# GRAIN EXPORTS FOR TEN MONTHS

## Northwest Shipments to Date 6,000,000 Bushels Above Best Previous Record.

## FIGURES SHOW BIG GAIN

**Remarkable Increase Made in Exports of Wheat and Flour, Both From Portland and From the Cities of Puget Sound.**

Including flour grain shipments from the Pacific Northwest for the ten months ending April 30 reached a grand total of 40,893,185 bushels This is 6,592,894 bushels in excess of the shipments for the same period of the season of 1906-6, which, until this season, held the record for grain exports. The shipments for the ten months of the season ending April 30, 1906, totaled 34,300,291 bushels.

The figures given are compiled by the Merchants' Exchange and include shipments of both wheat and flour to Europe, the Orient, South America and California. The next heaviest season was that of 1901-2, when the exports amounted to 32,446,121 bushels.

Foreign shipments from Portland for April amounted to 1,167,113 bushels of wheat and 19,027 barrels of flour. Shipments to California amounted to 247,963 bushels of wheat and 18,598 barrels of flour. Total shipments were 1,355,076 bushels of wheat and 37,625 barrels of flour. Total exports from the combined ports of Puget Sound were 884,530 bushels of wheat and 176,599 barrels of flour. Reducing the flour to a basis of wheat, in bushels, the April shipments were as follows: From Portland, 1,524,388 bushels; from Puget Sound (including Seattle, Tacoma, Everett and Bellingham), 1,679,221 bushels.

Exports for the season which will end June 30, 1908, will exceed by close to 10,000,000 bushels the figures for 1906, the largest cereal year the Northwest has ever known. May shipments foreign from Portland will run well up toward 500,000 bushels of wheat and 50,000 barrels of flour. Exports for the corresponding period of last year were considerably in excess of this, but at that time there was a big Oriental demand for flour. In June of last year not a pound of wheat was shipped foreign, while a number of craft will clear for the United Kingdom during the last month of the cereal year of 1907-8. The California demand is on the increase and a number of steam schooners which were carrying lumber at this time last year are now engaged in taking wheat to San Francisco and San Pedro.

The grand totals of the season follow:

| Corresponding seasons— | Bushels. |
|---|---|
| 1906-07 | 27,919,611 |
| 1905-06 | 34,300,291 |
| 1904-05 | 15,289,042 |
| 1903-04 | 19,758,084 |
| 1902-03 | 28,328,811 |
| 1901-02 | 32,446,121 |
| 1900-01 | 27,695,127 |
| 1899-00 | 18,066,150 |
| 1898-99 | 23,198,607 |
| 1897-98 | 26,524,481 |
| Portland barley exports, July 1 to May 1 | 893,668 |

### W. H. SKINNER QUITS ALLIANCE

**Popular Purser Will Take Agency for Steamship Company.**

E. L. ("Whitehat") Brown arrived from San Francisco last night and will be installed a purser of the steamship Alliance, after making two trips as freight clerk. Mr. Brown will relieve Harry W. Skinner, who has been purser of the vessel for the last year. Mr. Skinner will take up his residence in Marshfield and will relieve the agent of the Gray Steamship Company at that place. He will have entire charge of the business of the company on Coos Bay.

Harry Skinner is one of the best known steamship men on the Pacific Coast. "Whitehat" Brown, his successor on the Alliance, is also an old-time purser and with his entering the employ of the Gray Steamship Company he will have the honor of holding clearance papers from every company operating vessels on the Coast. Mr. Brown and Mr. Skinner were shipmates in the old Pacific Coast Company years ago. Each professes to be the younger, but from official statements made by company officials Skinner is over and Brown under the 50 mark.

### BAUMGARTNER BREAKS ARM

**Steamship Agent Receives Painful Injury From Automobile.**

F. P. Baumgartner, agent of the California & Oregon Coast Steamship Company, met with a painful accident last Thursday night. His right arm was fractured just above the elbow. It was several hours before medical attendance could be secured, and by that time the arm was so badly swollen that the broken bone could not be set. Mr. Baumgartner will go to the hospital this morning.

An automobile is the cause of all the trouble. Mr. Baumgartner was entertaining a party of friends and, after a visit to the Elks Club, was cranking the machine to start it. The back pressure was too strong, and the crank flew backwards, striking Mr. Baumgartner on the wrist.

### Elsa Clears With Lumber Cargo.

Lumber exports foreign for May opened yesterday with the clearance of the Norwegian steamship Elsa, which had on board 2,804,700 feet of lumber, valued at $42,070. The destination of the steamer is Newcastle, N. S. W. The Elsa was taken to the lower harbor yesterday afternoon and will leave down for Astoria today. The Boveric, with a part cargo, will be ready to leave down this afternoon, and the Russian bark Albyn will finish within a week.

### Alsterkamp Taken for Lumber.

The German bark Alsterkamp has been chartered to carry a lumber cargo from Puget Sound to the West Coast of South America. The vessel arrived in the river April 5 from Valparaiso, Chile. She came in quest of a grain charter, but the bottom fell out of the marekt before she completed the run on the Coast. There are six disengaged vessels in the river at the present time.

### Sloop Condor Arrives From Alsea.

The gasoline sloop Condor has arrived in Portland with a cargo of lumber from Waldport, on Alsea Bay. She is docked at the foot of Couch street, and will load general merchandise for the return trip. The Condor has been engaged in carrying lumber between Waldport and Yaquina Bay.

### Marine Notes.

The steamship Senator will sail this morning for San Francisco. All passenger accommodations have been taken.

The steamship Alliance will sail for Coos Bay ports tonight.

The steamship Sue H. Elmore sailed yesterday for Tillamook.

The steamship Boveric will leave down today. She will complete her cargo at San Francisco.

The Portland & Asiatic liner Nicomedia arrived in at Astoria yesterday from Hongkong and way ports via San Francisco. She will arrive up early this morning.

### Notice to Mariners.

The following affects the list of lights, buoys and daymarks, Pacific Coast, 1908:

OREGON.

Columbia River entrance, pages 56, 67, 68, 69 and 70, south channel bell buoy, PS, marked "8C" in black, heretofore reported missing, was temporarily replaced by a PS tall-type first-class nun April 27.

Clatsop Spit buoy, 4, a first-class nun, found missing April 27, was replaced the same day.

The following buoys, removed 28th of April, '08, on account of the high water in the Columbia and Willamette rivers, will be replaced when the present freshet subsides, of which due notice will be given: Mount Coffin Channel buoy, 2, second-class spar. Cowlitz River buoy, ½, a black first-class spar. Cottonwood Island shoal buoys, 1 and 3, each a first-class spar. Carr Slough, 2, first-class spar. Hunter Shoal buoys, 1, 2 and 4, each a first-class spar. Martin Island Bar buoys, 2 and 4, each a first-class spar. Reeder Crossing buoys, 2, 4 and 6, each a first-class spar.

Willamette River, page 72. Coon Island Channel buoy, 2, a first-class spar. Nigger Tom Island buoy, 1, a second-class spar.

By order of the Light-House Board.

P. J. WERLICH, Inspector.

### Suit Over Loss of Schooner.

ABERDEEN, Wash., May 1.—(Special.)—United States Court Commissioner Bridges, of Tacoma, is here taking testimony in the case of the Hartwood Mill Company vs. the Grays Harbor Tugboat Company. The mill company holds the tugboat company responsible for the loss of the schooner Salano, the wreck of which had been purchased as she lay on Willapa beach.

### Alsterkamp to Load Lumber.

ASTORIA, Or., May 1.—(Special.)—The German ship Alsterkamp, which has been disengaged here since her arrival April 5, has received orders to proceed to Tacoma to load lumber for Iquique. She will leave tomorrow and will sail up the coast.

### Arrivals and Departures.

PORTLAND, May 1.—Arrived—Gasoline sloop Condor, from Alsea Bay. Sailed—Steamship Eureka, for Eureka and way ports; steamship Sue H. Elmore, for Tillamook; steamship W. S. Porter, for San Francisco; U. S. S. Armeria, for Puget Sound via, Astoria.

Astoria, May 1.—Condition of bar at 5 P. M., smooth; wind, east 36 miles; weather, rain. Arrived down at 5 A. M. and sailed at 9:20 A. M.—Steamer Geo. W. Elder, for San Francisco. Arrived down at 9:40 and sailed at 11 A. M.—Steamer W. S. Porter, for San Francisco. Arrived at 10:20 A. M. and left up at 1:30 P. M.—Steamer Nicomedia, from San Francisco. Arrived down at 1:30 P. M.—Schooners W. F. Jewett and Alvena. Sailed at 12:40 P. M.—British bark Celticburn, for Queenstown or Falmouth. Left up at 4 P. M.—Schooner Mindoro.

San Francisco, May 1.—Arrived—Steamer Wellesley, from Portland. Sailed last night—Steamer Yellowstone, for Columbia River.

San Diego, May 1.—Sailed April 30—Schooner King Cyrus, for Columbia River.

Dunkirk, April 30.—Arrived—Cyclops, from Vancouver, Seattle, etc., via Yokohama, Hongkong, etc., and Havre.

Shanghai, April 26.—Arrived—Admiral Dupre, from Antwerp, etc., via, Colombio and Singapore, for San Francisco.

Yokohama, April 29.—Arrived previously—Titan, from Hongkong, for Tacoma. Sailed—Alesta, from Hongkong, for Portland. Sailed April 29—Titan, for Tacoma.

Singapore, May 1.—Arrived previously—Helus, Clyde, for Vancouver.

Mollendo, April 26.—Sailed—Salatis, from Tacoma, etc., for Hamburg.

Moji, April 29.—Arrived—Baron Androssan, from Victoria, B. C.

Valparaiso, April 29.—Arrived previously—Ituarl, from Seattle, Tacoma and San Francisco, via Callao, for Hamburg.

Antofagasta, April 28.—Sailed—Radames, from Hamburg, etc., for San Francisco.

Sydney, N. S. W., April 30.—Arrived—Orian, from San Francisco.

Seattle, May 1.—Arrived—Steamer Kara Maru, from Yokohama.

San Francisco, May 1.—Arrived—Steamer Wellesley, from Astoria; steamer Nebraska, from Bremerton; steamer Tallac, from Seattle; Steamer Geo. W. Fenwick, from Baltimore. Sailed—Schooner S. T. Alexande, for Grays Harbor; steamer Almirante Grau, for Callao; steamer Fair Oaks, for Grays Harbor; steamer Santa Monic, for Grays Harbor.

### Tides at Astoria Saturday.

| High. | Low. |
|---|---|
| 1:35 A. M.....9.1 feet | 8:25 A. M.....0.7 foot |
| 2:35 P. M.....7.7 feet | 8:20 P. M.....2.8 feet |

### STEAMER INTELLIGENCE.

**Due to Arrive.**

| Name. | From. | Date. |
|---|---|---|
| Senator | San Francisco | In port |
| Alliance | Coos Bay | In port |
| Nicomedia | Hongkong | May 2 |
| Breakwater | Coos Bay | May 3 |
| Rose City | San Francisco | May 5 |
| Roanoke | Los Angeles | May 5 |
| Geo. W. Elder | San Pedro | May 12 |
| Alesia | Hongkong | May 25 |
| Numantia | Hongkong | June 10 |
| Arabia | Hongkong | July 20 |
| SueH. Elmore | Tillamook | Indeft. |

**Scheduled to Depart.**

| Name. | For. | Date. |
|---|---|---|
| Senator | San Francisco | May 2 |
| Alliance | Coos Bay | May 2 |
| Nicomedia | Hongkong | May 8 |
| Breakwater | Coos Bay | May 6 |
| Roanoke | Los Angeles | May 7 |
| Rose City | San Francisco | May 9 |
| Geo. W. Elder | San Pedro | May 14 |
| Alesia | Hongkong | June 1 |
| Numantia | Hongkong | June 20 |
| Arabia | Hongkong | Aug. 1 |
| SueH. Elmore | Tillamook | Indeft. |

**Entered Friday.**

Asuncion, Am. steamship (Bridgett), with fuel oil, from Point Richmond.

Argyll, Am. steamship (Dickson), with fuel oil, from San Francisco.

**Cleared Friday.**

Asuncion, Am. steamship (Bridgett), with ballast, for San Francisco.

Argyll, Am. steamship (Dickson), with ballast, for San Francisco.

Elsa, Nor. steamship (Wersoe), with 2,804,700 feet of lumber, for Newcastle, N. S. W.

# PAWNBROKER IS BUTCHERED

(Continued From First Page.)

exertions the weakened man was then probably like putty in the hands of his assailants who seized a hatchet and hacked him about the head and face. Wolff's features were hardly recognizable from mutilation. Huge deep gashes were hacked on both sides of his skull and on his face the flesh in a number of places was laid bare to the bone. On the right side the jawbone was cut through, the cheek ripped open and the tongue half severed from its roots.

About this room and the little storeroom immediately in the rear were found two coats. Appearances indicated that they had been hastily thrown where they were found. One was a black overcoat and the other was a light colored overcoat. One of the coats contained a handkerchief and the theory of the police is that these coats were worn by the robbers and thrown aside by them.

Leaning against the wall within easy reach of the body was a modern large calibre rifle. His stock and grip were blood spattered. A tag was attached to it showing that it was part of the stock.

**Used Rifle as Club.**

The gun was not loaded and it appeared as if it had been used as a club in the work of butchery. Placed under Wolff's head was a piece of oilcloth, evidently placed there before the mutilation had begun, for the purpose of catching the blood.

Besides the wounds on the head there was a gash cut on one of the dead man's hands. His pockets had been rifled. That the robbers were in haste is shown by the fact that Wolff's diamond stud, which he wore in his shirt-front, was found undisturbed.

**Police Receive News.**

The news of the murder was received at the police station at a time when Captain Baty, the head of the detective bureau, and all of his assistants except one were out. Detective John Price, being the only plain clothes man on hand, was dispatched to the scene by Captain Slover immediately. Detective Price was joined in a few moments by Patrolmen Hyde and Burke. Assisted by these men Detective Price found the bloody collar and tie, a discharged revolver shell, with which Wolff had been shot, and the other evidence on which the police are now working. Captain Baty reached the scene within a short time, having been recalled from another case.

**Big Bundle of Booty.**

Shortly after the arrival of the police a crowd gathered in front of the store and grew to such proportions that for a few moments the street was blockaded, and officers had to be ordered out to disperse the curiosity-seekers.

After the arrival of the Coroner and the remains had been taken away the store was turned over to Mr. Rheinhart, the dead man's brother-in-law, who attempted to make an inventory of the goods taken. From the fact that fully a dozen trays are missing it is certain that the robbers left the store with a large bundle in their possession.

**Watchman Tells Story.**

Nightwatchman Robinson discovered the body shortly after 9 o'clock. Mr. Robinson's beat extends from the river to Fourth and from Morrison to Taylor.

"At 6:48 o'clock, as I passed the store," said Robinson, "I tried the door and was surprised to find it locked and the light that Wolff usually left burning, extinguished. But I did not attach any importance to it, owing to the fact that it was still daylight. I proceeded to the Baker Theater, where I am on duty at the boxoffice every night. Leaving the Baker Theater at 8:20 o'clock, I started on my rounds and next reached the store at 8:40, when the store was still in darkness.

Suspecting that something was wrong, knowing Wolff's habits as I did, I went to a telephone and called up his residence. Some member of the family other than Mrs. Wolff answered, saying that the family had shortly before telephoned to the store and getting no answer had become alarmed.

**Kept Wife Ignorant.**

"I hastened back to the store, which I reached at 8:50 o'clock. Finding the door unlocked I entered and turned on the lights to discover the floor covered with blood stains. Immediately following me into the store came Mrs. Wolff and eight-year-old daughter, who had come from their home to learn the reason for Wolff's delayed homecoming. Inducing Mrs. Wolff to remain in the front part of the store, I made a further investigation and found the mangled body of Wolff lying in a rear room. I then telephoned the police and notified Mrs. Wolff's brother."

J. F. Reinhart, brother-in-law of the dead man, was at his residence when notified of the murder. Discussing Wolff's habits, he said:

**Got Probably $1800.**

"Mr. Wolff, during the 20 years that I have known him, was very regular in closing his place of business at 6 o'clock and returning home. He kept all of his valuable jewelry, including diamonds, in the big safe, which was locked. The booty secured by the robbers must have consisted of a cheaper grade of jewelry and unredeemed pledges to the probable value of $1500. Two money drawers and the cash box in the 'pledge' safe were robbed of about $300. It will be impossible for me to definitely estimate the amount of the stolen goods and money before tomorrow, when I can make a thorough examination."

**Lived Here Many Years.**

Mr. Wolff was one of the old-time pawnbrokers of this city, having been engaged in the business for about 25 years. He formerly had a store on North Third street, but had been located on First near Morrison for the last 15 years. He was about 45 years of age and leaves a wife and four children. He resided at 666 Kearney street.

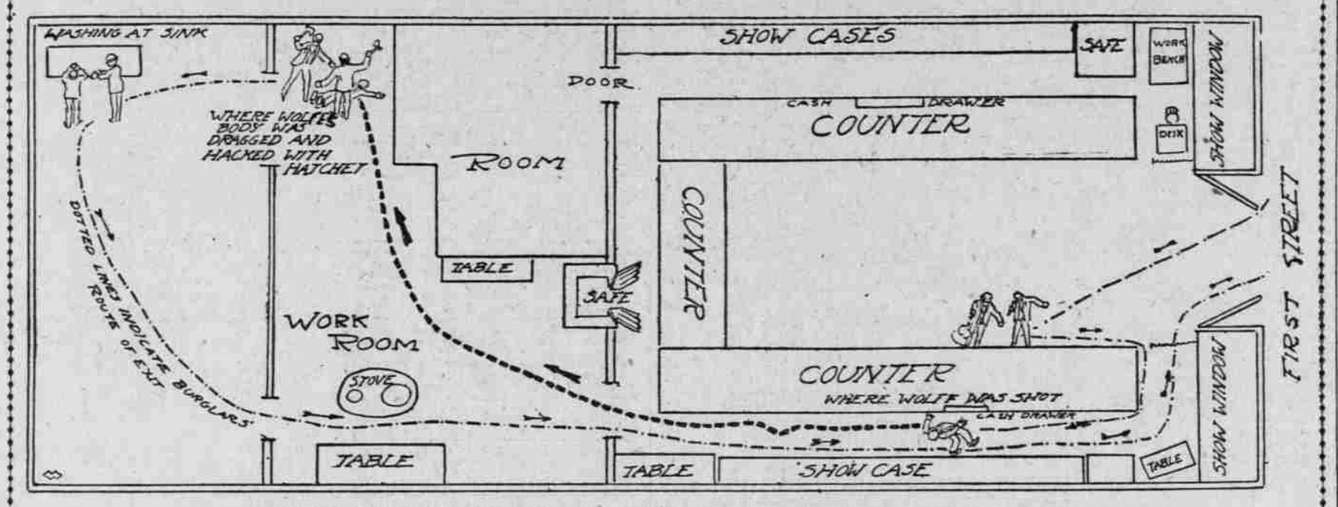


DIAGRAM OF STORE OF NATHAN WOLFF, SHOWING HOW PAWNBROKER WAS MURDERED.

### RECALLS THE O'SHEA CASE

**Two Thugs Hanged for Similar Crime in 1879.**

The murder of Nathan Wolff last night recalls the attempt made on the life of William O'Shea, father of James B. and John F. O'Shea, of this city, in his loan office on First street, in the Spring of 1879, by two thugs named Brown and Johnson. The robbers failed to obtain their booty. In the pursuit which followed a boy named Joseph was killed by the fleeing thugs.

After being interrupted in O'Shea's office, the two men, accompanied by a third man named Schwartz, fled through John Cran's dry goods store and ran to Third and Morrison streets, where Brown and Johnson took possession of a delivery wagon and started to drive west on Morrison street. Just then Constable Dan Sprague came upon the scene and opened fire on them. The fleeing men returned the fire and one of their bullets killed young Joseph. Both highwaymen escaped for the time being. Schwartz later gave himself up and was sentenced to life imprisonment. He died in the Salem Penitentiary some years later from consumption. Brown was captured near Rainier and shortly after that Johnson was taken into custody at Los Angeles and brought back to Portland by Detective Henry Hudson.

Both Brown and Johnson were hanged in the yard of the Multnomah County Jail.

The injuries sustained by O'Shea at the hands of Brown and Johnson, while not fatal at the time, are believed to have hastened his death several years later.

### BRIDAL VEIL ROBBERS SOUGHT

**Men Who Ransacked Postoffice Are Thought to Be in Portland.**

Up to a late hour last night the two robbers who ransacked the postoffice at Bridal Veil and went from there to Troutdale on a handcar had not been found, although nearly the entire force at the Sheriff's office was out scouring the country. It is now believed that these men are not those who stole the boat at Menominee, and who escaped after being arrested and confined in an apple house.

Early yesterday morning Watchman Baum, employed by the Bridal Veil Lumber Company, discovered two men robbing the postoffice, which is in the same building with the Aldrich & Linnett store. From what can be learned of subsequent happenings, Baum fired his revolver into the air to scare the robbers. They took a hasty departure, obtained a handcar from the Bridal Veil section house, and sped off down the O. R. & N. track toward Portland.

Flagman McCarthy, at Corbett, had been notified to be on the watch for the two men, according to accounts given here. He was stationed at a point a quarter of a mile east of the tunnel, which lies between Bridal Veil and Corbett. Instead of having a pile of ties across the track to ditch the robbers, or an open switch, there was nothing but the red flag, which the robbers ignored. A number of section hands were at work inside the tunnel, and, although the robbers flew past the signal, they stopped when they saw the lights, ditched the car, and made a detour until they came upon another car belonging to the workmen. McCarthy is said to have fired a shot as the robbers passed, and to have received several in return.

Jumping on the handcar of the workmen, the hold-up men made their way to Troutdale, where they left the car, and evidently came on to Portland on the train or on an electric car.

The robbers obtained only $6 from the store, and nothing from the postoffice, as far as can be learned, as they were frightened away before they had completed their work. There is no means of escape from Bridal Veil except to take the railroad, or to cross the river in a boat, so that had quick and proper action been taken it is thought that the thieves could have been captured.

Walter Linnett, one of the members of the Bridal Veil firm, is the man who caused the police a fruitless search for two days for a roll of bills containing $500, which was lost in this city on April 28. Mr. Linnett drew the money from the United States Bank, at the corner of Third and Oak streets, and immediately walked across the street to the Chamber of Commerce building, where he had an appointment on the seventh floor. As he stepped from the elevator he placed his hand in his pocket and found that he had either dropped the money or had been the victim of a pickpocket during his walk from the bank, a distance of not more than 60 yards. The money was not recovered.

### STEEL'S FRIENDS ACTIVE

**Bring Pressure to Bear on District Attorney Manning.**

That pressure is being brought to bear by friends of George A. Steel, State Treasurer, to prevent his indictment on charges growing out of misuse of state funds by the Title Guarantee & Trust Company became known yesterday. That District Attorney Manning has been given assurance of receiving a certain Republican faction's vote if he will overlook Steel's offense is learned from an authoritative source, and that he has been given to understand this support will be withdrawn in event of Steel's indictment is also alleged by one who ought to know.

While Mr. Manning refused to discuss that phase of the case yesterday, he reiterated his announcement of an intention to return an information against the State Treasurer at as early a date as Steel's health would seem to admit of such action.

"I do not feel like jumping on a man when he is sick in bed," said Mr. Manning. "I have reliable information that Mr. Steel is a very sick man and that, furthermore, his wife is ill. The blow of prosecuting him in his present state might prove serious, I am informed, and I would rather wait a few days until there is a change for the better in his health."

It is announced that Mr. and Mrs. Steel intend leaving in a few days for California on account of Steel's health. They intend to visit San Francisco first for the purpose of resting, and intend seeing the battleship fleet. Whether or not he intended taking action against Steel before that official's departure for the South Mr. Manning declined to say, further than to suggest that he would take the matter up as soon as he thought Steel's health improved.

Not having had an opportunity to see Mr. Steel personally, Mr. Manning said he could not possibly announce his plans.

The actual cost of the Suez Canal was $120,750,000.


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