BOARD OF TRADE WANTS DRY-DOCK LOCATED THERE.

Recommends Exclusive Use of Oregon Material in Construction.

The directors of the Board of Trade, at their weekly meeting yesterday afternoon, formulated and ordered transmitted a reply to the request of the Port of Portland Commission for suggestions rel-ative to the location of and material to be used in the proposed new drydock. The reply of the directors was based on a report of a special committee, of which Francis I. McKenna and P. L. Willis were the leading members, and which made a somewhat exhaustive investigation into

The board recommended that the dock he located on the Brazee tract, about one-half mile this side of St. Johns. This tract has a water front of 1400 feet, and is valued at about \$500 per acre. The owners will sell any quantity which the Commission may desire to purchase,

The board in its reply, laid special stress upon the fact that, in its opinion, the drydock, which it has already determined shall be a floating one, should be located below all the bridges in the Willamette. The most urgent reason for this, aside from the one of convenience, is pointed out to be that in case of a freshet, a dock above the bridges is like-by to break loose and injure the bridges. Discussing the question of location further, the board took the position that the location of the dock with a special view to the nearness of any tron works was immaterial. It was stated that the interest upon the purchase price of a lo-cation near an iron works would at least offset and probably exceed any saving that would result as a consequence of

In reply to the request for suggestions tive to materials the board recom-nded the construction of a wooden dock and the utilizing of Oregon ducts entirely in the construction. The

products entirely in the construction. The reply will probably be transmitted to the Port of Portland Commission today.

P. L. Willis offered a resolution which was adopted, thanking the Oregon Railroad & Navigation Company for establishing a direct line of steamers between Portland and the Orient. The resolution declared that the establishment of the line was a further indication of the fact that the pompany considers its interests identical with those of Portland, and concluded by recommending to Portland business men and merchants particularly ness men and merchants, particularly those interested in the Oriental trade, that they do all in their power to make the

Resolutions of respect to the memory of the late L. B. Cox, the first president of the Board of Trade, were adopted and ordered spread on the minutes.

### EAST SIDE NEWS.

#### Movement to Establish Stockyards North of Montavilla.

Secretary De Veny, of the Montavilla Sub-Board of Trade, says he expects to report something definite at the meeting of the board this evening concerning the sidetrack asked from the O. R. & N. Co.'s main line. He has been pressing the matter on the attention of the railroad officials for some time. If this sidetrack can be secured it will probably lead to the establishment of stockyards north of Montavilla. A resident of Montavilla, who has had experience in stockyards, is figuring on starting such an enterprise. overal years ago the plans had all been made to establish them on a 20-acre-tract near the O. R. & N. Co.'s line, and tract near the O. R. & N. Co.'s line, and a sidetrack was surveyed, but the project fell through owing to the death of one of the partners. The place is considered ideal for the purpose. It would help Montavilla very much, Being entirely outside the city and yet on the railway, no objections would be raised from any source against the yards. The Montavilla Sub-Bourd of Trinde house, it can set the Board of Trade hopes it can get the sidetrack, and then the stockyards,

Gresham's New Schoolhouse. Gresham's New Schoolhouse.

Mr. Henry Vore, an architect of Portland, was in Gresham the first of the week, submitting plans and specifications for the new schoolhouse to be built in Gresham this Summer. Bids are now advertised for the listh of May, and all preparations are being justed for its crection. Material will be placed on the ground immediately after the contracts are let, and building operations will begin as soon as school closes, June 7. On May 18th the old schoolhouse will be sold, and moved off the grounds. The new building will be placed a little back of the present structure, and is to be of the present structure, and is to be a neat two-story frame containing four rooms, two upstairs and two down, with a concrete collar, all well lighted with deep window lights. Room will be left for an annex, when deemed necessary, and the whole will be heated with a furnace and fitted with modern conveniences. With money obtained from the sale of the schoolhouse and taxes of the past year, the treasury admits of adding all the appliances and conveniences necessary. With the argumb heautified, the the appliances and convenience necessary. With the grounds beautified, the building will be a big improvement to Gresham. The following are the teachers to engaged for the next year; Professor Anderson principal; Miss Hattle Pierce.

### intermediate and Mrs. C. Anderson, pri-At the Bontyards.

the Johnston boatyard, East Water East Clay streets, the frame for the hull for the new sternwheeler for the Shaver Transportation Company is near finished. The knees are very heavy and the buil will be constructed substantially. She is 189 feet long, 31 wide, and 74 feet depth, and will be provided with power-ful engines. The bull extends nearly the full width of the boatyard. The keel for a stanchly-built gasoline. Issued will be laid at the south end of

the yard at once. It is for F. M. War-ren, canneryman, and will be 54 feet long. 10 wide and a deep. The knees will be of oak and steam bent. Work on a steam propeller will be start-

ed in this yard shortly for the Columbia Mills, to be run between Deep River and Astoria. She will be 75 feet long, Ir

### Evangelical Conference

Bishop S. C. Breyfogel, of the Evangeli-cal Association, arrived last evening and is the guest of Rev. J. E. Smith, East Sixth and East Yamhill streets. He will open the eighteenth annual Oregon conference this morning at 9 o'clock in the First Evangelical Church, East Sixth and East Market streets, Yesterday forenoon the Sunday School and Tract Society met. and in the afternoon the Missionary So-ciety, both being conference auxiliaries. The reports showed that excellent work had been done under their supervision

### New Postoffice Building.

A new building is under construction at Montavilla for the postoffice, on the Base Line road, a short distance from the end of the electric railway. The mailbox. authorized by the department, has been received and placed at the end of the electric rallway for the accommodation of the public. Mail may be deposited in this box at the same time as at the postoffice. A number of cottages are under construction east of Mount Tabor, north and south of the Base Line road, and the entire dis-trict is on the uplift.

The annual conference of the German Lutheran churches of the Synodical Dis-trict of Oregon, Washington and Idaho, of the great Synod of Missouri opened yesterday morning in Trinity Lutheran Church, Sellwood street and Williams

avenue. Rev. H. C. Paul, president of the district, from Spokane, presided. Rev. F. Pieper, president of the Synod of Missouri, is also attending the con-ference. He preached Wednesday night. Yesterday forenoon the conference heard reports and transacted business, and in reports and transacted business, and it the afternoon doctrinal questions were discussed. The sessions of the confer-ence will continue till Tuesday inclusive. There are 28 ministers in attendance. This synod is part of the largest German Lu-theran synod in the United States. It alone has 1721 ministers in this country.

Tom Parrott, formerly well known is Portland as a member and pitcher of the Willamettes, and afterwards of the

land Basebail Club, will play with the Nashville, Tenn., club this year. The family of Rev. H. L. Pratt, new pastor of the First United Evangelical Church, arrived from Salem yesterday, and have occupied the manse on the cor-ner of East Tenth and Sherman streets. Andrew Quist, living at the corner of East Twelfth and East Stark streets, is confined to his home with a serious stroke of paralysis, sustained several days ago. The stroke has affected his right side, rendering him almost helpless.

### SEVEN DEVILS RAILROAD.

### New Capital Introduced and Road to

A. T. Merritt, who has been prominent in building the "Pin" railroad from Weiser to Council, Idaho, is at the Perkins. He has recently sold his interest in the road to Lewis A. Hall, who will proceed to complete the line from Coun-ell to Decorah and Blue Jacket copper mines at the Seven Devils, 45 miles further. This will make a total of 105 miles of line between Weiser and the Seven
Devils. He thinks the terminus of the
Pacific, Idaho & Northern Railway will
remain at the mines for a few years,
though its uitimate destination is a con-

though its ultimate destination is a con-nection with some of the trans-continen-tal lines to the north.

Mr. Merritt looks for lively times in that region from now on, as the man to whom he sold out has ample capital to build the railroad, develop the copper mines and erect a smelter. The site of this latter enterprise is 10 miles above Water where Mr. Hall has purchased a Weiser, where Mr. Hall has purchased a 600-acre tract. The capacity of the smelter will be 150 tons a day and it will be all ready for work by the time the road is finished to the ore bins at Seven

"That portion of Idaho will not only be developed by the building of this road."
Mr. Merritt said, "but the Eastern portion of Oregon and Washington will also
find an outlet for much of its ore, wool, cattle, sheep, horses and grain. The whole region is wealthy in livestock and although somewhat rugged as a general rule, many fine farms may be found in the narrow valleys. The lack of railroad facilities has kept that country back, but its period of isolation is now nearly at

## COLLECTOR IVEY HERE.

#### He Is Going Back to Official Duties at Sitka.

J. W. Ivey, Collector of Customs for Alaska, is at the Imperial. He has just Alaska is at the imperial. He has just returned from an official visit to Washington City, and expects to leave for his headquarters at Sitka in a few days. He thinks the importance of that territory is little resilized by the people of the United States. "Its great wealth of mines, timber and fisheries," he said, "will not dawn on the minds of the people at home until wears of development. ple at home until years of development make it apparent. The proposed railroad from Valdes, over the mountains to the Yukon Valley, will make an all-American route into the richest mineral region of the world. I look for the completion of this line at an early day."

this line at an early day."

Customs receipts at the various ports of enfry show a steady gain, although most of the imports are from American ports. The principal article upon which duty is collected is coal, which comes mostly from Canadian points, though Mr. Ivey could not explain why. The Treadwell and other gold mines on the Alaskan Coast use a great deal of coal, upon which the duty is 67 cents a ton.

Mr. Ivey has acquired an interest in

weeks, on the opening of navigation in the lar north.

### DAILY CITY STATISTICS.

Marriage Licenses. Martin Siegnor, 29, Eva Powell, 21, J. J. Werfel, 34, Dora Peters, 27. Building Permits.

J. F. Davis, alterations to house, East Morrison, southwest corner East Four-M. Corrigan, repairs to house, Colum-bla street, between Fifteenth and Sixteenth; \$800.

Birth Returns. April 18—Girl, to wife of Thaddeue West, 284 Marguerite avenue. April 14—Boy, to wife of Charles D. Houseworth, 267 East Twelfth. April 15—Boy, to wife of J. S. McElvain, © East, Alder street. April 18—Boy, to wife of Lee Williams, April 15-Boy, to wife of O. M. Smith, 703 Irving street. 774 Maryland avenue,

Death Returns. May 1-Child of W. R. Hudson, 19 days, it. Vincent's Hospital; enteritis.

Contagious Diseases. Child of Mr. Mouldy, Water street, West Shore building: typhoid fever, Josephine and Marguerite Burnett, 348 Benton street; scarlet fever. Elizabeth Hughes, 772 Montana avenue;

Vital Statistics for April.

The records of the Health Commissioner's office show that the number of deaths reported in the city during the month of April was 91. The remains of 21 persons were brought here for burial. Total number of contagious diseases reported during the month, 183, as follows: Mea-sles, 112; scarlet fever, 17; diphtheria, 12; smallpox, 9; typhold fever, 3.

Real Estate Transfers.

### RACED FROM YOKOHAMA

REMARKABLY CLOSE SAILING OF THREE GERMAN SHIPS.

Two of Them Made Almost a Dead Heat Over a 4000-Mile Course-

A rattling three-cornered race across the Pacific Ocean between a trio of big German sailing vessels ended at Astoria yesterday with a very close finish, two yesterday with a very close finish, two of the vessels sailing almost a dead heat over the 4000-mile course. The contestants in the long ocean race were the four-masted barks Magdalene and Alsterschwan, and the three-masted ship Najade. The two big fellows sailed from Yokohama March 30, and accordingly, covered the distance in 33 days. The Najade sailed from the same port April 1, and has beat the others by a margin of two days. The two four-masters were British-built craft, formerly sailing under the names of Trade Winds and Alcedo. The Najade is a German-built vessel and according to the German contingent on according to the German contingent on

according to the German contingent on Portland front, it is to this fact that her victorious passage is due.

All three of the vessels are under charter to Baifour, Guthrie & Co., and their arrival gives the German flag a decide prestige in the fleet in port, six out of 10 vessels now in the river for grain loading flying the German flag. The passages made by these ships are not record-breakers, as the route was covered by the Selkirkshire in 22 days, but the time made is better than the average and is exceptionally good for this season of the year. The arrival of this fleet cleans up about everything that is due at this port, although the Vimerla, Cypromene and H. Hackfield will be along in 10 days or two weeks.

#### WHERE WHEAT IS SCARCE. Single Ship Is Unable to Secure a

Cargo at Tacoma Without Shifting. With over fifteen large cargoes of wheat on the docks in this city, it seems strange to read of a port where a ship must move all over the harbor for part

must move all over the harbor for part of a cargo of wheat, and then go to another city to secure the remainder. Tacoma seems to be in this predicament, however, and the News of that city in discussing the matter, says:

"The four-masted British bark Lynton, Captain James, completed her intake at elevator B at noon today and a tug was ordered to take her to the warehouses for the purpose of finishing her cargo. The stock of wheat so plentiful during the Winter months is rapidly dwindling, and for a vessel of the Lynton's size to secure her full complement it becomes secure her full complement it becomes necessary to move hither and thither, This afternoon the big ship was towed to the Balfour dock for additional wheat, similar to that aiready loaded. Tomorrow further shifting will be necessary, and although it is not yet definitely decided, it is almost certain that the Lynton, following the recent precedent of the two China Mutual steamers and the Sierra Cordova, will take the final few hundred tons of her cargo at Seattle. Should this be found necessary, the exports of Seattle will be credited with another 3000 tons of wheat loaded from Tacoma warehouses."

### MORGAN SHIPPING DEAL,

#### Other Lines Willing to Sell Their Holdings at Same Figures.

NEW YORK, May 2.—There is a good deal of inflammatory rhetoric in a portion of the English press on the subject of J. Pierpont Morgan's raids on Eng-lish shipping, says the London correspon-dent of the Tribune, but it would be fool-ish for Americans to deceive themselves respecting the real judgment of the ship-ping interests in England. It is an open server that American commellion in ocean secret that American competition in ocean freights is not feared when syndicate steel interests buy fleets which can be sailed under a foreign flag alone, but only when it threatens to cheapen con-struction of ships and create a genuine commercial marine under the American

As facts stand, the Leyland Line has made a good bargain with Mr. Morgan and cleared a handsome profit. Other lines are willing to sell out on similar terms, and the shipyards of the North of which the duty is 67 cents a ton.

Mr. Ivey has acquired an interest in several valuable copper properties along Prince William Sound, and the development of these in the near future, he feels confident, will bring that region into prominence as a copper as well as a gold producer. His busy season in the customs-collecting line will begin in a few the commercial marine of England will the commercial marine of England will

### The Shipbuilding Combine.

SAN FRANCISCO, May 2.—Irving M. Scott, vice-president and general manager of the Union Iron Works, when asked about the reported combination of the big shipbuilding plants, said that he had received no notification of any such com

There has been an effort to bring about this deal for the past 18 months," said Mr. Scott, "but all previous attempts have fallen through. We have not been ped dling the Union Iron Works around for sale, and when we were approached with a proposition to buy the plant we simply replied that we would sell at any time we got our price for it. We told them what we thought the plant was worth, and rested with that. If the deal has here completed it means that they have completed, it means that they have accepted our price."

### Another Unsubsidized Line.

COPENHAGEN. May 2.—The United Steamship Company, of Copenhagen, has ordered six new steamers, of 12,000 tons each, for the United States trade. On account of the increase in exports it has been decided to open up a regular line to Boston and increase the number of steamthe New York and New Orleans

ASTORIA. May 2-Arrived, at noon, German bark Alsterschwan, from Yokohama, at 12:30 P. M. German ship Najade, from Yokohama, at 2 P. M. German bark Magdelene, from Yokohama. Arrived down, at 1:40 P. M., German ship Wega. Condition of the bar at 6 P. M. rough, wind northwest, weather M. rough, wind northwest, weather

Eureka, May 1.-Salled, at 7 P. M., steamer Alliance, for Portland Table Bay-Sailed April 4.—German bark Gustave Oscar, for Port Townsend, Brisbane-Sailed April 26.—Steamer Moana, for Vancouver,
Algoa Bay, May 4.—Arrived, ship Star
of France, from Port Gamble,
Port Gamble, May 1.—Salled, schooner
Robert Lewers, for Honolulu,
New Whatcom, May 1.—Salled—Schooner
Rosplay, for Called ana, for Vancouver.

Seattle May 1.—Arrived—Steamer Vic-toria, from Alaska. Sailed April 30— Schooner Lamke, for Bristol Bay. Port Los Angeles, May 1.—Sailed teamer San Mateo, for Comox. ydney, April 30. — Arrived—Miowera,

New York, May 2.-Arrived-Germanic, New York, May 2.—Arrived—Germanic, from Liverpool and Queenstown. Sailed—La Bretagne, for Hawre: Columbia, for Hamburg; Koenigen Luise, for Bremen. Queenstown, May 2.—Sailed—Majestic, from Liverpool, for New York. Southampton, May 2.—Arrived—Lahn, from New York for Bremen.

Liverpool, May 2.—Arrived—Rhynland, from Philadelphia.

Hoquiam, Wash., May 1.—Sailed—schooner Guide, from Aberdeen, for San Francisco; schooner Lena Sweasey, from

Francisco; schooner Lena Sweasey, from Aberdeen, for San Francisco. Arived-Schooner North Bend from San Francisco,

Streeter, trustee, lots 1, 2 and 3, block 18, Willamette, April 27....... 150

Pacific Coast Abstract Guaranty & Trust Co., A. B. Manley scoy.; W. Y. Masters atty. Abstracts, trusts, title insurance, loans, 204-5-6-7 Falling bidg., 3d and Wash

Hayden Brown, Tacoma. Salled-Steamer Dora, Seattle; steamer Mackinaw, Seattle; schooner S. Danlelson, Sulslaw River; schooner Muriel, Petopaulovski. Iele of Wight, May 2-Passed-Mesaba, from New York for London.

Rotterdam-Arrived-Amsterdam, from New York, via Boulogne. Salled-Rotter, dam, for Boulogne and New York.

Liverpool-Arrived-Philadelphian, from New York.

New York. Marsellle -Arrived-Karamania, from

New York, Vladivostock-Arrived May 1-Braemar, from Tacoma for Port Arthur, Queenstown—Sailed—Rhynland, Liverpool, for Philadelphia. Liverpool—Sailed—Georgian, for

York: Tun sian, for Quebec and Montre-al, via Moville; Vancouver, for Portland, Me.

# EASTERN OREGON WILL HELP

Will Do Its Full Share Toward Success of 1905 Pair.

Baker Republican. One of the questions of most vital im-portance to this part of the state arises in connection with the coming great fair. What Eastern Oregon will do to make the fair a success, and what she will do to properly place her advantages before the nousands of visitors that will be there from all parts of the world, are question that cannot too early engross the atten-

tion of our people.

If we may soums that what can be done will be done, in these respects, there can be no doubt that the eyes of the world will be opened to the existence of a nativity of which they never ural situation of which they never dreamed. We do not hesitate to assert that in the matter of variety of resources Eastern Oregon leads any other one sec tion of any state in the Union. Where, for instance, is another section which is a great mireral-producer, teeming with active placer cam,s, and abounding in producing quartz mines, that can dubli-cate the hundreds of fertile valleys, some of which have already become famous

that exist in this part of Oregon?
We find here, not only soil, but climatic conditions, that are conducive to the production of a great variety of fruit, grains and vegetables. Scarcely a better quality of peaches, pears, apples, prunes, etc. grows anywhere, Parts of Eastern Oregon are unexcelled for the production of wheat, oats, rye, barley and other grains and grasses. In the foothills hundreds of thousands of horses, cattle and sheep find pasture during eight or nine months of the year, while the valleys produce hay for the Winter. In other mining sections It is necessary to transport all kinds of food supplies for man and beast from a distance, while bere they can be raised al-most at the door of the miner's cabin. Pleasant Valley, Eagle Valley and Pine Valley are known by all who know Ore-gon, for their fruit, grain and stock. The intervening mountain ranges are equally

well known for the gold they have and are still yielding, to swell the world's supply of metal. If all these interests and industries should be properly represented at Pertiand in 1905, displayed as Nature did it, in one panoramic view of mountains of mineral, valleys of fruits and other products of the soil, with our great herds of livestock shown everywhere, it would be a great thing for us and for the state at large. It would be a showing worthy of the occasion, for we have the resources at home to substantiate the claims we would there make by our exhibit.

It is sincerely to be hoped that every one interested in Eastern Oregon will let this matter rest heavily upon his con-science from now until the exhibit is in place on the grounds of the "Oregon World's Fair."

### THEY ALL WANTED JOBS. Amazing Result of a Lecture Deliv-ered by Congressman Dolliver.

Chicago Chronicle.

A few years ago Congressman Dolliver, of Iowa-recently elected to the Senate of the United States—was invited to deiver lectures in St. Paul and Minneapolis Minn., before the Young Men's Christian Association lyceum. In each city the hall was crowded wherein he spoke, some 1500 young men attending. His topic was, "Chances for Young Men."

"That," said he, "was a favorite topic with me. I believed in young men and liked to talk with them, knowing full well that if one can stir them up to energy and ambition he is doing a grand

work in the world.
"Well, I have not changed my opinion be his for the asking. But convenient as this policy may be for speculative purposes, it will not create an American merbegan to hear from these particular young began to hear from these particular young men. Letters began to pour in on me. They came in bunches of two and three, then in dozens, and finally in baskctfuls, Every St. Paul and Minneapolis young man who had heard me declare that this is the young men's age wrote that he fully agreed with me—and asked me to get him a Government job!

### A DAY ON THE COLUMBIA RIVER.

A visit to Portland is incomplete with-out devoting at least one day to the Co-lumbia River and its magnificent scenery. You can leave Portland at 9 A M an 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 rall 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 8 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, Port-land (daily except Sunday), at 8 P. M. for Astoria, or the O R. & N. Co.'s fest, electric-lighted steamer "Hassalo," arrivting 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 steamer, and altogether the trip is most delightful, restful and comfort-

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.

### "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.

Northwestern People in New York. ople registered at New York hotels toay as follows: From Portland-Miss G. Young, Miss M. Hutchin, W. N. Ferrin, at the St. Denis; K. McKenzie and wife, at the Herald Square; W. B. Bank, at the Astor; B. T. Scott, at the Imperial; B. T. Scott at the Weldorf; C. W. King, at the Albert; C. W. King, at the Abert; D. Guthrie, at the New Amsterdam. From Tacoma-Mr. Puger and wife, at the Empire. From Seattle-W. E. Stevens and wife,

at the Manhattan. WHAT SHALL WE BAVE FOR DES-SERT!
This question arises in the family every day. Let us answer it today. Try Jeil-O, a de-licious and healthful dessert. Prepared in two minutes. No boiling! no baking! simply add boiling water and set to cool. Flavors: Lemon. Orange. Rampberry and Strawberry. Get a package at your grocer's today. 10c.

# Sam'l Rosenblatt

THE RELIABLE POPULAR-PRICE CLOTHIERS, 3D AND MORRISON

# Boys' and Children's Clothing

New Creations in Suits---Russian Blouses, ages 2; to 6; all the fad; made like cut, in very stylish serges, cheviots and fancy cassimeres. Prices \$4.95 to \$9.

The Norfolk, ages 5 to 10, made yoke back, box pleat, single breasted, very nobby. Prices \$4 to \$8.25.

OUR SPECIAL until Saturday night, if they last-Boys' Two-piece Suits, double breasted, finely made and trimmed, in all the new shades; positive y \$4.50 and \$5.00 values; for today and \$3.35

THE FAY STOCKING-Something new for children; need no supporter; button to waist. Sole agents for Portland.

### Stetson Hats

We are headquarters in Fortland for the genuine Stetson Derbys and Fedoras, and considering their style and excellence, why pay anyone \$5 when we sell the Stetson at \$4?



See Our Special Make, THE "MULTNOMAH"

Union made, in Derbys, Federas, Golf and Grand Duke: extremely popular just now in the bast. They are the best \$3 hat to Portland. For every one that falls to give satisfact on, a now one free of charge

STECIAL SALE of Men's Derbys, Fesioras and New shipment of Golf Caps, vast variety of fancy Go'l shapes, all shades, actual \$2.50 values; this week only \$1.80. Scotch patterns, 50c, 75c and \$1.00.

### DEBTS OF THE NATIONS

INCREASE TEN-FOLD IN THE LAST CENTURY.

Chiefly the Result of Wars, Standing Armies, and Works of Public Utility.

WASHINGTON, May 2.- The recent ancouncement of a new British loan of \$300,-000,000 lends interest to a statement just issued by the Treasury Bureau of Statistics regarding the nations debts of the This statement shows in brief that the national debts of the world aggregated more than \$30,000,000,000 at the close of the 19th century, or 10 times as much as in the closing years of the 18th century. In 1793, at the beginning of the Napoleonic wars, the national debts of the world amounted to approximately \$2,500,-000,000; in 1900 they were, according to the best information obtainable, \$31,000,000,000 In general terms it may be said that the world's national indebtedness in 1990 ag-gregated 10 times what it did at the beginning of the 19th century. Meantime population has increased 150 per cent, and gold and silver, which form the basis of the money with which debt payments are made, 300 per cent, though the proportion of the existing gold and silver which is turned into coin is now much greater than at the beginning of the 19th century, while the utilization of the various forms of credit as currency may have increased the world's circulating medium quite in proportion to the increase in its national

as rapidly as national indebtedness is the case of only a few nations. The wealth of the United Kingdom, France, and accompanying this period the national Spain and the United States in 1800 is esti- debts have grown from \$8,419,000,000, in 1848 mated at \$20,24f,640,000, while Mulhall in 1895 estimated their wealth at \$195,759,829.000, or practically 10 times that at the beginning of the century. The debts of these four nations in 1793 aggregated but \$1,650,279,000, and in 1900 were \$11,764,000,000. or seven times as much as in 1793. If the rate of growth in wealth which has characterized the four nations whose growth during the century may be also properly applied to the world at large, it may be said that the growth of national wealth has about kept pace with that of national indebtedness, since national wealth in the cases where it can be measured is today 10 times as great as at the beginning of the 19th century, and the national in-debtedness, where it can be megsured, is oday about 10 times what it was at the

beginning of the century. This enormous increase in national indebtedness is chiefly the results of wars, standing armies, and works of public utility. To this may be added a tendency in many cases to create an annual deficit by expenditures exceeding revenues made in deference to popular demand, which deficits ultimately take the form of funded or bonded indebtedness. But the bulk of these enormous debts is from war and war preparations, and the construction of public works, such as railways, canals, harbors, and the improvement of waterways. Of the railways of the world whose total cost has been estimated at \$30,000,000, about one-third are owned by national governments, indicating that ap proximately one-third of the increase indebtedness has been applied to wor of this character. . But the fact that great wars have compelled the nations engaged in them to instantly make enormous adin them instantly to make enormous additions to their funded indebtedness clearly identifies this as the principal factor in the great increase in national indebtedwhich has characterized the history of national finances in the 19th centur In 1748 the debt of England was £76,000 000, while the Seven Years' War brought it in 1763 to about £133,000,000. The years of peace intervening between that date and the beginning of the American war somewhat reduced the debt, but at the termination of the war with the American colonies, in 1784, the debt of England was £273.000,000. A reduction followed during the 10 years of peace, but the 21 years of war from 138 to 1815 left the total debt at £302,000,000, the highest point which it has ever reached. The 39 years of peace which followed reduced it to £800,000,000; but the Crimean War, which lasted two years, again increased it to £834,000,000, while the siderable increase by exchequer bonds, to which may still be added the recent loan of £60,000,000 just announced.

Turning to France, the evidence of in-creased indebtedness by war is equally ap-parent. Her national debts at the beginning of the second empire are estiginning of the second empire are eath-mated by Baxter at £235,000,000, and by the expenses of the Crimean, Italian, Chinese, Cochin-China, Mexican and Ger-man wars, had, according to the same au-thority, reached £550,000,000 by 1871, while

### OF SIX WEEKS

beginning Monday, July 1, will be conducted in one of the rooms of the Portland Business College, corner Park and Washington streets It will be strictly a school of study, designed to aid teachers to higher grades in the August examination. Full particulars on application.

### OPEN ALL THE YEAR

The Portland Business College is open all the Students may enter at any time, for special branches or a regular course, and receive individual or class instruction, as prefer red. Call or send for catalogue. Learn what and how we teach, and what it costs.

A. P. ARMSTRONG, LL. B., PRINCIPAL -BOARD OF DIRECTORS-D. P. THOMPSON, PRESIDENT

D. SOLIS COHEN - - - DAVID M. DUNNE 2,277,000 francs in 1871 testified to the cost of her war with Germany.

In our own history, the increase of the interestbearing debt from \$557,600,000 in 1860, to \$2,381,000,000 in 1865, and from \$847,-000,000 in 1895 to \$1,046,003,000 in 1899, further evidences the relation of war to the growth of national indebtedness. The relation of war, with its ever-increasing cost, to national indebtedness is furthe shown by a study of the detailed deb statements of the world at various periods debts only increased from \$2,433,000,000 to Whether national wealth has increased \$8,419,000,000. The latter half of the century, however, has experienced great and ficial estimates of national wealth were in the United States, the Franco-Prussian, made at the beginning of the century in the war between China and Japan, and the case of only a few nations. The those of the closing years of the century.

### DAILY METEOROLOGICAL REPORT.

PORTLAND, May 2.—8 P. M.—Maximum temperature, 54; minimum temperature, 47; river reading at 11 A. M., 7.6 feet; change in the past 24 hours, 0.1 foot; total precipitation 5 P. M. to 5 P. M., 0.00 inch; total precipitation since Sept. 1, 1900, 38.94 inches; normal precipitation since Sept. 1, 1900, 41.02 inches; deficiency, 2.68 inches; total sunshine May 1, 2:48; possible sunshine May 1, 14:24.

WEATHER CONDITIONS. Moderately beavy showers have occurred be outhern Idaho, Nevada and Utah, but else where west of the Rocky Mountains generally where west of the Rocky abundants generally fair weather has prevalled. It is decidedly cooler in Utah and Southern Idaho, and the temperatures in all of the Rocky Mountain and Pacific Coast States are below normal. Frosts wil probably occur Friday morning in Oregon, Eastern Washington and Western Washington. Idaho. It will be fair in this district Friday, with slowly rising temperatures

Forecasts made at Portland for the 28 hour nding at midnight Friday, May 3: Portland and vicinity—Fair and warmer; orthwesterly winds. Oregon—Fair, with frosts in early morning. followed by warmer weather, except near th

const; northwesterly winds.
Washington-Fair, with frosts in the east portion in the early morning; warmer, except near the coast; northwesterly winds.
Idaho-Fair, except showers in southeast portion; frosts in north and west portions in the early morning; warmer in north and west portions. EDWARD A. BEALS, Forecast Official



Yes, raw, damp winds, climatic changes are u-f on the comblexion. There's no doubt of hat. U'll avoid a lobstery look, preserve love-y, fair complexion if you accept this advice-tefore going out of doors apply Satin-Skin the issuance of securities amounting to Local Dealers, the Meter & Frank Co

### AMUSEMENTS.

MARQUAM GRAND-CALVIN HEILIG, Mgr.

American Revolution,

American Revolution,

"NATHAN HALE."

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Entire, original New York Production.

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Prices—Lower floor, sacapt last 3 rows, \$1.50, last 3 rows, \$1. fall-nay, first 3 rows, \$1. second 3 rows, \$0.00, Callery, \$2.00, Callery, \$

CORDRAY'S THEATER—
Two weeks' engagement FLORENCE ROBEKTS and the Aldasar Stock Company for San
Francisco Francisco Sunday,
April 28. Sunday, Monday, Tiessiay, Wednesday, Thursday nights and Saturday Matines,
the greatest of all dramss.

Friday and Saturday nights, the only true
version of

"NHLL GWYNN.
Usual prices, Second week—"Carmen,
uit of Sable," "Camille."

CORDRAY'S THEATER-

Second and last week, beginning Sunday,
May 5,
FLORENUE ROBERTS
And Belanco & Thrail's Alcauar Stock Company, of San Francisco,
Sunday, Monday and Tuesday nights, "A
ULIT OF SABLE."
Wednesday and Thursday nights and Comp Wednesday and Thursday nights and Saturday matinee. CAMILLE. Friday night, by special request, "BAPHO," Saturday night. CARMIN.

FREDERICKSBURG MUSIC HALL—
SEVENTH AND ALDER STS.
HADLEY AND HEARY.
Musical Experts and Seil Ringers.
ARNELDO, the Universited Hand Performer.
The only man in the world who can perform
his feata. They are unrivalled.
THE GILLEN TRIO.
Novelty and Comedy Chub Juggiers.
LADSON B. ALSTON.
Dancer and Drum Major.
May Nealson, Leondor, Hattle Ward, Lucille
Cromwell—Portland favorites.

At Third and Alder sts., 2 and 7:30 P. M., by S. L. N. Gilman.

AUCTION SALES TODAY.

MEETING NOTICES. OREGON COMMANDERT, NO.
1. KNIGHTS TEMPLAR — A special conclave will be held this evening in their neylum, Masonio temple, at 8 o'clock, Order of Visiting Sir Knights courteounly to meet with us. W. S. MACRUM, Recorder.

PORTLAND LODGE, NO. 58, A. F. & A. M.—Stated communication this (Friday) evening at 7.30 o'clock. Work in S. A. degree. Visiting brothers welcome. By order of W. M. L. W. PRATT. Sec. HASSALO LODGE, NO. 15, I. O. O. F.—tegular meeting this (Friday) evening at 8 clock. Work in the first degree. Visitors HASSALO insetting this (Friday) and Regular meeting this (Friday) colock. Work in the first degree. Visitor o'clock. Work in HENRY BROWN, Sec.

DIED. WEBSTER-In this city, May I, 1903, William Atkinson Webster, son of Mr. and Mrs. A. A. Webster, aged 12 rears, 10 months, 22 days. Funeral notice later.

### FUNERAL NOTICES.

BARNES-Friends and acquaintaness are re-spectfully invited to attend the funeral of Lorina L. Barnes, which will take place from the residence of her daughter, Mrs. W. C. Henderson, 405 Davis st., today at 1:30 P. M. Services at the grave private.

EDWARD HOLMAN, Undertaker, 4th and Yamhill sts. Rens Stinson, lady assistant. Both phones No. 507. Pinley, Kimball & Co., Undertakers, Lady assistant. 275 Third st. Tel. 9.

SALE FOR ONE WEEK-ITALIAN PRUNES, 4c lb.; Petits prunes, 2c lb.; 2 cans tomarose, 15c; 1 pkg. corn starch, 5c; 2-lb. pkg. Gold Dust, 15c; 2 bottles Salder's catsup, 36c; 1 box macaroni, 40c. A. Wicke, 341 First.

# INTEREST 8 per cent, obtainable quar-ply to F. V. Andrews & Co., Hamilton bldg.

GREAT CHANCE. Parties wishing to build for investment half slock on 21st and Everett sta. Frank E. Hart, com 166 Sheriock building.

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

# Ash Logs Wanted!

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