OLD TIMERS COMING BACK

EN BOUTE GRAIN FLEET HAS MANY FAMILIAR NAMES.

Two More Near-By Ships Chartered-Three Portland Grain Ships Will Race to Europe-Marine Notes.

The German bark Nal passed Delaware Breakwater outward-bound from Phila-delphia for Japan and Portland last Monday. She has nearly 20,000 miles ahead of her before she reaches the Columbia, and some of the grain which will make up cargo has not yet been sown, but favoring winds and good dispatch in the Orient she will probably get around here early in October. The Nal was one of the July ships from Portland last year, and has made very good time since leaving here. She is but one of a large number of ships which make periodical visits to the Pacific Coast, and the en route list ever fails to show some of the old tim-ne. Naturally there are new names on the list, but the old ones are always prominent. Of the list now headed in this direction, the John Cooke has made three voyages from this port since 1894. The British bark Semantha, which passed Beachy Head last Monday, en route from Hamburg to Portland, loaded here in April, 1888, in August, 1898 and in Sep-tember, 1900. The Euphrosyne was here in 1897, and again in 1898. The big Madalene was here in 1897 as the Trade Winds, and since changing name and flag has made three trips to the port. The Niobe was loaded here in November, 1899, and again in March. 1902, the Nomia in April, 1888.

and again in November, 1900. The vessels now listed to arrive which have visited the port within the last five years are the British barks Invermark, Holyroed, and Dimsdale; British ships Estrella and Cypromene; German barks Chile, Ecuador, Margretha, Gertrud, and Professor Koch. The fact that the same owners send their ships back to this port year after year is pretty good evidence that they cannot do much, if any, better in other ports.

ACTED LIKE BANDITS.

San Francisco Paper Comments on

the Bay City Transport Thieves. The San Francisco Bulletin is not in-clined to condone the offenses of the transport thieves in the Bay City, and in an editorial on the Chamberlain report uses

the following language:
"An old-school politician, who in some respects deserved well of his country, clouded his reputation by saying: "The public is a goose and he is a fool who does not pluck a feather." The Chamberlain report shows that there were few, if any, fools in San Francisco in the Summer of 1898. Dewey had destroyed the Spanish Asiatic fleet, but he was 7000 miles from the source of supplies, and there was a Spanish army in Manila. Impatient patriots were demanding that reinforcements be sent in the shortest possible period of time. The cost of preparation was the least consideration. There was a full Treasury, and Congress responded to the public demand to spare no expense. The occasion afforded an op-portunity for a display of integrity that uld have given the great business firms the city a reputation as wide as the ation. They had only to deal honestly with the agents of the Government to have made a record that would have furnished material for a bright page in American history, But, instead, they reached out frantically for the feathers the willing goose was being despoiled of. While there may have been exceptions as a rule, the first in a position to supply the things the Government needed stood by each other like bandits. The Govern-ment agents could not get past the first bidder for a contract. Perhaps, under the circumstances, we ought to be thankful that bids were no higher. In view of the opportunities, to paraphrase what a famous Englishman once said of his opera-tions in India, there was cause for surprise that the stealings were no greater than they were.

"Combinations to loot the Government set a price upon the sentiment which we dignify with the holy name of patriotism. Going in for the 'old flag-and an appropriation' is a practice 'more honored in the breach than in the observance.' "

TWO MORE CHARTERS.

Portland Exporters Secure a Couple of Ships for May-April Londing. Freights are still groping for a lower level, and it is difficult to predict where the bottom will be reached. The Portland Grain Company, of this city, yesterday chartered the British ship Fingal to load on Puget Sound at 24s 3d, the lowest rate paid for a sailing vessel out of a North Pacific part since 1857. The Pingal lost a good charter by failure to reach Puget Sound prior to April 1, and the difference between her original charter rate and the one just accepted means a loss of over one just accepted means a loss of over \$5000 to the owners. The British bark County of Calthness, now at Shanghai, was chartered yesterday for Portland loading at \$5 shillings. She is a handy-sized yessel, and is due in Portland in Oriental freights continue very demoralized and the offers made

ed to move their vessels. "Can I get a freight?" said a disgusted shipbroker yesterday. "Of course I can get a freight if I will take it low enough. I have a steamer for which I am offered down around \$3, against \$5, the regular rate, and I can fill her up provided that I will take cargo for about every port between Viadivostok and Hong Kong, and drop it off in 10-ton lots. I can get freight, but I don't want it under such circum-

are so low that shipowners are not in-

WILL RACE TO QUEENSTOWN. Dovenby Hall, Torrisdale and Mar-

ion Lightbody in a Speed Contest. The British bark Torrisdale left down the river yesterday morning, and will join the Marion Lightbody at Astoria. The British ship Dovenby Hall will leave down today and all three of the clippers will eave the river about the same time. It is very seldom that three such fast sallers getaway in a bunch, and taking advantage of the opportunity to test the respec-tive merits of their vessels, the three skip-pers have each deposited \$250 as a wager. The \$750 will be forwarded to Europe, and the master of the ship making the best outward run from the river will receive the entire amount. The Marion Lightbody is a prime favorite on the Portland water front, on account of her rattling passage up from the West Coast, and a number of other flying trips that she has At the same time the Dovenby Hall has almost invariably made fast passages and has never yet made anything worse than an "average" passage.

The sailing qualities of the Torrisdale are not so well known here, but she has shown enough to warrant the belief that she is by no means entitled to odds from the others, and the line-up on the whole promises as pretty a round-the-world race as ever made the Columbia River the starting point.

Steamer Williamsport Lost.

CHATHAM Mass., April 11 .- The Philadelphia & Reading Railway Company steamer Williamsport, bound from Philadelphin to Boston with the barge Paxinos in tow, struck on Pollock Rip Shoais dur-ing last night and sank. The barge went ashore, but was floated today by the life-savers from the Monomoye station. No lives were lost, as the tug Plymouth rescued the crew and landed them at Woods Hole, Mass.

The compulsory pilotage bill, like the ghost of the late Mr. Banquo, "will not down," and is now dragged out and exhibited to Legislative candidates. It re-

posing show of strength.

The British ship Hilston, well known in this port, has been sold for \$55,006. The Falls of Afton, also a well-known old-timer on the Pacific Coast, has been sold to the Italians and is now the Francisco

The company which is operating the big ranch on Bislocks Island will build a small steamer to run between the island and the mainland. The boat will be about 60 feet long, and will be well equipped with power.

The steamer Maria, which salled from Astoria Thursday, reported at Victoria yesterday. She called at the Canadian port to secure a pilot to take her up to Comox, where she will coal before starting across the Pacific.

Coal Steamer Wrecked.

CHATHAM, Mass., April 11.—The steamer Williamsport, of the Philadelphia & Reading Coal Company, was sunk on Pollock Rip by collision with a barge in tow of the tug Plymouth, and now lies a total wreck just out of the track of vessels going over the shoals. The crew took to the boats and were saved.

Domestic and Foreign Ports. ASTORIA, April 11.—Arrived at 9 P. M., April 10-Steamer Lakme, from San Francisco. Left up at 1:20 P. M., April 11.—Steamer Lakion of the bar at 4 P. M., obscured; wind southwest; weather foggy.

New York, April 11.—Arrived—Carthagenian,

from Glasgow.
Tacoma, April 11.—Arrived—Steamer St. Paul, from San Francisco; steamer Washtenaw, from San Francisco; steamer Lapwing, from New

Westminster.

San Francisco, April 11.—Arrived—Steamer Charles Neison, from Seattle. Salled—Ship Santa Clara, for Ladysmith; schooner Mary and Ida, for cod-dehing; bark City of Papeata, for cod-dehing; ship Indiana, for Bristol Bay; steamer Pleiades, for Seattle; schooner Excelsion, for Port Blakeley; steamer City of Cruship for Victoria steamer Empire, for Coos Puebla, for Victoria; steamer Empire, for Coos Bay; steamer Edith, for Seattle; ship Kenne-bec, for Port Townsend; schooner Volunteer, for Coos Bay; bark Star of Bengal, for Che-mainus; schooner Maggie C. Russ, for Ump-

qua; steamer Chica, for Astoria. Hong Kong, April 11.—Arrived—Hyson, from Seattle. Naples, April 11.—Arrived—Glengarry, from Glasgow, April 11 .- Arrived-Norwegian, from

April 11.-Arrived-Manitou, from April 11.-Arrived-Noordland, from Philadelphia. Sailed-Nomadic, for New

York. Seattle, April 11.—Salled—Steamer Mary D. Hume, for Bristol Bay; ship St. Paul, for Nunbagak.

CONVICTION OF MOST. Affirmed by Appellate Division of

New York Supreme Court. NEW YORK, April II.-The appellate division of the Supreme Court today af-firmed the conviction of Johann Most on a charge of printing in his newspaper, the Freihelt, an improper article entitled "Murder vs. Murder." The article was published about the time of the assassina. tion of President McKinley. Most was sentenced to a year's imprisonment. Regarding Most's conclusion that the Consti-tution gave him a right to publish the article, the court says:

"The Constitution does not give to a citizen the right to murder, nor does it give to him the right to advise the commission of that crime by others. What it does permit is liberty of action, only to the extent that such liberty does not interfere with or deprive others of an equal right.

Elks Going to Salt Lake. OMAHA, April 11 .- A party of Elks, consisting of Charles E. Pickett, of Water-loo, Ia., grand exalted ruler, and officers of the board of trustees, en route to Salt Lake, arrived in this city today from different parts of the country. Mr. Pick-ett said they would visit Denver and other Colorado cities and Butte. They will reach Salt Lake Wednesday, when they will pass on the arrangements for they will pass on the arrangements for entertaining the grand lodge convention in August. He expects 20,000 Elks will at-

AT THE HOTELS. THE PORTLAND. F W Jackson, N Y
J Joseph, San Fran
Louis Freund, N Y
Louis Freund J Joseph, San Fran
Louis Freund, N Y
F Goodman, Baltimr
C F Osborn, Erie Dis
F R Clemens & wife,
Minneapolis
Chas Kemper, Boston
Thos D Blake & w, do J A Finner, San Fran
Mrs J G Gauid, do
Dorothy Blake, Boston, James Gray, Minn
W L Hughaon, San Fr S M Calderhead, W W
Mr & Mrs Charles E
Thomson, Sidney, O
G E Black, San Fran
A Adeledorfer, N Y
J R Baker, Chicago
J R Baker, Chicago
Felix Cohn, N Y
G Mish, N Y
Mr & Mrs W A Clark,
Jr, Butte
Miss Le Bean & maid,
Butte
H K Freeman, Chgo
W D Henry, N H
L R Bolles, Kan City
W Hoffman, BremH K Freeman, Chgo
W D Henry, N H
L R Bolles, Kan City
W Hoffman, BremH K Freeman, Chgo
W D Henry, N H
L R Bolles, Kan City
W A Bethel, U S A
C W Hoffman, BremW C Fearce, Seattle
C S Fierce, Minnpis
T W Nottingham,
Seattle
L R Plechner & wife,
Si Faul
Mrs A E Reames,
Jacksonville
D W French, Baker
S H Beil, Baker
D W French, Baker
S H Beil, Baker
D W French, Baker
S H Beil, Baker
D W French, Baker
H W Colonn & wife,
Boston
W W W Ware, Jr, Portemouth, O
W H Ware, Jr, Well
Mrs A Magent, Helen Grantly
L Benefot
Miss Helen Grantly
Mrs & Mrs W R Wall
Mrs & W R W Sen Fran
Miss Lee Gantly
Mrs & Mrs W R Chaffer
Mrs & W S D Smith, Minnpis
C Pierrence, Germany
L R Benefot
Mrs & G Prouty, San Fran
Mrs & G Prouth, Oskiand
Mrs & Mrs & G Gantle
Mrs & Mrs & G Prouth, Oskiand
Mrs & G Prouth, Oskiand
Mrs & G Prouth, Oskiand
Mrs & Mrs & Mrs & Mrs & Mrs

THE PERKINS.

THE PERKINS.

Z Bengher, Randolph, Neb
B T Baker, do
G W Reynolds, San Fr Geo Self, Camass, Wash A Austin, Olympia
Bert Springer, do
Frank Study, Tacoma
Frank Gerizen, do
Frank Study, Tacoma
Frank Gerizen, do
Frank W Kelley, Seattl
Leo Fairris, Sliver Cy, Idaho
C F Cunningham, Boise
W Rose Winans, Hood
River
C G Copeland, Siletz
H C Bice, St Paul
W Ingles, Viento, Or
Mrs W Logles, do
E A Bennett, La Chir
C A Riddle, do
W F Hill, San Fran
W Cathili, Oregon
Mrs W Cathili, do
H B Parker, Astoris
Geo G Pfunder, Spokn P W Sozenig, Chehalis
W E Bupson, Seattle
J T Tatton, Chehalis
F B Gallagher, S F

THE IMPERIAL.

C. W Knowies Manager, N Y
The Bernyt Mayer, N Y
The Bernyt NS.

The Berny T Moore, S F
A Reavis, Ashland
B C Huston, do
S C Huston, do
H S C Huston, do
H E Custon, do
H E Custon, do
H E Coles, Viento, Or
G Henderson, St Paul
C W Munlay, Chicago
Harding, Geoties
W Eccies, Viento, Or
G Henderson, St Paul
C W Munlay, Chicago
Harding, Geoties
W Eccies, Viento, Or
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G Henderson, St Paul
C W Munlay, Chicago
Harding, Geoties
M Musele, Halne, W Eccies
J A Campbell, do
W C Campbell, do
W C Campbell, do
W C Campbell, do
W J Conner, do
D B Provest, Ashland
D C Kittle, Sait Lake
J D Pandley, Chehalis
Geo G Pfunder, Spokn P W Sozenig, Chehalis
W E Bupson, Seattle
J T Tatton, Chehalis

THE IMPERIAL.

THE IMPERIAL.

C. W. Knowles, Manager.

E. R. Bender, Skidmore, Mo
L. E. Morse, Hood Riv Mrs. Dollman, St. Helens
A. A. Tussing, Brownsey J. H. D. Gray, Astoria
Alex Gilbert, Astoria F. B. Hovey, Blaine
E. Y. Homeyer, Seattle
Mrs. Pitarin, Spoken
Mrs. Trunkey, Spoken
Mrs. Trunkey, Spoken
Mrs. Trunkey, Spoken
Mrs. Pitarin, Allegheney, Pa
Mrs. Pitarin, do
S. C. Pleasent, do
H. C. McAllister, Chgo
H. Marshall, Cinnein
Mrs. H. Logan, Dalles
Mrs. H. Grayn, Dalles
Mrs. H. Grayn, Dalles
Mrs. H. Grayn, Dalles
Mrs. H. Grayn, Dalles
Chara Shockley, Tacoma
Mrs. Geor, Salem
Mrs. Geor, Salem
Gov. T. T. Geer, Salem
Gray, Balem
Gray, Balem
Gray, Balem
Gray, Salem
Gray,

Hotel Brunswick, Senttle, European plan, Popular rates, Modern improvements. Business center, Near depot.

Tacoma Hotel, Tacoma. American plan. Rates, 33 and up. Dennelly Hotel, Tacoma. European plan. Rates 50c and up.

TRUSTEES IN A NICE FIX

HAVE TO CUT THEIR CHURCH TO FIT THEIR ORGAN.

First Cumberland Presbyterian Edifice Too Small for the \$1200 Instrument Purchased.

It is very seldom that the trustees of church will purchase an organ that is too large, and then have to purchase the adjoining lot so that the church may be enlarged sufficiently to get the organ into it, but this is what was done by the trustees of the First Cumberland Pres-byterian Church, on East Twelfth and East Taylor streets.

The matter of securing a pipe organ clip Engineer Chase says that he inhad been under discussion for some time, and the trustees were instructed to ment of East Burnside street, which is

as essential as the recitation-rooms.

This addition to the Sunnyside building has been needed for two years. An early start will be made on it, so it can be ready for the opening of the next school year. It is expected, also, that work will be commenced early on the new building at Woodiawn and at Sellwood, so there will be no delay in completing them in the Fall.

A Soldier's Funeral.

The funeral of John Wesley Battin, vet-eran of the Civil War, will be held this afternoon at 2 o'clock from his late home on the Base Line road. Sumner Post, No. 12, G. A. R., will have charge of the services, and deceased will be buried with the honors of the G. A. R. Mrs. Battin, who has been critically ill for many menths, is slowly improving.

Good Work on Streets.

FACTS ABOUT THE BAR

WHERE DID 17-FOOT FABLE EMA-NATE, AND FROM WHOM?

Chamber of Commerce Trustees Propose to Discover-Pilots Want an Ocean Dredger.

The trustees of the Chamber of Commerce are after facts. One of those facts is whether the pilots who brought into the Columbia River the steamships Quito and Oceano said there was only 17 feet, minimum depth, of water on the bar. The trustees, at a special meeting yesterday, decided to put the question to the masters of the two vessels. Responsibility for the I7-foot report is therefore up to the captains of the steamships to make clear, According to Pilot Cann, who brought

SIGNED THE PROPOSED CITY CHARTER

The above are facsimiles of the signatures of the 26 charter Commissioners who signed the city charter. The Commis fixed their names to quite a number of slips, and a majority of these may be found attached to the first published copies of the charter. These first copies, and the attached signatures also, are highly prized by the holders, who value them as the original edition of the only measure concerning the government of the city which the citizens have had a voice in framing, and which they will have the choice of accepting or rejecting at the general election.

handsome instrument will cost when installed \$1200. As the money had been provided for, there was no worry about that matter. But after the contract for the instrument had been closed and the organ ordered, to the amazement of the trustees they found that it was too big and would not fit into the place in the choir loft intended for it. It was found that the only way dated would be to cut a hole in the south wall and let one end stick out, but it ac curred to them that they would have to build a canopy over the end, which they could not do, as they did not own the ad-

ter by purchasing the lot on the south side of the church for \$1100, This will provide them ample room to enlarge the church for the accommoda-tion of the new organ. It will also provide a site for a manse which the church will build in a short time. "We were up against it," said'a trustee, "and we had to have the lot. But it is all right now. We needed that lot any way."

olning lot. They settled the whole mat-

REGULATING BRIDGE DRAWS. Whole Matter Submitted to United

States Engineer Corps. Joseph Buchtel, chairman of the com-mittee on bridges of the East Side Im-provement Association, to whom was reerred the matter of securing to County Court authority from the War Department for regulating the closing of Willamette bridge draws, has submitted the entire matter to Captain Langfitt, with a written statement of what is wanted and needed. The matter now is in the hands of the engineer in Portland to investigate and make such recom-mendations as he thinks the circum-

stances warrant, Mr. Buchtel in his communication to Captain Langfitt suggests that the draws be closed as follows during the day: From 5:30 to 6:30 A. M., from 12 to 1

P. M., and from 5:30 to 5:30 P. M. This recommendation was made after consultation with the tenders and engineers on all the bridges, and for the reason that the times of closing mentioned will accommodate the greatest number of people—the business men and the work-ingmen—going to and returning from the West Side. It was found also that these ours will not interfere with river traffic, something which the comm specially instructed to guard Nearly all boats arriving in Portland come before 12 o'clock. Besides, it will be an easy matter for captains to govern

themselves according to the regulations if they be made.

Mr. Buchtel also called attention to the hinged smokestacks, so they can pass un der the bridges without having the draws opened for them. In his communic to Captain Langfitt, Mr. Buchtel that if the County Court is given the au-thority asked for he is confident that the regulations will not be an embargo on river traffic. Regarding the proposition of closing the draws for half hours. Mr. Buchtel found, on his consultation with the bridge-tenders, that such regulation would not be of much advantage, as it might be confusing, and hence he asked that solid hour closing be considered rather than the half-hour time. All the work of gathering statistic and submitting matter to the War Department and En gineer has been done by Mr. Buchtel.

SUNNYSIDE SCHOOL ADDITION.

Plans Provide for Four More Classrooms and an Assembly Hall. Measurements of the ground for the addition to the Sunnyside Schoolhouse have been made, and work of excavating for the foundation will soon be stared. The addition will be on the west side of the present building and will contain six rooms, two of which will be taken up as an assembly hall. For class recitation

purposes there will be four more rooms beside the assembly hall. All the recent

schoolhouses are provided with assembly

being improved between East Eighth and the Quito into port, the question has East Twenty-eighth streets. The very best of material will be used for foundable drew 17 feet of water and Captain tion and crown. Next week Mr. Chase hopes to put the new steam roller on a completed block to show what it can do. The new roller will come in good play on East Burnside and other East Side streets which are soon to be improved.

Death of Sarah H. Henry. Mrs. Sarah H. Henry died Thursday night at the home of her son, J. D. Henry, at Mount Scott. She was 84 years and 5 nths old. For the past 16 years she Mount Scott. She grew aged gently and lovingly, making her home with her chil-dren. She is survived by the following children: M. E. Henry, Anaconda; Mont.; S. L. and C. L. Henry, Spokane, Wash.; Mrs. Eveline Hoad, Sellwood; Milo Henry, Granger, Minn.; J. D. Henry, Lents, Mount Scott. Funeral will be held Sunday from the Lents Evangelical Church, at 2 P. M. Interment will be in Lone Fir

Prominent Corner Sold. The southeast corner lot on Grand avenue and East Alder street, owned by the McGhire brothers, W. W. and H. P. Mc-Guire—has been sold to A. W. Lambert, of the Citizens' Bank. It is understood that a building will be erected on this corner in the near future.

PERSONAL MENTION.

State Senator B. F. Mulkey and wife, of Monmouth, are at the Imperial. Governor and Mrs. T. T. Geer spent yesterday in the city, returning to Salen. on the evening train.

T. H. Crawford, Democratic nor for Circuit Judge in the Eighth Judicial district, returned to Union on last night's train.

E. A. Stillman and Walter M. Pierce, delegates to the Democratic state conven-tion from Umatilia County, returned to

J. H. Townsend, delegate from Polk County to the Democratic state convention, will return to Dallas on this even-

Robert Hyde, who is registered at the Imperial from Cascade Locks, is one of the prominent sawmill men of the Upper Columbia River region, George B. Dorris, one of Lane County's oneer Democrats, who occupied a seat the recent state convention, returned to Eugene last night.

Bishop Morris left Portland Wednesday Mr. Buchtel also called attention to the need of requiring a good many of the smaller steamers to be provided with day evening; Medford, Friday evening; Ashland, Sunday morning.

Roderick Macleay arrived home a few days ago from an extended pleasure trip. He spent three months very agreeably in New York, and then two months in Florida. He says Florida is a popular and pleasant Winter resort and has the largest hotel in the world at Palm Beach, Where there were 1860 guests when he

SAN FRANCISCO, April 11 .- George T. Gerlinger, of Portland, is registered at the Palace Hotel

YALLEJO, Cal., April 11.—Mrs. Harrison, widow of ex-President Harrison, who has been making an extended visit to her sister, the wife of Lieutenant-Commander Parker, United States Navy, left for her home in Indianapolis today. NEW YORK, April 11.-Northwestern people registered at New York hotels to-

day as follows: From Portland-E. Cookingham, at the From Seattle—J. W. Carver, at the Broadway Central; Mrs. C. T. Jackson, Miss A. Jackson, at the Grand Union; E. Tivers, at the Bartholdi. Albemarle.

The employment of theatrical "claques," or paid applauders, is in no way subversive of public order or morality, according to a recent decision of the Paris courts.

Cann held the vessel outside for some time. It is believed by the pilots that

from this fact grew the report that Cap-tain Cann had said 17 feet was the depth of water on the har at low tide. The trustees of the Chamber of Commerce will now bend themselves to ascer-tain whether this is true or not, whether tributed to him, and whether Captain Shotten, master of the Quito, was cor-

rectly quoted.

The Pilot Commission agrees that reports such as have given rise to the present tribulation are a menace to this port. The commission does not think it reasonable to suppose that any pilot would tell a fib like the 17-foot story. Chutter, clerk of the commission as follows:

Where these reports, "which are very detri-mental to the commerce of the Columbia Riv-er," emanate from, is a question that should interest any one that has interest in the wel-

ASK YOUR GROCER FOR Walter Bakers BREAKFAST GOGOA



The FINEST COCOA in the World Costs Less than One Cent a Cup Thirty-Eight Highest Awards In Europe and America.

Walter Baker & Co. Limited Established 1780 Dorchester, Mass.

A Wise Woman will try and preserve her beauty. A fine head of hair is one of the highest charms. Imperial Hair Regenerator restores Gray or Blescheet hair to any natural color or shade. It is clean, durable, and ONE APPLICATION WILL.

LAST FOR MONTHS. Sample of hair colored free. Send for Panulist.

IMPERIAL CHEMICAL MFG. CO., 135 W. 234 St. New York

public at large through the newspapers are supposed to emanate from the bar pilots. But for them to report to the captains of ships that there is only 17 feet of water on the bar, when they take out and bring in vessels of much deeper draught, as their monthly reports show to this commission, does not appear very rea-sonable.

Bar Dredger Needed.

The need of a bar dredger was impressed upon the trustees by a letter from Captain Cann, of the Oregon bar pilots. It read as follows: pilots. It read as follows:

The undersigned bar pilots of the Columbia River bar would respectfully ask you to request the Senators and members in Congress from Oregon and Washington to secure at this session a special act of Congress for the construction of an ocean dredger for this bar.

The United States Government in its various departments needs the harbor for refuge, which such dredger will insure, as it does at the mouth of the Mersey and at New York, and we feel assured that the special act can be pushed through without conflicting in any way with the passage of the river and harbor bill.

This letter had been referred by Presi-

This letter had been referred by President Mears to Captain Langfitt, of the United States Engineers. Captain Lang-fitt responded that there were no dredges in the country available for the Colum-bia bar. Construction of one would take from 1½ to two years. He be-lieved that extension of the jetty would bring better and quicker results, "Meanbring better and quicker results. "Mean while, the possibility of ultimate recourse to dredging will no doubt be considered by officers in charge of the work. The trustees resolved to refer Captain

Langfitt's letter to the Oregon bar bil Minor Matters.

President Mears announced that he had invited Mr. Harriman to meet the Chamber of Commerce. Mr. Harriman will be in Portland next week.

A meeting with John Barrett will be arranged for, to take place probably Tuesday night. The Credit Men's As-sociation will probably be present at the

M. B. Wells and the Soule Plano Com-pany were elected to membership in the chamber.

DEMAND HIGHER WAGES. Teamsters' and Laundrymen's

Unions Ask More Pay. A request for higher wages has been made by the Teamsters' Union of this city, and the Laundrymen's Union will probably soon make a similar request, Two years ago the Teamsters' Union requested a raise of wages from \$2 per day to \$2.25 per day. The request was not granted, and the teamsters made a de-mand. Some little trouble ensued, but their demand was granted. They now believe that conditions justify them in ask-ing \$3.50 per day, and a request to that effect has been made, which will be answered May 1. The teamsters believe that this time their request will be granted, and no further action will be needed. The various employes have ap-pointed a committee which will confer with a committee from the union before

the appointed time.

The movement among the laundrymen has as yet taken no definite form. They think, however, that their pay should be increased, and express their intention of taking some action in the matter at an early date.

Something About Pensions.

PORTLAND, April & -(To the Editor.)-From an editorial in last Sunday's Oreonian headed "An Inconscionable Conflict," one will naturally conclude that the Grand Army of the Republic is an organization banded together for the pur-pose of looting the United States Treasury and embarrassing the Government because it labored and insisted upon having Pension Commissioner Evans removed from office. It seems to me that men who came forward to sacrifice their health, limbs and very lives in support of the Government against its enemies in its dire distress were made of different. To put the G. A. R. in the right light before your many readers I will say would be able that no one is (nor has as much reason before long.



In the Seventeenth Century they used to wear hats in Church and at Dinner.

Had they been GORDONS, there would have been the excuse of beauty as well as of comfort.

They're good style. (Look at them!)

They're "easy." (Try them

They're well made. (Couldn't be hetterl)

to be), opposed to and jealous of frauds, sneaks and impostors profiting and realizing in their name, than the members of the G. A. R. themselves. It surely is evi-dent that a man who has risked his life and went through the bariships that the bulk of the old soldiers did, ought to be trusted and be permitted to stand in the front rank of its truest and most loyal citizens. The fact of the matter is, Mr. Editor, it is not for keeping the hands of frauds but of the United States treasury, but for not ching the addition to the but for not giving the old soldiers justice and their dues that the G. A. R. kicked. Disease planted during these exposures and terrible hardships, though dormant for a long time, make themselves munifest a long time, make themseives manifest in old age and prevent them to a great extent from making such a living as they might had they not gone through them. For that reason every old soldier should have a good pension. It's not as back pay for their great services, for they were freely and loyally given, but because they deserve this reward, and royal good care in their declining years, from those who are now reading the benefit from the who are now reaping the benefit from the dangers, hardships and suffering they went through, PETER MERGES, Third Regiment Wis, Cav. Vol.

Drilling Degree Team

W. C. North, late of the Second Oregon Regiment, is drilling the degree team of Albina Camp, Woodmen of the World, in Gomez Hall, on Russell street. He is also training a dramatic club of the camp. Mr. North is a first-class drillmaster, and the members of the team say that they are making good progress under his charge. The Albina camp will be able to compete with any of the crack teams of the Woodmen of the World Camps of

Cleveland Likes Florida.

PRINCETON, N. J., April 11.-Mrs. Develand returned to Princeton today, after spending two weeks with her husband in Florida. This afternoon she said Mr. Cleveland's health has so much improved since he went to Florida a fort-night ago that he will remain there at least another week or 10 days,

WASHINGTON, April 11 .- The condition of Major Pruden, assistant secretary to the President, who is suffering from heart disease, showed a marked improvement today and hopes are held out that he would be able to resume his official duties

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