FREE SPOT SHIP IN PORT

FIRST DISENGAGED GRAIN CARRIER AVAILABLE IN WEEKS.

Steamer Albany Will Try to Reach the Big Eddy Above the Dalles—Peru Still Breaking Records.

For the first time in many weeks there is a disengaged spot ship in the Columbia River. The British ship Allerton dropped in from Hong Kong Sunday evening, after a moderately good passage of 53 days. Her owners have steadily held the ship about 2s 6d above the rates Portland exporters could afford to pay, and up to date are not inclined to make enough of a concession to make her attractive from a business point of view. The Allerton is the only disengaged spot ship in the Pacific Northwest, and so far as known, no others are near at hand, although several of the chartered fleet will be along within the next 30 days. There are two disengaged ships on spot in San Francisco, but as one of them must undergo repairs before accepting wheat business, the tonnage situation is fully as strained in the Bay city as it is in the North.

The fleet in port is receiving good dispatch. The Thornliebank sailed from Astoria yesterday, after being in port less than a month, and the Inverness-shire, which arrived about the same time, is in the stream ready to sail as soon as her crew is filled. The Aspice and the Najade both commenced loading yesterday, and one or both will finish this week. The John Cooke is also nearly ready for cargo, and the cargo is ready for her. The Forthbank, which arrived in Saturday, is expected to leave up today.

PERU STILL SCORCHING.

Big German Clipper Breaks the Trans-Pacific Sailing Record.

The German ship Peru, well known in this port as one of the fastest vessels that ever crossed the Pacific, has just broken the record for sailing vessels between Yokohama and Victoria. She made the run in 21 days, a passage which is about equal to the average passage of the tramp steamer, and is much faster than that of several of the steamers which have come across. The news of the fast trip of the Peru was sent out from Port Townsend to a Seattle paper, and in order to give the story the usual Port Townsend twang, the veracious chronicler stated that the record-breaking run was made "by a vessel which had never before made any remarkable time on the numerous voyages she has accomplished." Naturally, Captain Ohling, who is very proud of his clipper, took exception to this, and sent the following communication to the Seattle paper, which printed the Port Townsend story:

"I had pleasure today in reading your report of the sailing accomplished by the German ship Peru, of which I am the master, and beg to be allowed to correct your statement a little. My vessel left Yokohama on the 25th of March, reached Cape Flattery on the evening of the 14th of April, and anchored in Royal Roads on the next day—that is, the 15th—after a duration of the voyage of 21 days by the calendar, instead of 23, as you stated. My previous two voyages from Japan to Portland, Or., with the same vessel, were completed in 24 and 25 days, respectively, which deserves not to be dealt with as having 'never before made any remarkable time on the numerous voyages she has accomplished.' The voyages I also did with the Peru are as follows: Three voyages from England to Chile in 72, 73 and 84 days respectively; two voyages from England to Japan in 124 and 138 days, and one voyage from Philadelphia to Japan, during the northeast monsoon season, in 146 days.

"During the last passage from Japan to here the vessel made, in 18 succeeding days, an average speed of 10 knots—a rate a sailing vessel has very seldom a chance to keep up; the best day's run was 316 nautical miles. U. OHLING,
"Master of the Peru."

DECLINED THE CUT.

Crew of Lighthouse Tender Madrona Refuses to Work for Less Wages.

The jolly tars who serve before the mast and in the boiler-room of the lighthouse tenders in this district have not yet taken action regarding the recent cut made in their wages by the Government. On the Madrona in San Francisco the men have taken a different view of the matter. The Bulletin last Saturday prints the following regarding the matter:

"The lighthouse steamer Madrona is without a crew. Her men have walked out because the Government recently issued an order to cut the wages of employes from $40 per month to $35 on all vessels in the lighthouse department. The order affects the men on the steamers at the Columbia River and at Puget Sound in the lighthouse service.

"The men on the Madrona heard of the cut yesterday afternoon, when the vessel was at the Goat Island buoy station. As soon as the ship came over to this side and docked at Meiggs wharf, the entire crew, with the exception of the engineers, first officer and captain, walked out. They say that coasting seamen are receiving $40, and that they will not work for less than the regulation scale.

"Captain Davis has the Madrona, and his men have been with him a long time. The skipper is very well liked among his crew, and they would not leave him if they thought it at all fair that the Government should cut their wages. The lighthouse service is also much sought after by seafaring men, as it is considered a comfortable berth, with work that is not too hard, though it is sometimes dangerous."

WILL TRY THE RAPIDS.

Steamer Albany Will Make an Effort to Reach the Big Eddy.

The steamer Albany will leave Portland today in charge of Captain William J. Johnstone, who on Thursday morning will make an effort to take the steamer through the big eddy above the dalles. The D. P. & A. N. Co., which has secured the Albany, has been trying for a long time to get the steamer Regulator up past the rapids below the big eddy, but has thus far been unsuccessful. If Captain Johnstone succeeds in getting the Albany past the obstruction, she will be used in carrying ties for the new portage railroad, now under construction by Paul Mohr and his associates.

The rapids at the lower end of the eddy, are very difficult to ascend, on account of the strong conflicting currents that are thrown together, where all the waters of the Columbia River are penned up in a channel only about 300 feet wide. For this reason a great many steamboatmen are skeptical about the steamer making a successful trip.

Marine Notes.

The Santa Fe liner Belgian King and the British ship Thornliebank sailed from Astoria yesterday morning.

The steamer Elder arrived up from San Francisco last evening after another quick round trip to San Francisco.

The Oriental liner Braemar is due from the Orient, by way of Victoria, the last of the week. She has a big crowd of Japanese aboard, and will probably be held up for a day or two at the Victoria quarantine station.

The new steamer Harvest Queen was measured Saturday by Mr. Barnes, of the custom-house. Her dimensions are: Length, 187 feet; beam, 39.8 feet; depth of hold, 9 feet; gross tonnage, 743 tons; net, 437 tons.

The British bark Inverness-shire moved out into the stream yesterday, with a full cargo aboard. She was cleared by Kerr, Gifford & Co., and carries one of the largest cargoes shipped this year. It consists of 137,338 bushels of wheat, valued at $75,600. The vessel goes to Queenstown or Falmouth for orders.

Domestic and Foreign Ports.

ASTORIA, April 23.—Arrived at 10:30 A. M. and left up at 1 P. M., steamer Geo. W. Elder, from San Francisco. Sailed—British steamer Belgian King, for Hong Kong, by way of San Digeo; British ship Thornliebank, for Queenstown or Falmouth, for orders; steamer Columbia, for San Francisco. Condition of the bar at 5 P. M., smooth; wind northwest; weather clear.

San Francisco, April 23.—Sailed—Steamer State of California, for Portland; schooner Monterey, for Coos Bay. Arrived—Schooner Barbara Hernster, from Coos Bay; schooner San Pedro, from Gray's Harbor; steamer Tillamook, from Tillamook. Arrived April 22—Steamer Coquille River, from Gray's Harbor.

Liverpool, April 23. — Arrived — Cevic, from New York; Pennland, from Philadelphia; Etruria, from New York.

Antwerp—Arrived April 22—Southwark, from New York.

Liverpool, April 23.—Arrived—Dominion, from Portland.

San Francisco, April 23.—Sailed—United States ship Iowa, for Seattle; ship Servia, for Bristol Bay; steamer Dora, for Seattle. Arrived—Steamer St. Paul, from Gray's Harbor.

Seattle—Arrived April 22—Steamer Excelsior, from Kodiak; steamer Dirigo, from Dyea. Sailed—Steamer Farallon, for Dyea.

Antwerp—Sailed April 21—Steamer Kentuna, for Puget Sound.

Kilrush—Arrived April 21—British bark Kirkcudbrightshire, from Oregon.

Port Townsend, April 23.—Sailed—British ship Champion, for Valparaiso. Arrived April 22—Norwegian steamer Eidsvold, from Shimonesk; ship Emily Reed, from Hong Kong.

EASTERN MULTNOMAH.

Section Line Road Extended From Gresham—Neighborhood News.

The Section Line road is being extended from Charles Cleveland's place, near Gresham, to a point two miles east, intersecting with the cross-road which connects the Base Line with the Powell Valley road. The thoroughfare has been thoroughly cleared and graded for the entire distance, but will not be graveled this season, although good bicycle paths will be constructed on both sides. Two bridges will be built across deep ravines, one of which will be 200 feet in length, the other one being a short span of only 32 feet. The contractor, Thomas D. Owens, will put a force of men at work this morning and will push the construction rapidly, as most of the lumber is already on the grounds. The lumber is furnished by Proctor & Beers' sawmill, near Pleasant Home. It is understood that the road will be further extended as soon as practicable, so as to make connection with the road leading to the Sandy bridge, giving a more direct and easy route to the city from the region beyond the Sandy. About two miles in distance will thus be saved, besides avoiding the steep hill on the Base Line, which is now the only route from that part of the county.

Tunnel Track Relaid.

The work of relaying the track through the tunnel on the O. R. & N., near Rooster Rock, has just been completed. The work was made necessary as the result of a peculiar accident which happened there a few nights ago to a west-bound freight train. The train had just entered the tunnel when one of the boxcars, loaded with flour, jumped the track, and before the engineer could bring the train to a stop the car had been dragged entirely through the tunnel, utterly spoiling every tie and getting badly wrecked in the transit. The rails were not torn up, and the rest of the train passed through safely, but the car having been torn from its trucks and the couplings holding it, was dragged through with the result that every tie had to be replaced. This work had to be done under the disadvantage of taking up every rail, as the tunnel is so narrow that the ties could not be put under them, as would have been done in open ground. The accident caused vexatious delays to the regular trains for several days, besides the cost of repairing the wrecked car and the torn-up track.

New Mail Route.

Sealed proposals have been received by the postmasters at Hurlburt and Terry for carrying the mail between those two points, a distance of nine miles, three times a week. Time for receiving bids closed on Saturday last, at which time the postmaster at Terry had received two and the postmaster at Hurlburt several more. The contract will be let to the lowest responsible bidder, to take effect June 1. The route will pass the two new offices of Sweetbrier and Gage, which will be supplied by the same service as soon as they are officially recognized by the department. Sweetbrier is about one mile this side of the Sandy bridge, while Gage is about two miles beyond. The tender for bids calls for the free delivery of mail at any point along the route, thus practically insuring free service for a large scope of country.

Rockwood Hall.

The contractor for the erection of the new fraternal hall at Rockwood, John Brown, put a force of men at work yesterday morning, and will endeavor to have the building finished by the 10th of next month. The specifications call for a building of 24x40 feet, two stories in height, the upper portion of which is to be furnished for lodge purposes and will be used by the Maccabees and United Artisans. The lower floor will be arranged as a store for the use of some desirable tenant.

Damascus Road Improved.

The road leading from Gresham to Damascus has been greatly improved and shortened by grading a new section of nearly two miles in length. A bridge of 240 feet in length was also built across a deep ravine. This road, a distance of over seven miles, has been considered to be the worst one in the eastern part of the county, and the residents along it are highly gratified that it is receiving some attention.

Grading Begun.

Supervisor Conley put a large force of men to work yesterday morning plowing and grading down the proposed bicycle paths along the Base Line from Mount Tabor to the 14-mile post. All the slashing and removing of logs and stumps was completed on Saturday evening last, and the work will be pushed to an early completion.

Brief Notes.

The 2-year-old child of Arnold Ruega, living near Fairview, is lying very low with what appears to be typhoid pneumonia. Four doctors are in attendance, but small hopes are entertained of the child's recovery.

Mr. and Mrs. John Stanyon, old-time residents of Rockwood, left on yesterday's overland for Trenton, Pa., which place they will make their future home. They were given a farewell reception one evening last week, nearly all their neighbors for miles around being there to give them a last goodbye.

Mrs. Ellen Schram, living near Gresham, was seriously injured in a runaway accident on the Base Line last Saturday. She was thrown from a cart, but suffered no broken bones, although injured somewhat internally. She is slowly recovering.

E. P. Smith, of Gresham, fell from the roof of a new barn on which he was working a few days ago and broke his right arm below the elbow. He received prompt medical attention and is improving, although he will necessarily be unable to do any work for several months.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.
Be sure and use that old and well-tried remedy Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

OREGON SUPREME COURT

DECISIONS HANDED DOWN BY THAT TRIBUNAL YESTERDAY.

Oregon City Loses Its Street Assessment Suit—Bancroft Bonding Act Not Repealed.

SALEM, Or., April 23.—The following decisions were handed down by the State Supreme Court today:

Helen L. Stratton et al., appellants, vs. The City of Oregon City et al., respondents, from Clackamas County, T. A. McBride, Judge; reversed. Opinion by Wolverton, C. J.

The opinion says: "This is a proceeding to enjoin the Chief of Police of Oregon City from selling certain real property of the plaintiffs, situated within the limits of said city, for an assessment levied thereon for street improvements. The plaintiffs saw that the assessment was greater than $25, and they have complied with the requirements of the law familiarly known as the Bancroft bonding act, which entitles them to the privilege of paying the amount assessed against such property in installments; but that, notwithstanding their compliance with such regulations, the city has issued its warrants to the Chief of Police, who will, unless restrained, sell said property for the purpose of enforcing the payment of the whole of such assessment at once.

"The defendants combat the proceeding (1), by a motion to dismiss the appeal, which brings up the question whether the complaint, failing to allege a population exceeding 2500, states facts sufficient to constitute a cause for suit; and (2), by insisting that the amended charter of Oregon City, having been adopted later than the bonding act, repealed it, insofar as it was operative to allow payment of such an assessment in installments.

"The contention that the complaint does not state sufficient facts is untenable, as the court will take judicial cognizance of the official census, taken in pursuance of the laws and regulations of the state or the United States. This being the case, it is unnecessary to state the number of inhabitants in the complaint. Such is the rule, both at common law and under the code. It is only necessary to observe, therefore, that, under the last census of the United States, taken in pursuance of law, it appears that Oregon City has a population of more than 2500.

"The other contention presents much the same question as that recently settled in Ladd vs. Gambell. The bonding act is general in its application, and extends to all the cities of the state having a population of 2500 or more. It provides, in effect, that whenever in any such city the Common Council, or governing body thereof, shall have taken proceedings for the improving of any streets or part thereof, according to the provisions of the charter, it shall be lawful for any property-owner affected thereby, and against whose property the assessment exceeds $25, at any time within 10 days after notice of the amount of such assessment is first published, to file with the Auditor, Recorder, or other proper officer, a written application to be allowed to pay the cost of such improvement in installments, waiving therein all irregularities in the proceedings taken for such improvements, and that thereupon such property-owners may pay the cost thereof in installments, as otherwise provided by the act. The plaintiffs bring themselves within the purview of this act, and if it is not affected by the later act, amending the city charter, they are entitled to such privilege. It should be further premised that the bonding act also provides that when the docket of city liens shall have been completely made up in manner as therein provided, such city shall thereupon issue bonds, in convenient denominations, etc., equal to the amount of all assessments against property affected by the improvement, upon which the owners thereof have been notified, as previously provided for in the act. Section 85, of the amended charter (Ses. Laws, 1895, p. 486), contains the following provisions pertaining to street improvements: 'In case the notice be for the improvement of a street or part thereof, the Council may proceed to ascertain and determine the probable cost of making such improvement, and assess upon each lot or part thereof liable therefor, its share of such cost; provided, however, and it is expressly understood, that neither Oregon City nor any officer thereof shall be liable for any portion of the cost or expense of any street work, improvement, or the construction or repair of any sewer or drain by reason of the delinquency of persons or property assessed for the payment of said work, improvement or sewer, or by reason of the inability of said Oregon City to collect assessments levied for the payment of such work, improvement, or sewer, as aforesaid, and no moneys shall ever be paid out of the general fund of the city on account of such work, improvement, or the construction of streets, or sewers, but the contractors doing such work shall be required to look entirely to the property affected by such improvement, and the owners thereof; provided, that the city may direct the payment out of the general fund of the city the cost of a repair when authorized and done in accordance and pursuant to section 108 of this act.'

"And section 134 provides: 'The following acts are hereby repealed,' (designating five different acts, all having relation to the incorporation and defining the limits and liabilities of said city), 'and all other acts or parts of acts in conflict herein are hereby repealed.'

"Now, it is argued that the Legislature has provided, through the amended charter granted to Oregon City, a complete system and method of procedure for the improvements of its streets, and by the terms of section 134 has repealed all other acts in conflict therewith, including the bonding act, in so far as it may have primarily affected the municipality. It will be noticed that the repealed clause designates certain acts, and 'all other acts or parts of acts in conflict' with the act then adopted. All the acts designated are special in their character, and allude entirely to the incorporation, powers and liabilities of the city as a municipality. This is followed by the general clause, purporting to comprehend all other acts in conflict with the act adopted. This must be construed to extend to all other acts of the kind and nature therein enumerated, being special in their character, and having relation to Oregon City. It was manifestly not the intention of the Legislature, by use of this clause, to repeal any general act which might have application to the city or its regulations."

After holding that it cannot be said of the amnded city charter that it contains a complete system within itself for making street improvements, the assessment against the abutting property, the opinion holds that section 85 is not in conflict or repugnant to the bonding act. The opinion then says:

"It was evidently intended that the bonding act should become operative as it may respect cities subsequently attaining a population of 2500 or more, as well as those standing in that category at the time, and it provides that whenever such city shall have taken proceedings for the improvement of any street, etc., and the abutter has complied with its regulations, then he shall be entitled to pay in installments. The act contemplates that such cities shall be provided with a system for making street improvements and assessing the abutting property with the expense, and was intended to supplement all the charters of cities falling within the prescribed class, so that any act by which the charter of a city of that class is amended must be taken as having been adopted with reference to the general provisions of the bonding act, unless specially repealed or flatly and obviously repugnant thereto. The liability alluded to, and against which the charter was intended to guard, is that of the city to the contractor, or the individuals making the improvements under the city's authority, and not the liability assumed by the issuance of its bonds. It was designed also to protect the general fund of the city; but the bonding act provides for a special fund. In this view, the two acts are neither inconsistent nor repugnant in the particulars specified. In our judgment, therefore, the provisions of the bonding act permitting payments to be made in installments were not repealed, or in any way affected by the new charter. The decree of the court below will, therefore, be reversed, and one here entered making the injunction perpetual."

T. C. Benson, respondent, vs. George Keller and Adolph Bissinger and Max Heilbronner, partners as Bissinger & Co.; J. G. Day and I. N. Day, partners as J. G. & I. N. Day, and the Columbia Packing Company, respondents, and The Dalles National Bank, appellant, from Multnomah County, John B. Cleland, Judge; affirmed. Opinion by Wolverton, C. J.

This was a suit brought by Benson to have certain due bills held by The Dalles National Bank and Bissinger & Co. surrendered up and canceled. The due bills were fraudulently procured by Defendant Keller and transferred to the bank as collateral for future advances. The decree of the court below, so far as it concerns the controversy in the Supreme Court, was in favor of the plaintiff and against The Dalles National Bank, and the bank appealed.

It was insisted that the complaint was defective for multifariousness on the ground that it states a cause of suit against Bissinger & Co., of Portland, and one against The Dalles National Bank, of The Dalles, and that neither of these parties has any interest in the cause stated against the other. Upon this point the opinion says:

"The demurrer for multifariousness does not go to the merits of the controversy, but calls upon the plaintiff to go out of court, split up his demands, and begin anew. It is the policy of the law that every case should be speedily tried upon its merits, whenever it can be without violation of positive and well-established rules, which must be observed, to the end that the law itself shall be certain and of uniform application. To put the plaintiff out of court could not better subserve the ends of justice than to determine the whole controversy now; so the demurrer, as it regards the question here stated, will be overruled."

It is also held that the suit is properly brought in equity. After a review of the facts, the court holds that the bank was not an innocent holder for value and for the reasons mentioned the lower court is affirmed.

The Coos Bay & Eastern Railway & Navigation Company, respondent, vs. J. H. Nosler, appellant, from Coos County, J. C. Fullerton, Judge; reversed and remanded. Opinion by Bean, J.

This was an action upon a subsidy agreement made by the defendant in June, 1890, by which he agreed to pay plaintiff the sum of $1000 in consideration of its building a railroad from Marshfield to Myrtle Point, Coos County, on or before January 1, 1891, and to Roseburg, in Douglas County, by December 31, of the same year, payment to be made in installments as the work progressed. Subsequently the contract was modified by extending the time for the completion of the road to Myrtle Point to May 1, 1891, and to Roseburg one year from the time it reached Myrtle Point, and providing: "In case any delay is caused by reason of the procuring of the rights of way, collection of Coos County or Roseburg subsidy, or other just cause, that the aforesaid times shall be extended a reasonable time further, to cover such delays. This is upon the understanding that the survey be commenced immediately and work follow without delay."

The defense was that the railroad company had not filled its contract, and that its failure was not caused by conditions provided for in the contract, but was wholly the fault and negligence of the plaintiff. The jury returned a verdict in favor of the plaintiff for $600, upon which judgment was duly rendered and defendant appealed.

The Supreme Court reverses the lower court on the ground of error in ruling that delays in the construction of the road caused by rainy or inclement weather were a sufficient excuse for nonperformance of the contract by the plaintiff within the stipulated time.

Sol Abraham, appellant, vs The Oregon & California Railroad Company, the Southern Pacific Company and Catherine Clarke, respondents, from Douglas County, J. W. Hamilton, Judge; reversed and remanded. Opinion by Bean, J.

On the 28th day of February, 1883, the plaintiff and W. R. Willis conveyed to the Oregon & California Railroad Company certain premises, by an ordinary warranty deed, the habendum clause of which is as follows: "To have and to hold the same, with all the privileges and appurtenances thereto belonging, to said railroad company, its successors and assigns forever, for the purpose of building and maintaining a railroad thereon, and to use the same for all legitimate railroad, depot and warehouse purposes." Thereafter the plaintiff succeeded to all of Willis' interests, and built a hotel on his property adjoining that under consideration. Thereafter the railroad company leased its road and property to the Southern Pacific Company, and that corporation leased the premises described to defendant Clarke, who erected thereon a hotel for the accommodation of the general public. This suit was brought to enjoin the operation of the hotel, and was dismissed upon a demurrer to the complaint being sustained.

The Supreme Court, in reversing the lower court, holds that the grant was for legitimate railroad, depot and warehouse purposes only; that the plaintiff cannot show by parol evidence that the deed to the railroad company was not intended to and did not convey to such company the right to use the property for all legitimate railroad purposes; that a railroad company has right to use its property in any way the exigencies of tis business or the convenience or accommodation of its passengers may require or suggest; and that it is a mixed question of law and fact whether the hotel is a necessary or legitimate railroad use or purpose. It is therefore held that the demurrer must be overruled, and the case tried upon its merits. On a second cause of suit alleged it is held that the complaint does not show any injury to the plaintiff by the alleged violation of the contract pleaded.

George W. Shaver, appellant, vs. W. D. Adams, respondent, from Clackamas County, T. A. McBride, Judge; affirmed. Opinion by Moore, J.

This was a suit to ascertain and establish the dividing line between contiguous lands owned by the litigants. The question arose upon the identity of boundary posts. The lower court decided upon the evidence in favor of Adams, and the Supreme Court sustains the decision.

The following minor orders were made: Lidia Buckman, respondent, vs. A. H. Buckman, appellant; appeal dismissed on stipulation.

David W. Edgar, respondent, vs. T. L. Golden, appellant, and the County of Multnomah, respondent, vs. Penumbra Kelly et al., appellants; petitions for rehearing denied.

In the matter of the objections to the final account of T. G. Hendricks, as executor of the estate of Elizabeth Conser, deceased, Mary E. Warren, appellant; ordered on motion that appellant have until June 1, 1900, to serve and file the abstract herein.

L. H. McMahan, appellant, vs. the Canadian Pacific Railway Company, respondent; ordered on stipulation that appellant have until June 20, 1900, to serve and file brief.

EVANGELICAL CHURCH.

Sixth Annual Conference Held at Hillsboro.

HILLSBORO, Or., April 23.—The sixth annual conference of the Oregon United Evangelical Church for Oregon closed its session in this city this morning. The appointments for the ensuing year are: Albany, Guy H. Phelps; Alsea and Siuslaw, Thomas A. Yost; Brooks, S. Ed Lanner; Corvallis, L. M. Booser; Dallas, H. A. Deck; Dayton, J. Bowersox; Gaston, A. W. Brickey; Hillsboro, Benjamin Hartman; Independence, G. L. Lovell; King's Valley, B. J. Kelly; La Fayette, A. A. Winter; Portland, First Church, C. T. Hurd; Portland, Second Church, S. J. Lindsay; Portland German, P. Bittner; Portland Suburban, M. J. Ballantyne; Salem, L. Pratt; Sweet Home, William Plowman, under presiding elder; Troutdale, Thomas Cowling.

The report of the presiding elder gave the conversions for the year at 278. It was decided to have the next annual conference at Corvallis, to convene the second Thursday in April, 1901.

The Baptist Church was yesterday crowded to its fullest capacity to hear the sermon by Bishop Dubs. Over $500 was subscribed to the mission work of the church.

Dallas Notes.

DALLAS, Or., April 23.—Tomorrow Bishop Dubs, of the Evangelical Church, will meet the trustees of La Creole Academy in Dallas to take final action on the uniting of the academy and La Fayette University. The Bishop will lecture in the Methodist Episcopal Church South in the evening.

The railroad is now being laid from the main line north of town to the Thurston sawmill. The switch was put in yesterday, so as not to interfere with the passage of trains on week days.

Last night a heavy frost occurred again, which puts the fruit crop more in doubt. A careful examination shows that most varieties are all right. Italian prunes were falling, but enough are left to insure an abundant crop.

HOTEL ARRIVALS.

THE PORTLAND.

C R Roy, Gold Hill	Max Levy, New York
W I Vawter, Medford	Wm Loeb, Providence, R I
Chas Becht & w, N Y	Felix Freudenthan, SF
H Harry Venos, S F	Ralph Berry, Redlands
Mr & Mrs W J Morton, N Y	John E J Nelville, N Y
F Sewell & wf, San Fr	Isaac M Jackson, Plymouth, Mass
R B Kittridge, San Fr	Chas O Stearns, Boston
Fred A Kribs & son, Minneapolis	T H Speddy, San Fran
A P Mackie, San Fr	N T James, San Fran
Geo Spaugenberg, Denver	L P Wright, Wash, D C
J M Wells, St Louis	J F Evans, San Fran
Ernest Lister, Tacoma	John O Blanchard, S F
R M Sturdevant, do	J T Smith, San Fran
Dr Barrett, Tacoma	J C Williams, Spokane
Geo H Clarke, Lincoln	A H Goldfinch, wf & nurse, Victoria
Max Lueddemann, Antelope, Or	Mr & Mrs Jas M Burch, Dubuque, Ia
W A Brown, Ogden	Mrs Charles Miller, Ingersoll, Can
F L Smith & w, city	Miss Grace Miller, Ingersoll, Can
F L Torres & w, Mex	Miss Mabel Miller, do
Louis Berger, N Y	L F Goodman, San Fr
T S Gray, Minneapolis	Howard F Walsh, N Y
Mrs W H Pratt, Tacoma	A W Astley, Rossland
C Weissman, N Y	Dr J C Hollister, do
H J M Ellis, Kan Cy	Leonard Howarth, Tacoma
Mr & Mrs Barnard, do	H B Hewitt, Tacoma
Miss Loewen, do	John Walker, Tacoma
Miss Burton, do	J H Colburn, New Yrk
Miss Harvey, do	
Wm Piggott, Seattle	
Frank G Moyer, N Y	

THE PERKINS.

O A Fithian, Chicago	R Gilmore, Astoria
W C Mills, Tacoma	M T Hardesty, do
Frank Williams, Ashland, Or	E B Tongue, Hillsboro
John M Cook, N Dak	J J Wescott, Scappoos
Ed S Stewart, Silberton, B C	R C Vandt, do
J E Howard, Chicago	Miss Bessie Snipes, The Dalles
J B McCann, San Fr	James Snipes, Dalles
J H Moran, Monmouth	Miss McPhillips, McMinnville, Or
F H Susprenent, Olney	Tressie McPhillips, do
W Bell, Astoria	A T Killier, Salem
J F Rice, Harrisbrg, Or	J S Luckey, Eugene
H Hanson, Astoria	Mrs Luckey, Eugene
John Brown, Spokane	Miss Ada Hendricks, do
Mrs John Brown, do	F H Pretice, Eugene
Rufus Drum, Albany	John S Gray, Eugene
Geo W McKinnon, Seattle	Wm Benjamin, Salem
F H Kiddle, Isld City	Mrs C C Applegate, Eugene, Or
C H Goddard, Dayton, Wash	B L Bogart, N Dak
C E Blackman, Winona, Minn	Geo F Judd, Turner, Or
Fred Bowler, San Fr	W B Peacock, Albany
F G Clark, Corvallis	Louise Carter, Shaw Co, Cal
A J Johnson, Astoria	V A Teter, St Paul
H R Kincaid, Eugene	Mrs F A Fisher, Astoria
J P Hansen, Kalama	Earl Fisher, Astoria
Ed Hale, Heppner	T Wigman, city
D S Flinn, Heppner	Wm Laycock, Ft Stvns
C R Davis, Heppner	E A Parker, Astoria
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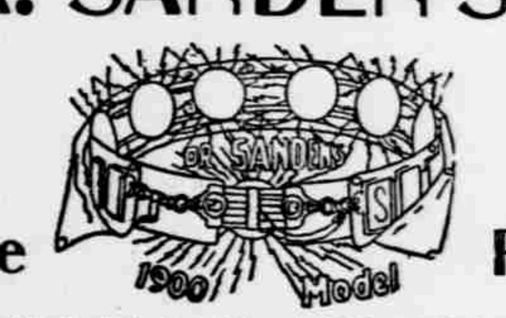
1/2 Price  **1/2 Price**

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