

TEN CARGOES IN TEN DAYS

APRIL WHEAT SHIPMENTS NEARLY A MILLION BUSHELS. Freight Market Is Dull-Reserveance Speculators May Save Some of Their Glidemester Winnings.

Ten cargoes in 10 days is pretty good work for a wheat port in the dull season, but that is the record for Portland for the first 10 days of April, and the wheat and flour shipments for the first third of the month will reach a total of \$3,375,000.

THE OVERDUE OTTO.

Reinsurance Speculators May Secure a Portion of Their Winnings.

The San Francisco Bulletin prints a two-column account of the complications growing out of the reinsurance trouble over the Otto Glidemester. The Bulletin says it is the opinion of the majority of shipping men who have seen the vessel that the condemnation proceedings are unnecessary.

It is pointed out by several well-informed shipping men that the condition of the Otto Glidemester is nothing like as bad as is the condition of the Edmund, another German ship that is in the harbor for repairs. There is no talk of condemning the Edmund. Why, then, it is asked, is it proposed to condemn the Otto Glidemester?

Marine insurance experts remember but one case similar to that of the Glidemester. In 1884 the British bark Indian Empire, bound from Australia to the west coast of South America, was listed as overdue and at one time reached the quotation of \$5 per cent. There was heavy betting on her chance of arriving safely and when the news that she had reached Valparaiso was received, the speculators commenced to reckon their profits.

SAVED BY THE FULWOOD.

Seven Shipwrecked Chinese Who Were Clinging to a Spar.

ASTORIA, Or., April 10.—The British ship Fulwood, which was in port last night from Hong Kong, was released from quarantine this morning. The passage was a severe one. A succession of gales was encountered and also a typhoon off the Japanese coast, but no damage was done to the vessel nor was any member of the crew injured.

It was gone over two hours and at times the looking glass was in the sight of it altogether. After a heroic fight the boat returned to the vessel with five Chinese aboard. The Celestians were members of a crew of 11 of a fishing junk that had capsized at 4 o'clock that morning. The others had been drowned in their bunks. The Chinamen were thoroughly exhausted but warm food and clothing soon revived them.

DISSEASED STEAMER AND SELLING VESSEL ON THE SPOT LIST.

Portland wheat exporters now have the opportunity to test the strength of the freight market on both steam and sail vessels. The British ship Fulwood, which could have secured 40 shillings or better while she was en route from Hong Kong, is now on the spot free list, and is looking for buyers. The last cargo of a spot ship in the Northwest was the Senator, on Puget Sound, at 35c 2d, and there is a possibility that the Fulwood might accept a similar rate, although some of the exporters state that she is not worth over 25 shillings.

WHAT DO THE CHILDREN DRINK?

Don't give them tea or coffee. Have you tried the new food drink called GRAIN-O? It is made of pure grains and is the best thing for children. The more Grain-O you give the children, the better their systems. Grain-O is made of pure grains and when properly prepared tastes like the choice grades of coffee but costs about 1/2 as much. All grocers sell it. 15c and 25c.

PRIMARY ELECTION MESS

THREE NEW LAWS THAT RUN AT CROSS-PURPOSES.

Mix-Up Has Bearing on the Fight Between Mitchell and Simon Factions. It will require a Philadelphia lawyer to unravel the tangle which the recent Legislature made of primary and general election laws.

THE TELEPHONE'S WHISTLE.

The steamer Bailey Gatzert and the Telephone's whistle are back on the Astoria river again, and on the first trip of the pair on Monday, there was much excitement along the river. No boat on the river ever had such a whistle as the big chime which heralded the Telephone's

NEW SECRETARY OF STATE HORTICULTURAL BOARD.

George H. Lamberson, who has been elected Secretary of the State Board of Horticulture, to serve during Secretary Dorsch's absence at the Buffalo exposition, is a practical horticulturist. He was recently engaged in the business of shipping fruit and produce to Alaska. He was born in Syracuse, N. Y., June 2, 1853, and came to Oregon in 1881.



GEORGE H. LAMBERSON.

coming by day and by night, and when the Gatzert was overhauled, Mr. Critchton thought it would make her run a little faster if he took the whistle off the old Greyhound of the Columbia and used it on the Gatzert. The Gatzert has been late every trip since she has used the whistle, but it created a commotion on the lower river, and the dogs barked with delight at every landing between the Willamette and the Barbary Coast, when they heard the voice of the old favorite.

Foreign and Domestic Ports.

ASTORIA, Or., April 10.—Arrived in at 1 P. M., and left up at 3 P. M., steamer Geo. W. Elder, from San Francisco. Sailed at 4 P. M., bark Kate Davenport, for Alaska. Arrived down at 5:30 P. M., schooner Eureka, from Aberdeen, for Central America; schooner Charles Hanson, from Aberdeen, for San Francisco; schooner May Bidwell, from Aberdeen, for San Francisco.

Foreign and Domestic Ports.

Port Townsend—Passed in, April 9, schooner J. A. Campbell, from Honolulu. Tillamook—Sailed, April 9, steamer Acadia, for San Pedro. Port Townsend, Wash., April 10.—Arrived, ship Charles E. Moody, from Honolulu.

Building Big Raft.

Why the Columbia River Is Preferred to Puget Sound. The Robertson Raft Company will at once commence the construction of a monster raft of piles at Westport to contain 250,000 linear feet.

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The Robertson Raft Company will at once commence the construction of a monster raft of piles at Westport to contain 250,000 linear feet. The wharves built on the Columbia near Westport, and the reason for changing the location of the cradle from Stella to Westport is to avoid towing the rafts of piles up stream. The company has to abandon the scheme of building rafts on Puget Sound on account of the tereedo. The piles could be procured cheaper on the Sound, but the tereedo would insist on eating up the cradle and in a short time so weaken the structure that it would be liable to fall down.

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GILMAN WILL CONTEST.

Mrs. Hall Begins Suit for Her Share of the Estate.

HARTFORD, Conn., April 10.—Action was begun in the United States Circuit Court here today by Mrs. Helen Potts Hall, of New York, for the recovery of her alleged share in the millions of the late George F. Gilman, of Bridgeport. Mrs. Hall declares that she is the adopted daughter of Mr. Gilman, and brings her action through her next friend, her brother, Frank G. Potts, against the Bridgeport Trust Company, as administrator of the Gilman estate.

DAILY CITY STATISTICS.

Marriage Licenses. Ignazio Piazza, 25; Concetta Sasa, 19. Fred A. Heney, 25; Anna L. Greenham, 18. R. B. Spooner, 22; Annie Ehrlich, 20. L. J. Maynard, 21; Minnie Watkins, 18. Giuseppe Grego, 29; Rosa Lopprini, 20. E. V. Blisenck, 32; Ida Gregor, 19.

Birth Returns.

April 3—Girl, to wife of Charles Bartley, 54 Maryland avenue.

Death Returns.

April 8—Louis Krieger, 35 years, St. Vincent's Hospital. April 9—Thorleif Aune, 4 years, 750 East Salmon street, diphtheria.

Contagious Diseases.

Child of Mr. Struck, 750 East Salmon, diphtheria. Also five cases measles.

Real Estate Transfers.

Richard Nixon, receiver, 2 E. Covert, lots 4 and 7, Block 21. Couch's Addition, April 10. James M. and J. M. O'Connell, 1000 E. Broadway, April 10. George F. Parsons, subdivision 5, lot 56, Newhurst Park, containing one acre, April 8.

A DAY ON THE COLUMBIA RIVER.

A visit to Portland is incomplete without devoting at least one day to the Columbia River and its magnificent scenery. You can leave Portland at 9 A. M. any day on the O. R. & N. Co.'s palatial Portland-Chicago special train, lunch at The Dalles or in the dining-car, and be back at 4:30 P. M., and have seen the most attractive portion of the Columbia. In making the trip by rail you obtain a near view of the most beautiful cascades, the train coming to a standstill for a few moments at Multnomah Falls, and as the track skirts the south bank of the river the stream and its north shore are constantly in sight.

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FREE BOOK TO WEAK MEN

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Oregon Short Line and Union Pacific advertisement: THREE TRAINS DAILY FOR ALL POINTS EAST.

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