory, and the Palouse cannot do more than dream about. This Lewiston country demands, and can make to pay splendidly, 75 miles of rail lines to Riparia, 130 miles to Missoula, 100 miles or more upon the Nez Perce prairies, 190 miles to Huntington, 90 miles on the Grand Ronde, 120 miles to the Salmon and Little Salmon, and 100 miles or more of branches to the mines, a total of 817 miles or more. And none of these lines would infringe in the least on any other. Water transportation the world over has always helped the railroads, by cheap carriage of heavy, slow freights, thus developing country and providing paying traffic for the railroads."

"Too much cannot be said in favor of an open river, for every little will help."

CAT IN A DENTIST'S CHAIR.

CHICAGO, Dec. 24.—Poney Copeland, a superb black Persian puss belonging to Mrs. Eva Curtis Copeland-Schuman, 1633 Kenmore avenue, will soon be the only feline in the country that boasts a gold crown. Poney has a troublesome tooth, and a dentist is making a gold crown. It is a delicate bit of work, as a cat's teeth are peculiar in their formation, and the measurements must be taken with the utmost care.

Coffman's Xmas Candies.

ONE OF PORTLAND'S BEST RETAIL ESTABLISHMENTS



The Home of Woodard, Clark & Company Occupies 100,000 Feet of Floor Space.

The firm of Woodard, Clark & Co. was established in 1865. The old store being located on the water front, at Alder street, and later at First and Alder streets. Seven years ago they moved to

the present quarters, at Fourth and Washington streets. The firm consists of James D. Clark, the president and manager, and William F. Woodard, secretary and treasurer. The jobbing trade

extends over the entire Northwest, in drugs, pharmaceuticals, photos, dental and surgical supplies and instruments. The building contains 100,000 feet of space.

FORBES WHIPS FRANKIE NEIL

California Boy Claims Foul But It Was Not Allowed.

Bantam Champion Harry Foster of Chicago succeed in defending his title last night in a fierce battle with Frankie Neil of San Francisco, before a large crowd of spectators at the Reliance Club of Oakland. The mill had a rather unsatisfactory ending in the seventh round. Neil, who had been getting the most of the argument all through the fight, claimed that he was hit below the belt and started dancing around the ring, finally falling to the floor. Two physicians were hurriedly called and examined him, but could find no evidence of a foul blow. They stated, however, that they would give a positive opinion in an hour. Referee Smith reserved his decision for that length of time and as soon as the doctors stated that Neil had not been injured by a foul blow, Forbes was declared the winner. Many persons were indignant at Neil's action in claiming a foul. The referee's decision was a rather unsatisfactory ending in the seventh round. Neil, who had been getting the most of the argument all through the fight, claimed that he was hit below the belt and started dancing around the ring, finally falling to the floor. Two physicians were hurriedly called and examined him, but could find no evidence of a foul blow. They stated, however, that they would give a positive opinion in an hour. Referee Smith reserved his decision for that length of time and as soon as the doctors stated that Neil had not been injured by a foul blow, Forbes was declared the winner. Many persons were indignant at Neil's action in claiming a foul.

BAD DAY FOR FAVORITES.

SAN FRANCISCO, Dec. 24.—The racing at Ingleside yesterday was marked by close finishes and the defeat of favorites, only one first choice getting home in front. The weather was fine and the track good. Minor carried off the riding honors by leading three winners. On two occasions he beat Rancher a head when the latter boy was on favorites. The Major was favorite for the 2-year-old event, and appeared to be winning, but Miner stole up on the rail with the well-played Lady Jocelyn and won by a short head. Miner's other clever ride was on Diderot in the closing number.

In the dispute between H. L. Haskell and D. Cox over the services of Jockey C. Bell, the stewards decided that Haskell is entitled to the boy, owing to a prior contract. The results:

Seven furlongs, selling—Hungarian won, Huteh Miller second, Nannie Nolan third; time, 1:20.

Seven furlongs, selling—Kickumob

ERRAND BOY BECOMES BANKER

NEW YORK, Dec. 24.—The new Western National Bank of the United States, with its \$10,000,000 capital, \$2,000,000 reserves and its backing of a billion dollars, has brought its president, Valentine P. Snyder, into the limelight of the financial stage.

He has risen to his proud position from a mere messenger boy, his numerous promotions being earned by hard detail work. President Snyder, who now takes a place beside James Stillman, is only 43 years old, and has risen without the aid of great wealth of his own. He was snatched from obscurity by the late Daniel Manning and proved Manning's choice wise by rising higher than even that good judge of ability supposed he could go.

Hudson, N. Y., is his birthplace. He went to school as a boy, but enjoyed no college advantages. As soon as he had passed the common grades he entered the Hudson River Bank, in Hudson, as a messenger. Rising to the dignity of a clerkship, he went to the First National Bank of Philadelphia, and from there to the Chatham National and the Third National of this city. It was in the Third that Daniel Manning, then Secretary of the Treasury, discovered him and made him his private secretary.

From that moment the rise of the young financier was rapid. He became in turn chief clerk in the United States Treasury, and acted as Controller at 27. On January 1 he was made National Bank Examiner for the District of New York.

He resigned to become cashier of the First National Bank, and later went to the Western Bank with Mr. Manning. Here he won the confidence of Henry B. Hyde, president of the Equitable Life Assurance Society, and his present position is the result.

TO PROPAGATE RELIGION.

Articles of incorporation of the Board of Missions of the Diocese of Oregon have been filed in the office of the County Clerk. The object of the board is the propagation of the Christian religion throughout the State of Oregon. The official board will consist of the Bishop of Oregon, the Right Rev. E. Wistar Morris, and seven clergymen.

The following named clergymen comprise the incorporators: B. Wistar Morris, William Seymour Short, W. E. Felt, James Leidy, Thomas M. Wilson, Horace D. Ramsdell, Frederick W. Berry, George H. Williams, Harrison Allen, Philip K. Hammond, George B. Van Waters, John McCracken, John E. Simpson, Edward T. Simpson and Richard H. Thompson.

J. A. STROWBRIDGE LEATHER AND FINDINGS

189 FRONT STREET, PORTLAND, OR.