10

This Time Pilots Find a Few Defenders.

MORE BAR BREEZES

NOT ALL CENSURE DESERVED

Delny of Steamships Due to Other Causes-W. B. Ayer Suggests Steam Pilot Boat to Chamber of Commerce Trustees,

The Chamber of Commerce yester-Discussed the Columbia bar pilot

pervice. Decided to ask President Mohler when

the O. R. & N. Co. would put on an-

other bar tug. indorsed plans for an exhibit at the

1903 Osaka Exposition. Decided to recommend the appoint-

ment by the Government of a perma-

neut Consular Bureau to gather industrial information in the Orient

Several more breezes from the Colum his River bar blew in yesterday upon the meeting of the trustees of the Chamber of Commerce. They came from the cool sea waves and fanned up a general disof Con sussion about pilotage at the mouth of the river. Their refreshing effect was a sen-liment that the Oregon bar pilots have been getting more censure than has been rightly coming to them, from the delay to the steamships Strathgyle and Ventnor. The opinion was expressed that the time has come for a steam-pliot boat, provided by the State. This solution was offered by W. B. Aver, and was echoed with favor but was put off for further con alderation

The Pacific Export Lumber Company, which has been clapping spurs to the pllots recently, had several letters for the trustees to consider. So did the pilots, and so did President Mohler, who, by some whatnot or other, had got into the mix-up. All these letters were balanced to a judicial nicety. But the trustees resolved not to weigh out their decision antii further information could be ob-tained. The Pilot Commissioners will be requested to aid the Chamber to this end.

Some of the trustees were inclined to ac-pept the explanation in yesterday's Orelan of the case of the Ventnor, as free pllots of blame. But they decl to get the explanation from some official source. The defense was that the pilot schooner sighted the Ventnor, but was inable to reach her until the next morning after her arrival on account of lack of wind. W. S. Sibson, who was appointed to investigate the case of the Strathgyle. reported that Captain Gordon, master vessel, was at fault, and that pilots were not to blame. He said he had satisfied himself that the pilots were on the lookout for the steamer, but that she was concealed from them by fog.

Criticism for Pilot Board.

Nothing was done with the Quito and Decano cases, or the "IT-foot report," fur-ther than to read more correspondence from the Pacific Export Lumber Company, reproving the pilots. One of the nost trenchant parts of this correspondnce was in reply to the response of the Pilot Commission, defending the pilots:

It seems very strange that the Pilot Com-mission, instead of overhauling the pilots for making false statements about the depth of water, calculated to magnify the importance of their own services, should attempt a feeble. ineffectual and inconsistent defense of the men who are, to a cortain extent, under their control. m assertion of the pilots that there ant depth of 19 feet on the bar that that discovered a depth of 21 feet. We are satisfied that this report as to 17 feet would have been further disseminated if it had not been for the prompt action caused by the re-port and the determination to make new sound-ings. As soon as this intent became known to the silots they reported a depth of 20 feet.

raskan statesman had revealed an amus ing similarity between his knowledge of Biblical history and his financial and ecoatomic information. He said, it will be re-membered, that he had no great desire to be the Democratic Moses, but was willing to play the role of Aaron and let some body take that of the greater brother, and lead the children into their destined abode. It was obvious that there was something out this, but it was left for the St, Louis Globe-Democrat to point out the error, and-what is much more important-to make exactly the right comment upon it. "If." said that fortunate paper, "Mr. Bryan will turn to the sixth book of the Old Testament, he will find that Joshua. after the death of Moses, led the Israei-ites into the promised land. Moses never saw it, nor did his older brother, Aaron, Mr. Bryan is looking for another Demo-cratic Moses, and is not likely to be disappointed. The party is out of Joshuas." Whether the party really is supplied only with Moseses, who, for their sins and foliles, can go no further than Mr. Bryan did in his two attempts at leadership, is a question that remains to be settled, but the scarcity of its available Joshuas is lamentably apparent. There may be a bit of exaggeration in the Globe-Democrat's assertion that the organization is "out of" them, but it does look so for the moment, and anyhow the phrase is a delightful

either known or suspected that the Ne-

CRYSTAL TOLD HIM WRONG

What a Boy Saw in a Glass, and What the Facts Are.

one.

The Oregonian is in receipt of a letter from Mrs. Katie E. Easton, Alberta, Canada, in which she tells a curious story about her two brothers, Peter M. and Bennie H. Dorland, who went to Alaska during the Klondike rush. They lost their money and returned to California. On May 10, 1901, Bennie was killed by a robber, and all track of Peter has been lost. Mrs. Easton became interested in spiritualism, and, although she made little progress herself, she developed a meflum of her little son, Homer Barry. In

her letter she says: "I had been sitting for development a few times when one day my little son. Homer Barry, asked me if he might not try to see if he could get communication with his father, Thomas Barry, who died before his only son was born. After he sat at the little table the third time it rapped. That was on February 8; on February 9 I told him to take a pencil in

his hand and hold it over a slate to see If we could get a spirit letter. He did so, and after a few scrawls he began to write 100 feot. automatically, and to our joy and iston-ishment we got a letter signed by my dear brother, Bennie, giving unmistak-able svidence that it was from spirit life. Since then, we have had a number of letwith, ters telling things and giving proof in-disputable that the thoughts are from de-

parted friends. "On February 10, the third day after Homer got the table rapping, in the forenoon he was sitting at a table writing spirit letters, and the leaves of the book in which he was writing would not lie down, so I got a glass paper-weight and laid on the leaves. The glass paper-weight was left lying on the table, and in the evening I proposed that we form a circle around the table, and we did so. There were four of us, and almost immediately Homer's hands reached out invol-untarily towards the glass paper-weight. I said: 'Look into it, Homer.' I do not know what made me say it.) Directly he said: 'I see Johnny Longmore.' That was

a neighbor of ours who died here. Next he suid: 'I see Uncle Bennie.' He de-scribed most minutely where Bennie was when last in Redding, and his journey to Modoc. He saw the man shoot him, and saw his spirit rise from his body, while the murderer and his companions were going through his pockets. After that he were described, while looking in the crystal, sight. things that happened about 17 years ago in our family, with the greatest accu-racy. He said: "I see Uncle Peter stand-CIRCULAR APPOINTING COMAN. ing on a street-car with "Dorland" writ ten on the side of his cap, and "Conduc tor" written across the front of the cap, and "Ending 575 Beech street," written The official circular appointing W. E. Coman general freight and passenger on the car.' He also saw Bush street and Portland, Or., written over the top of the car, and he said: 'I see Uncle Peter god into a restaurant away out at the end of his line to get dinner.' He could see the number 575 on a pole along the street, and he said: 'I see him go to a hotel that has "Kearns" on a sign.' I think, since I "Kearns" on a sign.' I think, since I have made inquiry of a gentleman whom I happened to meet here, and who had been in Portland, to whom I related the above circumstance, that the hotel is Keehan's Hotel, as my little boy gets spirit names, or rather names written by spirit people, the way they sound when pronounced, and not as they are spelled ment." by us. I am writing to you to know if you would be kind enough to investigate and ascertain if there is a young man by the name of Peter Dorland who is a street railway conductor in Portland. From what my little boy sees, he evidently gets supper and breakfast at Keans (Keehan's) carries pilots on its tugs merely as a Bonvenience to shipping and to expedite dinner there, so gets it at a restaurant, Hotel, and is too far out at noon to get and he travels over Bush and Beech streets. Once Homer saw his uncle Peter pulling off his socks in his room. Another time he saw him lying in bed with his arms crossed, and a third time he saw him go upstairs and He down on his bed as though tired." Should there be a street-car conductor in Portland by the name of Peter Dor-land, with the interesting history above mentioned, and should he have pulled off his socks the night Homer saw him, it would be a coincidence well worth investigating. Inquiry among the street-car men, however, fails to reveal any Kean's (Keehan's) Hotel or any car line that travels over Bush and Beech streets. In fact, these places have not yet been placed on the map of Portland. RHowever, it may be he saw the wrong Port-land. Other visions may more nearly approach the facts. In fact, they are of such a general nature that any one know-ing the circumstances and possessing something of an imagination could easily form the mental pictures mentioned.

IMPROVEMENT ON O. R. & N. WEST OF THE DALLES. About \$300,000 Spent in Correction of

ROAD

Seven and a Half Miles-Other Work in Progress.

STRETCH OF NEW

NORTH YAKIMA, May 13.-At a meet-ing of the Commercial Club, an executive committee consisting of Edward Whitson, Miles Cannon, O. A. Fechter, George Donald and W. L. Steinweg, was appoint-ed to take charge of the matter of secur-ing the traffic contracts, right-of-way and subsidy demanded by J. F. McNaught as a condition of the building of the elec-tric road to Sunnyside. Mr. McNaught agreed to have the road in operation by One of the most important of the track corrections that have been so extensively carried on by the O. R. & N. Co since President Mohler came to the manage-ment of the property was completed and opened for business yesterday. It covers a stretch of seven and a half miles, from tunnel No. 3 eastward to a point two miles west of The Dalles. The new line makes a saving of 28 curves, and 908 degrees of a saving of 35 curves, and 900 degrees of July 1, 1900, if his conditions are com-curvature, or a little over two and a hair piled with by the first day of July, this complete circles. The minimum radius of curvature on the old line is 574 feet, and equalitng 10 deegrees curvature, and on the new line 1432 feet, equalling 4 degrees

Columbia River

O.R. & N. TRACK CORRECTION

Dotted line shows old track,

solid line shows where the

road is rebuilt.

agreed to have the road in operation by

THE MORNING OREGONIAN, WEDNESDAY, MAY 14, 1902.

road and also to purchase the entire cap-

ital stock of the Denver City Tramway Company, valued at \$5,000,000, The main line will be constructed from

Denver to Alvado, thence to Coal Creek

Canyon, thence through the valley of South Boulder Creek on up to Rollins-

ville, in Glipin County; thence across the Continental Divide about two miles north

of James Peak, thence westerly through the valleys of the Frazier and Grand

To Aid Sunnyside Trolley Road.

NORTH YAKIMA, May 12.-At a meet

Rivers to Hot Sulphur Springs.

SAN FRANCISCO, May 13 .- The Exam curvature. The distance is shortened iner says: George F. Chapman, of New-1060 feet, and this hill reduced in height from 106 feet to 43 feet. At one point the or as general manager of the United Rail-

year.

dustry assumed large proportions. How Vining's Successor.

THE DALLES

ever, only one sawmill, the Palmer mill, accepted the offer and entered into a contract according to these terms. It is supposed that the owners of the mills did not want to bind themselves for that length of time, even at that price. They are now receiving 23½ cents, the recent advance in price being voluntary on the part of the buyers. The mills are delivering a vast number of ties at Trout-dale daily. An extensive industry has been developed with a vinger of the firm's trade up this way," one

EASTERN MULTNOMAH MILLS RE-

FUSE BIG CONTRACT.

O. R. & N. Company Makes an Offer

for Their Entire Output for

Two Years.

County evidently expect that the price of railway ties will advance materially. Re-

cently an agent of the O. R. & N. Co.

visited all these sawmills and wanted to engage their entire output of railway ties

for the next two years at the rate of 24 cents per tie. This offer was in advance

of any price that has been paid for ties

in that part of the county since the in-

been developed, with no prospects of abatement. With the present price there is a profit in it for everybody-the sawmill and the haulers. Stone & Co.'s sawmill has just filled a

contract for supplying \$000 ties for an railroad company on the Rio. The railroads must have ties, outside Grande. and shipments are being made in some cases as far east as the Missouri River. The tie combine has an agent in Portland, and through him a considerable business is being done. The eastern part of the is being done. county has grown very prosperous through this the business. There is still much timber left that will be worked up into Hereafter ties will be handled direct ties. from the wagons to the cars at Trout dale, which will save much work in handling them,

TO IMPROVE EAST OAK STREET. Petition for Its Improvement From

East Third to East Twelfth.

The first step toward the repairs of disrupted and disgraceful elevated roadways has been taken in the circulation of a pe-tion for the improvement of East Oak street, between Enst Third and East Twelfih streets. There is every reason for hoping that this improvement will be undertaken. The expense will be com-parativly small. A considerable part of the street will only require redressing and fixing up, as it has been improved before. There are two blocks of elevated road-way between Union avenue and East Sixth street that will have to be rebuilt, as both have been condemned. The City Engineer closed them up several years ago, and marked them dangerous. It has been suggested that in connection with this improvement the long-talked-of improvement of East Sixth and East Seventh streets, through Central East Portland, be undertaken. These are the only two streets in this thickly settled residence district that are not improved. It is thought that if some one will start a pe-It is

MARINE POWER WAYS.

They Are Being Built in Joseph Supple's Boatyard on East Water.

tition it will carry.

Marine power ways, the first to be built at any of the Portland boatyards, are be-ing finished at the Supple yard. The ways extend about 200 feet. Big timbers were fastened to the tops of piles, driven solidly at intervals from the upper portion of the yard down into the river. Cradles have been built, which will rest on these

fixed ways. These are 14 feet wide, and securely put together and braced. In the upper portion of the yard there will be a long shaft, and each cradle will be attached to this shaft by a steel rope, which will be wound around a drum windlass. In taking a craft, large or small, out of the river, the cradles are let down

RAILROAD TIES MAY GO UP Ofecon, is at present at Ashland, and will be absent about a week more before he finishes up his work in that part of the second detail which re-flects credit both on Mr. Stuart and Man-

The St. Johns match factory has resumed operations, with John Poff as man-ager, after an idleness of about 18 months. It is hoped that the factory can now be br. E. H. Parker, a well-known Port-

land physician, and wife, have just re-turned from Arizona, after an absence of nearly one year. The trip and sojourn at Arizona were for the benefit of Dr. Parker's health, which had been impaired. He The sawmills in Eastern Multnomah is now the picture of health.

THUNDER FROM WEISER.

Idaho Paper Says Hard Things

About Portland. Citizens of Idaho along the Thunder Mountain route from Weiser are saying hard things about Portland. The reason is the failure of this city to dig down deep enough into its pockets for the proposed road from Warren. Only about 3000 has been subscribed here, and Weiser citizens expected Portland to raise at least \$12,000. Up at Weiser the newspapers are uttering sarcastic blasts.

Through an error in this paper, Mason

paper rightly infers an error. Spokane has not responded to the ap-peal of Weiser merchants with any more alacrity than has Fortland. It feared that its contribution to the fund would only help Portland. One of the reasons why Portland has been averse to giving to the fund is the affront that would be offered offered other Idaho interests, which believe they are as much entitled to Portland's consideration as any. Subscriptions to the

fund in Portland are as follows: Fichschner, Mayer & Co.....

\$200

nd are mer, Mayer & Closset & Devers Mason, Ehrman & Co... Pactic Paper Company M. Seller & Co... Bishop & Co..... an Bros ng & Wallace & Co. ang & Co..... Celley Clarke & Co.... Grausse & Prince Pacific Coast Rubber Com

use & Prince ic Coast Rubber Company unks, Morse & Co. on-Page Company rnd Seed Company rn, Vall & Co. nd Coffee & Spice Company dter Bros.

R. Livingstone Charles L. Mastick & Co.....

Total ... The Pacific Coast Biscuit Company bas

agreed to make a contribution, provided the whole fund is raised. The Weiser Signal thus delivers itself: The reports, gleaned from Spokane and Port The reports, greaned from opcashs and reports, ind papers, and published on the first page of this issue, certainly do not promise much to-wards the extension into Thunder Mountain of the present wagon road to Warren. The pu-per accounts indicate a very regrettable and lliberal state of mind all around under which it can scarcely be expected to attain effective results in the opening of new sources of prosperity and business. The aspect of northern points disputing and dividing upon the matter is really sorrowful. Divided they are no stronger than each individual resource, but, united, they would be as the bundle of sticks, strong for one common end, and receiv-ing benefits in proportion. At Portland, the lume excuse is offered that 'no plans and spec-ifications were furnished." Plans and spec-ifications were furnished." Plans and spec-ifications were entirely immaterial in the mat-ter, and the only point to settle at the time of consultation was whether or not Portland would contribute \$12,000 or \$15,000 to assist in getting quick access to a vast new field. To determine that required no 'plans and speci-fications." The present business of Weiser with Portland alone justifies the investment without considering the new trade secured. That sinister influences, suggested as emanat-ling from Boise, have undoubtedly been at the matter is really sorrowful. Divided they

Ins from Boise, have undoubtedly been at work, may be easily presumed from the refer-ence to Short Line backing for Boise, and if "Portland merchants know what it means," they know it means a total loss of all that business to Portland.

all circumstances has the best of the situation.

COMING ATTRACTIONS.

Sale of Seats for Goodwin Today.

At 10 o'clock this morning N. C. Good-vin and Miss Maxine Elliott's advance

sale of seats will take place at the Mar

day night, "An American Citizen," by Madeline Lucette Ryley. There are no

artists now before the public whose ad-

vent is more eagerly anticipated than is the coming of N. C. Goodwin and Miss

each story, some of these being the most handsome settings ever seen on the stage. Miss Eiliott will display some magnificent

creations of the dress-builders' art. As the members of the company who sup-port Mr. Goodwin and Miss Eillott have

been with these gifted players for years,

the most finished presentations ever given by these artists may be expected.

ance in Chicago is reported to have met with signal success. The story hinges about two twin sisters, walfs, bearing a

Success of "In Micsoura.

missionary of the Episcopal church of cannot fail to arouse interest, it is put situation which does not make an impression of itself. The company has been demonstrating its ability ever since it has been in town, but up to date it has had no opportunity like that afforded it in the present play. "In Mizzoura" will run only

a week, and as it is already crowding the house, those who wish to see it will do well to secure their seats early.

The Return of the Frawley's.

Fresh from a most successful tour of the Northwest, the Frawley company will come back to the Marquam Grand Theater for a week's stay commencing next Monday night, and during the week everal plays new to Portland will be pre-

Strong as it was when it was last here the Frawley company has been greatly strengthened for this occasion. As before, popular Benjamin Howard will be the leading man. Harrington Reynolds has rejoined the company, and John Daly Murphy, a well-known Frohman come-diso, will be in the cast.

Minnette Barrett, a well-known Portland girl, has again joined the Frawley forces, and will be prominently cast. Miss Barrett has made a wonderful hit this season, and during her stay in Seattle with the Stuart company the newspapers istantly spoke of her as overshadowing the star.

"The Count of Monte Cristo."

The play which made James O'Neili fanous, "The Count of Monte Cristo," will produced by the Stuart company at Baker Theater next week. The play requires an elaborate scenic setting, and a large force is now at work in the theater providing it. Everything that is quired for the effects necessary in piece will be provided, and Mr. Baker promises that the rising of every curtain

uring the performance will reveal a surprise. The play will run for a week, be-ginning with the matinee Sunday.

Bronson Howard's Masterpiece.

"The Banker's Daughter," which is soo to be given by the Stuart company at the Baker Theater, is acknowledged to be the greatest work of Bronson Howard, the greatest American playwright. The play is already in preparation, and a production which will be fully worthy is promised,

Full of Wit.

"Too Rich to Marry" is the first play wherein Dunkard life is portrayed that has ever been on the stage. There is not a line or word in the play which could shock even a Dunkard, and yet the comedy is full of wit as a nut is full of meat. Its will appear at Cordray's in the near future.

DAILY CITY STATISTICS.

Marriage Licenses.

C. O. Gultander, 23; Frana S. Jonas bon R. Stoddard, 25; Frana S. Jonasson, 22. Non R. Stoddard, 27, Pacific County, Wash-non; Christine Talbot, 25. J. E. Gates, 26; Frances May Joy, 18. Peter Dregersen, 56; Mrs. Hannah Dreger-

en. 54. Contagious Diseases.

May 9, Frank and Joe Varak, 217 Marguerite

May W. Frank and Yever. May IO, George Godfrey, East Main and East Eighth streets; smallpox. May IO, Mrs. Weiner, Occidental lodging-house; smallpox; patient came from Oregon

May 10, J. D. Wright, Good Samaritan Hoslipox; patient came from down that

May 12, Marie Landrum, 26 East Twentyighth street; diphtheria. May 12, Enis Hickok, 990 East Tamhill

May 12, William Bechan; smallpox; patient mixed from Kansas. May 11, O. L. Rediab, 305 East Eleventh

trrived street; mensies.

Births.

May 8, to the wife of J. H. Tooz, 402 Fourth treet, a girl. May 7, to the wife of Simon Benson, 320

May 7, to the with of Shake Liew 1 Eleventh street, a boy. May 8, to the wife of Michael Hahn, 965 Hendricks avenue, a boy. May 4, girl to the wife of H.4H. Winslow, 475 East Everett street.

Deaths.

May 11, Iva Ella Fullarn, St. Virscent's Hos-ital, 22 years 3 months 15 days; meningitia. rth street, 72 Glass, 562

New York offered him the position several days ago, and he has accepted. In order to do so, Mr. Chapman was compelled to tender his resignation as general superintendent of the North Jersey Street-Rallway Company

Railroad Notes.

A. B. C. Denniston, general Western passenger agent of the Great Northern railway, came down from Seattle yesterday morning, and will spend two or three days in Portland attending the passenger rate meeting.

General Passenger Agent Charles S. Fee, of the Northern Pacific, has just sent out a novel advertisement in the form of an immense postcard, calling attention to the North Coast Limited, which resumed service May 4. The message side purports to be a leaf from the logbook of this celebrated train, and bears illustrations of seven ages of pleasure that come to its patrons.

The fine full-page halftone of Moun Hood that General Passenger Agent Dan-leis, of the New York Central lines, recently ran in the Four-Track News is reproduced in the March number of Ad Sense, a prominent advertising -publication, of Chicago. It is well prin hetr coated paper, and makes a most striking picture. Under it is the caption, "Mount Hood, near Portland, Oregon."

WILL ADVERTISE OREGON George McGowan Will Do Missionary

Issued in San Francisco-He Goes Work in Scotland. to Southern Pacific Tomorrow.

George McGowan, of this city, will leave Coman general freight and passenger agent of the Southern Pacific's lines in Oregon, vice R. B. Miller, resigned, to

two lines are only about 400 feet apart, ways of San Francisco. Brown Bros., of but there is a difference in elevation of The cost of this improvement is about \$200,000. By it, two treatles of a total length of 382 feet have been done away

The excavation to accomplish this was \$7,000 cubic yards of solid rock, 8500 cubic yards of loose rock, and 375,000 cubic yards of earth. There are 8000 cubic yards of riprap to protect the track from the

achments of the river, and 1275 linear feet of 24-inch cast-iron pipe was used, instead of wooden boxes for culverts. The new stretch of track has been fully ballasted, and laid with 80-pound steel

rails, and in all respects it is up to the highest Eastern standard. Considerably more than \$1,000,000 have been spent in track correction between

Cascade Locks and The Dalles-in the limination of curvature, reduction of grades, replacing wooden bridges, culverts, etc., with steel, and other improve-ments. More than \$4,000,000 has been put

into betterments in the past few years. The stretch now completed adds materially to the efficiency of the railroad. This is representative of the work in progress on many sections of the line between Portland and Huntington, all tending to reduction of iraction resistance, so as to enable the company to operate the road with greater safety and less expense. The ong of these improvements is not yet in

Mr. Sibson wrote the following to Cap-aln C. S. Gunderson, who piloted the Strathgyle into the river. The letter was approved by the trustees yesterday: I think, under the circumstances, that Cap-

tain Gordon's complaint was not well taken, and that the bar pliots were in no way to blame for the delay suffered by this reasol. We are inclined to believe that when a steam-er is known to be due, it would be advisable to have not only a pliot-boat, but also a tug-boat, with a pliot aboard outside the bar it, with a pilot aboard, outside the bar, on lookout for her.

Mr. Mohler replied that the O. R. & N. business. To provide pilots for steamers, he said, was not to be expected of his company. "We should much prefer to be olved from carrying them on our tugs." wrote. "I take it that the Chamber Commerce does not expect us to assume this extra unfair burden, when pro-Visions are made to handle it in another manner through the pilots who receive sompensation for it."

How About Another Tug?

The trustees decided to ask President Mohler how soon his company would have another bar tug in service. At a conference with the trustees March 14 Mr. Mohgave assurance that his company uld put on an additional tug. He said the boat would be in commission by the next shipping season. The trustees yes-terday desired more specific information as to when that time would be.

Mr. Ayer then suddenly launched the minion that Oregon should have a steam pilot-boat for service on the bar. He said salling schooner is out of date, and unable to cope with the needs of the pres-ent commerce of the river. "Delays are caused by inability of the pilots to be on hand," he suid. "A steam pilot-boat should be provided."

"You're right there," echoed Charles E. Loái

When asked if he wished to make a resolution for such a boat. Mr. Ayer re-

To Work for Exhibit at Osaka.

The Oriental committee advised that the amber devise means for making an Oregon display at the Japanese exposition at Osaka next year. It also recom-mended that appointment of a permanent Consular agent in the Orient, to gather commercial and industrial informatio urged upon the State Department at Washington. The report further advised that co-operation of other commercial bodies on the Coast be sought. The report in both recommendations was adopted.

Somebody desired to know if the fire-boat committee was still on earth, and if it was doing anything. J. C. Fianders is shairman of the committee, and it was anounced that he was preparing a report. The question of inviting the International Sunday School Convention to Portland in 1965 was referred to the directors of the Lewis and Clark Fair.

The trustees did not think much of the Thunder Mountain road project, and the opinion was expressed that the proposal in the nature of a boom. The secre tary reported about \$800 raised for road fund.

Warring Against Inexorable Fate.

New York Commercial Advertiser. Every one of his associates in the great "anti" revival is a Bourbon, pure and simple. He is fighting established events, fighting his own people, and seeking to undo all that the chosen representatives of his people have done to solve the problems which have been put into their hands for solution. Tillman is no more a Bour-bon in fighting the Civil War over sgain. in trying to undo by denunciation its ac complished results, than all the "antis" are in attempting the same impossible task with the late Spanish War. One is just as irrevocably settled as the other, and everybody except an incurable Bour-bon realizes that fact. Nothing that Till-man says of the abolitionists is more violent or more indecent than what the descendants of the abolitionists said of President McKinley, or more unjust and more unpatriotic than what they and other "antis" are saying now of Secretary Root, Governor Taft, and the officers and soldiers of the American Army in the Philippines. Tillman has now disclosed with brutal, shameless frankness the real nature of the business he in company with others has been engaged in, and in doing this has performed a great service. He has ruined the business.

SHORT TRIP

Up the Columbia.

Dany.

The irustees appropriated \$25 for sudit. Ing the accounts of the secretary, which have not been audited since September. A Miracle of Inaccuracy. New York Times. When Mr. Bryan-W. J.-plain "Mr. Bryan," is not quite definite nowadayy-made his recent speech at Birmingham ercrybody who read his references to Moses and the promised land must have

accept service with another company, reached Portland yesterday. It is dated in San Francisco, May 10, and the appointment is to become effective on the 15th. It is signed by E. O. McCormick, passenger traffic manager, and William Sproule, freight traffic manager, and is approved by J. C. Stubbs, third vice-president. The circular has the heading "Southern Pacific Company (Pacific sys tem and lines in Oregon), Traffic Depart

In this appointment and in those re-cently made in the O. R. & N. Co. the two companies are kept entirely separate, no evidence of common ownership or di

rection appearing. Mr. Coman will return this morning from a short visit to Puget Sound, and will have barely time to clean up his desk in the O. R. & N. office before moving over to the Southern Pacific tomorrow. His successor in the O. R. & N., Mr. Adams, left for Spoknne last night to close up his affairs there and move his household effects to Portland. Mr. Miller will move over from the Southern Pacific tomorrow and take charge of the freight department of the O. R. & N. W. E. Coman was born in Portage City, Wis., in 1809. He began railroading at

the age of 15, and until September, 1888, he worked in the offices of the Missouri Pacific, Burlington & Memphis route at Kansas City as messenger, and later as clerk. From Kansas City he came to Portland as clerk in the O. R. & N. Co.'s local office. In September, 1890, he was transferred to the general freight office of the Union Pacific in this city, and in 1894 was appointed traveling freight agent for the O. R. & N. In October, 1896, he accepted the position of rate clerk in the general freight office. The following Spring he was appointed general agent for the same road at Butts. Six months later he returned to Portland as traveling freight agent for the Oregon Short Line.

This position he held two months, when he was made general agent for the same road at Portland. December 15, 1900, he was appointed general agent of the Oregon Short Line in Sait Lake City, which he is an American to understand this system of an American to understand this system of the Or R. & N. Co., and he is heard of this country, where a poor man heard of this country, where a poor man acquire a home of his own, and they can acquire a home of his own, and they can acquire a bome of his own, and they can acquire a bome of his own.

Plans of the Rock Island. DALLAS, Tex., May 11.-Prominent Rock Island Railroad officials have con-

ferred here with a committee of business men with reference to the extension to be made from Fort Worth to Galveston, probably via Dallas. "The road certainly will be co

from Fort Worth to the Gulf," said Judge Lassiter, attorney for the Rock Island, "and will come by way of Dallas if en-Barnes has cabled several times to the trance to the city and terminal grounds can be secured. The old Choctaw will come here under the same conditions. It is a hard matter to obtain entrance into Dallas now, as the ground is all take up. The lines will be equipped with 80 land seven years ago. and steel ralls and rock bailast, and after a time all the wooden bridges will be replaced with steel. The new charter has been sent off, and Mr. Low, of Tomeeting of the Young People's Culture Union of Beth Israel will meet at the peka, will be president of the new o

New Railroad in Colorado. DENVER, May 13.-The first collateral

mortgage of the Denver & Northwestern Railway Company of Colorado, executed to the Mercantile Trust Company of New to the Mercantile Trust Company of New York, and covering the road's first bond issue, has been filed for record in the office of the County Clerk. The amount of the bond issue is 50,000,000, and it is pay-able in gold coin. May 1, 1900. It is an-nounced that the purpose is immediately to construct and put in operation the raji-

resources. This he will distribute in Sc land, he believes, with good effect. The Board of Trade has commended his plan, and supplied him with a large quantity of advertising matter. Mr. McGowan will go to Aberiauer, in Northeast Scotland. Mr. McGowan came to this country 40

George McGowan.

Young People's Culture Union.

This evening at 8 o'clock the regular

temple. An interesting programme has been prepared, including an informal talk on "What Books to Read and How to

Read Them," by Miss Isom, the librarian of the public library.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Socthing Syrup, for children teching, It socthes the child, sortsna the guma, allays all pain, sures wind colle and diarrhosa.

Vigor and vitality are quickly given to he whole system by Hood's Saraparilia.

first term.

gone three months."

them, and then gently pulled up by steam. Each cradie can be operated separately. On ways of this kind boats can be taken out of the water or launched without

the heat la

FUNERAL OF MRS. BROOKER.

will be so great that if left to Spokane to ac-complish it, is not an imminent possibility. Weiser has an opportunity to join with the Dewey road and secure the short run from Long Valley. Had Portland supplied the funds asked for, we could, under the attitude of the north, apply this to the Long Valley function with Dewey-and this would be even better for Portland interests than the Warren extension, but the ease of foining with Dewey was not known at the time Portland was consulted. As Thunder Mountain developes some of the min-ing companies and other interests may push a road out this way. Prospectively, however, there will be no early connection from this side, as there should be, and in all events no road into the district before late in the Fall. Bolse is advertising for blds on a road, but as the Pittsburg subscription has been withdrawn 11, was held yesterday afternoon at Donning's undertaking parlors, 414 East Alder came from England to Corvallis in 1879, where they lived until 1891, when they moved to Portland. They made their moved to Portland. They made their home on the East Side for several years, Bouse is advertising for bics on a road, but as the Pitteburg subscription has been withdrawn from her, she is without the funds to carry on the enterprise. The Warren extension is the only possible way to reach the new comp with wagons at an early date, and Weiser, under was 65 years of age, and was a woman of highly estimable qualities. A husband

DEMAND FOR DWELLINGS.

Into Double Flats for Residences.

East Portland keeps up, and has become so great that two church buildings are being transformed into flats. The church the corner of East Yamhill and East Sixth streets was raised up, and is now a double flat, which will accommodate two changed into a flat or double house. It is not probable that the movement of changing churches into dwellings will

view cheese factory for the month of April shows that 45,720 pounds of milk ere brought to the factory from the 13 were brought to the factory from the is patrons. The amount paid for this milk by the company was \$457. One of the pat-rons bring in 500 pounds, and the small-est delivered is 25 pounds. The prices nate are an inducement for farmers to sell their milk right at home. Since the cheese factory commenced operation at Fairview, there has been a marked in-crease in the number of cows in the community, and also the grade of the stock, it has been found that it pays to keep

Parents' Meeting.

R. Les Barnes, cashier of the Wells, Fargo & Co. Bank, has given up all hope of the safety of his brother, A. K. Barnes, who was cashier of the Colonial Bank of London, at St. Pierre, Martinique. Mr. The second parents' meeting at Brooklyn School will be held tomorrow afternoon, May 15, at 2:30 o'clock. City Superintendent Rigler, Mrs. Trumbuil, who has given London office for news of his brother, but has received no information save that the bank is in ruins. His brother is known much study to the school question in the East; Mrs. Sarah M. Kern and Mrs. Dr. Amelia Zeigier will be the principal speakby many of the prominent business men of Portland, having made a visit to Porters. Mr. Rigier was unable to be present at the first meeting held in this schoolhouse.

> Foreman Richmond, of the Morrison able, affectionate wife, and in direct con trast the cold-hearted, unscrupulous ad-venturess, and her transitions from one work progresses that the timbers are greatly decayed, and that practically the whole of the approach will have to be greatly decayed, and that practically the whole of the approach will have to be renewed. It was the first part of the bridge that was built 15 years ago. Fore-man Richmond says it will be made new are features of the company. throughout.

East Side Notes.

No play which has been given at the Rev. J. J. Dalton, D. D., pastor of the First Comberland Presbyterian Church, has moved to 533 East ankeny street, where he will live for the present. Rev. A. K. Glover, the general diocesan

business to Portland. The whole business demonstrates the diffi-culty of building upon an inefficient quality of human material-bricks without straw. That is what the committee in Portland struck. The upshot of the whole matter is that we May 10, Graham Glass, 662 Fourth street, 12 years 11 months 29 days; permittous anaemia. May 11, Anna Garbarino, Seilwood, 70 years; ancer of stomach. May 11, John Catlin Hazzard, 227 Whitaker shall likely see no road. It may be that the

Northern Pacific will find it necessary to build the extension from Dixis in order to meet Southern railway competition. However, this is over so rough a country, of great declivities and widely varying altitudes, that the expense will be so great that if left to Spokane to acreet, 5 years 11 months 15 days; valvular Biesase of the heart, with dilation. May 10, Samuel Grant Walker, 210 Mult street, 35 years; tuberculosis. May 9, William Faraham Sterling, Ellensburg, Wash., 11 months; tuberculosis of

May 11, Mary A. Morgan, 520 East Fifteenth street, 72 years old; diabetes.

Building Permits.

C. Buck, two-story dwelling, Fourth street, setween Montgomery and Harrison; \$2000. George W. Bates, four two-story dwellings, northwest corner Togenty-first and Davis northwest treets; \$11,000.

John Schwartz, two-story dwelling, Fre John Schwartz, two-story dweiling, Fremont street, between Cleveland and Hendricks; \$1000. A. A. Courteney, two-story dweiling, corner of Twenty-first and Schuyler; \$2500. Netl O'Hare, one-story dweiling, Russell street, near Brendle; \$800.

Real Estate Transfers.

Henry R. Long, trustee, and wife to E. A. Hill, lots 7 and 8, block 29, Sellwood 300 A. Hill, lots 7 and 8, block 20, Serievood Trustees Methodist Episcopal Church of Gresham to B. W. Emery, two acres, section 10, T. I.S., R. 3 E. Sheiff (for S. E. Paul) to C. A. Ayls-worth, lot 3, block 4, Mount Tabor 800 13

Villa Annez A. Aylsworth and wife to Josephins M. O'Brien, lot 3, block 4, Mount Tabor

80

250

275

Villa Annex Jeorge Ward and wife to Julian Myers, lot 19, block 18, Mount Tabor Villa... iot 19, block 18, Mount Tabor Villa... eorge T. Newman and wife to C. E. Warrens, lots 5 and 8, block 4, Feurer's

Addition Laura Burke to N. J. Robertson, lot 3, block 5, Lisie Addition. W. E. Spicer et al. to Arthur O. Thomas, quam Grand Theater, where on Friday night and Saturday matinee they pre-sent "When We Were Twenty-One." 150 . 1450 Henry V. Esmond's beautiful play; Satur-

1 --- 150

Maxine Elliott, These gifted players will present their charming successes which have proved so brilliantly successful both 1000 rest, joir 4, block 40, Almer 5 Addition to St. Johns. David Goodsell and wife to Dennis Mur-phy, lot 8, block 1, Goodsell's Addition. F. B. Hughes and wife to Marie Bruce, lot 6, block 15, Einzel Park. ion. 250 in London and America. They bring with them their own and entire scenic produc-tions that graphically depict the locale of

R. Derby and wife to B. R. Smith, lot 5,

"Two Little Walfs" at Cordray's. "Two Little Waifs," a new play by Lin. coin J. Carter, will be the offering at Cordray's, Sunday, May 18. By some crit-ics this new product is said to be the best in Carter's repertoire. Its initial perform-

folet Hartman to, Ellen N. Garrison, lot 3, block N. Portsmouth Villa Ex-

500 G. McCulley to Julia Marquam, 1/2 of E.

G. mccunicy to June analytam, is of a by of S is of SW. is of NE. is, section 21, T. 1 N., R. 1 E. John Roberts to George A. L. Winters, iot S, block 14, Sunnyside................ Louis Nicolai et al, to Louis Kuhn, lot S, 350 block 25, Sherlock's Addition

Abstracts, and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 204-5-6-7 Failing building.

Baker Theater sings the Stuart company opened there has made such a hit as "In Missoura," which is the offering there this One taken every night stimulates the liver, carries off the bile and improves the digestion and appetite. Carter's Little Liver Pills. Don't forget this. week. The story of the play is one which | Liver

striking resemblance. The fact that they are unknown to each other leads to many misunderstandings and intricate situations. Stanley and Lolita Lamb, two clever little tots, essay the parts of the waifs. Miss Helen Carroll fills the dual role of a lov-Morrison Bridge Approach. street bridge, has started work on the East Side approach. It is found as the

Corvallis and Also of Portland.

street. Lone Fir cemetery was the place of interment. Mr. and Mrs. Brooker when they removed to Corvallia. Her husband, Richard Brooker, was in partnership with J. A. Wilson in an extensive sheep ranch near Corvailis. Mrs. Brooker

Two Churches Are Being Changed

large families. The church on East Sev-enth and East Yamhili streets is being

continue.

The report of the business of the Faironly the best grade of stock.

Cheese Factory Output.

look to it longingly. Besides, agriculture has been severely oppressed by the com-petition of American grain. I shall be R. L. Barnes' Brother at St. Pierre,

of Burns. This town he named after the Scotch poet. He was appointed receiver of the Harney land district in Cleveland's "A feeling of unrest rules among farm ers of my native country," said Mr. Mc-Gowan yesterday, "Nearly all the land is owned by old aristocratic families, and there is little opportunity for a poor man to own his own farm. It is difficult for an American to understand this system of

years ago. He settled on the present site

She Was a Well-Known Woman of The funeral of Mrs. Eliza Brooker, whose death occurred in Corvallis, May

survives her.

The road problem will be solved in some way, and to our advantage. The demand for dwellings in Central