

MORE BAR BREEZES

This Time Pilots Find a Few Defenders.

NOT ALL CENSURE DESERVED

Delay of Steamships Due to Other Causes—W. B. Ayer Suggests Steam Pilot Boat to Chamber of Commerce Trustees.

The Chamber of Commerce yesterday... Discussed the Columbia bar pilot service... Decided to ask President Mohler when the O. R. & N. Co. would put on another trial... Indorsed plans for an exhibit at the 1903 Oaska Exposition...

Several more breezes from the Columbia 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 discussion about the bar pilot service...

The Pacific Export Lumber Company, which has been clapping spurs to the pilots recently, had several letters for the trustees to consider... Some of the trustees were inclined to accept the explanation in yesterday's Oregonian of the case of the Ventura, as freeing the pilots of blame...

Nothing was done with the Quito and the other cases, and the trustees decided rather than to read more correspondence from the Pacific Export Lumber Company, reproving the pilots... One of the most trenchant parts of the correspondence was in reply to the response of the Pilot Commission, defending the pilots...

It seems very strange that the Pilot Commission, instead of overhauling the pilots for false statements, should have had 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 certain extent, their enemies... It was the assertion of the pilots that there was a want depth of 19 feet on the bar that led to the sinking of the Quito...

Mr. Mohler replied that the O. R. & N. carries pilots on its tugs merely as a convenience to shipping and to expedite business... To provide pilots for steamers, he said, was not the object of his company... "We should much prefer to be absorbed from carrying them on our tugs," he wrote...

How About Another Tag? 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. Mohler gave assurance that his company would put on a bar tug...

Warring Against Incurable 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 the people, and fighting the gods...

To Work for Exhibit at Oaska. The Oriental committee advised that the Chamber devise means for making an Oregon display at the Japanese exposition at Oaska next year... It also recommended that application of a permanent Consular agent in the Orient...

Up the Columbia. With a perfectly clear atmosphere, the morning of the 13th was the best time yet to see the magnificent scenery along the Columbia River... The O. R. & N. Co. has a train from Union depot any day at 9 A. M. for Cascade Locks...

A Miracle of Innocence. New York Times. When Mr. Bryan was in the "plain" Mr. Bryan was not quite definite nowadays... He made his recent speech at Birmingham everybody who read his references to Moses and the promised land must have

either known or suspected that the New York Times had revealed an amazing similarity between his knowledge of Biblical history and his financial and economic information... He said, it will be remembered, that he had no great desire to be a prophet, but he was willing to play the role of Aaron and let somebody else take the blame for his actions...

CRYSTAL TOLD HIM WRONG

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

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 and Bennie H. Easton, who sailed for Alaska during the Klondike rush... They lost their money and returned to California...

"I had been sitting for development a few times when one day my little son, George, 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 happened that on February 10, 1902, 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 scribbles he began to write...

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STRETCH OF NEW ROAD

IMPROVEMENT ON O. R. & N. WEST OF THE DALLES.

About \$300,000 Spent in Correction of Seven and a Half Miles—Other Work in Progress.

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 management 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...

To Aid Sunnyside Trolley Road. NORTH YAKIMA, May 13.—At a meeting of the Commercial Club, an executive committee consisting of Edward Whitson, Miles Cannon, O. A. Fichter, George Donald and W. L. Steinweg, was appointed to take charge of the matter of securing the traffic contracts, right-of-way and subsidy demanded by J. F. McNaught as a condition of the trolley road to Sunnyside... Mr. McNaught agreed to have the road in operation by July 1, 1903, if his conditions are complied with by the first day of July, this year.

Vining's Successor. SAN FRANCISCO, May 13.—The Examiner says: George F. Chapman, of Newark, N. J., is to be E. P. Vining's successor as general manager of the United Railroad and also to purchase the entire capital stock of the Denver City Tramway Company, valued at \$5,000,000.

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.

George McGowan, of this city, will leave for Scotland this morning to visit his native home in that country. He will take a large quantity of literature with him, descriptive of Oregon industries and resources. This he will distribute in Scotland, and then gently pulled up by steam. Each cradle can be operated separately. On ways of this kind boats can be taken out of the water or launched without hoists.

The funeral of Mrs. Eliza Brooker, whose death occurred in Corvallis, May 11, was held yesterday afternoon at Dunning's undertaking parlors, 414 East Alder street. Lone Fir cemetery was the place of interment. Mrs. Brooker was born in England in 1829, where they lived until 1881, when they moved to Portland. They made their home on the East Side for several years, when they returned to Corvallis. Her husband, Richard Brooker, was in partnership with J. A. Wilson in an extensive sheep ranch near Corvallis. Mrs. Brooker was 73 years of age, and was a woman of highly estimable qualities. A husband survives her.

The demand for dwellings in Central East Portland keeps up, and has become so great that two church buildings are being transformed into flats. The church on the corner of East Yamhill and East Sixth streets was raised up, and is now a double flat, which will accommodate two large families. The church on East Seventh and East Yamhill streets is being changed into a double house. Since it is not probable that the movement of changing churches into dwellings will continue.

The report of the business of the Fairview cheese factory for the month of April shows that 4,729 pounds of milk were brought to the factory from the 13 patrons. The amount paid for this milk by the company was \$47. One of the patrons bring in 600 pounds, and the smallest delivered is 25 pounds. The prices paid 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 increase in the number of cows in the community, and also the grade of the stock. It has been found that it pays to keep only the best grade of stock.

The second parents' meeting at Brooklyn School will be held tomorrow afternoon, at 2 o'clock. City Superintendent Rigger, Mrs. Trumbull, who has given much study to the school question in the East; Mrs. Sarah M. Kern and Mrs. Dr. Amelia Zeigler will be the principal speakers. Mr. Rigger is unable to be present at the first meeting held in this school-house.

Foreman Richmond, of the Morrison-street bridge, has started work on the East Side approach. It is found as the work progresses that the timbers are 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. Foreman Richmond says it will be made new throughout.

East Side Notes. Rev. J. J. Dalton, D. D., pastor of the First Cumberland Presbyterian Church, has moved to 533 East ankeny street, where he will live for the present. Rev. A. K. Glover, the general diocesan

Young People's Culture Union. This evening at 8 o'clock the regular meeting of the Young People's Culture Union of Beth Israel will meet at the temple. An interesting programme has been prepared, including an informal talk on "What Books to Read and How to Read Them," by Miss Ison, the librarian of the public library.

Business Items. If Baby Is Cutting Teeth. Mrs. S. and wife and child well-remembered, and the child is cutting the gums, all pain, sore wind colic and diarrhoea. Vigor and vitality are quickly given to the whole system by Hood's Sarsaparilla.

Plans of the Rock Island. DALLAS, Tex., May 13.—Prominent Rock Island Railroad officials have conferred here with a committee of business men with reference to the extension to Fort Worth to the Gulf. The road certainly will be constructed from Fort Worth to the Gulf, said Judge Lassiter, attorney for the Rock Island, "and will come by way of Dallas if entrance to the city and terminal ground can be secured. The old Chetoway will come here under the same conditions. It is a hard matter to obtain entrance into Dallas now, as the ground is all taken up. The line will be equipped with 50-pound steel rails and rock ballast, and after a time all the wooden bridges will be replaced with steel. The new charter has been sent off, and Mr. Low, of Topeka, is president of the new company."

New Railroad in Colorado. DENVER, May 13.—The first collateral mortgage on the Denver & Northwestern Railway Company of Colorado, executed 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 \$3,000,000, and it is payable in gold coin, May 1, 1903. It is announced that the purpose is immediately to construct and put in operation the rail-

RAILROAD TIES MAY GO UP

EASTERN MULTNOMAH MILLS RE-FUSE BIG CONTRACT.

O. R. & N. Company Makes an Offer for Their Entire Output for Two Years.

The sawmills in Eastern Multnomah County evidently expect that the price of railway ties will advance materially. However, 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 the length of time, even at that price. They are now receiving 2 1/2 cents, the recent advance in price being voluntary on the part of the buyers. The mills are delivering a vast number of ties at Troutdale daily. The lumber industry has been developed, with no prospects of abatement. With the present price there is a profit in it for everybody—the sawmill and the hauler.

Stone & Co.'s sawmill has just filed a contract for supplying 3000 ties for an outside railroad company on the Rio Grande. The railroads must have ties, and shipments are being made in some cases as far as the Missouri River. The combine has an agent in Portland, and through him a considerable business is being done. The eastern part of the county has grown very prosperous through the lumber trade. There is still much timber left that will be worked up into ties. Hereafter ties will be handled direct from the wagons to the cars at Troutdale, 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 disrepair and disgraceful elevated roadways has been taken in the circulation of a petition for the improvement of East Oak street, between East Third and East Twelfth streets. There is every reason to believe that the improvement will be undertaken. The expense will be comparatively small. A considerable part of the street will only require redressing and fixing up, as it has been improved before under the present wagon road. The City Engineer closed them up several years ago. The petition is being circulated in the neighborhood. 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. The petitioners would like to see these streets in this thickly settled residential district that are not improved. It is thought that if some one will start a petition it will carry.

Marine Power Ways. They Are Being Built in Joseph Supply's Boatyard on East Water. Marine power ways, the first to be built at any of the Portland boatyards, are being finished at the Supply 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 to the bottom. 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 large crane from which the ways will be attached to a steel rope, which will be wound around a drum winch. In taking a craft, large or small, out of the river, the cradles are let down into the water, and the boat is floated on them, and then gently pulled up by steam. Each cradle can be operated separately. On ways of this kind boats can be taken out of the water or launched without hoists.

Funeral of Mrs. Brooker. She Was a Well-Known Woman of Corvallis and Also of Portland. The funeral of Mrs. Eliza Brooker, whose death occurred in Corvallis, May 11, was held yesterday afternoon at Dunning's undertaking parlors, 414 East Alder street. Lone Fir cemetery was the place of interment. Mrs. Brooker was born in England in 1829, where they lived until 1881, when they moved to Portland. They made their home on the East Side for several years, when they returned to Corvallis. Her husband, Richard Brooker, was in partnership with J. A. Wilson in an extensive sheep ranch near Corvallis. Mrs. Brooker was 73 years of age, and was a woman of highly estimable qualities. A husband survives her.

Demands for Dwellings. Two Churches Are Being Changed Into Double Flats for Residences. The demand for dwellings in Central East Portland keeps up, and has become so great that two church buildings are being transformed into flats. The church on the corner of East Yamhill and East Sixth streets was raised up, and is now a double flat, which will accommodate two large families. The church on East Seventh and East Yamhill streets is being changed into a double house. Since it is not probable that the movement of changing churches into dwellings will continue.

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MISSIONARY OF THE EPISCOPAL CHURCH OF OREGON

at present in Astoria, and will be absent about a week more before he finishes up his work in that part of the state.

The St. Johns match factory has resumed operations with John Peet as manager, after an idleness of about 15 months. It is hoped that the factory can now be kept in operation.

Dr. E. H. Parker, a well-known Portland physician, is reported to have just returned from Arizona, after an absence of nearly one year. The trip and sojourn in Arizona were for the benefit of Dr. Parker's health, which had been impaired. He 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 Weiser. Only about \$200,000 has been subscribed here, and Weiser citizens expected Portland to raise at least \$120,000. Up at Weiser the newspapers are uttering scathing criticisms on the city.

Through an error in this paper, Mason, Ehrman & Co. were credited with having given only \$10. This firm really subscribed \$50. "Judging from the importance of the firm's trade on this way," one paper rightly infers an error.

Spokane has not responded to the appeal of Weiser merchants with any more alacrity than Portland. It feared that its contribution to the fund would only help Portland. One of the reasons why Portland has been adverse to giving to the fund is the affront that would be taken by the Idaho States, which believe they are as much entitled to Portland's consideration as any. Subscriptions to the fund in Portland are as follows:

- Fleischer, Mayer & Co. \$200
Allen & Lewis \$100
Closset & Devers \$50
Mason, Ehrman & Co. \$50
The Weiser Signal Company \$50
M. Sailer & Co. \$25
Bishop & Co. \$25
Lang & Co. \$25
Krause & Prince \$25
Pacific Coast Rubber Company \$25
Pearson-Pace Company \$25
Portland Seed Company \$25
Newland Bros. & Spice Company \$25
Fag & Son \$20
Fisher, Thomsen & Co. \$20
Bell & Co. \$20
W. B. Glafke & Co. \$20
R. Livingston \$20
Charles L. Mastick & Co. \$20

The Pacific Coast Biscuit Company has agreed to make a contribution, provided the whole fund is raised. The Weiser Signal delivers itself: The reports, gleaned from Spokane and Portland papers, and published on the first page of this issue, certainly do not promise much toward the completion of the road to Weiser. The paper accounts indicate a very regrettable and liberal state of mind all around—conditioning the matter in such a way as to make it difficult to attain effective results in the opening of new sources of prosperity and business. The aspect of northern points disquieting and alarming is really a matter of concern. Divided they are no stronger than each individual resource, but, united, they would be as the bundle of sticks, strong for one, but weak for many. At Portland, the same excuse is offered that "no plans and specifications were furnished." Plans and specifications were furnished. Plans and specifications were furnished. Plans and specifications were furnished.

Building Permits. C. Buck, two-story dwelling, Fourth street, between Adams and 27th, \$2000. W. Bates, four two-story dwellings, northwest corner Twenty-first and Davis streets, \$11,000. A. A. Courtney, two-story dwelling, corner of Twenty-first and Adams, \$2000. J. W. Bates, one-story dwelling, Russell street, near Bond, \$800.

Real Estate Transfers. Henry R. Long, trustee, and wife to E. Hill, lots 7 and 8, block 28, Sellwood Trust, \$10,000. W. Bates, four two-story dwellings, northwest corner Twenty-first and Davis streets, \$11,000. A. A. Courtney, two-story dwelling, corner of Twenty-first and Adams, \$2000. J. W. Bates, one-story dwelling, Russell street, near Bond, \$800.

Coming Attractions. Sale of Seats for Goodwin Today. At 10 o'clock this morning N. C. Goodwin will sell the 1000 seats for the Marquam Grand Theater, which on Friday night and Saturday matinee they present "When We Were Twenty-One." Henry V. Beach, head of the play, Saturday night, "An American Citizen," by Madeline Lucette Ryley. There are no artists now before the public whose address is more eagerly awaited than that of the coming of N. C. Goodwin and Miss Maxine Elliott. These gifted players will present their charming successes which have proved so brilliantly successful both in Oregon and America. They bring with them their own and entire scenic production that graphically depict the locale of their story, some of these being the most scenic Chicago is reported to have.

"Two Little Waifs" at Cordray's. "Two Little Waifs" a new play by Lincoln Carter, will be the offering at Cordray's, Sunday, May 18. By some critics this new production is said to be the best in Carter's repertoire. Its initial performance in Chicago is reported to have been with signal success. The story hinges about two twin sisters, waifs, bearing a striking resemblance. The fact that they are unknown to each other leads to many able, affectionate wife, and in direct contrast the cold-hearted, unscrupulous adventurer, and her transitions from one character to the other are said to be easy and complete. The supporting company is said to be strong and well selected. The Lambkins, whose talents called them from Portland to the stage two years ago, are features of the company.

Success of "In Mizouma." No play which has been given at the Baker Theater since the Stuart company opened there has made such a hit as "In Mizouma," which is the offering there this week. The story of the play is one which cannot fail to arouse interest. It is put on with an attention to detail which reflects credit both on Mr. Stuart and Manager Baker, and there is not a scene or situation which does not make an impression on the mind of the audience. The play 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 Mizouma" runs only a week, and 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 looking and 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 several plays new to Portland will be presented. Strong as it was when it was last here, the Frawley company has been greatly strengthened by the acquisition of the popular Benjamin Howard will be the leading man. Harrington Reynolds has rejoined the company, and John Daly Murphy, a well-known Frohman comedian, has also returned. Only about \$200,000 has been subscribed here, and Weiser citizens expected Portland to raise at least \$120,000. Up at Weiser the newspapers are uttering scathing criticisms on the city.

The Count of Monte Cristo. The play which made James O'Neill famous, "The Count of Monte Cristo," will be produced by the Stuart company at the Baker Theater. The play requires an elaborate scenic setting, and a large force is now at work in the theater providing it. Everything that is required for the effects necessary in the play has been provided, and Mr. Baker promises that the rising of every curtain during the performance will reveal a surprise. The play will run for a week, beginning with the matinee Sunday.

Bronson Howard's Masterpiece. "The Banker's Daughter," which is soon to be given by the Stuart company at the Baker Theater, is acknowledged to be the greatest play ever produced in the theater. 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 Dinkard 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 Dinkard, and yet the comedy is full of wit and a full hull of meat. It will appear at Cordray's in the near future.

Daily City Statistics. Marriage Licenses. C. O. Gutzmer, 25; Francis S. Johnson, 22; E. W. Gutzmer, 27; Pacific County, Washington; Christine Talbot, 25. J. E. Gates, 25; Francis May Toy, 18. Peter Dregersen, 26; Mrs. Hannah Dregersen, 54.

Deaths. May 11, Iva Ella Fullin, St. Vincent's Hospital, 22 years 5 months 15 days; meningitis. May 11, Mrs. J. W. Bates, 64 years 4 months 12 days 11 months 29 days; peritonitis. May 11, Anna Garbarino, Bellwood, 70 years; cancer of stomach. May 11, John A. Catlin, 227 Whitaker street, 5 years 11 months 15 days; valvular disease of the heart, with dilatation. May 11, Mrs. J. L. Redish, 305 East Eleventh street, 25 years; tuberculosis. May 9, William Farham Sterling, Ellensburg, Wash., 11 months; tuberculosis of the lungs. May 11, Mary A. Morgan, 620 East Fifteenth street, 72 years old; diabetes.