BIG WHEAT EXPORTS

BUSINESS FOR MAY WAS OF RECORD-BREAKING PROPORTIONS.

Portland's Shipments for Season to Date Are Over 17,000,000 Bushels —Indrapura Goes to Sea.

May wheat and flour shipments from Portland ran up to a figure which makes it a certainty that the total shipments for the season which closes July 1 will reach 18,000,000 bushels, while the shipments for the season from Oregon, Washington and Idaho will be in excess of 31,000,000 bushels. Shipments for the month ending yesterday were the largest on record for a corresponding month, reaching a total of 972,318 bushels of wheat and 79,707 barrels of flour. This brings the total shipments from Portland for the season to date up to 12,660,047 bushels of wheat, compared with 8,446,450 bushels for the same period last season. While this shows a gain of nearly 4,300,000 bushels in wheat shipments, there is a slight falling off in flour shipments, which are now 946,551 barrels, compared with 1,013,768 barrels for the same date last year.

Reduced to wheat measure on the basis of 4½ bushels to the barrel, the total shipments for the season to date are 17,119,526 bushels, compared with 13,008,406 bushels for the same period last season. The grain and flour shipments from Tacoma and Seattle combined have reached a total of 12,646,155 bushels, which is more than has ever been shipped from those ports before. The cause of this gain on Puget Sound was due partly to a very heavy yield of wheat on the light lands in Washington, which are tributary exclusively to Puget Sound. Another source of gain was the inability of the Portland-Oriental liners to handle all of the traffic, which resulted in a portion of it being diverted to the Puget Sound liners. Now that Portland has a first-class steamship line adequate for everything that is offering, there will be less of this business diverted to lines from rival ports.

The fleet already cleared from Portland, as will be seen in the accompanying tables, numbers 126 vessels, exclusive of the Oriental liners, and unless something happens to a number of ships now near at hand, the June fleet will swell the numbers above 130 ships. There are two big carriers in the river for a starter, and three others due within a few days.

INDRAPURA AT SEA.

Big Liner Makes a Fast Run Down the River With Big Cargo.

The big Oriental liner Indrapura made a good run down the river Thursday evening, and passed on out to sea shortly after 1 o'clock yesterday afternoon. The actual running time down the river was a little over six hours, and if the steamer had left here yesterday morning, instead of the night before she would have reached Astoria as early as she did, and would not have been obliged to anchor for darkness. However, the new line is still in the experimental stage, and, after things get to working smooth, the steamers will not be killing time on the route between Portland and Astoria. If the steamer had remained in Portland over night she would have made the run from this harbor to the high seas in less than 10 hours.

NIVELLE IN PORT.

Big Four-Master Makes a Good Passage Across the Pacific.

The British bark Nivelle arrived in from Hong Kong yesterday noon after a fairly good passage of 48 days. Her arrival after such a passage would indicate that the Madagascar, which left Hong Kong 10 days later, was not far away. This passage would also indicate that the German bark H. Hackfeld, which sailed from Nagasaki before the Nivelle left Hong Kong, is also close at hand. The Nivelle comes under charter to G. W. McNear, and will take away a big cargo of wheat. She loaded here about two years ago, and at that time took out one of the largest cargoes for her registered tonnage that has ever been loaded in this port.

RATE WAR AT AN END.

Old Schedule to Alaska Has Been Restored for Sixty Days.

SEATTLE, May 31.—The Alaska steamship rate war is at an end, temporarily at least. An agreement was entered into today by managers of the recently warring companies restoring the former passenger rates of $25 first class, and $16 second class. The agreement is to be in force for 60 days, and it is thought will then be extended. The rate war which brought transportation to Southeastern Alaska as low as $5, was forced by Canadian lines, which insisted on American steamers keeping away from Vancouver on north-bound trips. The agreement provides that only steamers of the Pacific Coast Company may call at Vancouver.

January Fleet Arrives Out.

The Portland grain fleet is still showing up on the other side of the world, most of the vessels with good passages to their credit. The British ship Lucipara arrived out Thursday after a good run of 118 days, and the Inchcape Rock reached the Irish port the same day, with a passage of 126 days to her credit. The Scottish Isles arrived out Wednesday after the regulation run of 130 days. This accounts for nearly 20 of the January ships from Portland, and the average run is much better than that of the January fleet a year ago.

Astoria Marine News.

ASTORIA, May 31.—A new foremast has been placed in the pilot schooner San Jose, and today it is being rigged. The schooner will be ready to go outside again to her station in a couple of days.

Captain Stevens, of the British bark Nivelle, which arrived in port today from Hong Kong, was master of the British ship City of Dublin, which was wrecked on Clatsop Spit at the mouth of the Columbia 22 years ago.

Fatal Accident to Seaman.

ASTORIA, Or., May 31.—Captain Stevens, of the British bark Nivelle, which arrived in today from Hong Kong, reports that on April 24 John McDonald, an able seaman, fell down a hatch while working between decks, and was so badly injured that he died half an hour later. He was buried at sea. McDonald joined the vessel at Hong Kong, and little is known of him.

Vickers-Maxim Not Represented.

PHILADELPHIA, May 31.—There was no representation of Vickers-Maxim interests at the annual meeting here today of the directors of the William Cramp Ship & Engine Building Company, and Secretary Taylor said, after the meeting, that there had been discussion of consolidation with the Vickers-Maxim company.

Sailing Dates of Transports.

SEATTLE, May 31.—Quartermaster Ruhlin today gave out the following statement:

The sailing dates of the first Army transport for Alaska have been fixed as follows: Warren, June 5, direct to Nome and St. Michael; June 6, Seward, to St. Michael, via Valdez.

Domestic and Foreign Ports.

ASTORIA, May 31.—Arrived at 12:40 P. M., British bark Nivelle, from Hong Kong. Arrived down at 11:30 A. M. and sailed at 1:10 P. M., British steamship Indrapura, for Hong Kong and way ports. Condition of the bar at 5 P. M. smooth, wind southwest, weather cloudy.

Seattle—Arrived May 29.—Steamer General Siglin, from Coos Bay.

Port Townsend, May 31.—Arrived—Schooner Robert Charles, from Honolulu. Eleele—Arrived May 17.—Kailua, from Honolulu; schooner Columbia, from Honolulu.

Bristol Bay—Arrived May 12.—Schooner Occidental, from Astoria.

Iquique—Arrived, May 17.—Ship Olive Bank, from Santa Rosalia.

Queenstown—Arrived May 29.—Ship Inchcape Rock, from Oregon; arrived May 30, Lucipara, from Oregon; bark Sofala, from Tacoma.

Cardiff—Arrived May 30.—Ship Marion Lightbody, from Oregon.

Falmouth—Arrived May 30.—Bark Dunregan, from Tacoma.

Hamburg—Arrived May 30.—Bark Alsterufer, from Oregon.

Yokohama—Arrived May 29.—Queen Adelaide, from Tacoma, for Vladivostock, etc. Sailed May 30.—Tacoma, from Hong Kong, for Tacoma.

Boston, May 31.—Arrived—Sylvania, from Liverpool. Sailed — Ivernia, for Liverpool.

Rotterdam, May 30.—Sailed—Maasdam, for New York.

Liverpool, May 31.—Sailed—Georgic, for New York.

Southampton, May 31.—Sailed—Deutschland, from Hamburg, for New York.

New York, May 31.—Arrived—Britania, from Naples.

Moville, May 31. — Arrived—Furnessia, Corinthian, from Montreal, both for Glasgow.

Boston, May 31. — Arrived—Commonwealth, from Liverpool.

Sellwood Sub-Board.

A well-attended meeting of the Sellwood Sub-Board of Trade was held last night in Fireman's hall, D. M. Donaugh presiding. The membership roll was opened and 10 names were enrolled, making the total 30.

The street committee reported that the repairing of sidewalks in Sellwood is going forward satisfactorily. The committee on woolen mill bonus, having performed its duties, was honorably discharged.

J. M. Nickum, chairman of committee on stove foundry bonus, reported that subscriptions are being received and that a special fund is being raised in Willsburg to move the building donated by himself to the two-acre site donated for the foundry. A full report will be made at the next meeting, when all subscription papers are expected to be on hand.

Bicycle committee reported that cycle path has been selected from Holgate and Milwaukie streets as follows: From Milwaukie to East Ninth, and from East Ninth to Ellsworth, and on Ellsworth to East Eighth. A petition and map for this path have been prepared.

The committee on the Lewis and Clark fair site reported that a birdseye view and description of City View Park have been prepared and will be published soon to show the advantages of the park from all points of view. Mr. Donaugh called attention to the magnitude of the work of purchasing the park and securing the exposition. He urged the members to give full support and co-operation. He said that the citizens of Portland in general have indorsed City View Park as the fair site.

1900-01 GRAIN FLEET FROM PORTLAND.

RIG AND FLAG, NAME, TONNAGE, DISPATCHER AND DESTINATION.	Wheat, bushels	Value, dollars.	Flour, barrels	Value, dollars.	
July—					
2—Br. ship Wendur, 1896, U. K. f. o., P. F. M. Co.	106,538	62,000			7
13—Br. bark Fifeshire, 1318, U. K. f. o., B., G. & Co.	75,744	45,000			16
14—Fr. bark Marechal Villiers, 1711, U. K. f. o., P. F. M. Co.	111,725	67,035			18
16—Br. bark Lizzie Bell, 1036, U. K. f. o., Eppinger	58,367	33,200			21
20—Ger. ship Rickmer Rickmers, 1914, U. K. f. o., B.F.Co.	110,630	64,250			25
August—					
6—Br. ship Harleck Castle, 1802, U. K. f. o., P. F. M.	121,544	71,700			9
9—Ger. ship Rigel, 1759, U. K. f. o., Balfour	109,916	63,750			13
15—Br. bark Nithsdale, 1535, U. K. f. o., P. Grain Co.	101,186	59,460			29
17—Br. bark Bowman B. Law, 1369, U. K. f. o., P. F. M.			24,050	67,500	21
18—Br. ship Franksian, 1900, U. K. f. o., Balfour	113,850	65,050			26
20—Br. ship Cedarbank, 2649, U. K. f. o., Girvin	136,900	82,000			29
24—Ger. ship Robert Rickmers, 2174, U. K. f. o., Kerr	127,735	76,255			27
September—					
13—Br. ship Orealla, 1703, U. K. f. o., Balfour	103,810	62,300			*13
13—Br. ship Genista, 1718, U. K. f. o., Balfour	105,262	61,178			*4
18—Danish ship Jupiter, 1651, U. K. f. o., Balfour	95,062	57,000			26
20—Br. bark Australia, 2079, U. K. f. o., Kerr	130,546	76,000			27
25—Br. bark Riversdale, 2067, U. K. f. o., Girvin	136,900	82,000			29
26—Br. bark Semantha, 2,411, U. K. f. o., P. F. M. Co.	134,000	76,000			23
26—Br. ship Centurion (A), 1704, Grimsby, Kerr	17,415	10,000			*12
28—Br. ship Penthesilea (B), 1663, U. K. f. o., Balfour					*17
October—					
2—It. ship Elisa, 1455, Algoa Bay, McNear	82,190	50,967			7
6—Br. ship Marathon, 1884, U. K. f. o., P. F. M. Co.	117,495	66,000			11
8—Fr. bark La Fontaine, 1159, U. K. f. o., A. Berg	112,162	63,240			13
8—Br. ship Portia, 1360, U. K. f. o., Kerr	76,372	42,500			14
17—Br. ship W. J. Pirie, 2381, U. K. f. o., Eppinger	140,753	85,155			19
17—Ger. ship Osterbek, 1510, U. K. f. o., Balfour	92,103	51,578			*3
20—Ger. ship Sirius, 1426, U. K. f. o., Port. Grain Co.	102,710	62,500			*5
20—Br. ship Dechmont, 1642, U. K. f. o., McNear	100,523	61,325			*5
22—Br. ship Kilmory, 1549, U. K. f. o., P. F. M. Co.	89,567	50,501			*5
27—Br. ship Conway (C), 1776, U. K. f. o., Kerr	30,625	18,613			*6
30—Ger. ship Altair, 2362, U. K. f. o., Balfour	131,376	72,257			*6
30—Br. ship County of Edinburgh, 2010, U.K. f.o., Girvin.	111,633	74,000			*4
31—Br. ship Delcarnie, 1,091, Kerr	104,298	57,364			*6
November—					
2—Ger. ship Philadelphia, 1716, East London, Balfour	37,327	20,906	17,927	48,402	7
2—Ger. bark Nomia, 1925, U. K. f. o., P. F. M. Co.	115,755	62,700			7
3—Fr. bark Admiral Courbet, 1759, Cape Town, Kerr	114,413	64,072			*7
5—Ger. bark Olga, 1301, U. K. f. o., Kerr	73,774	40,362			11
10—Br. ship Deccan, 1836, U. K. f. o., Girvin	119,433	71,500			14
14—Fr. bark Europe, 2070, Liverpool, P. F. M. Co.	133,437	77,500			20
17—Br. ship Leicester Castle, 2049, U. K. f. o., Portland Grain Co.	117,399	69,750			21
21—Ger. ship Gertrud, 1627, U. K. f. o., Port. Grain Co.	89,788	52,800			27
22—Br. ship Halewood, 1306, U. K. f. o., Balfour	120,430	68,660			*5
28—Br. ship Morven, 1931, U. K. f. o., P. F. M. Co.	[illegible]	[illegible]			*8
28—Br. ship Cromartyshire (D), 1462, f. o., Kerr	17,781	9,870			*8
December—					
4—Ger. ship Maipo, 1674, U. K. f. o., Kerr	97,429	51,037			9
6—Nor. bark Sijorn, 1165, U. K. f. o., P. F. M. Co.	99,672	52,900			10
11—Br. bark Muskoka, 1328, U. K. f. o., Kerr	139,694	71,331			28
12—Br. ship Dunsyre, 2056, U. K. f. o., McNear	127,513	67,589			28
12—Fr. bark General Millinet, 1451, U. K. f. o., Berg	92,929	51,200			21
13—Br. ship Ardencraig, 1769, U. K. f. o., Port. G. Co.	116,162	67,200			24
14—Br. bark Marion Lightbody, 2,269, U. K. f. o., P. F. M. Co.	122,996	68,500			*5
15—Ger. bark H. S. Charlotte, 2273, U. K. f. o., Kerr	119,619	65,750			*6
20—Br. ship Astracana, 1562, U. K. f. o., P. F. M. Co.	91,824	51,550			*5
20—Br. ship Langdale, 1899, U. K. f. o., Balfour	113,955	64,284			*5
21—Ger. bark Elbek, 2252, U. K. f. o., Balfour	136,495	77,119			*9
22—Fr. bark Louis Pasteur, 1471, U. K. f. o., Kerr	92,603	51,489			*9
22—Dutch bark Pax, 1291, U. K. f. o., P. F. M. Co.			25,700	(9,500	*9
26—Br. stmr. Ching Wo, 2311, U. K. f. o., Eppinger	176,978	95,568			*4
27—Ger. ship Willkommen, 1625, St. Vincent f. o., Eppinger	93,789	52,522			*17
29—Ger. bark Alsterufer, 2597, U. K. f. o., Kerr	159,814	82,950			*17
29—Br. ship Blairmoyle, 1291, U. K. f. o., Balfour	68,622	38,429			*20
31—Br. bark Andreta, 1035, U. K. f. o., Port Grain Co.	101,822	58,200			*17
31—Fr. bark Alice, 1182 Algoa Bay, Kerr	62,769	34,530			*17
31—Ger. ship C. H. Watjen, 1734, U. K. f. o., P. F. M. Co.	105,818	57,500			*17
January—					
5—Br stmr. Kaison, 2529, St. Vincents f. o., Kerr	189,989	109,561			9
7—Ger ship Alice, 2045, U. K. f. o., Port Grain Co.	119,659	69,400			21
7—Br. ship Scottish Isles, 1826, U. K. f. o., Balfour	116,695	67,683			29
10—Fr. bark Cassard, 1719, Bristol, P. F. M. Co	107,695	62,600			21
11—Ger. ship Tarpenbek, 1599, U. K. f. o., Girven	106,606	68,125			21
18—Br. ship Wavertree, 2118, U. K. f. o., Girven	119,367	66,000			20
18—Br. ship Inchcape Rock, 1493, U. K. f. o., Kerr	87,914	50,900			23
18—Br. ship Robert Adamson, 1922, Callao, Balfour	136,664	83,210			21
19—Br. ship County of Roxburg, 2091, U. K. f. o., P. F. M. Co	117,619	68,000			20
19—Br. ship Lucipara, 1779, U. K. f. o., Balfour	109,328	62,317			31
24—Ger. ship Lika (E), 1615, U. K. f. o., McNear	18,428	10,504			*4
26—It. ship Dora (F), 1184, U. K. f. o., McNear					*5
February—					
4—Ger. ship Hassia, 1829, U. K. f. o. Port. Grain Co	97,731	57,555			8
8—Ger. ship Alsterkamp, 1789, U. K. f. o., Balfour	112,106	63,900			11
5—Br. bark Province, 1696, U. K. f. o., McNear	99,171	66,528			10
6—Br. str. Condor, 1958, Callao, P. F. M. Co			21,200	55,500	8
11—Br. ship Scottish Hills, 1994, U. K. f. o., Port. G. Co.	117,138	67,950			19
11—Fr. bark Bossuet, 1739, U. K. f. o., P. F. M. Co.	113,053	65,000			19
12—Fr. bark LaRochefoucauld, 1711, U. K. f. o., Port. G. Co	111,760	64,200			19
16—Fr. bark Gen. de Boisdeffre (G), 1710, U. K., f. o. Balfour	32,079	18,200			19
21—Br. ship Queen Victoria, 1387, Antwerp, P. F. M. Co	96,162	55,000			*3
21—Br. ship County of Dumfries, 1615, U. K. f. o., Port Grain Co	89,772	51,500			*4
28—Dutch str. Wilhelmina, 2791, St. Vincent, f. o., Eppinger	214,879	125,704			*4
March—					
4—Ger. ship Brunshausen, 1217, U. K. f. o., Balfour	77,560	44,209			18
5—Ger. bark Professor Koch, 1358, U. K., f. o., Kerr	87,347	48,944			18
7—Ger. ship Peter Rickmers, 2825, U. K., f. o., Balfour	165,880	94,555			19
9—Ger. ship Marie Hackfield, 1705, U. K., f. o., McNear.	105,138	59,525			19
11—Br. bark Ben Dearg, 2193, U. K., f. o., P. F. M. Co.	140,514	80,000			19
13—Br. bark Comliebank, 2179, U. K., f. o., Girvin	129,037	76,000			20
14—Br. ship Colony, 1598, U. K., f. o., P. F. M. Co.	96,719	57,500			20
22—Br. bark Swanhilda, 1999, U. K., f. o., Eppinger	124,740	70,477			
22—Br ship County of Linlithgow, 2089, U. K. f. o., Balfour	118,294	68,610			29
22—Ger. ship Arthur Fitger, 1696, U. K., f. o., Girvin	96,875	56,380			29
25—Br. ship Dunsdale, 1779, U. K., f. o., P. F. M. Co.	105,292	61,500			*7
27—Ger. bark Niobe, 1940, U. K., f. o., Kerr	114,826	66,599			*8
30—Br. ship Forrest Hall, 1998, U. K., f. o., P. F. M. Co.	116,135	69,000			9
April—					
1—Br. bark Dalblair, 1474, U. K. f. o., Balfour	96,927	57,187			8
4—Br. bark Craigisla, 989, Talcahuano, Balfour	59,082	35,450			9
4—Br. bark Buteshire, 1769, U. K. f. o., Berg	110,500	66,300			24
6—Br. ship Helga (H), 1663, U. K. f. o., Kerr	90,625	51,602			11
8—Br. bark Astoria, 1429, U. K. f. o., P. F. M. Co.	83,904	51,100			17
9—Ger. ship Ferdinand Fischer, 1726, U. K. f. o., Kerr	90,020	51,311			12
9—Br. ship Khyber, 1927, U. K. f. o., Girvin	116,319	67,755			15
10—Br. ship Ruthwell, 1250, U. K. f. o., Kerr	76,424	45,845			15
12—Br. ship Kate Thomas, 1397, U. K. f. o., Balfour	95,286	55,743			16
13—Br. bark Thistle, 2192, U. K. f. o., P. F. M. Co.	137,242	79,600			18
13—Br str. Monmouthshire, 1871, St. Vincent, f. o., Eppinger	112,304	66,360			17
13—Br. ship Algburth, 1790, U. K. f. o., Balfour	102,726	60,094			26
17—Br. str. Warfield, 2090, Callao, Balfour	164,335	98,604			20
19—Br. ship County of Pembroke, 1065, U.K. f. o., P. F. M. Co.			18,745	50,000	26
20—Br. ship Talus, 1954, U. K. f. o., Balfour	120,593	73,117			27
30—Ger. ship Wega, 1945, U. K. f. o., Kerr	121,311	72,786			*4
30—Br. bark Port Carlisle, 1328, U. K. f. o., McNear	78,995	47,397			*5
May—					
8—Ger. bark Paul Isenberg, 1198, U. K. f. o., Kerr	71,607	44,024			10
9—Ger. ship Nereus, 1714, U. K. f. o., Balfour	104,801	62,681			13
16—Br. bark Hawthornbank, 1288, U. K. f. o., Port. G. Co.	81,627	49,700			20
17—Ger. bark Magdalene, 2732, Hamburg, Balfour	161,156	96,693			24
21—Br. ship Fulwood, 1986, Talcahuano, Balfour	120,496	74,717			25
23—Br. bark Vimeria, 2163, U. K. f. o., Girvin	132,511	81,015			29
27—Br. ship Cypromene, 1750, U. K. f. o., P. F. M. Co.	105,360	65,300			
28—Ger. ship Najade, 1677, U. K. f. o., Balfour	101,935	62,181			
29—Br. ship Thilmere, 1625, Antwerp, Kerr	93,425	56,055			

REFERENCES.

(A)—Also 108,575 bushels of barley, valued at $49,000.
(B) 111,053 bushels of barley, valued at $45,310.
(C)—Also 105,620 bushels of barley, valued at $36,210.
(D)—Also 87,512 bushels of barley, valued at $33,641.
(E)—Also 100,379 bushels of barley, valued at $43,364.
(F) 77,939 bushels of barley, valued at $33,670.
(G) Also 99,383 bushels of barley, valued at $40,550.
(H)—Also 5374 bushels of rye, valued at $4129.
(*) Sailed the following month.

SUMMARY FOR MAY.

	—1901—		—1900—		—1899—	
Wheat—	Bush.	Value.	Bush.	Value.	Bush.	Value.
To Europe	972,318	$592,566	655,387	$ 367,166	470,340	$ 287,089
To San Francisco	.....	.....	1,750	928	12,770	7,535
To the Orient	.....	.....	1,340	850	.....	.....
Total wheat	972,318	$592,565	658,477	$ 368,944	483,110	$ 294,624
Flour—	Bbls.	Value.	Bbls.	Value.	Bbls.	Value.
To the Orient	51,816	$143,651	111,329	$ 257,152	23,492	$ 66,791
To San Francisco	27,891	72,516	26,578	66,445	22,670	66,743
Total flour	79,707	$216,167	137,907	$ 353,597	46,162	$ 132,534
	Bush.	Value.	Bush.	Value.	Bush.	Value.
Flour reduced to wheat measure	358,682	$216,167	620,581	$ 353,597	207,729	$ 132,534
Wheat as above	972,318	592,566	658,477	368,944	483,110	294,624
Grand total wheat and flour	1,331,000	$808,733	1,279,058	$ 722,541	690,839	$ 427,118

PAN-AMERICAN ROUTE

Via Great Northern Railway.

Buffalo and return, $36. Tickets on sale first and third Tuesdays of each month, June to October, inclusive, good for 30 days. City ticket office, 122 Third street.

Are as small as homoeopathic pellets, and as easy to take as sugar. Everybody likes them, Carter's Little Liver Pills. Try them.

IS UP TO JAMES J. HILL

HARRIMAN IN A POSITION TO TEST COMMUNITY OWNERSHIP.

Nehalem and Tillamook Proposal Gives Him the Whip Hand With Two Votes.

The Northern Pacific, Southern Pacific and Union Pacific have a hard problem to solve in the proposal of the Portland, Nehalem & Tillamook to them to build a joint line to the Nehalem and Tillamook regions and make Portland the terminus of it. The offer gives Harriman the Whip Hand, for with his Union and Southern Pacific interests he would have two votes in the Portland-Nehalem Company, while Hill would have only one for the Northern Pacific. Harriman can offer Hill community ownership in the Nehalem country and await an answer with the utmost complacency. If Hill accepts he will be the minority in a tripartite agreement to build a railroad, and if he refuses it will be up to Harriman to take whatever course he pleases. Whether Hill will want to put himself in a position which will be dominated by Harriman is one of the interesting questions of the present railroad situation. The only certain feature is that if a community of ownership road is not built more than one line will go into the Nehalem.

There are indications that Harriman is not so positive that the best route into Nehalem and Tillamook is by an extension from Sheridan along the coast to Tillamook City and Nehalem Bay. Letters written from Portland have called Mr. Harriman's attention to the fact that a direct line from Portland to Nehalem, substantially following the route selected by the Portland, Nehalem & Tillamook, would not only give the Union Pacific the key to the situation, but the call on the traffic. Still, nothing has occurred to show that Harriman will adopt the direct line. An effort has been made to have him view the situation in this light of his own interests, but whether he will do so is another thing. The Southern Pacific is reported to be looking again into the feasibility of bringing the traffic of the Tillamook-Nehalem region by way of Hillsboro and Oswego. This would land the freight at Jefferson street depot, which is a mile south of the Union Central station and transcontinental terminal facilities. Why the Southern persists in the course when it can have Nehalem freight delivered to it at Hillsboro with a road to the Union depot by way of Fourth street is a mystery. Perhaps the Southern has not yet given up its idea of connecting the Union depot and the Oswego road by a franchise on Front street.

RATES GO UP TODAY.

Schedule Announced by the Combine for Columbia Traffic.

Yesterday saw the last of the "two-bit" rate between Portland and Astoria, and today the schedule agreed upon by the O. R. & N. Company, Astoria & Columbia River Railroad, the Columbia River and Puget Sound Navigation Company, and the Vancouver Transportation Company, will go into effect. By rail the fare to Astoria will be $2 for a single trip and $3 for a round trip. On all steamers it will be $1 75 for a single trip and $2 50 for a round trip. Rates to points on the beaches, with the exception of that by rail to Astoria, follow:

Long Beach.

Portland to Astoria and return	$2 50
Portland to Flavel and return	3 00
Portland to Ilwaco and return	4 00
Portland to Long Beach and return	4 00
Portland to Tioga and return	4 00
Portland to Cranberry and return	4 00
Portland to Loomis and return	4 00
Portland to Ocean Park and return	4 00
Portland to Nahcotta and return	4 00

Clatsop Beach.

Portland to Gearhart and return	$4 00
Portland to Seaside and return	4 00

Limit tickets good going to 10 days.
Limit tickets returning until September 15, 1901.

The fare from Portland to way points along the river routes will be as follows: St. Johns, Linnton, Reeder's Landing, Falls and St. Helens, 50 cents; Caples and Hoffman's Landing, 60 cents; Kalama and Rainier, Cedar Landing and Bourne's, 75 cents; Mount Coffin, 85 cents; Green's Point, Stella and Oak Point, $1; Quinn's, Eagle Cliff and Waterford, $1 25; Cathlamet, $1 40; Skamokawa, Brookfield, Pillar Rock and Elliott's, $1 50; Astoria, $1 75.

Excursion tickets from beach points will be interchangeable at Astoria.

RAILROAD TO NEW ASTORIA.

Northern Pacific Surveying From Scappoose Through Nehalem.

Thirty Northern Pacific surveyors are working in the Nehalem country west of Scappoose. As near as can be ascertained, they are locating the final line for the Northern Pacific's 24-mile extension from Scappoose to Pittsburg. They say they have selected the route for the tunnel at the summit and are now looking for the easiest grade to the tunnel.

It is reported these surveyors are running the line for an extension of the Scappoose-Pittsburg branch, which will have its terminus at New Astoria. What the object is it is impossible to conjecture, unless President Mellen proposes to give the mouth of the Columbia common point rates, seeing that he is unable to persuade anyone else to do so. It is hinted that the Northern's move on New Astoria was prompted by the report that the Harriman combination has fallen heir to Huntington's lease of the Astoria & Columbia River Railroad. If Harriman is to have a railroad to the Astoria vicinity, it is natural for the Northern Pacific to want one, too. The big fight between the transcontinental lines has been productive of extensive railroad building on paper in the Northwest. It is within the range of probabilities for the Northern Pacific to build to New Astoria, for no one can tell how the cat is going to jump.

AMICABLE AGREEMENT REACHED.

Conflicting Interests in Northern Pacific Have Made Peace.

NEW YORK, May 31.—The conflicting interests in the Northern Pacific Railroad have reached a final and amicable agreement upon all matters of disagreement and their future relations to the property. There has been no announcement of the terms of the new pact, which ends the most remarkable financial battle in the record of Wall street, and none of the details have been made public. Late this afternoon the following statement went out on the ticker:

"It is officially announced that an understanding has been reached between Northern Pacific and Union Pacific interests, under which the composition of the Northern Pacific board will be left in the hands of J. P. Morgan, certain names having already been suggested, which will be recognized as representative of the common interests. It is asserted that complete and permanent harmony will result under the plan adopted by all interests involved."

When the statement was shown to Louis A. Heisheimer, of Kuhn, Loeb & Co., he said:

"That statement is authentic. We cannot go into particulars as to the settlement or give you any details at this time. All that we can say is that there has been a settlement of the difficulties that existed and the matter is at an end."

RAILROAD TO KLAMATH FALLS.

Southern Pacific Reported to Be Surveying From Klamathon.

KLAMATH FALLS, Or., May 31.—It is reported here that Southern Pacific surveyors are examining the route of the proposed railroad from Klamathon, Cal., to Klamath Falls, and that a permanent survey will be begun early in June. Persons who are familiar with the country are of the opinion that the Southern Pacific, besides tapping rich timber belts and gaining other local business, will make the Klamath Falls-Klamathon road part of a main line which will ultimately connect with the Columbia Southern. This will give a road from Eureka on the California coast to Biggs on the O. R. & N. on the Columbia River.

Changes in the Wabash.

NEW YORK, May 31.—The Mail and Express says:

"C. D. Ashley will, at the next meeting of the Wabash board of directors, resign the presidency, and Vice-President and General Manager Joseph S. Ramsey will be elected to succeed him. The meeting was called for June 3, but has been adjourned until June 20. Mr. Ashley's resignation was entirely voluntary. He is to be made chairman of the board, a position which will be created for his benefit. The extension of the Wabash to Pittsburg is being managed largely by Mr. Ramsey and will be accomplished just as soon as the necessary authority from the Board of Aldermen of the city has been obtained."

President Hays Coming North.

SAN FRANCISCO, May 31.—President C. M. Hays, Julius Krutschnitt and J. H. Wallace, of the Southern Pacific Company, left this morning for an inspection trip over the Oregon & California line. They will go as far as Portland, and will be absent for at least a week.

Making a Tour of the O. R. & N.

Ben Campbell, traffic manager, and A. L. Craig, general passenger agent of the O. R. & N., are making a trip over the lines of the company. They will return to Portland about June 7.

THE RULE OF "THREE."

Three roads constitute the system—O. R. & N., O. S. L. and U. P.; three colors in our shield trade mark; three days from Portland to Chicago on our "Chicago-Portland Special"; three through trains leave Portland daily over the O. R. & N.—9 A. M. and 9 P. M. via Huntington, and 6 P. M. via Spokane; the time of the first two is three times three, and at three times two the Spokane flyer departs Indrapura, Indravelli and Knight Companion are the names of our three 8000-ton steamships in the Asiatic trade; our motto contains three words, "Speed, Comfort, Safety"; we have three experienced ticket agents to wait on you at our city ticket office, Third and Washington, and our general passenger agent's office is room 3 Worcester building, Portland. Moral: There is luck in odd numbers; travel on the O. R. & N.

GREAT NORTHERN RAILWAY

Special Rate Bulletin.

Buffalo and return, $36. Tickets on sale June 4 and 18, good for 30 days. St. Paul and return, $60. Tickets on sale May 30 and June 7, good for 60 days. For full particulars call at Great Northern city ticket office, 122 Third street, or address A. B. C. Denniston, city passenger and ticket agent.

DO THE COLUMBIA RIVER IN A DAY.

Ask the Oregon Railroad & Navigation Company's city ticket agent at Third and Washington for excursion rates and other details. You cannot afford to miss the scenic wonders of the Columbia River.

MANZANITA HALL
Palo Alto, California

Within walking distance of *Leland Stanford University*, for which it prepares more men than any other school on the Pacific coast. It is the Exeter of the West, aiming to train along the lines of ambitious, purposeful concentration of energy. There are no saloons in Palo Alto. The atmosphere of the town is refined, intellectual and wholesome.

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(Contributed by a Pearline admirer.)

She means to say that should a washing medium be invented that would equal Pearline in labor-saving and harmlessness, she would still stick to Pearline. She feels it isn't worth while to consider that possibility further. As things are now, washing with Pearline is so easy and so economical, she really couldn't afford to risk anything else. 506

Millions sing the praises of Pearline.

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