ON BISCAYNE BAY MIAMI IS BUILT

In Fifteen Years From Nothing to 10,000 People and a Future—Ease and Competence in a Region That Is All Rock.

By FREDERIC J. HASKIN.

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Miami, Fla., Jan. 9.—Where the swift Miami river, draining the everglades, discharges its limpid flood into the crystal waters of Biscayne bay, stands what its people delight to call "the Magic City of Miami." Miami has a story like that of a mushroom town of the great west. It was born a full grown city. In the old days of the Seminole war the government built Fort Dallas at this site. A portion of the old barracks remains to tell the story. Fifteen years ago there was one store at Fort Dallas, a trading post for the Seminoles of the Everglades. There were three families of white people and the only connection with the outside world was by schooner and the long sail behind the keys to Key West.

In April, 1896, the railroad came to Fort Dallas, and the city of Miami was created. In six months it had 2000 people. Now it has 10,000 the year round, and to dazzle the eyes of the wandering stranger within the gates, as likely a lot of paved streets, waterworks, electric lights and public buildings as any enthusiastic board of trade secretary could wish. It is more like an Oklahoma city than one expects to find on the Atlantic ocean, and the surprise is so great that one finds himself lending a willing, if not a credulous, ear to the glowing predictions of the town "booster."

Region That Is All Rock.

Everything about Miami is surprising. After two or three hundred miles of Florida sand and pine and palmetto scrub, one is willing to swear that he will not believe that there is such a thing as a rock in Florida. But just north of Miami there is a little river. That stream is the boundary line. North of it there is nothing but sand. South of it there is nothing but rocks. Broken pieces of coraline limestone literally clutter up the face of the earth. In many places close to Miami it costs as much as $500 an acre to clear the land of surface rocks, preparatory to planting an orchard.

These rocks are the surface outcroppings of the great coraline limestone mountain whose top is called Florida. This limestone has been used in building the court house, hotels and other large buildings in Miami. It is easily cut and dazzlingly white in the sun. It probably would not stand the weather in a northern climate, but there is no winter here and consequently no strain of freezing.

And a River With a Current.

Another surprise, after some hundreds of miles of Florida flatness, is a swift river, with rapids and an actual waterfall. The Miami is the principal stream of the eastern drainage system of the Everglades. A few miles above its mouth it narrows into a gorge between rocky banks, falls a few feet and rushes away over the rocky rapids to the sea level where it meets the tide.

A trip up the Miami to the rapids in a motor boat is one of the delights of "seeing Miami." Leaving from the rear of the magnificent Royal Palm hotel, another of Flagler's retreats for millionaires, the boat winds about among the many craft which find a haven in the mouth of the river. There are dozens of yachts, house boats, schooners, fishing and pleasure craft. And there is the immense iron hull of what was once a great floating hotel on the Indian river in the days before the railroad had opened the delights of Florida to everybody.

Original Alligator Joe.

The open river is not wide, but one cannot see the banks because on both sides stretch mangrove swamps. The mangrove trees, with their big trunks supported by pyramids and pyramids of tiny roots, give a wildness to the scene that makes it impossible to believe that there is any human habitation within miles.

Then there is a tiny pier, the landing of 'Alligator Joe's alligator farm." He is the one and only, true and genuine, original Jacobs' blown-in-the-bottle Alligator Joe. Almost every other town in Florida that has an alligator farm also has the one and only, true and genuine blown-in-the-bottle Alligator Joe. And if there is a town too poor to afford this exclusive luxury, then it is certain to have an alligator named "Big Joe." But, of course, this is Miami and we must have faith in Miami's own.

A Private Preserve.

On through the mangrove aisle for three or four miles, seeing strange birds and stranger trees, suddenly the boat comes to a place where there is real, dry land. It is a hammock. A "hammock" in this part of the world is a piece of ground, large or small, which rises slightly above the dead level of the rest of Florida and is heavily timbered. This particular hammock has been denuded of its pines, except along the river bank, and now it is a great tropical fruit garden. The landing stage is shaded by a great cluster of bamboo, and the walk back to the groves is through an avenue of royal palms. The green and gold beauties of the citrus grove with its oranges and tangerines and lemons and grapefruit are spread before the visitor here as they are in few places. Then there are mangoes, sapodillas, avocados, figs, bananas and all sorts of rare fruits, arranged as much for show as for productivity.

Soon the river skirts another great fruit farm, but here the great landing is marked "private," there is a slip for the owner's yacht, and through the rows of oranges one gets a glimpse of a fountain watered lawn and a bungalow that cost as much as a castle on the Rhine. This is the great estate of a man whose millions originated in New England, and who made this for his winter home and playground. By another route, one approaches this place by a three mile private road, paved for automobiles and connecting with the county highways. For the greater part of the distance it runs through waste land where even the palmetto bushes struggle hard for a livelihood among the rocks. But all the way, thanks to Boston millions, there is a border of green plants and flowers on each side of the road.

Such a Nice Clean River.

Passing this estate, the boat keeps on up the river. The mangroves disappear, the banks become firm and rocky, and the current is swifter and swifter. Finally the engines can make no headway against the rapids, one sees the swirl and hears the falls and that is the end of the trip.

Floating back down the river one notices how remarkably clear the water is. Every object at the bottom of the stream is discernible, and for all its swampy banks and its tangle of mangroves, the Miami gives the impression that it is a river that has just had a bath.

This is the land of clear waters. One takes a boat at Miami, one the bay side, and crosses out over Biscayne bay to some island or other point of interest. In the bottom of the boat is a plate of glass. Sometimes only six feet deep, sometimes 30, the water is so clear that everything in it is visible. Nothing is more interesting than this glimpse at the home life of the salt water creatures. The sea gardens here are rivals of the famous ones at Nassau and Cataline island.

Miami, by the way, is the port from which the steamers ply to the interesting old British town of Nassau on the island of New Providence in the Bahamas. The distance is only 145 miles from Miami, and the tourist travel in that direction is increasing every year. It is now 20 times as great as it was before the railroad came to Miami.

Fishing for the Tarpon.

Chief of the glories of Miami is its fishing. There are yachts and houseboats without number in this peaceful and shallow sea called Biscayne, and there are pleasures enough for the dawdlers. But the fishing is for the strenuous, and there is no sort of aristocracy among the fishermen except that of the sport itself.

The tarpon fishing is better, so say the experts, on the west coast of Florida in the waters of the gulf. This is the home of the game kingfish—in quest of which the little fishing boats go outside the bay and onto the broad ocean—the Spanish mackerel, the amberjack and a dozen other favorites. There are sharks in great numbers, and there is, also, the great tarpon. The waters are so exceedingly clear that the fish have every opportunity to see the angler and his engines of war, so that much skill is required in fishing.

The Fruit Industry.

Miami is not entirely given over to sight seeing and to play. Its thrifty home population is intent upon building up a good city and upon developing the surrounding territory. So much has been done in the past 13 years that it is easy to believe the rosy things predicted for the future. No other section has such advantages in the culture of grapefruit, the pineapple farms are unsurpassed, and there is a constantly increasing tide of immigration from sections of the north.

Many people who came here only to establish winter homes have yielded to the charm of the tropics and now live here the entire year. In the protection of the free trade winds they have settled down permanently, knowing that they need fear neither extremes of heat nor cold. The lure of the tropics is not a misnomer. The drowsy, sun lit days and the gorgeous, restful nights are like succeeding pages in the book of enchantment. No wonder the spendthrift tourists come trooping to Miami on Biscayne bay.

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The readers of The Journal are cautioned against the substitution of other cocoas and chocolates when Walter Baker's are called for. The genuine goods bear the trade mark of the chocolate girl.

FRANK A. VANDERLIP'S EXTRAORDINARY RISE

From a Newspaper Writer on Financial Matters, He Comes to Handle the Real Article.

(Special Dispatch to The Journal.)

New York, Jan. 9.—When the stockholders of the National City bank meet next week James Stillman will resign from the presidency of the institution and will be succeeded by Frank A. Vanderlip, now vice president. Stillman's retirement has been anticipated for some time, for with the exception of the panic period he has not lately been as active as was formerly his custom in financial affairs. He has resigned from many boards, including those of the Harriman lines, and in every case has been succeeded by Vanderlip.

The rapidity with which Vanderlip has risen in the world of finance is almost without parallel. A native of Illinois, he was reared on a farm and began life as an apprentice in a machine shop.

Despite many handicaps he managed to obtain an education at the University of Illinois and the University of Chicago. After leaving school he became a reporter, and subsequently was financial editor of the Chicago Tribune. His writings attracted the attention of Lyman J. Gage, and when the latter became secretary of the treasury he took Vanderlip to Washington with him as private secretary.

Before long Vanderlip became recognized as one of the foremost authorities in the United States on the subject of finance. In 1902 he was one of the American delegates to the international conference of commerce and industry at Ostend. When he decided to retire from official life in Washington he found no difficulty in securing a good berth in New York. Now, at the age of 45 years, he is to become president of the largest fiduciary institution in the United States, an institution with a capital stock of $25,000,000 and deposits of more than $200,000,000.

SERVIAN PRINCE WRITES BAD CHECK

(Special Dispatch to The Journal.)

Vienna, Jan. 9.—The crown prince of Servia is becoming a royal jest at the courts of Europe. The prince recently obtained widespread notoriety posing as a Servian patriot. His father's subjects declined to accept him as a patriot unless his press agent showed them proof. He visited the court of the czar, and now the news comes from St. Petersburg to the effect that the prince has made himself persona non grata by a bad check. He reached St. Petersburg a trifle short and negotiated with the czar's chamberlain a loan of $6,000, for which he gave a note. When it fell due and the Belgrade bank, which guaranteed it, couldn't collect the bank applied to the prince vainly and then approached king Peter. Both repudiated the debt.

Today and Monday will positively be the last days for discount on west side gas bills.

PILOTS ABANDON VESSEL AT RIVER

Captain Green of Bark Carmanian Lodges Complaint.

YOUNG SEAMAN LOST OVERBOARD

Port of Portland Will Probably Consider Report of Captain Green and Make It Matter of Record Against System Now in Vogue.

Captain G. G. Green, master of the British bark Carmanian, which arrived here yesterday from Hamburg by way of San Diego, will lay a complaint against the tugboat and pilot service at the mouth of the Columbia before the Port of Portland when that body holds its next meeting.

Captain Green blames the tugboats and pilots for having been detained from December 22 to January 2 off the coast in a fierce storm that resulted in the loss of several sails and severe hardships on the officers and crew. And in maneuvering about the mouth of the river the bark finally narrowly avoided colliding with the lightship marking the entrance.

Tug Disappears Unexpectedly.

"The pilots and tugboat people certainly gave me a hard deal," said Captain Green this morning in relating his experience, "and I can't for the life of me see any reason therefor, except that they want to put shipping to all the inconvenience they can. The Carmanian arrived at the mouth of the Columbia on December 22, after a smart run of eight days from the latitude of San Francisco. The sea was smooth and the wind light. In fact, conditions for getting in were perfect. A French bark, also inward bound, was outside, too, and we both stood close in to be sure to get a tow.

"One of the tugs came out with the bark Lydgate and with three pilots on board. The tug came so close to the Carmanian that we could plainly hear the men's voices, yet they made no effort to send us a pilot. Had one come on board we could have sailed in, as the bar was smooth enough for a rowboat. We never dreamed that they would run away, but were surprised at last by seeing them go in with the Frenchman.

"They would have had plenty of time to have brought us in, too, but we saw no more of them for two days, when we finally had to work away from the coast because of a strong westerly wind springing up. It was with difficulty we got out and then the gale came and carried several sails away. We drifted north to the latitude of Cape Flattery and had a hard time of it. It took us 10 days to work back.

Can See No Excuse.

"Now, I don't see what excuse the pilots or tugboat men can offer for failing to give us a tow. They certainly cannot say that we were not in close enough, because we were so close to the entrance of the river that we could see the Lydgate lift anchor and hook on to the tug in the bay. And then the tug, after letting the Lydgate go, came within 200 feet of us so that we could hear them talk."

Captain Greene concurs with those who have already suggested that one or more pilots be stationed on the lightship, which is always to be found off the entrance to the river. In that event it would be no trouble to get one on board.

The Carmanian brings a tale of hardships covering almost every day of the trip from the time she left Hamburg until her arrival here yesterday afternoon, except for the few days consumed on the run from the latitude of San Francisco to the river.

Sailor Falls Into Sea.

It took her 36 days to double Cape Horn and the wind blew with hurricane force most of that time. One man, Charles Schultz, an ordinary seaman, was lost overboard during the dark of night in a mysterious manner. He had gone aloft with his watch to take in sails about 2 o'clock in the morning, and that was the last seen of him. When he went overboard is not known, because he was not missed until an hour or two later. Schultz was aged 16. He joined the bark at Hamburg.

Captain Green was here several years ago as officer on the British ship Andrada, which was subsequently lost with all hands off Columbia river after having taken Pilot Cordiner on board. The pilot, too, was lost.

DECEMBER COLLECTIONS

Collector of Customs Completes Summary of Transactions.

December was a lively month in point of transactions at the office of the local collector of customs. This is shown by the summary for the month completed this morning, as follows:

Vessels entered from foreign ports, 2; vessels cleared for foreign ports, 8; vessels entered from domestic ports, 63; vessels cleared for domestic ports, 48; entries of merchandise for duty, 131; entries for merchandise free of duty, 24; entries for rewarehouse, 1; entries from warehouse for consumption, 28; total number of entries of merchandise, 188; entries for consumption, liquidated, 123; entries for warehouse, liquidated, 5; certificates of enrollment granted, 1; licenses for coasting trade granted, 1; licenses to vessels under 20 tons granted, 1; total number of documents to vessels issued, 3; value of domestic exports, $921,990.

Receipts From All Sources.

Duties on imports, $44,817; duties on imports, Philippine islands, $3.60; fines, penalties, and forfeitures, $52.80; miscellaneous customs receipts, $294.60; storage, labor, and cartage, $14.50; official fees, $44.40; total, $45,226.90; amount of refunds and drawbacks paid, $695.35.

ICE PACKS SOLID IN RIVER

Ocean Steamers Encounter Trouble in Vicinity of St. Helens.

The Columbia river is now practically blocked with ice and all traffic, it is feared, will have to be abandoned in another day or two. The steamer Eureka which was to have sailed for Eureka last night lies tied up at Martin's dock because of the blockade.

Captain Nopander succeeded in taking the Harriman San Francisco liner Senator through all right during the night and she is now at sea headed for the Golden Gate. The Senator is a strong iron vessel and apparently had no trouble to break through the floes that extend clear across the river in the vicinity of St. Helens.

Effort will be made to get the steamer Alliance through this evening on her way to Coos Bay. The Alliance is a wooden craft but being well sheeted it is hoped that she can push through all right.

The steam schooner Majestic which was to come to the mills of the Standard Box company to load lumber for San Francisco, is still at Astoria.

CAPTAIN WAGEMANN DEAD

Master of Oriental Liner Nicomedia Swept Overboard in Typhoon.

George Taylor, local agent for the Hamburg-American Steamship company, received a postal card at noon today confirming the news of the death of Captain Paul Wagemann, master of the Portland & Asiatic liner Nicomedia, which is due to arrive here January 23. The card came from Kurt Wagemann, a brother living at Paulac, N. J.

Captain Wagemann is supposed to have been swept overboard while the liner was bucking a typhoon in the China sea on her way to Japan from Hongkong. The steamer reached Yokohama about a week ago and left there on January 5 for this port direct, presumably in charge of the first officer.

Captain Wagemann has a large circle of friends here, as he has been making this city his home for several years. Mrs. Wagemann is at present with her brother-in-law at Pasalc on her way to Portland from a visit with friends and relatives in Germany.

SNOW WILL AID IN WARFARE NOW BEING WAGED AGAINST COYOTE

(Special Dispatch to The Journal.)

Pendleton, Or., Jan. 9.—With the whole of eastern Oregon wrapped in a mantel of snow, State Sheep Inspector Lytle is of the opinion that the warfare just started against the pestiferous coyote is most timely.

The snow has not only driven the sheep into the corrals but it has covered up the dead carcases of birds and animals upon which the coyotes have been wont to feed, causing them to go to greater extremes in their hunt for food than usual. They are hanging around as close to the sheep corrals as they dare and at the same time are more susceptible to poison than usual, says Dr. Lytle.

The pamphlets recently sent out by the state board of sheep commissioners will be of great benefit now, for the state sheep inspector says the bait of tallow smeared with blood will be easily discernible to the coyote and will result in their destruction by the hundreds if the sheepmen and ranchers take advantage of their opportunities.

Dr. Lytle figures that if the snow remains for any considerable length of time that last year's record of 10,000 dead coyotes will be exceeded during the two months that the crusade is to be carried on this year.

COLUMBIA RIVER IS CHOKING UP AT HOOD RIVER

(Special Dispatch to The Journal.)

Hood River, Or., Jan. 9.—The severe cold still continues at Hood River, and the snow is still falling. Thermometers this morning registered zero and the total snow fall on the level is 28 inches. The Columbia river is fast filling with slush and ice and in places is partially closed. Fears are entertained that unless the weather moderates trains will be forced to stop running on account of water tanks freezing up all along the line.

Considerable suffering is resulting to families who had a short wood supply and whom is is difficult to reach through the deep snow. The city water supply is being reduced to a low ebb by householders who are allowing it to run to keep it from freezing. All trains were gotten through safely on the Oregon Railroad & Navigation company yesterday, but it is feared the continuance of the storm may cause a blockade today.

SIX TO TEN INCHES OF SNOW ALL OVER THE GRAND RONDE

(Special Dispatch to The Journal.)

La Grande, Or., Jan. 9.—The mercury reached the lowest point of the season last night, 5 below zero. Snow has fallen to a depth of six to 10 inches all over the Grand Ronde valley. A peculiar phenomenon occurred yesterday morning at Union, when it rained there while the mercury stood at a few degrees above zero here, 16 miles away.

No serious damage is reported to stock. Telephone connections are unimpaired. Except in a few instances the storm is of incalculable benefit to farmers and fruitgrowers of the valley. Two and a half feet of snow has fallen at Kamela, on the summit of the Blue mountains. One to two feet has fallen in the hills surrounding La Grande.

NO ICE REPORTED IN THE COLUMBIA RIVER AT ASTORIA

(Special Dispatch to The Journal.)

Astoria, Or., Jan. 9.—This morning there were heavy scurries of snow alternating with brief half hours of sunshine. Already there is five inches of snow and conditions promise more. It is one of the heaviest storms along the coast for years, and in Astoria has caused much inconvenience and trouble.

Scores of water pipes have been frozen and many are letting water run to prevent this, with the result that the city reservoirs are being seriously depleted. This is doing away with fire protection and it may be necessary to close the water off nights.

Scores of cutters and sleighs of all descriptions are in use and the whole town is enjoying the snow.

No floating ice has yet appeared in the river, but reports state that conditions above here are getting serious. No vessels are starting up today.

ALONG THE WATERFRONT

The British steamer Tweeddale will clear this afternoon for Sydney, Australia, with a cargo of lumber.

The German ship Oregon will be ready to clear for Europe with a cargo of wheat next week. She is nearly loaded.

The steam schooner Wellesley is en route from San Francisco to load a return cargo of lumber.

The steamer Lurline reached Portland last night from Astoria, several hours late because of ice and slush in the river.

The time ball on top of the custom house fell 9¾ seconds fast today.

A. Johnson, a longshoreman, was frostbitten yesterday while at work and had to be taken to a hospital for treatment. He was assisting in loading piling on the steam schooner Yellowstone at the dolphins.

MARINE NOTES.

Astoria, Or., Jan. 9.—Arrived down at 5 p. m. and sailed—Steamer Senator, for San Francisco. Arrived at 8:15 a. m.—Steamer Argo, from Tillamook.

San Francisco, Jan. 9.—Sailed at 11:30 a. m.—Steamer Rose City, for Portland. Sailed at 6 last night—Steamer Wellesley, for Columbia river.

Astoria, Or., Jan. 9.—Condition at the mouth of the river at 8 a. m., smooth; wind, east 24 miles; weather, cloudy.

Tides at Astoria Sunday—High water, 3:40 a. m., 7.4 feet; 2:55 p. m., 7.7 feet. Low water, 9:32 a. m., 3.5 feet; 9:48 p. m., .4 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Breakwater, Coos Bay	Jan. 10
Roanoke, San Pedro and way	Jan. 11
Rose City, San Francisco	Jan. 11
Argo, San Francisco	Jan. 11
Sue H. Elmore, Tillamook	Jan. 12
Homer, San Francisco	Jan. 12
Alliance, Coos Bay	Jan. 13
Nevadan, Salina Cruz	Jan. 15
Eureka, Eureka and Coos	Jan. 17
Senator, San Francisco	Jan. 18
George W. Elder, San Pedro	Jan. 19
Nicomedia, orient	Jan. 23
Arabia, orient	Feb. 1
Nebraskan, Salina Cruz	Feb. 10
Alesia, orient	Jan. 15
Numantia, orient	March 25

Regular Liners Due to Depart.

Alliance, Coos Bay	Jan. 9
Sue H. Elmore, Tillamook	Jan. 11
Argo, Tillamook	Jan. 12
Breakwater, Coos Bay	Jan. 13
Roanoke, San Pedro and way	Jan. 13
Homer, San Francisco	Jan. 15
Rose City, San Francisco	Jan. 16
Alesia, orient	Jan. 15
Eureka, Eureka and Coos	Jan. 19
George W. Elder, San Pedro	Jan. 21
Senator, San Francisco	Jan. 22
Nevadan, Salina Cruz	Jan. 27
Nicomedia, orient	Feb. 1
Nebraskan, Salina Cruz	Feb. 16
Arabia, orient	Feb. 15
Numantia, orient	March 15

Vessels in Port.

Leyland Bros. Br. sh	Drydock
Donna Francesca, Br. bk	Astoria
Churchill, Am. sch	Astoria
Alvena, Am. sch	Astoria
W. F. Jewett, Am. sch	Astoria
Irene, Am. sch	Astoria
Washington, Am. ss	Drydock
Aberfoyle, Br. bk	Stream
St. Nicholas, Am. ship	Astoria
Berlin, Am. sch	Goble
Taurus, Am. sch	Kalama
Bouquet, Fr. bk	Montgomery No. 2
Joinville, Fr. bk	Sand dock
Neotsfield, Br. bk	Southern Pacific
Brabloch, Br. bk	O. W. P.
Oregon, Ger. ss	Irving
Torridale, Br. sh	Bunkers
Armen, F. bk	Linnton
Rochambeau, Fr. bk	Star Sand
Crillon, Fr. bk	Linnton
Fred J. Wood, Am. sch	N. Pac. Mills
Eugene Schneider, Fr. bk	Greenwich
La Tour de Auvergne, Fr. bk	Stream
Tweeddale, Br. ss	Portland Lbr Co.
Desaix, Fr. bk	Stream
Mayfair, Am. ss	Portland D. Co.
William Bowden, Am. sch	N. Pac. mills
South Bay, Am. ss	Tongue Point
Carmanian, Br. bk	Stream
Cascade, Am. ss	Rainier
Asnieres, Fr. bk	Astoria
Alliance, Am. ss	Couch st.
Condor, Ger sloop	Couch st.
Majestic, Am. ss	Astoria

En Route to Load Lumber.

Annie E. Smale, Am. ss	Hongkong
Shasta, Am. ss	San Francisco
Virginia, Am. sch	Mallendo
Geo. L. Fenwick, Am. ss	San Francisco
Lakme, Am. ss	San Francisco
Harold Dollar, Am. ss	San Francisco
Tallac, Am. ss	San Francisco
Mabel Gale, Am. sch	San Francisco
Daisy Mitchell, Am. ss	San Francisco
Northland, Am. ss	San Francisco
Wellesley, Am. ss	San Francisco

En Route With Cement and General.

Gulf Stream, Br. bk	Antwerp
Alice, Fr. bk	London
Glenalvon, Br. bk	Antwerp
Poltalloch, Br. sh	Antwerp
Wavertree, Br. sh	Ellesmereport
Matterhorn, Br. sh	Newcastle-on-Tyne
Babin Chevaye, Fr. bk	Antwerp

Tramp Steamers En Route.

Aboukir, Br. ss	San Francisco
Robert Dollar, Br. ss	Orient
Boveric, Br. ss	San Francisco
Elsa, Nor. ss	Vancouver, B. C.
Tymeric, Br. ss	San Francisco

En Route in Ballast to Load Grain.

Port Crawford, Br. sh	Callao
Homeward Bound, Am. bk	San Francisco
Thiers, Fr. bk	Belfast
Francois, Fr. bk	San Francisco
Benares, Nor. sh	Callao
Clan Graham, Br. bk	Caleta Coloso
Laennec, Fr. sh	Kahulu
Nantes, Fr. bk	Hobart
Edinburgh, Br. bk	Honolulu

Oil Steamer En Route.

Col. E. L. Drake, Am. ss.. San Francisco

OLD BUNDLES YIELD 47 FINE TURNERS

(Special Dispatch to The Journal.)

London, Jan. 9.—The national gallery has been enriched in a romantic manner by the discovery of 47 fine Turner landscapes. These pictures, which include both oil and water color paintings, had been hidden for many years in odd corners of the building, and their existence was unsuspected until they were accidentally discovered recently. Needless to say, the "find" is one of the greatest artistic importance, for if sold in the public auction rooms they would be eagerly bought up at high prices; but they will remain a national possession.

The water colors were in a dusty old portfolio, which was discovered when a bookcase was removed from one room to another in the gallery. They are now on exhibition, having been mounted and cleaned, but no retouching was necessary.

The oil paintings were found in a shabby bundle when one of the storerooms was explored. They were unframed, and had the appearance of crinkled panels of mahogany veneer. But, after cleaning and mounting, they were revealed as genuine Turner oil paintings. There are 10 of the oil paintings and 37 water colors. The most important of the lot is "Windsor Castle From the Meadows," an oil painting in Turner's best style.

PARIS USES SALT; NO SNOW SHOVELS

(Special Dispatch to The Journal.)

Paris, Jan. 9.—It required Paris 72 hours to only partly release herself from the grip of a snowstorm that would have been disposed of in five hours in New York. As to how they did, or rather did not do it, M. Menau, chief of the bureau of public works, said:

"We employ the most modern methods in handling snowstorms. Long ago we discarded the old fashioned way of shoveling and carting the snow away. For 20 years we have always used salt."

After the expenditure of about $40,000 for salt and workmen to scatter it, Paris only changed from a city of snow to a city of mud—mud four or five inches thick covering all the streets and freezing the feed of pedestrians. The action of salt on the snow converting the city into a great pedal refrigerating plant.

Cab horses were taken to the abattoirs by hundreds, more than 1000 being disposed of in three days.

All the papers are denouncing the rank incompetence of the administration, and hint that the close relation of a salt company with the government accounts for the state of affairs.

Tributes to Senator Proctor.

Washington, Jan. 9.—The senate today paid tribute to the memory of the late Redfield Proctor, who was a member of the upper house for 17 years. Splendid eulogies of the life and career of the Vermont statesman were offered by members on both sides of the political aisle. At the conclusion of the ceremonies the senate as a further mark of respect adjourned.

Truth and Quality

appeal to the Well-Informed in every walk of life and are essential to permanent success and creditable standing. Accordingly, it is not claimed that Syrup of Figs and Elixir of Senna is the only remedy of known value, but one of many reasons why it is the best of personal and family laxatives is the fact that it cleanses, sweetens and relieves the internal organs on which it acts without any debilitating after effects and without having to increase the quantity from time to time.

It acts pleasantly and naturally and truly as a laxative, and its component parts are known to and approved by physicians, as it is free from all objectionable substances. To get its beneficial effects always purchase the genuine—manufactured by the California Fig Syrup Co., only, and for sale by all leading druggists.

Anty Drudge Discovers Why George Has No Appetite.

'Anty Drudge—"What? eating dinner in this steamy, smelly kitchen? I should think it would take your appetite away."

Mrs. Slow—"I have noticed that George doesn't eat much on washdays."

'Anty Drudge—"How can he! Why don't you use Fels-Naptha? Boiling water isn't necessary; and you'll be through your wash plenty of time to have dinner in the dining-room. Or if you prefer the kitchen, there will be no steam or bad smells."

Talk about energy!

A half cake of Fels-Naptha soap can display more energy in getting rid of dirt in half an hour than an able-bodied woman can in half a day.

But there's this difference: Much of the woman's energy is wasted.

When she rubs clothes hard on a washboard she wears out the clothes in trying to rub out the dirt.

Fels-Naptha concentrates its energy on the dirt—dissolves it into tiny particles that are easily rinsed away—without harming the most delicate fabric.

And it does this in cool or lukewarm water, without hot water or boiling, summer or winter.

Do you prefer to supply the dirt-removing energy yourself or to use *that* stored up in a cake of Fels-Naptha?

If you choose the easier and better way, follow directions on the red and green wrapper.

Day and Evening Classes

Young Women's Christian Association

Seventh and Taylor Sts.

ENGLISH FOR FOREIGN GIRLS.

ACADEMIC ENGLISH AND ARITHMETIC.

SPECIAL ENGLISH COURSE FOR STENOGRAPHERS.

ELOCUTION AND EXPRESSION.

GERMAN.

FRENCH.

SPANISH

VOCAL MUSIC.

MANDOLIN AND GUITAR

GYMNASTICS.

DOMESTIC ARTS — Millinery, Dressmaking, Shirtwaists, Underwear, and Plain Sewing for Children.

BIBLE.

Register for Classes Now

PHONES—MAIN 1205. A-6144.

WOMAN'S BREAST A CANCER NEST

Any Lump in Woman's Breast Is Cancer

Of all parts of the human body woman's breast is the most common and most fatal place for cancer. Physicians without great experience do not know that any lump in woman's breast is cancer. The best book perhaps ever printed on cancers and tumors cured without knife or pain teaches and proves that any tumor, lump or sore on the lip, face or anywhere six months is cancer. In this book the author who is the most successful cancer specialist living and to whom the medical journals the world over have given great praise, offers $1000 if he fails to cure any cancer he treats before it has poisoned deep glands and charges nothing until cured. Many poor are cured free. No X-Ray or other swindle, but strictly reliable. This book costs 50 cents to those who have no cancer, but is free to those who describe their case. The reader may save a life by sending this to some one with cancer. Address Dr. and Mrs. Dr. Chamley & Co., 496 McAllister St., San Francisco, Cal.

CLASSIFIED AD RATES

Classified advertisements in The Journal are as follows:

No ad less than 15c per insertion.

Phone or charged ads 6c per line per insertion; 7 insertions for the price of 6.

Cash ads 1c per word per insertion, 7 insertions for the price of 6.

Lost and found, help wanted, situations wanted, for rent and wanted to rent ads 1c per word per insertion, 3 insertions for the price of 2.

16 to 20 words, 20c; 21 to 25 words, 25c; matrimonial, manicuring, massage and bath ads, 10c per line per insertion.

Card of thanks, meeting and funeral notices, 50c per insertion.

New today (agate measure, 14 lines to inch), 84c per inch. Count 6 words to line.

The Journal cannot guarantee accuracy or assume responsibility for errors of any kind occuring in telephoned advertisements.

Should any ad appear incorrect on first insertion, The Journal will not be responsible for subsequent insertions.

The Journal's business office is open from 8 a. m. to 8 p. m.; Saturdays 8 a. m. to 10 p. m.

Phones, Main 7173; A-6051.

WEATHER REPORT

The minimum temperature at Portland was 10 degrees above zero this morning, which is the same as the temperature recorded yesterday morning.

The Oregon low pressure area has moved to southern Wyoming, and the northwestern high pressure area has remained nearly stationary. The barometer continues high over the Atlantic states. During the last 24 hours light snow has fallen generally throughout the north Pacific states, and heavy snow has fallen in western Montana. Rain is reported in California as far south as Los Angeles. Cold weather continues in Washington and western Oregon, and it is much colder in eastern Oregon and southwestern Idaho. The temperatures have risen decidedly in the lower Missouri, middle Mississippi and Ohio valleys, and also in the lake region and in the middle Atlantic states.

The indications are for light snow in this district tonight and Sunday. It will be colder tonight in eastern Oregon and southern Idaho. In southern Idaho the conditions are favorable for a cold wave with zero temperatures, which will last for several days. There are no indications of an abatement of the cold weather in western Oregon, Washington and northern Idaho.

Observations taken at 5 a. m., Pacific time:

	Temperature. Max.	Min.	Precip.
Atlanta, Ga.	38	32	.6
Baker City, Or.	48	6	.34
Bismarck, N. D.	14	—20	.02
Blaine, Wash.	10	6	T.
Boise, Idaho	50	24	.08
Chicago	28	26	.6
Cincinnati	38	30	.2
Detroit, Mich.	30	22	.6
Dubuque, Iowa	22	18	.0
Helena, Mont.	—18	—20	.16
Huron, S. D.	0	—12	.8
Lewiston, Idaho	10	6	.30
Los Angeles	64	52	.10
Moorehead, Minn.	—16	—20	.0
New Orleans	54	44	.4
New York	32	28	.0
Omaha	34	22	.0
Pocatello, Idaho	44	40	.7
Portland	18	10	.01
Roseburg, Or.	28	22	.14
St. Paul, Minn.	12	6	.0
San Francisco	58	48	.44
Seattle	18	14	.02
Siskiyou, Or.	34	16	.01
Spokane	6	—4	.14
Victoria, B. C.	16	12	.02
Walla Walla	8	—4	.04

Little Adlets Bring Results