BIG FLEET CROSSED OUT

BAR PILOTS MADE A CLEAN-UP AT THE MOUTH OF THE RIVER.

Over 15,000 Tons of Shipping Passed Out of the River—Isle of Arran Outside.

The bar pilots at the mouth of the river yesterday made a pretty thorough clean-up with the fleet of ships and steamers which were anchored at Astoria and Flavel. Four steamers, three barks and a barkentine crossed out at 11 o'clock yesterday morning, and the Samson and Wahkiakum a few hours later, leaving the lower harbor bare of ships. Some of the vessels were delayed a few days at the mouth of the river, but most of them had just arrived down. The Beechdale and the Elm Branch had the best dispatch of any of them. They left Portland Sunday and went through to Astoria without delay, reaching there Monday morning. The three barks, Donna Francisca, Beechdale and Gulf Stream, have got an even start, and will have an opportunity for an interesting three-cornered race around the Horn.

The four steamships which crossed out were all bound for different destinations in the Far East, but, with the exception of the Lennox, which goes by way of Honolulu, they will keep pretty well on the same course for some time after leaving the river. The aggregate net tonnage of the fleet of steam and sail, foreign and coastwise, which crossed out yesterday was over 15,000 tons, and it carried over 30,000 tons of cargo.

ISLE OF ARRAN OUTSIDE.

Another Grain-Carrier Off the River, After a Good Passage.

The British ship Isle of Arran is reported outside, with a pilot aboard, and will probably be in this morning on the flood tide. This vessel is undoubtedly the square-rigger which has been reported off the mouth of the river for the past three days and which was supposed to be the Poseidon. The Isle of Arran has undoubtedly made a very good passage up the Coast, as she was known to be at Santa Rosalia as late as January 19. Her arrival will save the Samaritan from the distinction of being the only grain ship in port, and before either of them get out of the river there will undoubtedly be others to take their places. Several of the Honolulu fleet are not far behind the Poseidon, and may reach port about the same time. The damage to the East African, mentioned in yesterday's Oregonian, will not cause the vessel very much delay. Honolulu papers of March 2 have the following additional particulars of the condition of the vessel:

"The East African, which has had a burning cargo since Sunday last, began discharging at the old Fishmarket wharf yesterday. The old China engine pumped water into the ship all night, holes being cut in the deck for the purpose of getting at the seat of the fire, which was abaft the main hatch. About 10 o'clock in the morning, the gas which had been accumulating exploded, blowing open the forward and after hatches, but doing no damage. The fire engine is standing by to do more pumping in case of need. The ship is now very deep in the water from the immense amount of water she holds."

IN THE BOATYARDS.

East Side Builders Have Plenty of Work on Hand.

At the Supple boatyard the new steamer for The Dalles, Portland & Astoria Company will be launched next week. The present fine weather enables the work to progress rapidly. As the craft stands on the ways she has a beautiful and shapely appearnce, and promises to be speedy. The machinery is all in place and nearly all connected. The Case screw, the new propeller which is proving so satisfactory, has been received. It is 62 inches in diameter. Mr. Supple is well pleased with the progress of work on the steamer, as he wishes her out of the way to make room for the new coaster for the Tillamook route. The coaster will be built on the ways on which the new flyer now stands. The new craft will be 100 feet long, 24 feet wide and 9 feet in depth, and is being laid down on the floor of the shed on the ground. In another part of the yard the old propeller Ilwaco is being thoroughly overhauled, and will be sent over to the Sound when completed.

In the Johnston yard, corner East Water street and Hawthorne avenue, two sternwheelers are well along toward completion. On the steamer for Hosford Bros. the work on the cabins is progressing, and the craft will soon be ready for launching. Captain Hill's boat, in this yard, will also be finished within a few weeks. Mr. Johnston has secured the contract to build another small boat, 50 feet long, which he will lay down and begin construction on in a short time. The prospects are that the two East Side shipyards will be kept busy through the year.

First Eskimo Sailor.

Joseph Solar is the first full-breed Eskimo to voluntarily come to the United States in pursuit of a livelihood, says the Seattle Post-Intelligencer. He is a seaman on the bark Mermaid, which arrived at Port Blakeley 10 days ago from Dutch Harbor.

Captain F. M. White, master of the vessel, says that aside from Miner Bruce's Eskimo aggregation, Solar is the first Eskimo yet to voluntarily come to the States.

Solar shipped on the Mermaid from Dutch Harbor as an ordinary seaman, and Captain White, himself a salt of more than a quarter of a century's experience, says Solar is one of the best sailors he ever saw. Already he has picked up a smattering of English. He is 17 years old, and weighs 185 pounds. He dresses much the same as an ordinary sailor.

No News of the Alaska Ships.

SEATTLE, Wash., March 13. — Two steamers reached here from Alaska today, but they brought no news of the missing steamers Wolcott and Excelsior. Juneau newspapers published a story March 5 that a report had reached Sitka to the effect that the Wolcott had been wrecked off Kayak, Alaska. This information, it was asserted, had reached Sitka by Indians from the westward, who arrived before the Cottage City, which arrived here a week ago, sailed from Sitka. The Cottage City's officers say they never heard such a story.

A. G. McBride, who is in the city, heard that the Indians reported the wreck of the Wolcott as having occurred January 7. As a matter of fact, she was seen at Unalaska, January 24.

For the Amoor River.

SAN FRANCISCO, March 13.—The trade of San Francisco with Asiatic countries is rapidly increasing. The steamer Leander, which has been loading stores for Siberia, will take on board two sternwheel steamers. The vessels are to be used on the Amoor River, in conjunction with the Trans-Siberian Railroad. The steamer Tyr is on her way here from Port Arthur for a cargo of general merchandise for Siberian ports.

American Name Wanted.

WASHINGTON, March 13.—Senator Sewall has introduced a bill changing the name of the Paris, of the American Line, to the Philadelphia. Three of the ships of the International Navigation Company constituting the American Transatlantic mail service, already bear names of American cities—the St. Paul, the St. Louis and the New York.

Bolt From the Oregon.

The latest addition to Captain E. S. Edwards' large collection of curios is an interesting relic from the famous battleship Oregon. At the ceremony attendant on laying the keel of the ship, two rivets were placed in position and "headed" and then cut out. One of these was molded into a polished tomahawk by the Union Iron Works, who built the ship, and presented to Captain R. J. Steele, the United States naval constructor in charge. Captain Steele presented the other rivet to his nephew, Harry F. George, of Astoria, and the young man presented a portion of it to Captain Edwards.

Schooner Wilson From Honolulu.

ASTORIA, Or., March 13. — The four-masted schooner Henry Wilson arrived in this afternoon, from Honolulu, and is now in quarantine in the lower harbor. She is bound for Gray's Harbor, to load lumber, and put in here for quarantine inspection. She had no sickness on board, was disinfected before leaving Honolulu and brings a clean bill of health from Dr. Carmichael, Government Quarantine Officer at that port. She is being thoroughly fumigated here, however, and will be held in quarantine until Thursday afternoon.

Norwegian Ship Wrecked.

PHILADELPHIA, March 13.—News of the total loss of the Norwegian ship Framnes, while bound, with a general cargo, from Philadelphia to Havana and Santiago de Cuba, was brought here tonight by the steamship Admiral Schley, from Port Antonio, Jamaica. The lost vessel was commanded by Captain Thorbyarman, and had a crew of 28 men, all of whom reached shore.

Rails for Siberia.

NEW YORK, March 13.—The steamship Armenia, loading at this port, will carry supplies to Manila for the American troops in the Philippines and 2200 tons of rails and a large amount of steel bridge and structural work for the Siberian Railroad, to be delivered at Vladivostock.

Marine Notes.

The Strathgyle arrived up about 10 o'clock yesterday morning and docked at Albina wharf.

The British bark Kinfauns left down the river yesterday morning. The Samaritan commenced loading wheat.

The steamship Columbia, of Dodwell's line, has been sold to the United States Government. She was expected to come to Portland to load for the Orient, but another extra steamer will be substituted.

Domestic and Foreign Ports.

ASTORIA, March 13.—Arrived—Schooner Henry Wilson, from Honolulu. Sailed—United States transport Lennox, for Manila; British steamship St. Irene, for Hong Kong and way ports; Japanese steamship Doyu Maru, for Yokohama; British steamship Elm Branch, for Port Arthur; British barks Donna Francisca, Gulf Stream and Beechdale, for Queenstown or Falmouth for orders; barkentine Tam O'Shanter, tug Samson and barge Wahkiakum, for San Francisco. Outside at 5 P. M.—British ship Isle of Arran, from Santa Rosalia. Condition of the bar at 5 P. M.—Smooth; wind east; weather clear.

San Francisco, March 13.—Arrived—Schooner Abbie, from Coos Bay; steamer Robert Adamson, from Nanaimo; steamers Bristol, from Oyster Harbor; Newburg, from Gray's Harbor; Queen, from Victoria; Washtenaw, from Tacoma; Wellington, from Comox; Mineola, from Nanaimo; Willamette, from Seattle; ship Columbia, from Seattle. Arrived March 12—Schooner Antelope, from Coos Bay. Sailed—Barkentine Mary Winkelman, from Gray's Harbor; steamer Arcata, from Coos Bay.

Port Blakeley—Arrived March 12—Barkentine Leslie D., from Port Townsend.

Port Gamble, March 13.—Sailed—Steamer Lakme, for Dutch Harbor.

Seattle, March 13—Arrived—Steamer City of Seattle, from Skagway.

Cape Town, March 13.—Arrived—British ship Verajean, from Oregon.

Yokohama—In port March 10—British ship St. Mirren, from Oregon.

New York, March 13.—Sailed—Kaiser Wilhelm der Grosse, for Bremen.

Kobe—Arrived March 10—City of Dublin, from Tacoma for Hong Kong.

Antwerp—Arrived March 12—Friesland, from New York.

Gibraltar, March 13.—Arrived—Kaiser Wilhelm II, from New York for Naples and Genoa.

Plymouth, March 13.—Sailed—Graf Waldersee, from New York.

New York, March 13.—Sailed—Rhein, for Bremen; Georgic, for Liverpool; Kaiser Wilhelm der Grosse, for Bremen.

Kobe—Arrived March 10—City of Dublin, from Tacoma, for Hong Kong.

Antwerp—Arrived March 13—Friesland, from New York.

Gibraltar, March 13.—Arrived—Kaiser Wilhelm II, from New York for Naples.

Plymouth, March 13.—Sailed—Grafwaldersee, for New York.

NEW YORK, March 13.—Arrived—Kensington, from Antwerp; Victoria, from Naples.

New York, March 13.—Arrived—Oceanic, from Liverpool.

BRYAN IS COMING.

Great Silver Apostle Will Speak in Portland.

Colonel William Jennings Bryan will speak in Portland Wednesday, April 4. The Democrats are already beginning to make great preparations for him. He will make a dozen or more speeches in the Pacific Northwest; will pass through Portland twice, and on the occasion of his second visit will remain all night and will speak next day. Judge Thomas O'Day received a telegram from the Democratic standard-bearer yesterday, which gave his itinerary. It is as follows: Albany, March 28; Salem, March 28; Pendleton, March 29; Walla Walla, March 29; Spokane, March 30; North Yakima, March 31; Seattle, April 2; Tacoma, April 3; Portland, April 4; Roseburg, April 5.

The Democratic Executive Committee endeavored to have Colonel Bryan here April 13, Jefferson's birthday, but could not so arrange it.

The Democratic committee will try to secure the use of the Armory for Colonel Bryan's address, as that is probably the largest hall, with good acoustics, in the city.

The Democrats are also making preparations for a suitable celebration of Jefferson's birthday. This will probably take the shape of one of the famous dollar dinners.

In the letter of invitation which was sent to Colonel Bryan, the statement was made that the Democrats of Oregon believe that the Constitution follows the flag, and that there are not two governments in this state—one inside the Constitution and the other outside. No definite decision has been arrived at regarding the Jefferson-day banquet, and it may be dispensed with, as the date so closely follows the Bryan visit.

Boys' and Girls' Aid Society.

At a regular meeting of the Boys' and Girls' Aid Society held yesterday, Superintendent Gardner presented a report, showing a favorable condition of affairs of the association. Following is the report of children received and disposed of during the month of February:

RECEIVED.	
Voluntary relinquishments	5
Rescued from bad relatives	1
By legal commitment	3
Informally, from jail or court	3
Returned or recalled	12
Abandoned	1
Came voluntarily	2
Total	27
PLACED.	
Condition A, or to work for wages	7
Condition B, or on indenture	11
With relatives under surveillance	12
Total	30
RECAPITULATION.	
On hand February 1, 1900	34
Received during the month	27
Total	61
Placed during the month	30
On hand March 1, 1900	31
Average number on hand per day, for month of February	31

SOME CHEMICAL TRUSTS

ALL PROTECTED BY NONREVENUE PRODUCING DUTIES.

Wood Alcohol Prices—The Peculiar Paris Green Combination and Its Fluctuating Quotations.

BOSTON, March 13.—The New England Free Trade League has issued the following letter on chemical trusts by Byron W. Holt:

"Although we now manufacture and supply our own markets with hundreds of articles which formerly were imported, and although we obtain no revenue from the duties on these articles, yet it is a mistake to conclude, as many have done, that duties on such articles are dead letters and are not effective. It is these nonrevenue producing duties that are most effective in protecting trusts.

"Thus the duties on drugs and chemicals, with few exceptions, produce little or no revenue, yet protect hundreds of trusts. Chemical manufacturers and chemical dealers take to trusts as ducks take to water. Combinations, associations, agreements and understandings are common throughout the entire trade. Manufacturers in similar lines sell by the same schedule of prices; jobbers practically do the same; retail dealers have uniform prices. Druggists in most cities, villages or counties have their associations, which fix prices on most of the important articles dealt in. Free and open competition, if it ever existed, is a thing of the past in almost every branch of the chemical trade. Chemicals being mainly raw material or medicine, protective duties upon them are almost certain ti become 'instruments of extortion.'

"Some of the 'heavy' chemicals which are controlled by substantial trusts are borax, linseed oil and white lead. Some others controlled by agreements, selling agencies, etc., are paris green, ultramarine blue, bromine, etc. Nearly everything in the acid line is under control. Thus acetic acid (wood alcohol) is controlled by a monopoly, Manhattan Spirits Company, which sells in this country at nearly double cost price—present price is 90 cents per gallon for what is estimated to cost less than 50 cents—and exports its surplus sometimes at prices but little above cost.

"In 'fine' chemicals there are numerous trusts composed of cliques of manufacturers, which, by means of some form of agreement or understanding, control production and prices of scores of articles. Thus, four of our largest manufacturers of chemicals, two in Philadelphia, one in St. Louis, and one in New York, each manufactures about 350 articles. Each firm has its own catalogue, but they might as well sell from one catalogue, for their prices are uniform.

"Some of the articles manufactured by these firms are: Iodoform, citric acid, bismuth salts, mercurials—such as calomel, corrosive sublimate, etc.—chloroform, resublimated iodine and iodide of potassium, bichloride of potash, bichromate of soda, santonine, strychnine, rochelle salts, etc.

"The duties on all of the above and on hundreds of similar articles are prohibitive and serve no purpose except to protect the trusts formed to take advantage of these duties. As usual the members of these protected trusts are very wealthy, and much of their great wealth has been filched out of the pockets of the people by means of these worse than useless tariff duties. According to the New York Tribune Almanac (see American Millionaires), William Weightman, of Powers & Weightman, one of the four firms mentioned above, is 'considered by many the richest man in Philadelphia.'

"Many chemicals are exported, and often at prices considerably below our home prices. But for our inordinate duty and internal revenue tax of 700 or 800 per cent on alcohol—the most necessary and costly supply in chemicals—our chemical industry would probably lead the world.

Paris Green Trust.

"The paris green combine will serve to illustrate many of the chemical trusts, and will be of especial interest to farmers at this season of the year. It is a peculiar trust. It is intermittent, and comes and goes so irregularly that it could never be caught by the worst trust-hating Attorney-General armed with the most severe anti-trust law. It is as delusive as a will-o'-the-wisp.

"While paris green is classified as a paint, its principal use is as an insecticide for killing potato bugs, cotton worms and various other insects and worms which prey upon vines and trees. The greatest demand for it occurs during the potato-bug season in April, May and June. This fact is very significant and important to those who manipulate the prices—also to the farmers who pay the manipulated prices.

"About January 1, 1884, the eight or nine manufacturers (all of New York) signed and sent out a circular saying to jobbers that jobbing prices would be fixed later, and that all who would agree not to purchase elsewhere, and who would then order, would be given rebates of from 3 cents per pound on orders of more than 10,000 pounds to 1 cent on orders of less than 1000 and more than 500 pounds. As prices had not, in five years, exceeded 14 cents per pound, nobody outside the trust supposed that prices would go much higher than formerly. To the surprise of all prices were marked up to 20 cents, about the middle of April, and a month later to 23 cents.

Judging by these prices, 1884 must have been a great year for potato-bugs, cotton worms and protected paris-green makers. The trade, however, understood that the last increase of prices was made to reward jobbers who bought large supplies from the trust, and to punish those who had not done so. It was too late in the season for other chemical manufacturers to adapt their plants to make paris green, and, besides, it would have been difficult to place the article quickly on the market—nearly all the dealers being pledged to sell only the trust's product. These reasons and the duty of 25 per cent prevented the large importations which would otherwise have proved profitable. In fact, but for the duty importers would carry a reasonable supply of imported paris green in order to benefit by sudden great demands and high prices.

The exposure of the methods of this trust in June, 1894, when the Wilson bill was being discussed in the Senate, caused the duty on paris green to be reduced from 25 to 12½ per cent. In 1897 Dingley yielded to the behests of the manufacturers only to the extent of raising the duty to 15 per cent. This duty, however, serves the purpose of the trust almost as well as did the 25 per cent duty, for it compels importers to sell at a loss every year when prices are not raised by the trust.

The 1894 trust dissolved in the fall, and prices were greatly reduced. In the spring and summer of 1895 prices were again raised to from 17½ to 20 cents. In 1896 the trust thought it prudent not to recombine, and prices varied mainly from 11 to 12½ cents per pound. In 1897 the Dingley bill was pending during the potato-bug season, and it was not considered advisable by the manufacturers to repeat the mistake of 1894. Hence prices ruled very low. In the East the drug jobbers sold paris green at 11½ cents, while in the West, where, as the Oil, Paint and Drug Reporter of January 24, 1898, tells us, the jobbers "very largely operated under local agreement . . . the price throughout the season was 13½ cents."

The Dingley rates having been settled, the manufacturers got together again in 1898. On February 28, 1898, the Oil, Paint and Drug Reporter said:

"The paris green situation seems to partake of much of the uncertainty that characterizes the bug to whose voracious appetite the delectable poison so successfully appeals. Nobody knows when this pest may be expected by the farmer, and nobody knows what it will cost this year to do him up. After the usual annual announcement that, owing to dissensions among competitors, no combination of manufacturers was possible, the makers of green got together a fortnight ago and entered into a selling agreement, the only missing feature of the compact, so far as the public is advised, being the price. Up to date no price has been named, although ordens are being booked for delivery later on. Just what that will be is not very clearly foreshadowed, but it is likely to be above the figures of last year."

The trust marked prices up from 11½ to 12 cents, on May 2, to 14½ to 15 cents, by May 9, and to 14½ to 21 cents, by May 23. On May 30 the Oil, Paint and Drug Reporter said:

"Not much new business is reported, as the convention's agent is not inclined to sell freely for forward delivery at current prices, which range from 17½ to 21½ cents, according to style of packing. Foreign makes do not cut any ice in this market, and may be quoted nominal at 15½ cents for kegs."

Regarding the situation in 1899 the Oil, Paint and Drug Reporter of January 16 said: "Chief makers are not inclined to sell freely at 9 to 10 cents. The general impression is that when the demand comes in spring all differences will be patched up and prices will be raised."

By March prices had been marked up to 12½ to 14 cents, where they were held until June 26. This being a bad season, and "outside" makers being somewhat numerous and troublesome, the manufacturers did but little in the price-juggling line.

The interesting period of 1900, for both manufacturers and consumers, is now here, and all are wondering what will happen. Prices are already up to 13 to 15 cents, partly, it is said, because the prices of the basic materials—acetic acid, blue vitriol and arsenic, all controlled by trusts—are high. The chances are that some of the outsiders who last year made trouble will be admitted into the inner circle, and that prices will again in May and June go to 18 and 20 cents.

The surest, and about the only way to injure, and possibly to kill this nasty little trust, which has put hundreds of thousands of illegitimate dollars into the pockets of its members, is to put paris green on the free list.

NO MORE RATE-CUTTING.

New Agreement, to Take Effect March 20.

March 20 the new agreement between Western railroad lines will go into effect, and rate-cutting, it is hoped, will become a thing of the past. Not only have the lines agreed to do business only under the regular tariff, but have promised to issue no transportation whatever to shippers, no matter how heavy their business may be.

Whether this agreement will be lived up to or not is what local railroad men are waiting to find out. Most of them are confident that it will. The business of rate-cutting, it is said, has been overworked in Portland more than in any other city on the Coast, and affairs are in such a tangle that the agents of one line have not the slightest idea what the others are doing to secure business. Transportation, it is understood, has been given to shippers right and left as an inducement to give their business to various lines. Things have been going from bad to worse till it was clear that something must be done, and to this new agreement all look forward with the hope that it may afford permanent relief to a very troubled situation.

Representatives of a number of Western lines are now in session in Chicago, cleaning up the odds and ends that were left unfinished by the meeting in New York. There are several matters before their consideration which may affect business in Portland, but just what these are, local men are not ready to say till they learn that something has been accomplished.

It is understood that the agreement to abolish commissions is strictly lived up to, and that it has had no visible effect on the relative business transacted by the lines running into Portland. Whether or not it will abate the interest of the agents in their business remains to be seen.

Sunset.

Among the handsomest railway periodicals ever published is the new number of the Southern Pacific's Sunset, which is devoted to advertising the resources of the San Joaquin Valley. It is handsomely illustrated with half-tones, of a quality which would do credit to any of the great magazines, and the descriptive matter it contains is not only exhaustive but is written in a bright, interesting style, which is sure to secure for it the attention of any one who may pick up the pamphlet. The covers are of a unique and handsome design, and the typographical appearance of the publication is unusually fine.

PERSONAL MENTION.

R. M. Gilbert, of Salem, is at the Perkins.

P. L. Campbell, of Monmouth, is at the Imperial.

Dr. L. M. Sims and wife, of Kalama, are at the Perkins.

John Shune, of Wallace, Idaho, is a guest of the Perkins.

Dr. Belle C. Rinehart, of The Dalles, is a guest of the Imperial.

Dr. J. D. Shaw and A. W. Giesy, of Salem, are at the Imperial.

Mr. and Mrs. J. A. Fairchild, of Los Angeles, are at the Portland.

W. S. Sherwood and L. M. Fisher, of St. Paul, are at the Hotel Portland.

W. P. Randolph and W. P. Evans, of Tacoma, are staying at the Perkins.

W. J. Furnish, the Pendleton banker, accompanied by his wife, is at the Imperial.

J. P. Bradley, a mining man from Mexico, is in the city and is at the Ct. Charles Hotel.

J. P. Hutchins and Captain W. E. Parrott, of Astoria, are staying at the St. Charles.

L. H. Maxwell has added his name to the list of candidates for the office of County Assessor.

Mrs. G. M. Wells and daughter, Miss Mary Wells, have returned home from a visit to Cathlamet.

Miss Sallie C. Hall, of New York, sister of Mr. Robert F. Hall, is stopping at the Hotel Portland, and will remain in this city until the first of the coming month.

D. F. Howard, of Stella, who has lately purchased a large number of fishing traps at Yaquina Bay, is at the St. Charles Hotel. Mr. Howard will conduct his fish business on an extensive scale next season.

Mrs. Frank Dekum, who has been residing of late at Gold Hill, where her son Ivan is engaged in the mining business and where she is building a residence, is in the city on a visit. She is delighted with the climate at Gold Hill, and enjoys living there. She says things were growing in the gardens there all Winter.

NEW YORK, March 13.—J. Barnes, jr., of Seattle, is registered at the Imperial Hotel today.

WASHINGTON, March 13. — John M. Pipes, of Portland, recently appointed a clerk in the census office, arrived here today, and will be assigned to a desk tomorrow morning. Ex-Senator John B. Allen, of Washington, is here to argue a case in the Supreme Court. W. H. Bogle, of Seattle, and E. A. Rands, of Vancouver, are in Washington, looking after private interests. Captain Frank A. Edwards, First Cavalry, from Walla Walla, is testifying in the Idaho case. Mrs. Carry E. Lutz, of Port Angeles, is visiting friends in this city. Dr. Allen, of Salem, visited the Oregon members in the Senate and House today.

Try Allen's Foot-Ease.

A powder to be shaken into the shoes. Your feet feel swollen, nervous and hot, and get tired easily. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It cools the feet and makes walking easy. Cures swollen, sweating feet, ingrowing nails, blisters and callous spots. Relieves corns and bunions of all pain, and gives rest and comfort. Try it TODAY. Sold by all druggists and shoe stores for 25c. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

THE SEAT OF THE CAESARS

SECOND LECTURE IN CATHEDRAL CLASS COURSE.

Dr. H. W. Kellogg Conducts a Large Audience Through Rome—Fine Pictures.

A visit to Rome, under guidance of Dr. H. W. Kellogg, pastor of the Taylor-Street Methodist Church, proved another very interesting number for the Cathedral class. In anticipation of the treat announced under the title of "At the Seat of the Caesars," the First Presbyterian Church was crowded. Downstairs the overflow occupied the aisles and vestibule, while the galleries, wherever a view was afforded, held a like number.

Dr. Kellogg did not attempt much of a lecture, most that he said being explanatory of the numerous excellent illustrations. The latter were very complete, and fine. Arranged in sequence, they took the audience from the depot through newer Rome, and thence through the myriad of splendid ruins that in massiveness and grandeur excel all others, and closed with a most elaborate presentation of St. Peter's outside and in. A few maps were presented to give the audience a correct understanding of the scenes. Immediately following came the Coliseum, which stood near Palatine Hill, or "The Seat of the Caesars." The massive amphitheater was shown above and below. Several views of the vast interior, as now restored, snap shots of subterranean apartments, where the wild beasts were kept, and a few views of gladiatorial contests, with the legendary final one, where the venerable patriarch chides the cruel throng, made all shudder.

From the Coliseum the audience was led along the Appian Way, under the Arch of Constantine, and out into the suburbs of the Eternal City. Returning, there were several views of the Forum in ruins and restored, in some of which the temples noted for their beauty were plainly visible. Dr. Kellogg explained that some of the scenes had been revealed only through considerable excavations. As debris accumulated by centuries was cleared away, and the splendid foundations of the great structures came to light, the speaker thought the presumption pardonable that had named Rome the "Eternal City," and therein he also found food for reflection of the unstability of all that man does.

Domus Augustus and Domus Tiberius, the palaces builded by those two members of the Caesar family, were shown in many views. The great arch still standing, the porch where captives and possibly Paul stood, while awaiting the decree of the mighty Emperor, broken columns, tumbled walls and glimpses of restored beauty, were the best mementoes of the fallen power.

In the churches of Rome, which Dr. Kellogg said were very numerous, were found vast collections of art. Views of the almost superhuman work in many lines done by Michael Angelo, Raphael's Madonnas, sculpture by many masters, and innumerable specimens of architecture in its finest forms could not fail to interest any with a soul.

In St. Peter's and around the Vatican nothing was lacking fully to impress all beholding this center of religious thought.

Dr. Kellogg was successful in imbuing his audience with that reverential respect for greatness that leads so many to ruins of the past ages, and yet threw in enough humor at times to give his lecture, if such it might be called, a very pleasant air.

EAST SIDE AFFAIRS.

Funeral of Miss Edith Pullen—Other Matters.

The funeral of Miss Edith M. Pullen, daughter of a pioneer of Columbia Slough, took place yesterday forenoon at the church at the junction of the Sandy and Columbia Slough roads, and the place of interment was the Masonic Cemetery, across the road from the church. Rev. A. A. Winter, pastor of the United Evangelical Church, of La Fayette, conducted the services. Miss Pullen died at the home of her mother, Mrs. Campbell, at La Fayette, Sunday, at 11:45. Services were held at the house Monday, when short addresses were made by Mr. Winter and Mr. Metzger. Yesterday the remains arrived at 9:30, and services took place at the Columbia Slough Cemetery as soon as that church was reached. Mr. Winter preached an appropriate sermon to the large attendance. The illness of Miss Pullen lasted for about three years. In February, in company with her grandmother, Mrs. A. Pullen, she went to La Fayette, to see her mother, and was soon afterwards confined to her bed. She was an estimable young woman, and had the characteristics of the well-known pioneer family to which she belonged. At her old home where she spent her life, she was highly respected and deeply regretted.

Gilbert Camp and Auxiliary.

At the last regular meeting of Gilbert Camp No. 4, Second Oregon, an order of business was adopted. By this new order the meeting is opened and closed with patriotic exercises. At the opening of the meeting, the camp now sings, "Tenting on the Old Camp Ground," and in closing, "America" is sung. The effect is very pleasing, and the members are delighted with this order. For the past two weeks the camp has surrendered its hall to the young women so they could organize an auxiliary, and now that this has been practically accomplished, the camp will resume its regular meetings. It is expected that the camp and auxiliary will meet alternate evenings in the same hall. Joint committees have been appointed to secure a hall and arrange the meetings so they will harmonize.

The constitution adopted by the auxiliary is regarded as a good start, and very creditable to the committee of young women who got it up. However, it will require a little trimming after a while. If there be other auxiliaries organized, a central camp will result, and the regulations will be harmonized, so that the same relations will exist between the Second Oregon camps and the auxiliary camps that exist between the G. A. R. posts and the Relief Corps. Miss Margaret McKinney, the captain of the Auxiliary Camp, is well fitted to make permanent the organization, and she deserves the support of all whose names have been signed to the roster.

Successor Not Yet Selected.

The successor to T. W. Cuthbert, who was manager for the Southern Pacific band since it was organized about two years ago, and who recently resigned for the reason his business called him elsewhere, has not been selected. A meeting was held Monday evening, at Webfoot Hall, on Powell street, and the matter was talked about, but no conclusion has yet been reached. The members of the organization realize that it will not be easy matter to select one who will take the same interest that Mr. Cuthbert did, and still, whoever is selected, will not have the same difficulties to encounter. When he was asked to act as manager there was much to be done. The band had to be organized, the instruments had to be purchased and the players to be drilled, but all this has been accomplished. It is now an excellent organization, in which the employes of the shops take much pride. The members are all employes at the shops.

Rally Tomorrow Evening.

The Roosevelt Republican Club, of the Eighth Ward, has been making preparations for a big meeting, at Gruner's Hall, corner East Seventh and Stephens street, tomorrow evening. On that occasion Wallace McCamant will make the main address, and good music will be furnished. The Clow family has been engaged. President T. M. Edmunds hopes for a large attendance. Special invitations have been issued to the members of the U. S. Grant and the Sellwood Republican clubs, and all others will be made welcome. Women are invited to attend.

Meeting Place Changed.

The meeting place of the Albina Republican Club has been changed from Linden block, corner of Russell and Borthwick streets, to Gomez Hall, where the club has heretofore met, the former place not having been central enough for both Upper and Lower Albina. Gomez Hall, being a larger, more spacious hall, well lighted and seated, will be better suited for club meetings and will furnish ample room for the larger meetings to be held during the campaign. It is desired that the Republicans of the Tenth Ward turn out in force tonight to take part in the election of officers of the club.

Miss Stroeder Recovering.

Miss Julia Stroeder, who was so severely injured in a runaway accident Saturday, on the West Side, is still confined to her home, on the corner of Belmont and East Twentieth streets, from the effects of her injuries. However, she is recovering, and her physician states that she will soon be able to be about, and there will be no permanent effects from her injuries.

Republicans at Peninsula.

At Peninsula station, the Republicans of the Eleventh Ward last evening indulged in an old-fashioned rally. S. C. Spencer, T. C. Devlin and J. C. Jameson were the principal speakers, and were aided by S. C. Beach, into whose country the war had been carried. Expansion and other topics that are now demanding public attention were discussed by Mr. Spencer, while other speakers discussed local issues. An unusual number of women attended the meeting, well supporting the name of the fair sex in that locality for intelligent interest in political affairs.

East Side Notes.

Mrs. Minnie M. Bishop, who has been very sick for two weeks, is better.

Mrs. Joseph M. Levy, who has been seriously ill with the grip for the past five weeks at her home, 382 East Seventh street, is slowly recovering.

The big slabwood wagons began using East Eighth street yesterday morning, and very few are using Grand avenue, owing to its bad condition. How long the street will last under the increased travel remains to be seen. The decking of the Stephens' bridge, across the slough, is already nearly worn out, and will soon break up under the heavy loads.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills.

THE RED FRONT ALTERATION SALE

Our improvements and alterations are well under way, and as long as mechanics are in the store

CUT PRICES WILL HOLD

NOTHING HAS BEEN RESERVED

Men's Clothing

Our Leader

While alterations are in progress we shall continue our sale on Men's All-Wool Cheviot Tweed and Cassimere Suits, in plain and fancy colorings, regular $12 to $15 values at

$8.25

Men's Trousers

An elegant assortment to select from at sale prices,

$2.10, $2.60, $3.35

Regular $3, $4, $5 values.

Men's Hats

By far the lowest prices ever quoted on swell Spring styles in Men's Hats. All the new and popular shapes

From 90c to $3.50

Men's Neckwear

Prices cut in two on all Neckwear during sale.

Men's Spring Percales and Golf Shirts at almost half regular price.

Men's Underwear

Any number of new lines to select from in medium and summer weights,

From 65c suit up

Boys' Clothing

We are offering values in Boys' Suits no mother can afford to pass.

Our Boys' Double-Breasted Knee-Pants Suit, sizes, 8 to 16, double-stitched extra heavy, in Mixtures, Tans, Browns and Blues; seams guaranteed not to rip,

Sale Price $2.85

Don't Delay

Sale will not last much longer

THE RED FRONT

A. J. PRAGER & SONS 269-271 Morrison St.

THE STARVATION PLAN

Of Treating Dyspepsia and Stomach Troubles Is Useless and Unscientific.

The almost certain failure of the starvation cure for dyspepsia has been proven time and again, but even now a course of dieting is generally the first thing recommended for a case of indigestion or any stomach trouble.

Many people with weak digestion, as well as some physicians, consider the first step to take in attempting to cure indigestion is to restrict the diet, either by selecting certain foods and rejecting others or to cut down the amount of food eaten to barely enough to keep soul and body together; in other words, the starvation plan is by many supposed to be the first essential.

All this is radically wrong. It is foolish and unscientific to recommend dieting to a man already suffering from starvation, because indigestion itself starves every organ, nerve and fiber in the body.

What people with poor digestion most need is abundant nutriment, plenty of good, wholesome, properly-cooked food, and something to assist the weak stomach to digest it.

This is exactly the purpose for which Stuart's Dyspepsia Tablets are adapted and the true reason why they cure the worst cases of stomach trouble.

Eat a sufficient amount of wholesome food and after each meal take one or two of Stuart's Dyspepsia Tablets to promptly digest it.

In this way the system is nourished and the overworked stomach rested, because the tablets will digest the food whether the stomach works or not, one grain of the active digestive principle in Stuart's Dyspepsia Tablets being sufficient to digest 2000 grains of meat, eggs or other albuminous food.

Dr. Harlandson and Dr. Redwell recommend these tablets in all cases of defective digestion, because the pepsin and diastase in them are absolutely free from animal matter and other impurities and, being pleasant to the taste, are as safe and harmless for the child as for the adult.

All drug stores sell this excellent preparation, and the daily use of them after meals will be of great benefit, not only as an immediate relief, but to permanently build up and invigorate the digestive organs.

DAILY METEOROLOGICAL REPORT.

PORTLAND, March 13.—8 P. M.—Maximum temperature, 67; minimum temperature, 44; river reading at 11 A. M., 9.0 feet; change in the last 24 hours, —0.3 foot; total precipitation, 8 P. M. to 8 P. M., 0.00; total precipitation from Sept. 1, 1899, 29.44 inches; normal precipitation from Sept. 1, 1899, 35.29 inches; deficiency, 5.76 inches; total sunshine March 12, 7:53; possible sunshine March 12, 11:44.

WEATHER SYNOPSIS.

Fair weather continues at all points on the Pacific slope, and the weather is very mild for the season. High northeast winds have blown today over Oregon, resulting from a contrast of pressure between the low-pressure area over California and the high area over Montana and Idaho. The high pressure is evidently moving toward the southeast, and it is probable that there will only be one more day of fair weather west of the Cascades before rain begins again.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Wednesday, March 14:

Western Oregon and Western Washington—Fair; winds east to southeast.

Eastern Oregon and Southern Idaho—Fair; winds north to east.

Eastern Washington and Northern Idaho—Fair; winds east to southeast.

Portland and vicinity—Fair; winds east to southeast.

G. N. SALISBURY, Section Director.

NEW TODAY.

JUST RECEIVED CARGO OF

WALLSEND COAL

PACIFIC COAST CO.,

Telephone 229. 249 Washington st.

THOS. SCOTT BROOKE

REAL ESTATE—LOANS

ROOM 16 CONCORD BUILDING.

HOMES ON THE INSTALLMENT PLAN

The undersigned is prepared to build residences in Irvington, the most popular suburb of Portland, and sell them at actual cost, with 6 per cent interest, on the installment plan, whereby the purchaser has to pay but a slight advance