HIGH RATES FOR WHEAT CAUSE ADVANCE NITRATE CHARTERS.

Will Check Movement of Tonnage in This Direction-Two Transports Beturning to Portland.

Nitrate frienghts on the west coast of South America, and wheat freights from the west coast of North America seem to have very much in common. A year ago the high rates paid for nitrate ships sent wheat rates out of North Pacific ports up to the highest rate reached in ight years. Now conditions are reversed, and the high rates paid for wheat ships are lifting nitrate freights along with them. A month ago nitrate ships went begging at 22 shillings to 25 shil-lings, but now they are up around 30 shillings, with a number of fixtures reported at 25s 3d to 29s. The advance was caused by a number of ships sailing away from west coast ports in ballast for Portland, Puget Sound and San Francisco. Under normal conditions, there is a dif-ference of about 10 chillings in favor of the nitrate men, as compared with North Pacific Coast wheat exporters, but when wheat chartering began a few months ago this differential widened out to las

and 17s 6d per ton.

This started the ships north, and Portland has already loaded 10 vessels that came up from West coast ports, and eight more are listed for this port, with as many more for San Francisco and Puget I. Those coming to Portland are the Indian, Falls of Hallidale, Celtic Chief, Mayfield, Kinfauns and Mooltan, from Valparaiso, Galgate from Callao, and Samoena from Mollendo. The advance in nitrate freights will undoubtedly check the movement of ballast tonnage to the north, but it came too late to force wheat freights up to any apprecia-ble extent, as enough tonnage has been headed in this direction to make the statistical position of ships about the same as it was a year ago. The only charters reported this month have been at 41s 5d, which was exactly the same rate as was paid a year ago this month.

CHICAGO'S ATLANTIC LINE.

Promoters of Steamship Enterprise Satisfied With the Experiment.

NEW YORK, June 12 .- A special to the Tribune from Montreal says: Warren F, Purdy, manager of the Northwestern Steamship Company of Chicago, who is in town, says that the company is satisfied with its venture in having ships ply-ing directly between Chicago and Great Britain by way of the St. Lawrence route. There is \$1,000,000 invested in the four steamers already running and two more are to be constructed immediately, Mr. Purdy says he is satisfied that the an-nouncement of the Dominion Government that there is 14 feet of clear water in the St. Lawrence canal, is well founded, as on the voyage of the Northtown, which has just come through, he held the tape himself and found a minimum depth of more than 14 feet. Mr. Purdy predicts that other Chicago shipping firms will follow the lead set by his company, and expects to see half a dozen different lines plying direct between Chicago and Europe. There is, in his opinion, an astonishing future before the St. Lawrence waterway.

THYRA AND KINTUCK.

at work have been paid by warrants of whith the troops. Just why the troops should not be mustered out in Portland is a matter which is not easily explained, except that the San Francisco pull is heavier than that of Portland. What it will cost to construct paths in orses and mules from Portland, losing but four animals on the voyage

SCARCITY OF SAILORS.

Many Ships Delayed at San Francisco by Shortage of Crews.

There is a great scarcity of sailors is San Francisco, and several ships have been tied up for over a week, endeavor-ing to get crews. Meanwhile blood money has advanced to extravagant figures. For tunately for this port, there are but few ships loading, for if there was a large feet in the river it would be almost as impossibility to secure crews with which to man them, and the old cry of extor-tion would be raised. There is so much profitable employment on shore that the allurements of an ocean voyage are not sufficiently great to attract sailors at the present time. There will be quite a fleet of July ships this year, but by the time they are ready to sail the deserting tars will have had their fling ashore, and will

Domestic and Foreign Ports. ASTORIA, June 12.—Salled at 5:30 A. M.—Steamer Geo. W. Elder, for San Francisco. Condition of the bar at 5 P. M., smooth; wind northwest; weather

San Francisco, June 12. - Arrived-Steamer Condor, from Tacoma; steamer Alliance, from Porfland; steamer New-bury, from Gray's Harbor, Salled— Schooner Helen, for St. Michael; steamer Columbia, for Astoria; schooner Re-peat, for Astoria; schooner Mayflower, for Coquille River; schooner Lizzie Vance, for Gray's Harbor; schooner Mary E. Russ,

London-Arrived June 11 .- ritish ship Clan MacPherson, from Tacoma, Hamburg-Arrived June E.-British ship Province, from Astoria.

Rotterdam, June 12.—Arrived-Staaten-dam, from New York, via Boulogne, New York, June 12.—Arrived-Kara-mania, from Naples, Sailed-Majestic, for Liverpool, Friesland, for Antwerp, Liverpool, June 12.—Arrived—Lusitania,

from Montreal. nstown, June 12-Sailed-Ultonia, from Liverpool, for Boston, Southampton, June 12.—Salled—Kaiser Wilhelm der Grosse, from Bremen, for

Hong Kong, June 10 .- Arrived-Indravelli, from Portland, Or., via Yokohama. Seattle-Arrived June 11.—Schooner Vega

from Nome coma-Arrived June 11 .- Schooner Marion, from San Pedro; steamer Lakme, from Alaska Port Gamble, June 12.—Sailed—Barken-

tine Gardiner City, for Hilo. Comox-Salled May 21-Brig Courtney, or St. Michael. Yokohama-Salled June 8 - British

steamer Victoria, for Tacoma. Arrived May 15-Japanese steamer Toza Maru, from Seattle

Antwerp-Arrived June 11-British bark ofala, from Tacoma. Hong Kong, June 12—Arrived previous.

ly-Peru, from San Francisco, via Hono-New York, June 12.-Arrived-Peruvian, from Glasgow.

Cherbourg, June 12 Sunes Vilhelm der Grosse, from Bremen, for New York Queenstown, June 12.-Arrived-Com

and proceeded. Kinsale, June 13.-Passed-Germanic, Liverpool.

June 12.-Arrived-Ger-Queenstown. manic, from New York, for Liverpool, and

PACIFIC COAST FREIGHTS marck, from New York for Plymouth, Cherbourg and Hamburg.

COLLECTORS WITHDRAWN. Expenses of Getting Bicycle Tax Greater Than the Receipts.

The 10 bleycle license collectors who have been stationed on the bicycle paths were ordered withdrawn yesterday by the County Commissioners, and it is probabl that no more Deputy Sheriffs will be put on this work until city paths are built. on this work until city paths are punt.
The bicycle tax was coming in slowly, considerably less than \$2000 having been taken in at the time the outside men were put to work. The amount has since increased to \$2800, which represents 2500 tags alto gether that have been disposed of. This is a small showing when it is considered that during the first year under the old law over \$12.000 bleycle tax was realized.

R. G. Morrow and T. Brooke White, as representatives of the Bicycle Council, ap. peared before the Commissioners with a list giving the receipts and expenses of

1	the outside conectors as follows:
	May 20 to May 31, 1901.
r	Tags.
•	P. Kelly 60
1	Clyde Ryan
	Alongo Perkins 27
	H. Nunn
	F. Sherlock
8.3	G. B. Perell 22
6	G. B. Perell
J	o. J. wermeiner
	Number sold
	Net gain to bicycle fund\$118 00
5	June 1 to 11, 1901.
9]]	The same

Kelly Clyde Ryan William McLeod Alonzo Perkins H. Nunn Net loss to bicycle fund...... \$ 8 00

Sheriff Frazier was present, and, addressing him, Commissioner Mack said: "These gentlemen of the bleycle organization think it is costing too much to collect the blcycle tax."

Sheriff Frazier, in response, said: "The present condition of affairs is not altogether agreeable to me. I have followed the law as best I could. I have had ten

men on the paths, and it should be re membered that they not only sell tags but induce persons to come to the Court-house and purchase them, but whatever is agreed upon is agreeable to me."

Mr. White expressed the opinion that the deputies should be dismissed at once and have some man or men put on the paths occasionally to make arrests. He did not believe it was a paying proposi-

tion to hire men to collect the license when it is being spent in salaries almost as fast as it is collected. The Commissioners agreed that there appeared to be little object in keeping the men out and ordered them dismissed. Messrs Morrow and White had plans and specifications with them for city paths, and wanted the Commissioners to advertise for bids right away, but this was not consented to. The Commission-ers did not examine the plans and specifications, and the gentlemen who brought them did not leave them with the Clerk

of the County Court. Two Big Transports Will Return to
Portland From Manila.

The United States transports Thyra and Kiniuck will both return to Portland from Manila, and the former has already sailed for Portland with a company of volunteers, which will be mustered out in San Francisco. The Thyra was turned over Commissioner Showers states that he Manila, and the total a company of volun-for Portland with a company of volun-teers, which will be mustered out in San Francisco. The Thyra was turned over to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to the Government in this city, and it is to company of volun-ties a balance of about \$5000 in the bicycle path fund, realized from the old bicycle tax, and against this paths are being laid out which will cost about \$500. erwise, she would probably go direct to at work have been paid by warrants San Francisco with the troops. Just why drawn on the old fund. The Sheriff has

The Kintuck will probably bring a few soldiers when she returns. She had excellent luck with her outward cargo of building the paths in the country displayment from Portland loging.

What is with the first will be built, remove to be all they had hoped for, they proceed to criticise the American building the paths in the country displayment from Portland loging.

Mr. Walti went on to say that in Eng. tricts was from \$50 to \$200 per mile. Sometimes banks had to be cut away and grading done, which was expensive, but this did not often happen. On some of the county roads the paths are eight feet wide and when placed on both sides of the road are six feet in width. They are about eight inches high, topped off with screened gravel. It will cost but little to keep them in repair, probably \$10 to \$15 per mile.

EASTERN MULTNOMAH.

Planting and Seeding Done-Filling Silos Now.

GRESHAM, Or., June 12.-Seed time is about over, all crops being in the ground, excepting on a few pieces of low land in different localities that are still too wet to plant. The heavy rains of last night and today will do an immense amount of good and very little harm. Late-planted crops will sprout readily and come on about as soon as if they had been put in earlier. All crops are looking well, and the yield promises to be immense, but there is no telling what the cutworms are deciding upon, nor whether the sun may not conclude to get to work overtime and scorch up a few hundred acres before going on another strike.

The last of last year's crops is going to market in small and not very attractive lots. Almost every farmer has or had a few sacks of potatoes left over after planting, and there were a few bales of hay scattered about over the country. These are being hauled to town while the prices are up, for it is almost the last chance to sell them.

Filling Silos.

F. T. Williams has just finished two silos of 75 tons capacity each, and has a cut-ter in place ready to begin filling them with green clover. The problem of preserving a clover crop in rainy weather has been solved, as it makes no difference how wet and green the grass is when it is put away. Numerous other farmers will also fill their silos in the same way with green clover, and then begin feeding it out so as to have the silos empty by the time

for Winter. Seven Graduates. Seven pupils of the Gresham School have passed their final examinations from the eighth grade. They are: Etta Manning, Clarence Cleveland, Bert Metzger, Lillie Ross, Laura Harvey, Grace Dorerty and Maud Rowley, Graduating exercises will take place in Metzger's Hall on a later date during this month. The entertainment given by the school and Miss Grace Holmes a few evenings ago netted \$15, which will go toward the library fund. Professor Winchell has conducted the destinies of Gresham's school for six years, but will now retire from teaching and devote himself to his poultry, bees and farming.

Brief Notes. Measurements have been made and stakes set for telephone poles along the Base Line road from Russellville to Rockwood. Work on construction of the line will begin in a few days.

The teachers, families and pupils of Rockwood and Terry school districts joined together in a picnic at Sandy bridge yesterday. There was a very large monwealth, from Boston, for Liverpool, attendance and a splendid time was reported.

Multnomah Grange will give from New York, for Queenstown and berry festival at the G. A. R. Hall, Pleasant Home, next Saturday, assisted in a and frome, next saturally, assisted in a programme by the pupils of the advanced grades of Orient School. Other literary exercises will be held in the evening, com-Lizard. June 12.-Passed-Fuerst Bis- mencing at 8 o'clock.

ANOTHER COAL PROSPECT

PROJECT FOR BUILDING RAILROAD TO IT FROM HEPPNER.

W. S. Lytle Says He Has Found Rich Bituminous Coal, and He Is Promoting a Development Scheme.

W. S. Lytle, who was formerly con-nected with the Northern Pacific Coal Company at Rosiyn, Wash., and later was auditor of the Columbia Southern Railroad, has been spending several menths in Morrow County, where he has set on foot a considerable development project. It is no less than the organiza-tion of the Oregon Railroad & Coal Company, with a capital of \$500,000, to build a railroad 25 miles southward from Hepp-ner to a coal prospect, and to open and operate coal mines. Mr. Lytle is president of the new corporation, and chief promoter of the development project. As-sociated with him in the corporation are D. E. Herrin, the sheepman, Attorney Redfield and Banker Conser, all of Heppner. Mr. Lytie, who is now in Portland to promote the interests of his develop-ment project, says the intention is to put a force of men in the field next week. The opening of a coal mine and the survey of a railway route to it will proceed vey of a rallway route to it will proceed at the same time, he says, and no time will be lost in getting the work under Mr. Lytle has specimens of coal assaying

as high as 55 per cent fixed carbon, which he says he obtained from an outcropping near the crest of the western spur of the Blue Mountains. That spur forms the watershed between the Columbia and the John Day. He says there are three distict measures of coal in that spur, and that all of them crop out on the John Day side also, where blacksmiths have used the coal for years. The coal cokes readily, and the coke is 87 per cent car-bon, according to the figures Mr. Lytle has. He says his company has control of two sections of the coal land, 1280 acres. The route outlined for the proposed rail-way is up Willow Creek. The altitude of the coal cropping is about 4000 feet, or 2000 feet above Heppner, and the ascent is said to be easy. In connection with this project it is intimated that the route to be traversed by this line is just the one that would be taken by the O. R. & N. Co. In case it should ever build a cut-off by way of Heppner, the Upper John Day, Sumpter and Baker City, to escape its present grades in the Blue Mountains.

Valuable as would a good coal mine in that locality be, the coal would not be all that locality be, the coal would not be all the traffic for a railroad there. A large area of excellent pine timber covers that spur of mountains, and would yield a vast volume of business for the road. The country between Heppner and the moun-tains is also capable of great agricultural development. The opportunity for general development in that region is good.

THOSE AMERICAN LOCOMOTIVES. All That Have Gone Abroad Have Foreign Modifications.

NEW YORK, June 12 .- "They have real American locomotives abroad, strictly speaking, and the critics of these engines to not know what they are.' So said A .M. Waitt, superintendent of motive power and rolling stock of the New York Central Railroad system. He was speaking of the cabled reports of the unfavorable criticisms passed by foreign railroad officials upon the American-made locomotives with which they have lately

been experimenting.

"The locomotives they refer to," Mr. Waitt continued, "are American in make, true enough, but they are English and foreign in dimensions, caliber and power. Owing to the restrictions made necessary by parrower and lower tunnels and other calls. by narrower and lower tunnels and other essential differences which character-ize English roads, as compared with ours -and the same is largely true, I under-stand, on the Continent-it is simply im possible for them to utilize such a ma-

Mr. Waitt went on to say that in England the practice is to nurse locomotives and let them grow old, while in this country the practice is to run them hard and use them to their fullest capacity. Angus Sinclair, editor of Railway and Locomotive Engineering, years ago drove locomotives on the Caledonian Railroad in cotland, being a Frenchman by birth He visits Europe yearly, and he has studied the subject of locomotives in

every country there, except Spain "Prejudice, prejudice," he said, when the subject of American locomotives was "Two-thirds of it, at least broached. mply prejudice. It is hard to get a British or a European engine-driver to make a favorable report on a Yankee ma-chine or a Yankee invention of any kind. But they will come to it, in spite of their prejudices. The American loc win its way in Great Britain and Europethat is certain."

DISPATCHERS END SESSION. Ask Change in Train Orders-New Officers Chosen.

SAN FRANCISCO, June 12.-The National Convention of Train Dispatchers this morning discussed and adopted a memorial which it is purposed to send to the American Railway Association, relative to various changes in the existing methods of hauling trains, and particularly as regards the use of a positive waiting point between trains of the same class, and concerning "wait" orders. A paper was also read on train signals.

This afternoon the members listened to the reading of more papers on matters applicable to the operation of passenger

and freight trains. Tonight the nominating committee rec-J. P. Mann, of Ennis, Tex., as president, and the election of F. S. James, Cherokee, Ia., as vice-president. There were no other nominees and the election of both candidates was made by acciamation. J. W. James, of Tucson, Ariz., and J. F. Mackie, of Chicago, were rival candidates for editor of the official organ, Mackie was elected. The following ex-ecutive committee was elected: James W. James, Tucson, Ariz.; A. D. Caulfield, Louisiana; T. W. Evans, Jersey Shore, Pa., and F. S. Rodgers, Kansas, Resolutions were adopted expressing

thanks to transportation companies and others who had assisted to make the trip of the delegates pleasant, Pittaburg, Pa., was selected as the place of meeting in 1902. The delegates will devote several days to sightseeing in Cali-

NORTHERN PACIFIC AGREEMENT. Purpose to Establish Community of

Interest in Transcontinentals. The Wall Street Journal of June 6 prints the following concerning the recent agreement between the Harriman and Hill interests in New York; "There has been a good deal of guess ing as to the scope of the Northern Pa-cific agreement. It has been declared by

some to be very narrow, affecting only Union Pacific, Northern Pacific and Great Northern. It has been declared by others to be so broad as to include all the Pacific and Granger roads and the Trunk lines "The truth lies, as usual, between the extremes. The Northern Pacific settle ment ' is explicit and binding Union Pacific, Southern Pacific, North ern Pacific, Great Northern and Burlington. These roads may do certain things and may not do others, the purpose being to protect each in its ter-ritory and each in its rights without the probability of interference by the others. "The settlement, however, goes some-

what further than this. Without abso-lutely binding other properties to the strict performance of certain duties, it has been assented to by those identified with other properties and will exert an influence upon the policy of the Northwestern, St. Paul, Atchison, Missouri Pacific and some other roads.

"The purpose was to establish com-munity of interest in transcontinental lines, to avoid unnecessary building, to prevent local jealousies or ambitious interfering with broad policies, to maintain rates subject to wise supervision founded on general conditions, and to promote the welfare of each line in its own field as distinguished from the fields of its

neighbors,
"We are not able to say just how far this agreement will control the policy of the Northwestern in the matter of an extension to the Pacific Coast. The inextension to the Pacific Coast. The in-tention, however, is that the Northwestern and St. Paul shall be given on existing lines facilities fully equal to any which could be obtained by building. "We do not know exactly what has been pledged to Missouri Pacific, but it is known that George Gould is closely con-

known that George Gould is closely con-nected with the Kuhn-Loeb syndicate and it is probable almost to the point of certainty that Missouri Pacific will have no occasion to extend its Texas lines west to the Pacific, as long as Southern Pacific is held by Union Pacific.

is held by Union Pacific.
"It is uncertain what arrangement has been made with reference to Atchison. But Mr. Steele, of Morgan & Co., was elected yesterday a director of Atchison, and there is reason for believing that other than Morgan interests have been large buyers of Atchison stock in the last ten days. It would surprise nobody o learn that there was a joint control of Atchison as well as a joint control of Northern Pacific."

Important Traffic Arrangement. MINNEAPOLIS, June 12 .- An important traffic arrangement for handling passen-ger business on the Pacific Coast has been made by the Northern Pacific and Canadian Pacific. By its terms the Northern Pacific secures through service to Victoria, B. C., and the Canadian Pacific is permitted to run its trains into Seattle. There is a tremendous traffic through the Northwest for British Columbia, and the westbound business of the Canadian Pacific represents a large percentage destined to Scattle.

Denial by Railroad Officials. PHILADELPHIA, Pa., June 12.-Penn-sylvania Railroad officials today denled positively that the company had acquired a controlling interest in the Pennsylvania Steel Company, and also that the Pennsylvania Railroad had purchased the Berwind-White Bituminous Coal Company, At the office of the Pennsylvania Steel Company the officials would neither confirm

Nine Million Bond Issue. MEXICO CITY, June 12 .- The bond issue of the railway, taken over by the Still-well group of American capitalists, and which they will extend to Tampico, givthis city a direct route to that port,

DENVER, June 12.-Nothing but rou-tine matters occupied the attention of the Local Freight Agents' Association to-The car service men re-elected their old officers.

Local Freight Agents.

Rallroad Notes.

The Southern Pacific weather report yesterday morning showed a full inch of rnow at the crest of the Siskiyou mountains. Not since that stretch of road has been operated from Portland has there been such a snowfall at this season of the year. No particular damage was reported.

General Passenger Agent Craig, of the O. R. & N., yesterday issued a circular quoting reduced rates for the Fourth of July. At each station on the system, including Lewiston, Idaho, agents are au-thorized to sell round-trip tickets for one and one-third fare, sales being made on the 3d and 4th, with return limit until the 6th.

A neat and useful pamphlet devoted to the description of Summer resorts reached over their lines in Oregon has just been issued by the Southern Pacific and Corvallis & Eastern Companies, It is mostly devoted to setting forth the at-Numerous tractions of Yaquina Bay. Numerous half-tone illustrations add to the value of the information presented in the let-ter text. Protection from raw wind is made the keynote of Yaquina's attractions. Features of interest thereabouts are illustrated and described and the pamphlet is made a sort of tourist's guide ok for that resort and for others in the Cascade Muntains,

RURAL FREE DELIVERY.

Reason Why Oregon Should Not Be Literally Covered With Routes.

WASHINGTON, June 7 .- A. W. Machen superintendent of the free delivery divi-sion of the Postoffice Department, and having direct charge of rural free delivery, recently returned from a hasty tour of the Western States. Mr. Machen visited Portland, Tacoma and Scattle, among other cities. Aside from favorable comments made upon the growth of the cities themselves, Mr. Machen was much pleased to find that a high degree of suc-cess had attended the establishment of rural free delivery in Oregon and Wash-

The service is not so extensive in thos states as it is further East," he said to The Oregonian correspondent, "but every route is giving universal satisfaction and surpasses our expectations. In fact I can say, in a general way, that every rural free delivery route that has been established in the United States is giving satisfaction to the patrons. I had but lit-tle opportunity to see the rural districts of Oregon and Washington, but what I dld see convinced me that those states are exceptionally well fitted for the inauguration of this service, where the rural districts are sufficiently populated to meet departmental requirements. The roads are good, and good roads is one of the first requirements. The limitations of the population in the eastern part of those states alone operates against a more gen-eral establishment of the service. The people there seem to be waking up to the great advantages of this new form of service, and we are being piled more and more for the establishment of new routes, which are being installed as rapidly as we can have inspection made. There is no reason why these two states should not be literally covered with rural routes, except in the sparsely scitled sections east of the mountains."

PERSONAL MENTION.

Judge T. E. Jones, of the Trinity County, Cal., Superior Court, left yes-terday for San Francisco, after a month's visit with relatives in this city Edward M. Hulme, a citizen of Portland, formerly a teacher in the High School here, and who afterward took a course at Stanford University, and, after he gradu-ated, entered at Harvard University, where he won a free schelarship, has evidently earned distinction there. He is to spend his vacation in England studying political economy in the interests of the university, his expenses being paid by

NEW YORK, June 12.-Northwestern people registered at New York hotels today as follows: From Spokane-J. Van Dyke, at the Grand Union. At Seattle-E. Holher, at the Rossmore;

C. E. Crane, at the Hoffman, THERE IS A CLASS OF PEOPLE Who are injured by the use of coffee. Recently there has been placed in all the grocery stores a new preparation cailed GRAIN-O, made of pure grains, that takes the place of coffee. The most delicate stomach receives it without distress, and but few can tell it from coffee. It does not cost over it as much. Children may drink it with great benefit. It and 25c per package. Try it. Ask for GRAIN-O.

YEAR END OF SCHOOL

COMMENCEMENT WEEK AT ST. HELEN'S HALL.

Attractive and Entertaining Pro gramme-Summer Plans of the Teachers.

The friends of St. Helen's Hall have been out in force this week to enjoy the novel and entertaining programme pre-pared for them to celebrate the close of the school year. Commencement week opened Monday night with a "court ball," intended to be held on the tennis court, but Oregon skies being unpropitious, the young people had to seek the kindly shelter of a roof, and in the spacious school rooms they danced the merry hours away.

Yesterday's programme composed fea-tures of varied interest. An attractive calisthenic drill filled the first hour of the afternoon. Miss Mollie Buckenmeyer, in-structor of the Multnomah Athletic Club, has charge of this department at the Hall. There was a wand-drill given by 16 little kindergarten girls, a "baby pol-ka," schottische, and a military salute, in which the wands were handled not exactly with the precision of old veterans, but with pretty, unconscious grace that quite captivated the audience. Another class of older pupils followed, in which were given the Trilby two-step and other pretty figures, free movements, both Swedish and Delsarte, ending with a live.

The hour that succeeded this was de voted to an enjoyable plano recital by Miss Snell, who rendered compositions by Schumann, Chopin and other composers of the romantic school.

And then came one of the most charm-

ing children's entertainments that has probably ever been given in Portland. This was the Lullabies of the Nations, by the primary department, under the di-rection of Miss Cannon and Mrs. Walter Reed. About 20 of these little folks, gowned in irresistibly pretty costumes, after the fashion of various nationalties, Norwegian, French, German, Italian, negro and Japanese, sang the famous lulla-bles of the world to their babies. It made a charming picture, the curly-haired, fresh-cheeked 7-year-olds in gay peasant costume, each rocking a big doll in her arms. The enunciation of the foreign tongues was wonderfully perfect. In addit.on to the national songs there was an opening chorus and march, "Dance Lit tle Baby, Dance Up High," a solo, Weber's "Wiegeniled," by a little round, faced German Gretchen. Flora Fentzling, and a goodnight song by a group of small maidens in white nightgowns, with candles in their hands, the words of the song being interspersed with many a yawn. Those present gave demonstration of their approval in no uncertain fash-ion, for the pretty effects of the cos-tumes, the fresh, childish voices, and the motherlike ways of the little folks com. pletely carried the audience by storm. In the evening the musical department

engaged the attention of visitors, an un usually varied programme being present-ed. The piano pupils of Miss Snell and Miss Huggins, the vocal pupils of Mrs. Reed, and the violin pupils of Mrs. Sher-man Brown combined to give solos, duets, trios, single and double quartets, that kept the hearers' interest busily occupied for two hours,

At the conclusion of the programme while good-nights, were being said, there was the usual discussion of Summer plans and changes, and there will be still more tonight after the graduating exercises are over. Quite a number of the teachers will return next year: Miss Mabel Lanyon, instructor in English, will be back after spending the Summer at her home near Chicago; Miss Dewey (mathematics) will return; Miss Curtain, from Columbia College, who has had charge of the interme-diate department, will be transferred to science, in place of Miss Vale, one of the most valued teachers the Hall has had, who intends to take a much-needed year's rest abroad. She will make a brief visit to Toronto, Canada, from there going to London, England. A considerable part of her Winter will be spent at Heldelberg, Germany. Miss, Catherine Gove (Latin and Greek) is as yet uncertain as to her plans. As she is still very young and has a promising career before her, her has a promising career father-who is head of the Carey Collegiate Institute for Boys, Oakfield, N. Y.-desires her to finish her college education. She will therefore defer a positive answer until she can confer with him on the subject. Miss Cannon, head of the primary department, one of the strongest teachers on the force, will return. The musical department will next year be in charge of Miss Herning, who has now finished her leave of absence, the time having been spent in renewed study of the Virgil Clavier system. Miss Snell, who has taken her place for the past year, will return to her Boston home The art department will next year be in charge of Miss Florence Pearce, whose sound English training admirably fits her for the position. Miss Valentine Prichard, head of the kindergarten training department, and superintendent of the pub-lic school kindergartens, will Summer at Berkeley, Cai., there to take up a course of child study under Dr. John Dewey (pedagogy), of the University of Chicago. Miss Curtain will spend her vacation in her New York home, and Miss Huggins, of the musical department, will Summer at

tonight with six graduates has been a prosperous and happy one. France has 584 towns with more than 5000

Pacific Grove Cal. Miss Tibbetts berself

will probably leave for New York about July 15. The school year which will close

NEED STEAM?

The Place to Get It Is From Selected

Food. It is good to know the kind of food those with weak stomachs and hearts can get along with for when a man or woman is a little below par, an easily digested food is the thing that goes right to the spot.

A man in Kirksville, Mo., tells how he

got out of trouble by using Grape-Nuts

Food. He says: "My trouble was intens-

suffering in the stomach. It was called gastralgia, but no medicine gave any permanent relief. In June of last year I bogan to grow much worse in every respect. I was terribly constipated the stomach pains were severe. I ran down until I weighed only 120 pounds. I had to give up my business, for my nerves were completely unstrung and I could not sleep more than two or three hours during the night, and that only by snatches during a luli in the pain. "I tried almost every kind of food, but inally was put on Grape-Nuts and in a little while it began to make its worth known. I began to sleep better nights, my strength gradually came back, and I gained in weight rapidly until a little while ago I weighed 165 pounds and have been a well man for months, with never a touch of the old trouble. "My bowels are perfect, the nervous trouble has gone. You can realize I apreciate the value of Grape-Nuts apreclate Food. Don't publish my name, but you can give it in private correspondence and I will take pleasure in answering the

letters. This is another evidence of the practical worth of Grape-Nutz Food in cases of weak stomach and bad digestion. It is the most scientifically made food in existence and contains absolutely nothing but selected parts of the field grains he has successfully used in different distance. tical worth of Grape-Nute Food in cases ing but selected parts of the field grains so cooked and prepared as to admit of almost immediate digestion and assimilation, carrying with it the elements fur-nished by the All Wise Creator for rebuilding the nervous system, the soft part of the brain and the solar plexus.

When one gets from food what the body needs, it is easy to get well and



A Mother's True Friend

"I would like to express my gratitude for the benefit received from your won-derful medicine, Favorite Prescripfor the benefit received from your wonderful medicine, 'Favorite Prescription,' writes Mrs. H. C. Anderson, of
South Britain, New Haven Co., Conn.,
(Box 33). "During the first month of
pregnancy I could not keep anything
on my stomach. Was so sick that I
had to go to bed and stay for weeks. I
tried different doctors, but with little
benefit. I read about many being
helped by using your medicine so I
thought I would give it a trial. I began to take your 'Favorite Prescription' in November and I had a nice
little baby girl in February following. little baby girl in February following My baby weighed over eight pounds. I was only in hard labor about one hour and got along nicely during confinement; was up and dressed on the eighth day. I never had the doctor with me at all. My friends thought that I was sick a very short time. I think Dr. Pierce's Favorite Prescription is indeed a mother's true friend, for it helped me wonderfully.*

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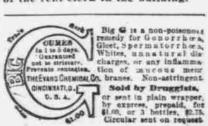
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