THE MORNING OREGONIAN, THURSDAY, APRIL 9, 1903. ONE THOMP---\$2.50 Health Board and City Physician Fix Their Price. Bis ison Fix Their Price. the exact limits to which the low rates shall be applied. The President's train will make stops in Oregon at Roseburg and Salem, on the Southern Pacific. Though these stops will FINDS BUSINESS GOOD CARGO OF INDRAPURA taken by the Hammond Manufacturing company, of this city, for the Desoto Placer Mining Company, of Scattle. The hull and framework will be constructed here and then shipped "knocked down" to the far North. The dredge was designed The President's train will make stops in Oregon at Roseburg and Salem, on the Southern Pacific. Though these stops will not be of more than a half hour's duration each, it is probable a low min to Port-land will not be requisited below Engene. Special rates will be given to Salem and Roseburg, in territory further south. In Washington stops are to be made by the President's train at Centralia, Che-halle, Olympia, Tacoma and Seattle, and he is to visit Everesit and Breimstrin of the west edde clitics. 'On the east side, North Yakima, Walla Walla and Spokane have been designated as places where the President will stop. The low rates apply to all three places. J. M. HANNAFORD ARRIVES ON AN LARGE SHIPMENT OF FLOUR TO by Frederick Powel, the engineer of the Hammond Company. It is to be sent to Council City by way of Nome. The dredge will be 30 feet long by 30 feet wide, and will have a ladder 30 feet. INSPECTION TOUR. ORIENTAL PORTS. Pacific Northwest Is Getting the Preliminary Trial of the Arrow-Cas long, which will permit it to dig to a depth of 20 feet below the water level. The machinery is being constructed in the shops of the company in this city. The dredge will be of what is known as Homeseckers' Rush - Freight tom-House Business in March-Traffic Also Henvy. New Mining Dredge. Captain W. E. Spencer and John Dris-coll, members of the new Port of Port-FOR PHYSICAL EXAMINATIONS

But Civil Service Commissioners Say No Fee Should He Charged, and the Y. M. C. A. Wants \$1 for Each SO-Yard Race.

Have the members of the Health Board and the City Physician the right to charge applicants for positions on the police and fire forces 21.6 for physical examination? That is the momentous question that is perplexing the brains of the members of the Civil Service Commission. At the meeting held Tuesday afternoon, the commissioners appointed two members of the Health Board, Health Commissioner Bieradorf and City Physician Zan, to ex-

adorf and City Physician Zan, to examino all applicants under the new rules. The T. M. C. A. was also requested to al-low the use of its gymnasium in which to hold the running trials, to see if each max could run the required 80 yards in 15

Yesterday came the hitch. It was informally reported from Drs. Saylor, Jones, Zan and Biersdorf that \$2.50 would be the price for such examinations. The Y. M. C. A. thought that fi each would be about right to charge for the running races. "One dollar a race is good money,"

quoth Mr. Hodson "Better make it \$1 for 15 seconds," said per "Better make it \$1 for 15 seconds," said Mr. Willis, who was figuring rapidly. "That amounts to \$4 per minute, and \$30 per hour. Taking an eight-hour day, that makes about \$3000 per day. Yes, it seems very good money." "I think it would be a good plan to go into the gymnasium business," said Mr. Courtency.

Courteney Yes," said Mr. Willis. "Particularly in the ru

the running part." The members did not appear to like the proposition of paying the required \$1, and Mr. Willis continued:

"Well, we must try the Multnomah Club, and if they will not be reasonable, why we will just hold the races in the street." If the day were nice, that would be all said:

"But we might do better yet," suggested Mr. Willia. "Just make it a public exhi-tion, and charge to get in. Why, there would be crowds to see the officers run, and then we could get enough to pay the doctors to examine."

The doctor matter was also taken up, and the members decided that it was not

quite right to pay \$2.50. Section 311 of the charter was quoted, and it seemed conclusive evidence that the physicians had no right to charge the and it se

The section among other things provides

examiner. This was taken to mean that the Board This was taken to mean that the Board of Health should examine free if required to do so. Meanwhile the secretary of the commission was requested to communicate with the physicians, and secure their statements, and Mr. Courtency was direct-ed to see the Y. M. C. A. authorities.

WATER BOARD MEETS.

Bids Received for Supplying Iron Pipe.

The Water Board met yesterday and opened a number of proposals for furnish-ing iron pipe during the Summer. Three bids were referred to the superintendent blds were referred to the superintendent for investigation. Several petitions for water mains were denied, owing to the fact that the petitioners were already supplied. Bids for supplying castleon pipe for investigation. Several petitions for water mains were dealed, owing to the fact that the petitioners were already supplied. Bids for supplying castiron pipe during the coming season were read as Oregon Iron & Steel Company, \$28 to \$42 per ton, and 35 cents per pound for spe-fall castings. Delivery to begin in ten fays from contract, and to continue at

aggregated 129,157,011. The average number of employes in the service of all property during the entire year was 165,127, receiving for salaries and wages, S129,225,183. The total number of stockholders in March, 1963, was 38,525, an increase of 15,690. This does not include the subscription for preferred stock by the 27,379 employes who were granted the opportunity to participate in the profits of the organization through the purchase of preferred stock of the corporation.

RED CROSS IS SPLIT.

Prominent Members Suspended for Opposing Clars Barton.

NEW YORK, April 8.-Walter P. Phil lips, a member of Clara Barton's inner board of control of the Red Cross Society. has issued announcement that the execu-tive council of the society has suspended from membership society has suspended tive council of the society has suspended from membership what is known as the Washington "minority," or those members who have been trying to oust Miss Bar-ton from the presidency. Among the Washingtonians suspended are General John M. Wilson, W. K. Yan Raypen (Sur-geon-General of the Navy); John W. Fos-ter (ex-Secretary of Sinte); Harriet Blaine Beale (daughter of James G. Blaine); Anna Roosevelt Cowles (sister of Presi-dent Roosevelt), and Hilary A. Herbert (cx-Secretary of the Navy). This formal notice of suspension was sent to each of the disciplined members: "You are hereby notified that at a meet-ing of the executive committee of the Red

Tou are nerecy notified that at a meet-ing of the executive committee of the Red Cross held in New York April 6 you were by vote of the executive committee, sus-pended from membership and all privileges of a member, the charge against you being:

"First-That you have attempted to die

"First-That you have attempted to de-rupt the organization. "Second-That in a certain memorial sent to Congress and known as House document No. 340. Fifty-seventh Congress, second session, you have assumed an atti-tude unbecoming a member of the organi-sation

"You are hereby notified to appear be fore the executive committee at a time and place agreed upon later and show cause why said suspension should not be permanent

In the public announcement Mr. Phillips

This aggressive policy has been adopted in order to end the persistent attempt to discredit Miss Barton and disrupt the Red Cross Society. The efforts of the minority to force the retirement of Miss Barton have proved absolutely futile and have not more than the solutely futile and have not met with the support of the

"Among Miss Barton's supporters are such men as William T. Wardell, who was chairman of the New York Red Cross Society during the Spanish-American War, rulsing \$350,000 for the Red Cross work in Cuba, and who has since established the Red Cross Hospital in this city.

"It is now proposed that the society "It is now proposed that the society shall take up the work of extending the organization throughout the cultre coun-try, as contemplated some months ago by Miss Barton and outlined in her report at the last annual meeting."

FIGURES OF HEROIC SIZE World's Fair at St. Louis Have Large

Number.

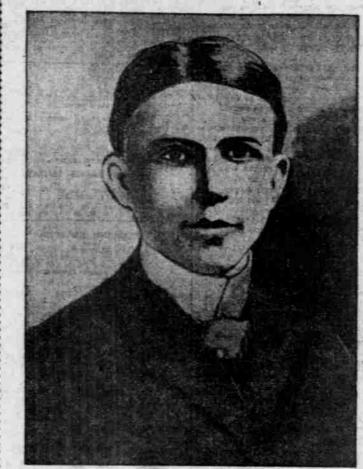
WEEHAWKEN, N. J., April &-Karl Bitter, director of the department of sculpture of the Louisiana Purchase Exscupture of the Louisiana Purchase Ex-position: Gustav H: Gerlach, superinten-dent of Mr. Bittner's shop, and a score of workmen, have loaded into cars a part of the beroic-size statuary which is to decorate the World's Fair grounds and buildings. Mr. Gerlach says the number of groups made and being made for St. Louis is nearly twice as large as for either the Fan-American Exposition of the Chicago World's Fair. There will be aome-where between 250 and 300 groups.

J. M. Hannaford, second vice-president of the Northern Pacific and general traffic manager, is in the city. 'He will be here for a few days checking up the affairs of the railroad. This is one of Mr. Hanna-ford's regular trips taken to the Coast for the purpose of looking after the inter-tests of the Northern Pacific in his de-MOVE TO FORFEIT CHARTER

Texas Railroad Commission Is After Southern Pacific Branch.

AUSTIN, Tex., April 8.-The Railroad Commission today issued an order for a tearing on April 14 to take up and con-Mr. Hannaford has found business con tions good throughout the system and hearing on April 14 to take up and con-siness has been especially heavy in the sider the proposition to forfeit the charter rest. Both passenger and freight traffic of the San Antonio & Aransas Pase Rail-

VOGT TO BE GENERAL SECRETARY OF CHRISTIAN ENDEAVOR



VON OGDEN VOGT, NEW GENERAL SECRETARY OF THE UNITED SOCIETY OF CHRISTIAN ENDEAVOR

Von Ogden Vogt, of Beloit, Wis., who has accepted the invitation of the trustees of the United Society of Christian Endeavor to become general secretary of the society to succeed John Willis Base, will begin his new duties not later than June 1. He is a graduate of Beloit College.

is increasing in relatively the same pro- way Company, because of an alleged itportion. "It is the country west of the Montana line that is enjoying the heaviest traf-fic," said Mr. Hannaford last night. "The panhandle of Idaho is naturally included in this territory.

"It seems the people of the East who are looking for new homes are turning their attention most particularly to the extreme Pacific Northwest. The number of passengers carried to this territory is

Const in order to get a lord for the re.

legal issuance of bonds to the amount of 11,700,000, without such bonds having been approved by the commission. It is also alleged that the Southern Facific Railroad Company owns a controlling interest the road.

ROAD TO CRESCENT CITY.

Work on Gregon & Pacific From

Grant's Pass Soon to Begin. SAN FRANCISCO, April &-The Call this morning says that it is ann from an authoritative source that the Oregon & Pacific Ballway, in which Sen-

LOS ANGELES, Cal., April & .-. An.

The Portland & Astatic liner Indrapura completed her outward cargo at the O. R. & N. dock at Albina yeaterday and this morning at daybreak will leave down the river, bound for ports of China and Japan. The steamer, as usual, carries a full cargo, and most of it is made up of flour, of which there are 6,329 harrels. This flour is destined for Yokohama, Kobe, Hong Kong, Moji, Tamsui, Nagasaki, Port Ar-thur, Viadivostok and Shanghat. The reat of the flour cargo is 115.754. The reat of the cargo consists of MLS2 feet of tumber for Kobe, 127 barrels of bottled beer for Shanghal, 294 casks and 215 hogs-hads of tobucco, the first shipment for Kobe, and the other for Yokohama; seven bales of newspaper and a quantity of bales of newspaper and a quantity of hardware, plants and miscellaneous arti-cles. The total value of the Indrapura's cargo is \$223,335. The steamer also takes

who are returning to their homes for a CUSTOM-HOUSE BUSINESS.

as passengers three Chinese merchants

visit

Statement of March Transactions in Willamette District.

The March statement of transaction the Custom-House in this district shown a slight decrease in the value of exports as compared with the February figures. This is due to the failing off in grain shipments, as the crop-exporting year draws to a close. The March summary

of vessels entered from foreign No. No. of vessels cleared for foreign ports No. of vessels entered from domestic No. of vessels cleared for domestic

No. of entries of merchandise for duty. No. of entries of merchandise free of duty

No. of entries for warehouse. No. of entries for export to adjacent British provinces No. of entries from warehouse for consumption No. of entries for immediate transpo-tation without appraisement

Total entries of all kinds dated of entries for warehouse liquidated. 4 of licenses for coasting trade

granted Total number of documents to vessels issued Value of exports-Receipts from all sources-Receipts from all sources-Duties on imports Fines, penalties and forfeitures Miscellaneous customs receipts Official fees \$57,54

381 \$57.973 Total nt of refunds and drawbaks paid 6.073 The value of domestic exports in the past seven months was as follows September \$ 872,916

The total receipts of the district in each month were as follows: .\$ 62,882 September

ALLIANCE REACHES PORT.

wes Escape From Destruction 10 Being an Oil Burner.

SAN FRANCISCO, April 8.-The steam schooner Alliance, which on Bunday morn-ing, struck an uncharted reef off Point Gorda and was later beached, arrived in port today, having come home under her own steam and with all but four of her

To the fact that the Alliance was an oil burner, Captain Hardwick ascribes the good fortune which attended his efforts. Had the accident occurred while she was burning coal, nothing, he declares, could

essence of the agreement with the gov-ernment was that the company should re-main purely British as to shareholders, ships, board officials and employes, mfra-agement and controi, in fact, in every respect. The chairman says the directors had not yet placed the contract for the construction of the proposed new 35-knot steamships, as they desired to give the utmost consideration to every point be-fore placing the orders. fore plucing the orders Pleased With the McCraken.

the ladder dredge type, of which a num ber have been constructed by this con pany. It will be ready for shipment Nome by the middle of May. with the working of the new boat, and be-lieve that she is a valuable sequisition to the apparatus of the Port. The Port of Porland Commission has advertised for bids for 1000 feet of 20-inch shore; be to be used with the dredge Portland.

COLLIDED IN A FOG.

Atlas Liner Runs Into British Steamer in New York Harbor.

er in New York Harbor. NEW YORK, April 5.-The Ailas liner Aliegheny, from Port Limon, Costa Rica, was badly damaged in the harbor of New York today as the result of a collision with the British steamer Joseph Merry-wether, bound out for Baitimore and Cork, Irsland. The Allegheny was struck on the starboard side and a huge hole torn in her. She took water rapidly, and sogn her bow was under water. She lay néar Liberty Island. The passengers, many of them in a panle, were reacted by a passing tug and brought to the city. The crew remained on board, gathered at the stern, which was not submerged.

SAN FRANCISCO, April & -- The steam-er Albion River lies on the rocks at Bo-dega Head and her owners have given up stern, which was not submerged. The collision occurred during a thick fog. The ship's water-tight compariments, six in number, kept her from sinking entire-

all hope of saving her.

The Allegheny salled from Port Limon on March 30 with 34 passengers on board. She was built in Giasgow in 1884. She was 316 feet long, 33.2 feet beam and 21 feet depth of hold. She registered 1990 tons net The keel of the new steamer' Telephone was laid at the boatyard at the foot of Ciay street yesterday. The steamer Alilance was floated at Cuspar, CaL, yesterday, and proceeded un-der her own steam to San Francisco.

tons net. The Allegheny left Quarantine early in the day, but had anchored in the bay below Robbins Reef because of the fos. The Merrywether stood by until the passengers could be rescued. Her stern was stove in and she anchored off the Status of Liberty until the extent of her injuries could be ascertained. The Al-legheny was towed to Brookivm. The Alsternixe began discharging ballast at the Sand dock yesterday. She is to take on her cargo of piles at Weldler's dock The schooper Eldorado shifted yesterday from Inman, Poulsen & Co.'s mill to the Victoria dock dolphins, where she will finish loading with piles for China.

injuries could be ascertained. The Al-legheny was towed to Brooklyn. The United States Fruit Company, which had a big cargo of bananas on the Allegheny, sent a float to the vessel to take off the bananas. There were 10 cars and 104 stevedores on the float. It had been alongside the Allegheny about two hours, when for some unknown reason it suddenly sank. About one-third of the stevedores were on the float at the time, and were dumped into the water. Accord-ing to Foreman Haaka, however, all got safely onto the Allegheny and later were taken off by another float. Haake de-ciarce that not a single man was lost. 197 .115

THETIS RUNS SHORT OF COAL.

Revenue Cutter Forced to Put Back

to San Francisco. SAN FRANCISCO, April &-The revenue cutter Thetis, which salled Saturday last for Seattle, came back into the harbor today short of fuel. She ran into strong head winds and seas, and for over three days she fought against the storms, mak-ing little progress and all the time fast using the small supply of coal that she had in her bunkers. She had only taken on snough to take her to the northern port, and there it was the intention of the commander to fill her bunkers to the full-est capacity. When Cape Mendocino was reached and there were no signs of dimi-nution of the gale. Captain Healy decided to head back to this port, for replenish-ment of coal. She had only a few tons of coal left when she dropped unchor in the hav bay

Mississippi Steamer Aground.

ST. LOUIS, April 8 .- Word was received at the office of the Pilots' Ass today that the Les line steamer Stacker Les was aground 'at Kimmsweick, Mo. with a heavy load of freight and a full with a nearly load of freight and a full list of passengers aboard. The Stacker Lee left St. Louis at 9 o'clock this morn-ing for Memphis. It is not known whether the boat, which is one of the largest on the river, is in danger.

Will Remain Purely British.

CHICAGO, April & --A dispatch to the Inter Ocean from London says: At the annual meeting of the shareholders of the Cunard Steamship Company yesterday Lord Invereiyde, the chairman, said the plan.

Liverpool and Queenstown; Liguria, from Na

Domestic and Foreign Ports. ASTORIA: April 8.—Sailed at 8 A. M.— Steamer Columbia, for Sun Francisco. Ar-rived down at 10 A. M.—French bark Duo d'Aumale. Condition of the bar at 4:30 P. M., moderate; wind west; wanther cloudy. Point Reyes, April 8.—Passed at 10:25 A. M. -Steamer Alliance, from Caspar. San Francisco, April 8.—Arrived at 3 A. Mf-Steamer Ruth, from Portland. Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland. St. Vincent, April 8.—Arrived-Harmonihis, from Tacoma and San Francisco, via Louigu. clares that not a single man was lost from Tacoma and San Francisco, via Iquique

Portland

Antwerp, April 8.—Sailed-Nederland, for Philadelphia.

York, April 8.-Arrived-Princess Irene. from Bremen; Poisdam, from Rotterdam. Sailed—Rotterdam, for Rotterdam; Oceanic, for Liverpool

11

land Commission, who went down the river on the dredge tender John Me-Craken on her first trip, are highly pleased

Amazon's Lumber Cargo

The barkentine Amason left down the

river yesterday in tow of the Ockiahama. She is bound for Tsing Tau, China, and carries L28 piles, 17.156 feet of dressed lumber, 33,111 feet of rough lumber, 120,090 lath and 15 cords of wood, of a total value of \$21,006. The cargo was dispatched by the Pacific Export Lumber Company.

Albion River Cannot Be Saved.

Marine Notes.

Captain F. S. Bosworth, for many years a marine surveyor here and at one time

port warden, and now a resident of Bath. Me., is paying a visit to old friends in

Domestic and Foreign Ports.

ma. April 8.-Arrived-United States rev-The nue cutter Grant, from Port Townsend; Nor-wegian ship Norge, from Australia. Sailed-British ship West Lothian, for Sydney, enue cut

British ship West Lothian, its dynamy, N. S. W. San Francisco, April 8.—Arrived-Steamer Ruth, from Astoria; steamer Meiville Dollar, from Rverett; steamer Empire, from Coos Bay; United States steamship Thetia, from eea. Satised-Steamer Geo. W. Eider, for Portland; schooser Jonale Wand, for Gray's Harbor; schooser R. W. Barliett, for Port Gambie; Satismer R. W. Barliett, for Fort Gambie; steamer Santa Monica, for Gray's Harbor

steamer Santa Monica, for Gray's Harbor. Hong Kohg, April 8.—Arrived previously—Si-beria, from Sun Francisco, via Tokohama, Higo and Shanghai; Tacoma, from Tacoma, via Hong Kong and Shanghai. London, April 8.—Sailed-Silesia, from Ham-burg and Antwery, for San Francisco, via Bouth and Central American ports. Plymouth, April 8.—Arrived—Pretorian, from New York, Cherbourg and Hamburg, and pro-ceeded.

cceded.

Browhead, April 8.-Passed-Celtic, from

Browhead, April 8.-Passed-Celtic, from New York for Queenstown and Liverpool. St. Michaels, April 8.-Arrived-Väncouver, Genoa and Naples, for Boston. Liverpool, April 8.-Sailed-Germanic, for New York, via Queenstown, Belganland, for Philadelphia, via Queenstown. Queenstown. April 8.-Arrived-Celtic, from New York for Liverpool and proceeded. New York, April 8.-Arrived-Teulonic, from Liverpool and Queenstown. Lizuria, from Na-

Total Disbursements		\$121.	171.	46
	*******	. 90,	280	截

Portland.

Portiand. The fire committee presented a com-munication requesting that all the hy-drants be set in place by the Water Board. Superintendent Dodge said he was in fa-vor of granting the request, but it was voted that the hydrants be set by the Water Board, and the expense paid by the fire depariment. It was ordered that 500 contest of the

It was ordered that 4000 copies of the rules and regulations be printed, as the old supply was nearly exhausted. A com-munication was received from the Willamette Boller Works, requesting that the rates for large consumers be modified, but the Board decided that no modification Was necessary.

A. L. MILLS RESIGNS.

R. L. Glisnu Appointed His Successor

R. L. Gliann Appointed His Successor on Excentive Board.
A. L. Mills, for a number of years a member of the Board of Public Works and later of the Excentive Board, yester-day filed his resignation with the Mayor, and R. L. Gliman will be appointed in his black. Mr. Mills has recently assumed place. Mr. Mills has recently assumed new duties, owing to the death of the late Mr. Corbett, and these were too pressing to admit of his giving any great amount

Gays from contract, and to continue at least 300 tons per month.
Martin Pipe & Foundry Company, San Francisco, 341 per ton and 3½ cents per pound for special castings.
R. D. Wood & Co., Philadelphia, \$25,0
R. D. Wood & Co., Philadelphia, \$25,0
The weight of one of the parts of any of these is about 1000 pounda. The lower bottom of the figure, symbolizing civiliant so tall that it could just be passed through the doorway. The upper portion of the parse through the doorway. The upper portion of the parse through the doorway. The upper pound for special castings.
The superintendent reported the receipts for the same between the end of the same between the end of the car and its side door.
The quarterly statement was read as foilows:

One of the pair of mammoth lions for the decoration of the grounds will be completed within the next five days. These figures will be 14 feet long and about eight feet wide, and on account of the poses, nearly 14 feet high. Four man fig-ures for the mines and metallurgy build-ing, each over 12 feet high, and typifying coul comper. Iron and gold, will go for-"But the Northern Pacific is having de-livered to it 1000 flat cars, which will be oal, cooper, iron and gold, will go for-ward about the same time as the first lion. The big Centaur and Cupid, for the Liberal Arts Bhilding, will be shipped probably tomorrow, the female figure for the colonnade of the Varied Industries Building, which Bruno Louis Zim is mod-eling, will be ready for shipment within a week. fore, to send a large number of empties West It is not good business policy to send empths clear to the Coast to handle shipmants one way, but whenever we are able to get a load for a part of the way, any to Montana, there is less objec-tion to sending the cars through to the

Noted as an Expert Reinsman.

Noted as an Expert Reinsman. THE DALLES, Or., April & ...(Special.).-Thomas A. Ward, who died at his resi-dence in this city Monday afternoon, was one of the best-known residents of East-ern Oregon and Washington, having lived in this vicinity for the past fi years. He was born in Wisconsin, October 17, 1865, moving with his parents to California when but 5 years of age. His early youth was spent in that state and in Nevada un-til his 17th year, when he came to East-ern Oregon, settling at Cross Hollows in "The lumber business of the Northwest "The lumber business of the Northwest is increasing so rapidly that it is requir-ing a great effort to handle it. From accounts I have beard, however, the lum-bermen, and more particularly the shinglemen, are not getting as good re-turns from their product as had been hoped. They are selling on too close a margin. But there are always times when this is done. "In time the trans-Pacific trade will

til his 17th year, when he came to East-ern Gregon, settling at Cross Hollows, in Musco County. At an early age he became an expert reinsman, and from the commencement of his residence in Oregon has been known Wasdo County. At an early age he became an expert reinsman, and from the commencement of his residence in Oregon has been known as an expert singe-driver and handler of horses, an occupation which he had fol-lowed until the past few years. In 1858 he was married to Miss Mary L. Kerns, of East Portland, and in 1858 moved to The Dalles, where he had since resided and carried on an extensive livery business. He served one term as Sheriff of Wasco County. For two years he had been in failing health. Mr. Ward was a member of the local Order of Oddfellows, the Rebekahs and Woodmen of the World. His wife survives him, with three chil-dren: Elmer, Rex and Lulu, all of this But that time, however fast it is ap-proaching, is not yet here. "I think there is an unusually prosper, ous condition prevailing throughout the

<text><text><text><text><text><text><text><text><text><text><text><text><text><text><text>

ator Penrose, Colonel T. M. W. Draper and J. O'B. Gunn, the instramed repre-sonting Eastern capitalists, are interested is soon to begin work on a road from Grant's Pass to Crescent City. In fact, it is stated that work will begin within the next few days.

ARROW OUT FOR A SPIN. Clark Offers Three-Cent Fares.

Preliminary Trial Was Satisfactory to the Builders.

nouncement was made today that United The machinery of the new steamer Ar-row was given a warming up yesterday. The boat was taken down to the mouth States Senator W. A. Clark, of Montana, is the client for whom W. M. Garland, a local real estate dealer, made applica-tion to the City Council for a street raliof the Willametic under slow steam, and the result was gratifying to all concerned. The boat was in command of Captain Thomas, who is to be master of her. No livered to it 1000 flat cars, which will be ready for this year's business. These cars will enable the railroad to handle the big lumber traffic that is sent East from the Northwest, and we do not expect to feel any inconverience. "Of course, the east-bound traffic will be heavier later on than the west-bound haul. We will be compelled as heretoattempt was made to get speed out of her, the lits being merely to try the working of her engines. After coaling up et the bunkers, the Arrow returned to her dock at the foot of East Oak street. Her regular trial trip will come off in about ten days. Among those on board the steamer were Captain J. S. Cochran, who has su-pervised the construction, and Captain McCullach. Richard Turpin was in charge Demands of Fraitgrowers. LOS ANGELES, April &-Allegation

of the engines.

PLACER MINING DREDGE.

Fifty-Thousand-Dollar Machine Being Built Here for Use in Alaska.

MARK COPYR

LOS ANGELES, April S.-Allegations made by the growers of citrus fruit in Southern California that lower freight rates and quicker time for shipments be-tween the Coast and the Middle West and Atlantic points are imperative were con-sidered today at a second session of the hearing before C. A. Prouty, of the Inter-state Commerce Commission. The bulk of the evidence presented was to the effect that improved service by the railroads was necessary for the fruit industry. Timbers are being framed at the Port land Lumber Company's mill for a \$50,000 mining dredge for use in Alaska. The building of this dredge has been under-



Will be one long to remember if you join one of our personally conducted Pullman tourist sleeping car excursions to ST. LOUIS or MEMPHIS, via DENVER, where you are given ample time to see the city. For particulars ask C. W. STINGER City Ticket Agent O. R. & N. Co. PORTLAND.

Third and Washington Streets.

50 After all, what can improve on the food which the child gets from its mother. Mother Nature D BRAND D BRANDD D BRAND D BRANDD D

it from all irritations and blemishes of the skin caused by Prickly Heat, Rash, Alosquito Bites, etc. It's soothing, healing, purifying qualities are especially beneficial to babies and young children—a necessary toilet article for every house-hold—you will never be without it once you have proved it's charming efficary. Druggists sell it—25 cents a cake.

Buy Medical Lake Ointment, 25 cents a box, and use it for all eruptions of the skin. It will improve the complexion and is inval-nable for Sunburn, Windburn, Eczema, Itching Piles, Mosquito and all Insect Bites. Not greasy or sticky—is immediately absorbed MEDICAL LAKE REFIEDIES ARE NOT PATENT MEDICINES.

MEDICAL LAKE SALTS MFG. CO., Sole Mfrs. NEW YORK AND SPOKANE, WASH.

DERVIER, April & -One of the most seri-ous obstacles in the way of the Moffat Short Line Railroad was removed today, when the State Land Board granted right of way across section 16, township 1 morth, range 50 west, in Grand County, and turned down the application of the new Century Light & Power Company for a lease on the same property. entire country, and the railroads natural ly feel the effect of it. But as I say, it is the extreme Northwest that is receiv-ing the most benefit." SMILES Good Cheer and Good Food Go Together.

Moffat Given Right of Way. DENVER, April &-One of the most seri