TEACHERS ELECTED

Board of Education Makes Annual Appointments.

SEVERAL VACANCIES FILLED

H. R. Winchell Will Succeed J. C. McGrew as Principal of Fulton Park School—Changes Due to Resignations.

The Board of Education at a special meeting held yesterday afternoon completed the election of teachers who will serve in the public schools during the ensuing year. Among appointments were H. R. Winchell, to succeed J. C. McGrew as principal of the Fulton Park School; Marie Bruce, to succeed Lena Nealond as teacher in the Chapman School; Joelia Johnson, to succeed Esther Hexter in the Park School; Winifred Hawley, to fill the vacancy caused by the transfer of Blanche Catlin, from the Peninsular to the Sellwood School, to take the place of Annie Ross; Sadie Chase, to fill the vacancy caused by the transfer of May Robertson from the Sunnyside School to the Williams-avenue School, to take the place of Alma LeRoy, and Laura F. Geertson, to take the place vacated in the Stephens School by Mary E. Fryer, who succeeds to the position of Eugenia Kern. The teachers whose successors were appointed were not applicants for positions. The list of the principals and teachers appointed is as follows, the first name after each school being that of the principal:

Ainsworth—Ella E. McBride, Charlotte E. Crawford, Margaret Protzman, Mrs. Agia M. Glenn.

Albina Central—J. H. Stanley, Lizzie A. Wilson, Mrs. Nellie Hiltabidel, Mrs. B. H. Kennedy, Jeanette Jensen.

Atkinson—A. R. Draper, Mrs. A. E. Watson, Emma K. Lammers, Hattie Mansfield, Abbie Wright, Nina B. Johnson, Kate E. Young, Nellie Fawcett, Emma Blagen, Helen A. Kiernan, Ella Levenson, Mrs. L. Marshall, Lulu G. Campion, Emma L. Butler, Anna G. DeLin, Kate Padden, Mrs. I. Baker, Opal Hall.

Brooklyn—Aphia L. Dimick, Camille M. Mathott, Sophia A. Wilson, Mary McKeown, Catherine Lamberson, Helena Humason, Lydia Smith, Viola Howenstine, Laura N. Ijams, Mrs. M. West.

Central—J. T. Gregg, Mary Hamilton, Anna E. Gray, Hortense Greffoz, Harriette Monroe, Hattie Billings, Mrs. I. B. Tobin, Winelia McKnight, Helena Barck, Matie B. Train, Meta Allen, Kate Warren, Bertha Beicher, Jessie Harkins, Ella O'Connor, E. Cora Felt, Inez Kuney, Grace Elliot.

Chapman—P. M. Weddell, Rose Woodward, Henrietta Abbott, Zaidee McConnaighy, Sasa A. Allen, Marie Bruce, Mrs. H. B. M. Rinearson, Lena M. Hadaway, Nettie M. Greer, Louise K. Strout, Stella A. Fording, Della P. Sharpless, Gertrude Van Winkle.

Clinton Kelly—R. H. Thomas, Mrs. E. E. H. Richards, Mrs. J. A. Lando, Nan E. Fitch, Elizabeth Wells, Elsa Ohle, Letitia McKinnon, Laura Thompson, Alice A. Loeb, Mrs. J. Hines, Mrs. B. Cavanaugh.

Couch—J. Burnham, Mrs. Kathleen M. Ross, Minnie Michener, Eva S. Cole, Gertrude A. Orth, Esther D. Goodman, Mrs. J. E. Burnham, Grace Britts, Lena Rivears, Estelle J. McIntyre, Frances Harris, Mrs. E. L. Williams, Mary E. Smith, Edna Habighorst, Katherine Franklin, Cornelia Lamberson, Jennie Arnold.

Failing—I. W. Pratt, Fannie G. Porter, Laura Peterson, Helen K. Crane, Julia Mark, Florence Converse, Mary E. Frazier, Mary McCarthy, Mrs. F. Pierce, Katherine Schneider, Anna P. Colburn, Camille F. Allen, Etta O. Bailey, Alice Higgins, Agnes Plummer, Mrs. J. Licher, Eva S. Rice, May Kelly.

Fernwood—Florence Terry.

Fulton—E. J. Steele, Florence Cox, Clara Bell.

Fulton Park—H. R. Winchell, Edith Percy, Mrs. Nora Burney.

Harrison—D. W. Jarvis, Mary Millard, Mary D. Donohoe, Nellie Washburne, Roma McKnight, Lennah Bain, Lizzie Miller, Clara Haettinger, Laura Cleland, Harriette Higgins, Ella M. Crawford, Emily C. Young, Kate M. Colburn, Thera Yocum, Anna M. James, Nellie A. Dickinson, Lorene Ackerman, Lucy Williams, Winifred Mosher, Septima Ansley, Josie Davis, Jessie Murch, Ruth E. Watson.

High—T. T. Davis, Grace Baird, Caroline Barnes, Arthur E. Breece, Theophil Brugger, Anne Friendlich, Emma Goddard, D. F. Haynes, H. W. Herron, Gertrude James, F. C. Jordon, Leona Larrabee, Herbert Lee, Christina MacConnell, Bertha Moore, William A. Morris, Mrs. H. Mundt, Laura Northrup, Ruth Rounds, R. R. Steele, May Thompson.

Highland—J. W. Mills, Edith J. Young, Lelah Nelson, Marie Madden.

Holladay—C. M. Kiggins, Viola Ortschild, Margaret Tone, Annie M. Brannan, Caroline Holman, Medora Whitfield, Louise Philbrick, Maude Kenworthy, Nellie Ullery, Grace Burnett, Leta R. Smith, Gertrude Cahalin, Zelma Shaver, Angela LeGrand, Eugenia Morse, Ada T. Beard, Anna B. Charleson.

Marquam—L. Effie Williams.

Midway—Mary Kavanaugh.

North Central—C. L. Hoover, Clara Demmer, Abbie A. Lewis, Ellen McCabe, Carrie E. Hayden, Lurline Cochran, Emma B. Timms, Lettie D. Holbrook, Elizabeth Shofner, Mrs. K. E. Sloan, Elvene Grenier.

Ockley Green—Margaret Rice.

Park—D. A. Grout, Metta C. Brown, Kate Kingsley, Hannah G. Schloth, Annice Knapp, Mrs. S. E. Harker, Kate Cahalin, Jennie Limbocker, Mrs. C. C. McQuinn, Ivy Robinson, Helen New, Emily Hoecker, Nora B. Green, Bessie Cleland, Minnie Kapus, Elizabeth Wood, Edna Henley, Flora Leroy, Joelia Johnson, Nellie Dwyer, May D. Ingalls, Margaret Dolan.

Peninsular—I. N. Matlick, Lillian DeLin, Mary de L. Vincent, Winifred Hawley.

Portsmouth—J. L. Tousey, Marie Luders, Verdie Monroe, Mrs. L. D. Hoye.

Sellwood—S. U. Downs, Estelle J. Hell, Mrs. H. R. Kerr, Helen D. Petch, Laura Austin, Madge O'Connor, Blanche Catlin.

South Portland—W. C. Alderson, Mrs. J. M. Potter, Bertha Hanson, Stella Heimbach, Lillian Fay.

Stephens—T. J. Hadley, Alice Munroe, Mary E. Fryer, Laura F. Geertson, Henrietta Baum, Eleanor Dunn, Grace Kinsey, Ada Packer, Florence Peel, Ada Mercer, Mrs. Fannie Wheeler, Carrie Ladd, Charlotte Reed, Ana G. Baird.

Sunnyside—E. D. Curtis, May I. Rathbun, Lena Ayers, Mrs. P. B. Chaney, Sadie Chase, Elphe K. Smith, Lucretia Allen, Mary L. Beck, Viola Thayer, Lena M. Dranga, Jessie E. Robson.

Thompson—G. E. Jamison, Laura Myers, Mina Tregallas, Kate Porter, Ida Foot, Myrtle Reed, Ella S. Mason, Minnie Foott, Frances Martin, Edna Amos, C. L. Stevens, Mary E. Frainey, Matilda Weiss, Lillian Mock, Octavia Drake, Tillie Amos, Anna Cory, Grace Lamberson, Ettie Sperry.

Williams Avenue—M. L. Pratt, Anna Jackson, Violet Zander, Cora Pattee, Esther Kane, Emma Robinson, Phebe White, Emma Whitney, Carrie Meusdorffer, Mabel Hurley, Elizabeth Carothers, May Robertson, Stella Van Vleet, Mrs. Cora Fraine, Carolina Donlon, Belle Joseph, Jean McDonald, Bertha Britts.

Woodlawn—E. A. Milner, Mrs. A. B. Stone, Helen Bennett, Mary Rogers, Johanna Cramer, Mrs. M. E. Wilson, Mary Beatty.

Special—Anna E. Knox, Myrtle Moffet, Anna Rankin, Robert Krohn.

YALE MISSION IN ORIENT

President Hadley Announces Plan for Work in China.

NEW HAVEN, Conn., June 25.—One of the most important announcements of the Yale commencement season was the reference by President Hadley in his address this morning to the plan of a group of Yale men to establish a mission in the Far East. This mission, which is the first of its kind to be established by graduates of any American college, is to be conducted along the broadest lines, carrying on evangelical, medical and especially educational work in a large student center in North China. It is to be undenominational and independent of any existing society, but will work in harmony with them, and especially close sympathy with the American Board. This last-named society has promised its moral support and co-operation in certain practical matters, such as the purchase and distribution of supplies.

The mission is to be under the leadership of Rev. Harlan P. Beach, of the class of 1878, at present educational secretary of the Student Volunteer Movement, and from 1883 to 1890 a missionary in China. The mission is an entirely voluntary association of Yale men and will hold no official connection with the university, but many of the officials of the latter, including the president, are among its strongest supporters. It is to be controlled by a council of 40 men, who have consented to serve in this capacity, with these officers:

President, Rev. Timothy Dwight D. D., LL. D.; vice-president, Rev. Edwin Lynes, D. D., New Haven; corresponding secretary, William Sloane, New York; treasurer, Pierce Welsh, New Haven.

The Congregational, Episcopalian, Presbyterian and Baptist churches are thus represented among the officers of the council. All details of administration will be left to an executive committee consisting at present of the following Yale men, who have developed the plans for the mission and raised an installation fund of about $20,000:

Deans Sanders and Wright; F. Wells Williams, professor of Oriental history at Yale; James W. Cooper, D. D., Yale corporation; T. Beach, secretary of Student Volunteer Movement; Arthur C. Williams, of the class of 1898; Professor Edward B. Reed, and Anson Phelps Stokes, Jr., secretary of the university. Professor Reed will act as executive secretary. The medical examiner is to be Dr. Walter James of New York.

Rev. L. P. Thurston, of the class of 1898, will go to China this Fall, spending a year studying the language. It is expected that in due season Yale will send out a score of men to this mission, who will work for Christian education in China.

DAILY CITY STATISTICS.

Marriage Licenses.

A. S. Phillips, 24; Emma Smith, 22.

Maurice R. Whitehead, 24; Bessie E. Braden, 21.

Leon L. Phillips, 19; Laura E. Quinn, 20.

Harold G. Rice, 26; Grace H. Hines, 23.

R. A. Corthell, 28; Ida M. Chandler, 25.

L. A. Comstock, 35, Kootenai County, Idaho; Minnie McConnell, 33.

Contagious Diseases.

June 23, Hilda Alsleben, Sixteenth and Upshur streets; typhoid fever.

June 24, Nelson Dezendorf, 840 East Alder; chicken-pox.

Deaths.

June 18, Thomas Connor, 45 years, St. Vincent's Hospital; endocarditis.

June 21, James Griffin, 45 years, 387 East First street; fracture and shock.

June 21, Katherine E. Thompson, 42 years 10 months 27 days, St. Vincent's Hospital; Bright's disease.

June 23, Carrie E. Espy, 28 years 13 days, 736 Brooklyn street; cerebral apoplexy.

June 23, Albert C. Johnson, 7 days, 851 Savier street; pneumonia.

June 23, Ruth Liberty, 7 years, St. Vincent's Hospital; septicaemia.

June 22, S. S. Greenman, 59 years, 328 North Eighteenth street; malignant disease of the stomach.

Building Permits.

C. T. Timmons, two-story dwelling, northeast corner of East Twelfth and Frederick; $1000.

M. Wanner, two-story flats, Holladay avenue, between Adams and Occident; $4000.

D. H. Harnett, 1½-story cottage, Mississippi avenue, between Stanton and Sellwood; $2000.

L. Demke, repairs, Yamhill, between Chapman and Seventeenth; $150.

A. T. Meyers, two-story cottage, East Davis, between Fulton and Alka; $1600.

H. Oelsner, one-story cottage, Borthwick, between Shaver and Failing; $1400.

E. T. Peterson, one-story building, Ankeny, between East Fifth and East Sixth; $500.

Fleischner & Mayer, repairs, northwest corner of First and Vine; $500.

Real Estate Transfers.

Louise H. Boise and husband et al. to D. L. Clouse, E. ½ of lots 1 and 2, block 289 Hawthorne Park	$1,100
J. H. Parelius and husband to E. H. Carlton, W. ½ of lot 10, block 12, Dunn's Addition	400
C. O. Schmidt and wife to J. P. Sharkey, lot 1, block 1, Kinzel Park	100
Peter Michel and wife to Fred Brunner, parcel land, section 18, T. 1 N., R. 2 E., W. M.	2400
Jane E. Stillwell and husband to J. B. Stillwell, Jr., lot 4, block 21, Kenilworth	1200
Mountain Park Real Estate Company to E. Fagerstrom, 5.83 acres tract 2, Barnes' Heights First Addition	666
E. S. King and wife to Enos Swan, lot 8, block 18, Lincoln Park Annex	1600
William J. Beatty to R. C. Wright, lots 7 and 8, block 22, Mount Tabor Villa	225
Multnomah Trunk Company to O. & C. Railroad Company, right of way	1
Trustees of Evangelical Association of North America to Michael J. Healy, lot 8, block 48, Albina	1000
H. S. Salisbury to H. Oelsner, lot 2, block 19, Central Albina	450
State of Oregon to L. C. Palmer, 40 acres, section 34, T. 1 N., R. 6 E.	40
Mary E. W. DeHoest and husband to Joseph M. Healy, lot 24, block 15, Cloverdale Extension, No. 2	100
James C. C. Cox to S. A. Miles, lots 5 to 8, block 11, Germania Addition	200
Multnomah Trunk Company to O. & C. Railroad Company, right of way	1

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

Father of Doctor W. P. Via.

FOREST GROVE, June 25.—Doctor W. P. Via, of this place, received a message this morning from Columbia, Mo., stating that his father died there yesterday, aged 90 years. His father was the Rev. M. L. A. Via, who had been a prominent Southern Methodist minister in Northwestern Missouri for 55 years. Dr. Via, here, and Mrs. Margueret Conley, of Columbia, Mo., survive him.

Indicted for Bank Robbery.

ALBANY, Or., June 25.—The grand jury of the Circuit Court found a true bill against W. O. Tycer and Thomas Vennum, charged with robbing the bank at Brownsville of $1835. Both men this afternoon pleaded not guilty and the case was adjourned to the next term of court. The evidence against the defendants is circumstantial and of a character to make the result uncertain.

Woolen Mill Has Earned Subsidy.

EUGENE, June 25.—"Eugene's bonus of $8000 to the new woolen mill is now due and payable," is the report of the committee appointed to examine the plant on behalf of the citizens. The subsidy will be paid at once.

LEAVES ASH-STREET DOCK AT 10 P. M.

Round-trip rate to the coast Saturday night is only $2 50. Steamer Hassalo leaves Ash-street dock at 10 o'clock Saturday night, connecting at same dock at Astoria with steamer for Ilwaco, Sunday morning. Details at O. R. & N. office, Third and Washington.

BROKE ANOTHER RECORD

OCEANO'S OATS CARGO LARGEST EVER SHIPPED FROM COAST.

Steamship Holds Pacific Coast Record for Lumber Cargo—German Ship Oregon Overdue.

The big British freighter Oceano is now the possessor of the two largest cargo records from Pacific Coast ports, and Portland has the distinction of supplying the cargo in both cases. About 10 months ago she was dispatched from this port by the Pacific Export Lumber Company with 4,000,000 feet of lumber, a larger cargo of that commodity than has ever been floated from any other Pacific Coast port. Yesterday she was cleared by Kerr, Gifford & Co. for Cape Town with 129,861 sacks, containing 350,000 bushels of oats, valued at $189,000. This is nearly 100,000 bushels more oats than has ever been carried from a Pacific Coast port by any other vessel. It was originally intended to load the vessel with over 400,000 bushels, but as she is taking an unusual route to the Dark Continent, more bunker space than usual was needed, and her cargo was shortened accordingly. The steamer left down the river yesterday afternoon, and will cross out today en route for Comox, where she will coal for the voyage. She will take aboard a sufficient amount of fuel to carry her through to Montevideo, a distance of nearly 9000 miles. Captain McIntyre expects to make the trip to Cape Town in about 70 days.

The Oceano has made a number of trips to Portland, and her owners seem to be very well satisfied with the port, and it is not improbable that she will be headed in this direction again after discharging her present cargo.

The steamship Foreric, which was chartered to follow the Oceano with oats to South Africa, will not come here at present. The contract for the oats was let before the cessation of hostilities in South Africa, and was afterward canceled. Kerr, Gifford & Co., who sent out the Oceano, will next month dispatch the Askehall from Puget Sound, and that will probably be the last of the forage business from the Pacific Northwest for the Cape, although there will still be a considerable amount of wheat and flour go forward. These contracts have cleaned up the surplus of oats in Oregon and Washington more thoroughly than they have been cleaned up for many years. Portland experienced no difficulty in supplying a cargo for the Oceano, but the Askehall, a smaller vessel, receives a portion of her cargo from San Francisco, the steamer Edith taking a full cargo from the Bay City to Tacoma for her.

SECOND NOME LINER.

Ohio Arrives From the North, but Brings No Tidings of Portland.

SEATTLE, June 25.—The second arrival of the season from Nome, the steamship Ohio, Captain Morle, came into port at an early hour this morning. She had 32 passengers, $150,000 in treasure and news from Nome up to June 16, the date she left that port. She also brings news of the first steamer arrival down the Yukon at St. Michael, the Sarah, reaching that point with $1,000,000 in treasure aboard, which will be shipped out on the steamer St. Paul.

The Ohio brought most important news from Nome. She reports all the fleet, with the exception of the Portland and Jeannie, having reached that port. Grave fears were felt for the safety of both those lines. The Portland, it is known from information received on the Nome City, was fast in the ice on June 5 and floating toward the Arctic, and the failure of the Jeannie to be reported is token to indicate that she has experienced some trouble, though just what form that trouble takes is a matter entirely of conjecture.

When the Ohio left Nome June 1 the Portland had been lost sight of for 26 days and the steamship Jeannie about the same length of time. The Portland was last reported by the Nome City when the latter sighted her in the ice pack off Cape Prince of Wales. The Jeannie was seen about the same time by the steamer Elk near Nunivak Island.

The United States steamship Thetis had been out over a week when the Ohio sailed in search of the two craft, and the steamer Dora was dispatched from Nome to assist in the search two days before the Ohio sailed from that harbor. There is some fear at Nome that the Jeannie may be lost. A report to that effect, coming in a rather roundabout way, was brought from Nome by the Ohio. The report was brought to Nome from Nunivak Island by Indians about June 16. On account of the roundabout way in which it came, and the impossibility of securing first-hand verification of it, the report is not given the fullest credence at Nome. But the fact that the Jeannie is unreported, though having been out of Seattle, Nome bound, since May 1, lends color to the story.

So far as the officers of the Ohio were able to report, the Jeannie has not been sighted since she sailed from this port on May 1. She apparently did not stop at Dutch Harbor on the way north, but put through Unimak Pass and steered straight for Nome. From the experience reported by the Nome City it is probable that she encountered the ice in a formidable array a few miles north of the pass. It is also possible that, like the Portland, she became locked in the ice and was drifting helplessly northward.

According to the report brought by the Indians from Nunivak a vessel was sighted off Nunivak one day about three weeks ago, making signals and firing guns. While the Indians were watching the vessel went out of sight beneath the waves. No sign of vessel or crew was afterward seen by the Indians, who took the report to the mainland, whence it was carried to Nome.

A GOOD SHIP YET.

The Unlucky Pinmore Makes the Run to Europe in 122 Days.

The British bark Pinmore, which had such an exciting experience off the Washington coast last Winter while en route from Santa Rosalia in ballast for Portland, was apparently none the worse for her strange tussle with the elements, for she made a good homeward run from Tacoma. She arrived out at Queenstown last Sunday, 122 days from Tacoma. Her last outward voyage from Portland was made in 103 days, and she was always a fast ship, but considering that she sailed from Puget Sound, her last performance is nearly as creditable as any that she made before her accident. With the arrival of the Pinmore, nearly all of the "lame ducks" which had trouble off the Oregon and Washington coast last Winter have been accounted for. The Baroda, which was pulled off the Oregon beach a few weeks ago, has reached San Francisco, where she will undergo repairs before accepting a new charter.

OREGON IS OVERDUE.

German Bark In Command of Well-Known Skipper.

The German bark Oregon, 180 days out from New York for Shanghai, has been placed on the overdue list and 40 per cent reinsurance is offered on her. The vessel was formerly the British ship Svea, and is in command of Captain Ohling, who is well known in this port as master of the German ship Peru, which has made a number of voyages to this port. Captain Ohling is a "fast sailer," and has to his credit with the Peru the fastest two consecutive voyages ever made across the Pacific with a sailing vessel. He crossed with the Peru from Yokohama to Portland in 24 days, and a year later crossed from Yokohama to Victoria in 25 days. His skill as a navigator makes the chances of the Oregon much more dubious than they otherwise would be, and it is not improbable that a much higher rate will be paid before she is heard from, if ever.

Among the 90 per cent overdues, the H. F. Glade is nearly off the board. She will be posted as missing on Friday, and after two weeks' grace the speculative public who wagered on her arrival will step up to the captain's office and settle. As near as can be learned there is about $25,000 at stake in this city on her arrival. Some of this reinsurance was done direct with Liverpool, and some through San Francisco brokers, who carry over $200,000 on the ship. The most of this money was placed on the vessel after she passed the 80 per cent mark, so that if she should come in the winnings will be very heavy. The Glade has never been sighted since she cast off from the tug off the Farallones last October.

EFFECTED A COMPROMISE.

French Bark Asie Will Be Loaded by Her Original Charterers.

The French bark Asie, which capsized in the harbor with disastrous results last Winter, will be loaded by her original charterers. The owners of the unfortunate vessel raised a fine point in connection with the charter, that was in a fair way to cause further trouble for the craft, and litigation was saved by their receiving a rate slightly higher than the last spot charter, but much lower than the original rate. The contention of the owners was that the ship had actually began to fulfill her part of the charter when the accident happened, and she was accordingly in a sense out of their charge and in the hands of the charterers. The latter did not take that view of the matter, and that the Frenchmen were not very sure of their ground is apparent by the fact that they meanwhile offered to charter the craft to other parties at 23s 9d, a rate over 10 shillings under the original rate. The point on which the owners based their claim was a new one, and had the case reached the courts would have made a most interesting affair.

THE INSPECTORS' AUTHORITY.

U. S. Court Decides They Can Revoke Steamboatmen's Licenses.

A Cleveland, O., dispatch, under date of June 19, has the following regarding a new phase in the lake tugboatmen's strike:

"United States Judge Wing today refused to issue an injunction restraining steamboat inspectors from considering a complaint filed against President Michael McDonough, of the Licensed Tugmen's Protective Association, and 11 other members of that organization, by the Great Lakes Towing Company, asking that the licenses of the tugboatmen be revoked.

"Judge Wing held it was the duty of the inspectors to examine applicants for licenses, and that they were also given authority to revoke them whenever they found that such licensees had been guilty of misbehavior, negligence or unskillfulness.

"The decision is in connection with the tugmen's strike on the lakes, and is in favor of the Great Lakes Towing Company, who will now demand that the strikers' licenses be revoked."

BIG BUSINESS ENDED.

New Orleans Dispatched 170 Mule Transports for South Africa.

The end of the war in South Africa has put a quick stop to the mule trade that has flourished out of New Orleans for about two years. The last cargo has been shipped, and the camp at Chalmette has been broken up. Toronto will now become the headquarters of whatever trade there may be in this line, with St. John's, N. B., as the principal shipping point.

Discontinuance of this trade will deal a hard blow to the steamship business at New Orleans. Since it began, over 200,000 head of livestock have been shipped, requiring more than 170 steamers for their transportation. Each one of these ships left from $6000 to $8000 at New Orleans for stores and fittings, while Chalmette, in addition to other charges, realized 10 cents a head wharfage on all the stock loaded.

Astoria Marine Notes.

ASTORIA, June 25. — The British ship Speke, which is having trouble with her crew, is still at an anchorage in the lower harbor, below Sand Island, but no reports were received from her today. Captain Stott is still fearful of more trouble and has sent to Portland for a supply of handcuffs, and it is not expected that the vessel will go to sea until they arrive.

Charles Herbert, the sailor boardinghouse runner, was arrested today on a charge of assault and battery on Max Stephen, a sailor. He was arraigned in the Justice Court, where he pleaded guilty to the charge and was fined $12 and costs.

Low Water in Willamette.

INDEPENDENCE, June 25.—The Willamette River has fallen to such a low stage that it will be impossible for the boats to go farther up the river than Independence. Saturday evening the Pomona stuck on the Santiam bar, and it was 5:30 o'clock Sunday morning before the boat was able to run into Corvallis. It was a source of much disappointment to Willamette Valley steamboat patrons that the new light-draft boat being built by the Grahams was destroyed in the recent fire at Portland.

Posted as Missing.

SAN FRANCISCO, June 25.—The German bark H. F. Glade, which sailed from this port 248 days ago, bound for Queenstown with a cargo of grain, was posted today at Lloyd's in London as missing. Such action by the great central marine insurance body is practically stating that the vessel has been lost. Nearly all the wise marine gamblers on the Pacific Coast wagered that the vessel would arrive safely at her destination, and amounts aggregating nearly $500,000 were staked on it.

Sealer Heard From.

VICTORIA, B. C., June 25.—The Victoria Sealing Company was advised this morning of the arrival of the schooner Florence M. Smith, Captain Le Blanc, at Hakodate, with a catch of 680 skins. She is the fourth of the Japan coast fleet that has been heard from, and all have, considering the length of time they have been hunting, a fairly good catch.

Mail Is Delayed.

LIVERPOOL, June 25.—The steamer Germanic will not sail today as scheduled, owing to the necessity of repairing her. There will be no mail from Liverpool to New York until June 28, when the Etruria sails.

Domestic and Foreign Ports.

ASTORIA, June 25.—Arrived at 6 and left up at 10 A. M.—Steamer Prentiss, from San Pedro. Sailed at 8 A. M.—Steamers Fulton, for San Francisco; Homer, for Alaska, and Elmore, for Tillamook. Sailed—Steamer Vosburg, for Tillamook. Condition of the bar at 4 P. M., moderate; wind west; weather squally.

San Francisco, June 25.—Arrived—Steamer Titania, from Nanaimo; schooner Forest Home, from Tacoma. Sailed—Steamer City of Puebla, for Victoria and Port Townsend; steamer Arcata, for Coos Bay; steamer Aztec, for Nanaimo; steamer Mackinaw, for Tacoma; schooner Corinthian, for Coquille River.

Lizard, June 25.—Passed—Philadelphia, from New York for Southampton.

Liverpool, June 25.—Arrived—Teutonic, from New York.

Queenstown, June 25. — Arrived—Nordland, from Philadelphia. Sailed—Saxonia, for Boston.

New York, June 25. — Arrived—Menominee, from London; Graf Waldersee, from Hamburg. Sailed—Oceanic, for Liverpool; St. Paul, for Southampton.

Tacoma, June 25.—Arrived—Steamer Cymbeline, from Vancouver; steamer Askehall, from Portland.

Seattle, June 25.—Sailed—Steamer Nome City for Nome. Arrived—British steamer Cymbeline, from Vancouver; steamer Ohio, from Nome.

Persons suffering from sick headache, dizziness, nausea, constipation, pain in the side, are asked to try one vial of Carter's Little Liver Pills.

MODERN ADVERTISING

VALUE OF PUBLICITY TO GREAT BUSINESS ENTERPRISES.

Advertising That Pays—How the Railroads Might Have Exploited the Pan-American Exposition.

The following article, written by Mr. Joseph R. Kathrens, advertising manager of the Pabst Brewing Company, of Milwaukee, Wis., published in a recent issue of the Milwaukee Sentinel, has attracted widespread attention from the advertising men of the country. Mr. Kathrens is a man of affairs; he is a prominent clubman, he is one of the managing directors of the Association of Proprietary Advertisers, and it is needless to say that when he touches on the subject of general advertising, he knows what he is talking about.

The question was once asked me: "Who is the greatest traveling salesman?" and I had no hesitancy in making reply: "Printers' ink." A business represented by printers' ink is one that lasts. Printers' ink works while you work and while you sleep. It is a salesman who never tires and never quits; one of whom your competitor cannot rob you; printers' ink is the one great artery of commercial activity. It is the medium through which the world is made to know what you know and profess about your individual business. It is even possible, by the aid of printers' ink to force the sale of an article without merit, but such prosperity necessarily is shortlived.

There are two kinds of advertising, the kind that pays and that which does not. Still, there are many businesses which survive in spite of the latter, which tends to make the subject of advertising such a complex problem. No great National commercial success, however, has been achieved without printers' ink. A prerequisite of good advertising is absolute honesty in every statement. Furthermore, to shoot over the heads of your readers is money and space wasted. To tell all you know in a single announcement is like firing at a grizzly bear with a scattering charge of bird-shot, while the same load in one bullet, properly aimed, will bring down the bear. By this is meant that one cannot advertise, effectively, overcoats and shoes, for instance, in the same breath. The argument will be no stronger than its weakest point, no matter how much time or thought may have been bestowed upon its production.

The proper person to build a house is the architect; the proper person to make a pair of shoes is the shoemaker, and the proper person to make clothes is the tailor. When it comes to advertising, however, almost any one about the place is considered capable of attending to the job. Sometimes it is the bookkeeper or a clerk; more frequently it is the "head of the house," already overburdened with detail work; or it may be the dress-parade member of the firm, who may devote a couple of hours a week at the subject. Advertising is becoming more and more a science, and in order to compete successfully in the great marts of trade the bookkeeper, the clerk, the "boss" and the dress-parade partner must give place to some quiet individual who has time to think, untrammeled by the care of accounts and other duties foreign to the one subject, advertising.

Advertising is simply telling the story in the most convincing manner. Sometimes an illustration helps; and, again, by the same token, it detracts from the force of the "ad." To say the proper thing at the proper time and before the proper audience, is the fundamental principle of all good successful advertising. But to do this requires an experience more varied than one imagines at first thought. The advertising man must not only have a knowledge of mediums, but must be in thorough touch with every element and detail of the business he proposes to tell others about. He must also have a knowledge of human nature, that he may know in what manner to present to his prospective clients the goods he desires to sell.

There are to my mind many fields of advertising yet untouched. The most prominent, I think, is the railroad, although a few leading lines are beginning to show some promise of a better day. If the dry goods store advertises to create trade, why not the railroad? Is the conventional railroad announcement likely to cause a man to rush down to the ticket office to secure accommodations? If you go to the carnival city of the South, it is because of something in the climate which attracts during a certain season of the year, or the restivities offered in the Mardi Gras, not because but in spite of advertising which may have emanated from the railroads. They had it in their power to make the Buffalo exposition a success, but they relied on the Falls and their time-table folders, and trusted to luck. As a consequence, a really clever exposition closed a financial failure. A little circus publicity on the part of the railroads would have resulted in hauling the crowds in boxcars, so great would have been the desire to see the wonderfully advertised show. I was at Madison Square Garden, in New York, April 3, where Sells-Forepaugh were exhibiting, and, although I arrived an hour before opening time, the capacity of the great building had been sold and the box-office closed. It was advertising that made it possible for the treasurer to deposit three bushels of silver in the bank the next day. There will always be a certain amount of travel, but how many more people would visit the grand canyon of Colorado if they were told about it in the enthusiastic manner of the circus manager who filled Madison Square Garden and turned away good money besides?

I had a dream the other night which it may not be out of place to relate here. I thought I had suddenly been made president of the New York Central Railroad, and one of the first things that happened was the abolishment of the title "general passenger and ticket agent," and the creation of "ticket agent," whose duty it was to attend to all matters pertaining thereto. This place was given to the present chief clerk in that department, who is really the man doing the work now. But the passing of the title "general passenger agent" created such a fuss that I was almost awakened by the howl which went up all along the line. The friends of George H. Daniels, both in and out of the railway service, were, however, quickly placated by the announcement that I, too, considered Daniels four tracks wide and all wool, and that a new position had been created for him, with offices on the executive floor. His title would be "master of publicity," with power to select his own lieutenant, and his only duty being to keep the coaches full of passengers the year round. At this point I met the dawn of a new day and realized that I was not a railroad president, that Daniels was not the director of publicity, and that railroads were still trading advertising mileage books for time-table space.

Metal Markets.

NEW YORK, June 25.—The London Metal Exchange will be closed until next Monday morning. The New York Metal Exchange will remain closed from Thursday afternoon until the following Monday for the Fourth of July holidays.

The local tin market was dull and lower, with spot at $28 25@28 50. London tin closed 7s 6d higher, with spot at £125 10s, and futures at £121 10s.

Copper was dull and easy here, with Lake for July to September delivery offered at 12.35c. Standard spot to September delivery offered at 12.35c; Standard spot to September closed at 11.50@11.80c; Lake, 12@12.40c; electrolytic, 11.90@12.12½c, and casting at 11.00@12c. At London, copper closed 10s lower, with spot at £52 7s 6d, and futures at £53.

Lead was steady at New York at 4¼c, and at London at £11 2s 6d.

Spelter ruled dull and nominal here at 4¾c, and at London steady, at £18 12s 6d.

Iron was steady to firm at New York, and without quotation. No. 1 foundry Northern, $21@22; No. 2, $20 50@21 50; No. 1 foundry Southern, $20 50@21 50; do soft, $20 50@21 50. The Glasgow market closed 2d lower, at 54s 5d, and Middlesboro unchanged at 49s 7½d.

Bar silver, 52⅝c.

SAN FRANCISCO, June 25.—Bar silver, 52⅝c.

LONDON, June 25.—Bar silver, quiet, 24⅝d per ounce.

Hungary Wheat Crop Short.

BUDAPEST, Hungary, June 25.—The Ministry of Agriculture estimates the wheat yield at 24,800,000 metric hundredweight, or 16,000,000 less than the previous estimate. The Ministry estimates that the yield of rye, barley and oats will not vary materially from the previous estimate.

Good enough for anybody!

ALL HAVANA FILLER

"FLORODORA" BANDS are of same value as tags from "STAR," "HORSE SHOE," "SPEARHEAD," "STANDARD NAVY," "OLD PEACH & HONEY," "SAW LOG," "OLE VARGINY" or "MASTER WORKMAN" Tobacco.

KILL THIS GERM

THAT CLUSTERS AROUND AN UNHEALTHY HAIR ...CAUSING... DANDRUFF FALLING HAIR FINALLY BALDNESS

"Destroy the cause, you remove the effect."

HERPICIDE

eradicates the germ, promotes the growth of the hair. For sale by all druggists. Price $1.00.

HOSTETTER'S CELEBRATED

STOMACH BITTERS

Is the leading American remedy for the stomach, liver and kidneys, and will cure all such ailments as Flatulency, Indigestion, Headache, Dyspepsia, Biliousness, Backache and Malaria, Fever and Ague. Give it a trial. It will surely do you good. For sale by all Druggists and General Dealers.

C. GEE WO, The Great Chinese Doctor

Is called great because his wonderful cures are so well known throughout the United States, and because so many people are thankful to him for saving their lives from operations. He treats any and all diseases with powerful Chinese herbs, roots, buds, bark and vegetables, that are entirely unknown to medical science in this country, and through the use of these harmless remedies. This famous doctor knows the action of over 500 different remedies that he has successfully used in different diseases. He guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver, kidneys, female trouble, and all private diseases. Hundreds of testimonials. Charges moderate. Call and see him. CONSULTATION FREE. Patients out of the city write for blank and circular. Inclose stamp. Address THE C. GEE WO CHINESE MEDICINE CO., 1237½ Third street, Portland, Or. Mention this paper.

WINE of CARDUI FOR WOMEN

THE PALATIAL

OREGONIAN BUILDING

Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

Rooms.

AINSLIE, DR. GEORGE, Physician....413-414
ANDERSON, GUSTAV, Attorney-at-Law...612
ASSOCIATED PRESS; E. L. Powell, Mgr..500
AUSTEN, F. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia.....502-503
BAKER, G. ERNEST, Attorney-at-Law...607
BANKERS' LIFE ASSOCIATION, OF DES MOINES,