Hot Debate at Civic Improvement Meeting

RACKS RAISE A ROW

ON BICYCLE STANDS DUESTION

In Spite of Protests of R. G. Morrow and John Annand, the Membern Pass Resolutions T list "Racks Have to Go."

A Democratic convention in its mildes moments could not hope to bring for h the spontaneous flood of oratory that was heard at the meeting of the Civic Improvement Association last night. The topic of dehate, "Bicycle Racks on the Streets of Portland," caused the resons of the Mining Exchange in the Chaunber of Commerce building to echo and ra-

echo with ringing speeches. R. G. Morrow, vice-president of 7 he wheelmen's association, and John Annue id, of the Postal Telegraph Company, we reof the Postal Telegraph Company, present as champions of the cause of bicycle racks, but the civic improvem ant enthusiasts could not agree with the *i* eniments they expressed, and during some remarkable clim ixes streuments

were reached. Thomas McCusker, chairman of the Thomas McCusker, chairman of the committee appointed to investigate the matter of allowing advertising on the streets, advocated in his report the re-moval of bicycle racks altogether ar d advised the fastening of clamps to the ; tele. graph, telephone, and electric light poles for this purpose. Following the report a motion was made that a comm^b tee be appointed to ask permission of the various companies to use the poles for th is pur-pose. The question was now bef ore the house, and there was a chance fo r mem-bers to speak, and speak they d id, long and eloquently.

R. G. Morrow led off. He b egan by telling them how heartily he app roved of the work, and a smile of approvial could be seen playing on all the members' faces. But he let his enthusiasm over come his diplomacy, and when he finally began to define his stand the smiles cha nged into frowns, and his oratory was frequently interrupted by impatient quest ions from the association workers.

"You can never get enough clamps on the telephone poles," said M1 . Morrow, "to hold one-third of the bicycle is, and we must have some place to put c ur wheels. A vast number of business n ien in the Commercial block ride wheels. They cannot stand them against the bu fiding, and if they leave them on the s dreet they

ure knocked down and run o ver." "Have a bloycle room to keep > them in," suggested one. "Shouldn't the city furnish b oys to hold

copie's horses when they want to leave them?" asked another.

'You have granted the grc cery stores two feet of sidewalk for the ir displays, yet you refuse to grant us 11: inches for bicycle racks. Is this justice1 " continued Mr. Morrow, "The bicycle rack that stood so long on Second and Washington streets was kept there on account of the men in the Commercial block. We told the owner to keep it there, and we will tack you up." Upon his genouncement the chairman had to rap for order, as everyone seemed to want the floor.

John Annand was the next speaker. He and the in all the measur ger services and telegraph services the loss of bicycle racks caused a great inconvenience. The boys all have to use wheels, have to have

them where they can get them quickly when called, and must have some place to keep them. The bicycle rack, he beved, was the only solution of the prob-

G. M. Hyland now took the floor. "Every one," he said, "who wishes to on a business should make arcarry

when the stock market closed was con-tained in the formal statement by the Gates element that they had bought con-trol of Louisville & Nushville and that they proposed to leave the settlement of the dispute to J. P. Morgan & Co., as arbitras. This was accepted as conclusive evidence that Southern Railway would be benefitted by the settlement. The boxy buying of that stock was by brokboavy buying of that stock was by brok-ers usually employed by the inside inter-sets. But the volume of the dealings was stifficient indication that everybody who Acould get orders executed shared in the buying. The movements in Illinois Cen-tral and in Chicago, Indianapolis & Louis-ville were directly in sympathy with that in Southern Railway. It is supposed that Illinois Central will be allowed to share in the banefit of the Louisville absorption and that Chicago, Indianapolis & Louis-ville will possibly form a connecting link to Chicago. The very large buying of St. Paul 'was supposed to be due to a re-newal of the campaign for a rise by the element which bought Louisville. There was some strength in the other grangers and Pacific and in Pennsylvania and Bal-timore & Ohio. Amalgamated Copper ad. ve need at one time over a point, but did

n'st hold it. There were notable advances tional Power rising nearly 12 points. But there were also points of weakness, and outside of the congested centers of activity there was not a notable demand for stocks There was some stiffening of the money

rate again, but the continued calmness of the money market through the day re-lieved the apprehension that was felt lest the enormous speculation should develop a stringency. The easing of the exchange market indicated that the borrowing in foreign markets was being freely resorted to. General considerations received little attention. The market closed irregular under realizing. The bond market was irregular. Total sales, par value, \$4,990,000. United States bonds were all unchanged on the last

AT THE HOTELS. THE PORTLAND.

call

THE PORTLAND. P A Perry, N Y T C Mason, Boston G B Jordan, Chicago P J Towle, St Paul F I Towle, St Paul F I Towle, G J G Holfinch, Cinti Henry Shaw, N Y C W Smith and wife, G V McLaren, Seattle G V Molle, Phila G F Wentworth, Tweo G F Wentworth, Tweo G F Wentworth, Tweo G G Hanson, S F F H Sprague and wi, Miss M Morgan, do J C Ballenger, Chgo D Sallenger, Chgo D G Hannen, S F F H Strague and wi, N Y W Dodds & wf, Pa Herman Dodfs, do Mr and Mrs Charles Kroeschell, Chgo G A Shepand and wi, Miss S E Reevee, S F Pittaburg J E Marchi, Wash-hagton D C THE FERKINS. Mrs F W Howse Model B Comptet Dwace

THE PERKINS.

THE PERKINS. THE SERVENCE Provention of the provent of t

THE IMPERIAL. C. W. Knowles, Manager

C. W. Knowies, Manager. D M Smith, Vancou Prudence Patterson, The Dales P B Durers, Sastile T A Henneely, N Y R Dyer, Astoria W A Hawlsy, S F B J Pinge, Roseburg R L Bewley, Sheridan B C Kelly, Pocstello Miss Matchen, Tacoma E P McCornack, Salem E W McComas, Pend W F McGregor, do C W Thompson, Placer V H Behno, Cottage G W Tyler Smith, Sherid J D Caly, Corvalies

THE MORNING OREGONIAN, WEDNESDAY, APRIL 16, 1902.

advance of 10 per cent has been made in the rate on the French bark Oliver de

Clisson, out Els days from Cayenne for this port, and is now standing at 80 per cent. The British ship Tweedsdale, 97

days from Hangay, for Port Townsend, is at 20 per cent; the British ship Red Rock, 138 days from Fraser, River, for

London, is at 15 per cent; the American bark Yosemite, 113 days from Newcastle,

Australia, for Guaymas, stands at 30 per cent, and the German ship H. F. Glade, 177 days out from this port for Europe,

Cholers on a Big Liner.

SEATTLE, April 15.-Before leaving China to cross the Pacific to Seattle, the

officers and crew of the Nippon Yusen

liner Riojun underwent the terror of being confined aboard ship with a number of cases of cholera. The disease was con-

tracted by several Japanese seamen dur-ing the first day the vessel was in port at

Hong Kong. Before the Hong Kong physicians could get the small epidemic under control, six men had been stricken,

Three died within a few hours. The re-maining three were removed from the ves-sel and cared for at a hospital in Hong

Kong. The big liner was thoroughly fu-migated, and each member of the crew thoroughly examined before she proceeded

on the voyage. The Riojun made port this afternoon, having called at Victoria

and Vancouver earlier in the day. She

brought a huge cargo, 53 Japanese immi-grants and but one first-class passenger. The latter was W. J. Russell, an Amer-

ican merchant of Yokohama, who is re-turning to his home in this country.

Two New Towboats.

The new sternwheel steamer Paloma

was officially measured yesterday, and will soon be ready for business on the Wil-

lamette and Columbia. The Paloma was

built to replace the old steamer Governor Newell, which has been in the towing

service here for a number of years. She bears the cabins and some of the ma-

chinery of the old boat, but is larger and more nowerful. Mr. Barnes, of the Custom-House force, also measured the

new propeller Petrel yesterday. The Pe-trel is a steam launch about 40 feet long

by 9 feet beam, with a displacement of about eight tons. Both

about eight tons. Both of these latest additions to the stcam fleet will be used

Astoria Marine Notes.

ASTORIA, April 15.-The lighthouse ten-der Manzanita, with Inspector Day on

board, left out this morning for Puget Sound on a month's tour of inspection

of the aids to navigation there.

stands at 20 per cent.

America

THOUSANDS FOR REPAIRS PRESENT SEASON'S FLEET HAS DIS-BURSED \$150,000.

An Average of \$500 Per Day Since Last July-New-Crop Ship Char-

tered at 30s-Marine Notes. The British steamship Quito completed her repairs yesterday morning, and is again in first-class condition, ready to tackle another iceberg. As yet the sel is on the free list, no business having been secured for her. Her repairs cost in the neighborhood of \$10,000, and the work was exceptionally well done. The current season has been a highly profit-able one for the shipwrights and repair men, and since the opening of the season last July, no less than \$150,000 has been distributed along the Portland water front for repairing crippled ships. This is an average of over \$500 per day for the past 10 months, and while the price was high for some of the work, the largest jobs were handled at quite reasonable figures. The French were the cnief contributors to the work, as no less than four of their

vessels came into the hands of the repairers for good-sized jobs. Of these, the Asie, which capsized in the harbor, was the most expensive piece of work of any of the fleet. Her repairs will cost about \$30,000, while the Vendee

will run well up around \$10,000. The Lamoriciere, in collision with the British ship Latimer, also had quite a bill to foot, and the sinking spell of the diminutive Henriette was also guite expensive, Other jobs of pretty good dimensions were on the steamship Pembrokeshire, which ran well past \$30,000, and the steamship The Barmbek, which finished Indravelli repairing at Astoria yesterday as the result of a collision with the steamship Oceano, has a heavy bill, and the Loch Garve cost more money for less work than any of the fleet which repaired here this scason.

CANADIAN STEAMSHIP TRAFFIC.

Five Big Liners Will Sail From Vancouver in the Month of May.

Vancouver, B. C., apparently is desirou of being counted in on the newspaper fight which is ever on between the Tacoma and Scattle papers over the relative merits of the two ports, and the Province, printed at the Canadian Pacific's western termi-nus, takes the place of a "Harbormaster's

report" with the following: "Cargoes from Vancouver to the Orient and Australia are increasing rapidly, while very little freight is now being shipped from Sound ports to the Orient, and none at all to the Antipodes, as there exists no steamship communication between the Sound and Australia.

"During the month of May there will be no less than five foreign steamships from this port, three for the Orient and two for Australia, via Honolulu and Suva. The number of vessels will

beat the previous record of this port, and but demonstrates the amount of freight being handled from this port, while ves-sels from the Sound to the Orient are compelled to put to sea with exceedingly small cargoes. In one instance not long ago the master of a vessel salling between the Sound and Oriental ports returned to the Sound shortly after he put to sea because

he was afraid to venture across the Pa-cific with the light ballast ne had. "The sailings from here of C. P. R. steamers for the Orient during the month of May will be as follows: Empress of China, May 5; Tartar, May 19; Empress of Indis, May 26. And the sailings of the Canadian-Australian line are scheduled thus: R. M. S. Moana, May &, and R. M.

S. Miowera, May 30. "Seattle is placed entirely in the shade in so far as sailings to the Orient are concerned, and no vessels at all leave that port for Australia. The only lines touching Seattle from the Orient are the Nippon Yusen Kaisha and the Northern Pacific steamers, and for a long time past none of these vessels have been carrying full cargoes on their outward voyages.

Yesterday afternoon another sailor on the German bark Barmbek, which is anchored in the stream opposite Fort Ste-vens, nearly lost his life in attempting to escape from the vessel. He jumped overboard and tried to swim ashore, but finding that he was unable to do so, cried for help. A small boat was lowered and it reached him just as he was about to sink.

in the towing service.

Japanese Steamer Sunk.

TOKIO, March 27 (via San Francisco, April 15.-The Nippon Yusen Kaisha steamer Sendal Maru, which left Nagasaki for Che Foo on the 19th inst., struck on a submerged rock off Chollado, Corea. about 9 o'clock the following morning, in foggy weather, and later sank. The crew and passengers, over 50 in number, were saved, together with the mails. Plague has broken out in Hong Kong.

and vessels therefrom are being subjected to a rigid quarantine inspection. At Manila a quarantine of five days for ves-sels from Hong Kong and America has been declared.

Life-Buoy from Condor.

VICTORIA, B. C., April 15 .- The steamer Queen City, which arrived this morning, brought wreckage from the west coast of Vancouver Island, including a life-buoy thought to be from the lost British warship Condor, and a panel and the end of a cabin berth of redwood. The panel is veneered with maple. They were probably from the Matteawan, or drifted from the Walla Walla.

Change of Signal.

The United States Hydrographic office gives notice that on or about April 15, 1962, the characteristic of the fog sig-



THE PROBLEM.

OROTHY in the nursery can calculate the price of Ivory Soap per cake, but it would take a mathematical genius to calculate its I true value. For he must take account of time, labor, and materials. He must deduct from the apparent cost the saving in the longer life of the cake, in the longer life of the washed fabric, in the labor required, in the time consumed, in the strength expended, in the results obtained. When all is finished. Ivory is the cheapest soap in the world. It floats,



FOR 1905 CONVENTION. John Barrett Addresses Members and Chamber of Commerce on Oriental Trade Prospects.

The Portland credit men held a regular monthly meeting at the Commercial Club last evening and elected W. D. Rob-erts a delegate to the National convention of credit men to be held in Louisville, Ky., in June. It was resolved to renew the invitation given the National association last year to hold its meeting in Port-land in 1906 and to push the subject by means of printed matter that would inform the credit men of this country and draw their interest here. The Portland organization is entitled to four delegates in the National body, and the other three may be chosen at a later date. After the business meeting of the credit

men they joined with the Chamber of Commerce in a meeting to listen to an address by the Commissioner-General to

the Orient of the Louisians Purchase Ex-position, John Barrett, Judge George H. Williams presided, and there was a large attendance of business men. After a few preliminary remarks Mr. Barrett said:

"Right here, before I go any further, I want to say a few plain, frank words about the tendencies of some Portland

men. I do not mean all, for there are

abundant exceptions. Remember also, please, that I speak as one interested

deeply in the welfare of my home city.

and not as one indulging in criticism, be cause I am a strong believer in the possi-

blittles of this metropolis of Portland and of the commonwealth of Oregon. What I refer to is this: We have too many Port-

land men who decry and discredit their own city. In comparing Portland with San Francisco and Seattle they too often

extol the virtues of those places and for-get the virtues of their own residence. They indulge too much in apologies for

Portland. There is no reason for this, and she can well stand the comparison if pub.

this city.

rangements to take care of every thing necessary in his business and should not ask the public to give part of the side-walk, which is strictly public property, for their accommodation. Furthermore, the law said plainly that such infrig-ments should not be allowed, and that those who had said, 'Keep the rack there and we'll back you,' were openly defying the law. A good law-abiding citizen, if not satisfied with the law, should try to have it changed, but not

Many other improvement men spoke in favor of abolishing all bicycle racks. "When in San Francisco Tast Winter I saw no bicycle racks on the streets," said

"You were not looking for them there,"

interrupted a visitor, "I wasn't drunk; I could have seen them," retorted the speaker.

them," retorted the apeaker. Finally the question was put and the motion to abolish the racks passed. It was also decided to ask the City Council to change the awning ordinance, which requires all awnings to be eight feet in the clear, to read six feet in the clear, and then to enforce this law,

It was also announced that Mrs. Conde Hamlin would deliver an address on "Civio Improvement Movements," at the Exposition building on April 25.

BIG TRADING IN STOCKS Southern Railway Makes New Rec-

ord at New York.

NEW YORK, April 15 .- The dimensions of trading in Southern Railway stocks to-day eclipsed any ever before seen on the New York Stock Exchange. The total number of shares of common stock out-standing is 1,200,000. The dealings re-corded in the stock today were to the number of 884,500 shares. On April 24, 180, Union Pacific was dealt in to the ex-tent of 662,500 shares, during the struggle between the Morgan and Harriman interests in the transcontinental field. That figure was far in excess of any previous day's dealings in a single stock until to-day. The tremendous volume of these c-al-gs dwarfed the rest of the market, and yet there wore a number of other stocks in which the dealings were on a scale only seen during periods of great speculative activity. The opening in Sec.

The opening in Southern Railway was quiet enough, and the opening bulge in Louisville & Nashville to nearly four points over last night awakened some momentary skepticism of the overnight reports of a settlement of the dispute for control of Louisville & Nashville. But the parties in interest were already in litation when the stock market opened, and there was a scurrying of brokers from the neighborhood of the consultation-rooms. Immediately buying orders appeared in Southern Railway for seemingly unlimited amounts of the

stock. The movement in the stock did not become wild at any time, in spite of the extreme advance of 6% points to 40% The reactionary tendency of Louisville & Nashville was also a convincing demon-stration that the struggle for that stock had terminated, and the scramble to get out by the smaller operators who had fol-lowed he deal carried it down by successive stages to 125%. The last price, however, left it at 127, a net loss of only 1 point. Southern Railway suffered at the last from the profit-taking on the present professional element, which bought the stock recklessly, but was apparently not disposed to remain in it over night in face of the many possible contingencies still open in the situation. The re-action carried Southern Railway back to 27%, and it closed only 1% higher at a net gain of 3%. The preferred stock

gnined 3% The extent of the public information

Tyler Smith, Sherid J D Duiy, Corvalis alter Lyons, äalem A L Roney, Gothen B Knight, Salem J W Kelthen, do H Brown, do C S Hoover, city re H C Thompson, Astoria New Richmond, Wis D Kustiner, do H A Swither, do H A Swit	
THE ST. CHARLES.	
 L. Specht, city D. Nockley, Kalama J G Strong, city G. Steor, Gobie G. Strong, city J. Durkee, do I. N. Gulling, Pendletn J. O. Cummins, Latou- rell Falls A. Howell, do Hill, do C. Daviseon, W W F. Strong, Cuty M. Foster, Coble Roberts, Gobie Hill, do C. Daviseon, Washeridan Mrs M. Randall, do Crawford, Dayton Stimmous, N. Yam Jo Guinn and wife, 	
I C Davis, Salem Crawford, Dayton A Simmons, N Yam Jos Quinn and wife, Williams, Bainet Sheneman, S F Sheneman, S F Melancthon, city J R Buitler, Aberdeen F Parrell, do Nelson, do R Fairchilds, do W Johnston & wif, ary Copeland, War- ren	10 10 10
R Fairchilds, do W Johnston & wt. Ary Copeland, War. Ten McCloskey, Warren E Dahlts, dity F Blackerly, Slivrin S B Roberts, do F Holiday, do Irs C M Graham, Marehiand T F Hodgeman, Albany B Elliott, Clabskan Hall, Lyle G Schneider & wt. B J Schneider & st.	No of the lot of the lot of the
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Schneider & wf. B J Perry, S F	L t

M Schneider & WT, B J Perry, B F Damascus Mrs Allan & dau, E Robbins, Molalla Wasco Elvin Menzler, Scattle Sam McDonald, Moro A J Leonard, do J J Eoff, Dalles

Hotel Brunswick, Seattle. European.plan, Popular rates, Modern improvements, Business center, Near depot,

Tacoma Hotel, Tacoma. American plan. Rates, \$3 and up.

European plan. Rates 50c and up.

The Texas Hall Storm.

HOUSTON, Tex., April 15.-Late reports from the section visited by the hall storm of Sunday night show that great damage we done to berries, cotton and corn. The loss to strawberries alone is estimated at \$30,000, with as much more at Webster, Distinguing and League City. Fayette County marted greatly from hall, cotton and corn being beaten into the ground, and fruit and shads trees almost stripped. It is claimed that hall stones over an inch in diameter fell. A number of cows and hogs were killed by lightning at dif-ferent points, while barns and one resi-dence were burned, after being struck. So far as known, only one life was lost, John F. Pike being caught in a creekbed near Big Springs by a water spout and drowned.

An excellent concert has been arranged at the Seamen's Institute, 100 North Front

Piano solo ... Recitation Plano solo All are welcome.

Dr. Sanford's Liver Invigorator The best liver medicine. A vegetable cure for liver fils, billousness, indigestion, constipation, malaria.

If you are tired taking the large old-factioned griping pills, try Carter's Little Liver Pills and take some comfort. A man can't stand overything.

THIRTY-SHILLING SHIP. The Spread Between Spot and New-

Crop Tonnage Is Increasing. The British ship Isle of Arran, a wellknown grain ship in this port, was char-

tered yesterday for new-crop loading at 30 shillings, which is a material advance

ships, although still under the rates paid early in the year. The Isle of Arran is the first Brilish vessel that has been char-tered for new-crop business for a long time, nearly everything that has been taken previously being German or French Some exporters are of the opinvessels. ion that 30 shillings is too high for freights, and they are holding off. As 25 shillings is the limit that can be secured for spot or near-by ships, it is apparent there is a pretty wide spread for the time of the year. There will be new wheat to be loaded within five months, and the payment of 30 shillings for that time, while more than 25 shillings is refused now, is an inducement for a ship to lay up. an inducement for a snip to my up. The Isle of Arran carries about 3009 tons, and were she on spot, her owners would receive at 30 shillings, new crop, approximately \$3750 for keeping her in waiting. This, in the present era of low freights, will hardly be overlooked, and accordingly a readjustment must take place. Either spot hips must advance or distant ships decline, although it is by no means beyond possibility that both will undergo shrinkage before six months roll by. There is plenty of steam tonnage new offering, and some of it is obtainable at very low rates. If a failure in the

French grop helps out the wheat market, sail will not reap much benefit from the increased demand for wheat, as it will be rushed forward by steamer, for which a handsome premium will be paid.

Chartered to Load Next Season.

HIGH RATE FOR SALMON,

Donnelly Hotel, Tacoma.

Unless there is something wrong with the information supplied by the Victoria Colonist, British Columbia salmon shippers are paying freights considerably out of line with grain freights. The British bark Glenmark, now loading wheat at Tacoma for Callao, is reported fixed for salmon loading next Fall, and in com-moning on the engagement the Colonist says: Another salmon ship is reported chartered, and if the rate at which the second carrier has received for loading this Fall is any criterion, it seems that charterers feel that the freight rates must increase within the next few months. The latest salmon carrier said to be chartered for loading on the Fraser is the Glenmark, which arrived here from Chanarel on March 19, and left for Ta-coms, where she is now loading wheat.

Seamen's Concert Tonight.

street, at 8 P. M. today:

and sixpence for Liverpool, which, when the fact is considered that wheat carriers are being paid 22 shillings and sixpence to 25 shillings to take wheat to the United Viscour from the Sound and Bortland Kingdom from the Sound and Portland is a high rate.

LONG LIST OF OVERDUES.

Reinsurance on French Bark Oliver

nal, a bell, at the station on Marrowstone point, the northeastern extremity of Marrowstone Island, western side of Marrowstone Island, western side of Admiralty inlet, will be changed to strike a single blow every 15 seconds, instead of a double blow as at present.

Marine Notes.

The big German steamship Theodor Wille will complete her lumber cargo at the Eastern Lumber Company's mills today. She will carry something over 2,500,-000 feet. The British bark Invermay, now

route for Puget Sound, has been char-tered to load lumber at Burrard Inlet for Melbourne at 44s 6d. She is now nearly due from Hong Kong. The schooner Charles R. Wilson left

down the river yesterday afternoon en route for San Francisco. She has aboard \$20,000 feet of lumber. The John A. will finish the latter part of the week.

The Oriental liner Strathgyle is due from the Orient today or tomorrow. She is out 18 days from Yokohama, which is slightly longer than the time required by the Indras, which are faster ships, The Northwestern Warehouse Company has just cleared the steamship Wilhelmina from Tacoma for St. Vincents for orders with 219,400 bushels of wheat, valued at \$140.416. This is 5000 bushels more than the steamer carried on her last outward trip from Portland.

Domestic and Foreign Ports.

ASTORIA, April 15.-Arrived at 9:20 A. M. and left up at 1:30 P. M.-Steamer Columbia, from San Francisco. Salled-Steamer Elmore, Falmouth, April 15 .- Arrived-German ship

Sirene, from Portla Madeira .- Arrived April 3 and sailed-British

ship Denbighshire, from Tacoma. Falmouth.-Arrived April 14-Russian bark Pahrwohl, from Tacoma. San Francisco, April 15.—Arrived—Steamer Geo. W. Elder, from Portland. Havre, April 15.—Arrived—La Bretagne, from

British Bark Glenmark Has Been

New York, April 15.-Arrived-Kaiser Wil-

helm der Grosse, from Bremsn; Kennington, from Antwerp; Aller, from Genoa. San Francisco, April 15.-Arrived-Staamer Geo, W. Eider, from Portland; schooner May-Geo. W. Liner, from Portano, ecooper May-flower, from Coquille River; schooner Sophie Christiansen, from Gray's Harbor; steamer Victoria, from Ladysmith; schooner Free Trade, from Coco Bay; schooner Linele Prien, Slus-law; schooner Melanction, from Coco Bay. Sailed-Steamer Bohemia, for Bristol Bay; ship Isaac Reed, for Bristol Bay; schooner R. C. Wade, for Gray's Harbor; steamer Bequois, for Gray's Harbor. New York, April 15.-Sailed-Cevic, for Liv-

Naples, April 15 .- Arrived-Marianne, from

Tacoma, via St. Vincent. Bologne, April 15.-Rotterdam, from New Tork. Hamburg, April 15 .- Sailed-Totmes, for San

The Arteries was chartered some time ago at 32 shillings. The Glenmark re-turns to this port after discharging her wheat cargo. The Glenmark is taken up at 35 shillings for London and 37 shillings Franci

Seattle, April 15 .- Sailed-Steamer Cottage Valdes; steamer Edith, from San Francisco; Japanese steamer Riojun Maru, from Hong

A VALUABLE MEDICINE.

For Coughs and Colds in Children.

"I have not the slightest hesitancy in recommending Chamberlain's Cough Rem-edy to all who are suffering from coughs or colds," says Chas. M. Cramer, Eeq. a well-known watchmaker of Colombo, Cay-Reinsurance on French Bark Oliver de Clisson Now S0 Per Cent. SAN FRANCISCO, April 15.-The Amer-ican ship Sam Skolfield II, out 124 days from Manila, for Puget Sound, has been placed on the overdue list at the Mer-chants' Exchange, with reinsurance quoted at 15 per cent. The schooner Ma-hukoha, out 110 days from Zamboanga, for Puget Sound, has also been listed. An

studied on the ground for many years, but it is impossible to do it this evening. "Next, take a glance at China, We hope and believe that a new era is dawn-ing there. We see 400,000,000 inhabitants and an area of 4,000,000 square miles, awaiting the legitimate exploitation of American manufacturers, merchants and engineers. Although we may be obliged to wait some time for a realization of our hopes, let us make a conservative esti-mate of what may come. China's for-eign trade before the Boxer outbreak amounted to \$333,000,000 per annum. This was less than \$1 per head. If, during the next three decades, China, with greater resources and far greater population than Japan, only partially equals the record of the Mikado's empire, she should de-velop a foreign commerce of at least \$6

particularly from the Pacific Coast.

per head. This is less than the ratio of Japan, and only one-fifth of the ratio of America's foreign trade. If we multiply 400,000,000, the population of China, by 6, the ratio of possible trade per head, we get a total of \$2,400,000,000 per annum of exports and imports, which should be attained unless all signs fail during the next 30 years. This certainly is a prospect which should incite Portland

and Oregon to exploit thoroughly the Asiatic opportunity. "I could give you similar figures in re-

gard to the Philippines, Korea, Eastern Siberia, India, and Siam, that wonderiand of Asia, where I had the honor to be United States Minister for several years. Then down in Australia and New Zealand, and then again in Hawaii we see peoples and countries just appreciating what will be the future of the Pacific. Inleed, I indudge in no idle prediction when I tell you that the time is surely coming when the scene of the world's chief com-mercial activity will be upon the Pacific

and not upon the Atlantic. "The Louisiana Purchase Exposition, of which it is my honor to be the Commis sioner-General to these countries I am describing, will endeavor to bring, as it were, Asia and Australasia to the United were, Asia and Australian to the United States. This gigantic enterprise, which will ourpase the world's fairs held at Chicago and Paris, will be the first op-portunity of showing to the American people what are the exact resources and possibilities of trans-Pacific and South Pacific lands. The Lewis and Clark Ex-



serars all the sedative and nodyne qualities o re bal provinces no sickness of the shomach. It r nervous disorders it is an invaluable Remedy mmerided by best Physicians everywhere. WRIGHT'S INDIAN VEGETABLE PILL CO., New York,

shaving.

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