

CAUSE OF HIGH FREIGHTS

LUMBER DEALERS OUTBIDDING WHEAT MEN FOR TONNAGE.

Nitrate Freight Still Booming—Nereide Arrives Out at Falmouth—Rivers Are Rising.

The Russian ship Sylfid left up from Astoria at 5 o'clock yesterday morning, and reached Portland last evening. The Nereide crossed out to sea in the afternoon, thus leaving the Alton at the mercy of the river. The owners of the Alton steadily refuse to accept 40 shillings, and it is hardly probable that they would accept the low rate at which the Commercial Council of Astoria suggests vessels can be chartered in the "cheap charter port" of Astoria. The vessel is reported to be dicker for a lumber charter, and it is probably working to better advantage for that business than for wheat, a recent fixture for lumber indicating that it was more profitable than wheat. The German ship Alton was reported to have arrived yesterday for December-January loading, at 333 1/2, for wheat from Portland, with the option of lumber at 34 shillings for the United Kingdom, or 35 shillings to the west coast of South America.

The latter business, from a shipowner's standpoint, would be far and away the most profitable, as recent charters have been made from West Coast nitrate ports to Hampton Roads as high as 33 1/2. This would give the Alton approximately \$3,000 for sailing the same distance she would be obliged to sail in order to earn less than \$2,500 with a wheat cargo. The only added expense would be the cost of discharging the lumber and loading the nitrate-work which could be performed at very light cost in the cheap South American ports.

BRAVE CAPTAIN DEAD.

His Gallant Deeds Were Recognized by Crowded Heads.

NEW YORK, May 4.—Captain John Betts, twice the recipient of costly prizes from foreign powers for brave rescues at sea, is dead of pneumonia. During the Spanish-American War he commanded the transport Knickerbocker, and never fully recovered from the effects of an illness contracted at Santiago. He was born in Watertown, Mass., on October 12, 1827. Previous to the late war he was captain of the U. S. S. Oregon, of the Cruisers of the Atlantic.

Oscar II of Norway and Sweden presented Captain Betts with a magnificent medal for rescuing the crew of the Pauline Sibler in 1871. It bore the inscription, "For a brave act."

From Emperor William I of Germany Captain Betts received a gold watch for his gallant rescue of the crew of the Onkel Alderman, in 1882. The rescue occurred 150 miles south of Cape Hatteras. The bark had been in a helpless condition for days and several lives had passed it, but feared to go to its assistance. Captain Betts set off in a lifeboat in a heavy sea, with a crew, and brought safely back the crew of 15.

MATHLOMA LAID OUT.

Snapper in the Boneyard Owing to Lack of Funds.

The Government snapper Mathloma has returned from a very successful snapper trip to Lewis River, where she removed 50 snags, all from the lower river, below the Crown of England and she removed a nasty snag from Postoffice bar. Now that the low-water season is coming on, when snappers' operations could be carried on economically, the Mathloma is to be laid up at the Government boneyard, indefinitely, on account of the appropriation for paying her expenses being exhausted. She has rendered efficient service, and has put the Upper Willamette in better condition for navigation than ever before, and river men very much regret that she cannot be kept at work during the low-water season, when snags, etc., which are not visible during high water, can be found and removed with little trouble or expense. By some depredation of Providence appropriations for building dikes, snagging, etc., generally become available at times when they can be expended to the poorest advantage.

NEREIDE ARRIVES OUT.

Fourteen December Ships From Portland Have Reported.

The German ship Nereide arrived out at Falmouth yesterday, after a fair passage of 13 days from this port. This makes 14 ships of the December fleet, and there are but five others to hear from. Of these, the Crown of England and the Port Logan are making pretty long passages, being out over 140 days. The other ships, which sailed later in the month, are the Hattie, the Wanderer and the Seaside. None of the January ships have showed up as yet, and the Principality, which crossed out New Year's day, is already behind her rivals, and almost invariably makes the run under 100 days, and her slow passage does not argue well for good work from the rest of the fleet of that month. San Francisco still has a number of December ships that have been out longer than the December ships from Portland, but the old flyer Metropolis made a fine start for the January fleet with her passage of 38 days.

ORE STEAMER WRECKED.

Six of the Crew Drowned While Trying to Reach Shore.

CAPE HENRY, Va., May 4.—The British steamer Virginia, Captain Samuel, from Balquh, Cuba, for Baltimore, with a cargo of iron ore and with a crew of 28 men, including one stowaway, stranded on Diamond Shoal about 5 P. M. Wednesday, May 2, during thick, heavy weather. The crew took to the boats and attempted to leave the ship. One boat, with 11 of the crew, got away, but was swamped, and six men were drowned. The remaining five got back on the steamer, where they remained until this morning, when they were rescued and brought ashore by the crews of the Creed's Hill and Cape Hatteras lifesaving stations. The ship is now ailing all under water, and is a total loss. The boat, with 15 of the crew, which got away from the ship, when last seen was running off shore before the wind, and was apparently safe.

STEAMSHIP WRECKED.

Montpelier Becomes a Total Loss in the St. Lawrence.

ST. JOHN'S, N. F., May 4.—The British steamer Montpelier, of the Elder Dempster line, of Liverpool, from Cardiff April 7, and Las Palmas April 20, for Montreal, while bound up the St. Lawrence went ashore last night in a dense fog at Duck Island, three miles from Cape Ray, at the entrance at Cabot Strait.

The Montpelier struck at 9 o'clock, and beat out her bow and bottom on the rocks. She is broken in pieces today. Her crew landed today from the steamer's boats, in which they spent the night lying off the coast, waiting for daylight.

The Montpelier is a steel vessel built at Dumbarton, Scotland. She registers 2422 tons gross, and measures 241 feet long, 44 1/2 beam and 25 1/2 depth.

ONLY THREE RESCUED.

Particulars of the Loss of the Steamship Montpelier.

SAN FRANCISCO, May 4.—Particulars of the loss of the British steamer Montpelier, bound from Melbourne to Liverpool, were received today by the steamer Alameda. The cable reports received last month had it that all hands were lost, but the latest advices state that three men were rescued and 20 passengers and one of the crew went down with the vessel. The wreck was caused by the steamer springing a

plate during the storm. There was a heavy sea on, and it was with difficulty that boats were lowered. The women passengers were placed in one life boat with two officers and several stowaways. The second boat swamped and all hands were lost. The boat the women were in has never been heard from.

Rivers Are Rising.

The Upper Columbia and Snake are starting on the annual rise, and by another week the effect of warm weather up near the headwaters of the two big streams will be apparent in this vicinity. As soon as the Snake reaches a proper stage, the O. R. & N. will make another effort to send the Spokane above the Wild Goose rapids. There is a fair prospect for the attempt being a success this time, but it is by no means assured.

Report From the Sealing Fleet.

VICTORIA, B. C., May 4.—Two more of the sealing fleet returned today, the schooner Enterprise and Victoria, the former with 568 skins, and the latter with 281. They report the R. B. Marvin with 60, Annie E. Paine with 70, Umbria 63.

The twentieth anniversary exercises of the Oregon Humane Society were held yesterday afternoon in the Marquam theater. The large crowd proved conclusively that the society has a host of friends in Portland.

An hour before the time announced for the exercises to begin, the children from the various schools began to arrive. When the doors opened there was a rush for seats, and within a half hour there was nothing left but standing room and a few seats in the top gallery.

Children were in the majority. Tots of all sizes, medium sized girls and boys, and on up to the full-grown children were there, and they all appeared to enjoy the show.

Secretary's Address.

Secretary W. T. Shanahan arose and announced that the programme would begin. He then addressed the audience as follows:

"Children and Friends: This vast audience is assembled here today to celebrate the 20th anniversary of prize-giving to pupils of the public schools for meritorious essays in behalf of dumb animals and humane principles.

"Twenty years ago two prizes only were offered, one by President D. P. Thompson and the other by your corresponding secretary. These prizes were won by

Domestic and Foreign Ports.

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Sailed, April 15.—Barkentine, for Port Townsend; barkentine Ebbot, for Port Townsend; schooner Maria E. Smith, for Port Townsend. Sailed April 16.—British ship Hilston, for Port Townsend. Sailed April 20.—Ship Dashing Wave, for Port Townsend. Sailed April 23.—Schooner Lotie Bennett, for Port Townsend. Sailed

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READ THE PRIZE ESSAYS

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Large Crowd Hear the Programme at the Marquam Theater—The President's Address.

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The Oregon Humane Society. It was organized 17 years ago, but was not incorporated until 17 years ago. This society has from its beginning given its attention to both helpless children and dumb animals.

"Since that time, largely through the efforts of the Humane Society, much has been done to relieve the distress of those who are unable to help themselves, but the need of the maintenance of this organization is still demanded for the public good. During the past year we have found it necessary to interfere in a number of instances where little children were abused or neglected by those having them in charge.

"This society has taken upon itself especially the protection of dumb animals, and I think I am safe in saying it has been most effective in protecting these. The time was in our city, when to interfere in a case where a dumb animal was being abused by its owner, was resented by many as an act of interference with the rights of the owner. It is not so now.

"Membership in this society costs \$1 per year, and the cost every citizen can have at least one membership in the

Although in the thick of a hot political campaign, the people are not neglecting their business and they have plenty of it to do. The storekeepers all report that trade is brisk and growing better, and the streets bear constant witness to increased activity. Idle men cannot be seen, and teams, trucks and delivery wagons are at times so numerous that they block the passage of the trolley cars.

Improvements are visible everywhere. Many old shacks are being torn down and replaced with substantial residences and stores, while carpenters have their hands full building additions and making other improvements to the better class of buildings. There are no empty houses. Much work has been done on the streets, which are now nearly all in splendid condition. The road over the hills across Young's Bay is planked four miles beyond the west end of the bridge, and is smooth as a floor. It has proved a great convenience to the dairy farmers, that morning and evening their teams form almost a continuous procession over the hill and out across the bridge. Through the efforts of W. J. Cook, manager for R. F. Peck & Co., the road around Smith's Point has been put in good condition, and one of the most beautiful drives in the state is that over the hill on the Young's Bay road, past the fine water reservoir, back to Astoria.

The hills are all fresh and green now, and where the first have been cut down a growth of fine alders has sprung up, affording delightful places for picnic grounds. Numbers of little streams flow down the hillsides, all the year round, but as Astoria has an abundant supply of excellent water, they serve merely an ornamental purpose.

Around Smith's Point the hills rise gently in a series of terraces, which will no doubt some day be covered with fine residences, as they afford ideal locations for homes commanding a fine view, and being easily accessible. Near the edge of the bay is a tract of land well adapted for shipyards or iron works.

The district just west of Tongue Point is another part of Astoria which is available for manufacturers as the city grows. There is practically no bottom to the bay here, and the shore sweeps away in a wide, level shelf, on which there is abundant room for both mills and residences. East of the point, just across the narrow neck that saves it from being an inlet, is a well-protected bay, where a wave never rolls, and which furnishes the best site for a log boom on the whole Columbia River. Negotiations are now in progress for a mill at this place, and if it is built it could not be better situated.

Although, owing to the combine, only five of the canneries are in operation, they are all ahead of the season's pack, and employing larger forces. The fishermen's canneries have been a decided success, having paid well ever since it was started, while the other canneries outside the combine are apparently doing just as much business as ever.

The saw mills and the box factories are behind on orders, and extensive improvements have been made to their plants. The city is now a busy part of the city during the day, fairly humming with industry, and long lines of workmen night and morning going to and from the mills and the saw mills by no means small.

The hotels and lodging-houses are now well filled, and there is a prospect that they will find their accommodations limited before the summer rush to the beach is fairly on. Preparations are making for a grand Fourth of July celebration, the chief events of which will take place on the beach, where the fireworks are to be held, and where several warships are expected to help out the patriotism.

Altogether, business men regard the situation as the most promising that has yet confronted the city, and believe that the largely increased business of this Spring is the dawn of an era that will bring to the city its situation and advantage to it, and build it up into a seaport that will have few rivals on the Pacific Coast.

Compromise Authorized.

J. Arkell, administrator of the estate of her husband, E. S. Arkell, deceased, filed a petition in the County Court yesterday, stating that she filed an action against the Southern Pacific Company in State Court, of Clatskanie, Oregon, for \$5000 damages, because of the death of her husband, as the result of an accident. The company offers to compromise for \$2500, and the petitioner states that she has no funds to conduct litigation, and believes it to be to the best

A CASE OF "TREMENS"

Can Be Brought on by Coffee.

"It is a well-known fact that one can bring on delirium tremens just as surely by the excessive use of coffee as by the excessive use of alcohol. It is just as much a condition of slavery as the whisky habit. To be sure, if one has constitution enough to stand the effects of either coffee or whisky and prefers to continue their use, that might be a question for them to decide. But says Mrs. Amy E. Rolfe, of Rolfe, who continues: 'My mother never drank coffee until in middle life. It produced an obstinate case of dyspepsia, which could not be checked by medicine until she gave up coffee. She now 55 years old, and welcomes the Postum Cereal Food Coffee for a warm drink at breakfast. It has made her well and ruddy where before she was ill and lacking the appearance of good red blood, which she now shows.'

"I regard Postum as the greatest blessing to mankind. It is a curious condition to have temperance lecturers talk to people about the liquor habit, when frequently they themselves are slaves to the coffee habit."

Postum Cereal Food Coffee, when thoroughly boiled, yields a perfect breakfast beverage, beautiful in its rich golden brown color, with a ripe, crisp, toothsome flavor, while the ingredients are such that nervous systems are built up by the action of small molecules of phosphate of Potash obtained from cereals, without which the system cannot make brain matter and the gray substance that fills the nerve centers all over the body. The discontinuance of coffee and the change to Postum Food Coffee therefore works at both ends, for the good of the user.

A small piece of butter the size of two peas, placed in the pot, will prevent Postum from boiling over.

British Aristocracy Blamed.

Many persons who are reverent of the British to the degree of the aristocracy. The life of luxury and dissipation of the aristocracy is a disgusting sight. It is a life of constant nerve strain and lack of exercise, and the state of mind is one of constant mental and physical suffering. The blood that makes men heroes must come from action. The aristocracy is a life of constant mental and physical suffering. The blood that makes men heroes must come from action. The aristocracy is a life of constant mental and physical suffering. The blood that makes men heroes must come from action.

Ladies and Gentlemen: The society at whose call we have assembled is styled

ASTORIA'S PROSPEROUS

BUSINESS OUTLOOK IS BRIGHTER THAN EVER.

Many Improvements Made and More in Prospect—Every One Is Busy.

ASTORIA, May 4.—(Staff correspondence.)—Never before in the history of Astoria has the business outlook been so bright, nor has her destiny as a great seaport seemed any more assured. Although the fishing season has opened on the installment plan, the indications are that the run will be unusually large, and it is already ahead of the average. The price of fish is now up to stay, for the cold-storage men have created an unlimited market, and their presence here means an end to all trouble between the fishermen and the packers.

Although in the thick of a hot political campaign, the people are not neglecting their business and they have plenty of it to do. The storekeepers all report that trade is brisk and growing better, and the streets bear constant witness to increased activity. Idle men cannot be seen, and teams, trucks and delivery wagons are at times so numerous that they block the passage of the trolley cars.

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