STEAMSHIPS RUN LIGHT Invermay, Duns Law end Visurgis are en RATES TO THREE MEETINGS

THE ORIENTAL PLOUR TRADE IS BADLY DEMORALIZED.

Heavy Stocks at Hong Kong-Puget Sound Steamer Sails With Half a Cargo-First April Ship.

The Oriental flour business has fallen away to very small proportions, and the steamship lines operating between this coast and Hong Kong and way ports are heavy sufferers in consequence, and if it continues, some of the vessels will be com-pelled to retire from the field. Mail ad-vices from Hong Kong, under date of March II, report stocks aggregating 1,600. 000 quarter sacks, of which 1,000,000 were Oregon and Washington, and the remainder California brands. With this enormous stock hanging over the market, prices were rapidly drifting from bad to worse, and it was practically impossible to work any new business. Exchange was lower and there was a generally unsatisfactory condition of affairs. Many of the flour merchants were selling below cost in order to unload before the wet season began and spoiled their stocks. The demand is reported to have reached its limit some time before the letter was and was insufficient to keep the market clear with so much coming in all the time. So many shipments have been made direct to the northern ports that the Hong Kong merchants are no longer to work off a surplus in that direc

5.600 barreis, and the Maria, now loading, will carry upward of 40,000 barreis. The steamship Duke of Fife, sailing from Puget Sound yesterday, was obliged to go out almost empty. She had but 2000 barrels of flour, and hardly enough miscel-larieous freight to keep her in ballast trim. The Japan market is not much better than that of Hong Kong, as the cargo saved from the wrecked steamship Knight Companion is still hanging over that market. About 46,000 barrels of the flour on the Knight Companion was for Hong Kong, and as this is four times as much as Japan has been taking from a single steamer when it was dumped on the Japan market at bargain rates, it demoralized matters for a long time. The entire cargo of the Duke of Fife was less than 1000 tons, according to the

manifest printed in the Tacoma News, and a portion of this was lumber. GRAIN FLEET LEAVING.

For First Time Since September, In-

Port List Less Than 24,000 Tons. The French bark Bldart sailed yesterday orning for Queenstown or Falmouth for orders, and for the first time since last September the list of grain tonnage in the river has fallen below 24,000 tons net reg-later. On September 29, 1901, the figures were 24,602 tons, and a day later an incoming fleet brought them up to 30,867 tons. The departures a few days later set the figures back to 27,667 tons on October 5. They passed 40,000 tons October 29, and on November 19 were up to record proportions, with 54,912 tons net register in the river under charter for wheat-loading. A onth later there were but 32,721 tons in the river, but on December 30 heavy arrivals swelled the list to 59,833 tons, and on January 8 the largest list on record was here, the total net register amounting to 63,233 tons, the fleet numbering 37 ships. From this figure there was a drop to 27,555 tons, February 22, but on March 10 there were 46,050 tons, Since then there has been a steady de-

cline in the amount in port, and yester-day but 23,642 tons net remained after the departure of the Bidart. These figures will be cut down to much smaller pro portions in a few days, as there are four ships, the Lots, Barmbek, Incheape Rock and Rockhurst, now at Astoria, ready for sea, and the Marion Lightbody is ready to leave down. Meanwhile the en-route list has reached and passed low-water mark for the season, and is now rapidly climbing upward again.

Master of French Bark Sights a Dangerous Obstruction.

Mr. C. Henri Labbe, French Consular agent, has sent the following notice to the branch hydrographic office:
"I beg to inform you that Monsjeur Craignou, master of the French bark Ernest Lezouve, reports the following

December 17, 1907, at 4 P. M., while eailing under a fair northeast breeze, being in latitude 35:14 south, and longitude 152:58 west, he passed within about 150 meters of a rock, over which there was very, little water. At 4:20 he perceived another rock directly ahead. He then put about and again noted the first rock, and saw that it was about 100 meters long and that the water was breaking white over it. The instructions speak of rocks seen by the ship Jupiter in the night of December 2, 1878, and situated in latitude longitude the rocks seen by him correspond by about 23 miles, but the difference is too great to be the Jupiter."

PIRST APRIL SHIP. Marton Lightbody Clears for Queens-

The British ship Marion Lightbody finished loading yesterday morning, and will clear today with 122,878 bushels of wheat, valued at \$79,87L. She was dispatched by Kerr, Gifford & Co., and is the first vessel of the April fleet to leave port. This is the Marion Lightbody's third trip from Portland, and her present

town of a Low Freight Rate.

cargo is the smallest she has yet taken away from the port. Her owners have been rather unfortunate in having the ship reach this port at an unfavorable time for freights. On her first trip here she come in unchartered in February, 1898, at a time when freights were at very low ebb. The best offer that was made her was 22s 8d, and, rather than accept that rate, her owners bought a cargo from J. R. Cameron and floated it themselves, but were still losers by the operation, as neither the wheat nor the freight market improved. On that voyage the vessel carried 123,000 bushels of wheat. She came to Portland again last season, and loaded 122,86 bushels of wheat at a 40-shilling rate. This season she goes out at 25 shillings, which is about the bottom of the market for the season to date.

VICTORIA'S BIG FLEET.

Nearly Forty Ships Now Headed for the Canadian Port.

There is a fleet of between 30 and 40 sailing ships on the way to Victoria, says the Colonist-one of the largest fleets listed for that port for some time. There are seven laden ships coming from Eng-land, a dozen or more lumber carriers from various ports, to load lumber at ainus, five or six going to Hastings and the Burrard Inlet mills, for lumber a fleet of four from Hong Kong in ballast for orders, and several other cargo-carriers coming in ballast seeking or for or-ders. The fleet bound to Chemainus in-cludes the Star of Bengal, now at San Francisco; the German ship Ostara, from Santa Rosalia; Antigone, from Santa Rosalia; Lake Leman, from Iquique; India, from Taltal; George Thompson and Juan Marano, from Valparaiso, and a number of other vessels. The J. D. Everett is en route from Mantia, and the bark Chailenger from San Francisco to Burrard the late D'Oyley Carte in the Chapel Inlet; the Artemis is coming from Santa Royal, Savoy, today, in the presence of Rosalia in ballast, to load salmon on account of Robert Ward, and the Deccan, friends

some other vessels not yet listed.

MUCH WRECKAGE ASHORE. Life Buoy of the Matteawan Washed

Up South of Plattery. PORT TOWNSEND, Wash., April 3. Neah Bay Indians, returning from the coast south of Cape Flattery, report that the beach is strewn in places with a large amount of wreckage, consisting of pieces of boats, cars, spars and rigging from ves sels. They say that they never saw such a large amount of wreckage. At Quillayute, in a pile of wreckage, a life buoy
was found with the name "Matteawan"
on it. The buoy was brought to Neah
Bay and turned over to the Indian agent,
who sent it to Tacoma on the steamer
Alice Gertrude Tacoma on the steamer Alice Gertrude today.

Repairs to Government Vessels. SEATTLE, April 3.-Repair work on the coast and geodetic survey boats Patter-son and Gedney is well under way. When completed the two vessels will be ready

for a hard cruise in Alaskan waters this Summer in the execution of the survey work on the north coast line. The larger amount of repairs will be to the Patterson. The Gedney is in fairly good shape, a considerable sum having been spent upon her last season.

The main and spar decks on the Patterson will be entirely rebuilt. In addition

son will be entirely rebuilt. In addition two new boilers will be installed and the entire vessel overhauled. The Gedney will have but one boiler replaced. The Pat-terson will be out of commission for more than another month.

Remission of Fine Asked For. ASTORIA. April 2.-President Wheeler. tion.

The Portland & Asiatic line has not yet felt the full force of this flattening out of the business, as the Indrapura, saling yesterday morning, carried nearly a protest to the Treasury Department, asking that the fine be remitted. Accompanying the protest are affidavits by Captain Loll and the purser, stating there were only 12 passengers on board, the other persons being the crew of 14 and several children, for whom no fare was collected. The tug's inspection certificate limits the number of her crew to nine. The papers have been forwarded to Washington, where a decision will be rendered,

> Death of a Sailor. ASTORIA, April 3.—Charles Sweeney, econd mate of the three-masted schooner Lizzie Vance, which arrived in from San Francisco yesterday, died last night un-der rather peculiar circumstances. In the afternoon he came ashore, and soon became intoxicated. He then went to the schooner John A., and, boarding her, lay down. It was noticed that he was breathing unnaturally and a physician was called. The sailor was found to be suf-fering from heart failure, and expired shortly afterward. Sweeney was an unmarried man, about 30 years of age, and is believed to have been a native of San Francisco. His body will be buried here.

Will Not Increase Shipments. KINGSTON, Jamaics, April 3.-The sugar shippers here, while appreciating the offer of the Elder-Dempster Company to carry sugar hence to England free of charge pending the relief extended by the actual abolition of the bounty system, doubt whether the offer will materially increase who many are the abouter as crease shipments or give the planters as-sistance, seeing that 80 per cent of the production is exported to America. The planters were hoping for substantial as-sistance from the British Government,

Ship Captains Heavily Fined SEATTLE, April 3.—Thornton J. Morris and George A. Murk, two ships' captains, accused of brutally beating Neis Jenson, second mate of the schooner Maid of Or-leans, were found guilty of assault and battery and were fined \$150 each and costs by Judge Griffin today. The case occupied two days in the criminal department of the Superior Court.

Defective Torpedo-Boats.

SAN FRANCISCO, April 3.—The tor-pedo-boat destroyers, Paul Jones and Preble, have been placed in drydock at overhauling.

Four Boats on The Dalles Run. THE DALLES, Or., April 3.-Both the White Collar Line and the Dalles, Portland & Astoria Navigation Company have two boats on The Dalles-Portland run, the White Collar Line now operating the Bonita and Tahoma, and the D. P. & A. N. Co. running the Regulator and G. W. Shaver. There is considerable passenger

travel on the river at the present time. May Be a Treasure Ship.

VICTORIA, B. C., April 3.-A dispatch from Carmanah Point reports that a brig-antine resembling the Biakeley, which sailed from here early in the year, with an expedition to search for the Cocos

Steamer Tacoma Arrives.

VICTORIA, B. C., April 2.—The steamer Tacoma, from Yokohama, arrived this evening. She passed the ship Senator in the Straits, bound to Seattle from Glas-

Domestic and Foreign Ports. ASTORIA, April 3.-Sailed at 8 A. M.-Brit abronia, April d. Sailed at 8 A. M. British steamer indrapura, for Hong Kong and way ports; British ship Fulwood, for Callao; French bark Bidart, for United Kingdom, for orders; steamer Elder, for San Francisco. Arrived down, at 8 A. M.—British ship incheape Rock. Condition of the bar at 4 P. M., Mode-

Rock. Condition of the bar at 4 P. M., Moderate; wind south; weather showery.

San Francisco, April 3. — Arrived —
Schooner Maggie C. Russ, from Coos Bay,
Sailed-Ship Two Brothers, for Chignick Bay;
steamer Columbia, for Astoria; steamer Centennial, for Cook Inlet; schooner Webfoot,
for Coos Bay; bark Tidal Wave, for Port
Gambie; barkentine Quickstep, for Tacoma;
steamer Newburg for Gray's Herbor.

teamble; barkentine quickstep, for Tacoma; steamer Newburg, for Gray's Harbor.
Havre, April 3.—Arrived—Latouraine, from New York.
Naples, April 3.—Arrived—Hohenzollern, from New York for Genoa.
Liverpool, April 3.—Arrived—Teutonic, from New York.
Singapores. April 4. Apriled. These

New York.

Singapore, April 1.—Arrived—Hyson, from
Liverpool for China, Japan and Seattle
Madeira, April 1.—Arrived—Denbigshire,
from Tacoma via St. Vincent, C. V., for Naples,
New York, April 1.—Sailed—La Savole, for
Havre; Crefeld, for Bremen; American, for

Hamburg, April 5,-Satisd-Numantia, for San Francisco.

Queenstown, April 3.—Salled-Westerland,
for Philadelphia; Germanic, for New York;
both from Liverpool. Mantia, April 1 .- Sailed-Indrashama, for

Portland.

Port Said, April 3.—Arrived—Moyune, from Liverpool, for Shanghai and British Columbia.

San Francisco, April 3.—Sailed, at 11:30 A.

M.—Steamer Columbia, for Fortland.

Queenstown, April 2.—Arrived—German bark

Queenstown, April 2.—Arrived—German bark
Werra, from Portland.
San Pedro, April 2.—Arrived—Steamer Pulton, from Portland.
Seattle, April 3.—Arrived—Steameh Kalnow,
from Port Townsend: U. S. S. Grant, from
cruise; steamer Trader, from Tacoma; ship
Guy C. Goss, from San Francisco.
Tacoma, April 3.—Arrived, April 2.—Ship
Dashing Wave, from San Francisco; steam
schooner Queen of Pacific, from fishing. Sailed
British steamship Duke of Fife, from Hong
Kong; April 2. British ship Tamar, from Kong: April 2, British ship Tamar, own; steamer Santa Ana, from San

Hoquian, April 3.—Arrived—Schooner Lilli-bonne, from San Francisco for Aberdeen; schoner Henry Wilson, from San Francisco for Aberdeen; schooner Dauntiess, from San Pedro

Irving Unveils Carte Window. LONDON, April 3.-Sir Henry Irving unveiled a memorial window in honor of the late D'Oyley Carte in the Chapel

FAVORS TO NORTHWEST IN JUNE AND JULY.

Union Pacific Issues Handsome Folder, Quoting Rates and Terms and Picturing Portland.

'Portland and the Northwest" is the title of a folder just issued by the Union Pacific Bailroad. Its object is to give information about means of reaching the National Convention of the Travelers' Protective Association of America, to be held in Portland, June 3-7; the supreme lodge of the Ancient Order of United Workmen, to be held in Portland, June 10-20; and the Young People's Christian Union of the United Presbyterian church, to meet in Tacoma, July 23-27. On account of the Tacoma meeting tickets from the East will be sold to Portland on the same terms as to Tacoma. The dates of sale for the T. P. A. and the A. O. U. W. meetings to be held in Portland will be May I to June S, inclusive. For the

clares that Oregon will be included with California in whatever display the com-pany shall make, that there will be no discrimination whatever against Oregon, and that this state shall have full credit for its productions. This letter Mr. Campbell sent to Mr. Craig.

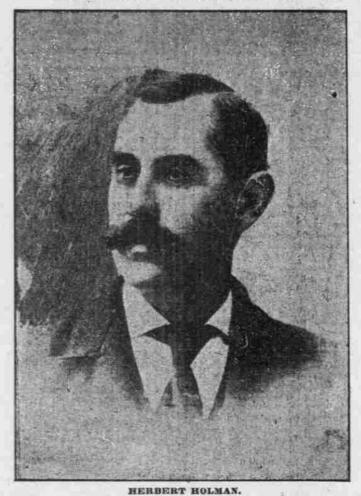
Incidentally Mr. Mills says that no preparations for collecting this exhibit have yet been made, because it is generally understood that the St. Louis Fair cannot take place in 1908, as has been anounced It below understood that St.

nounced. It being understood that St. Louis cannot possibly have the exposition ready for opening before 1994, it is deemed unwise to make collections that will be-come stale by that time. Mr. Craig also says that St. Louis people with whom he has come in contact seem pretty well settled in the belief that the fair cannot open until 1904. But Oregon will be well represented there whenever it shall open,

PURCHASE COLORADO SOUTHERN

NAMED FOR JOINT SENATOR, MULTNOMAH AND

CLACKAMAS, BY REPUBLICANS.



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Christian Union meeting in Tacoma the rado & Southern Rallway, a Denver man dates of sale will be July 18-21, inclusive. The rates and conditions quoted are as follows:

For the Portland meetings going passage must be continuous to first Colorado or Wyoming points en route; west thereof and east of Oregon, stop-overs may be made at any point within 10 days from date of sale, and after reaching Oregon, at the Union Iron Works, for the purpose, it is reported, of having their bottoms rebuilt. Neither vessel has made satisfactory speed, both having a tendency to drag, and they require somewhat of an west of Colorado common points, Cheyenne to Trinidad, inclusive, and points west of St. Paul, Minn., and Port Arthur; east thereof tickets only good for con-

tinuous passage. Final teturn limit, 60 days from date of sale. For the Tacoma meeting the same arrangements will be in effect, except that stop-overs will be allowed at and west of first Colorado or Wyoming point en route up to and including September 10. Final return limit, September 15. The circular starts out with a birds-eye view of the City of Portland. Other fillustrations are the Shoshone Falls, in

Idaho, Mount St. Helens, in Washington, an Oregon mountain scene, Elk Mountain, in Colorado, and a map of the Union Pacific system, including the Southern Pacific. About 1500 words of matter descriptive of the country along Island treasure, was off Clallam Bay this the Union Pacific, Oregon Short Line and O. R. & N. Rallways and some condensed time tables fill the remainder of the dozen pages of the folder. All the illustrations and the cover designs were made expressly for this publication, and the descriptive matter was specially compiled for it. It makes Portland and the Northwest the prominent features, and is a valuable advertisement for the country. General Passenger Agent Fee, of the Northern Pacific, has issued a circular authorizing the same rates to the Tacoma and Portland meetings as are quoted by the Union Pacific, making Seattle, Tacoma and Portland common points for all that business. James Charlton, of the Trans. continental Passenger Association, sends notice of this authorization to the mem-bers of his association for their information and guidance. Neither the Union Pa-cific nor the Northern Pacific are mem-bers of that association, which does not yet appear to have taken any definite action with reference to the rates for these meetings in the Northwest.

NEW PLACE FOR PEARSON.

Assistant Superintendent of Eastern Part of Northern Pacific.

ST. PAUL, April 2.—The affairs handled by the operating department of the North-ern Pacific have increased so greatly in volume that a new office was created to-day to become operative April 15. The new office is that of assistant general superintendent, with headquarters in St. Paul. The office will not conflict with a similar office on the western portion of the system held by A. W. Law, who will remain in Tacoma. A. J. Pearson has been appointed to the new office, and will have jurisdiction under General Superintendent Kimberly over the eastern portion

of the road.

Mr. Pearson has been superintendent for the Pacific division, with headquarters at Tacoma. Newman Kilne, at present divis-ion superintendent of the company for the Yellowstone division, with headquarters at Glondive, Mont., has been appointed superintendent for the Pacific division. C. W. Houston, trainmaster, will assume charge of the Yellowstone division. appointments were announced today in a circular issued by General Superintendent M. C. Kimberly.

OREGON IN S. P. EXHIBIT.

Will Have Equal Show With Cali-

fornia-Not Till 1904. Some time ago The Oregonian copied from a San Francisco paper the an-nouncement that the Southern Pacific Company would make an extensive exhibit of California products and industries at the St. Louis Exposition. General Pas-

who claimed to have his information from officials of the Colorado & Southern said: "It is true that control of the Colorado & Southern has been purchased by per-sons acting in the interest of the Chicago, Rock Island & Pacific Road. The pro posed increase of \$15,000,000 in the capital of the Rock Island which will be voted on by the stockholders of that road on Jun-4, is for the purpose of extending the Clear Creek branch of the Colorado & Southern across the range, through Middle Park and Routt County, thus establishing an air line from Denver to Salt Lake. The branch will leave the Clear Creek Road near Empire and cross the range near

Georgetown. "Part of the understanding is that the Colorado & Southern will dispose of its half interest in the Colorado Midland, presumably to the Denver & Rio Grande. The extension will be built by a construction company, and the claim is that it will cost not to exceed \$15,000,000. The Colorado & Southern has three different surveys across the state, one of which was cross-

sectioned 10 years ago."
The News also hints at the probability of a powerful triple alliance having been formed between the Colorado & Southern, the Rock Island and the Colorado Fuel & Iron Company, the latter concern being particularly interested in the development of the coal and iron deposits of North-western Colorado, through which territory the proposed extension of the Colorado & Southern will pass on its way to Salt

Two Air Lines.

CHICAGO, April 3,-The Record-Herald morrow will say:

"Two projects are now credited to the Rock Island management which will change materially the railroad map of the West and Southwest and bring in new and ossibly disturbing conditions. One is the utilding of the line from Fort Worth to Galveston and the other is the purchase of the Colorado & Southern with a view to extending the Clear Creek branch of the line across the range through Middle Park and Routt Counties, Colorado, thereby es-tablishing an air line from Denver to Sait Lake. Officials of the company to day admitted that surveys for such a Gal-veston line were being made. It is said that if built the new line will pass through Dallas, Tex., and thence will be an all line to Galveston."

HARRIMAN COMING TO PORTLAND.

Now On His Way Through California -Stubbs Also to Come.

E. H. Harriman, head of the Union

Pacific and Southern Pacific system, is

now in California on his way to visit the Pacific Northwest. He came back from Mexico early last week, and spent a few days in the Colorado Canyon. A week ago today he reached Los Angeles, and since then he has been examining Southern California. The San Jose Board of Trade sent him an invitation to an automobile excursion through the Santa Clara Valley, and he accepted it for some time in the week beginning next Tuesday. It is not expected that he will reach San Francisco until about March 15. He will remain there a few days, and then move northward, and he is expected to arrive in Portland some time in the last week of the month. But he is a law unto him-self on this trip, and he may hasten or retard his speed at any stage of the jour ney, and the time of his arrival in Port-land may vary considerably from that indicated so far, It is possible that he will be here shortly after the middle of the month. He travels by special train. Traffic Director Stubbs went to Mexico with Mr. Harriman, but he was called to sitend a conference of railroad traffic of-ficials at Los Angeles a week ago last Monday, relative to the course to be taken by the railroads in defending the suit brought by the Government to prevent illegal rate-making. After that conference Mr. Stubbs went back, it was announced, to join Mr. Harriman in the visit to the Colorado Canyon, but has not been with Mr. Harriman in California, according to the dispatches, and it is pre-sumed that he went on East to attend to important business. It is supposed that senger Agent Craig, of the O. R. & N., took the matter up with Assistant Traffic Director Campbell, with, a view to ascertaining why there should be apparent discrimination against Oregon in rafiroad exhibits at that exposition. It is understood that they have matters of considerable importance be will rejoin the Harriman party in Cali-fornia, and will come to Portland with Mr. Harriman. It is understood that they

was traced to W. H. Mills, land agent of the Southern Pacific, who originated the plan of making a great Southern Pacific display at St. Louis, and he officially de-Golumbia Southern Extension Survey

President Lytle, of the Columbia South ern Railroad, has a report from Chief En-gineer A. E. Hammond, saying that he had completed the survey for the pro-jected extension of the road from Shaniko as far as Crooked River, a distance of 72% as tar as Crooked attention miles. Now he is at work in the country between Crooked River and Bend, the proposed terminus of the extension. The survey thus far completed covers the most difficult part of the line, and the engineers are surprised at the easy grade they have been able to obtain. Between Shaniko and Hay Creek, where it was expected the grade would reach above 3 per cent, a good line has been located with a maximum grade of but 2 per cent, and that for only a mile and a haif of the distance, Between Hay Creek and Crooked River the maximum grade is but 1.8 per cent. From that point to the end of the line the grade will be still less,

Traffic Again Free. BUTTE, Mont., April 3.-Three Great Northern trains blockaded for four days by the blizzard in North Dekota arrived late last night. The regular schedule will be resumed tonight. Traffic also has been esumed on the Northern Pacific in this

GREAT FALLS, Mont., April 3 .- Pas sengers numbering 325 have arrived on the snow-bound train from St. Paul. The train was held in snow in White Earth, on the Great Northern, three days. One child died, a sick man became insane, and an-other attempted suicide.

ST. PAUL, April 3.-The Northern Pacific announced today that matters have been arranged at McKenzie, where floods had interfered with the running of trains, so that there will be no further delay.

Two Big Mortgages Filed.

MINNEAPOLIS, April 3.—The Northern Pacific today filed two mortgages with the Register of Deeds—a prior lien mortgage of \$130,000,000 to the Mercantile Trust Com-pany and a general lien mortgage of \$190,-000 000 to the Farmers' Loan & Trust Company. Both are to be filed in every county in which the Northern Pacific operates.

Will Try to Save It.

CHICAGO, April 3.-Members of the executive committee of the Western Pas-senger Association met here today to con-sider the changed status of the organization owing to the withdrawal of the Rock Island road. It is said a strong effort will be made to prevent the dissolution of the organization. One scheme is to consolidate with the trans-Mississippi and South-western Passenger Associations, but opponents of the pian argue that interests which would be affected by the combination are too varied to permit of harmoni-

Track-Raising in Chicage.

CHICAGO, April 3.-The old City Council marked its last business session last night by unanimously passing the Burrequires the raising of 88.53 miles of track of the Chicago, Burlington & Quincy, Chicago & Northwestern, Panhandle, Chicago Terminal Transfer, Chicago Junction and Santa Fe Railroads. The cost is estimated at \$2,000,000, and the work must be completed by December

First New Train West.

SAN FRANCISCO, April 3.-The first of the 10 new trains recently constructed by the Pullman Company for the daily overland service between San Francisco and Chicago via the Southern Pacific, Union Pacific and Chicago & Northwestern lines, arrived at Oakland pier this afternoon with a good complement of passengers. This series of trains has cost the lines in question over \$1,000,000. Although it had traveled 2000 miles, the train presented a

Denver & Northwestern. DENVER, April 3.—The Denver & Northwestern Railway Company today filed amended articles of incorporation in which the proposed route as far as the Colorado state line is given. The line is

to run as heretofore published. Middle Park and Routt County. at the corner of Morrison and Third streets, while improvements in the build-

ing are in progress, W. D. Sanbern, Burlington agent in San Francisco, has gotten out a circular call-ing the attention of San Francisco merchants to the great range of trade territory in the Northwest that they do not now reach, and suggesting that they get into this field more vigorously by use of the Burlington lines and connections,

Immigrant Train Ditched. UTICA, N. Y., April 3.-A north-bound passenger train on the Mohawk & Malone division of the New York Central Rail-road jumped the track at Woods' Lake early today, and five coaches loaded with

Racking Cough

Dr. Bull's Cough Syrup

IT IS INFALLIBLE. IT HAS STOOD THE TEST FOR FIFTY YEARS. It prevents consumption. Miss Sara E. Willever, Phillipsburg, N. J., giving her experience, writes: "I was troubled for several months with a severe cough, which would have turned to consumption but for the timely use of Dr. Bull's Cough Syrup." SMALL DOSE. PLEASANT TO TAKE.

Do not accept cheap substitutes offered by unreliable dealers, who are thinking of their profit only. Ask for the old reliable "Dr. Ball's Coagh Syrup." See that you get it; also see that the "Bull's flead" is on the package. Doctors everywhere prescribe it and all hospitals use it exclusively in cases of coughs, colds, hoarsoness, croup, bronchitis, and all affections of the throat. It cares quickly and permanently. Thousands of testimonials are received from grateful patients who have been cured by "Dr. Bull's Cough Syrup." All druggists. Large bottles, 25c.

FREE.—A Beautiful Calendar and Medical Booklet sent free postpaid to any one who will write A. C. FIEYER & CO.; Baltimore, Caryland, and mention this paper.

SMALL HOPES IN MARION

DEMOCRATS DO NOT HAVE A PROM-ISING OUTLOOK.

But They Boast of Their Ability to Elect One State Senator and Possibly Two.

SALEM, April 2.—The Marion County Democratic Convention to be held in this city Saturday promises to be a tame affair. There will be no contest for places on the ticket, other than for Legislative candidates. The nomination of Furnish by the Republicans has not disconcerted the Marion County Democrats. They hold that the Pendleton man will prove no more formidable than Governor Geer would have done. George E, Chamberlain is a strong fivorite for Governor, and it is believed that the Multnomah County man is the strongest that can be named

by the party.

The Democrats express confidence in their ability to elect one Senator and two Representatives, with the possible addi-tion of a joint Senator with Linn. This is the extent of the Democrats' hope of success at the forthcoming election.
W. H. Holmes, of this city, will be the

choice of the convention for joint Sena-tor. Those most prominently mentioned as Senatorial candidates are: Frank Dur-bin, retiring Sheriff; Dr. W. H. Byrd and J. A. Jeffrey, of Salem; S. Tomilison, of Woodburn, and John A. Ditter, of Sub-limity. The last three men are also men-tioned as possible condidate. tioned as possible candidates for Repre-sentative. Other names mentioned in connection with the Legislative ticket as Representatives are: W. T. Slater and G. H. Crotsan, of Salem; B. A. Northman and Frank Mangold, of Gervais, and G. H. Cussiter, of Silverton. For nominations on the county ticket

there will be little competition. For Sher-iff, B. B. Colbath, present deputy Sheriff, ill, B. B. Colbath, present deputy Sheriff, is the probable nominee, as other leading aspirants for the place have withdrawn. The race is considered extremely doubtful, since the Republicans have nominated Stelwer, of Jefferson. A. M. Dalrymple, a newspaper man, of this city, may receive the nomination for Clerk. Fred Bents, of Butteville, and William McKay, of Champoeg, will be candidate for nomination as County Commissioner. for nomination as County Commissioner. No names have been prominently mentioned in connection with the offic Assessor, Treasurer, Recorder, Surveyor

PITTED AGAINST CROISAN.

H. McMahon Becomes Independent Candidate for State Senator. SALEM, Or., April 3.-L. H. McMahon oday filed a petition signed by 54 citizens of Marion County, asking that he become a candidate for the office of State Senator from Marion County. The signers reside The Northern Pacific city ticket office has been moved back to temporary quarters in the rear of the hullding countries. in Silverton, and are members of all po-Mr. McMahon said:

"I have a desire to represent Marion County in the Oregon Senate, and I be-lieve that, as an independent candidate. I can be elected. To state the matter plainly. I am a candidate against E. M. Croisan, one of the Republican nominees. I have always been independent in politics, except from 1882 to 1896, when I was a member of the Populist party. I believe I can get the Populist vote entire, a large member of the Populist party. I believe lock, Portland; G. R., Seth L. Pope, Portland; G. R., Seth L. Pope, Portland; G. C., J. H. Irvine, Lebanon; G. W., part of the Democratic vote, and such of the Republicans as may not desire to vote their own ticket straight.

"I am a candidate against Code."

Kline, Corvallis.

"I am a candidate against Croisan because I believe I can beat him on his official record, and the further fact that he recently organized the Republican particle. Hays, S. N. Wilkins, Dr. C. MacLean. ty in Marion County in the interests of and Thomas Callahan. The exercises of

ernor, and will immediately begin a per-sonal campaign, the nature of which will depend upon the way the political situa-tion shapes up."

IN INTEREST OF SHINGLES. Proposal to Abate Discrimination Through the Legislature.

OLYMPIA, April 2.- The shingle manufacturers of Washington have a grievance. They hold that the railroads discriminate against them and they can get no relief through the ordinary channels. They have therefore taken up in a formal manner the proposal of electing shinglemen to the Legislature in order to get the relief needed. At a meeting of shingle manufacturers at Seattle last week the subject was discussed at length, and though no definite action was taken, it is understood that an organized effort will be made in those sections in which there are mills, to se-cure the nomination and election of shingle mill proprietors to the Legislature.

New Sawmill Project. W. D. Wolfe, an Eastern capitalist, is in the city for the purpose of securing a site upon which to erect a sawmill with a capacity of not less than 100,000 feet of lumber a day. Some days ago A. S. Caton and A. P. Howard, also men of capital from the East, purchased a con-siderable amount of property in this city and at places adjacent thereto, and an-nounced that they too desired to erect mills. They asked a bonus of \$5900 and agreed to invest \$25,000. When Mr. Wolfe came along, the former gentlemen showed their faith in this section by offering him a site for the proposed mill and tendered him a bonus of \$3000. The offer will very probably be accepted.

Expensive Jury Session.

recent jury term of the Superior Court, of this county, cost \$2893. There were six criminal cases tried and a number of civil actions disposed of. Court was in session 28 days. A peculiar fact in connection with the term was that not a single conviction was secured.

NO CHANGE IN BOUNDARY. Markers on Alaska Frontier Not Sur-

reptitiously Moved. WASHINGTON, April 3.-Relative to the reported attempt of the Canadian sur-veyors to change surreptitiously one of the markers on the Canadian-Alaskan boundary, to the disadvantage of the United States, it is learned that the matter is one which engages the attention of the authorities here at least once a year. Some miner comes in with a story of the discovery of a true Russian boundary mark, and the officials immediately direct an investigation. A surveyor goes out with his instruments and a camp, and comes back disgusted, since in a course of years the mythical Russian boundary stones never have been found. The last report of the kind led to one of these routine investigations, the report coming from the Coast Survey, through the Treas-ury Department, to the War and Navy Departments, which detailed expert officers, and their inquiry is still in progress,

MASONS IN GRAND COUNCIL.

Officers Elected and Installed-Bananet in the Evening. CORVALLIS, Or., April 2.-The Grap4 Council of Oregon, Ancient Free and Accepted Masons, convened here today, and the following officers were elected and installed: M. I. M., H. W. Hall, Corvalits; G. D. M., W. A. Denny, Portland; G. C. W., S. Chipman, Corvalits; G. E., S. Bul-

Kline, Corvallis.
In the evening the officers of Washingimmigrants were ditched. Fourteen peo-ple were hurt, but none fatally, it is said. "I will support Chamberlain for Gov-ed over by S. L. Kline as toastmaster.



Greatest in leavening strength, a spoonful raises more dough, or goes further.

Working uniformly and perfectly, it makes the bread and cake always light and beautiful, and there is never caused a waste of good flour, sugar, butter and eggs

With finer food and a saving of money comes the saving of the health of the family, and that is the greatest economy of all.

PRICE BAKING POWDER CO. CHICAGO.

Note —Many mixtures, made in imitation of baking powders, are upon the market. They are sold cheap, but are dear at any price, be-

cause they contain alum, a corrosive poison.