IN THE COMMON COUNCIL

FRANCHISE ASKED FOR RAILWAY ON BURNSIDE STREET.

City & Suburban Allowed to Repair Between Tracks on Morrison—Liquor License Amended.

The Common Council, at its meeting yesterday, made provision for the immediate repair of Morrison street by planking between the tracks, and for a foot on each side, and also for the permanent improvement of this space, by July 1, 1904. The sum of $400 was appropriated to send City Attorney Long to Washington to endeavor to secure a decision of the United States Supreme Court in regard to the legality of the city's method of making assessments for street improvements. The Portland Traction Company asked for franchises for lines on Burnside and Thirteenth streets. Jeff W. Hayes applied for a 20 years' franchise for messenger call system. Mulkey's ordinance requiring sidewalks east of Seventh street to be permanently improved by 1904 was passed. Liquor license for restaurant-keepers and others who do not sell by the drink was reduced to $50 a quarter. Mayor Rowe presided, and all the members were present.

An ordinance regulating street signs and granting an exclusive privilege in the matter of erecting such signs and using them for advertising purposes was read twice in a perfunctory manner, and referred to the street committee.

An ordinance to provide for the maintenance of receptacles for waste paper and other rubbish on the streets, and to give Albert H. Wise and his assigns the exclusive privilege of erecting and maintaining such boxes for 10 years was read twice and referred to the street committee. It provides that the boxes shall be of metal, not more than 54 inches high, nor more than 4½ feet square, that all signs placed on them shall be of metal and that not less than 50 of said boxes shall be erected within six months.

An ordinance granting the Portland Traction Company a franchise to build and operate street railways on Burnside street, from First to Thirteenth, and on Thirteenth, from Washington to Burnside, with the privilege of connecting said lines with other railways extending upon First, Fifth and Thirteenth streets, was read twice and referred to the street committee.

An ordinance to amend the pound ordinance, and providing that no animal shall be staked out in any street of the city or in such a manner that it can get on the sidewalk, was read twice and referred to the health and police committee. This ordinance is intended to protect streets and sidewalks in tracts which are not yet built up.

An ordinance granting Jeff W. Hayes a franchise for constructing a messenger call system, and operate it for 20 years, was read twice and referred to the street committee.

The ordinance provides that the city shall receive 5 per cent yearly of the fees for messenger service derived from said system.

Appropriating $200 out of the general fund to purchase a wagon for the Health Department, and for placing a pump and bathtub at the pesthouse was passed.

An ordinance making a transfer of $125 68 from the general fund to the fund for the improvement of East Water street, to supply a deficiency, was passed.

An ordinance appropriating $400 to provide for the expense of litigation and to pay the expense of City Attorney Long to Washington to endeavor to secure a decision of the United States Supreme Court on the legality of the procedure of this city in the matter of assessing the cost of street improvements, was passed.

An ordinance authorizing the Board of Public Works to dispose of surplus equipment of the Street-Cleaning and Sprinkling Department, was passed.

An ordinance was introduced authorizing the City & Suburban Railway Company to make certain repairs to Morrison street and Williams avenue, from Stanton street northward. It allows the company to repair Morrison street from Front to Chapman by removing the asphalt between the tracks, and for one foot on each side thereof, and putting down a plank roadway in accordance with the specifications of the City Engineer.

On motion of Mulkey, the ordinance was amended so as to provide that in return for the privilege of being allowed to lay a plank roadway in place of asphalt, the company shall, before July 1, 1904, lay a wide rail on this portion of Morrison street and pave between the tracks and for a foot on each side with stone blocks on a concrete foundation, in the same manner as has been done at the intersection of Third and Morrison streets. The ordinance as amended passed.

The improvement on Williams avenue is to consist in cutting a strip out of the planking on the street, to allow of the laying of a double-track railway.

Ordinances declaring the probable cost of certain streets and making appropriation for the cost thereof as follows were passed:

Weidler street, from Williams avenue to East First, $1084 45.

East Fourteenth, from Belmont to East Davis, $7835 62.

East Water street, from Hawthorne avenue, to East Morrison, $3072 92.

An ordinance declaring the proportionate share of the cost of constructing a sewer on East Sixteenth street, from Schuyler to Weidler, and appropriating $352 therefore, was passed.

Ordinances providing for the time and manner of constructing sewers in the following streets were passed:

East Taylor street, from East Thirty-fifth to East Thirty-sixth; East Sixth, from East Washington to East Alder; East Thirtieth, from East Taylor to Belmont.

On account of a remonstrance against a sewer in East Sherman street, the matter was referred to the street committee.

Ordinances adopting the report of the City Engineer in the matter of the extension of Fifth street, in Couch's Addition, and the extension of Fifteenth street, from Belmont to East Yamhill, were passed.

Mulkey's ordinance to provide for the health and cleanliness of the city by requiring artificial stone, brick or asphalt sidewalks and stone or brick crosswalks to be laid on a large number of streets in the business part of the city before July, 1904, was put on its final passage and passed. A list of the streets was printed at the time the ordinance was introduced.

An ordinance declaring the laundry on block 167 a nuisance came up for final passage. The health and police committee, on examination, reported that the charge was sustained, and the laundry was a nuisance, but recommended that the ordinance be laid over in order to give the laundry people time to make the alterations and improvements suggested by the committee, which was done.

An ordinance introduced some time ago by Mulkey to amend the liquor license ordinance, and providing that restaurant-keepers, grocers and druggists, not having bars, and selling liquors in original packages, shall hereafter pay a tax of $50 per quarter in addition to an occupation tax, instead of paying a license of $100 per quarter as heretofore, was put on its final passage and passed.

A petition asking for the construction of a sewer in East Washington street was granted, and the City Engineer directed to prepare the necessary plans and specifications.

Similar action was taken in regard to a sewer in East Ash street, and on motion of Bronaugh a petition for a sewer in Hamilton avenue, from Illinois to Front street, south on Front to Seymour avenue, and east on this avenue to the Willamette River, was granted, and the City Engineer directed to prepare the necessary plans and specifications. This sewer, from the county road to the river, runs through the property of L. Zimmerman, who has agreed to donate the right of way if the sewer is built at once.

A remonstrance against the proposed scheme for placing advertisements on street signs was presented by the Luckel, King & Cake Soap Company, and referred to the committee on streets.

A petition presented by the United Brotherhood of Leather Workers, asking for permission to sell liquors during the evening of May 4 at the Exposition building, was granted.

A communication was received from the finance committee to raise funds for the reception, asking the Council to appropriate $500 for this purpose, and was referred to the committee on ways and means.

A communication from the water committee recommending that a piece of land near the old pumping station, in Brooklyn, be sold to the City & Suburban Railway Company for not less than $350, and that said land be filled to established street grade, was referred to the street committee.

The committee on streets recommended that the City Engineer be directed to prepare and submit an estimate of the amount of work and material necessary, and the cost thereof, to place First street, from Madison to Clay, in proper condition; adopted.

EVANGELICAL CONFERENCE

OREGON ASSOCIATION CONVENES TOMORROW.

Proceedings Will Be Presided Over by Bishop S. C. Breyfogel—His Appointments in This State.

Bishop S. C. Breyfogel, of the Evangelical Association, will arrive this evening and open the annual Oregon conference tomorrow morning at the First Church, East Sixth and East Market streets. As he was assigned the duty of presiding over the Oregon conference after the death of Bishop J. J. Esher, who was to preside, his stay in the state will be short. It will be his second visit here. He is regarded as one of the ablest men in the Evangelical Association and as a pulpit orator ranks with the foremost of Protestant ministers. He is 52 years old and was elected bishop 10 years ago, having entered the ministry May, 1873. He is president and father of the Correspondence College, of Reading, Pa. He is also president of the Reading Circle and president and promotor of the Church Extension Society. In the Portland district he will preach and hold services as follows:

Portland—Sunday, May 5, at First Church, East Side, at 11 A. M.; at 2:30, ordination of ministers; at 8 P. M., preaching. Monday evening, May 6, at German Church, Tenth and Clay streets, he will preach.

Tigardsville—Preaching at 2 P. M. in German and at 8 P. M. in English.

Oregon City—Wednesday at 8 P. M.

Canby—Thursday at 8 P. M.

Albany—Friday at 8 P. M.

Jefferson—Saturday at 8 P. M.

Other appointments will be announced hereafter.

The officers of the conference are as follows: Bishop S. C. Breyfogel, D. D., president; Ezra Maurer, secretary; A. E. Myers, A. A. Engelbart, assistant secretaries; A. A. Engelbart, statistical secretary; H. E. Hornschuch, treasurer.

Conference trustees—N. Shupp, president; R. Pierce, secretary; H. E. Hornschuch, treasurer.

Board of Examiners—English, N. Shupp, theology; S. Coply, history; R. Pierce other studies. German, J. E. Smith, theology; H. E. Hornschuch, history; J. E. Ehret, other studies.

Treasurer educational fund—E. Maurer.

Conference auxiliaries—Missionary Society, E. Maurer, president; A. A. Engelbart, vice-president; Theo. Hornschuch, secretary; N. Shupp, treasurer; S. S. and T. Union, H. E. Hornschuch, president; A. Weinert, secretary; W. N. O'Kelley, treasurer.

The junior ministers who are candidates for ordination and who were examined yesterday are F. B. Culver, of Jefferson; E. D. Hornschuch, Portland; T. R. Hornschuch, Sweet Home; A. E. Myers, Monmouth; P. J. Green.

The missionary society will be in session this afternoon and services will be held this evening.

BISHOP BREYFOGEL OF EVANGELICAL ASSOCIATION.

AWAIT SURVEYOR'S REPORT

Commissioners Will Then Decide on Widening White House Road.

The question of widening the Riverside drive, otherwise known as the Macadam road, will be decided by the County Commissioners, after they receive the report of County Surveyor John A. Hurlburt regarding the work necessary to be performed in making the improvement and the estimated cost. W. B. Steele, who has just assumed the duties of Road-master, will also investigate the matter and make a report. Under the new law, a contract could be let for the improvement, or a day's work job made of it.

Charles H. Carey, representing the Portland Driving Association, presented the case at the meeting of the County Court yesterday morning. Mr. Carey explained that the plan was to make the general width of the road 80 feet, where it is now 60 feet. In some places it would be necessary to widen the road 20 feet, and in others not over 10 feet. In instances where the property is too valuable, it could not be changed at all. For instance, at Weber Bros.' tannery, the road is only 30 feet wide; the cemetery bluff is close up to the road on one side and dwelling-houses belonging to the tannery on the other, neither of which could be moved without considerable cost. Owners along other portions of the road had expressed a willingness to donate the land necessary to make the change.

The Surveyor will make a map giving an outline of the road and showing where it can be widened to the best advantage. His survey will contain the contour and elevations. A list of the property-owners along the road, and their position regarding the project, will be submitted.

The feasibility of the whole thing will depend on the Surveyor's report. The idea is to have greater uniformity of grade for long stretches, a gradual rise or fall, or a level. Now every 50 feet or so there is a little hill, then a drop down into a hollow and up again.

As originally laid out, it was a toll road, owned by the Macadam Road Company, which naturally did not do any more grading that it had to. The road reaches an important farming section, including Tualatin Valley and Oswego. A large amount of country travel reaches Portland over this route.

The manner of improvement suggested is to lay the center with macadam in a substantial manner for the use of heavy teams, and each side with the natural earth for a driveway for pleasure rigs.

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, 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 many 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.

Should you desire a ride on a river steamer, take the O. R. & N. Co.'s train at 9 A. M. any day except Sunday, for Cascade Locks, spend a short time there, and then board the steamer as she passes through the locks en route to Portland.

A more extensive river excursion can be had by leaving Ash-street dock, Portland (daily except Sunday), at 8 P. M. for Astoria, on the O. R. & N. Co.'s fast, electric-lighted steamer "Hassalo," arriving at Astoria, 100 miles distant, about daylight; returning, leave Astoria at 7 A. M. (except Sunday), arriving at Portland about 5 P. M. All meals can be had on the steamer, and altogether the trip is most delightful, restful and comfortable.

Particulars of Willamette River trip can also be had upon application at the O. R. & N. Co.'s city ticket office, Third and Washington. Telephone 712.

Harris Trunk Co., for trunks and bags.

EAST SIDE NEWS.

Iron Works Busy on Logging Cars for Puget Sound Country.

At the Columbia Iron Works, on East Water street, six logging cars are under construction for Armstrong & Co. The cars are short four-wheel trucks, and provided with gearing for handling big logs in the timber. More work of this kind is being done in Portland iron plants than ever before. Most all of it comes from logging camps in Washington, where up to a short time ago Seattle shops enjoyed a monopoly. John Wood, of the Columbia plant, says that Portland shops are cutting into this class of work and taking much of it from Seattle, and more can be secured by rustling.

East Thirty-third Street.

East Thirty-third street, Sunnyside, is being graded between East Salmon and East Morrison streets, the contract being divided between O. D. Wolfe and Lind & Manning. The low ground between East Taylor and East Yamhill is being filled up with dirt from the higher portions of the street. Between East Yamhill and Belmont the big stumps are being broken up with charges of powder, heavy enough to do the work and not cause damage to the surrounding buildings. The street will be covered with upland gravel, taken from the North Mount Tabor pit.

East Side Notes.

A meeting of Mount Tabor Ladies' Methodist Foreign Missionary Society was held yesterday afternoon at the home of Mrs. E. S. Brubaker, West avenue. One of the interesting features of the gathering was the address of Mrs. Earl Cranston, wife of Bishop Cranston, on Japan.

The Sellwood Sub-Board of Trade will meet this week on Friday night, instead of Thursday night, at Campbell's Hall. Some interesting reports will be made. This organization now has nearly 60 names of prominent residents on its roll and the list is growing.

Several of the large plate windows of the fine large dwelling, built by the Portland Trust Company, on Belmont and East Twenty-third streets, have been broken by boys. The building is vacant. There is a large gang of boys who range through Central East Portland and eastward to the city limits who disfigure and damage every house that happens to be vacant even for a short time.

Yesterday afternoon Ray Farier, Harry and Joseph Sequin, employed by the Oar Factory Company at East Clay and East Water streets, were thrown into the Willamette River while loading logs on the truck to be hauled into the factory. A log had been put on the truck and was being pulled up when the car upset. The log struck a float on which the men were standing, throwing them into the water. They were assisted ashore by some members of the Portland Yacht Club.

Pleasant Home News.

Improvements are under way all through the Pleasant Home district, and carpenters have more work than they can do. Vina Stephens is having a cottage built on a lot recently purchased of J. S. Chase. E. M. Carpenter also is putting up a new dwelling. Other houses are being figured on. There never has been a time in 10 years when there was so much work going on in this district as at present.

M. A. Ross Post, and Woman's Relief Corps, G. A. R., of Pleasant Home, are preparing to observe Memorial day, May 30, with appropriate exercises. In the forenoon the graves of the comrades in the cemetery in the rear of the church will be decorated by members of the post and corps jointly. Then there will be a dinner in the G. A. R. hall. At 1 o'clock the memorial address will be delivered.

Dr. Wise has removed to rooms 211, 212 and 213, The Failing, cor. 3d and Wash.

VIEWED DRYDOCK SITES.

Chamber of Commerce Committee Takes Trip on Water Front.

General Charles F. Beebe, George Taylor, Jr., and T. W. B. London, of the Chamber of Commerce committee appointed to co-operate with the Port of Portland Commission for a drydock, made a trip along the river front on the Government launch Dolly yesterday afternoon. Captain Langfitt, United States Engineers; President Hughes, of the Port of Portland Commission, and George F. Grant, of San Francisco, accompanied the party. The trip was informal, and was made for the purpose of giving the Chamber of Commerce committee an opportunity to look at the river. Both shores as far as the Portland Flouring Mill were examined.

Shipping and exporting interests are not falling over each other in an effort to give the Port of Portland Commission the advice it has asked on location and style of drydock. The commission expected a flood of letters in answer to its advertisement published in The Oregonian, but only a few have been received. This is the first time since the commission was created, 10 years ago, that there has been a dearth of people who thought they knew more about running the port than the commission did. The latest letters follow:

Wolff & Zwicker Iron Works, by F. Wolff, President—The principal feature of a location should be the depth of water and protection from strong currents and drift. The frequently mentioned Stephens' Slough would be an ideal place, especially for the Wolff & Zwicker Iron Works; but, taking a broader view of it, the enormous cost of preparing a basin and abutments large and deep enough to accommodate a floating dock may be prohibitive. Such a basin must be 40 feet deep, 200x500 feet at the bottom, with sloping banks. Mr. Swigert, of the Port of Portland Commission, can enlighten you on the cost of the same. Railway facilities are not very important, as the quantities of material are not very large when a vessel is repaired in a drydock. At the foot of East Oak street the river is deep and out of the way of shipping, both river and ocean, and accessible to any firm and locally situated for all concerned. Apparently, the adjoining property is not much used, consequently not much revenue from it, and may possibly be secured for a reasonable sum. The drydock can be protected from drift by piles.

Balfour, Guthrie & Co., grain exporters, by T. W. B. London—While we are very pleased to see that steps are being taken to provide this highly desirable adjunct to our shipping facilities, and would do all in our power to assist the enterprise, we hesitate to express opinions on such important matters as location, style of dock, etc., as we consider the questions presuppose an intimate knowledge of the nature of the ground, depth of water and action of the currents not possessed by us, and, generally speaking, call for the highest grades of technical skill. We would, however, merely suggest that the off-shore type of dock, constructed of wood, seems to merit your careful consideration.

CAR LINE TO MOUNT HOOD.

Steepest Heights Could Be Scaled by Compressed Air Power.

CORNELIUS, Or., April 30.—One of the uses to which the water power at Oregon City could be put would be the operation of cars to Mount Hood.

A party of which I was a member, last Summer, made the ascent of that mountain, and was greatly impressed with the feasibility of the scheme, and with its financial possibilities. Such lines are being successfully operated in different places, though on a smaller scale. We do not need to go farther than to Portland Heights or Seattle & Renton Railway to see this exemplified. On the latter, which is a motor line, the supplementary power needed to take the cars up a long grade is supplied by an underground tram and toggle arrangement, with a cable.

The objects of a motor line, say, from Oregon City to the top of Mount Hood, would be, first, to furnish transportation for dairy, wood and farm products in Clackamas County. Second, to accommodate passengers and excursionists. Third, to transport ice to the cities of the Valley.

From the experience of companies who have succesfully operated motor lines in hilly or mountainous districts, we know that it is necessary, in order to carry the cars up a heavy grade, to supplement the electrical power by some buoyant force, equal, at least, to the weight of the cars ascending. This is done sometimes by balancing descending cars by cables run by steam or water power, or by pneumatic engines. Since the recent development of the latter as a motive power, I believe that it could be most successfully applied to a line as herein described. Where the main bulk and weight of transportation would be coming down grade, this weight could be made to compress the air in stationary reservoirs, at the same time easing the loaded cars down the grade like an air-brake, by means of a cable. This compressed energy, the power reversed, would cause the same cable to bring the empty cars and all necessary traffic up the grades again, with no additional power than the uniform electrical volume which would carry cars on level grades. This can be operated by applying and combining the principles demonstrated to be practical in the laws of pneumatics already discovered and appliances now in use.

The inclines where this supplementary power would be needed could be arranged by competent engineers into series for the convenience of reservoirs and cables, leaving miles between where no supplementary power or cables would be needed. These reservoirs and engines would be less expensive and troublesome than steam power plants or heavy locomotives.

EUGENE W. MOON.

Protecting Street Signs.

PORTLAND, May 1.—(To the Editor.)—In view of the proposition to give the city new street signs, it may not be out of place to ask whether there is at present any provision for the protection of street signs, new or old? It seems such a waste of money to put up such signs and permit boys to batter them into illegibility, as is constantly being done with the signs now in use. If there is an existing ordinance providing a penalty for this offense, why is it not, in at least a few instances, enforced? I have recently witnessed the destruction of the street signs at the intersection of East Eighth and Schuyler streets, and can give the names of at least two of the boys who did the stone-throwing. If nothing can be done to put a stop to this very prevalent practice among boys, I, as a taxpayer, would suggest the advisability of either doing without street signs, or of having them "loaded" in some way for the hoodlums.

C. B. M.

KITCHEN EXPENSES.

Reduced by Ready-Cooked Grape-Nuts.

"Modern food saves gas bills (cooking), labor and doctor's bills, and the food I refer to is Grape-Nuts," says a Chicago woman.

"We have used Grape-Nuts over a year. I weighed, when I began using it, about 100 pounds, but have gained 22 pounds since. I have recovered entirely from dyspepsia since using this delicious food. My husband and children enjoy Grape-Nuts as much as I do, and they have all been decidedly benefited by its use.

"My baby is very much healthier than my other two children were at his age. I attribute the difference to the use I have made of Grape-Nuts Food.

"Of course, it is a great advantage to have a food that is already cooked and sure to be in good condition. This is not always true of many cereals." Mrs. Geo. S. Foster, 1025 Wabansia avenue, Chicago, Ill.

DALLAS OPTICAL PARLORS
218-19 FAILING BUILDING
Corner Third and Washington Streets. Take Elevator.

This is the way weak muscles affect the eyesight, especially with school children.

AFTER

The eyes, after the proper correction of the defect when tested with THE PHOROSCOPE.

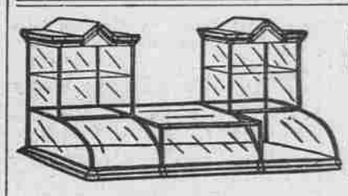
NO CHARGE FOR EXAMINATION.

ARE YOU A LOVER OF GOOD MILK? IF SO, TRY
"HAZELWOOD" JERSEY

This milk is put up in airtight bottles on the farm, and delivered direct to the consumer every day, thus insuring freshness and purity. All milk is handled with special care, hence we have no hesitancy in recommending it to those desiring a superior article. Leave your order for daily delivery at

HAZELWOOD CREAM CO.

Both 'Phones 154. 382 WASHINGTON STREET.



R. LUTKE & CO.
Successors to Dixon, Borgeson & Co.
MANUFACTURERS OF
Show Cases
JEWELERS' AND DRUGGISTS' WALL CASES AND BANK FIXTURES
Have Removed their Factory from Front and Washington to
308 Occidental Ave., Seattle, Wash.
140, 142 N. SIXTH ST., PORTLAND, OR

AUCTION SALES TODAY.

Cor. Alder and Park sts. Sale at 10 o'clock sharp. Geo. Baker & Co., auctioneers.

At grocery, cor. East 12th and Stark sts., 10 A. M. J. T. Wilson, auctioneer.

MEETING NOTICES.

KNIGHTS OF PYTHIAS, AMERICUS LODGE, NO. 1, meets every Thursday evening at 8 o'clock, Auditorium Hall. Fraternal invitations extended. J. H. MISENER, C. C. ED C. CURTIS, K. R. S.

OREGON COMMANDERY, NO. 1, KNIGHTS TEMPLAR.—A special conclave will be held in their asylum, Masonic Temple, this evening at 8 o'clock. Order of Red Cross. Visiting Sir Knights courteously invited. Refreshments.

W. S. MACRUM, Recorder.

DIED.

BARNES—In this city, May 1, 1901, at her late residence, 405 Davis st., Lorina L. Barnes, aged 76 years, 4 months and 4 days. Funeral notice hereafter.

FUNERAL NOTICES.

THROOP—Friends and acquaintances are respectfully invited to attend the funeral of Beatrice Bertha, daughter of Mr. and Mrs. Elmer E. Throop, which will take place from the Forbes Presbyterian Church, cor. Sellwood and Gantenbein ave., today at 2 P. M. Interment at Lone Fir cemetery.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rena Stinson, lady assistant. Both phones No. 507.

Finley, Kimball & Co., Undertakers. Lady assistant. 275 Third st. Tel. 9.

F. S. Dunning, Undertaker, 414 East Alder. Lady assistant. Both phones.

"WEBFOOT" HARD WHEAT FLOUR

Wins friends wherever it is tried, for bread making. After a trial one never feels like going back to soft flour.

Are free from all crude and irritating matter. Concentrated medicine only; very small; easy to take; no pain; no griping. Carter's Little Liver Pills.

DAILY METEOROLOGICAL REPORT.

PORTLAND, May 1.—8 P. M.—Maximum temperature, 62; minimum temperature, 50; river reading at 11 A. M., 7.5 feet; change in the past 24 hours, 0.2 foot; total precipitation, 5 P. M. to 5 P. M., 0.09 inch; total precipitation since Sept. 1, 1900, 38.88 inches; normal precipitation since Sept. 1, 1900, 41.54 inches; deficiency, 2.66 inches; total sunshine April 30, 7:48; possible sunshine April 30, 14:18.

PACIFIC COAST WEATHER.

STATIONS.	Max. Temp.	12 hours...	Rain last	Wind. Velocity...	Wind. Direction...	State of Weather...
Astoria	52	0.04	6	SW		Cloudy
Baker City	52	0.14	10	NW		Cloudy
Bismarck	90	0.00	6	NE		Clear
Boise	*	0.04	6	SW		Raining
Eureka	54	0.00	8	NW		Pt. cloudy
Helena	74	0.00	8	NW		Pt. cloudy
Neah Bay	50	0.10	10	W		Cloudy
Pocatello	78	0.00	*	S		Pt. cloudy
Portland	62	0.09	14	NW		Raining
Red Bluff	66	0.00	8	SE		Clear
Roseburg	60	**	8	NW		Cloudy
Sacramento	64	0.04	8	SW		Pt. cloudy
Salt Lake	78	0.00	14	N		Pt. cloudy
San Francisco	56	0.00	22	W		Clear
Spokane	62	0.02	10	W		Cloudy
Seattle	60	0.01	10	SW		Cloudy
Walla Walla	60	0.22	*	S		Pt. cloudy

**Trace. *Light.

WEATHER CONDITIONS.

The rains have practically ceased in California, but they still continue in the North Pacific States, and good amounts fell Wednesday afternoon in Eastern Oregon, Eastern Washington and over the greater portion of Idaho. The temperatures are now from 5 to 16 deg. below the normal in the Pacific Coast States. The indications are for a short spell of fair weather over the greater portion of the district Thursday.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Thursday, May 2:

Portland and vicinity—Probably fair; westerly winds.

Oregon—Probably fair; westerly winds.

Washington—Probably fair, except showers in northwest portion; westerly winds.

Idaho—Fair in north, showers in south portion; cooler in southeast portion; westerly winds.

AMUSEMENTS.

CORDRAY'S THEATER—
Two weeks' engagement FLORENCE ROBERTS and the Alcazar Stock Company (of San Francisco). First week, beginning Sunday, April 28. Sunday, Monday, Tuesday, Wednesday, Thursday nights and Saturday Matinee, the greatest of all dramas,
"SAPHO."
Friday and Saturday nights, the only true version of
"NELL GWYNN."
Usual prices. Second week—"Carmen," "A Suit of Sable," "Camille."

CORDRAY'S THEATER—
Second and last week, beginning Sunday, May 5,
FLORENCE ROBERTS
And Belasco & Thrall's Alcazar Stock Company, of San Francisco.
Sunday, Monday and Tuesday nights, "A SUIT OF SABLE."
Wednesday and Thursday nights and Saturday matinee, "CAMILLE."
Friday night, by special request, "SAPHO."
Saturday night, "CARMEN."
USUAL PRICES.

FREDERICKSBURG MUSIC HALL—
SEVENTH AND ALDER STS.
HADLEY AND HEART,
Musical Experts and Bell Ringers.
ARNELDO, the Unrivalled Hand Performer.
The only man in the world who can perform his feats. They are unrivalled.
THE GILLEN TRIO,
Novelty and Comedy Club Jugglers.
LADSON B. ALSTON,
Dancer and Drum Major.
May Nealson, Leondor, Hattie Ward, Lucille Cromwell—Portland favorites.

MORTGAGE LOANS
On improved city and farm property.
R. LIVINGSTONE, 224 Stark st.

GREAT CHANCE.
Parties wishing to build for investment half block on 21st and Everett sts. Frank E. Hart, room 105 Sherlock building.

$500.00 to $50,000.00
For loans on most favorable terms. Municipal and school bonds purchased. W. H. Fear, Chamber of Commerce.

MORTGAGE LOANS
On improved city and farm property, at lowest current rates. Building loans. Installment loans. MacMaster & Birrell, 311 Worcester blk.

Ash Logs Wanted!
The Western Boat Oar Co. are open for business. Oregon ash, spruce and fir logs wanted. Cor. East Water and East Clay sts., Portland.

MORTGAGE LOANS
On Portland real estate at lowest rates. Titles insured. Abstracts furnished.
Title Guarantee & Trust Co.
7 Chamber of Commerce.

BREWERY SALE.
Capital Brewery, ice plants, etc., will be sold at referee's public sale, at Salem, Or., May 4, 1901. Special opportunity for investment in paying business. Sale to be made to divide property. For information address Tilmon Ford and B. F. Benham, Salem, Or.

McKINNON'S
Shrimps, 1-pound cans 10c
Shrimps, 2-pound cans 20c
2 cans Table Peaches 25c
1 doz. Large Alaska Herring 15c
173 Third St. 752 Savier St.

J. W. OGILBEE
Room 11, 145½ First Street
$2700 100x100 feet, with modern 9-room residence, and stable, centrally located, in Sunnyside, close to car line.
$600 Choice quarter block, 100x100 feet, on 18th and Ellsworth sts.
$1650 50x100 feet, with good 7-room house, in Stephens' Addition, East Side.

FOR SALE—REAL ESTATE.

BEST BUY IN IRVINGTON—SIGHTLY LOT, east front, 11th near Tillamook st., $490. Choice lot, facing south on Tillamook, $685. All improvements. See owner, 620 Marquam Blk.

A LARGE LIST OF FARM AND CITY PROPERTY, business chances, etc. See us before buying. Canadian Employment and Real Estate Office, 226½ Morrison, room 19.

FOR SALE—NEW, STRICTLY MODERN 8-room house, with barn; cost $5500; fine river view; close in; leaving city; no agents. Address Owner, box 3241, Station B.

7-ROOM HOUSE, ON CAR LINE; ELECTRIC light, bath and every convenience; on easy terms. A. Balmanno, 63 First st.

FOR SALE—6-ROOM COTTAGE; ALSO ONE vacant lot; Seaview, Wash. Inquire 274 Sixth st.

FOR SALE—REAL ESTATE.

FOR SALE ON EASY TERMS AND INstallment plan if desired—
50x90, with four flats, on Seventh st., between Madison and Jefferson, yielding $22 per month and will readily bring more; building in excellent condition, with concrete walks. Price reduced from $5500 to $5000, yielding 8 1-3 per cent net after deducting taxes and insurance.
50x100 on Seventh st., between Oak and Ankeny, with large double dwelling; price $7500. A good inside investment, as the property will increase in value when the street is widened, as now in course of being undertaken.
60x60 on northwest corner of 18th and Flanders, with 9-room house and concrete walks, etc. Price $5250.
40x70 next above on Flanders st., with 7-room house. Price $4000.
200x100 in Lincoln Park, on Beech st., between East 9th and 10th. Price $600.
50x100 on Water st., between Whitaker and Gibbs, with good double dwelling; yielding good income. Only $5000. A bargain.
RUSSELL & BLYTH,
82½ Third st.

CHOICE INVESTMENT—3 ACRES, MODERN 6-room house; porcelain bath; open fireplace, etc.; young orchard; between Union and Williams avenues, adjoining Piedmont; a convenient home, with certainty of large future increase in value; price $3500, $750 down, balance long term. Owner, 713 Dekum building.

$1850—5-ROOM COTTAGE, CORNER, 2 LOTS.
$1250—5 rooms, full lot; easy payments.
$1000—5-room cottage; neat; a beauty.
$ 650—4-room cottage, full lot; installments.
These are near cars, and real bargains.
Houses built on easy monthly payments.
612 Commercial building.

FOR SALE—NICE, NEAT, MODERN HOME, East Side; enameled bath, toilet, hot and cold water; beautiful lawn; choice roses; improved street; half block from 10-minute car service; near school and churches; cheap, easy terms. Address X 9, care Oregonian.

WANTED—PEOPLE WHO OWN PROPERTY in Portland but live elsewhere to list their property that is for sale or rent with us. Any business that is entrusted to us will receive vigilant and careful attention. E. J. Haight & Co., 212 Abington building.

BARGAIN—100 ACRES, TWO MILES FROM the business center of Vancouver; house, barn, small orchard, bearing, 10 acres under cultivation; all level land, on main road; price $25 per acre, cheap at $50. H. P. Borden, room 221 Abington building.

$25 LOTS ON THE ST. JOHNS CAR LINE; cleared, level, streets graded. The building of the great R. R. bridge across the Columbia River will quadruple all values on the Peninsula. Brown, 392 Washington st.

FOR SALE—A MODERN 5-ROOM HOUSE, with bath; on car line; well built, and in first-class condition; large basement, nice yard, with fruit trees and choice roses. 722 East Ankeny st., near East 22d.

185 ACRES OF THE BEST IMPROVED LAND in Polk County, Oregon; good house, barn and fences; at a bargain; $60 per acre. Address Oregon Homeseekers' Immigration Exchange, Oregon City, Or.

185 ACRES OF THE BEST IMPROVED LAND in Polk County, Oregon; good house, barn and fences; at a bargain; $60 per acre. Address Oregon Homeseekers' Immigration Exchange, Oregon City, Or.

FOUR LOTS, SEVEN-ROOM HOUSE, ORchard, improved street, car line; West Side; splendid view; at real bargain for few days. Room 8, 245½ Washington st.

FOR SALE—SMALL PLACE IN COUNTRY; suitable for raising chickens; good water, chicken-house, etc. Address 247 North 16th. Terms reasonable.

CHOICE ¼ block, 7-room house; nice home; reasonable; Holladay's Add. U 17, Oregonian.

FOR SALE—FARMS.

19 MILES SOUTH OF OREGON CITY, 3 miles south of Molalla, known as the Teasel Farm, containing 310 acres; 140 clear plow land, 40 in creek bottom, 100 upland, 7 acres orchard; all well watered and fenced with stake and wire fence, and drained with stone and tile ditches; good buildings; 90 rods from schoolhouse, 115 rods from church, good location for taking stock to mountains. Price $20 per acre; $1200 down, balance to suit at 5 per cent int. For further particulars apply to R. L. Hall, 43½ Third st., Portland, or A. J. Sawtell, on farm.

J. W. OGILBEE, ROOM 11, 145½ FIRST ST.
$2500—255 acres, 30 acres in cultivation, 40 acres slashed, readily put under the plow; balance in brush and second-growth timber; soil very rich; fine hop and fruit land; buildings are not very good; road running through the place; 1½ miles from Middleton, 1 mile from railroad, 19 miles from Portland, 7 miles from Newberg.

STOCK AND FRUIT RANCH OF 875 ACRES for sale; well watered; good soil; 30 acres bearing orchard; only two miles from Oakland, Douglas County, Or.; low price and easy terms. Apply directly to the Pacific Mutual Life Insurance Company, San Francisco, Cal.

IMPROVED FARMS FOR SALE IN ALL parts of Oregon and Washington; payments made to suit purchasers. For full particulars as to various properties apply to MacMaster & Birrell, 311 Worcester block.

52 ACRES; 2000 FULL-BEARING PRUNE trees, Italian, Petite and a few Silver; in Red Hills, 3 miles west of Turner, Marion County; $2000. H. W. Kirkpatrick, 305 N. 17th st., Portland.

FOR SALE—FARMS NEAR OREGON CITY and Portland; also in Tualatin Valley; good farming land, cut up to suit purchasers. Apply The Oregon Iron & Steel Co., 339 Sherlock building.

DO YOU WANT THE FINEST LITTLE farm in the Willamette Valley, at a low figure? If so, call on or write E. W. Allen, 325 Chamber of Commerce.

TIMBER LANDS FOR SALE.

LARGE TRACTS A SPECIALTY; Government or state scrip, school, deeded or claim lands, mill sites, logging, wood and tie chances, cedar piling, municipal bonds. Write for printed descriptions and plats. J. L. Martin & Co., 601 Oregonian building, Portland, Or.

LARGE TRACTS A SPECIALTY; Government or state scrip, school, deeded or claim lands, mill sites, logging, wood and tie chances, cedar piling, municipal bonds. Write for printed descriptions and plats. J. L. Martin & Co., 601 Oregonian building, Portland, Or.

FOR SALE—THE TIMBER ON GUBSER place, 3 miles from Portland, Cornell road. Also the timber on five hundred acres, 6 miles west of Portland, Cornell road. Inquire John Klosterman, office 235 Stark st., or box 417, Portland, Or.

TIMBER LANDS FOR SALE, IN LARGE OR small tracts. For particulars inquire box 6, Medford, Or.

FOR SALE—MISCELLANEOUS.

80 H.-P. FIRE-BOX BOILER AND FITtings, complete; good condition; guaranteed 150 pounds cold-water pressure; boiler in Portland. Apply to A. F. Flegel, room 44 Mc