STATE FAME GROWS

Publicity Movement of Commercial Club in Full Swing.

WORK OF TOM RICHARDSON

Various Ingenius Devices Are Employed to Bring the Name of Oregon Before the Reading Public of the East.

Although the publicity movement fathered by the Commercial Club and in charge of Tom Richardson has been under way but a short time, it has already developed work enough to keep an office force of five people busy in the club offices. About the first thing which this bureau did was to distribute several thousand blanks as opportunity offered on which the recipient was invited to write the name of some person not resident in Oregon to whom literature concerning the state might be sent in his name.

A generous response to this invitation has resulted in the bureau mailing more than 4000 copies of Henry E. Reed's booklet on Oregon to people living in Eastern states, accompanied by a postal card on which it was stated that the booklet was sent at the request of the Portlander who sent in the name. From 15 different states letters have already been received in reply, some of them mere acknowledgements of the literature, while others contained inquiries of all descriptions about the state, its resources and the opportunities it offered to different men and industries.

"This kind of work," said Tom Richardson before leaving to attend a California conference, "is being extended in many lines. For instance, Governor Chamberlain is a native of Mississippi. We obtained his ready permission to mail literature on Oregon to newspapers and residents of that state with an introductory letter stating that it was done at his suggestion. When the Ohio Society met here recently names of persons living there were obtained from the members of the society, and correspondence was opened with them. Accounts of the society's meeting were forwarded to every morning newspaper published in Ohio, and a great number of them published the story. The same thing will be done with the other state societies when they meet."

Fake advertising schemes meet with scant courtesy from Mr. Richardson. He places little reliance upon the value of any medium except the newspapers, so far as his particular line of work is concerned.

"We have not been in operation very long," said Mr. Richardson, "but fully 20 advertising schemes have already been submitted to us. None of them had enough merit to justify their acceptance, and it has always seemed to me that indulging in such schemes was a good deal like sending money away from home to a mail-order house for merchandise."

Business men who leave Portland hereafter for trips to the East are liable to find themselves confronted by reporters as they step off the cars at their destination. Mr. Richardson's bureau will attend to this. When their trips have some financial connection that would give them some news interest, the newspapers will be advised in advance. When merchants go East to buy goods the various trade journals will be told of their coming. The cooperation of the railroads is being sought and gladly granted in the publicity work. All the transcontinental lines have immigration bureaus and have in their possession lists of names of persons who are or might be interested in Oregon. These lists are at the disposal of the Commercial Club's bureau. Another valuable factor in spreading the fame of this state will be the preparation of articles on conventions to be held here. These articles will then be sent to such newspapers as would have special use for them. For instance, articles telling of the preparations for the coming Mining Congress will be sent to the many mining journals of the country.

"We will be almost as glad," said Mr. Richardson, "to aid in obtaining a convention for Seattle, Tacoma, Los Angeles or San Francisco as for Portland. Our idea is that what helps the Pacific Coast helps us. There is nothing narrow in our plans of campaign. We want to aid the Coast at large and Oregon in particular. We hope to work in full accord with commercial bodies in all the cities of the state. We will take up anything that's good. We don't originate all our own ideas. The Oregonian published an editorial recently on the growth of the Gulf cities. We immediately sent copies of this editorial to the newspapers of all the cities mentioned and of the tributary country. We are trying to foster the habit of people in Oregon sending their home papers to their friends in other countries, not alone in America, but all over the world."

On June 10 business men interested in the publicity movement will address the children at the various schools of the city. The children will be asked to describe Oregon in the letters which they write to relatives in other places, and Mr. Richardson says this has been found a surprisingly effective method of advertising.

"Inquiries on commercial matters are also attended to by us. Questions as to the advisability of locating factories here or of the opportunities existing for various enterprises are considered by the executive committee, which is exceedingly cautious in these matters. If good openings do not exist the inquirer is told so candidly and without equivocation. Growth must be founded on facts, not wishes."

Typical Finnish Exiles.

Everybody's Magazine.

Of the 200,000 Finns who have come to America, thousands are not mere immigrants, but exiles and refuges, the flower of the nation. "Almost all who enter here nowadays," said Axel Hornborg at the "Exiles' Club," the meeting place for which is his own office, "are patriots whom the Czar has honored by including them in the lists of Finlanders ordered out of the country. Brofelt, the man who is now my office manager, is a typical case. He was not only acknowledged as one of the foremost Finnish writers, but was the president of the college in Kuopio. He was given four days in which to leave the empire, and when he asked the reason of his banishment, the Russian police officials laughed in his face, saying, 'We don't give reasons for driving out disturbers of public tranquillity.' He was not at home when the order of expulsion was served, so the police forced their way through his house, breaking open doors and drawers in search for incriminating papers.

"We are daily expecting the arrival of the most distinguished of Finnish patriots," added Mr. Hornborg. "I mean Regual Wolff, the Pierpont Morgan of our country. He was the chairman of the board of directors of the steamship company which I represent. He was one of its founders, indeed, and it was while attending a directors' meeting to celebrate the 20th anniversary of the line that he was served with an order of expulsion from the Russian Empire. With interests in a score of enterprises, he was allowed only 48 hours, instead of the usual four days, to settle his varied affairs and leave the land of his birth, perhaps forever."

POTATOES ABOVE RUBIES.

Astonishing Values of Some Recent Kinds of Tubers.

U. S. Consul Mahin.

In the United Kingdom about 1,200,000 acres are devoted to growing potatoes, mostly of varieties which readily succumb to disease and therefore yield little profit. This fact has led to the propagation of hybridized disease-resisting varieties, with extraordinary results.

The principal potato-growing section of England is Lincolnshire, lying between this county (Nottingham) and the North Sea. Recently some new varieties have been introduced there, the most noteworthy being the Eldorado and Northern Star, which have been sold at auction and at ordinary sale for prices incredible to one who had not studied the subject. The history of the latest of the new varieties will serve as generally descriptive of all.

Archibald Findlay, of Markinch, Scotland, is the originator of the Eldorado. He has long been an expert in hybridization of the tuber, and has heretofore given to the world several varieties. However, every variety of potato, as agriculturists well know, steadily deteriorates in cropping and disease-resisting powers till it reaches a point where it can no longer be profitably raised. This point is reached, growers state, in a few years generally, and in 12 or 15 years at the very utmost. There is, however, one "stayer" recorded, which has been profitably yielding now for about 20 years. But the rule is that vigor can be maintained only by the constant bringing forward of new varieties by cross-breeding. Following this rule Mr. Findlay brought out the Eldorado, after tests which convinced him that it had great possibilities. A sample was at once introduced into Lincolnshire, the purchaser paying Mr. Findlay 1 guinea ($5.11) a pound for it.

This would seem to be a rather high price for a handful of potatoes, but it is nothing to what has been realized by subsequent sales in Lincolnshire from the aforesaid samples. One of the first recorded sales was 19 small potatoes, weighing about half a pound, for £100 ($486.65), or $48.665 for each potato. At an auction sale of 14 potatoes the aggregate price realized was £254 10s ($1236.52). The prices per potato ranged from £8 ($38.93) to £49 ($238.46). This £49 potato weighed 16 ounces. The £8 tuber was about the size of an average hickory nut.

Another case is recorded where one Eldorado potato—weight not stated—brought £100 and the purchaser immediately refused £300 for it—nearly $1600! This was probably a very large potato, for the record price so far paid in Lincolnshire is said to be £450 ($2185.92) for one pound. Even at this prodigious price—which works out at about $5,000,000 per ton—the purchaser, it is said, expects to reap a big profit during the coming year. Of course, it will be some years before this potato is marketed as an edible, and meantime it is predicted its price will go even higher than at present.

It is calculated that in expert hands a small potato of this variety, weighing a couple of ounces, will produce about 20 plants, each yielding about two pounds, or about 40 pounds return from two ounces. It is related that a farmer near Boston—the Lincolnshire seaport—realized 27 cwts. (4144 pounds) from a single stone (14 pounds) of these potatoes, which indicates that this potato can reproduce itself 300-fold in weight in one season.

The Eldorado is of a kidney shape and a darkish green color, with a metallic sheen, and appears from the foregoing figures to be worth more than its weight in gold. It may be added that this fabulous value is traceable, in a large degree, to systematic cornering, the originator of the variety letting out samples in small quantities to only two persons, so far as is known. He will dispose of no more at present, it is said, even at the extraordinary prices now ruling, preferring to plant what he has retained—about two tons—and sell the product in 1905 at 3 guineas ($15.33) a pound, which he expects will be readily paid. An enthusiast predicts that with favoring conditions the yield from the two tons of seed potatoes will be such that this price will realize a total of about £2,000,000 ($14,590,500).

There are several older varieties of seed potatoes which have recently sold in Lincolnshire at prices that would be remarkable were it not for the amazing sales of the Eldorado. For instance, the Evergood has brought $40 a ton; the Sir John Llewellyn, $100; the Northern Star, $1500. The latter ranks next to the Eldorado, and has yielded, according to a statement furnished me, in different cases, 72 pounds and 120 pounds from one pound, and three cwts. (336 pounds) and five cwts. (560 pounds) from two pounds.

At the present moment no Eldorados are for sale. The few let out by the originator are in the hands of growers who would part with them for no consideration, except, perhaps, the price which they expect to realize from the 300-fold crop to be produced by them.

While deliberate cornering and the innate taste for speculation have had much to do with the extraordinary price of the Eldorados, an important factor has been the failure of the potato crop in this country in 1903. The abnormally wet weather produced diseases which the tuber could not resist; the total yield shrank enormously, and the imports of potatoes have doubled in comparison with a year ago. Besides, the potato has become the staple agricultural crop of this country—a fact which invests it with great importance, sufficient even for the organization of the National Potato Society, recently, with headquarters in London. This body expects to give special attention to all new varieties, and to tabulate, for practical uses, the results of trials in potato growing which shall be made in different parts of the country.

Its favorable soil makes Lincolnshire the chief potato-growing section of the Kingdom. The land is mostly reclaimed; the soil is a rich black, with a subsoil of clay.

George Gould as a Father.

Everybody's.

The early youth of George Gould is an instance of the immediate force of heredity and paternal training. The iron of the parental will was in the discipline meted out to the elder son of the house. He began in his father's office as poorly paid as any other young man whose aim was to learn business in Wall street, and until Jay's Gould death he was kept on a meager salary in order that he might learn economy and that his energy and ambition might be stimulated by an experience of necessity. In the "Wizard's" will there was a paternal recognition of these years of forced economy in a special legacy of a sum representing "salary not paid."

If the son has not as yet matched his extraordinary father in originality and enormous grasp of new situations, he has won a reputation of his own as an able railroad general, and has not only kept the vast inheritance of the family fortified against depredations, but has tremendously increased its value. Judicious, untiring, unyielding, he is a characteristic son of Jay Gould. His own young sons, Kingdon, Jay and George, he is training in a wise rigorousness. He varies their studies under their tutors with excursions into business. They are taken on trips of instruction over his railroads, and the oldest, who is almost 17, already is more familiar with the actual conditions of these roads than many men on Wall street. This is, perhaps, the most remarkable business education of young boys which the country has seen.

Parliamentarians for 129 Years.

New York Globe.

With the retirement of the Rt. Hon. "Jimmy" Lowther from the representation of Thanet in the British House of Commons, another link will have been completed in a chain of parliamentary experiences which is probably unique in the history of any one family. Mr. Lowther has been a member of the House almost uninterruptedly since 1865. Preceding and joining on to him, Colonel H. C. Lowther sat from 1812 to 1867; and he in turn was preceded by Colonel James Lowther, who sat from 1775 to 1818. The parliamentary life, therefore, of these three Lowthers, covers an almost unbroken period, from 1775 to 1904, or 129 years.

TONNAGE EN ROUTE AND IN PORT

Vessels Chartered or Available for Grain Cargoes From the Northwest.

FOR PORTLAND

Sailed	Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees.
Sept. 19	Emilie	Ger. ship	Wilms	1738	P. L. Angeles	261	Taylor
Dec. 15	Holt Hill	Br. bark	Parker	2269	Hamburg	174	Balfour
Feb. 4	Carnarvon Bay	Br. ship	Griffith	1795	Hamburg	123	Girvin
Apr. 25	Nomia	Ger. bark	Hasselman	1521	Shields	42	.....
Mar. 16	Hampton	Br. ship	Macdonald	1579	Antwerp	82	Taylor
Apr. 19	Glaucus	Br. ship	Crystal	1969	Antwerp	49	McNear
Mar. 22	Brizeux	Fr. bark	Gowrie	1717	Antwerp	77	Balfour
Mar. 30	Anna	Ger. bark	Brunnings	2499	Hamburg	69	Meyer
Mar. 26	Dumfriesshire	Br. bark	Jones	2433	Swansea	72	.....
Apr. 18	Dupleix	Fr. bark	Lemerle	1706	Shields	49	Balfour
.....	Asie	Fr. bark	Ollivand	2048	San Pedro	.....	.....
May 28	Carl	Ger. ship	Hashagen	1316	Hamburg	11	Girvin
Apr. 27	Crillon	Fr. bark	Lesage	1734	Antwerp	40	Meyer
.....	Lonsdale	Br. ship	Fraser	1685	Newcastle	...	E. Girvin
.....	Ruthwell	Br. bark	Carson	1250	Newcastle	...	.....
Apr. 8	Cambronne	Fr. bark	Richard	1420	Cardiff	58	J.J. Moore
Apr. 20	S. Celeste	It. ship	Marasce	1806	Antwerp	47	Taylor
.....	Dunreggan	Br. bark	Smith	1477	Newcastle	...	.....
May 19	Fairport	Br. ship	Armstrong	1837	Hamburg	18	Meyer
May 15	Invermark	Br. bark	Bolderstone	1334	Antwerp	22	Balfour
Apr. 25	Dovenby	Br. bark	Fegan	1547	Iquique	42	.....
May 15	Desaix	Fr. ship	Boju	1735	Antwerp	22	.....
.....	Jules Gommes	Fr. ship	Baudry	1902	Hull	...	Balfour
.....	Ville de Mulhouse	Fr. ship	Cannevet	2428	Hamburg	...	.....
.....	Haddon Hall	Br. bark	Houghton	1332	Guayaquil	...	.....
.....	Bougainville	Fr. bark	Le Troquer	1743	Hamburg	...	Meyer
May 22	Reinbek	Ger. ship	Thiesen	2768	Hamburg	15	E. Baker
.....	Marthe Roux	Fr. bark	Garnier	1592	Swansea	...	.....

Total tonnage en route and listed, 51,187.

GRAIN TONNAGE IN THE RIVER

Arrived	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Apr. 19	Laennec	Fr. ship	Turbet	1733	P.L.Angeles	Balfour	Oceanic
Apr. 20	M'chal Noailles	Fr. bark	Robard	1521	Hamburg	Balfour	Astoria
Apr. 26	Rajore	Br. ship	Garrick	1846	Shields	Disengaged	Col. 1
May 18	Elfrieda	Ger. ship	Dittmer	1714	Rotterdam	Disengaged	O.W.P.Co.
May 31	Beacon Rock	Br. ship	Hughes	1789	P.L.Angeles	Disengaged	Gr'nw'ch

Total tonnage in port, 9003.

GRAIN TONNAGE EN ROUTE TO PUGET SOUND

Sailed	Name.	Flag and rig.	Master.	Tons	From.	Days out.	Consignees.
Dec. 11	Celtic Monarch	Br. ship	Lewis	1982	Rotterdam	178	.....
Feb. 2	Oranmia.	Br. bark	Greig	2565	Antwerp	100	.....
May 1	Bertha	Ger. bark	Heineke	2613	Rotterdam	30	.....
Apr. 11	Aldebaran	Ger. ship	VondenOsten	1836	Antwerp	56	Girvin
May 25	Balmoral	Br. bark	Roop	2449	Antwerp	9	.....
Mar. 22	Anaurus	Br. ship	Henderson	1497	Antwerp	70	E. Baker
Mar. 16	Edouard Detaille	Fr. bark	Drillet	1728	Newcastle, E.	88	.....
Mar. 21	Falklandbank	Br. ship	Robbins	1781	Glasgow	67	.....
Mar. 2	Wandsbek	Ger. bark	Tadsen	2198	Hamburg	96	.....
Mar. 26	Bertha	Ger. bark	Alster	1561	Antwerp	72	.....
.....	Corunna	Br. bark	McNeil	2268	Antwerp	...	.....
May 4	Kildalton	Br. bark	Jones	1391	Hamburg	38	.....
.....	Queen Elizabeth	Br. ship	Fulton	1700	Hong Kong	...	.....
May 8	Carnedd Llewellyn	Br. ship	Humphreys	1608	Liverpool	28	.....
May 8	Schurbek	Ger. bark	Nicolai	2266	St. Rosalia	29	.....
.....	Italia	It. ship	Brignetti	3108	Hiogo	...	.....
.....	LaTour d'Auvern	Fr. bark	Franguel	1732	Leith	...	.....
.....	Sofala	Br. bark	Auld	2160	Cardiff	...	.....

Total tonnage en route and listed, 36,863.

GRAIN TONNAGE ON PUGET SOUND

Arrived	Name.	Flag and rig.	Master.	Tons	From.	Agents or Charterers.	Berth.
Sept. 26	Dunfermline	Br. ship	Woodward	2732	Shanghai	Disengaged	Tacoma
July 21	Dunstaffnage	Br. bark	Forbes	2129	Hiogo	Disengaged	Tacoma
Sept. 14	Samaritan	Fr. bark	Dexter	1397	Yokohama	Disengaged	Tacoma
May 17	Dudhope	Br. ship	Cumming	1586	P. L. Angele	Disengaged	Pt.T'ns'nd

Total tonnage in port, 8635.

FEW DELAYS AT PORTLAND

GOOD RECORD MADE IN SUPPLYING SHIPS WITH CARGOES.

Vessels Idle in San Francisco for More Than Two Years, and at Tacoma Since Last July.

The French bark Marechal de Noailles arrived down at Astoria yesterday morning leaving but one grain ship in port under charter. Of the three disengaged ships in port, the Rajore is the only one ready for cargo, the others not having completed discharging inward cargo. Portland's record for taking care of the grain fleet of ships which have come here disengaged stands out in bold relief in comparison with that of other Pacific Coast ports. Of the five ships in port none have yet been here 60 days. The Laennic, which will commence loading this week arrived April 19, the Marechal de Noailles April 20, the Rajore April 26, Elfrieda May 18, and Beacon Rock May 31. Of the four ships on Puget Sound suitable for grain loading the Dunstaffnage has been there since July 21, 1903, the Samaritan arrived September 14, the Dunfermline September 26, and the Dudhope May 17. This record of long delays in securing business is, however, much better than that of San Francisco, where some of the vessels have been waiting more than two years for the business that does not come.

The record for long waiting in idleness by the San Francisco fleet seems to be held by the British ship Silberhorn, which arrived January 21, 1902. Second and third place is held by the British ship Cawdor, arriving February 27, 1902, and the Westgate, May 27, 1902. Other vessels which arrived in 1902 and are still there are the Helensburg, October 27, and the Achashie, December 27. The 1903 arrivals still in port include the Abner Coburn, February 22, Antiope, May 22, Hyderabad, February 23, and Thallatta, May 22. Some idea of the extent to which shipowners suffer by these protracted periods of dullness is given by the statement that the interest on the money invested, insurance and depreciation on the average Pacific Coast grain trader amounts to about $1000 per month. The owners of the Silberhorn have accordingly lost nearly $30,000 by the long period of idleness of their ship.

On big ships like the Dunfermline and Dunstaffnage, the loss is much greater. Portland has not only taken care of all of the ships that have come here, but the exporters of this city have also drawn on the idle fleets of San Francisco and Puget Sound to fill the demand for tonnage.

BARGE SUNK BY STEAMER.

Captain of Lombardy Loses Life--Tallahasse Badly Damaged.

VINEYARD HAVEN, Mass., June 5.—The barge Lombardy, of the Philadelphia & Reading Coal Company, was sunk off Vineyard Sound lightship during a dence fog today, through a collision with the steamer Tallahasse, Savannah for Boston. Captain Burroughs, of the barge, was drowned. The Tallahasse was saved from sinking by her watertight compartments, and arrived here this evening. Her passengers will be sent to Boston by rail.

The Tallahasse, which carried 19 passengers, had a large hole stove in her bow and ran into Menimsha for safety, later proceeding here. The accident occurred near the lightship. The barge, coal laden, was the stern barge of a tow of three behind the tug Gettysburg, and was proceeding slowly when the Tallahasse, which was hunting for the lightship under slow speed, came suddenly on her.

The barge was struck on the starboard bow and sank in a few minutes. Captain Burroughs was on deck when the collision occurred, and, rushing aft with the steward, endeavored to clear the boat. The barge sank before a boat could be lowered. The steward clung to a piece of wreckage and was picked up. Three others of the barge's crew climbed up the anchor chains to the steamer.

MORE LUMBER DROGHERS.

David Evans and Louis Due Today and William Bowden Tomorrow.

The schooners David Evans and Louis left up yesterday morning in tow of the Ocklahama. The Evans will load foreign for the Pacific Export Lumber Company, and the Louis will take a coastwise cargo. The schooner William Bowden, also under charter to the Pacific Export Lumber Company to load foreign, arrived in late Saturday evening, and will leave up tomorrow. The owners of the modern fleet of lumber droghers seem to be getting away from the old practice of adorning their craft with geographical, historical and mythological names, and the list now en route and in port contains the names of a dozen craft that have been christened in honor of individuals mostly unknown to fame. Of this dozen, the sterner sex is in the majority by two to one. In addition to the three mentioned there is the George C. Perkins, Andy Mahoney, James Rolph, James Johnson and William Renton. The fair sex is represented by the Mabel Gale, Minnie A. Caine, Mary Winkleman and Virginia.

FREIGHTHANDLERS ARE OUT.

Bay City Men Demand Higher Wages and Shorter Hours.

SAN FRANCISCO, June 5.—Freighthandlers at the Third and Townsend-street station of the Southern Pacific Company today went on a strike.

The action is the outcome of the demands of the men for an increase in pay and a reduction in working day to nine hours. The men have been receiving 22½ cents an hour, with the same pay for overtime and Sunday and holiday work. The union asked for a wage of $2.50 for a nine-hour day.

Domestic and Foreign Ports.

ASTORIA, June 5.—Arrived down at 3 A. M. and sailed at 6 A. M.—Steamer Aurelia, for San Francisco. Arrived down at 5 A. M. and sailed at 6 A. M.—Steamer Chico, for San Francisco. Arrived down at 5 A. M.—French bark Marechal de Noailles. Left up at 8 A. M.—Schooners David Evans and Louis. Arrived at noon—Steamer Elmore, from Tillamook. Condition of the bar at 5 P. M., smooth; weather cloudy; wind northwest.

New York, June 5.—Arrived—Celtic, from Liverpool and Queenstown; Slavonia, from Trieste, Fiume, Palermo and Gibraltar; Umbria, from Liverpool and Queenstown.

San Francisco, June 5.—Arrived—Bark Annie Johnson, from Honolulu; steamer Centralia, from Gray's Harbor; steamer G. C. Lindauer, from Gray's Harbor; steamer Valencia, from Puget Sound; steamer Sequoia, from Willapa Harbor; steamer Alliance, from Portland. Sailed—Steamer Santa Monica, for Gray's Harbor; schooner Mayflower, for Siuslaw.

Liverpool, June 5.—Arrived—Arabic, from New York, via Queenstown; Etruria, from New York, via Queenstown; Parisian, from Montreal, via Marsailles.

Moville, June 5.—Arrived—Columbia, from New York, for Glasgow and proceeded.

Bremen, June 4.—Sailed—Friederich der Grosse, for New York via Cherbourg, and proceeded by Beach Head.

Income of Jockey Odom.

Everybody's Magazine.

For the past two years George Odom, the leading jockey of America, has been under contract to Captain S. S. Brown, the Pittsburg millionaire, who pays him an annual retainer of $15,000. Then he sells what is known on the turf as "second call" to John Madden, for an amount approaching half of the first contract price. When neither owner is starting a horse, Odom has the privilege of accepting outside mounts. From this source a rider of his skill accumulates as much money as he receives from regular contracts. In gifts and prizes in special races, he receives an additional amount. Odom cannot give the exact figures of his income this season until, at the end of the year, he has summed up his outside mounts and perquisites. Safely, he may count on $30,000 as the figure which he may credit for one year of wearing the silks and satins, and riding American racehorses to splendid and sometimes unexpected victory.

OVERWORK IN HIGH SCHOOLS.

The Results of High Pressure, Rivalry and Excitement.

Baltimore Sun.

Statisticians agree, it appears, that the size of American families diminishes from decade to decade and that it is to the immigrant population we must look hereafter for a respectable rate of increase. The native population shows a decided preference for small families, or none at all, with the result that the socalled "race suicide" exercises the minds of our statesmen. The diminished rate of increase is general, but is particularly striking in the East and Northeast, where education and wealth most abound. Investigators have busied themselves with the cause of this lamentable decline, seeing in it the decay and prospective annihilation of the old stock which made the Republic what it is and the substitution of aliens, to whom the ideals of the "men of '76" will not appeal. There has been a disposition to find the source of the tendency toward small families in the colleges, particularly the female colleges, where it is alleged, aspirations are fostered which unfit students for the simple duties of domesticity. The hard study, late hours and sedentary occupations of the college girl are prejudicial to her health, so that by the time she wins her degree she is, it is alleged, a physical wreck. She is not only incapable of the strenuous life of a wife and mother, but has become indifferent to the role which promises her the largest happiness.

In a recent issue of the Popular Science Monthly, an alumna of an Eastern female college reviews these contentions and gives her opinion at some length, deducing her conclusions from the personal histories of the members of the class with which she graduated. The showing that the college alumna averages but 1.8 in family is not disputed. That the tendency to small families affects all the members of her class is freely conceded. It is also conceded that the paucity of children per family is directly due to impaired physique, the alumnae being as a rule unequal to the ordeal of maternity. Not for want of courage; the testimony is clear that it is the eager desire of every married alumna of the writer's class to nestle a sweet little cherub in her arms, and any amount of hardship is cheerfully confronted. But the average alumna is unfitted for the role she prefers and the limitation of the size of family is involuntary.

The cause of this incapacity is not, however, the writer thinks, in the incidents of college life. It is ascribed to the high pressure of work, rivalry and excitement in the schools attended before going to college. It is the high school, not the college, that does the harm. It is at the high school that the immature girl is subjected to exhaustive work at a time when her tasks should be lightest. It is at this period that vitality is impaired, with the result that a breakdown occurs at college, or later, when the practical duties of life are entered upon. College life tends rather, it may be held, to recuperation, since it favors gymnastics and other wholesome exercises more faithfully than the high school does. Reform is to be sought in the repression of rush methods with girls at school, in the cessation of high pressure, in the abolition of commencements and prizes and in constant attention to the maxim that health is much more valuable than learning.

REPUBLICANS!

The traveling men boast that they elected a Democratic Governor. Are you going to let them run this state and county and turn it over to the Democrats? If not, vote for James M. Stott, a loyal, true Republican.

ADVERTISED.

Free delivery of letters by carriers at the residence of owners may be secured by observing the following rules:

Direct plainly to the street and number of the house.

Head letters with the writer's full address, including street and number, and request answer to be directed accordingly.

Letters to strangers or transient visitors in the city, whose special address may be unknown, should be marked in the left-hand corner, "Transient." This will prevent their being delivered to persons of the same or similar names.

Persons calling for these letters will please state date on which they were advertised. June 6. They will be charged for at the rate of 1 cent for each advertisement called for.

MEN'S LIST.

Ansley, Sherman
Augusto, Avanzi
Abshire, Isaac
Alba Dentists
Allen, H L
Allen, Henry S
Althaus, C A
Anderson, Geo
Anderson, James
Aylwin, Jack
Aveyard, J
Bjosdahl, T C
Byer, H
Bachman & Co., Heller
Balliet, Gottlieb
Barker, L C
Barker, Charley
Barnhart, Henry N
Barton, A
Bates, Harold
Bates, S
Bean, Elbert
Beck, Alex
Belodean, Jos
Beechili Bros
Bernhardt, J
Billion, S C
Bingham, F H
Bishop, Will
Blindert, John
Black, M G (2)
Blank, R
Booth, S F
Boyd, Otis
Bramble, C
Branning, H
Brown, Chas (2)
Brown, Charlie
Brown, H D
Brown, Geo
Brown, H C
Brown, Robert
Bullus, W J
Burr, Dr & Mrs Clarence Raw
Camon, E
Carlsson, Erik Axal
Caviness, Frank
Cheatun, Frank
Chemical Tapestry Paint Co
Chidester, Ike
Clarke, James Augustine
Cleveland, W J
Clopton, Guilford
Coffee, F W
Coble, E H
Columbia Star Mfg Co
Colman, Montague
Converse, E J
Coun, Walter
Countryman, Frank
Crumly, J H
Cane, Jim
Crowder, C A
Cunghan, H
Dalton, Rev J J
Davis, J T
Dean, C E
Dietrich, Jos B
Diggs, Charles F
Doherty, Daniel
Doralin, C P
Drain, A B
Drives, Hirahel L
Drinkwater, A
Ellis, Robt
Ernest, Henry
Fadden, G G
Fell, F S
Fender, Robert
Finner, Gohanner
Fiest, Seymore
Follmer, E L
Fouts, Frank E
Forquer, George
Freiman, J
Fuller, W P
Fuller, W S
McCleen, Ed
McClure, Mr
McCloskey, Hugh
McDonald, D H
McGuinn, Mr
McGuinn, F A
McManus, M S
Mahatma Remedy Co (2)
Means, Robt C
Mangan, James
Marion, T E
Marshall, Leonard
Martin, E E
Mason, Chas J
Matson, Vaile
Matson, Vialle (2)
May, Mr
Meek, John B
Meade, Jim
Michel, F
Millhollen, T F
Millie, L
Mills, A C 2
Minnor, John L
Misener, R E
Misner, E
Moorhead, Michael
Moberly, O F
Morehead, Michael
Morte, Pete
Munstom, J H
Mukarji, G N
Moske, August
Nethery, Oscar
Neymes, James
Nixon, Frank
Noland, Robert
N P Employ Co
North, E G
North Coast Co-Operative Lumber Co (2)
Overtry, Charles
Olson, L N
Onosnick, Mari
Oregon Stove Foundry Co
Ovanzi, Auguste
Pfister, M J
Pacific Coast Amusement Bureau
Pacific Coast Ins Lib
Palmer, Wm
Palmer, Lloyd H
Parsons, Henry
Patrick, William
Pedigren, Willis
Peary, T H
Penn, G S
Perdue, John
Perdue, T L
Perry, M F
Phillips, Sam
Piper, F E
Portland Commission Co
Potter, June
Powell, H N
Pusey Bros
Pusey Bros
Peign, Thomas
Renshaw, Samuel
Reynolds, W B
Renshaw, Sam
Richardson, J
Riker, W E
Roberts, The Four
Robertsen, Chrest
Robinson, R M
Rogers, John
Rood, P O
Rowhan, H T
Rowe, P E
Ruppel, C F
Russian Bapt Church
Ryckman, Fred
Salyer, Mr William G
Sanders, G V
Sanders, William
Sargent, H J
Sawyer, Dr A S
Fulton, C M
Gudenschwager, Albert
Gunther, W
Gunter, John H
Guger, Ti
Garrison, George
Garcua, George
Geerston, S D
Geyer, Fred
Glover, J B
Goddard, L A
Graham, James F
Greene, Alford
Greendstrom, John
Gregory, Jas T
Green, E M
Green, E O
Griffith, John
Hack, Leonard
Hall, Edward H
Hall, Raymond
Harris, Harry
Harris, J
Hawkins, Will
Hikamh, Geo C
Hite, S
Sipsheer, W W
Hitherington, A W
Hill, Harley J
Hill, Chas H
Hill, Harry
Hemell, B F
Hoffard, John
Holden Process Co
Hollmann, Max
Howes, E E
Hudson, W R
Janson, Karl
Johnson, Gunner
Johnson, J H
Jones, C M
Jones, George
Keffel, Gustav
Karlson, John
Kabel, August
Kaylor, Mr
Kames, Joseph
Kalle, D W
Kearney, Jos
Keeley, Edward E
Keller, Z M
Kennedy, Wade W
Kern, J J
King, James C
Knutson, Carl
Kohl, Stanley
Kristenson, Hans
Kubo, Y
Laks, Spears
Lang, D P
Landingham, G W Sam
Larsen, John
Le Fevre, Ernaisa
Lehmann, Robert
Lee, J P
Lesnaux, A
Levitt, J
Lewis, L
Liedtke, G
Lindsay, Nord
Looping, E E
Long, John
Lynn, Humbolt
Lubke, Mr
McTigue, William J
McTimmonds, Fred
McCray, C C
Schafer, Johann
Schulpins, Will
Schulpins, Tip
Schulpins, Theodore
Echue, William L
Sedr, V B
Semple, William
Sellinger, H W
Senkler, Jacob
Shattuck, Rufus H
Shannon Bro
Shambrook, B F
Simmons, J S
Slavich, Antone
Smith, Dee
Smith, Frank J
Smith, Rev E A
Smith, Edd
Smith, Orlanda T
Smith, Riley
Sounsur, Anders
Southwell, D R
Sowerby, Roy
Spencer, E F
Speer, R W
Spranger, Arno
Stauffer, Elmer G
Stahell, Emil
Stauffer, E G
Starr, W Irving
Stewart, E
Stewart, Arthur
Stewart, L W (2)
Stotard, I I
Strong, S G
Sult, E H
Swanson, Frank
Swensson, Dr J G
Thomas, George
Turner, Earl
Urso, Benny
Union Transfer Co
Vallee, Donal
Vance, V
Van Winkle, J E
Volle, P B
Wyman, E H
Walsh, Charles
Watt, George L (2)
Watkins, J H
Waters, W
Watson, W W
Wieler, H
Weld, Ray
Wells, Dr Milton
Wall, Ed
Western Pneumatic Horse Collar & Sad. Co
Wheeler, Ira J
White, Dennis
Wight, Tom
Wibargh, Alfred
Wilkenson, Frank H
Willson, G R
Williams, J E
Wilson, Howard
Winter, J P
Winter, Mr and Mrs W C
Wolan, Chris
Wooley, Fred
Woods, Harry C
Worden, O S
Younger, T W E
Young, Harry
Young, Arthur L
Zigler, L H
Sjubette, M. Piter

WOMEN'S LIST.

Abertson, Nelly
Adams, Mrs A M
Adams, Miss Lulu
Alexander, Miss Carrie
Allen, Mrs Eva N
Archibald, Jeannette M
Athearn, Mrs Allen (2)
Athearn, Mrs E A
Avery, Miss Sadie
Baxter, Mrs Menervy
Baker, Miss Mona
Baker, Mrs Juletta
Barnes, Miss Ethel C
Barngartner, Mrs J B
Barges, Mrs W H
Bargest, Mr and Mrs W H
Bartsch, Mrs Laura Meyer
Bates, Miss Helen
Beck, Amalia
Beller, Mrs May
Blake, Mrs Francis M
Braught, Miss Mary
Brown, Mrs E F
Brown, Mrs
Budd, Miss Vinnie
Buren, Miss Leda
Burgess, Mrs Mollie
Burns, Mrs H E
Burns, Mrs Fannie
Coy, Mrs
Calkins, Alice
Calkins, Miss Rosy
Call, Miss Minerva E
Campbell, Miss M
Carlson, Mrs Carley
Castro, Mrs Louis M
Charleston, Mrs Jas R
Chester, Miss Lilla Hayw
Clark, Mrs D Edgar
Clark, Miss Madeline
Clark, Mrs Nettie
Cline, Mrs
Coates, Miss
Cole, Mrs Margery
Cooper, Mrs Louise
Cronk, Mrs Anna
Cunley, Miss Hope
Curtiss, Mrs W W
Damphoffer, Mrs/Ella
Daran, Miss Jennie
Dittenhofer, Miss Belle
Dip, Rose G
Dobbins, Mr and Mrs J H
Donaldson, Frances B
Eilers, Miss Helen
Ebbert, Miss Idis C
Ebbert, Miss Belle
Elliott, Joe
Everts, Mrs Mae
Filbert, Miss Hulda
Fischback, Mrs M
Fowler, Mrs Susan
Foster, Miss Annie
Freeman, Mrs C E
Gabriel, Manervia Mrs
Garvin, Miss Minnie
Givens, Mrs Delia
Gilbert, Miss Carrie
Gilbert, Zella
Gotcher, Mrs Lena
Gouiker, Mrs L
Graham, Mrs Emma J
Gramenz, Mrs Florence
Gramenz, Mrs Wm
Hall, Mrs Mary E
Hall, Minnie
Hanson, Miss Annie M
Harris, Mrs L L
Hardy, Mrs William
Hart, Miss Lilly
Helms, Mrs Alva
Hiatt, Mrs Kate
Hirschberger, Mary
Hobster, Miss Hazella
Hockensmith, Mrs W O
Hollister, Mrs Harry
Huntington, Miss Francis
Hurt, Mrs
Johnston, Miss Antoinette
Jones, Marion J
Jones, Miss Maud
Joy, Mrs J T
Jussila, Miss Edia
Kanikman, Miss