STATE OF STATE OF STATE OF

MAY COME TO PORTLAND

OTTO GILDEMEISTER CAN BE RE-PAIRED HERE AT SMALL COST.

Condemnation Scheme of the Underwriters May Prove a Failure-Portland Firm to Bid.

The man who buys the German ship Gildemeister in San Francisco next Mon-day will undoubtedly secure a lawsuit along with her, unless claims now pending in this city are settled in the mean-time. It is also highly probable that the ship may be brought to Portland for repairs. The only people aside from the underwriters and owners who have a tangible interest in the Gildemeister are the parties who had the ship under charter at the time she was dismasted. The underwriters and owners, who have apparently worked in full harmony in the proceedings, overlooked this claim of the charterers, but the speculative public, who have something like \$115,000 at stake on the matter, have not lost sight of it, and, it is reported, have made an effort to secure the charter for the purpose of fighting the case.

The Otto Gildemeister is under charter to Kerr, Gifford & Co., of this city. They have a claim on the ship that cannot be brushed aside by any action of the own-ers and the underwriters, unless it is sat-isfactory to them. The ship was condemned on estimates placing the damage at \$51,500, a sum which was more than three-fourths of the value of the ship. No bids were submitted for the repair ship, or if they were submitted, it was done in such a quiet manner that none of the shipyards in the North had an opportunity to bid on the work. When it was finally announced that an attempt was to be made to condemn the ship, an expert was sent from this city to make a thorough examination of the vessel and report on the cost of repairing her. The expert made a careful estimate of the damage, and has submitted his report. On the strength of that report his firm has announced its willingness to tow the ship to Portland, insure her on her voyage, and make all repairs necessary to place her in as good condition as she was before she was dismasted, for a sum sufficiently low to make it impossible for her to be construed in any way as a total loss. The charterers of the ship will suffer a heavy loss by the non-arrival of the vessel, and will stand on their rights in the matter and insist that she be repaired and carry out the terms of her

The general impression in this city, as well as among the San Francisco shipping men, is that the action taken by the underwriters and owners was for the purpose of avoiding the payment of the large sums which they stood to lose when the vessel reached port in safety. She twice refused assistance while working into port, and was uninjured below the decks, and is about as far from being a total loss as any damaged vessel that was ever towed into port. There is consid-erable money at stake on both sides, and if the ship can be brought to Portland and repaired for one-third of her value, the charterers will insist on a reconsideration and investigation of the con-demnation proceedings.

KINDNESS ACKNOWLEDGED.

Widow of the Late Captain Bell Grateful to Many Portlanders. The St. Johns, N. B., Gazette of April Il contains a notice of the funeral of the late Captain Bell, who died on board of the British ship Heiga in this port a few

weeks ago. The same paper in the issue of April 15 prints the following: "In the depth of her grief in the recent death of her husband at Portland, Or., Mrs. Thomas O. Bell, who was with him when he died, speaks in the highest terms and bereavement she cannot forget, and proves the existence of the feeling that makes the world akin. The shipmasters are in that county April 4, and has apagents there of the owners, Messrs. Car- more. michael, of Glasgow, N. S., and all the Canadian Pacific Railroad officials, on her sad journey home with her beloved dead, were most thoughtful for her, and unwearied in their ministrations for her and her daughter's comfort. She begs one and all of these kind friends in the West and her numerous friends at home accept her heartfelt gratitude for their manifestations of sincere sympathy."

BEAR WILL BE DELAYED. Cracked Shaft Will Prevent Her

Leaving for North for Two Weeks. SEATTLE, April 25,-It has been dis covered that the crank shaft of the United States revenue cutter Bear is cracked, and that the mishap, which probably occurred during her battle with the Behring Sea ice last May, will delay her departure for the North from two to three weeks. The discovery was made several days ago after the Bear had completed extensive repairs at Moran's shipyards, ind had been placed in the Quartermaste Harbor drydock to have her hull painted. While the Bear might make another northern voyage, yet the shaft, in ltd cracked condition, is considered unsafe and it has accordingly been decided to have another cast. Captain Tuttle has planned to teave for Behring Sea and the Siberian Coast about May 5, but he will not now be able to get away before the closing days of the coming month.

Tuesday's Seattle Post-Intelligencer

prints the following: Astoria, April 23.-The British steam-

er Adato went fast aground near Bug-by's hole while on her way up the river to Portland yesterday morning, and at last reports was still sticking on a sand-

The steamship Adato arrived in Portland over 10 days ago. She has been lying at Alaska dock in this city until Wednesday noon. She did not ground anywhere when she came up the river, nor when she went down yesterday. The item is a plain, unqualified falsehood, put in tion of the reservation country. The to circulation by some enemy of the Columbia River. Just what is to be gained by scriptions are now being taken from farmthe circulation of such lying reports it is

Rio Carried No Mail.

WASHINGTON, April 25.-The Postmaster-General today received a report from Superintendent Robinson, of the United Postal Station in China, confirming his previous announcement that no mail from there was lost when the steamer Rio de Janeiro sank at the entrance to San Fran-cisco Bay February 19 last. Inquiry through the imperial Japanese postal au thorities showed that all mall received at Nagasaki that might have been forwarded by the wrecked steamer had previously been dispatched by a military transport to the United States, and none sent by the Rio

Combine on St. Lawrence.

MONTREAL, April 35.-The Herald gives publicity to a story of the impend-ing consolidation of the Canadian Pacific Railway, the Grand Trunk Railway and the Richelleu & Ontario Navigation Com-pany, which does practically all the steamship passenger business on the St. Lawrence River. Mr. Shaughnessy, president of the Canadian Pacific Railway. is now on his way to London, where President Forget, of the Navigation Com-pany, is at present, and there the nego-tiations are to be carried on with the owners of the Grand Trunk, it is said.

Ore Hulk Wrecked. VICTORIA, B. C., April 25.-The steamer

loaded with a valuable cargo of concen-trates from the Treadwell mines for the Tacoma smelter, went ashore in Wrangel Narrows and broke her back. She was fr tow of the tug Pilot. No particulars are given as to whether the cargo could be saved. The cargo belongs to Dunsmuir's Sons, of this city.

A Wreck off Const.

ATLANTIC CITY, N. J., April 25.—The three-masted schooner Emma C. Knowles, Captain Rogers, from Charleston, S. C., April 14, for Fall River with a cargo of lumber, was sighted six miles off this city today, almost a total wreck. There was no life on the vessel and the fate of her crew is unknown. The hull of the Knowles was lying broadside in the water when discovered

Will Go to Alaska.

ASTORIA, Or., April 25.—The four-masted schooner Bartlett, which arrived in from San Francisco yesterday, is under charter to the Alaska-Portland Fishing Association to take a cargo of cannery supplies to Alaska.

Domestic and Foreign Ports. ASTORIA, April 25.-Arrived at 10:40 A.

M. and left up at 3 P. M., steamer Co-lumbia from San Francisco. Left up at 7 A. M., German ship Nereus. Sailed at 6 A. M., British steamship Adato for British Columbia. Condition of bar at 5 P. M., smooth, wind northwest, weather cloudy.

Hoquiam, Wash., April 23.-Arrived-Schooner Orient from San Francisco for Aberdeen; schooner Lena Sweasey from Guaymas for Cosmopolis. April 24.—Sailed —Schooner San Buenaventura from Aberdeen for San Pedro; schooner Lizzle Vance, from Cosmopolis for San Fran-cisco; steamer Grace Dollar, from Ho-

quiam for San Francisco. San Francisco, April 25.—Arrived— Steamer Geo. W. Elder, Astoria; steamer Rival, Willipa Harbor; ship Glory of eas, Comox. Eureka, April 24.-Arrived-Steamer Al-

ance, Portland. Port Blakeley, April 24.—Arrived—Ship Drumcraig, Vancouver.

Kashapali, April 5.—Arrived—Schooner
F. S. Redfield, Port Gamble. Honolulu, April 14.—Sailed—Schooner Ethel Zane, Port Townsend. Nagasaki, April 25 - Arrived-Steamer

Moyune, Tacoma, London, April 24.—Sailed—Bark Alexander Black, Vancouver. Leghorn, April 21.—Arrived—Steamer Leghorn, April Yangtse, Tacoma.

San Diego, April 24.—Sailed—Steamer Monmouthshire, St. Vincent. Tacoma, April 25 .- Sailed-Duke of Fife. Yokohama Antwerp, April 25.-Arrived-Nederland,

Philadelphia.
Liverpool, April 25.—Sailed—Common-wealth, Queenstown and Boston.
Rotterdam, April 25.—Sailed—Maasdam, Boulogne and New York. Havre, April 25.-Sailed-La Lorraine,

New York. Leghorn, April 22.—Arived—Yangtse, Ta-coma and Valparaiso, via Montevideo and St. Vincent. Glasgow, April 24.-Sailed-Corean, Phil-

adelphia; Peruvian, Boston. Queenstown, April 25.—Arrived—Ger-manic, Nordland, Philadelphia, both from Liverpool. New York, April 5.-Sailed-Barbarossa, Bremen, via Cherbourg. Liverpool, April 25.—Arrived—Majestic,

New York. Liverpool, April 25.-Arrived-Pretoria, New York for Hamburg. New York, April 25.—Sailed—Aquitaine, Cape Town.

Idnho Notes. A pioneer reunion at Stites is pro-

Boise may erect another high school building. C. A. Young died on a train near Mountainhome, Sunday, of hemorrhage of the

lungs.

Contract has been let for construction of the great kindness extended to herself and daughter while in that distant city.

This kindness in the hour of her sorrow

The state board will hold a school land

in port at Portland, Or., as well as the plications on file for the sale of 800 acres Electric power is supplanting steam at the works of the Trade Dollar Consoli-dated Mining Company, and within a

short time no steam will be used except for heating and amalgamating pans in the mill. The work of excavating for the founda-tion of the new Y. M. C. A. building at Boise is progressing. The new building will have a frontage of 122 feet on Tenth

street, and will extend from the irrigation ditch to the corner. A deal is on foot for transfer of the Kelly Hot Springs property, five miles up the river from Boise, and the statement is made that those who are de-

sirous of securing control or possession believe it is oil land. The directors of the Idaho Interm tain Fair, at Boise, have been considering for some time a proposition to secure permanent fair grounds. The lease or the grounds that have been used since the inauguration of the fair, will expire

The Lewiston Council has received a proposition from W. H. Skinner for a franchise for a waterworks system. He guarantees that the rates for water for both public and private purposes would be considerably less than the rates now

The difference between the Ridenbaugh Ditch Company and the farmers is about to get into the courts under a new phase, says a Boise paper. A large number of farmers have refused to sign the contract required by the company, and the company refuses to rent them water unless ch contract is signed,

The Hazlewood Dairy Company desires establish a creamery at Lewiston if enough milch stock is available to supply a plant. Four hundred cows are available at Vineland, according to President Libby, of the Lewiston Commercial Club, and he thinks 1000 cows may be engaged at Hatwai, Laywai, Tammany, Waha and Asotin. A canvass of these

localities will be made Citizens of Greer have raised a fund of \$600 to complete the wagon road extending from that point to the Nez Perce secers in the Nez Perce country to complete the necessary fund. With the completion of this road it is said Greer will become the nearest shipping point for the large section of country lying between Nez

Perce and the river.
The report comes from Payette that promising all prospects are to be found in that vicinity. Last Fall, on the ranch of Mrs. R. Wackerhagen, on Little Willow Creek, a well was drilled 29 feet into sand. me time during the Winter water com-enced to flow. It had a peculiar odor, and where it stood in pends oil rose to the top. Mr. Smith, who did the drilling, skimmed off enough to fill a teacup. Mrs. Wackerhagen has commenced to sink this week deeper. Eastern men are taking the Little Willow country under leases, and on Big Willow Creek several thousand

acres have been secured.

Prospecting for coal near Salmon con-tinues. Work on the Pollard mine is progressing, and recent uncoverings are highly satisfactory. The coal gives a strong heat, burns with facility and makes few ashes. The up-river prospects are moving ahead with the usual zeal, and tunneling on the veins continues. At the Shenon-Bannigan mines the tunnel is in 50 feet. The face presents numerous small strata of coal interspersed with carbonaceous shale, clay and sandstone. Jack Black has taken a quarter section south of the Shanon-Bannigan location, and is driving a tunnel upon his vein. The outcrop is similar, except that the vein seems to be much thicker or deeper. The surface indi-cations present an unbroken face of coal-Dolphin, which arrived at Union today, bearing shale fully 200 feet in thickness.

SHOULD BE ON COLUMBIA

NAVAL STATION LOCATED ON PUGET SOUND.

It Gives Much Trouble and Best Judges Say Change Is Only a Matter of Time.

WASHINGTON, April 21 .- The naval station on Puget Sound gives the author-ities in Washington a great deal of trouble, and will probably continue to do eo for many years to come. Owing to the difficulties which are experienced in getting vessels up to the Mare Island naval station, so as to secure good dock-ing facilities, it is found necessary to use the Puget Sound station for many of the big vessels, and when this is done repairs, of course, are necessary. The fruit, while the rain will prove highly department finds itself in a curious plight, beneficial to the grain, as the soil was

brary association was organized at this SMELTING LITIGATION place April 22, for the purpose of estabplace April 22, for the purpose of estab-lishing and maintaining a public library. The following are the officers: President Frank Burch; first vice-president, Dr. M.
S. Beebe; second vice-president, Rev. J.
W. Miller; recording secretary, M. D.
Wood; corresponding secretary, J. L. Baker; treasurer, F. T. McNitt; directors,
Rev. H. Arkley, J. H. Aust, H. C. Gillam, Mrs. C. N. Graves, Mrs. M. D. Wood.

Forest Grove Brevities.

FOREST GROVE, Or., April 25.—Mayor Kane has requested the citizens to meet in Verts' Hall, May 1, to arrange for the G. A. R. state encampment, which will G. A. R. state encamp be held here June 25-28. William H. Lyda, of Gales Creek, is de-livering 500 piling to the depot here for shipment to San Francisco.

Rig Grain and Fruit Crop Sure. FOREST GROVE, Or., April 25.-A heavy hall and rain storm occurred here today. The hall did no damage to the

DEATH OF AN OREGON PIONEER OF 1851.



MRS. REBECCA STEPHENS.

ROSEBURG, Or., April 25.-Mrs. Rebecca Stephens, who died at the residence of her daughter, Mrs. W. B. Clark, in Millwood, Or., April 22, was the widow of S. Stephens, who filled the office of Sheriff and County Clerk of Douglas County, and who died about three years ago. Mrs. Stephens was born in Tennessee in 1822. In her girlhood she moved to Iowa, where she was married, coming with her husband to the Willamette Valley in the Fall of 1851. In the Spring of 1852 Mr. and Mrs. Stephens moved to Oakland, in which vicinity they remained until death claimed them. Four sons and two daughters were born to them-William Stephens, of Marysville, Wash.; ex-Sheriff R. L. Stephens, J. A. and G. W. Stephens and Mrs. C. P. Bailey, of Oakland, and Mrs. W. B. Clark, of Millwood.

There are no workmen to be obtained getting too dry for plowing. It is certain from the Puget Sound cities, because there is little or no manufacturing there, and what skilled labor is employed these days is for the year around, and men having steady employment do not wish to give it up for the purpose of going over to the navy-yard to work a month or two on a naval vessel. The construction and repair department is obliged to bring its force from other cities in order to make the repairs necessary on most any vessel that is sent to the Puget Sound yard

for dockage. These things have been pointed out from time to time, and the impression prevails that at no distant day this dock, which is so unfortunately located, will be practically abandoned. It is etill the marvel of the department officials here that such a site should be chosen by men with any naval experience whatever. It would have been far better to have had the dock at one of the Puget Sound cities where communication by rail and telegraph were better, and where the dock could be used for commercial pur-poses to some advantage.

Perhaps the time will come when this whole matter will be cleared up. But not at present. The location of a dock at that time was so far away, that little attention was paid to it and no one seemed to understand what was being done. That a drydock and naval station is necessary in the North Pacific is agreed everywhere, and the best judges of such affairs say that it is only a matter of time until it is located on the Columbia River, near enough to a large city to se cure workmen necessary to make the repairs on such Government ships as may be docked in North Pacific waters.

RICH MINING STRIKE.

Made in the Homestake, in the Burnt River District.

BAKER CITY, April 25,-Word comes from the Homestake mine, in the Burnt River district, of a rich strike in that property. It is owned by the Great Western Prospecting & Development Compa-ny, of Salt Lake City. Old miners call it the Treadwell of Oregon. It has a large ledge of low-grade, free-milling gold ore. Occasionally pockets of rich ore are encountered. The mine has been not worked for some time, but recently a drift of about 100 feet was run on the 500-foot level. In this drift, yesterday, the new strike was reported. Samples of the ore taken from across the face of the vein are said to run as high as

Mammoth Ore Sent to Virtue Mill. Ore from the Mammoth mine is being treated at the Virtue mill. The Mammoth is owned by J. H. Parker, Louis Som-mer, Isaac Baer and John Wilson, of this city. The ore is rich in gold, and the owners anticipate quite as good returns from their ore as the owners of the Carroll B. realized from their test run re-cently, as the two mines are close together. The Carroll B. cleaned up \$1000 from a four days' run on a five-stamp

Miner Almost Instantly Killed. SALT LAKE, April 25.—A special from Soda Springs, Idaho, says: While watching a blast today at the mines of the Western Sulphur Company, five miles from here, Jasper Lasater, of Monego of Monego Springs, Mo., was struck in the head by a fragment of rock and almost instantly killed. Lasater was fully 150 yards from

NEW YORK, April 25 .- Mrs. J. C. Topping, of this city, but formerly of Port-land, has brought suit against the estate of Thomas G. Sherman for the recovery of trust funds. Mr. Sherman was a brother of Mrs. Topping. His recent death in Salt Lake caused the divisoin of two families.

Ex-Portland Woman Begins Suit.

Two Oregon Postmasters. WASHINGTON, April 25 .- The President oday appointed the following Postmas-Idaho-Coeur d'Alene, David F. Mason;

Idaho Falis, E. F. Winn. Oregon-Silverton, Thomas W. Riches; Woodburn, Walter L. Tooze. Henry Hall Did Not Hurt Fruit.

ALBANY, Or., April 25.—Nearly half an inch of hall fell at this city this forenoon, but fortunately there was no wind, and no damage was done to fruit trees. The weather, altogether, has been very favorable to crops, and the prospects are good.

Library at Centralia. CENTRALIA, Wash., April 25 .- A li- on Clatsop Plains.

now that Washington County will have a large grain and fruit crop.

Northwest Pensions. WASHINGTON, April 25.—Pensions have been granted as follows: Washington-Increase, John Lowe, State Soldiers' Home, Orting, \$12; Abram Casler, Vashon, \$10. Idaho-Original, William B. Hammer, Boise, \$6.

New Washington Postoffice. WASHINGTON, April 25.—A postoffice has been established at Wills, Stevens County, Wash., to be supplied from Hunters, and Charles J. Kilyea appointed postmaster. The postoffice at Kaylor, Ferry County, Wash., has been moved one mile to

the west. Funeral of James H. Ritches. SALEM, Or., April 25 .- The remains of James H. Ritches, who died last Monday at San Louis Obispo, Cal., arrived in Salem today, and were given burial in the Odd Fellows' cemetery.

Eugene citizens have subscribed over \$150 for an immigration fund.

Work of building a road to Blue River, on the Calapoola side, has begun. The First National Bank of McMinnville has received a burglar-proof safe. Plans of a telephone line from Bake City to the Panhandle are under consideration

S. H. Friendly, of Eugene, shipped East Tuesday between 50,000 and 60,000 pounds of last year's wool.

Militla Company A, of Baker City, will give a gold medal to the best marksman in the organization. Target practice on an indoor range will commence soon. Albany baseball enthusiasts have organized a club. S. L. Whitney is presi-dent, and Harry Cusick secretary and treasurer. Membership is limited to 25, W. C. Peterson is figuring on putting in an electric-light system at Browns-ville. If the city will pay \$45 per month for six lights, he agrees to put in a system at once.

W. A. Spencer has finished sawing fir lumber, says a Lebanon paper, and after sawing out about 10,000 feet of oak will nove his mill about 11/2 miles southeast The telephone line from Grant's Pass

Williams is complete and in operation. This line is 20 miles in length, and has stations at Williams, Miller's Corners, Provoit, Lee Creek and Murphy.

E. H. Loftus and C. H. Dalrymple have found a large ledge of lime rock four miles north of Lakeview. The rock has been tested and pronounced first class. The finders have secured a lease on the land, and will make the necessary preparation at once to burn a kiln. A large eagle was displayed at Astoria the other day. The bird was caught at

Miller's Sands by seiners. Some one had shot away a few inches of one of the bird's wings, making it impossible for it to fly. The men succeeded in running down the eagle, but it was not captured until after a vicious fight. It is thought that the widow of the old man, Michel, who died recently at Seaside, will not long survive. She has

lived nearly a century, and since losing her husband she has slept little, and moans almost continually. Some of the Seasiders say that she was born in the 18th century. She is probably the oldest Indian in Oregon, Her husband was a French-Canadian,
The Grimes' Grove Land Company, of could not be ascertained, but it is reported to be in the neighborhod of \$29,-000,000. Another block of about the same Seaside, has purchased spruce slabwood from the Necanicum Spruce Lumber Company for a bulkhead to keep sand size will follow, it is said.

from being blown over the frontage to the property. It is thought that if the slabs are used properly the sand will blow against them and form a bulkhead which will result in increasing the amount of salable property. Two big bearskins were recently secured by Postmaster Herman Ahlers, of Push. He had several traps, and one of them was found to be missing. He took the

trail and found the trap and the bear in a hollow tree. He got Bruin out, and, approaching close to the animal, emptied the contents of a shotgun into its face. The bear paid little attention to the leaden shower, but ran, Mr. Ahlers following. A second charge of shot was given Bruin, and the hunter finished the work with a knife. Last Friday Mr. Ahlers killed another. A number of the ani- at the time of his visit to Portland. By mals have been killed recently near Push,

but the Beginning of a Farm Implement Trust.

WILMINGTON, Del., April 25.-Judge Gray, of the United States Circuit Court, in this city, filed an order in Trenton to-day for the American Smelting & Refining Company and M. Guggenheim's Sons to show cause May 13 at Trenton why they should not be permanently enjoined from making use of the recently issued \$45,200,000 increase in the capital stock of the smelting and refining company. A temporary order has been granted restraining the sale or use of this stock pending a final hearing. The suit was pending a final hearing. The suit was instituted by Irving E. Lengle, of Reading, Pa., an owner of \$50,000 worth of the stock of the company. The suit is a epetition of the one instituted in the New Jersey state courts by W. M. Donald and others, which resulted in a decision prohibiting the issuing of the stock and carrying out of a deal for the absorption of the Guggenheim plant by the smelting company. The effect of this decision was afterward nullified by the effecting of a settlement with Donald. Lengle, in his bill of complaint, goes

over the same ground covered by the bill filed by Donald in the New Jersey courts, and charges that the deal involved the issuing of \$45,200,000 worth of stock of the American Smelting & Refining Company to the Guggenheims, and this was \$23,000,-000 in excess of the value of their plant find the value of that field for American payment.

FARM MACHINERY TRUST. The Plow Combine Is Only the Begining of It.

NEW YORK, April 25.-The Journal of ommerce says: It is learned in this ty that the report from Chicago that city that manufacturers have decided to form a \$50,000,000 consolidation is only partly correct, and that the present plans instead of being merely for a consolidation of the plow industry, contemplate a con-solidation which shall include every branch of the farm machinery trade, with the exception of mowers and reapers. The reported capital of \$50,000,000 s said to be a minimum figure. There have been numerous efforts to

unite special branches of the farm machinery trade, but this is the first at-tempt at a general consolidation. The organizers of the present consolidation argue that a partial union is inherently weak, as it would be an easy matter for other manufacturers to enter that particular branch. But with a general con-solidation, it is contended this incentive to competiton would be removed. The new company, if organized on the pres-ent lines, will, it is said, be in a position to manufacture all knds of farm implements, from a hoe to a thresher, with the exception above noted of mowers and

Among the largest concerns which are Deere & Co., of Moline, Ill.; Parlin & Orendorff, Canton, Ill.; Rock Island Plow details have not yet been arranged, but it is said that the capital of the new company, if formed, will be divided equally between preferred and common stock. Good will, etc., is to go in about one-third the total capitalization. It is setting the targible value of the

ward of \$35,000,000. PRESIDENT SABIN'S PLANS.

Reduction in Telephone Rates May Be Made. CHICAGO, April 25.—John I. Sabin, who will succeed John M. Clark as president of the Chicago Telephone Company about May 15 arrived in the city from Boston and after holding a consultation with officers of the telephone company, immediately departed for San Francisco, He will close up his affairs there as quickly as possible, and expects to return to Chicago about May 10. Concerning just what changes are con-templated, Mr. Sabin was extremely reti-

cent. "Very likely some reductions in rates will be made," he said, "especially for the benefit of the small user of telephone service. It is too early, however, for me to give out any specific information on the subject. I have really not had an opportunity to look over the situation here, and do not know what rates are

now charged.
"I was on my way to Europe with my daughter when I received the request of the Chicago Telephone Company to be-come its president. The call was entirely unexpected. I decided however to ac get into harness again.

GREAT CLOTHING TRUST.

an Association. CHICAGO, April 25.-Chicago manufac turers of clothing, representing an aggregate capital of from \$15,000,000 to \$20,000,000. met today and decided to form an association which will combine with similar bodies throughout the United States.
While the leaders deny that any efforts to regulate prices are contemplated, the com-bination will be more powerful and represent more capital than almost any recog-nized trust. 'Already the New York Asociation has a total capital of more than \$100,000,000, and with the factories of six Eastern cities, another \$100,000,000 is added. The Chicago merchants are the first West-erners to join. Their decision, it is said, will bring the houses of St. Louis, Milwaukee, Cincinnati and other towns into the association. Later San Francisco's co-operation is to be sought, and the

Morgan Selling Steel Stock. NEW YORK, April 25.—The Tribune says word has been received in Wall street that J. Pierpont Morgan has just disposed of a big block of United States Steel stock in London. The exact amount

Will Join the Copper Trust. NEW YORK, April 25.-Kidder, Pen-body & Co, have notified the Boston Exchange that more than two-thirds of the Boston & Montana copper stock and the Butte & Boston copper stock have conented to the consolidation of the two mpanies with the Amalgamated Copper ompany, and the brokers have requested that the receipts for the stock turned in to them be placed on the unlisted depart-ment of the stock exchange.

Should See the River.

Pendleton East Oregonian. It is exceedingly unfortunate that Pres ident McKinley decides that he will not view the Columbia and Willamette Rivers, this decision he prevents the people of Oregon from showing him and his companions the greatest thing in the West-the magnificent waterway system of this state and Washington, two streams than which the United States has only one greater-the Mississippl.

ANOTHER SUIT FILED AGAINST THE

AMERICAN COMPANY.

AMERICAN COMPANY.

Recently Formed Plow Combine Is

but the Beginning of a Farm learn what is in the West, and of the wonderful possibilities, then apply to them the principal of compulsory education that finds application in most of the states of the Union, and make them learn. True, Mr. McKinley might order a fleet of war

CHANCE FOR PORTLAND.

Great Opportunities in Trade With New Zealand.

PORTLAND, April 23 .- (To the Editor -While the Oriental trade will ultimately be of great value to our children in Ore-gon, when Asiatic civilization develops, why should you neglect what in the meantime is open to you in Oregon, an inter-change of commercial relations with an Anglo-Saxon race in New Zealand, over half of which are Scotchmen? This ques-tion I submitted to the late Senator Dolph in 1894, from New Zealand, when I mailed to him correspondence I had and interviews with the Premier and Cabinet officers of that country for a reciprocity of trade with the Pacific States for sub-mission to the Secretary of State at Washington. After eight months personal investigation therein, I saw what good prospect then existed for us to secure a share of New Zealand's foreign trade.

and the money they were to receive in trade and commerce fully confirmed by recent numerous letters from that enlightened and accurate correspondent, Frank G. Carpenter, as printed in The Sunday Oregonian, who says that a great portion of New Zcaland's foreign trade of \$100,000,000 yearly may well be secured by Americans if they will only make an effort to compete for it, and that the expenditure of one New Zealand inhab-litant is of more value to the United States in manufactured goods and prod-ucts than that of 50 residents of China, Do our local merchants realize that today trade has so increased that the New Zealand (not the Dutch) Government, in its anxiety to secure an American interchange of trade, has subsidized two steamship lines to the Pacific Coast-one direct from New Zealand to San Francisco, and the other to the Fiji Islands, from New Zealand, and thence to Puget Sound and British Columbia?

If the officers of the O. R. & N. Co. would investigate this matter they would find these two steamship lines developing a large overland trade to and from New Zealand, via San Francisco and Vancou-ver, B. C., and, if so, why cannot we in Oregon get a share of that traffic by a ine of steamers from the Columbia River? Feeling satisfied we can, if we will only o-operate to do so, I have for some four months been in correspondence with a British shipping company to put on three steamers with a monthly service from Portland to Honolulu thence to secure the Fiji Islands' trade and call at Auckland. Among the largest concerns which are understood to favor the present plan are Deere & Co., of Moline, Ill., Parlin & British colony-Wellington, Lyttleton and Dunedin, each of which cities have above 50,000 inhabitants, or over 210,000 in all, including Auckland—the keys to Orendorff, Canton, Ill.; Rock Island Plow Company, Rock Island, Ill.; Standard Harrow Company, Utica, N. Y.; Syracuse Plow Company, Syracuse, N. Y.; Empire Plow Company, Cleveland, O.; Hench, Dromgold & Co., York, Pa.; Aultman & Taylor Machinery Company, Mansfield, O.; Stoddart Manufacturing Company, The outward voyage from Portland can. The outward voyage from Portland can be done in 18½ days to New Zealand at O.; Stoddart Manufacturing Company,
Dayton, O.; Bissell Plow Company, South
Bend, Ind; Morrison Manufacturing
Company, Fort Madison, Ia.; Buffalo
Pitts Company, Buffalo; O. S. Keily Company, Springfield, O.; Kansas City Hay
Press Company, Kansas City, Mo.
It is intended to secure all concerns
rated at \$100,000 or more. The financial
details have not yet been arranged but paid at Puget Sound; second, that, heing British steamers, they cannot carry freight and passengers between Portland and Honolulu, which they fear would be

40 per cent of all the traffic to be car-ried, and be lost to their steamers. Senator Mitchell is now urging the State estimated that the tangible value of the Department at Washington to look into plants it is intended to consolidate is upgation if possible as to the prospective advantages to be derived to the United States through a greater interchange of commercial relations between New Zealand and this country, and I venture to hope the public bodies of Portland will, in the interest of Oregon, also give this matter their careful consideration. As Carpenter, in his letters to The Oregonian, shows, we are less than half the dis-tance by steam than Great Britain is from New Zealand, and if so, surely our Pacifics Coast merchants can secure a greater share of that \$100,000,000 New Zealand contributes yearly to Europe, seeing the location is the same whether goods go into that colony from Europe or

In China we trade with an uncivilized race; in New Zealand with Angio-Sax ons, and in one city of New Zealand alone, namely Dunedin, of 52,000 inhab-itants, Frank G. Carpenter tells us, he finds there are nine-tenths of all its in-habitants pure Scotch, eager and willing to do business direct with the United States on a cash basts.

WILLIAM BEID

ALASKA TELEGRAPH LINE.

It Will Probably Be Two Years Before It Is in Good Working Order.

WASHINGTON, April 22,-Were it not for the great difficulties of transporta-tion in Alaska, the Government military telegraph line from Valdes to the Yukon River, and down to St. Michael, would probably be in working order by the close of the coming Summer, but, under conditions as they exist, it will probably be two years before this line in its entirety will be working satisfactorily. Work was not begun in earnest until late in the season of 1900, when, by dexterous labor, the men of the Signal Corps. under Major Green, took hold, and made phenomenal progress with the line. It is beyond a possibility, however, for them to keep up this pace this Summer, owing largely to the difficulties encountered in getting their lines, fixtures and supplies to interior points from which they are working. Active operations on laying the line could not be commenced before late in March or the first of April, and up to this time no advices on this subject have yet been received in Washington. It is hoped that by the close of this Summer season Fort Gibbon will be con-nected with St. Michael, and this will bring the latter point and Skagway with-in 15 days of each other, whereas they have heretofore been two months apart,

tary and other Government officials.

The question of how the line shall be constructed along the great bend of the Yukon has not yet been determined. This neck of land is between 30 and 40 miles wide. Should the line follow the river it would be much longer than an overland section, and could not be reached in Summer, except by a large repair force which would make it expensive and diffi-cult of maintenace. During the past Winter an officer has been in the field to see what can be done across country between Fort Gibbon and Fort Egbert. On his report the department will act. The Signal Corps is feeling its way cautiously, so as not to make errors ascribed to the Canadian authorities, who attempted to build a telegraph line from the two ends without making a survey of the route, and, in consequence, at the close of a season, found that the two ends that were to have connected had overlapped each other for some miles one going on one side of a mountain, and the other on the opposite side. And for weeks neither party knew of the proximity of the other. This story is believed to be founded on

and oftentimes nearer three months. This

will be a tremendous saving in time, and an unquestioned advantage to the mili-

fact, and, in fact, the Canadian officials, when asked by the War Department as to its correctness, have declined to make any reply whatever, even when the query has been repeated time, and again, As a contrast to this method, not a mile of the American line has been laid until the route has been first surveyed and platted.

Emperor William's Malady, Chicago Chronick

Megalomania, with which Emperor Willlam is reported to be suffering, is composed of two Greek words which together mean an excessively good opinion o self. The disease has been prevalent from the parliest recorded time. In gentus it is accompanied with conclusive proofs, discovered, however, only after death, that the diagnosts was erroneous. That a victim of megalomania may have lu-cid intervals is shown by an order just issued by the Kaiser to remove from a public institution near Herlin a mosaic in which the Empress was depicted as St. Elizabeth and he as the saint's husband, in mitigation of the original offense it ought to be added that the work was in an asylum for the blind. The Kaiser doubtless contracted the megalomanical idea from contemplation of the numerous works by old masters wherein the burgo-master, his wife and children are miraculously mixed up with cherubim and seraphim, hierophants and household pets.

AT THE HOTELS.

J M Cendas & w. N Y Dr McGordon, Hong G P Baldwin, Seattle P A Fvery, Bonton J G Parton, San Fran W R Cooper, N Y A M Somerford, Boston C B Tuttle & w. Boston C Weissman, N Y Mrs N H Vorgthy, Pittsburg, Pa Miss Helena S Vorgthy, Pittsburg, Pa J J Vorgthy, do H E Bradle, Detroit W G Sharp & w. Melbourg, Aus Miss Elair, do A H Markwart, Berkeley, Cal D Lendrum, London, Eng J B Lendrum, do Blanche Waish & mahl Miss Lohnson, Vancour THE PORTLAND.

Emily Baker, N T C E Babecck, do Katherine Clinton, NY J A Goodin, do Helen Singer, N T C Babecck, do Katherine Clinton, NY J A Goodin, do Chas E Hill, Tacoma L G Spooner, N T W Humphrey & wife R F Volght, San Frank L Burns, Indpis E D Rogers, Chicago

THE PERKINS. THE PERKINS.

Ington, Or
Miss Wilson, de
J L Scott, San Fran
O R Bradley, Hood R
J W Tinsman, Ungo
Florence Tinsman, do
Miss Elizabeth Mayhew, N Y City
Frank Sheridan, do
Mrs J G Wright, Sookane
Mrs J G Wright, de
Miss Wight, Spokane
Mrs A C Craig Union,
Or

Mrs J G Wright, do
Miss Wright, Spokane
Mrs A C Craig Union,
Or
Louise V Major, do
W F Strain, Chicago
A D Morrison, Dunder, Or
Thomas Prince, do
Gyrus Heffey, Spokan
F H Van Norden, The
Dalles
W H Spaulding, Sulem, Or
H Young, Oak Point
Mrs Hull, Mo
C C Sexton, San Fran
Maude Smith, San Fr
J W W Janes, Kirk's
Hill, Mo
J L, Harkins, do
J L, Harkin

THE IMPERIAL. C. W. Knowles, Manager. G W McBride, Astoria H G Leyds, St Paus Geo Stevens, Astoria Jas W Lusk, Chiosgo D S Robbins, Astoria P B Carpenter, Hwa-D S RODHIRS, ASTORIS IT B Carpenter, Hwaco-Henry Modirum, Ore CMrs Carpenter, Hwaco-Alfred C Street, As-W L Tichnor, San Fran W L Anderson, SanJose G M Shelly, San Fran Mrs H O Meill, city B H Eden, Los Angls L E Blades, Denver Mrs Eden, Los Angls Alice E Morton, do Alice Eden, Los Ans Mrs H C Westlake,

Alice Eden, Los Angle
Mrs H C Westlake,
Spokane
N C Evane, Hood R
Mrs Evane, do
H O Peck, Walla W
Henry Orterman, do
M O Haviland, Duluth
Master Haviland, Seattle
E G English, Spekane
E G English, Spekane
E J N Brown, Salem
Ellis Ryse, N T
J N Brown, Salem
Ellis Ryse, N T
J R Kajer, Hoston
Tilmon Ford, Salem
Edmond Hopkins, N Y
John A Carson, Salem
E G R Williama, Seattle
G R W Seinling, Seattle
G H W Spincer, Membra
Miss E J Frime, Corvillation
Hiss Edma Corvillance, Seattle
G H W Spincer, Membra
Miss E J Frime, Corvillation
Miss E J Frime, Corvillation
Hiss Edma C Dennis Seattle
G H W Silliama, S

THE ST.

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Aurora
Win Bruce Stella
R G Hill, Seattle
S B McClann, Brownsville
Masses McClann, Brownsville
J W McConn, do
Mrs Garvin, Goldendi
Victor J Miller, Catilin
Win Marsen, Leadville
J D McDonald, Aberdeen, Win Marsen, Sheridan
Mrs M E Browns-Seattl Jan Manary, Marshinad
J A Farnell, Seattle
Max Young, Astoria
J B Wolf, Butteville
J W Mappler, La Cepter
J B Hopkins, Eugene
E B Lewis, Sajem
Frank Lightner, City
J B Hopkins, Eugene
E B Lewis, Sajem
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Frank Lightner, City
J B Hopkins, Eugene
E B Lewis, Sajem
Frank Sentila
J A Farriell, Seattle
E Sa Hunderx Molalita
J J Yeon, Cathlamet
E Mannar Pook
Anna Rieble, Leadville
J D McDonald, Aberdeen, Wass, North Marshind
J A Farriell, Seattle
J D McDonald, Aberdeen, Anna Rieble, Leadville
J D McDonald, Aberde THE ST. CHARLES.

Hotel Brunswick, Senttle,

Tacoma Hotel, Tacoma, American plan. Rates, \$3 and up.

Donnelly Hotel, Tacoma. European plan, Rates, 50c and up. New Overland Ticket Office. For all points East. Lowest rates. Superior attractions. Excellent service. Personally conducted excursions daily, via Rio Grande Western Railway, 122 A Third street, entrance new Failing building.

Professor W. S. Davis, who for the past three years has been principal of Eells Academy, at Colville, has accepted a position in the employ of the Government as teacher in the public schools of Manila, P. I., at a salary of \$150 per month. Professor Davis expects to leave

for the Philippines in June.