10

THIRD SHIP FOR SIBERIA

STEAMER MARIA WILL CLEAR FOR VLADIVOSTOK WITH BIG CARGO.

Carries Over 37,000 Barrels of Flour -Three Grain Ships Will Finish

Londing Today-Marine Notes.

The Austrian steamship Maria, the third vessel to load at Portland for Si-berian ports within the past 60 days, will complete her cargo this morning and clear this afternoon for Viadivostok and Port The Maria has aboard 37,500 Arthur, s of flour, and a lot of miscellaneous freight. She also takes a deckload lumber. The flour shipment on board is the largest that has been made from this port direct to Siberia this season, the ther steamers sailing taking more lumber and miscellaneous freight. The last to depart was the British ship Oceano, which took nearly 2,000,000 feet of lumber

which took nearly adverte windows, fruit, pro-and a lot of doors, windows, fruit, provisions and miscellaneous freight. The Oceano also, carried about 33,000 barrels of flour, which was brought around from Seattle, when she entered here, the greater part of it being for Port Arthur and Chim Foo,

The steamship Hatisu, which was the first of the direct steamers from Portland this season, carried nearly 2,000,000 feet of lumber, 7500 barrels of flour, 583 pack-ages of dredger machinery and several hundred packages of canned and fresh fruit, evaporated cream, provisions, groceries, etc. All three of these steamers were dispatched by the Pacific Export Lumber Company, of this city, who were the ploneers in the Siberian trade out of this port. The next steamer to leave the Pacific Northwest for Siberia will be the Braemar, which is scheduled to sall from Puget Sound May 1.

THREE APRIL SHIPS.

Ernest LeGouve Fnished and Dovenby Hall and Torrisdale Today.

The French bark Ernest LeGouve finished loading yesterday, and will clear today, with 110,825 bushels of wheat, valued at \$73,000. She was loaded by G. W. McNear, and has the distinction of going out under the lowest freight paid since the Spring of 1897, her rate being but 24s 6d. The British ship Dovenby Hall and the British bark Torrisdale will finish loading this afternoon, making four cargoes for the month to date. These cargoes are all above the average, and will in the aggregate reach nearly 500,000 bushels of wheat. Not more than one or two more wheat cargoes will get away this month, and the business will be of small proportions, compared with last April, when 13 ships were cleared. The Dovenby Hall, which finishes today,

has been a regular trader in this port for a number of years, and the cargo now aboard of her is the fifth that she has taken out of Portland since 1895. She sailed in January, 1895, with 112,750 bush-els of wheat, valued at \$52,690, cleared by J. R. Cameron & Co. She made a fast outward run and loaded back for Portland reaching here in time to load again and clear in November, being one of the few ships that have earried two wheat cargoes out of Portland for Europe in one calen dar year. Cameron loaded her on this second 1895 trip with 112,860 bushels of whent, valued at \$56,600. Her next visit to Portland was in 1829, when she was loaded by Balfour, Guthrie & Co., with 112,662 bushels of wheat, valued at \$88,000. She was next cleared by Eppinger & Co. in March, 1900, with 112,742 bushels of wheat, valued at \$60,880. Her present freight rate, 25 shillings, is the lowest paid on any of the five trips. The Torrisdale, which will also finish

today, is no stranger in the port, as she loaded for the Pacific Coast Elevator Company in November, 1894, with 121,246 bushels of wheat, and again in October, 1897, with 133,285 bushels, Balfour, Guthrie & Co. loading her when she was here in

ming Ship Off the Co BAN FRANCISCO, April & .- The tug Relief sailed today in search of the burning British ship Frankistan, for the purpose of bringing the derelict into port. The barkentine George C. Perkins, arriving today from Eureka, reported to the Merchants' Exchange that at 6 o'clock on the morning of April 5, 105 miles west by south of Point Arena, a dismasted vessel was seen on the port bow. The Perkins stood over for the wreck and at 8:39 o'clock passed within 400 yards of the yes sel, which was on fire and whose name could not be made out, though there is no doubt that it was the Frankistan. Captain Jensen reports that the cargo was still burning, and the rigging and masts were all gone, except the bowsprit. All woodwork apparently had been burned out of the vessel. The hull was slightly down by the head, and was about 16 or 18 feet out of the water. The derelict is regarded as a serious menace to nevigation.

load at Antwerp for this port, was for-merly the British ship Old Kensington, MANY LOOK TO PORTLAND der that name made many trips to Portland, The tug Samson was in port for a short

time yesterday. She came up for a harge, which she will tow around to Gray's Harbor, where her owners are interested in a Government contract. Captain Sam Randall is now in command of the Sam-

The schooner S. Danielson sailed from the Siusiaw for San Francisco last week after being barbound for over three months. There are five other lumber carriers still held there, but with an im-provement in the weather they will probably soon be released.

Merchants' Exchange advices yesterday reported the Norwegian bark Albania at Antwerp with part of her cargo damaged. The dispatch stated that she had jettisoned 10 tons on the voyage, and part of that still on board was in a damaged condition The Albania was dispatched from Portland in November by A. Berg.

Domestic and Foreign Ports. ASTORIA, April 8.-Sailed at 11:50 A. M.- so generally used that there was little

MANUFACTURING CONCERNS ARE

HUNTING LOCATIONS.

They Inquire as to Sites and Condi-

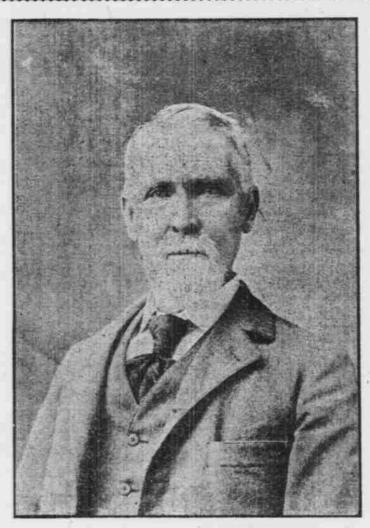
tions, and Need Only a Lit-

tle Encouragement.

The monthly meeting of the Manu-facturers' Association was held last night, and the correspondence read by Secretary

McIsanc showed that there was an un

John Vaupell, of Seattle, wanted



THE LATE ROBERT MAYS, OF THE DALLES.

THE DALLES, April 8.-Hon. Robert Mays, who died at his residence in this city yesterday, was one of the best-known pioneer citizens of Oregon. He had lived in this state since 1857. He was born in Tennessee in 1830, and while a little boy moved with his faiher's family to Illinois, where he received his education. In 1849 he married Miss Lowdema Fowler. They started, with their infant son, from McDonough County, Illinois, in the Spring of 1852 for the West, making the journey to Oregon by ox team in about six months. Passing through The Dalles in the Fall, Mr. Mays went on to the Willamette Valley. He spent the Winter in Benton County, and settled on a donation claim in Lane County on the Long Tom. In 1858 he brought his family to Eastern Oregon, taking up his residence on a ranch near the town of Dufur, which for many years was the family homestead, and is still in their possession. In 1875 Mr. Mays moved to The Dailes, and in 1880 built the commodious home which he has since occupied

From his earliest residence in Wasco County he was one of the foremost raisof livestock. His extensive ranches in the Tygh Valley and other sections of Eastern Oregon were well stocked with horses and cattle, and in late At one time he was one of the largest horse owners in the Northwest. In 1891, in company with E. C. Pease, he engaged in the mercantile bush ness, known as Pease & Mays. Mr. Mays was a lifelong Republican, serving his party in various capacities. He was elected a member of the Legislature in 1860, and again in 1874; was Mayor of The Dalles in 1891-82, and County Judge from 1896 to 1900. He was one of the chief organizers of the Dalles, Portland & Astoria Navigation Company, and of the Wasco Warehouse Company. At the time of his doath he was president of the Second Eastern Oregon District Agricultural Fair Association and The Dalles Driving Association. Berides his widow, Mr. Mays left eight children - Benton Mays, of Tygh Valley; Polk Mays, of Joseph; Franklin Pierce and Edwin Mays, of Portland; Robert Mays, Jr., of Antelope; Grant Mays, Mrs. A. R. Thompson and Mrs. L. E. Crowe, of this city.

THE MORNING OREGONIAN, WEDNESDAY, APRIL 9, 1902.

Isaac were elected delegates to the con- | Loomis and H. B. Segur, all of whom are vention of the Oregon and Columbia River Basin Board of Trade, which will be held of the organization will be to construct. of the organization will be to construct maintain and control a railroad from Billin Portland tomorrow. ings to Great Falls. The survey made by the Burlington the past Winter, it is un-The association decided to join the Lewis

and Clark Civic Improvement Association. The patronage of home industries was and patronage of nome industries was brought up and the association discussed various methods by which it could be-encouraged, such as inculcating an idea of its value, etc. The matter, which the association has closely looked after, will award the necessary contracts.

be again brought up at the next meeting.

ON GOLDENDALE LINE.

-Dock to Be Built.

precedented inquiry for manufacturing sites in and about Portland. Some inquiries THE DALLES, Or., April 8 .- A crew of came from Northwest cities and others from the East. surveyors has begun the work of survey-ing and platting terminal grounds at Lyle for the Columbia River & Northern Railstart a factory for the manufacture of a boiler compound. To this communication road projected between Goldendale and that point. Aside from locating terminal grounds, which will be on the river front

for putting in a dock and slip for the purpose of handling the necessary supplies and apparatus for work on the roadbed.

OPENING OF KETTLE VALLEY. Railroad to Republic to Be Complet-

ed by Saturday.

GRAND FORKS, B. C., April 8 .- Satur day, April 12, will be a red-letter day in the history of Grand Forks and Republic. The occasion will be the formal opening of the Kettle Valley Railway line. A special train will leave Grand Forks in the morning and return the same day. The invited guests, about 400 in number, will come from Spokane, Grand Forks, the Pacific Coast and all points in the Kootenai, and prominent capitalists will come from Eastern Canada. Officials say the rails will be laid into Republic a day or two before the day fixed for the opening.

Movement of Settlers.

More than 1200 persons bearing settlers' tickets have gone out on the Southern Pacific lines in Oregon this Spring, and the movement continues steady. General Pasenger Agent Millersays he is certain more than 2000 new settlers will have been add-ed to the Willamette Valley by the end of this month, when the settlers' rates will be discontinued. This is a new experience for the Valley. It is the first time cheap transcontinental rates have been available to put settlers into this section of the state, and the result is regarded as highly

All the trains from the East continue to bring settlers and homeseekers in large ers, though most of them drop off before getting through to Portland. The population and wealth of the Columbia Valley will be greatly increased by this Spring's movement.

Locomotive for Columbia Southern. A new freight locomotive for the Co-lumbia Southern Railroad is expected about the middle of the month. It has been shipped from the Baldwin works in Philadelphia. This is the fourth locomo-tive for that road, and it is a first-class, modern machine in all respects. Its weight on the drivers is 146,000 pounds, and the entire machine in working order will weigh 163,000 pounds. The traffic of the Colum-bia Southern is increasing so rapidly that all its rolling stock is kept fully employed. and considerable expenditures for addi-tions are required. A few days last week the movement of settlers to Columbia Southern territory was so great that an extra coach was needed to accommodate

New Time Card on Billings Line. OMAHA, April 8 .- General Passenger Agent Francis, of the Burlington, today Agent Francis, of the Burlington, today announced a complete change of the Bur-lington's through schedule between Kan-sas City and Billings, Mont., effective May 5. The night train will leave Kansas City two hours later, at 6:30 P. M., ing afternoon connections to be made from the East that were formerly missed. The same train leaves Lincoln at 1 A. M., instead of 11 P. M., making connections with a Northern Pacific westbound through train. Two hours are also cut from the time between Kansas City and Billings. Trains now leaving Kaneas City at 1 and 3 P. M. will leave at 5 and 7 P. M.



SWEET RESTORERS. GELEEP cannot be imitated except in appearance, neither can Ivory Soap. There are other white soaps that look like Ivory Soap, this is a penalty which it pays for its great success. But you are not deceived, there is only one Ivory, the others are imitations of its perfections.

99% PER CENT. PURE



Chicago, New York, Boston, St. Louis .- Makers of OVAL FAIRY SOAP.

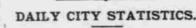
15[¢] for 10

Iowa Merger Bill Passed. DES MOINES, Ia., April 8.—The bill known as the Bard railway merger act, companion of the Moleberry bill, passed the House today in practically the same form as it passed the Senate. The impression prevails that the Governor will veto it, as it is generally claimed to be intended as an aid to the Hill-Harriman Surveying Terminal Grounds at Lyle rallway merger, a feature which induced the Governor's veto of the Molsberry bill,

General Manager of Rock Island. CHICAGO, April &-Official announce nent was made today of the appointment of Charles Goodnow, general superintend-ent of the Chicago, Milwaukee & St. Paul Railroad system, as general manager which which will be on the river itom of Thomas Balfour's ranch, the surveyors will work north to meet a second party, which is working down the Upper Klick-itat from Goldendale. Immediate work will be commenced at the Lyle terminus the other during the second party of the Chicago, Rock Island & Pacific Railway, vice Andrew J. Hitt, effective April 15. Hitt was assigned to other du-ues.

> C. B. & Q. Passenger Traffic Manager CHICAGO, April & Official announce-ment was made today at the offices of the Chicago, Burlington & Quincy Railroad Company of the appointment of T. P. Eustis to the passenger traffic managership of the system.

Arguments Monday in Merger Case WASHINGTON, April 8 .- The United States Supreme Court today decided to hear arguments next Monday upon the application of the State of Washington to take jurisdiction in the case of the Great Northern and Northern Pacific merger.



Death Returns. April 6, Katherine Philepps, 70 years, Home or the Aged; apoplexy. April 6, John Kinney, 34 years, St. Vincent's

spital; tuberculosi Birth Return.

April 5, boy to wife of F. M. Jones, 713 Vashington street. Contagious Disease.

Lawson, corner East Twenty-second and Pine; smallpox. East

Building Permit. F. A. Frankson, barn, Williams avenue, be-ween Mason and Skimore streets; \$100.

Real Estate Transfers. H. A. Mautz and wife to Philip Bardon Jr., lots 19 and 20, block 13, Mabelville.\$ 150 550 Johns

L. Frazer, administrator, to Otto The Hawthorne Estate to Mary E. Nor-

Abstracts, and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-5-7 Failing building.

Prohibits Aliens From Voting. VICTORIA, B. C., April 8 .- A bill was passed by the Provincial Legislature this afternoon prohibiting aliens from voting at municipal elections. Heretofore in the province aliens owning real estate have been permitted to vote at all mu-

Well Known in Portland.

The British ship Frankistan, which was burned at sea a few days ago, was a well-known vessel in this port, having taken several cargoes from here. She was dispatched by Balfour, Guthris & Co. in September, 1855, with a cargo of sal-mon and wheat, and the same firm cleared her from Portland again in August, 190), with a full cargo of wheat. The press dispatches giving the value of the ship and cargo at \$200,000 were considerably overdrawn, as the ship was not worth to exceed \$75,000, and her coal cargo could not have been worth to exceed \$20,000. The Frankistan was a vessel of 1900 tons net register, and was built at Southampton Her dimensions were: Length, 270 feet; beam, 39.5 feet; depth of hold, 24 feet.

Sailors Scarce in San Francisco.

Six vessels laden with freight for foreign ports are now lying at anchor in the stream, unable to sail because of the scarcity of sailors, says the San Francisco Examiner. The vessels are the ship Rohane, bark Bayard, ship Tille Seatt Starbuck, Benlarig, Salvatore Clampi and pool. the Drummuir. The vessels have been unable to secure crews and will possibly be compelled to remain in port for some Because Captain Scott, of the Rohane, attempted to secure nonunion sailors, the shipping masters have re-fused to ship men on board his vessel unless he pays them a heavy bonus. The captaint persists in holding out against their demands, and his ship is without & crew.

Albania's Stormy Passage.

SAN FRANCISCO, April & --- A dispatch from London today says that the Nor-wegian ship Albania, from Oregon, has arrived at Antwerp, after a stormy passage. She reports having some of her freight damaged by heavy seas, During a terrific blow, the Albania was compelled to jettison 19 tons of her cargo.

Movements of the Celtic.

LIVERPOOL April &-The White Star line steamer Celtic, which left New York February 1. with a party of tourists for a cruise to the Meriterranean and the Ori-ent, arrived today. She will remain here three days, sailing for New York April 12.

the British bark Mount Stuart have been added to the list of new-crop ships. They were taken at 29 shillings.

The Hamburg-American steamship Batavia arrived at New York last week with 2696 steerage passengers on board. Four of the passengers died on the voyage, but their death was not due to overcrowding.

The German ship Christel, reported in -Hood's yesterday's Oregonian as chartered to medicine,

and conveyor. It wishes to enlist Port-land capital in the enterprise. It sug-

gests that a company be incorporated

and capitalized at \$100,000, and it would subscribe one-half of the stock. The plan was considered very good by Secre-tary McIsaac and it was referred to him for further investigation. Mr. McIsaac

may possibly make a trip to Colfax to

examine the conveyor and elevator, or ask the patentees to bring it to Portland

for examination. A. O. Nelson, of the Beli-Nelson Mill Company, of Everett, Wash., desired to

build a modern sawmill in the city. He did not want to invest a great deal of money, but he wished to get a site near

the terminal grounds. I. Preston Rice, manager of the Grand Rapids, Mich., Malleable Iron Company,

asked if he could get a location for a malleable iron plant, and whether, if he established a plant, it would prove a profit-

able investment. Through the secretary, Mr. Rice was informed that there was no plant of the kind he named on the Coast,

and if one were established it would be in a position to secure the trade of Oregon, Washington, Idaho, Montana, and Cali-

Tharp Brothers, manufacturers of

rotary weedcutter and cultivator, and a

to start a factory in the Pacific Northwest. He would manufacture wooden-ware, furnishing goods, hammocks, swings, etc. The secretary was instruct-

ed to write him that Portland afforded a

good location for the enterprise and a fair market for the product.

of any new laws.

fornia.

Steamer Columbia, for San Francisco. Condi-tion of the bar at 4 P. M., rough: wind south-facturer might visit Portland and look over the situation weather storm; Antwerp.-Arrived April 5-Norwegian ship libania, from Portland. The Modern Warehouse Company, by Frank H. Browne, asked for definite in-formation concerning the establishment of a plant for the manufacturing of a grain conveyor and portable elevator. The company is the patentee of the elevator

San Francisco, April 8.—Salled at 11:30 A. M. Beamer Geo. W. Elder, for Portland. Yokohama.—Arrived April 4.—British steamer dravelli, from Portland. reka - Arrived April 7-Steamer Alliance,

from Portland. New York, April 8.—Arrived-Amsterdam,

om Rotterday Tacoma, April 8 -- Arrived-British ship Whit-Tacoma, April 8.-Arrived-Brilian ship Whit-lieburn, from Table Bay: schooner J. M. Weatherwax, from San Francisco, 7th, steamer John S. Kimball, from San Francisco. Sailed-Schooner Susie M. Flummer, for San Pedro; 7th, steamer Carline, for San Francisco. New York, April 8.-Sailed-Boyle, for Liver-pool; Kronprinz Wilhelm, for Bremen, via Playmouth and Cherbourg

uth and Cherbourg.

Plymouth and Cherbourg. Tokohama.—Arrived April 5—Indravelli, from Portland for Shanghai and Hong Kong. Sailed —Braemar, from Hong Kong for Tacoma. Auckland, April 8.—Arrived previously—Ven-tura, from Ban Francisco, via Honolulu, for Sydney, N. S. W. San Francisco, April 8.—Arrived—Steamer Santa Ana, from Seattle: steamer Grace Dol-iar, from Gray's Harbor; steamer Grace Dol-iar, from Gray's Harbor; steamer Grace Dol-iar, from Gray's Harbor; steamer Aroain, from Coos Bay; nteamer Pielades, from Seattle. Sailed-Steamer Geo, W. Elder, for Portland; ship Baicleutha Loring; steamer Washtenww, ship Balcleutha Loring; steamer Washtenaw, for Tacoma; steamer Astec, for Tacoma.

for Tacoma, attempt Artec, for Incoma. Glargow, April 8.—Artived—Furnessia, from New York. Seattle, April 8.—Bailed—Japanese steamer Kaga Maru, for Hong Kong. Arrived—Steamer Melville Dollar, from San Francisco. Yokohama, April 7.-Arrived-Yangue, from Giasgow and Liverpool, via Singapore, etc., for

Victoria and Seattle. Hong Kong, April 6 -- Salled-Kintuck, from Mr. Yarnish, a manufacturer of barrels and firkins, of St. Paul, and Walter G. Tucker & Co., sliversmiths, of Cincin-nati, also wanted locations. The secretary Seattle and Tacoma, via Yokohama, for Liver-

East Side Notes.

The Roosevelt Republican Club, of the Eighth Ward, will hold its first meeting said he had replied to all these letters. Lee Brown & Sons, of Stayton, asked The Rockett, will hold its first meeting Eighth Ward, will hold its first meeting this evening, since it was reorganized at 685 Milwaukle street, near Powell street, Regular meetings of this club will be held weekly bereafter. Being was provided at the lum-the base of the street, near powell street, held weekly bereafter. Being was provided at the lum-the base of the street, near powell street, held weekly bereafter. Being was provided at the lum-the base of the street, near powell street, held weekly bereafter. Being was provided at the lum-the base of the street, near powell street, held weekly bereafter. Being was provided at the lum-the street, near powell street, held weekly bereafter. Being was provided at the lum-the street, near powell street, held weekly bereafter. Being was provided at the lum-the street, near powell street, held weekly bereafter. Being was provided at the lum-the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was provided at the street, near powell street, held weekly bereafter. Being was powell street, near powell street, held weekly bereafter. Being was powel

Unitarian Church, of Portland, is sojourn-ing at the home of Mrs. Frances Rowe, 214 East Twenty-ninth street. Mr. Lord for the industry, as cottonwood was that there was only one excelsion factory in Portland, that there was a good field for the industry, as cottonwood was scarce, and if they wished to engage in the business they should secure a supply of cottonwood in advance. D. J. Whitney, secretary and manager of the Clearfield Woodenware Company, of Clearfield, Pa., wrote that he intended to start a factory in the Pacific Northwill remain in Oregon about six weeks, and will return to Boston about the first of June. While here he will deliver lootures in Oregon and Washington on birds.

The charge against Ben Pierce of steal-ing a set of harness from George Howitt, arrested on a warrant issued from Justice Vreeland's Court, has been dismissed. None of the witnesses in the case appeared, and there was no other alterna-

Woolen Mill in Operation.

In the matter of interstate commerce laws, Secretary McIsaac reported that The Portland Woolen Mill, at Sellwood, he had replied to a communication from E. P. Bacon, chairman of the executive committee of the Interstate Commerce Commission, to the effect that in the is in full operation, and there are about 60 hands employed. A day shift only is employed for the present. It is ex-Marine Notes. The German bark Professor Kock and Pattern bark Professor Kock and Detern bark Professor Kock and opinion of the people of the Pacific Coast the proper method was to enforce the present laws and compel the railroad companles to obey them, before the enactment

BUSINESS ITEMS.

A letter was received from C. M. If Baby Is Cutting Teeth, A letter was received from C. M. Reeves, secretary of the committee on legislation of the St. Louis fair, stating that he and T. W. Taylor, Chief of the department of Agriculture, would soon arrive in Portland to inquire about the Oregon exhibit to the fair. President Morrow and Secretary Mc-Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething, it soothes the child, softens the guma, allays all pain, cures wind colle and diarrhoea.

Now take your reliable Spring medicine Hood's Sarsaparilla-America's greatest

Right of Way to Point Richmond. SAN FRANCISCO, April &-The Exweek deeds will be placed on record at Martinez, Contra Costa County, conveying to the Southern Pacific Company a right of way to the water front at Point Richmond, which is the present terminus of the Santa Fe road.

The Billings-Great Falls Extension,

BILLINGS, Mont., April 8 .- The Billings & Northern Railroad Company will be in-corporated in this city May 12. The names of the incorporators will be: G. W. Hold-

nicipal elections, and in some cases their vote had quite a bearing on the result, there being many holders of real estate who have not been naturalized. The redistribution bill increasing the number of members in the Legislature to 42 was passed by the Legislature tonight.

Boy Hangs Himself.

VANCOUVER, B. C., April 8,-The 11-year-old son of George Tumross, of Revensioke, B. C., committed suicide to-day by hanging himself in the barn. His Reventiske, B. C., committed suicide to-day by hanging himself in the barn. His parents can advance no reason for his fore the end of the month in which the tary March 21, 1900, and has served about act, as the boy was of a happy disposi-tion and had been in the best of spirits complaint is made; third, that passenger fares shall be reduced to 3 cents per mile.

ALBANY, Or., April &-The committee on legislation of the Linn County Patrons

of the following to the Legislature: First, that all railroad trains shall be compelled to be on time, except when unavoidably delawed, record that railroads shall be half of his time. During his incarceration Mogris served the greater part of the time as trusty, and Superintendent Lee reports him to have been an exemplary prisoner. Governor Geer refused to commute the sentence of Morris until friends of the

Morris Out of Prison. Recommendations to Legislature. SALEM, April 8 .- P. G. Morris, Linn County's defaulting Treasurer, was today released from the penitentiary, his senrege, J. G. Taylor, H. A. Allee, G. W. of Husbandry has made a report in favor tence having been commuted by Governor out July 1 next

Bengals If you smoke little cigars, take one of yours out of your pocket and lay it on one of these to compare the size. ROYAL **BENGALS** are the biggest "little cigars" ever made-more tobacco, more smoke, more satisfaction for the same money-than yours.

They do not cost any more than the smaller kinds and they are made of better tobacco than any other little cigar that you can buy for the same price-15 cents for ten.

Remember The Biggest

all day.