NEW RECORD FOR APRIL

GRAIN SHIPMENTS WERE IN EX CESS OF TWO MILLION BUSHELS.

For the Season to Date Amount Nearly 16,000,000 Bushels.-Port Carlisle Given Quick Dispatch.

The grain feet sent out from Portian in the month closing yesterday, broke al records for the month of April and ran in into figures that are seldom reached ever in the height of the shipping senson in the Fall. Exclusive of two Oriental lin ers departing with big cargoes of flour there was a fleet of seventeen sailing vessels and steamers, loaded with wheat and four for Furguesen ports and the aggree sels and steamers, loaded with wheat am flour for European ports, and the aggre gate shipments (flour included) reached total of over 2,150,000 bushels of wheat This is more than double the amounthipped a year ago in the corresponding month, in fact is larger than the combined shipments for April, 1500, and April 1890. It swells the total shipments from this port for the first ten months of the current cereal year to 11,687,729 bushels of wheat and 866,544 barrels of flour, comwheat and 866.54t barrels of flour, com pared with 7.787.973 bushels of wheat an 575.86t barrels of flour for the same perio-inst season. Puget Sound's April ship ments were 253.935 bushels of wheat an

The total shipments from Portland and Puget Sound for the season to date (flour included) are 27.77.552 bushels, of which Portland has shipped 15.788,527 bushels and Tacoms and Seattle 11,888,825 bushels. The month of May will not make such a re markable showing as that of the month just clored but there is tonnage enough in sight together with the Oriental busimess to canble the port to again get pas the 1,000,000 bushel mark. Puget Sound territory is more thoroughly cleaned out than that which is tributary to Pertland and from now on this port will show a carier business proportionately than has in the past.

VERY STAUNCH HULL.

Dredger Under Construction on East Side a Sturdy Craft.

The hull of the dredger under construc-tion at Supples' boatyard for the North Pacific Lumbering Company, will be one of the staunchest and most substantial of its kind. It is being built for rough urage, and will be able to repel the hard-est treatment without receiving injury. When finished, this dredger will be one of the most efficient and complete in Port-land harbor. The framework is of very heavy material, and, together with the unusually thick planking, which is now being added, will make up a practically invulnerable bull. Although an unusual ly large number of stays, braces and fron holts have been used, further stiffening will be effected by the addition of 40 fir knees. All this is calculated to make the hall as staunch as a solid mass of wood, and yet bouyant, for the craft will draw only 16 inches of waer.

GIVEN QUICK DISPATCH.

British Bark Port Carlisle Loaded in Less Than Two Days.

The best dispatch that has been given any of the sailing grain fleet this year was that of the British bark Port Carlisle, which was cleared yesterday by G. W. McNear & Co. The Port Carliste has been in Portland harbor but eight days, and part of this time was occupied in cleaning the hull of the ship, which had come very foul through a long sojourn In tropical waters. The vessel did not start loading until Monday morning, and by moon yesterday she had completed her cargo and at 2 o'clock was cleared. The Wega, which has been in port since March, was also cleared yesterday by Kerr, Gifford & Co., with a big cargo. These vessels bring the season's feet to date up to 17 vessels, exclusive of the flour steamers for the Orient.

RIO INSURANCE PAID. Underwriters Lose Nearly One Mil-

lion Dollars. SAN FRANCISCO, April 30 .- All the insurance on the cargo of the wrecked steamer Rio de Janetro, amounting to \$800,000, has been paid. It is not known how much insurance was carried on the

The Collector of Customs at Honolulu sent over by the Rio \$30,000 in treasure, and it was not insured. The steamship company also carried many thousands in its safe on which likewise there was no insurance. The most valu-able portion of the cargo was raw silk. The loss of the Rio was the climax of a

series of very bad marine losses here and in London. As a result the local agencies of all the foreign marine companies have received notice to cut down the size of lines which they carry. Astoria Marine Men at Large.

Captain H. A. Matthews, one of the Co-lumbia River bar pilots who has braved the dangers of the ocean for the past 25 years, has been granted a leave of ab-sence and will visit his old home in He passed through the city yes terday and was accompanied as far as Portland by Captain W. A. Johnston, manager of the Astoria branch of Brown & McCabe's business. Captain Johnston is going up to the Hot Springs to soak out some of the rheumatism which sprouts around Astoria's wharves in the winter

New York Reaches Port.

NEW YORK, April 30.-The American line steamer New York, which sailed from Southampton April 20, reached her pler here today, after a very slow pas-eage. On Monday, April 22 at 7:20 A. M. when only 3 hours out from Cherbourg, the port propeller tail end shaft was carried away. The steamer proceed-of under her starboard engine at the rate of about 14 knots an hour.

There was no excitement among the passengers when the accident occurred. Among the saloon passengers was Count Stanilaus Colacicchi, who brings the red hat to Carabal Martinelli.

Schooner Crew Bescued.

NEW YORK, April 30. - The Panama Railroad Steamship Company's steamer City of Washington, which arrived here today from Colon, had on board the crew of cight men of the abandoned schooner Emma C. Knowles, which was discovered off Earnegat last week. The crew was picked up by the steamer Alliancia, of the same line, bound from New York for Colon, April 23, after the steamer had been in collision with the schooner. The Al-Bancia transferred them to the City of Washington April 26.

Traces of Shipwrecked Men.

VICTORIA, B. C., April 30.—The Indians who found the wreck of the three-masted vessel on Queen Charlotte Island report that traces of the camp of shipwrecked men, with embers of the fire and a blanker rigged up aslant as a tent, were found. Tracks of the unfortunates from the ship led northward, where there are no people, not even an Indian hamlet

Another Chicago Liner.

CHICAGO, April 30,-The Northman, the second of Chicago's trans-Atlantic line to sull for Europe, left here today, bound for Hamburg. The round trip is expected to take 50 days.

Steamer Sierra Arrives. SAN FRANCISCO, April 20.—The steamer Sierra arrived here today from the Australian colonies, via Samoa and Honolulu.

Went Ashure at Nehalem.

1900-01 GRAIN FLEET FROM PORTLAND.

1900-01 GRAIN FLEET FROM PORTLAND.						
x-	Clearing Date, Fiag, Rig, Name, Tonnage, Destination and Shipper.	Wheat bushels	Value, dollars.	Flour, barrels	Value, dollars.	Sailing date
ls	July- 2-Br. ship Wendur, 1986, U. K. f. o., P. F. M. Co 13-Br. bark Fifeshire, 1218, U. K. f. o., B., G. & Co 14-Fr. bark Marechal Villiers, 1711, U. K. f. o., P. F.	106,508 75,744	62,000 45,000			16
	16-Br. bark Lizzle Bell, 1695, U. K. f. o., Eppinger 25-Ger. ship Rickmer Rickmers, 1916, U. K. f.o., B.F.Co.	58,367 110,630	83,200 64,250			18 21 25
nd all ap	8-Br. ship Harieck Castle, 1802, U. K. f. o., P. F. M S-Ger. ship Rigel, 1739, U. K. f. o., Baifour 15-Br. bark Nithsdale, 1838, U. K. f. o., P. Grain Co II-Br. bark Bowman B. Law, 1359, U. K. f. o., P. F. M. 18-Br. ship Frankistan, 1900, U. K. f. o., Baifour 20-Br. ship Cedarbank, 2648, U. K. f. o., Girvin 3-Ger. ship Robert Rickmers, 2174, U. K. f. o., Kerr	121,544 100,916 101,186	11.700 60,750 59,450	28,060	67,500	13971
en in n-	20-Br. ship Frankistan, 2003, U. K. I. C., Ballour 20-Br. ship Cedarbank, 2043, U. K. I. C., Girvin 21-Ger. ship Robert Rickmers, 274, U. K. I. C., Kerr September—	136,900 137,735	\$2,000 70,255			20 21
er, s- nd e-	Septemoer— 13—Br. ship Orealia, 1708, U. K. f. o., Balfour 13—Br. ship Geniata, 1718, U. K. f. o., Balfour 19—Danish ship Jupiter, 1851, U. K. f. o., Balfour 20—Br. bark Australia, 2679, U. K. f. o., Kgrr 25—Br. bark Riversdale, 267, U. K. f. o., Kgrr 28—Br. bark Semantha, 2211, U. K. f. o., P. F. M. Co., 28—Br. ship Centurion (A), 1704, Grimsby, Kerr 28—Br. ship Penthesilea (B), 1883, U. K. f.o., Balfour Cotober—	108,962 95,652 130,546	61,178 57,000 76,000			26 26 27 29 28 92
nt.	28-Br. bark Semantha, 2211, U. K. f. o., P. F. M. Co 36-Br. ship Centurion (A), 1704, Grimsby, Kerr 28-Br. ship Penthesilea (B), 1883, U. K. f.o., Balfour October-	124,099 17,415	75,000 10,000			28 *2 *17
n- il, m	October— 2—It. ship Elisa, 1435, Aigoa Bay, McNear 6—Br. ship Marathon, 1814, U. K. f. o., P. F. M. Co 8—Fr. bark La Fontaine, 1739, U. K. f. o., A. Berg 6—Br. ship Portis, 1360, U. K. f. o., Kerr 17—Br. ship W. J. Pirrie, 2398, U. K. f. o., Beppinger 17—Ger. ship Osterbek, 1510, U. K. f. o., Balfour 90—Ger. ship Strius, 1435, U. K. f. o., Port Grain Co 30—Br. ship Dechmont, 1942, U. K. f. o., McNear 22—Br. ship Kilmory, 1595, U. K. f. o., McNear 23—Br. ship Conway (C), 1776, U. K. f. o., Kerr 20—Ger. ship Ailair, 2392, U. K. f. o., Baffour 30—Bs. ship County of Edinburgh, 2670, U.K. f. o., Girven, 11—Br. ship Delcairnie, 1700, Kerr	82,190 117,495 112,182 76,373	50,957 66,000 69,249 43,500			7 11 12 14
of n-	17—Br. ship W. J. Pirrie, 238, U. K. f. o., Eppinger 17—Ger. ship Osterbek, 1510, U. K. f. o., Balfour 50—Ger. ship Strius, 1436, U. K. f. o., Port, Grain Co 20—Br. ship Dechmont, 1642, U. K. f. o., McNear	92,103 92,103 102,710 100 533	85,155 51,578 62,500 61,325			****
nd od or- od	27-Br. ship Klimory, 1589, U. K. f. c., P. F. M. Co 27-Br. ship Conway (C), 1716, U. K. f. c., Kerr 20-Ger, ship Altair, 2321, U. K. f. c., Balfour 30-Bs. ship County of Edinburgh, 2010, U.K. f. c., Girven.	30,025 131,376 111,633	15.613 72.257 74,000			ಹಿಸಿ. ಪ್ರವಿಗೆ ಪ್ರವಿಕ್ಕಿಸಿ
ıd ır	November— 3—Gr. ship Dhiladelphia, 1710. East London, Balfour 2—Ger. bark Nomis, 1925, U. K. f. o., P. F. M. Co	37,333 115,756	29,906 62,700	17,927	45,402	777
the state of	November— 3—Ger. ship Philadelphia, 1710. East London, Balfour, 2—Ger. bark Nomis, 1925, U. K. f. o., P. F. M. Co, 3—Fr. bark Admiral Courbet, 1739, Cape Town, Kerr, 8—Ger. bark Olga, 1349, U. K. f. o., Kerr, 10—Br. ship Deccan, 1836, U. K. f. o., Girven 14—Fr. bark Europe, 2770, Liverpool, P. F. M. Co, 17—Br. ship Leicester Castle, 20.6, U. K., f. o., Port-	114,413 73,584 119,423 133,437	40,362 71,500 77,500			11 14 20
h	21—Ger. ship Gertrud, 1627, U. K. f. o., Port. Grain Co 23—Br. ship Halewood, 2100, U. K. f. o., Balfour 28—Br. ship Morven, 1997, U. K. f. o. P. F. M. Co	117,599 89,384 120,460 128,477	52.800			HE15000
d it L		97,429 98,672	9,870 51,987 52,500			9
a	4—Ger. ship Maipo, 1674, U. K. f. o., Kerr. 5—Nor. bark Stjorn, 165, U. K. f. o., P. F. M. Co 11—Br. bark Muskoka, 259, U. K. f. o., Kerr 12—Br. ship Dursyre, 255, U. K. f. o., McNear 13—Fr. hark General Millinet, 1891, U. K. f. o., Berg 13—Br. ship Ardeneraig, 1863, U. K. f. o., Port. G. Co., 14—Br. bark Marlon Lightbody, 263, U. K. f. o., P. F.	127.513 92,329 116,162	67.582 51.200 67,200			10 28 28 24 24 24
t	M. Co. 15—Ger. bark H. S. Charlotte, 2273, U. K. f. o., Kerr 20—Br. ship Astracana, 1562, U. K. f. o., P. F. M. Co., 20—Br. ship Langdale, 1889, U. K. f. o., Balfour	19,619 91,824 13,955	65,790 51,500 64,384			*5 *5 *5 *9
h	21—Ger. bark Eilbek, 2222, U. K. f. o., Balfour 22—Fr. bark Louis Pasteur, 1471, U. K. f. o. Kerr 22—Dutch bark Pax, 1801, U. K. f. o., P. F. M. Co	36,495 93,603 76,978	77,119 51,480	26,700	69,500	*9
h h	25—Ger. ship Willkommen, 1635, St. Vincent f. c., Eppinger 25—Ger. bark Alsterufer, 2557, U. K. f. c., Kerr 25—Br. ship Blairhoyle, 1291, U. K. f. c., Balfour	93,789 50,814 68,622	52,522 82,950 38,429			*17 *17 *20
ė.	31—Fr. bark Alice, 1183, 41goa Bay, Kerr	62,769 63,818	34,530 57,500			*17
e v	7-Ger ship Alice, 295. U. K. f. o., Port Grain Co	19,659 16,695 67,695 06,666	69,400 67,683 62,600 68 135			21 20 21 21
1	pinger 29—Ger. bark Alsterufer, 255, U. K. f. o., Kerr 29—Br. ship Blairhoyle, 1991, U. K. f. o., Balfour 31—Br. burk Andreta, 1635, U. K. f. o., Port Grain Co., III—Fr. bark Alice, 1193, Algoa Bay, Kerr. 31—Ger. ship C. H. Watjen, 1734, U. K. f. o., P. F. M. Co., January— 5—Br. stmr. Kaisow, 2529, St. Vincents f. o., Kerr 7—Ger ship Alice, 2945, U. K. f. o., Port Grain Co., The ship Scottish Isles, 1826, U. K. f. o., Balfour 10—Fr. bark Cassard, 1719, Bristol, P. F. M. Co., III—Ger. ship Tarpenbek, 1799, U. K. f. o., Girven 18—Br. ship Wavertree, 2118, U. K. f. o., Girven 18—Br. ship Inchcape Rock, 183, U. K. f. o., Kerr 18—Br. ship Robert Adamson, 1932, Callao, Balfour 19—Br. ship County of Roxburg, 2091, U. K. f. o., P. F. M. Co. 19—Br. ship Lucipara, 1778, U. K. f. o., Balfour	19,367 87,914 36,664	66,000 50,290 83,210			30 23 31
	26-1t ship Dora (F) 1184 U. K. f. o. McNear	18,428	10,004			30 31 *4 *5
	February— 4—Ger. ship Alsterkamp, 1789, U. K. f. o. Port, Grain Co 8—Ger. ship Alsterkamp, 1789, U. K. f. o. Balfour	97,784 12,106 99,171	57,555 . 63,900 . 66,528 .	41 244		.8 11
	11—Br. ship Scottish Hills, 1994, U. K. f. o., Port. G. Co., 1 11—Fr. bark Bossuet, 1729, U. K. f. o., P. F. M. C.o., 1 12—Fr. bark LaRochefoucauld, 1711, U. K. f. o., Port. G.	17,138 13,065	67,950 65,000	21,200	55,500	10 8 19 19
	16-Fr. bark Gen. de Bolsdeffre (G), 1719, U. K., f. o.		100000000000000000000000000000000000000		200300	19
	28-Dutch str. Wilhelmina, 2791, St. Vincent, f. o., Ep-	14 970 1	95 204			*4
	March— 4—Ger. ship Brunshausen, 1817, U. K., f. o., Balfour 5—Ger. bark Professor Koch, 1859, U. K., f. o., Kerr	77,560 87,347 85,880 95,138	44,209 48,944 94,552 59,929			18 18 19 19
	11—Br. bark Ben Dearg, 2136, U. K., f. o., P. F. M. Co., II 12—Br. bark Comliebank, 2179, U. K., f. o., Girvin II 14—Br. ship Colony, 1838, U. K., f. o., P. F., M. Co., II 22—Br. bark Swanhilda, 1939, U. K., f. o., Eppinger II	90,514 29,037 35,719 24,740	50,000 75,000 57,500 70,477			19 20 20
	22—Br. bark Swanhilda, 1899, U. K., f. o., Eppinger 22—Br. ship County of Linlithgow, 2089, U. K., f. o., Bal- four 23—Br. ship Dimsdale, 179, U. K., f. o., P. F. M. Co., If 23—Br. ship Dimsdale, 179, U. K., f. o., P. F. M. Co., If 26—Br. ship Forrest Hall, 1999, U. K., f. o., P. F. M. Co., If 27—Br. ship Forrest Hall, 1999, U. K., f. o., P. F. M. Co., If 28—Br. ship Forrest Hall, 1999, U. K., f. o., P. F. M. Co., If 29—Br. ship Forgat P. Talcahuano, Balfour 29—Br. ship Helga (H), 1683, U. K. f. o., Berg 29—Br. ship Helga (H), 1683, U. K. f. o., Berg 29—Br. ship Forginand Fischer, 1726, U. K. f. o., Kerr 29—Br. ship Khyber, 1827, U. K. f. o., Glrvin 29—Br. ship Khyber, 1827, U. K. f. o., Glrvin 29—Br. ship Kate Thomas, 1557, U. K. f. o., Balfour 213—Br. str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger 213—Br. str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger 213—Br. str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger 213—Br. str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger 213—Br. str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger 213—Br. ship Algburth, 1700, U. K. f. o., Balfour	15, 294 6, 875 15, 292 14, 826 16, 135	88,610 66,880 11,500 16,599			29 29 *7 *8 9
l	April— 1—Br, bark Daiblair, 1474, U. K. f. o., Balfour 4—Br, bark Craigisla, 389, Talcahuano, Balfour 4—Br, bark Buteshire, 1789, U. K. f. o., Berg	6,927 59,082 10,500	7,187 35,450 36,300			8 9 24
	5-Br. ship Helga (H), 1683, U. K. f. o., Kerr 8-Br. bark Astoria, 1429, U. K. f. o., P. F. M. Co	0,529 5 3,904 5 0,020 5 6,319 6	1,602 1,100 1,311 7,755			11 17 12 15
	12-Br. ship Kate Thomas, 1507, U. K. f. o., Kerr	6,424 4 6,286 5 7,242 7	6,845 5,743 9,600			15 16 18
1	17-Br. str. Warfield, 2090, Callao, Balfour	4,338 9	8,604			20
	18-Br. Snip County of Pembroke, 1968, U.K. f. o., P. F. M. Co. 20-Br. ship Taius, 1954, U. K. f. o., Balfour 12 30-Ger, ship Wega, 1945, U. K. f. o., Kerr. 12 30-Br. bark Port Carlisle, 1326, U. K. f. o., MoNear 7	0,593 7 1,311 7 8,995 4	3,117 2,786 7,397	145 5	0,000	27
1	REFERENCES.					

REFERENCES. (A)—Also 108,575 bushels of bagley, valued at \$49,000.
(B) 111,063 bushels of barley, valued at \$45,000.
(C)—Also 108,620 bushels of barley, valued at \$35,210.
(D)—Also 87,512 bushels of barley, valued at \$35,610.
(E)—Also 100,379 bushels of barley, valued at \$33,641.
(F) 77,529 bushels of barley, valued at \$42,384.
(G) Also 99,533 bushels of barley, valued at \$45,550.
(H)—Also 274 bushels of barley, valued at \$40,550.

				TOTALCH WE BUG TIN	
(D)-Also	87,512	bushels o	f barley,	valued at \$33,641.	
(E)-Also	100,379	bushels o	f barley.	valued at \$43,364.	
(F) 77,939	bushel	s of barle	y, value	at \$33,670.	
(G) Also	99,383 b	ushels of	barley.	valued at \$40,550.	- 5
(H)-Also	7374 bu	ishels of r	ye, value	d at \$4129.	
		llowing me			

SUMMAR	FOR AL	PRIL.	
Wheat— Bush To Europe and South America. 1,666,500 To the Orient	\$980,160	-1900 Bush. Value. 466,802 \$ 260,600 10,000 6,252 54,166 29,791	-1899 Bush. Value, 535,531 \$ 321,640 75,765 45,469
Total wheat 1,656,500 Flour- Bbis. To Europe 18,746 To the Orient 53,796 To San Francisco 38,534	Value. \$ 50,000 150,996	531,068 \$ 296,643 Bbls. Value. 16,423 \$ 42,500 41,276 108,321 30,606 79,575	511,296 \$ 367,098 Bbls. Value. 47,358 \$ 146,965 37,573 106,204
Total flour	Value. \$291,340	88,304 \$ 230,396 Bush. Value. 397,368 \$ 230,396 531,068 296,643	84,931 \$ 252,159 Bush. Value, 382,189 \$ 262,159 611,296 367,099
Totals2,156,607	\$1,271,500	928,436 \$ 527,039	993,485 \$ 619,258

was received from Nehalem that the barge C. H. Wheeler, while being towed into the harbor there by the tug Vosburg, went bia from Astoria. ashore on the south spit, and would proba total loss. The tug got inside in safety.

Domestic and Foreign Ports. ASTORIA, Or., April 30. - Arrived at

12:40 P. M. and left up at 5 P. M.-Steamer Geo. W. Elder, Condition of the bar at 5 P. M., moderate; wind southwest; weather LIVERPOOL, April 30.-Sailed-Cuffe

April 30.—Sailed—Penns Plymouth, vania, from Hamburg, for New York Southampton, April 30.—Sailed—St Vaderland, for New York, via Cherio Yokohama, April 30.—Arrived—Dicoma, from Tacoma, for Hong Kong; Victoria, from Tacoma, for Hong Kong, Sailed April 28-Steamer Glenogle, from Hong Kong, and way ports, for Victoria, B. C. Philadelphia, April 30.—Arrived—Californian, from San Francisco, Honolulu and St. Lucia and Hilo, via Newport News

New York, April 20,-Arrived-Christi-ana, from Naples; Grosser Kurfurst, from Bremen: Cevic, from Liverpool. Sailed-Wilhelm der Grosse, for Bremen, via Cherbourg; Laurentian, for Glasgow; Cymric, for Liverpool.

Naples, April 30 .- Arrived-Olga, from San Francisco, Glasgow, April 30.—Arrived—Astoria, from New York. Queenstown, April 30.—Arrived—Ultonia, April 30.-Arrived-Astoria,

from Boston and Liverpool.

Honolulu, April 22.—Sailed—U. S. S. Kilpatrick, for Manila. Arrived Steamer Centennial, for Seattle. Seattle - Sailed April 29. - Steamer Jeannie for Nome. San Pedro-Sailed April 29.—Schooner Meteor, for Port Townsend, Honolulu-Sailed April 19.-Schooner Banger, for Puget Sou

Nanaimo-Arrived April 29.—Steamer Milton, for San Diego. ASTORIA Or., April 26.—Before the steamer Suc H. Elmore left Tillamook last Eunday for Astoria, a telephone message R. Wilson, for Gray's Harbor; steamer Victoria, for Chemainus; steamer Acme for Tillamook, Arrived-Steamer Colum Brisbane-Arrived April 27.-Miowera from Vancouver.

Port Pirie-Arrived April 6.-Sch Forester, from Port Gamble, Seattle—Sailed April 29.—Steamer Elihu Thomson, for Valdes; steamer City of Seattle and Al-Ki, for Skagway; steamer None City, for Nome.

ANOTHER PROTEST.

Council Street Sign Scheme Arouse More Indignation.

PORTLAND, April 28.—(To the Editor.)

—I have just finished reading in The Oregonian of a proposition made by some enterprising advertisers in the advertising business. The City Council is considering it, and it is to come up at the next meeting. The Superintendent of Streets, Mr. Chase, has even made a talk on it from the standpoint of the city's welfare, and is undoubtedly in favor of this privilege being granted, whereby a citizen or any other person may be able to tell what street he is on after he stands and finishes reading about all kinds of soaps, cough reading about all kinds of soaps, cough medicines, sure cures for bald heads, etc.,

Is not the very thought of listening to Is not the very thought of listening to such a proposition as this enough to make a dog laugh? Why not rent the City Hall for a bill-board? Or the fire trucks for picnic carryalis. If this scheme is adopted I shall have presented a bill at the next session of the Legislature changing the name of this town to Suckerville and there ought not to be any opposition to the measure. If this city is so hard up that it cannot pay for street signs, I would suggest a watermelon festival be gotten up in the latter part of July and the proceeds donated to a fund created for purpose of painting street signs. Yours,

FALLEN ALLOWS,

Bertha-Nettle was surprised when I told he was going to be married. Hester-Natu I was going to be married. Hester-N rally; any one would be, you know.-Bo

RIVER AND HARBOR WORK

WHAT WAS DONE ON OREGON STREAMS IN MARCH.

Mouth of Columbia River Was the Scene of Greatest Activity-

WASHINGTON, April 26.—Judging from the report of Captain W. C. Langfitt on the river and harbor work done on Ore-gon streams during the month of March, there is promise of a steady decrease gon streams during the month of March, there is promise of a steady decrease from now until a new river and harbor billi can pass providing funds for a continuation of many projects which have recently been suspended. The mouth of the Columbia was the scene of greatest activity. The work of removing the old tramway, or such portions as have been found unsound, is being pushed, the old materials being replaced with new. During March, over 1700 feet of new track was completed. Investigation has developed the fact that the remaining tramway for a distance of 3496 feet will have to be entirely rebuilt. All of the material for its construction is on hand, including rails, and as soon as the weather becomes settled, pile drivers will be run to the forward end of the work and the new track laid.

way for a distance of 3496 feet will have to be entirely rebuilt. All of the material for its construction is on hand, including rails, and as soon as the weather becomes settled, pile drivers will be run to the forward end of the work and the new track laid.

Nothing is being done on Coos River. It is reported that while the condition of the main stream and the two forks is satisfactory, several obstructions, which give more or less trouble to the small boats, have formed at different points. The funds available, however, will not permit of their removal.

Proposals were received for repairing a portion of the slope pavement on the south side of the upper entrance to the canal at Cascades, and the award was made later to Astherg & Peterson, of Cascade Locks. Clover seed was sown on the newly-graded slopes at the lower entrance to the canal, and a number of trees planted on the land separating the canal from the Columbia River. Considerable English hawthorn bedge was also planted during the month. The commerce of the mouth passing through the locks amounted to 351 tons of freight and 1929 passengers.

The dredge W. S. Ladd was engaged

find precedents for limiting the amount that may be charged for telephone service. In the telephone business.

Let the grantee have a franchise for continuing its business here, but let it pay the city a fixed percentage, either on its net or gross earnings each year, and pay in money for its privileges. Let it be restricted in the amount it may charge the city of gross earnings each year, and pay in money for its privileges. Let the grantee have a franchise for continuing its business here, but eit pay the city a fixed percentage, either on its net or gross earnings. Let the grantee have a franchise for continuing its business here, but eit the pay the city a fixed percentage, either on its net or gross earnings. Let the grantee have a franchise for continuing its business here, but eit pay the city a fixed percentage, either on tis net or gross earnings each year, and pay in mo

Mashington. The line of proposed dredging is being marked by stakes. It is
hoped to let the contract soon for dredging the preliminary cut in Salmon Bay.

The dredge at Everett Harbor operated
throughout the month, removing 126,227 yards of material. At the same time some 13,646 piles were driven along the line of the jetty.

TELEPHONE FRANCHISE.

Protest Against Any Action at the Present Time.

PORTLAND, April 30, 1961.-To the Mayor and City Council, Portland, Or.—Gen-tlemen: I herewith offer some objections to the proposed franchise granting the Pacific States Telephone and Telegraph Company the right to "continue" to main-tain and operate a telephone and tele-graph system in the City of Portland for period of 35 years.
First-The length of time for which the

franchise is proposed is too great. It is contrary to public policy and therefore against the interests of the public for any City Council to grant concessions to private corporations over which the city will have no control for so long a period of time. Great improvements in the matter of communications by means of the telephone, as well as other changes affecting both parties to a contract like this, may take place long before the expiration of time named in this ordi-nance, and the city would be powerless to avail itself of any such improvements or changes.

Experience in other cities has demon strated the fact that 20 years is the max-imum length of time for which such con-cessions should be granted. Second—There is a deep-seated and well-

grounded objection on the part of the taxpayers of cities against granting valu-able concessions and receiving nothing in return. The proposed ordinance gives away a great deal and brings nothing of value to the city. In fact, the city will probably be compelled to incur a consid-erably heavier expense than is now borne in order to avail itself of the terms im-

posed by the proposed ordinance.

The only consideration named in the ordinance is an agreement on behalf of the grantee to give the city the free use of a awitchboard at the fire headquarters and the free use of a telephone at each engine house and of the wires necessary to connect the engine houses, one with the other, but not with the grantee's

general exchange.

The approximate expense to the grantee in furnishing the city the free use of this switchboard, wires and telephones. ether with the maintenance called in the ordinances, is, or rather would be, about as follows:

Switchboard, equipped and installed. \$100 Rent of 25 telephones, at, say, \$1 each per month
Maintenance, per month

On this basis the cost of each succeed. ing month to the grantee would be about

It must be remembered that the grantee, while agreeing to equip and maintain a switchboard for the fire department, does not agree to operate the board. Should the proposed ordinance become a law of the city, the City Council would be compelled—in case the switchboard, telephones, etc., were accepted from the grantee—to provide for the expense of operating the system, which would cost not less than \$100 per month.

Further, the grantee agrees to furnish the use of this switchboard, the tele-phones and wires, with the maintenance, on the express condition that the city connucct with said switchboard and wires such telephones only as the grantee may furnish, thus depriving the city of any opportunity to make better terms for telephone service for the next 35 years, or during such portion of the said 35 years as the city may take its pay for this franchise in the manner proposed by the grantee.

The grantee now furnishes the Frie Department with 17 telephones at a rental of

\$2.50 per month, or a total of \$42.50 per month. This is paid in money and the city is at liberty, just as any citizen, to make other arrangements for telephone

Washington Improvements.

city is at liberty, just as any citizen, to make other arrangements for telephone service for its Fire Department whenever its best interests would be subserved thereby. Aside from granting the proposed franchise for Syears for less than nothing, the city is to pay \$100 per month foor the chimerical privilege of saving to itself \$40 per month.

Third—A fatal defect in the pending or. dinance—called fatal because this defect should kill it—is found in the fact that no limit is fixed to the rates that may be charged by grantee or its assigns for telephone service rendered subscribers. Maximum rates are fixed by law for rall-road and street car companies, and why not for telephone companies. In these days of trusts and combinations, there is need of the utmost vigilance on the part of legislators to the end that the interests of the public be fairly protected. Should this franchise be granted as proposed, what assurance have the citizens of Portland that the time may not soon come when the grantee would control the telephone business here as it once did, and make such rates as it once did, that were limited only by the ability of the sub-

make such rates as it once did, that were limited only by the ability of the sub-scriber to pay?

The City Council need not look far to find precedents for limiting the amount that may be charged for telephone ser-

Councilman Third Ward.

the mouth passing through the locks amounted to 381 tons of freight and 1929 passengers.

The dredge W. S. Ladd was engaged throughout the month in excapating the channel at Tongue Point crossing. In all, 35,55 cuble pards of material were removed, giving, at the end of the month, a depth of 26 feet, but for a narrow width only. A number of applications were received for permission to creet fish traps at various localilles in the Columbia River, and of these, 14 were forwarded for action by the Secretary of War.

The contractor who is improving the Columbia below Tongue Point has been unable to make any progress since November, because of the condition of the weather and of the river. He is now reorganizing his system and overhauling bis plant, with a view to beginning operations in April or early in May.

A local freshet compelled the closing of the lock in the Yamhill during a large part of March. The high water washed out some of the protection behind the reveriment, but this was speedily replaced and no damage resulted.

In Washington.

Captain Mills, in charge of the Washington works, reports that repairs to the trestle and plant at Grays Harbtor were in progress during March and were nearly completed. Wharf repairs were also completed. With good weather, it is hoped to begin active work at this point. The snag boat was busy on the Skagil River clearing the channel at Bells Riff file and Steaking Bend, between Mount Vernon and Sedro.

A number of gauges were installed along the line of the proposed dredging water levels in Lakes Union and Washington. The line of proposed dredging water levels in Lakes Union and Washington. The line of proposed dredging is being marked by stakes, it is hoped to be true contract soon for dredging is being marked by stakes. It is hoped to be true contract soon for dredging is being marked by stakes. It is hoped to be true contract soon for dredging is being marked by stakes. It is hoped to be true contract soon for dredging is being marked by stakes. It is hoped to be the con

ommendation. Prophecy gone, miracles gone, but "Now abideth faith, hope charity, these three," Creation was a miracle, and is God helpless among his own creatures?

own creatures?

Dr. Wise says Jesus called himself the "son of man." This is true. "Son of man" was rather the favorite expression with Jesus because part and parcel of ourselves. But when Peter called Jesus the Son of the living God, he dared the greatness of Peter's inspiration from above.

above.

My dear friend Mr. Lord questions the authenticity of John's gospei. It would be impossible successfully to forge the name of John to a gospel because of the

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it goes so far. All sorts of people use Pears' soap, all sorts of stores sell it, especially druggists.

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public position John occupied. Justin Martyr affirms that John's gospel was among the gospels read in all Christian churches. Justin Martyr died A. D. 165 and his life covered many years. Polycarp, a hearer and disciple of John, quotes from Jonn's gospel. Into the beloved John the Master put his own spirit and life, and he who lives the gospel according to John is on the heights and looking above the stars.

B. J. HOADLEY.

No Counterfeiting Outfit Found. MONTAVILLA, April 30.—To the Editor.)—The Terry correspondent of The Oregonian, under date of April 29, states that a counterfeiter's outfit was found in Montavilla in a building lately occupied by H. W. Lang, and that the secret service officers took the outfit way.

W. Lang, and that the secret service officers took the outfit away.

I am the H. W. Lang referred to, and I still occupy the only building that I ever occupied in Monatvilla, and I know nothing of such an outfit being found in the building, nor have I seen any of the secret service men thereabouts, nor have I heard of such a discovery elsewhere in Montavilla.

H. W. LANG.

Piling for Log Raft.

ST, HELENS, April 30.-The Beaver Dam Flume Company started up three piling camps near Dalena yesterday. The product will go to the Robertson Raft Company at Westport, which is con-structing an immense log raft. The company has about three-quarters of a mile of flume to build in order to reach the railroad, when it will commence running lumber from its mill at Dalena. When the flume is completed, which will be in about two weeks, plling will be landed in the slough near Quincy and lumber shipped from Quincy by rail. This com-pany has about 425,000 invested.

Logging Plant Sold. ST. HELENS, April 30.—Jacob and 5-n amin Welss, of Stella, today sold

Progress

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P.5.—No hog fat in Cottolene.

Parasites Cause All Hair Troubles. Nine-tenths of the diseases of the scalp and halr are caused by parasitic germs. The importance of this discovery by Professor Unna, of the Charity Hospital, Hamburg, Germany, cannot be overesti-mated. It explains why ordinary hair preparations, even of the most expensive preparations, even of the most expensive character, fail to cure dandruff; because they do not, and they cannot, kill the dandruff germ. The only hair preparation in the wridt that positively destroys the dandruff parasites that burrow up the scalp into scales called scurf or dandruff, is Newbro's Herpicide. In addition to its destroying the dandruff germ Herpicide is also a delicative hair dressing, making s also a delightful hair-dressing, making the hair glossy and soft as slik.







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