

FEDERAL AGENCIES SHORT OF MONEY

Northwestern Projects Overlooked by Lawmakers in Providing Funds.

CUSTOMS FORCE WORRIED

Government Engineers Dependent on Passage of Rivers and Harbors Bill and Are Being Laid Off Work Gradually.

Through laxity and lack of appreciation of Northwest projects on the part of lawmakers at Washington, there is a marked scarcity of funds about the Custom-House and most of the Federal departments have developed into mathematical beehives, as the clerical force in endeavoring to calculate how to wriggle through daily on but a percentage of what previous monthly expenditures have been.

The sundry city bill carries with it most of the appropriations for maintenance, so Inspector Beck, of the 17th lighthouse department, who was on the verge of selling an old light-ship, a mass of junk or other useless property in order to keep Coast and harbor beacons burning until Congress got busy, was notified by wire yesterday that he was authorized to "make expenditures and incur obligations for the month of July not to exceed one-twelfth of the allotment of the last fiscal year."

In another department permission was received to proceed as of yore, but the clerks have calculated that with the funds available there will be about one-third left for each day of what the full allowance has been.

In the Custom-House proper the force was paid until June 15 and have no event Uncle Sam's promise that the balance is forthcoming. If authority is given to carry on business during July without an appropriation it will cause a slight titter, for there is no money in the exchequer, so the clerks will have to be financially embarrassed until the bill passes.

With the government engineers the aspect is somewhat different, for they have no prospects unless the rivers and harbors bill goes through in a hurry, and that is the hope yesterday informed by General Bixby, chief of engineers at Washington that no provision had been made for a continuation of operations, pending the passage of the rivers and harbors act, so as to care for work beyond the limit of funds appropriated or authorized. As a consequence part of the force engaged in the construction of the south jetty at the mouth of the Columbia, was laid off last evening and more will go daily until the work is shut down Saturday, at which time the delivery of rock will have ceased and the fleet used in transportation be ordered tied up.

SOLVEIG COMING TO LOAD

Norwegian Takes Lumber and Ravenhill Is Fixed for Wheat.

It was announced yesterday that the Norwegian tramp Solveig is billed for a return engagement here, she having been taken under time charter by Balfour, Guthrie & Co. to load lumber at St. Johns for Australia. The vessel was reported as arriving at Valparaiso April 27. She is for a short time in due here in August. She will first proceed to a California port to load redwood and sugar pine and is to work about two-thirds of the time.

In grain freights one carrier was fixed, the British ship Ravenhill, which sailed from Port Victoria for Callao April 27. She is for a short time in due here in August. She will first proceed to a California port to load redwood and sugar pine and is to work about two-thirds of the time.

LAUNCH STANDARD DAMAGED

Craft Headed Down Stream and Hole Driven in Bottom.

What is believed to be a case of spite-work was reported to Harbormaster Speler yesterday in connection with the sinking of the launch standard, which was found near the Steel bridge and was saved from going to the bottom by the efforts of the crew of the fireboat George H. Williams. Charles Walker, owner of the vessel, says that it was taken from moorings at the foot of Morrison street during the night and a hole punched through the bottom of the hull, alongside the keel and just forward of the flywheel of the engine, attested to the fact that the destruction of the launch had been planned deliberately.

The launch Louise toward the damaged craft to Speler's yards, where it is being repaired. Harbormaster Speler was shown that the manner in which the work had been done, the fact an improvised connection had been made in the absence of the plug, and in various ways that it was the work of an experienced person. The theory was advanced that the launch had been gotten under way and headed down stream when the attempt was made to scuttle it.

PILING FOR BRIDGE DRIVEN

Pennsylvania Interests Make Headway With Broadway Contract.

Work of driving piling across the west channel in the harbor on which to erect the first span of the Broadway bridge to extend over the water, has been started, and as the steel is in place within 100 feet of the river the piling will be placed as rapidly as possible.

The Pennsylvania Steel Company has all steel up from the Weaver Slide approach, at the foot of Seventh street, through the terminal yards and across Front street, between Albers' docks Nos. 1 and 3. The dock formerly known as No. 2 has been torn away to make room for the bridge, and the span extending from Front street to the river pier will be in place in a few days.

When the last fixed span on the West Side is in position, resting on the center pier, the company will commence on the East Side work.

GUERNSEY LOADS PART HERE

Eastern & Western Mill Will Furnish Lumber for Australia.

Next in the offshore lumber carriers to load at the plant of the Eastern & Western will be the Guernsey steamer Guernsey, which is coming this month to take material for the Australian market. She will work part of her load

on the lower river, probably Tongue point, and take 1,250,000 feet at the Eastern & Western.

The steaming coal to Newcastle was business transacted at the mill yesterday when the steamer Sue H. Elmore took on a houseful of lumber for Bay-Coast and will sail tomorrow. Numerous orders are filled here for dealers on the beach and other places where lumber cannot be delivered from Tillamook except at greater expense than from here. Tillamook County has a vast area of standing timber and mills are operating regularly, yet conditions are such that Portland dealers can invade the territory profitably. Coasters to load at the mill this month will include the steamer Olympic and steamer Melville Dollar, which will take their load for the California market.

MINIMUM CHARGE MAY FALL

Drydocks Lose Business to Yards on Small Carriers.

As business has been lost to the public drydock and the plant of the Oregon Drydock Company because of the increased rates that went into effect a few months ago, establishing the minimum charge for lifting vessels at \$50, the three principal defendants appeared personally and by Attorney Dan J. Malarkey.

In the actual trial of the case they will also be represented by Attorneys John F. Logan and W. C. Benbow. Mr. Malarkey yesterday gave notice that his clients will demand an immediate trial.

"In view of the summer vacation I would ask that the court hold over some of the jurors as a nucleus," said Mr. Malarkey. "The notices here by these defendants make it of the greatest importance that the charges against them should be disposed of quickly. I have made an application for an immediate trial at this time and publicly in order that the District Attorney may not be taken by surprise."

"My clients will not demand separate trials as far as I am at present advised," said Mr. Malarkey. "We will, however, demand a severance from Maddux and Reed, not wishing to be placed on trial with them as codefendants."

Mr. Malarkey waived the reading of the indictment. Mayor Ruhlright, Chief of Police Slover and Captain of Detectives Baty were not in Judge Kavanagh's chambers, where the arraignment took place, more than a minute and took no personal part in the proceedings. Captain E. R. Works has given up command of the steamer Hasano to become skipper of the T. J. Potter, and Captain G. C. Cameron is master of the Hasano.

Bound for Yaquina in ballast the little gasoline sloop Nenamocha cleared at the Custom-House yesterday.

After having been on the Oregon drydock since Saturday evening, during which time a new show was fitted and minor work done, the gasoline schooner Tillamook was floated yesterday and returned to Speler's yards.

While bound from Portland for the Cape Horn service, the tugboat Harkin struck a submerged drift and bent her shaft. She was held yesterday so repairs could be made.

Having shifted from Prescott to Westport the French bark Bossuet resumed working lumber yesterday. As the schooner Little Bennett is short a few members of her crew she will not get under way until Friday.

Repairs being at an end the pilot schooner Joseph Pultizer has been towed to the public drydock to remain until her services are again required of the Columbia River.

With about 125 passengers the steamer T. J. Potter resumed service between Portland and Megler at 10:30 P. M. yesterday evening. The vessel is under the command of Captain George Hale as pilot; Charles White, chief engineer; Jack Reimer, assistant engineer and Archie Durbin, steward.

While being loaded with coke from the French ship La Penrose, at Megler dock, which was consigned to the Oregon Iron & Steel Company at Oswego, the barge Comet sank yesterday and was later towed to the foot of Ankeny street and pumped out. It was reported that about 50 tons of coke was on the barge at the time.

Though the gasoline schooner Anvil entered the Columbia River yesterday night it was not until noon yesterday that she reached Couch-street dock, having fouled fishing nets inside the bar. Her cargo, which consisted of a ton of fish, was almost impossible. Some of the material was removed, but it may be necessary to employ a diver to clear the propeller.

Lumber for San Francisco is being loaded aboard the steamer Quinault at Rainier, the steamer Carlos will finish today at the same place and sail for the Golden Gate and the steamer Thos. L. Taylor will be in the water at the hold and is to take a deckload of piling at Stella.

United States Inspectors Edwards and Fugate, members of the Port and District Commission inspected the tug Ononta on the public drydock yesterday, and as the vessel is low at the stern, it was decided to shift her water tanks forward and remove heavy bits aft, it being estimated that between 15 and 20 tons of weight would be shifted, thereby giving her better trim. The plan will be carried out and the inspectors will decide if it is satisfactory.

STEAMER INTELLIGENCE.

| Due to Arrive. | | |
|----------------|---------------|---------|
| Name | From | Date |
| Harvard | San Francisco | July 2 |
| Gov. W. Elder | San Diego | In port |
| Lyra | Salina Cruz | In port |
| Alliance | San Pedro | In port |
| Breakwater | Coos Bay | July 7 |
| Sue H. Elmore | Tillamook | July 7 |
| Salina Cruz | Salina Cruz | July 7 |
| Nebraska | Salina Cruz | July 8 |
| Reichstadt | Salina Cruz | July 19 |
| Nebraska | Salina Cruz | July 19 |
| Nebraska | Salina Cruz | July 30 |

Marine Notes.

Captain R. J. Young has been signed as master of the steamer Ruth, succeeding Captain J. P. Carleton. Captain E. R. Works has given up command of the steamer Hasano to become skipper of the T. J. Potter, and Captain G. C. Cameron is master of the Hasano.

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PLEAS IN DRIBBET PROBE

Mayor, Chief and Captain of Detectives Are Arraigned Before Kavanaugh.

Mayor Ruhlright, Chief of Police Slover and Captain of Detectives Baty were not in Judge Kavanagh's chambers, where the arraignment took place, more than a minute and took no personal part in the proceedings. Captain E. R. Works has given up command of the steamer Hasano to become skipper of the T. J. Potter, and Captain G. C. Cameron is master of the Hasano.

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LAWYER ASKS EXPEDIENCY

Trio of Officials Will Not Demand Separate Trials, but Refuse to Be Heard With Maddux and Reed as Co-Defendants.

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MILK ORDINANCE PLEAS

State Bacteriologist Approves Measures Submitted by Health Board.

Professor E. F. Pernot, State Bacteriologist, heartily commends the milk ordinance submitted by the City Health Officer Wheeler at a meeting of the City Health Board, Monday.

"Too much care cannot be exercised in dealing with milk, as experience has proved to me," said Dr. Pernot. "In many cases where I have had occasion to examine samples of milk from various parts of the state recently, conditions indescribably filthy were revealed."

"While conditions about the city are not so bad as in some country localities, I am convinced they are such that they need regulation. The principal danger is from filth."

"The conditions prevailing about places where the milk is handled contaminate the milk, and present a great danger of tuberculosis to the users. My tests have shown that most of the contamination in the milk is from dirt, and that the danger from inherent causes is slight."

OPENING THE LINE OREGON ELECTRIC RY.

ALBANY, OR., JULY 4TH

Portland Commercial Club Excursion, Take Special Train 7:50 A. M., Jefferson Street Station Only

ALBANY ROUND TRIP \$2.30

Going This Train Only—Returning Any Train July 4

Get Tickets at City Ticket Office, Fifth and Stark Streets, or at Jefferson Street Station, Jefferson and Front Streets.

For the WILLAMETTE VALLEY GRAND CELEBRATION

of the OREGON ELECTRIC RAILWAY'S ENTRANCE TO ALBANY

The city of Albany has arranged an elaborate programme of entertainment for all visitors.

REGULAR TRAIN SERVICE JULY 4

Five Daily Trains To and From Albany

Two Limited and Three Local Trains on and after July 4

| | Local | Limited | Local | Limited | Local |
|----------------|-----------|------------|-----------|-----------|------------|
| Leave Portland | 6:30 A.M. | 9:00 A.M. | 2:15 P.M. | 5:00 P.M. | 9:30 P.M. |
| Leave Albany | 8:35 A.M. | 10:35 A.M. | 4:20 P.M. | 6:35 P.M. | 11:30 P.M. |
| Arrive Albany | 9:40 A.M. | 11:35 A.M. | 5:25 P.M. | 7:35 P.M. | 12:35 A.M. |

The Portland time shown is from Jefferson-street Station; from North Bank Station twenty minutes earlier. Similar schedule northbound.

NOTE NEW LIMITED 5:00 P. M. TO SALEM AND ALBANY

GOOD PRICES FOR SHEEP

ACTIVE DEMAND AT YARDS AND FIRM MARKET.

Choice Lambs Sell Up to \$6 and Ewes Are Nickel Higher Than Last Week.

With the mutton supply exceeding other lines, the bulk of trading at the yards yesterday was in lambs. A small lot of top grade sold at \$4, the best price that has been realized for several weeks. A big bunch of 220 head brought \$5.75. The best wethers held at \$4.50 and good ewes touched \$3.75.

The disposition of livestock for the month of June, according to the Livestock Reporter, was as follows:

| | Cattle | Hogs | Sheep |
|-------------------|--------|-------|--------|
| Union Meat Co. | 3,510 | 4,524 | 10,625 |
| Frank L. Smith | 20 | 20 | 88.00 |
| G.H. Co. | 219 | 537 | 24 |
| Adams Bros. | 24 | 30 | 720 |
| 13 Fairchild | 20 | 27 | 50 |
| Misc. Oregon | 30 | 27 | 588 |
| 29 Taylor | 143 | 271 | 588 |
| Carstens Pkg. Co. | 688 | 487 | 1,907 |
| Frye & Co. | 128 | 114 | 1,078 |
| 18 Lewis | 98 | 129 | 821 |
| Tacoma Meat Co. | 38 | 8 | 86 |
| People's Market | 44 | 34 | 864 |
| Misc. Washington | 404 | 394 | 864 |
| Feeders, Or. | 100 | 100 | 864 |

Total... 5,526 7,505 20,916
Receipts yesterday were 131 cattle, 150 hogs and 1,999 sheep.

Among the shippers were L. O. Peets, Moro, 1 car of sheep and hogs; W. S. Weaver, McMinnville, 2 cars of cattle, 2003 sheep; Sevier & Wood, McMinnville, 1 car of sheep; Hugh Cummings, Corvallis, 1 car of cattle; Lee Miller, Millerboro, 1 car of sheep; D. Taylor, bulk of sales, \$7.50; and Lowell Brothers, Harrisburg, 2 cars of sheep.

The day's sales were as follows:

| | Weight | Price |
|-------------|--------|---------|
| 4 steers | 4,075 | \$15.87 |
| 6 steers | 6,075 | \$15.87 |
| 13 steers | 10,640 | \$15.90 |
| 2 bulls | 2,500 | \$15.90 |
| 90 lambs | 67,475 | \$5.75 |
| 220 lambs | 1,425 | \$5.75 |
| 225 lambs | 50,535 | \$5.75 |
| 33 lambs | 85,450 | \$5.75 |
| 1 lamb | 82 | \$5.38 |
| 48 wethers | 102 | \$4.50 |
| 36 wethers | 129 | \$4.25 |
| 108 wethers | 111 | \$4.25 |
| 38 wethers | 86 | \$3.75 |
| 13 wethers | 96 | \$3.75 |
| 48 ewes | 129 | \$3.75 |
| 1 ewe | 36 | \$3.75 |
| 1 ewe | 90 | \$3.75 |
| 48 lambs | 20 | \$3.83 |
| 22 ewes | 192 | \$3.80 |
| 13 hogs | 110 | \$7.50 |
| 14 hogs | 194 | \$7.50 |
| 3 hogs | 149 | \$7.85 |
| 49 wethers | 149 | \$7.85 |

The range of prices at the yards was as follows:

| | Price |
|-----------------------|--------------------|
| Good steers | \$15.00 to \$16.75 |
| Medium steers | \$12.50 to \$14.50 |
| Choice cows | \$5.00 to \$5.25 |
| Medium cows | \$4.50 to \$5.00 |
| Good calves | \$7.00 to \$7.75 |
| 20 head heavy calves | \$2.50 to \$3.00 |
| 100 head heavy calves | \$2.50 to \$3.00 |
| Stags | \$4.75 to \$5.00 |
| Light | \$2.00 to \$2.50 |
| Sheep | \$4.00 to \$4.25 |
| Yearlings | \$2.00 to \$2.50 |
| Ewes | \$3.00 to \$3.75 |
| Lambs | \$4.00 to \$5.00 |

BOYCOTT CAUSES PROTEST

Northwest Fights Lumber Embargo at San Francisco.

Portland's Chamber of Commerce has joined the other chambers of Oregon, Washington and Idaho, in a protest to the commercial bodies of San Francisco and vicinity against a boycott established against Northwest lumber in the San Francisco Bay territory. Trustees of the Chamber at their meeting yesterday reviewed letters sent from other commercial bodies of the Northwest and instructed Secretary C. C. Giltner to prepare a formal protest from the Portland body also to be forwarded to San Francisco.

The boycott against Northwest lumber is a result of activities of the labor organizations of San Francisco. The commercial bodies of the Northwest states hold that the boycott is unjust and should be removed. Attention is called in their letters to the fact that California products of all kinds receive free entry into this territory, and California is requested to extend to

ASTORIA AND NORTH BEACH

Via the Delightful Columbia River Route on the Steamers

T. J. POTTER HASSALO and HARVEST QUEEN

From Ash Street Dock

STEAMER "T. J. POTTER" leaves Portland at 10:30 P. M. (daily except Sunday and Monday), arriving Astoria 6:00 A. M. and Megler at 7:30 A. M. Returning leaves Astoria daily except Sunday, Monday and Tuesday at 7:00 A. M., Megler at 9:00 A. M., arriving Portland 4:30 P. M. On Sunday, leaves Astoria 7:00 A. M., Megler 9:00 P. M., arriving Portland at 5:30 A. M. Monday.

STEAMER "HASSALO" leaves Portland daily (except Saturday and Sunday) at 8:00 A. M., Saturday at 1 P. M., arriving Astoria 1:30 P. M., Megler 2:15 P. M. On Saturday arriving Megler 6:30 P. M. Returning leaves Megler daily except Saturday and Sunday at 2:45 P. M., arriving Portland 10:00 P. M. Sunday leaves Megler 9:00 P. M., arriving in Portland 5:30 A. M.

STEAMER "HARVEST QUEEN" leaves Portland daily (except Saturday and Sunday) at 8:00 P. M., Saturday at 10 P. M., for Astoria and way landings. Returning leaves Astoria daily except Sunday at 7:00 A. M., arriving Portland 6:00 P. M.

EXCELLENT RESTAURANT SERVICE (Meals a la carte). Trains meet all boats at Megler for North Beach points.

| | | |
|-------------|---|--------|
| Astoria | Saturday-to-Monday tickets | \$1.50 |
| North Beach | Season tickets | 3.00 |
| | Five-day round-trip tickets | 4.00 |
| | One-day river trip, Portland to Megler and return | 15.00 |
| | Stateroom reservations can be made at Ash-Street Dock or CITY TICKET OFFICE | 2.00 |

THIRD AND WASHINGTON STREETS, PORTLAND

TUALATIN VALLEY ACREAGE

Splendidly located near Portland, on United Railways. Fast trains, week-end rates, COMMUTATION TICKETS. Near town of North Plains. Electric light, pure water, improved streets, modern buildings. Ideal location for FRUIT FARMS, DAIRY FARMS, BERRY FARMS, POULTRY FARMS

ENCOURAGEMENT GIVEN SMALL INDUSTRIES For literature write or call at office of

RUTH TRUST COMPANY

Main 6076, or A 3774 235 Stark Street, Portland, Oregon.

SCHOOLS AND COLLEGES.

Belmont School

(Twenty-five miles south of San Francisco) is trying and we believe successfully trying, to do for the moral, intellectual and physical welfare of its boys what thoughtful parents most wish to have done. Contributive to this end are the location of the school, removed from the temptations and distractions of town life, the fitness of its climate, the excellence of its buildings and equipment, the thoroughness of its instruction, and the beauty and extent of its grounds, with the wide range of foothills surrounding them. We are glad to have our patrons and graduates consulted. For catalogue and other special information, address the Head Master.

The Head Master or the Assistant Head Master will later be in Portland, and will be glad to see anyone who may care to know more about the school. The school is open from the time when and the place where they may be seen will later accompany this notice.

W. T. REID, (Harvard) Head Master.
GILBERT N. BRINK, (Yale) Assistant Head Master.

GONZAGA UNIVERSITY

(Established as Gonzaga College, 1887) Spokane, Wash. CONDUCTED AS A BOARDING AND DAY SCHOOL By the Jesuit Fathers FOR BOYS AND YOUNG MEN Embraces the following departments: 1st—The Preparatory or Grammar School. 2d—The Academic or High School. 3d—The College of Arts and Sciences. 4th—The Law School. 5th—The Commercial Department. French, German, Music, Physical Culture and Athletics. Fall season opens September 4th. Law School, October 1st. Catalogue sent free on application. For further information, address The President.

PORTLAND ACADEMY

Corner of Montgomery and Thirteenth. Office hours 9 A. M. to 12 M. Fits boys and girls for college. Graduates enter on examining Harvard, Princeton, Yale, Bryn Mawr, Massachusetts Institute of Technology, on certificate. American, Cornell, Smith, Vassar, Wesleyan, Goucher, Reed and other colleges and universities of the Pacific Coast. Work includes: Grammar, Chemistry, Botany and Physics. Field practice in geology. Departments in charge of college men and women. Classical, Scientific, Modern Language and Commercial. Trained and experienced faculty. Skilled director. Track and field athletics. The school includes a thorough Primary and Grammar Department. Easy access from all parts of the city. Catalogue on application.

Mills College

Suburb of Oakland, California.