NEEDS OF THE HARBORS

DEEP CHANNELS TO THE SEA THE FIRST ESSENTIAL.

Improvement at The Dalles and Celilo Would Open the Columbia to Navigation.

The river and harbor committee of the House of Representatives will be in Portland the latter part of this month seeking information for its guidance as to legislation which will be proposed at the December session of Congress. The following point made by the late Senator J. N. Dolph in a speech in the United States Senate, June 16, 1892, should be impressed upon every member of the committee:

If you will take the map of the United States you will see that there is a range of high mountains extending all the way from the British Columbia boundary down into the State of California, forming in Oregon and Washington the Cascade Range, but known in the State of California as the Sierra Nevada Mountains. Through all that range of mountains, a distance of over 600 miles through Oregon and Washington, there is one natural pass, and that was forced by the waters of the Columbia River.

There are many things to get which Oregon needs assistance from the Federal Government. Principal among these is the opening of the inlets and outlets of commerce, not only the Columbia River, but its tributaries and the tributaries of its tributaries, and the bays along the coast. These projects are:

First—A 40-foot channel at the mouth of the Columbia River, work to be begun as early as practicable, and to be prosecuted without interruption.

Second—A 25-foot channel between Portland and the sea.

Third—Canal and locks between The Dalles and Celilo, and the improvement of navigation above Celilo.

Fourth—Further improvement of the Upper Willamette, together with the purchase of the locks at Oregon City.

Fifth—Adequate transportation facilities for Tillamook Bay.

Sixth—Revival of the plan to improve Yaquina Bay and harbor.

Seventh—Such improvements as may be necessary in Southwestern Oregon's rivers and harbors, at Siuslaw and in the rivers tributary to the Willamette and the Columbia.

40-Foot Channel First Consideration

First in importance is the 40-foot channel at the mouth of the Columbia. This great river drains an empire and is the outlet of the products of a vast region. With commerce hindered at the mouth of the river, improvements at interior points would afford little relief. Recognizing the advantages of the Columbia River as a deep-water harbor for commerce and as a harbor for refuge, Captain W. C. Langfitt in 1899 recommended an improvement to produce a 40-foot channel at the mouth of the river. In his opinion, the present jetty should be extended three miles. This work, with other details, was estimated to cost $2,531,140 51. General John M. Wilson, who was then chief of engineers, approved the plan.

The changes induced by the construction of the present jetty were large and important. In 1885 the channel depth was 20 feet, and remained so to include 1889. In 1890 the depth was 24 feet; in 1891, 27 feet; in 1892, 28 feet; in 1893 and 1894, 29 feet; in 1895, 31 feet; in 1896 and 1897, 30 feet; in 1898, 29 feet; in 1899, 28 feet. The actual survey for 1900 showed a decrease in depths of from four to five feet, which limited the depth of the channel across the bar to 23 or 24 feet at mean low water. The decrease in depth since 1895 is serious.

"The necessity of improving the depth on this bar seems almost self-evident," said Captain Langfitt in his report of 1899, "yet a few words from this point of view may not be amiss. In the first place, the mouth of the Columbia gives the only deep-water harbor between San Francisco and the Straits of Fuca, a distance of 700 miles, being 550 miles from San Francisco and 150 from the Straits. It is, moreover, a fresh-water harbor, a fact fully appreciated by shipping, and is the only fresh-water harbor on the Pacific Coast of the United States. The bar has been notorious among seamen as a rough one, and on this account the available depth as shown on charts can seldom be used in Winter. Vessels coming in or going out are 'bar-bound' and have to wait for a combination of high tide and smooth sea to cross. This state of affairs evidently not only prevents the use of the harbor, which is a magnificent one, once inside, as a harbor of refuge, but also lays a heavy tax on all shipping coming into the river. It is estimated that a vessel crossing this bar should have under her keel from 10 to 12 feet during rough weather, from which it is seen that for modern ships 40 feet is none too great a depth. Every ship coming to Portland or Astoria must cross this bar, and it is the ocean connection for all territory tributary to these ports. This country is rich, growing in wealth and commerce, and promises to be, if not already, one of the great exporting and importing districts in connection with trade to the Orient. Taking into consideraton the double functon of forming a harbor of refuge and the value to commerce which will result, there can be no question but that the improvement is one worthy to be undertaken at the earliest possible moment."

Of equal importance with the project to make a 40-foot channel at the mouth of the Columbia is the project for a 25-foot channel on the Lower Willamette and Columbia to the sea. The original condition of these rivers from Portland seaward was such that only from 10 to 15 feet could be carried over the shoal places at low water. Numerous sandbars obstructed navigation to deep-water craft and distributed the water over an extended area, so that the greatest depth could be carried over them in only a comparatively narrow channel. Government work, assisted by the Port of Portland Commission, has given good depth on the lower river, still the 25-foot channel is not completed. The worst point on the river is the stretch 5½ miles long beginning just below Tongue Point and extending along the water front of Astoria. The principal obstruction is a rocky point known as Sylvia de Grasse Reef, about a mile below Tongue Point, and around which ships are obliged to make a short turn to avoid striking it. The ledge induces shoaling and consequent narrowing of the passage. Traffic handled by river craft on the lower rivers amounts to between 1,400,000 and 1,500,000 tons a year. Added to this is Portland's foreign and coastwise trade.

The Dalles-Celilo Obstruction.

Vessels drawing 20 feet of water easily ascend the Columbia River from the Pacific Ocean to the mouth of the Willamette, a distance of 110 miles, and river steamers drawing about eight feet of water navigate the Columbia to The Dalles, a farther distance of about 110 miles. Between The Dalles and Celilo, 12 miles, navigation is completely obstructed at all times. About three miles above The Dalles are Three-Mile Rapids, a crooked channel 1500 feet in length, narrow and much obstructed by huge rocks, swift currents and powerful eddies. A short distance farther up are Five-Mile Rapids, where for 1¾ miles the water rushes with great velocity between precipitous walls of basalt 150 to 200 feet apart; then Ten-Mile Rapids, a similar gorge half a mile long, and last Celilo Falls, with a sheer fall of 20 feet at low water. In these 12 miles the total fall in the stream at low water is about 80 feet.

Boats now navigate daily the 210 miles of the Columbia between The Dalles and the Pacific Ocean, and there is no question about the condition of that portion of the Columbia for purposes of navigation. On the other hand, the Columbia above Celilo and the 67 miles of the Snake between its mouth and Riparia, Wash., are considerably obstructed by rapids and shoals.

A project for the improvement of the Columbia between The Dalles and Celilo, submitted last December by Captain W. W. Harts, provides for abandoning the clumsy boat railway previously proposed, and for substituting the following:

First—The construction of a canal about 3000 feet long, with two lift locks of about 24 feet lift each, extending across the peninsula on the Washington shore in the vicinity of Celilo Falls.

Second—The removal of the worst obstructing rocks at and below Ten-Mile Rapids, and the opening of a relief channel along the lines of the existing high-water channel on the Washington shore north of and parallel to Ten-Mile Rapids.

Third—The construction of a canal about 9000 feet long around Five-Mile Rapids, having two locks—one of 33 feet lift and one to be used as a guard lock during high stages—this canal to be along the Oregon shore, its lower end opening immediately below Big Eddy and its upper end to be immediately above the head of Five-Mile Rapids, utilizing for the canal, as far as practicable, the more northerly of the two natural high-water canals or channels, which now parallel on the south the greater portion of Five-Mile Rapids.

Fourth—The construction of a submerged dam or weir immediately below the head of Five-Mile Rapids, which will raise the present level of the low-water surface approximately 20 feet, thus drowning out the rapids between this dam and Celilo Falls and reducing the currents in the river between the canal around Five-Mile Rapids and that around Celilo Falls, especially at low stages, by increasing the area of the cross-section of discharge and diminishing the surface slope.

Fifth—The removal of the worst obstructing rocks at Three-Mile Rapids.

The canals are designed to be 65 feet wide. The locks are to be 50x300 feet, with a clear depth of seven feet of water over the miter sills. It is estimated that this project can be completed within five years after the rights of way are acquired, if funds are made available as fast as required by the progress of the work, or if contracts are permitted for the work as a whole or for large portions of it. The estimated cost is nearly $4,000,000.

An exhibit which accompanied Captain Harts' report showed that farm products valued at over $28,000,000 annually would be benefited by a canal and locks between The Dalles and Celilo.

Other Improvements.

The Government has had projects for the improvement of the Upper Willamette for 30 years. The present approved plan provides for the improvement of navigation between Portland and Eugene by the removal of obstructions and the building of controlling works, with a view of obtaining a depth of 12 feet or more from Portland to the foot of Clackamas Rapids, a distance of 11 miles, of 3 to 3½ feet thence to Corvallis, a distance of 107 miles, and of 2 to 2½ feet from Corvallis to Eugene, a distance of 53 miles. The estimated cost of this work is nearly $132,000. On the Yamhill River, which drains a fertile valley and is tributary to the Willamette, the construction of a lock and dam near La Fayette, and the removal of obstructions, has provided a draft of 3½ feet throughout the year to McMinnville, which is 18 miles above the mouth of the Yamhill. A number of steamers operate throughout the year between Portland and Upper Willamette points. The traffic is considerable, though it varies in different years. In 1896 the boats carried 218,480 tons of merchandise, and in 1897 67,990 passengers. These are the highest records in recent years for freight and passengers.

Tillamook is one of the isolated sections of Oregon. Its most accessible railroad points are North Yamhill and Forest Grove, on the Southern Pacific, which are reached by stage over the mountains. Staging is impossible in Winter, as the mountains are covered with from four to seven feet of snow. The country, which is very fertile, is dependent on water transportation, which is inadequate because of long detentions due to low water and storms. The commerce of the bay counties averages from 30,000 to 37,000 tons a year.

Coos Bay is the principal harbor between the Columbia River and San Francisco. Before improvement the obstructions which existed at the entrance to the bay consisted of the exterior bar and of inner shoals formed by the sands which accumulated in the times of northwesterly storms. The low-water depth on the bar was about 10 feet. The mean rise of tide was 5.6 feet. Jetty work resulted in obtaining a channel through the bar at the entrance to the bay with the low-tide depth of from 18 to 22 feet, or from 23 to 27 feet at high tide. A good harbor has been made in Coos Bay, and Coos River is being improved. The commerce of Coos Bay consists principally of coal and lumber, originating at points on or adjacent to the bay. Practically all of this is shipped to San Francisco in coasting vessels. The commerce averages about 125,000 tons a year.

Coquille River empties into the Pacific at Bandon, Coos County, 375 miles north of San Francisco. Once safely across the bar in the ocean at the mouth of the river, vessels drawing 11 feet of water have no special difficulty in ascending the stream at high tide to the town of Coquille, 25 miles above Bandon. Before improvement was begun, the channel at the mouth of the river skirted the south headland for some distance, and was tortuous, shoal, shifting and studded with dangerous rocks. The depth of water on the bar at the old mouth of the river was about three feet at low tide, or a little over seven feet at high tide. Jetty work resulted in closing up the dangerous old channel that skirted the south headland, and in securing a new channel running straight out to the sea a considerable distance north of the old channel, the depth obtained in the new channel ranging from 4 to 10 feet at low tide. During the fiscal year ending June 30, 1900, the maximum draft that could be carried over the ocean bar at the new entrance to the river ranged from 3 to 15½ feet at mean low tide, the average being about six feet. The commerce of the mouth of the river amounts to over 25,000 tons a year, principally lumber and coal.

Although a Board of United States Engineers reported two years ago that Yaquina Bay is unworthy of further improvement, people living in the region tributary to the bay and along the railroad running to it do not think that work should be wholly abandoned. The commerce of Yaquina Bay increased from 1830 tons in 1882 to over 40,000 tons in 1890. Between 1891 and 1895 it averaged 25,000 tons a year, but fell rapidly when it was proposed to abandon the improvement, and is now not more than one-sixth of what it was in 1890. Work done by the Government at Yaquina has resulted in fixing the channel in width and location as projected, and in obtaining from 14 to 15 feet of water on the bar at mean low tide, or from 21 to 22 feet at high tide, whereas the project provided for only 17 feet at high tide.

SUNDAY EXCURSIONS.

Every Sunday during the Summer season the O. R. & N. Co. will sell round-trip tickets Portland to Bonneville at rate of $1.00. Trains leave Union Depot 9 A. M., returning leave Bonneville 3:02 P. M., arriving Portland at 4:30. This convenient schedule allows five hours at Bonneville. Tickets on sale Saturdays at O. R. & N. ticket office, Third and Washington, and on Sunday mornings at Union Depot.

FAVOR THE CULLOM BILL

SO REPORTS COMMITTEE OF THE STATE COMMISSIONERS.

Uniform National Classification Recommended, but No Action This Year—Day for Pleasure.

SAN FRANCISCO, June 7.—The National Association of Railroad Commissioners this morning received the report of the committee on legislation, which was practically unanimous. The report declares that, as far as the State Railroad Commissioners are concerned, they have not the power "of protective railway legislation," but this relief must come from Congress. The committee favors the so-called Cullom bill, "or some measure akin to it."

The classification committee's report was laid over till next year. Its principal recommendation is that there should be a uniform National classification, which should be printed and promulgated by the Interstate Commerce Commission. The report of the committee on safety appliances was referred to the next convention.

The following officers were elected for the ensuing term: President, Cicero J. Lindley, of Illinois; vice-presidents, J. H. Horton, of South Carolina; A. Chadbourne, of Maine; secretary, E. A. Moseley; assistant secretary, J. Decker.

Charleston, S. C., was selected as the next meeting-place of the association, and the time fixed at February 11, 1902.

Assistant Secretary Decker was made an active member before the convention adjourned. Tomorrow will be devoted to recreation.

Railroad Commissioner T. J. Hennessy, of Missouri, who has been ill at the Palace Hotel since his arrival here, is suffering from a serious attack of pneumonia, and has been removed to a private hospital. His condition is said to be critical.

NEW PRESIDENT OF B. & O.

Goes From the Pennsylvania, Where He Had Long Service.

Leonor Fresnel Loree, who was last Wednesday elected president of the Baltimore & Ohio Railroad in place of John K. Cowan, resigned, goes from the fourth vice-presidency of the Pennsylvania Railroad, and he is a thoroughgoing railroad man in every respect. He was born at

L. F. Loree.

Fulton City, Ill., in 1858, and after his graduation from Rutgers College he secured a position in the engineering department of the Pennsylvania Railroad. In 1879, after two years in that service, he took a position as transit man in the regular army. He was next employed in the surveying deparement of the Mexican National Railroad, and in 1883 he was re-engaged by the Pennsylvania as assistant engineer of the Chicago division. Transferred one year later to the Indianapolis division, he was re-transferred in 1886 to Chicago, a place he held until 1889, when he became superintendent of the Cleveland and Pittsburg division. In 1896 he was made general manager of the road west of Pittsburg, and on the first of the present year elected to the vice-presidency of the road.

CONSIDER IMMIGRANT BUSINESS.

Measures to Get the Southern Pacific Into Harmony.

CHICAGO, June 7.—The advisory committee of the immigrant bureau of the Western Passenger Association held a meeting here and took action in regard to a number of questions relating to immigrant business. The far most important action was a rearrangement of the distribution of the immigrant business to California. Owing to the extension of the Santa Fe to San Francisco it has become necessary that the Southern Pacific be brought into membership. A committee consisting of John Sebastian, of the Rock Island; George T. Nicholson, of the Santa Fe; W. B. Kniskern, of the Chicago & Northwestern, and E. L. Lomax, of the Union Pacific, has been appointed to take up the matter.

Consideration was also given to a proposition to appoint a European representative to keep the roads advised as regards the immigrant situation in Europe.

To Reduce Grade and Cost.

DALLAS, Or., June 7.—The engineers of the Salem & Pacific Railroad have made changes in the surveyed route at the Lee Gap, southwest of town. The changes are to reduce the grade into the gap, and also reduce the cut, which would have been 12 feet or more deep for about 1000 feet in length. These changes will reduce the cost of crossing the divide several thousand dollars.

Railroad Notes.

Assistant General Passenger Agent Charlton, of the Northern Pacific, yesterday received a dispatch saying that 250 of the delegates to the medical congress that has just concluded its session in St. Paul would leave last night in a special train, of 10 Pullman sleepers and two dining-cars for a tour of the Yellowstone National Park.

Yesterday was the second and last day for the sale of tickets to the Missouri River at the special rate of $60 for the round trip from Portland, and many people took advantage of the cheap rate. This rate was made because of the Woodmen's meeting in St. Paul, to which the northern lines made a reduction. This was made the basis for quoting the same figures to all Missouri River points.

Passenger Agent Searchest, of the Vanderbilt lines, has received notice that next Sunday the Michigan Central Railroad will place in service between Chicago and Buffalo a new train, to be known as the Pan-American Special, elegantly equipped and making the through run at night.

The Workingman's Continent.

Queer things in labor and wages in the new Australian commonwealth—Frank G. Carpenter chats with the Labor Commissioner of New South Wales—The commonwealth will adopt the 48-hour week—Big pay for overtime—An army of government clerks—If Uncle Sam had as many it would cost him $1,000,000,000 a year—How the government finds places for unemployed—Wages of carpenters, masons, and bricklayers and others—Cost of living—Beef at 5 cents a pound and bread at half price—The greatest tea drinkers of the world—Australia's liquor bill—Something about the labor settlement and other curious schemes of the island continent below the equator.

NEWS FROM CAPE NOME.

Little Life in the Camp and the Prospects None Too Bright.

In a private letter to A. G. Ogilvie, Mr. Rice, who is associated with George Goggin, formerly an employe of Olds, Wortman & King, in the general merchandise business at Cape Nome, gives some interesting information under date of February 24. The letter arrived yesterday, and Mr. Ogilvie had already started for Nome. The following is taken from it, by permission of Mr. Ogilvie:

"Your letter of October 20 arrived the 7th of this month, coming in by the first and only mail that has arrived in Nome this Winter.

"Nome is very quiet, and has been all Winter. The only creeks on which any work is being done are Ophir, near Council City; Otter Creek, and a little work at the head of Dexter. The high price of coal ($75 to $100 per ton for what can be had now for $40) prevented many from attempting to work their claims. Business has been very quiet all Winter, prices on all classes of goods being as cheap as they were last Summer.

"In December there was a stampede for the Koskosquim River, south of the Yukon. Late reports from there are discouraging and say it is a fake. The Arctic district is a favorite stampeding ground. Kougrock and Gold Run will probably turn out very good next year. Teller is dead this Winter, but looks for a boom in the Spring. Ophir Creek, at Council, is proving very rich.

"The weather during January and February has been very bad, the mercury staying 30 to 40 deg. below zero most of January. This month has been very stormy. A number of bad blizzards have occurred, and quite a number of 'mushers' on the trail have been frozen. The quantity of snow that has fallen is enormous. The cabins along the beach are completely snowed under, only the tops of the smokestacks showing.

"It is very hard at present to say anything about what the conditions will be the coming season. We do not look for much of a rush, but trust that trade will be steadier than it was last year. At present money is very scarce in Nome. Nearly everything is overdone.

"Nome has been orderly and free from fires this Winter. The proposition to incorporate the town has been defeated once, but will probably be brought up again."

NATIVE SONS' MEETING.

To Be Held in Portland Next Wednesday, Thursday and Friday.

The Grand Cabin of Native Sons of Oregon will hold its third annual meeting in Portland June 12 to 14. At the same time the Grand Cabin of Native Daughters will hold its second annual meeting. The Native Sons will hold their sessions in Elks' Hall. It is expected that the sessions of both will be the best-attended and most interesting in the history of the order. Sol Blumauer, grand president of the Native Sons, in speaking of the coming session, said yesterday:

"When the delegates to the Native Sons and Daughters arrive here to attend their respective Grand Cabins, the people of Portland and the pioneers and visitors who are here upon that occasion will have a chance to learn something surprising and gratifying concerning the growth and the significance of the two affiliated organizations.

"The Native Sons have 33 cabins already organized, and five more are in process of organization. The Native Daughters have 21 active cabins. Each cabin of both organizations will send from two to seven delegates to Portland, and in addition many individual members will be here to take part in the parade of pioneers on the afternoon of June 14. The Native Sons will march in the parade as an escort to the pioneers."

On June 14 the members of Abernethy Cabin, No. 1, Native Sons, and of Eliza Spalding Warren Cabin, Native Daughters, will entertain the pioneers and Indian War veterans. The Tabernacle has been engaged for the occasion and lunch will be served in the morning. An orchestra will render music during the lunch hour. Badges for the pioneers will be distributed at that place by George H. Himes.

"THE FLOWER QUEEN."

Cantata Presented by Young People of Unitarian Church.

Root's cantata, "The Flower Queen" was presented by the Young People's Fraternity of the First Unitarian Church last night at Parsons Hall, and was a success. The performance was under the direction of Mrs. C. C. Fallenius, who was accompanist on the piano. The young folks acquitted themselves well, and the grouping of little children in white dresses ornamented with flowers made a pretty scene. J. Adrain Epping, Miss Kathleen Lawler, Miss Ella Hoburg, and Miss Celesta Moore sung the leading parts in excellent style, and Mrs. Sherman D. Brown's violin solos were much appreciated. The cast was:

Recluse, J. Adrain Epping; Night-ingale (violin), Mrs. Sherman D. Brown; Rose, Miss Kathleen Lawler; Sun Flower, Miss Ella Hoburg; Dahlia, Mrs. Harry O'Reilly; Camellia, Miss Gladys Ross; Carnation, Miss Henrietta Eliot; Crocus, Miss Celeste Moore; Heliotrope, Grace Naylor; Lily, Margaret Fallenius; Violet, Bessie Jones; Mignonnette, Hazel Bean; Touch-Me-Not, Nona Lawler; Buttercup, Flora Kemp; Dandelion, Hazel Tichnor; Forget-Me-Nots, May Marrison, Ruby Crichton, Alva Aitken; Poppies, Frances Arnold, Geraldine Aitken; Gladys Pilkington, Ethel Miller, Ada McGown, Mabel Smith, Annie Hanson; Heather-Bells, Elsie Brooke, Josie Arnold, Helga Hansen, Jessie Evans, Marie Hedderly, Alma Ross, Lucile Harley, Faith Hanthorne.

The floral decorations were much admired, and were under the charge of Miss Barley, Miss Ellen Eliot, Miss Ruth Arnold, and Miss Meusdorffer. A dance followed the cantata.

PERSONAL MENTION.

C. H. Thompson, who was recently elected third vice-president of the American Ticket Brokers' Association, has returned from Kansas City.

Dr. Kenneth A. J. McKenzie, who has been attending various state and National surgical associations, left St. Paul yesterday and will arrive home Monday.

Rev. Cephas F. Clapp, superintendent of the Congregational Home Missionary Society for Oregon, arrived home from attendance at the annual meeting in Boston. Oregon is good enough for him.

NEW YORK, June 7.—Northwestern people registered at New York's hotels today as follows:

From Seattle—R. Onffroy and wife, at the Marlborough; C. G. Heifner, at the Hoffman.

From Spokane—C. P. Chamberlain, at the Imperial.

ARE YOU GOING EAST?

The "Imperial Limited" service of the Canadian Pacific will be inaugurated June 10. You are just 100 hours from the Pacific to Atlantic Coast. This train runs through the grandest scenery in the world. For further particulars call on or address H. H. Abbott, 142 Third street.

DEFENSE HAS AN INNING

LOCATOR OF OREGON KING MINE TESTIFIES.

Defendant's Witnesses Flatly Contradict the Testimony for Plaintiff—Court Notes.

The suit of T. J. Brown et al. against the Oregon King Mining Company is still on trial in the Federal Court. Yesterday the defense had its innings, and the entire day was spent in testimony in its behalf. Thron Thronson, under whose direction much of the work has been done by the defendant company, was the principal witness. His testimony was to the effect that the location by Wilson, under which the company claims ownership, was valid in every particular, and that all the requirements of law had been complied with.

Several other witnesses, many of them associates of Wilson, were placed on the stand, and testified to the same state of facts; also that Wilson's staking of the claim was perfect in every particular. The assertion was made by many of the witnesses for the plaintiffs that no west end stake had been placed by Wilson. There is much conflicting testimony for the jury to consider, but taken altogether the case is tedious enough. It will take up several days yet.

A night session of the court was held last night. G. M. Wilson, the locator of the claim, was placed on the stand by the defense, and told in detail the story of his location of the mine, and of the work which he alleges he did upon it. Wilson's story was that he had complied with all the requirements of the law, and that his title was good when he disposed of the mine to the defendant.

Probate Matters.

The final account of Clementine and Lydia Rodney, executrices of the estate of Mary B. Rodney, deceased, was filed in the County Court yesterday. The property is valued at over $35,000 and they are the residuary legatees. The receipts from rents, etc., were $5323, and there was disbursed as expenses, payment of claims and legacies, about $15,000.

Cora Elizabeth Ford yesterday filed her report as administratrix of the estate of her former husband, Reginald P. Walker, deceased. There was received from the Connecticut Mutual Life Insurance Company $4300, as compromise of a life insurance policy. The total receipts were $5172, and there remains on hand $3325 and real property, including a farm in Benton County. Mrs. Ford and two children are the heirs.

Milton W. Smith filed his final report as administrator of the estate of Lucius Stiles, deceased. He deeded two lots in Proebstel's addition to Flora A. Osborn by order of the court.

Divorce Suits.

Margaret Darling has begun suit against Thomas Darling for a dissolution of the matrimonial bonds, because of desertion.

William Creighton was granted a divorce from Anna Creighton by Judge George yesterday on the ground of desertion.

Josephine James was divorced by Judge George from Jno. W. James because of cruel treatment, and was granted the custody of their two minor children. They were married at Roseburg in 1883. The court still adheres to the rule that a divorce decree does not take effect until the attorneys have prepared and submitted the findings to the clerk for entry, and caused them to be signed by the trial judge.

In the divorce suit of Mattie Burnham vs. Fred L. Burnham, an order of default was entered by Judge Frazer yesterday, also in the case of Lulu Bailey vs. Charles Bailey.

Court Notes.

Julia C. LaBarre has sued the Merchants' Supply Company in the State Circuit Court to recover $424 alleged due on account of money loaned.

Judge Frazer will announce a decision this morning in the case of William R. Maffet vs. Security Savings and Trust Co. on the demurrer to the complaint.

Ralph Farrow, charged with gambling, by an information sworn to by C. W. Robbins, pleaded guilty in the State Circuit Court yesterday, and was fined $25. A like case against Byron Coffin was dismissed. They were accused of conducting a game of draw poker.

Dr. A. A. Morrison was before the grand jury yesterday afternoon, probably as a witness in the matter of gambling. He is a member of the Law Enforcement League. The grand jury held a long session yesterday. Nine indictments were returned to the Clerk of the Circuit Court, but they were not given out for publication, as the offenders have not yet been arrested. A libel case against the proprietor of a Sunday paper, on complaint of a man named Ferris, was under investigation. The taking of testimony in the Von Grueningen case has not yet been finished.

DAILY METEOROLOGICAL REPORT.

PORTLAND, June 7.—8 P. M.—Maximum temperature, 59; minimum temperature, 46. River reading at 11 A. M., 20.6; change in 24 hours, —0.1. Total precipitation, 8 P. M. to 8 P. M., 0. Total precipitation since September 1, 1900, 41.49. Normal precipitation since September 1, 1900, 44.34. Deficiency, 2.85. Total sunshine, June 6, 1901, 5:59; possible sunshine, June 6, 1901, 15:36.

WEATHER CONDITIONS.

A few small showers have occurred in Northwestern Washington during the last 24 hours, and a thunder storm is reported from Salt Lake City, while elsewhere throughout the Pacific Coast and Rocky Mountain districts, fair weather has prevailed.

Unseasonably cool weather continues in the North Pacific States.

The indications are for generally fair weather in this district Saturday, becoming warmer in Oregon during the afternoon, and in the remaining portion of the district Sunday.

THE RIVER.

The height of the river at Portland at 6 P. M., was 20.5 feet. The river will slowly fall during the next few days.

WEATHER FORECASTS.

Portland and vicinity—Saturday, fair and warmer; northwesterly winds.

Oregon—Saturday, fair and warmer; northwesterly winds.

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

Idaho—Saturday, fair, except thunder showers southeast portion; westerly winds.

EDWARD A. BEALS, Forecast Official.

PATCHES.

Why Brown Ones Come on Faces.

When a woman can get rid of brown patches on her face by changing her diet, it is worth while for other women who care for their complexions to know something of the method.

A lady in Michigan City, Ind., who does not want her name mentioned, says that coffee caused the brown patches on her face by first giving her stomach trouble, then putting her nerves out of order, and the result was shown in her complexion.

She quit coffee and began using Postum Food Coffee, and in less than a month the stomach trouble disappeared, and within two months her complexion cleared up, and is now fine and rosy.

She speaks of a Mr. Knight and Gideon Hunt, of Westfield, Ind., who have both been improved in health by leaving off coffee and taking in its place Postum Food Coffee; also a Mr. and Mrs. Jesse Stanley, of the same place, who were in poor health and suffered from stomach trouble. They quit coffee, and after using Postum a short time the result was natural sleep, return of appetite and a gain in strength as fast as nature will rebuild.

She gives the names of a number of other persons who have been helped by leaving off coffee and taking Postum Food Coffee.

It is a safe proposition that if any coffee-user has stomach or nervous trouble or bad complexion, he or she can get rid of the trouble by discontinuing coffee and taking Postum Food Coffee. It is easy enough to prove the truth of this by making trial. Every first-class grocer sells Postum.

Nerve Energy and Eyeglasses

A constant dropping wears away a stone. A slight eyestrain injures the health, because it is constant. The strain which first manifests itself as a slight discomfort should be remedied at once. This we can do with the proper correction by glasses. Delays are dangerous, and you have no excuse to offer, as we make no charge for the examination.

DALLAS OPTICAL PARLORS
218-219 FAILING BUILDING,
Take Elevator THIRD AND WASHINGTON

HAZELWOOD CREAM
ASK YOUR GROCER FOR IT.

Having considerable call from the grocers for cream, we have decided to furnish them with a fresh supply, every morning, of pure, sweet cream, put up in air-tight bottles, and guaranteed to keep 24 hours. The following grocers now carry a supply on hand. F. Dresser & Co., Gottsacker Bros., J. D. Lancaster, Sealy, Mason & Co., Stehnken & Julieu.

HAZELWOOD CREAM CO.,
Both 'Phones. 382 WASHINGTON STREET.

PRIVATE STOCK

All connoisseurs in whisky know that this brand is unexcelled. We have it, with all of the other best brands. Our Private Stock Whisky is 12 years old. If you don't believe this, try it.

AUGUST ERICKSON

NORTHWEST COR. SECOND AND BURNSIDE STREETS

Concert every afternoon and evening.

EXTRA! EXTRA!

Return of the Big Moral Shows. The Oldest, the largest and the richest Shows of the kind in world.

NORRIS & ROWE'S
BIG TRAINED ANIMAL SHOWS

Will Exhibit in Portland
Monday afternoon and night.
Tuesday afternoon and night.
Wednesday afternoon and night
Thursday afternoon and night.
Friday afternoon

June 10-14

Performance daily at 2:30 and 8 P. M.
Waterproof tents will be located at the
Corner Eleventh and Clay Streets

300—PERFORMING ANIMALS—300
Trained Elephants.
Trained Zebras.
Trained Zebus.
20—FUNNY CLOWNS—20
Trained Seals.
Trained Sea Lions.
Trained Goats.
SEE THE FUNNY CLOWN BAND
Trained Monkeys.
Trained Dogs.
Trained Anteaters

BRING THE CHILDREN!
EVERY ACT AND FEATURE NEW THIS YEAR.
DON'T MISS THE NEW BIG PARADE

SEE.....
The troupe of dancing baby elephants.
The new Animal Fire Department.
The Marvelous Performing Seals.
The $20,000 Tableaux.
The new Animal Fire Department.
The Exciting Races.
The McGinty Family.
The Greatest Aggregation of Animals in the World.
Prices—Adults, 25c; Children 15c.

NEW TODAY.

CHICKENS—CHICKENS
Cheaper Than Ever Before.
Everybody can eat chickens tomorrow. Your choice, 12½c pound.

Best creamery butter	35c and 40c
Creamery butter	30c and 35c
Country butter	25c and 30c
2 dozen ranch eggs	25c
Sugar-cured hams	12½c and 13c
Picnic hams	10c
English bacon	12½c
5 lbs. lard	55c
Costa Rica coffee	20c

All goods retailed at wholesale prices. La Grande Creamery Company, 264 Yamhill.

FUNERAL NOTICE.

COSGROVE—At 305 First street, at 3 o'clock June 6, Henry Cosgrove, aged 76 years. Funeral at St. Mary's Cathedral, Saturday, June 8, at 9 A. M. Friends invited.

GEYER—The funeral services of the late Charles Geyer will be held Sunday at 2 P. M., from the residence of Alvyn Kade, 17th st., near Savier. Friends invited.

SILVER—The funeral services of the late Charles R. Silver, who died in Seattle, Wash., March 14, 1901, will be held Sunday, June 9, at 10 A. M., at Finley, Kimball & Co.'s chapel, corner Third and Jefferson sts. Friends invited.

GARDNER—The funeral services of the late Adelbert B. Gardner, brother of Mrs. S. B. Wallace, will be held today at 2 P. M., at Finley, Kimball & Co.'s chapel, corner Third and Jefferson sts. Friends invited.

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.

NEW TODAY.

MEETING NOTICES.

Don't forget the drive whist party and dance tonight in hall 201, Allsky building, D. of H. Sick Benefit League; you are cordially invited. Admission, 15 cents.

ATTENTION, KNIGHTS.—Special convention of Americus Lodge, No. 1, K. of P., Sunday, June 9. The members will attend at their Castle Hall, at 1 o'clock sharp, for the purpose of attending the funeral of their brother, Charles Guter. Brothers from other lodges invited. By order of the C. C.
ED D. CURTIS, K. of R. & S.

NOTICE, RATHBONE SISTERS.—All members of Irenae Temple, No. 20, are requested to be present at meeting of Orphia Temple, Saturday evening, June 8, to meet the Supreme Mistress of Records and Correspondence, M. Josie Nelson, of Indiana, also Grand Chief of the State of Washington. COMMITTEE.

CAMELIA CHAPTER, NO. 27, O. E. S.—A regular communication this (Saturday) evening, at 8 o'clock, in Hill's Hall, Upper Albina. By order W. M. NELLIE M'KINLEY, Sec.

KNIGHTS OF PYTHIAS.—All members of Castle Lodge, No. 13, are earnestly requested to attend funeral of Adelbert Gardner, on Saturday, June 8, at 2 o'clock P. M., Finley, Kimball & Co., undertaking parlors, corner Third and Jefferson sts. C. H. FOX, C. C.

MARTHA WASHINGTON CHAPTER, No. 14, O. E. S.—Special meeting this (Saturday) evening, at 8 o'clock; work. By order of W. M.
M. HOWATSON, Sec.

ABERNETHY'S CABIN, NO. 1, N. S. O.—Adjourned meeting this (Saturday) evening, at 8 o'clock, at office of J. J. Johnson, Hamilton building.
F. M. DEWITT, Rec. Sec.

WOODMEN OF THE WORLD, ATTENTION.—Members of Webfoot Camp, No. 65, and all sister camps of the city are respectfully invited to meet at Finley, Kimball & Co.'s chapel, corner Third and Jefferson sts., Sunday morning, June 9, at 10 A. M., to attend the funeral of our late neighbor, Charles R. Silver. F. G. WOODCOCK, C. C.
A. L. FINLEY, Clerk.

ELIZA SPAULDING CABIN, NO. 1, N. D. O.—Regular meeting this (Saturday) evening, in A. O. U. W. hall, Selling-Hirsch building.
ELSIE N. CHRISTENSEN, Pres.
PEARL SNOW, Rec. Sec.

NEW TODAY.

A. J. FARMER, WHOLESALE AND RETAIL grocer, Third and Jefferson.—16 lbs. Granulated Sugar, $1.00; by the sack, $5.90; best Eastern Hams, 12½c; best Valley Flour, sack, 70c; 10-lb. box Crackers, 50c; 3 packages Scotch Oats, 25c; 3 packages Yuco Mush, 25c; 4 packages Mother's Mush, 25c; 4 packages Jumbo Mush, 25c; 2-lb. can Hekin's celebrated M. & J. Coffee, 50c; 2 lbs. Arbuckle's or Lion Coffee, 25c; 2 lbs. green Costa Rica Coffee, 25c; 1 lb. green Government Java Coffee, 20c; 1 lb. Japan Tea, 30c; 1 lb. English Breakfast Tea, 30c; 1 lb. Gunpowder Tea, 30c; 1-lb. can Royal Baking Powder, 40c; ½-pound can Royal Baking Powder, 20c; 1 gallon good Table Syrup, 40c; 4 gallon jacket Table Syrup, $1.45; 1 lb. Maple Syrup, $1.00; 1 lb. Maple Sugar, 15c; 1 Climax Tobacco, 40c; 10 lbs. No. 1 Rice, 45c; 10 lbs. Tapioca, 45c; 10 lbs. Sago, 40c; 10 lbs. Small White Beans, 45c; 11 lbs. Prunes, 25c; 10 bars Palo Soap, 25c; 10 bars Fern Soap, 25c; 7 bars Owl Soap, 25c; 6 bars of Ivory Soap, 25c; 5 packages Gloss Starch, 25c; 2 bottles Hire's Root Beer, 25c; 1 quart bottle Salad Oil, 30c; 3 cans Vancamp Pork and Beans, 25c; 3