BLAME THEM ON TAXPAYERS

ONLY LACKS MONEY

ONLY LACKS MONEY

of the schools, and the board hopes to place a new system in the Couch and the High School during the coming Summer. At the High School the conditions are not so bad as they look. Much of the smell comes from disinfectants and the tanks are flushed out twice a day. Everything is old-fashioned about these schools, and naturally does not look so well as the newer systems. In the Falling, the Clinton Kelly and the Chapman we have the separate flushing system, which is, of course, much better. The tanks at the other schools are old and out of date, but at the time they were put in were considered.

The British is the time they were put in were considered the very best. The worst thing about the High School is that the boys have no

Board Proposes to Make Improvements in Some of the Local Educational Institutions Every Year, but Has Inadequate Funds.

Given sufficient funds the achool directors say that the unsanitary conditions now prevailing in a number of the city

privacy."

With nostrils prepared for the very worst, a reporter visited the busements of the Busements of the High and the Atkinson schools yesterday by W. R. Grace & Co., of San Francisco, to load lumber for Caliso, Prant it is believed that she will receive ber cargo at the North Pacific mills. The Cockermenth will carry out about 1,00,00 feet. The ship arrived in port on the 6th inst., with part cargo from Antwerp, and the Atkinson. In the basements of both schools the conditions were very nearly as described by the educational committee of the City Federation of Women's Clubs, in the boys' departing the receives say that the unsanitary conditions may prevailing in a number of the city.

Diving the busements of the Lord learner of the City Federation of Women's Clubs, in the boys' departing the process say that the unsanitary conditions now prevailing in a number of the city.

BRITISH SHIP COCKERMOUTH WAS CHARTERED YESTERDAY.

Norman Isles Completes Her Cargo Friday-Changes in Steam Vessel Inspection Service.

The British ship Cockermouth, the only disengaged vessel in port, was chartered yesterday by W. R. Grace & Co., of San Francisco, to load lumber for Calliso, Peru. It is believed that she will receive

CALLAO with general cargo and passengers from

The barkentine Amaranth, from Port-land for Kino Chou, was spoken March 14 in 23:38 north, 149:12 west. The steamer Aurella has arrived from San Francisco with a full cargo of red-wood and general merchandise.

Domestic and Foreign Ports. ASTORIA, March 23.—Sailed at 8 A. M.— Schooner Virginia, for San Francisco. Arrived own at 12 M.-British steamer Pak-Ling. Con dition of the bar at 4 P. M., rough; wind

sonia, weather cloudy.

'Hoquiam, Wash, March 25 — Arrived 24th—
Schooper Lizzle Vance, from San Pedro for
Cosmopolis; schooner Geo. C. Perkins, from
Hanna, H. L., for Hoquiam, Arrived 26th—
Steamer Grace Dollar, from San Francisco for

THE MEN AND WOMEN

Who Enjoy the Choicest Products of the World's Commerce.

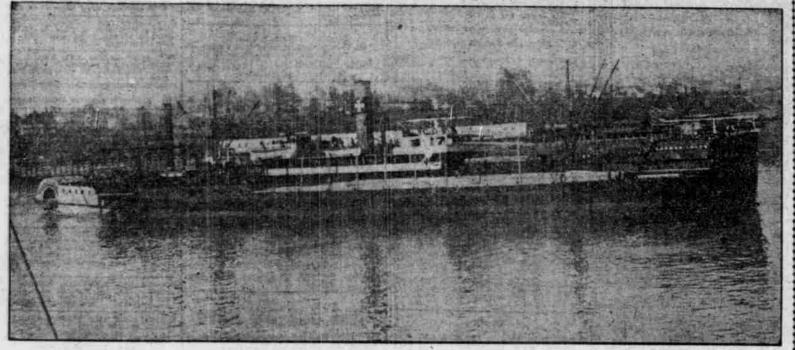
Knowledge of What Is Beat More Important Than Wealth Without It.

It must be apparent to every one that qualities of the highest order are neces-sary to enable the best of the products of modern commerce to attain permanently modern commerce to attain permanently to universal acceptance. However loudly heralded, they may not hope for world-wide preeminence unless they meet with the general approval, not of individuals only, but of the many who have the happy faculty of selecting, enjoying and learning the real worth of the choicest products. Their commendation, consequently, becomes important to others, since to meet the requirements of the well informed of all countries the method of manufacture must be of the most perfect order and the combination the most excellent of its kind. The above is true not of food products only, but is espended. excellent of its kind. The above is true not of food products only, but is especially applicable to medicinal agents and after nearly a quarter of a century of growth and general use the excellent remedy, Syrup of Figs, is everywhere accepted, throughout the world, as the best of family laxatives. Its quality is due not only to the excellence of the combination of the laxative and carminative principles of plants known to act ative principles of plants known to act most beneficially on the system and pre-sented in the form of a pleasant and re-freshing liquid, but also to the method of manufacture of the California Fig. Syrup Co., which ensures that uniformity and purity essential in a remedy intended for family use. Ask any physician who is well informed and he will answer at once that it is an excellent laxative. If at all eminent in his profession and has made a excellent that the control of the control fession and has made a special study of laxatives and their effects upon the system he will tell you that it is the best of family laxatives, because it is sim-ple and wholesome and cleanses and sweetens the system effectually, when a laxative is needed, without any unpleasant after-effects. Every well-in-formed fruggist of reputable standing knows that Syrup of Figs is an excel-lent laxnive and is glad to sell it, at the regular price of fifty cents per botthe regular price of fitty cents per out-tie, because it gives general satisfac-tion, but one should remember that in order to get the beneficial effects of Syrup of Figs it is necessary to buy the genuine, which is sold in original pack-ages only; the name of the remedy-Syrup of Figs and also the full name of the Company-California Fig Syrup Co. the Company-California Fig Syrup Co. -printed on the front of every package.



Louisville, Ky. New York, N. Y.

FOR SALE BY ALL LEADING DEUGGISTS. PRICE FIFTY CENTS PER BOTTLE.



LOADING LUMBER FOR SIBERIA.

NORWEGIAN TURRET STEAMSHIP NORMAN ISLES

The big steamship Norman Isles is completing her cargo of 2,500,000 feet of lumber in the stream off the North Pacific mills. In addition to all the space in her held being filled, a considerable quantity of lumber is piled up and securely fastened on the turnet decks. The Norman Isles will complete her cargo Friday night and leave down the river Saturday. Captain Petterson expects to return to Portland late in the year.

schools will be entirely done away with. We can't put in new systems of plumbing and ventilation without spending good round sums of money, and the tax-good at little expense have remained broken and unfit for use by any cleanly person for a long time.

There it is," said he: "it's pretty bad, but we're doing the best we can under the circumstances. The janitor keeps it read to load in China and bout 2,50,000 feet aboard. She is destined for Port Arthur. Captain Pettersen yes-terday received word that the steamsbip had been chartered to load in China and broken and unfit for use by any cleanly person for a long time.

There it is," said he: "it's pretty bad, but we're doing the best we can under the circumstances. The janitor keeps it that the steamsbip have remained broken and unfit for use by any cleanly person for a long time.

There is to live up to sanitary requirements.

Some fixtures which could have been repaired at little expense have remained broken and unfit for use by any cleanly person for a long time.

There is to live up to sanitary requirements.

Some fixtures which could have been repaired at little expense have remained broken and unfit for use by any cleanly person for New York, but the has not remained broken and unfit for use by any cleanly person for New York, but the has not remained broken and unfit for use by any cleanly person for New York, but the has not remained broken and unfit for use by any cleanly person for New York, but the has not remained broken that the steamsbip for Port Arthur. Captain Pettersen yestering yes and the second of the Port Arthur. Captain Pettersen yestering yes and the steamsbip for Port Arthur. Captain Pettersen yestering yes and the steamsbip for Port Arthur. Captain Pettersen yestering yes and directors make to the charges of the edu-cational committee of the City Federa-tion of Women's Clubs which on Tuesday reported a most horrible condition in the

cation to make improvements in some of the schools every year. Last year the High School got a new coat of paint, and a new plumbing system was installed in the Failing School. The Couch and the High Schools are booked for improve-ments in plumbing this Summer. As the directors hope to build a new structure at the Atkinson next year, little will prob-ably be done with that dilapidated shell this account.

this Summer are bad, but say that in the other buildings mentioned by the educa-tional committee of the City Federation of Women's Clubs, the Stephens and the Williams Avenue, the unhealthfulness stated is slightly overdrawn. The Brook-lyn School they say is out of date, but here they also hope to place a new struc-

The crusade begun by the clubwomen has raised no objections from the directors or the principals. They realize that the Failing School, and I think would the women are intensely interested in anything concerning the welfare of their children, and that they are strictly within their sphere when they investigate the sanitary conditions of the achooks of the

everything the committee said, though in a few points it is possible that they slightly overdrew matters. Yes, sir, we're seenomista, and will save 10 cents and lose \$10 in the end. It is merely a question as to whether the taxpayers of Portland are willing to pay enough taxes to put the schools in a sanitary condition. The majority of the board usually does not recommend what is really assets. recommend what is really needed, and I have found that the taxpayers will give what the board recommends. The Atkin-son School is no good, neither is the Couch, but I do not think that the High School is quite so had. None of them are so had but that they might be worse. The Atkinson is an old trap, and you can't do much with it without tearing the whole thing down. The ventilation is horrible,

thing down. The ventilation is horrible, but the people won't vote for alterations, and of course you can't do anything with the schools without incurring expense."

"Perhaps those women are not heavy faxpayers," said J. V. Beach. "Give us the money and we will attend to all these things. There have been so many demands upon the repair fund of the board that it has been improssible to make demands upon the repair fund of the board that it has been impossible to make sill these changes in a short time. Last year we painted the High School and put new plumbing in the Failing. As it hap-pened the principal of the High School wanted new plumbing and the principal of the Falling wished a new coat of paint, which is indeed badly needed. We con-sidered that it was necessary to paint the which is indeed badly needed. We considered that it was necessary to paint the building for the preservation of the wood. The plumbing has been improved since it was put in, and is better now than when the building was put up. In fact, the conditions in all the schools are better than they used to be by far. The building fund has been exhausted by the new Highland School and the addition to the North Central and the Stephens. We have not begun on the repair fund which is kept separately."

The clubwomen speak strongly of the drinking facilities in the achools which they visited. The in caps in the High School were bright and new, but in the Atkinson old, rusty drinking cuss were "Give us the money, and we'll do all

sept separately."

"Give us the money, and we'll do all they ask," declared R. K. Warren. "There have been many improvements in the High School since I was principal, and I do not think that any disease has been caused by the sanitary conditions. When the system of plumbing now in the older buildings was installed it was considered the very best. Several years ago when there was a great discussion as to the the system of plumbing now in the older buildings was installed it was considered the very best. Several years ago when there was a great discussion as to the boys eating in the basement, a new system of ventilation was put in, but was not large enough to carry off all the foul sir. The best system we have now is the fan system of beating; this heats the building and at the same time ventilates it. This is

and at the same time ventilates it. This is in the Sunnyaide, and will be put in the new Woodlawn building."
That the times and systems of plumbing have changed since the High School building was creeted was spoken of by City Superintendent Frank Righer. "When the building was finished in 1855 there was a great cry among the taxpayers was a great cry among the taxpayers because the system of plumbing was so expensive and elaborate," said he. "Now it is entirely out of date and must soon the replaced by a modern system. Important that when once used relief is be replaced by a modern system. Important that when once used relief is sure to follow. Don't forget this

the Schools visited.

It is the purpose of the Board of Eduration to make improvements in some of the schools every year. Last year the High School got a new coat of paint, and a new plumbing system was installed in the Failing School. The Couch and the High Schools are booked for improvements in plumbing this Summer. As the Hirectors hope to build a new structure

rooms upstairs can-hardly be kept warm chough for the pupils and teachers to stay in. Yes, the committee came here, and I turned them loose, and they looked to the looked and saw everything they wanted to. There is no reason, I think, why the women of the city should not visit the schools if they think that unsanitary con-ditions prevail. There has never been any epidemic in this school and I do not think that the closets, bad as they are, will ever cause one."

To install the modern system of sani-

tary plumbing in the High School would require \$3000, according to the estimate of T. J. Jones, the architect of the Board of

thing concerning the welfare of their children, and that they are strictly within their sphere when they investigate the sanitary conditions of the schools of the city.

The committee came to see me, and I told them that I was glad to see such an agitation," said Herman Wittenberg, of the Board of Education. "I told them to jump on the schools and on the directors for not recommending more money to make these repairs and alterations; told "em I was glad to see it. I agree with that the ganitors are at all to blame for the conditions are at all to blame for the canditary and all think that the janitors are at all to blame for the conditions are at all to beautions. Everything is old and almost worn out, and I think the the conditions are at all to beautions. the Board of Education.

jump on the schools and on the directors for not recommending more money to make these repairs and alterations; told 'em I was glad to see it. I agree with everything the committee said, though in everything the committee said, though in painted and unsanitary, the old rattle-trup stands in the heart of the city as a survival of the old-fashioned schoolhouses which have long since served their term which have long since served their term which have long since served their term of usefulness. "Nice advertisement this schoolhouse will be for the city during the Lewis and Clark Fair," said Mr.

Draper, sarcastically.

Decay has provided an ample system of ventilation in the Atkinson School. Cracks through which the wind may stream uninterrupted furnish all the air the pupils need. Warmed by cannonball stoves of the long ago, the problem is not how much air but how little. The staircase at the back of the building which the pupils are not allowed to use is en-tirely unsafe. The tenchers use it, and it is a good thing that none of them is particularly heavy, or down would go the staircase. The odor in the basement is staircase. The odor in the basement is not up to the high mark of the High School but is certainly bad enough. Here the old-fashioned fixtures reign supreme, and the flushing is a pitiable, weakly stream which looks as though the odor was too much for it. The room where the physical exercises are performed is cold and draughty. An aged and decrepit stove in one corner makes a futile attempt to warm the space, but is quite unsuccessful. in one corner makes a futile attempt to warm the space, but is quite unsuccessful. Over in the girl's side a large rat was seen casting a hungry eye at some bleycle tires. Yes, the committee is right, there are rats in the Atkinson School. In the annex at the western side of the main building the conditions are decidedly better, but in no part are the requirements up to the standard of motors school con-

BUSINESS ITEMS.

If Baby is Cutting Teeth, Be sure and use that old and well-triod remedy, Mrs. Winslow's Soothing Syrup, for children teething, it soothes the child, software the guns, allays all pain, curse wind coile and diarrhoes.

that the Norman Isles will go from New York to Europe with cotton, and will probably load back with rails from Antwerp for this port.

The work of loading the Crown of India and the Peru, at the Eastern Lumber Company's mill, proceeds slowly. The former, which is taking lumber for South Africa, has about 1,200,000 feet aboard, and will take 360,000 feet more. The Peru is to take about 2,000,000 feet to Liverpool, but 80 far has not got her lower hold filled. The steamship Pak Ling, with lumber The steamship Pak Ling, with lumber for Manila, arrived down at Astoria at noon yesterday. Her cargo measures 2,050,000 feet of rough and dressed lumber and a quantity of molding of a total value of \$28,224. The Pak Ling will stop at Tacoma and take on a quantity of miscellaneous cargo for Asiatic ports. She is one of the regular Dodwell liners, plying between the Sound and the Orient.

BREMEN'S SHIPPING BUSINESS.

How It Has Grown by the Aid of River Improvement. rman City of Bremen f

an example of what may be done by river improvement and opening up communica-tion with the sea. The tonnage of the port in 1962 was 1,161,270, as compared with 272,404 tons in 1880, and 62,296 in 1880. The real seaport of Bremen, until a few

years ago, was Bremerhaven, located at the mouth of the River Weser, about 35 miles from the city. This harbor is one of the best on the coast, and is noted for being easily accessible from the North Sea, and for being free from ice even in the coldest Winter. Formerly it was impossible for craft drawing more than from four to six feet of water to go up to Bremen, especially in dry seasons, and prevailing high winds; and as ocean steamers grew larger, requiring deeper water for navigation. Bremen seemed doomed to become practically an inland town. It was then that the city deter-mined upon making a heroic effort to regain its former position among the seaports of the world. A large sum of money was appropriated for the purpose of deepening and straightening the channel of the River Weser, all the way to Bremerhaven. It was a gigantic undertak-ing, but it was accomplished with such success that the river became navigable for vessels drawing from 15 to 18 feet of water. A commodious free harbor was also built, where vessels from all parts of the world may now be daily seen load-

STEAM VESSEL INSPECTION.

New Inspector-General Preparing to Fill Official Vacancies.

George Uhler, the newly appointed su-pervising inspector-general of steam ves-sels, will take charge of his office April 1. One of Mr. Uhler's plans is to get the right kind of material to fill vacancies in the service. Appointments have hereto-fore been made from an eligible list procured by the Civil Service Commission as the result of a system of examinations that was satisfactory to Mr. Dumont; but that does not come up to the ideas of Mr. Uhler, as to what is required. This list will be destroyed and a new one will be obtained by examinations prepared by Mr. Uhler and the Civil Service Commission. When this new list is rendy the men who are considered incompetent will be weeded out of the service.

Steamer Runs Down Schooner. VINEYARD HAVEN, Mass., March 25 .-New York, with lumber, as a result of a collision off Egg Harbor, N. J., yester-day, with the Philadelphin & Boston steamer Parthlan, was signaled to the tug Storm King by the Parthian as it passed the Vineyard today. The Parthian had on board the crew of the schooner. The Parthian was not seriously damaged.

Alsternixe About Ready for Sea. ASTORIA, Or., March E.—(Special.)—Captain Auhagen, of the German bark Aisternixe, writing from Esquimait, says that the repairs to his vessel are nearly completed and that he would be ready to sail for the Columbia on next Friday, but the charterers desire him to replace the dirt ballast with rock in order to be pre-pared to load lumber. The salling date will be postponed for about a week.

Portland for Liverpool; Roman, from Boston for Liverpool.
Queenstown. March 25.—Sailed—Saxonia, from Liverpool for Boston.
Southampton, March 25.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York.
New York, March 25.—Arrived—Heaperlan, from Naples. Sailed—Georgie, for Liverpool.
Ryndam, for Boulogne; Cedric, for Liverpool.
Seattle, March 24.—Arrived—Japanese steamer Iyo Maru, from Hong Kong; U. S. A. transport Dia, from Maulia, Arrived—Bremer City of Puebla, from San Francisco, steamer Montara, from San Francisco, Sailed—Steamer Senator, for San Francisco; steamer Dolphin, for Saagway.

Skagway. Cherbourg, March 25.-Sailed-Kalser Wel-elm der Grosse, from Bremen and Southampton for New York.

Moville, March 25.—Arrived—Ethionia, from New York for Glasgow, and proceeded.

Liverpool, March 25.—Sailed—Friesland, for Philadelphia; Oceanic, for New York.

New York, March 25.—Arrived—Koenig Allert from Persons and Charlester.

CHARLES S. DIEHL HERE Assistant General Manager of Asso-

bert, from Bremen and Cherbourg

Colonel Charles S. Diehl, assistant general manager of the Associated Press, with headquarters in Chicago, accom-panied by Mrs. Diehl, is at the Portland. They are making a pleasure trip of the Northwest. Mr. Diehl is regarded as one of Chi-

cago's ablest newspaper men, and he achieved his present position by hard, conscientious work previously done on newspapers. Mr. Diehl is a native of Maryland, having been born in that state in 1854. He spent his early years in Illinois, and first engaged in newspaper work in Chicago in 1873. He got his training on the Times, and served from a reporter to assistant city editor during his connection with the paper. During his time the work accomplished for the paper, particu-larly as correspondent in the field during three noted Indian compaigns, brought his name into prominence. He accom-panied General Terry's column in the Spring and Summer campaign of 1877 against the Sioux, and was with General against the solut, and was with General Miles in the campaign of 1878 against the Nez Perces. He was with the expedition commanded by Colonel Ilges against the Sloux in the extreme horthern portion of Dakota in the Winter of 1879-80. On his Dakota in the Winter of 1873-80. On his way to join that expedition he carried official dispatches to Colonel liges from General Sheridan, having an armed escort. The party was lost for two days in a bilizzard, out of which it was regarded as remarkable that any of its members came alive, but as Mr. Diehl was the only correspondent in the field the Times had the satisfaction of receiving the only telegraphic narrative of the Winter hattle with the Sloux at Poplar Creek, on the with the Sloux at Poplar Creek, on the Upper Missouri. In 1883 Mr. Diehl entered the service of

the Associated Press as the day agent in Chicago. In 1887 he was transferred to San Francisco as Pacific Coast manager, be-ing placed in charge of all the interests of the Associated Press in this section. He remained in that position until 1880. During his stay on the Coast he organized for the Associated Press a news service embracing the Pacific Coast States and the Samoan and Hawaiian Islands. It has been the fortune of the press association been the fortune of the press association through Mr. Diehl and the correspondents on the Coast and the Pacific islands to report some of the most remarkable incireport some of the most remarkable inci-dents in recent American history, the most striking being the story of the wrecking of the American and German warships in Apia harbor. To Chicagoans Mr. Diehl is well known as the organizer of the First Regiment, Illino's National Guard.

EVEN TRUSTS ADVERTISE Over \$2,000,000 Spent to Advertise a Single Brand by the Tobacco Trust,

(National Advertiser.)
It is said that the tobacco trust spent upwards of \$2,000,000 in advertising a single brand of its tobacco. Three hundred thousand dollars were spent by the National Biscult Company in a month or two upon the single brand of "Uneeds" crackers: "Onega Oil" expenditure for publicity ran into the hundreds of thousands of dollars before any returns came in. Wanamaker, so it is said, thinks nothing of a \$200,000 contract with one paper. Think of the millions that have been spent in advertising by each of the following concarns: "Ayer," "Warner Safe Cure," "Hustetter's Bittem," and any one of several department stores. eral department stores. Yet this is not money spent after all.

speculation in grains and stocks. It is investment that brings quick returns and large returns. It is investment that assures returns commensurate with the amount invested. Big as are the expenditures, they do not represent a great outlay all at one time, as a rule. As soon as the advertisement appears, or, certainly, in a little time thereafter, it begins to bring in money, so that by the end of any given year it has returned sums greatly in excess of the amounts invested. A child of the century but just closed, it has grown to the measure of full manbood, whose promise for the century now being lived is beyond any possible estimate. There are things which wear with age, and of which men weary because of their long presence. But advertising grows more attractive with the years. The advertising of this year will be greater than that of any year that has gone before; that of 1904 bids fair to be larger even than the tremendous expenditure for the curamount invested. Big as are the exper the tremendous expenditure for the cur rent year.

CRUSHED IN WOOD CHUTE Ben J. Freeland Receives Injuries

From Which He Dies. In a sawmill accident yesterday at Pe Eil, Wash, Ben J. Freeland sustained in-juries from which he died at the Good Samaritan Hospital last night.

The accident occurred in a slabwood chute. Freeland in some way was caught beneath a pile of wood that was coming down the chute, and sustained serious injuries. His right leg was mangled, and his left was broken in several places. Other portions of his body were badly brulsed, and the shock was severe.

bruised, and the shock was severe.
Suffering intensely, he was brought to
the Good Samaritan Hospital as soon as
possible, and the best of medical attention given him. The right leg was amputated close to the hip, and the fracture in
the left leg was reduced carefully.
The injured man seemed to take the
aniesthetic well, and for a time there was
hope of his recovery. The shock was too hope of his recovery. The shock was too severe, however, the loss of blood had been too great, and the spark of life grew dimmer and dimmer, until he passed away

Little is known of the man except that

ago. He was an American-born citizen, seemed to be about #0 years of age, and was unmarried.

MEDFORD, Or., March 25.—(Special.)— Freight train No. 211, southbound, and an extra freight, northbound, collided head on at Gold Hill at 3:30 this afternoon. Train No. 221 had pulled up at the Gold Hill tank to take water, when the extra came eround a sharp curve and was on the bridge just south of Gold Hill before

car containing dynamite in the northbound freight was completely demolished, and, strange to say, the dynamite did not ex-PULLMAN, Wrsh., March 26.—(Special.) At high moon today Hans Mumm., Jr.,

of the Washington Agricultural College, Hill tank to take water, when the extra came around a sharp curve and was on the bridge just south of Gold Hill before the engineer of the extra saw the trains at anding at the tank.

The engineer promptly applied the airbrake, but was too late to check the heavy

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C. W. STINGER, City Ticket Agent O. R. & N. Co., Portland. Third and Washington streets.

