THE COMMERCIAL WORLD

TEA PRICES ARE LOWER

Abolishing of the Duty Causes Decline.

Hops Are Up a Quarter Cent Today --Further Advances Expected.

A decline of 7 1-2 cents a pound is noted in the price of teas today. This is due to the recent abolishment of the 10 cents a pound duty on that article. A rise in the price in the Orient of 2 1-2 cents a pound takes up the remainder of the duty.

HOPS UP A QUARTER.

Hops are up a quarter of a cent today and there is a noticeable strength in the market. A number of Eastern brokers have secured options on local stocks at 25 1-4 cents a pound. Additional advances are expected. The contract price for the 1903 crop stands at figures ranging from 14 to 15 cents a pound. A rise in this line is also expected.

PORK DEMAND BETTER.

Although the receipts of pork were liberal yesterday, the market was easily cleaned up at top quotations. Today the receipts were larger and the price made a slight advance. Quotations stand at 7 and 7 1-4 cents a pound.

POTATOES LOOK BAD.

Today's advices from California put a damp cloth over the hopes of local jobbers that the price of potatoes would soon show a material advance. The report says that the market there is more overstocked than was at first anticipated, and it is likely to stay in that condition during the remainder of the present season. Extra choice potatoes are bringing 65 cents for shipping purposes.

GRAIN MARKET QUIET.

The grain market is quiet with very few orders coming in. There is very little of this year's crop outside of the hands of the mills and exporters, and they are awaiting higher quotations before selling.

A car of mixed vegetables and a car of sweet potatoes arrived from California this morning.

There is a scarcity of good veal, and what little stock arrives is bringing top quotations.

Today's quotations, as revised, are as follows:

PORTLAND WHOLESALE PRICES.

Grain, Flour and Feed.

Wheat—Walla Walla, 72c; bluestem, 79@80c; Valley, 75@75½c.

Barley—Feed, $22.00; rolled, $26.00@28.00.

Oats—No. 1 white, $1.15@1.17½; gray, $1.12½@1.15.

Flour—Eastern Oregon: Patents, $3.70@4.20; Diamond W., $3.85; straights, $3.20@3.30; graham, $3.00; Valley, $3.35@3.45.

Millstuffs—Bran, $19.00 per ton; middlings, $24.00; shorts, $20.00; chop, 18.00@19.00.

Hay—New timothy, $12@14; clover, $10.00@11.00.

Hops, Wool and Hides.

Hops—25@25½c for choice; 1903 contracts, 14@15c.

Wool—Nominal; Valley, 15@15½c; Eastern Oregon, 10@14c.

Sheepskins — Shearings, 14½@19½c; short wool, 25@35c; medium wool, 30@60c; long wool, 60c@$1.44 each.

Tallow—Prime, per lb., 3½@4c; No. 2 and grease, 2@2½c.

Hides—Dry hides, No. 1, 16 pounds and up, 15@15½c per pound; dry kip, No. 1, 8 to 15 pounds, 12c; dry calf, No. 1, under 8 pounds, 15½c; dry salted, bulls and stags, one-third less than dry flint; salted hides, steer, sound, 60 pounds or over, 7½@8½c; 50 to 60 pounds, 7½@8c; under 50 pounds, and cows, 7c; stags and bulls, sound, 5@6½c; kip, sound, 15 to 30 pounds, 7c; veal, round, 10 to 14 pounds, 7c; calf, sound, under 10 pounds, 8c; green (unsalted), 1c per pound less; culls, 1c per pound less; horse hides, salted, each, $1.25@1.75; dry, each, $1.00@1.50; colts' hides, each, 25@50c; goat skins, common, each, 10@15c; Angora, with wool on, each, 25c@$1.00.

Mohair—27c.

Butter, Eggs and Poultry.

Butter—Creamery, 30c; dairy, 20@22½c; store, 17c.

Eggs—Oregon fresh, 29@30c; Eastern, 25c.

Cheese—Full cream, twin, 15@16c; Young America, 16½@17c; Wisconsin, 16@16½c.

Poultry—Chickens, mixed, $4.00@4.50 per doz, 11@11½c lb; hens, $4@5 per doz; broilers, $2.50@3; springs, $3@4; ducks, $6.00@7.00 per doz; turkeys, live, 17@18c; dressed, 19@20c per lb; geese, $7.00@8.00 per doz.

Meats and Provisions.

Fresh Meats—Beef, prime, 7@7¾c; bulls, 3@4½c; cows, 4½@6c; pork, 7@7½c; veal, 8@8½c; mutton, 3½@3¾c, gross; dressed, 7@7½c; lambs, 7@7½c per lb.

Hams, Bacon, etc.—Portland pack (local) hams, 12½; picnic, 10½c; breakfast bacon, 15½@18c; light sides, 13c; backs, 12½c; dry salted sides, 12½c; dried beef sets, —; insides and knuckles, — per lb.

Eastern packed hams, under 18 lbs., 14¼c; over 18 lbs., 13¾c; fancy, 15c; picnic, 12¼c; shoulders, 11½c; dry salted sides, unsmoked, 12½c; breakfast bacon, 13c; butts, 12@13c.

Local lard—Kettle leaf, 5s, 13¾c; 10s, 13¾c; steam rendered, 5s, 13c; 10s, 12¾c.

Eastern lard—Kettle leaf, 10-lb tins, 13¾c; 5s, 13¾c; 50-lb tins, 13c; steam rendered, 10s, 12¾c; 5s, 13c; 50s, 12¾c.

Above packing house prices are net cash, 15 days.

Fish—Rock cod, 8c; flounders, 7c; halibut, 9c; ling cod, 5c; crabs, per doz., $1.50; razor clams, 10c doz; red snappers, 8@9c; black cod, 8@9c; stripped bass, 10@12½c; salmon, 6@7c; soles, 8c; smelt, 4c; lobsters, 12½c; shrimp, Puget Sound, 15c lb.

Groceries, Nuts, Etc.

Sugar, "sack basis," cube, $5.55; powdered, $5.40; dry granulated, $5.30; extra C., $4.80; golden C., $4.70; barrels, 10c; ½ barrels, 25c; boxes, 50c advance on sack basis, less 25c per cwt. for cash, maple, 14@16c per pound.

Honey—15@16c per frame.

Coffee—Green Mocha, 21@28c; Java, fancy, 26@27c; Java, good, 20@24c; Java, ordinary, 18@20c; Costa Rica, fancy, 19@20c; Costa Rica, good, 16@18c; Costa Rica, ordinary, 10@12c per pound; Columbia roast, $10.62; Arbuckles' $11.25 list; Lion, $10.75 list; Cordova, $11.25.

Teas—Oolong, different grades, 25@65c; Gunpowder, 28, 32 to 35c; English Breakfast, different grades, 12½@80c; Spider Legs, uncolored Japan, 30@60c; green Japan, very scarce, 30@60c.

Salt—Bales, 2s, 3s, 4s, 5s, 10s, $2.60; fine table, dairy and imported Liverpool, 40s, 45c; 100s, ——; 200s, —— per bag.

Salt—Worcester salt, bulk, bbls, 320s, $5.00; Worcester 140 2s, $5.50; Worcester, 100 3s, $5.50; Worcester, 60 5s, $5.35; Worcester, 30 10s, $5.00; Worcester, linen sacks, 50s, 86c; table salt, 50s, 28c; 100s, 74c.

Salt—Coarse, half ground, 100s, per ton, $14.00; 50s, per ton, $14.50; Liverpool lump, rock, $20.00 per ton; 50-lb rock, $14.00; 100s, $13.50.

Grain bags—Calcutta, $6.50 per 100.

Nuts—Peanuts, 6@7c per lb. for raw, 9@10c for roasted; cocoanuts, 85@90c per doz; walnuts, 14½@15c per lb; pine nuts, 10@12½c; hickory nuts, 16c; chestnuts, Eastern, 15@16c; Brazil nuts, 15c; filberts, 15@16c; fancy pecans, 14@15c; almonds, 14@15c.

Coal oil—Cases, 22c per gallon; tanks, Water White, 16½ net; tanks, Headlight, 18¼c net.

Rice—Imperial Japan, No. 1, 5¼c; No. 2, 5c; New Orleans, head, 7@7½c.

Salmon—Columbia River, 1-lb talls, $1.70; 2-lb talls, $2.40; fancy, 1-lb flats, $1.85; ½-lb fancy flats, $1.30; Alaska talls, pink, 85c; red, $1.25; 2-lb talls, $2.

Beans — Small white, $4.25; large white, $4.00; pink, $3.75; bayou, $4.00; Limas, 5½c.

Tobacco—Plug cut, smoking, 12-3-oz packages: Seal of North Carolina, 71c lb; Mastiff, 68c; Dixie Queen, 41c; Red Bell, 39c; Pedro, 56c; Golden Sceptor, $1.15; fine cut, Cameo, 41c; Capstan, $1.85; Duke's Mixture, 40c; Bull Durham, 66c; Old English Curve Cut, 44c; Maryland Club, 71c; Mail Pouch, 38c; Yale Mixture, $1.40; Plug tobacco, Drummond's Natural Leaf, 58c; Piper Heidsieck, 66c; Something Good, 45c; Standard Navy, 38c; T. & B., 53c; Spear Head, 43c; Star, 44c; Fine cut chewing: Golden Thread, 68c; Fast Mail, 70c.

Fruits and Vegetables.

Potatoes—55@65c, sweets, $1.75@2.25 cwt.

Onions—Oregon, 75@90c; garlic, 6c lb.

Fresh fruits—Apples, fancy Oregon, 75c@1.50; cooking, 50@75c box. Oranges, navals, $2.75@3.00 box; California tangerines, $1.00@1.25; bananas, $2.00@2.75 bunch. Fall pears, 85c@$1.25 box; pomegranates, $1.50@2 box; cranberries, Jersey, $11 barrell; huskleberries, 10c lb.

Vegetables—Tomatoes, $1.00@1.25 box; turnips, 75c sack; carrots, $1@1.10 sack; beets, $1 sack; radishes, 12½@15c doz; cabbages, California, $1.25@1.50 cwt.; lettuce, head, per doz., 12½@15c; green peppers, 50c box; squash, $1.50 cwt.; pumpkins, $1.50 cwt.; horseradish, 8c lb; celery, 65@85c doz; hothouse lettuce, $1.75@2 per box; sprouts, 8c lb; green peas, 9@10c lb.

Dried fruits—Apples, evaporated, 7@7½c; apricots, 7@7½c; peaches, 7½@9c; pears, 8½c; prunes, Italian, 4½@5½c, French, 8½@4½c; figs, California blacks, 5@6½c; do. white, 7½@8c; plums, pitted, 5@6c; raisins, seeded, fancy, 1-lb cartons, 50 packages to case, 8½c pkg; seeded, choice, 12-oz cartons, 7½c; loose Muscatelles, 50-lb boxes, 6½@7½c lb; London layers, $1.75@3.00.

SWEARING OFF

A Few Suggestions to Well Known Public Celebrities.

According to W. H. Phelan of Chicago, the well-known sporting writer, many of the fighters and athletes ought to make good resolutions at this season of the year. He says:

"Old John L. Should be tied on the water wagon so that he would not slide off, and also be compelled to sign an agreement never again to make a nuisance of himself in public places. Get John's name down, and then shoot his hide full of some bichloride guaranteed never to fade out, and the world of sport in general would breathe more freely."

THE OTHER FELLOWS.

A few pledges which should be taken in a hurry would run about as follows:

Andy Freedman should swear off on all connections with baseball.

Bill Bradburn should pledge himself against refereeing—unless he takes a spoke of the water wagon along to the ringside.

Whitey Lester should swear off posing as a fighter.

Charlie Essig should swear off losing his hair.

J. Mugs McGraw should pledge himself against umpire baiting.

All the local boxing promoters should swear off knocking.

Young Corbett should vow never to mix in a saloon row again.

James J. Jeffries should promise never again to box an easy mark with a hidden wallop.

Robert Fitzsimmons should swear off hitting his managers.

Bob Roy Benton should promise to quit blackmailing the boxing game.

Virgil Garvin should agree to quit getting into trouble.

Fat Wilson should swear off injecting helpless dead ones into local rings.

Paddy Carroll should swear off on the words: "Well and favorably known to you all" when introducing a pair of fighters.

SOME WARM ONES.

Actual interviews with a number of celebrities have resulted in the following list of pleuges:

John Condon—I have fully committed myself about giving out no more flowery accounts regarding the improvements at Harlem. There will be no more revampings nor "phony" reports about them. Harlem is a paradise as it now stands.

James O'Leary—I am determined never to make another winter losing book at Lakeside. "Shelp my goodness."

Tom Hanton—I have fully made up my mind to break loose from Smiley Corbett—the strain is too great. Me to the rattlers for West Baden.

Smiley Corbett—Resolved never to rest easy until I can produce an epic on Lemp's that will surpass the lilting strains of "Down Where the Wurzburger Flows."

Sam Summerfield—I shall try my utmost to put a little ginger into the C. A. A. semi-monthly boxing entertainments, be it ever so painful.

Lord Chesterfield Pooler—I have sworn to religiously keep away from newspaper offices from now on. It's the quickest way to drop from the public gaze.

Louis Houseman—Never to write another panegyric on the virtues of Johnny Hertz. My last made him famous in 'Frisco and got him a bunch of fights for his champions.

Powers & O'Brien—We are steadfast in our resolution never to ask for more racing days at Worth. We have certainly been dealt with leniently by the Western Jockey Club. If we were given a few more days the shock would certainly bring on remorse of conscience.

Richard Fitzgerald—Will still persevere in saying that Ed. Corrigan has nothing to do with Hawthorne.

NEW CHARTERS.

Four new charters have been reported within the past week. Among them is the German bark Bille, now due at Honolulu, which has been engaged to load wheat at Portland for South Africa. The French bark Daniel, which will load for the United Kingdom, has been chartered to take a cargo of wheat to South Africa upon the completion of the business at which she is now engaged. Several days ago the Foyledale was chartered to load lumber and the County of Linlithgow wheat for Europe.

TEACHERS PAID TOMORROW

Frank Rigler, city superintendent of schools, was engaged today in making up the pay roll for teachers for the month ending January 5. The teachers will receive their salaries tomorrow.

ALL GRAINS IN GOOD DEMAND

Both Wheat and Corn Are Looking Up.

Provision Market Promising--Railroads Are Issuing Much New Stock.

CHICAGO, Jan. 8.—The Record-Herald says: Within three days the shipping sales of corn have aggregated about 1,000,000 bushels. There were 200,000 bushels yesterday, about 500,000 bushels on Tuesday and 300,000 bushels on Monday. There naturally has been a rush to get the corn started in advance of expiration of old through billing. It became valueless last night and it will cost about 1¼ cents per bushel more to ship under the new rate.

Callaghan of New York wired S. Walter Comstock of the wheat position: "The wheat situation is full of good hope for the bulls. The price is low and good wheat is in demand. The stock of spring is so small tributary to the sea board, the exporters will have to go to Chicago for spring wheat within four to six weeks. There is not enough at present to go around."

The bids on No. 1 northern wheat yesterday were about 3 cents under May in store, which meant a profit to the Elevator man if he could get the cars at once, of about ¾ of a cent per bushel. But as there was great uncertainty about cars no one felt enthusiastic about accepting the bids. There was the danger that the profit apparent might entirely disappear with a delay of 10 days or a fortnight in getting the rolling stock. There were no bids for large lots of wheat, but there were a number of bids for moderate lots that would have been workable if the car situation had been normal. When Armour took about 500,000 bushels of wheat yesterday morning, the pit jumped to the conclusion that everybody had been tired and shaken out. There was to be a new bull area.

"There was quite a little export demand for corn," says F. P. Frazier, "and all markets are bidding. I do not believe the present receipts will be sufficient to supply the demand at these prices. No. 3 corn on the new rate of freight can be sold to net about 41¼ cents at Chicago, and I believe this grade of corn will advance from 1 to 2 cents a bushel on the supply and demand basis. If it does, you cannot hold May corn at 43½ cents."

"You may buy provisions cheaper than this," says S. Walter C. Hately, "but I think you will make money if you buy them now."

Issuing New Stock.

CHICAGO, Jan. 8.—The Record-Herald says: In reference to Chicago Great Western, a prominent banking house stated that it had already shipped several thousand shares to London and the other amounts that have been accumulated on foreign orders would also be transferred to the other side. The great activity in Chicago, Milwaukee & St. Paul was accompanied by rumors that the directors would soon authorize an issue of new stock with rights to present holders, but this received no confirmation. William F. Sheehan, counsel of the Brooklyn Rapid Transit Company, told the railroad commission that within 10 months the company would spend $6,000,000 in betterments and would spend tens of millions during the next few years.

New York Summary.

NEW YORK, Jan. 8.—Americans in London are firm, at ⅛ to ¼ above parity. Pennsylvania is expected to do all its financing with issue of stock. Atchison trainmen and conductors offer of 10 per cent advance in wages, but it is expected that Western labor organizations generally will compromise on that basis. Washington short interest reported in Sugar on anti-trust legislation. Hocking Valley would show over 9 per cent on common after retirement of preferred. Missouri Pacific benefited largely by movement. Bank of England rate unchanged. U. S. Steel employes responding readily to profit sharing proposal.

Cattle and Hogs.

CHICAGO, Jan. 8.—Union Stock Yards:

	Hogs.	Cattle.	Sheep.
Chicago	21,000	8,500	9,000
Kansas City	4,500	5,000	2,000
Omaha	5,000	3,700	1,200

Hogs opened 5@10c higher; 5,620 left over yesterday; receipts one year ago, 35,000.

Cattle—Steady.

Sheep—Strong, 10c higher.

Liverpool Markets.

LIVERPOOL, Jan. 8.—Close.—Wheat—March, ¼ up; May, ¼ up.

Corn—January, ¼ up; March, ¼ up.

READY FOR THE EXCURSION

Party of Portlanders Going to Kansas City Tomorrow Night.

Everything is ready for the monster excursion to leave Portland tomorrow night for Kansas City. The party will consist of a carload of Portlanders bound for Kansas City, to procure the 1904 convention of the National Live-stock Association for Portland. At various points in Eastern Oregon, the train will stop and take on more excursionists. F. E. Beach is chairman of the delegation and as such will make the speech at Kansas City welcoming the convention to the largest city in Oregon. Each member of the delegation will be decorated with a badge stating that he is one of the Portlanders. Owing to a sudden press of business many who had promised to go, have decided not to. Among these is J. W. Bailey, state food and dairy commissioner.

MAYOR VISITS HILLSBORO

Mayor Williams was absent from his office today. He was at Hillsboro on private business, but will be in his office tomorrow as usual.

WHEAT YIELD IS TWO-THIRDS GONE

Crop Sold Earlier Than Ever Before.

Rush Is Over and Decks Will Be Clear When Next Harvest Comes.

When the year 1901 began a little more than one-half the grain produced during 1902 in the country tributary to Portland had been moved. Practically the same condition existed in the country which sends its cereal products into the markets of the world by way of Puget Sound. Possibly 60 per cent. of the total crop had been sent out, grain experts say, but they conservatively place the figure at less than two-thirds and more than one-half. Returns from warehouses, showing the amount of grain remaining in storage, coincide with this view.

Of the grain not yet shipped, but a small percentage was carried over from 1901, because sales for that year were heavier than ever before in the Pacific Northwest and bins and granaries were cleaned to the very bottom to provide the greedy market with what it sought. Although the yield has been less this season and there was a far lighter holdover, the farmers have realized almost as much from their grain, because prices have been better.

PORTLAND'S SHARE.

Not all the wheat in storage along the lines of the railroads leading into this city will be transported, as there is bound to be some "held" and the home market and seeding will draw off a portion. The flouring mills, also, will demand their portion, but this will not affect the shipping port, as flour means as much along transportation lines as does the grain from which it is made.

Railroad companies usually look forward to a slacking off of business after the holidays. "The let-up of the first of the year," they call it, but, although there is some slight indication of the end being in sight, there is nothing in the opening chapter of 1903 to cause fear of railway stagnation. Wheat prices remain good and farmers are still selling. Much of the grain still in the warehouse has been sold, and is awaiting cars to bring it to tide water. For months everything that could be brought into service as a carrier has been utilized and still there is a strong demand.

SALES WERE EARLY.

Sales were made in Oregon and Washington earlier this past year than ever before. Much of the grain was disposed of while still standing in the fields, those who thus hurriedly loosened their grip regretting the step after it was too late and prices had advanced materially.

Milling firms first went into the market for the 1902 crop throughout the Northwest, and when the exporters took the trail they were compelled to bid up or lose the business. Bluestem wheat was what the mills wanted, and as a result of their forward campaign the quantity of that cereal exported was lighter than ever before.

The wheat yield for the Northwest Coast States of Oregon, Washington and Idaho totaled more than 34,000,000 bushels during 1902, of which amount the State of Washington produced 23,000,000 bushels. The contribution of Idaho was comparatively small.

SHIPMENTS WERE HEAVY.

Much of the Washington wheat, however, has been brought down the Columbia River and landed in Portland for shipment to England and Australia, and other grains have been "loaded out" for South Africa. The O. R. & N. Railroad, splitting the far-famed Inland Empire from end to end, has brought down its tracks millions of bushels of Washington wheat, and still other millions are to follow the same route. In addition to this, the Eastern Oregon wheat fields have seen their golden hoard garnered and sacked and well upon its way to Portland.

Not all of the Inland Empire crop reached tide water through this port. The Northern Pacific Railroad and its strongest feeder, the Washington & Columbia River Railroad, have been in almost every nook and corner, and the farmer has been given a choice of two ports and two markets, Portland or Tacoma. In addition to the business taken from the Inland Empire, the Puget Sound cities have tributary vast fields in Lincoln County, Wash., into which there is no Portland road.

RUSH IS OVER.

With 50 per cent and better of the 1901 crop shipped out at the opening of the present year, transportation officials are figuring that they can very readily handle the remainder and have warehouse decks cleared for action when the harvest of 1903 begins to unload its rich rewards for labor.

But there will not be much time to spare. However, it is admitted the rush and jam of traffic is over for the present.

RAILROAD NOTES.

The O. R. & N. Co. is shortly to transfer its city ticket offices in Walla Walla from the location it has held for years, on Third street, between Main and Alder. The new office rooms are in the Miles C. Moore Block, just completed, front on Main street, and are being handsomely furnished.

J. A. Livington, traveling freight agent for the Northern Pacific, is in this city from Spokane.

A wagon load of brick, which broke down across the Upper Albina car line late yesterday afternoon, caused a delay of 30 minutes and seriously obstructed traffic.

M. J. Buckley, assistant superintendent of the O. R. & N., with headquarters at La Grande, is in this city.

T. J. Clark, traveling passenger agent for the Rock Island Route, is in this city after a business trip in the Willamette Valley.

The White Pass & Yukon Railroad is sending out some of the handsomest calendars ever seen for advertising purposes in this city.

Passenger officers report business to be picking up after the holidays. Notification has been received at the offices of the Denver & Rio Grande Railroad in this city, of the appointment of J. A. Edson to be manager of that road. Headquarters is at Denver, Col. J. M. Herbert, formerly manager, has resigned and will retire from active service.

Going to St. Louis?

If so, learn about the new tourist service inaugurated by the O. R. & N., via Denver and Kansas City. City ticket office, Third and Washington.

SEVEN REASONS WHY

FOLEY'S HONEY AND TAR

is a Household Favorite Everywhere for

Coughs, Colds, Croup, Bronchitis, Pneumonia, Grippe and all other Throat and Lung Troubles

1 It quickly stops coughing, tickling in throat, difficult breathing and pain in the chest and lungs.

2 It immediately relieves the spasms of Croup and Whooping Cough and effects a speedy cure.

3 It contains no opiates or other poisons and can be given with safety to children and delicate persons.

4 It contains no harsh expectorants to strain the lungs or astringents to dry the secretions and cause constipation.

5 It prevents Pneumonia and Consumption, strengthens the lungs and cures LaGrippe and its after effects.

6 It will cure Consumption and Asthma in the early stages and give comfort and relief in the most hopeless cases.

7 It is pleasant to take and at once produces a soothing and strengthening effect on the lungs.

A Severe Cold For Three Months.

The following letter from A. J. Nusbaum, of Batesville, Ind., tells its own story: "I suffered for three months with a severe cold. A druggist prepared me some medicine, and a physician prescribed for me, yet I did not improve. I then tried FOLEY'S HONEY AND TAR, and eight doses cured me."

A Chattanooga Druggist's Statement.

Robert J. Miller, proprietor of the Read House Drug Store, of Chattanooga, Tenn., writes: "There is more merit in FOLEY'S HONEY AND TAR than in any other cough syrup. The calls for it multiply wonderfully and we sell more of it than all other cough syrups combined."

SOLD AND RECOMMENDED BY

LAUE-DAVIS DRUG COMPANY, Third and Yamhill Sts.

WHY VESSELS ARE DELAYED

Condition of Affairs at Mouth of Columbia.

Under the caption of "Delays at Columbia River" the Journal of Commerce of December 24, published at Liverpool, says:

"Serious delay is being experienced by sailing ships in crossing the bar of the Columbia River, Oregon.

"One Liverpool sailing ship was delayed there from November 7 until December 14 before she was able to cross the bar, and the owners of another Liverpool sailing ship have received a cable from their captain dated the 8th inst. that he is ready for sea and will sail as soon as the bar can be crossed, but that there are 19 sailing ships before him to receive the services of the tugs.

"These delays at the mouth of the Columbia River are of constant recurrence, and are due to the following causes:

"First—The silting up of the bar at Astoria and the impossibility of loaded ships crossing it except under weather conditions that can scarcely be looked for during the winter months, which is the very time of year when the great bulk of vessels load at Portland.

"Two—The absurdly inadequate provision made for towing vessels from sea to Astoria and from Astoria to Portland and vice versa, owing to the tugs being the property of a monopoly.

"Three—The intolerable treatment of masters and owners by the crimps."

WILL CONFER THIS EVENING

Steamboat Men and Federated Trades Meet.

An important meeting is arranged for tonight between the steamboat owners and a committee from the Federated Trades Council, the latter composed of C. Bomberger, Harry Gurr and C. P. McDulin. The object of the meeting is for the purpose of having the strike of the marine engineers settled as quickly as possible. Just what steps are to be taken to bring about this result have not been divulged.

The Federated Trades committee is acting through instructions of the council. Further than this no information will be given out. It is learned that not only President Mohler of the O. R. & N. will be in attendance, but each river transportation company will have a representative at the meeting.

The indefinite continuance of the strike depends largely upon the result of the conference. It is believed that both sides to the controversy are prepared to make reasonable concessions. The owners have claimed all along that they were not embarrassed to any great extent by the strike, but at the same time some of them have often been heard to express the wish that their old men were back in their former capacity before the tie-up occurred. Just how the conference will end will be anxiously awaited by labor representatives.

Caught in the Act

You touch the button and we will do the rest. There is no Light as

Convenient As Economical Nor as Safe as

The Electric Light

Portland General Electric Co.

SEVENTH AND ALDER STS.

PIONEER MERCHANT RETIRES

PENDLETON, Ore., Jan. 8.—Jesse Failing, who is, with the single exception of R. Alexander, the oldest merchant of this city, has retired from business. Mr. Failing has been in business in Pendleton for 24 years.

Every Woman is interested and should know about the wonderful MARVEL Whirling Spray The new Vaginal Syringe. Injection and Suction. Best—Safest—Most Convenient. It Cleanses Instantly.

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions in valuable to ladies. MARVEL CO., Room 16 H, Times Bldg., New York. For sale by WOODARD, CLARKE & CO.

THEY STICK OUT

This ad. sticks out and hits your eye, doesn't it? If you let us write your ads they will attract attention and be more valuable. Display and classified ads placed in any publication in America at publisher's rates.

Ballard & Lee ADVERTISING AGENCY 418 MARQUAM BLDG. PORTLAND, ORE.

DRINK STAR BREWERY COMPANY'S FAMOUS HOP GOLD BEER

TELEPHONES: Ore. East 46. Col. 5190

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109 Fifth St., near Washington