

# WARSHIPS LEAVE FOR PUGET SOUND

## Charleston, Yorktown and Two Torpedo-Boats Sail From Portland Harbor.

### RIVER STEAMERS SALUTE

#### Cruiser Will Go on Drydock at Bremerton—Captain Beatty Is Ordered East July 1—Commander Werlich May Succeed Him.

The cruiser Charleston, gunboat Yorktown and torpedo-boats Fox and Davis sailed from Portland at 10 o'clock yesterday morning for the Navy yard at Bremerton, on Puget Sound, after a stay of exactly one week in Portland harbor. The torpedo-boats Farragut, Preble and Perry will leave today.

The departure of the war vessels was witnessed by a large and enthusiastic crowd which gathered on the Steel bridge on the East Side of the river, near the Charleston. When the huge commander swung around and pointed her nose down stream, she was given a rousing cheer from the crowd on shore and from people in launches and motor boats. The river craft saluted and the vessels in the harbor all dipped their colors as the warships steamed away.

The fleet passed out to sea on the high tide last night and headed north. The Fox and Davis are of the smallest class of torpedo-boats and the larger vessels will act as convoys to the diminutive craft.

On arrival at Bremerton it is the intention to place the Charleston on drydock. July 1 Captain Beatty, her commander, will leave the vessel and is under orders to proceed East. He will be promoted on July 1 and it is generally understood that he will take command of the gun works at the Norfolk Navy yard. Who will succeed to the command of the cruiser is a matter which the Navy Department has not announced. Commander P. J. Werlich, at present on duty as Inspector of the Thirteenth Light-house district, has been ordered to prepare for sea duty July 1. Commander Werlich is one of the three officers of the Navy who are in line for the master's berth on the Charleston and it is generally understood that he is the most likely man. The Charleston is considered one of the finest commander's ships in the entire Navy.

Before departing from Portland Admiral Swinburne took occasion to express his gratification at the treatment received while here. He said that he had hoped to return to this city next year with several vessels of the type of the Minnesota. Admiral Swinburne also expressed himself as pleased with the mooring place provided for his ship and personally thanked the crew of the tug McCracken.

# PHASES OF INDUSTRIAL GROWTH IN PACIFIC NORTHWEST

## COAL INDUSTRY TO BE DEVELOPED

### Coos Bay Capitalists Preparing to Establish "Briquetting" Plant at Marshfield.

### GOOD FUEL WILL BE CHEAP

#### Lignite Product of Southwestern Oregon Said to Possess Excellent Qualities—Plant to Be in Operation Early This Summer.

MARSHFIELD, Or., June 7.—(Special.)—The Coos Bay coal fields are to afford a new industry which not only promises to be a big thing for the locality, but which will be an important factor in the coal trade of the Coast. There has been formed a company for the purpose of "briquetting" the Coos Bay coal and putting it on the market. A large amount of money is being expended for machinery which has been ordered and within a few months the briquetting plant will be in full operation.

The site for the establishment is a tract known as the Archer farm located near the C. A. Smith sawmill, and with a big waterfront on Isthmus street, where there is deep water in the bay, affording transportation for both raw material and the finished product.

The purpose of briquetting the coal is to transform the slack from the mines, which sells at a low cost into briquets, which will be a high-class fuel, but one which can be sold for much less than the regular coal which the Coos Bay lignite coal sells for.

The new plant believes that they will be able to meet the demand for a cheap fuel, but one which will be good for both domestic and steam purposes.

Makes an Excellent Fuel.

In Germany the lignite coal is briquetted with success and it is the only coal which has been put in this form without the use of a binder because of its moisture. The same thing is claimed for the Coos Bay coal. The slack will be pressed together by machinery and for ordinary use no binder will be used. The briquet will be of a size convenient for stoves or for use in furnaces. The product to be used for steam purposes a binder will be used with the slack.

It is held by the new firm that the German navy depends upon briquets and that manufactured on Coos Bay will be an important factor as a fuel for boats of all kinds and also for railroads.

The new firm which will start the plant is known as the German-American Coal-Briquet Company. George W. Carleton, of Marshfield, is the president and Francis H. Clark, also of this city, is secretary. W. A. Thiel, formerly of Hanover, Germany, will be the general manager and the practical man. Mr. Thiel was engaged in this business in Germany and has made investigations in different parts of this country and states that the Coos Bay coal is the best lignite for briquetting he has discovered. He has been experimenting here for some time past with the result that the company was formed. About \$10,000 is being expended on the machinery, which has been ordered, and putting the site in shape for the work.

Can Be Sold for \$3.75 a Ton.

It is estimated that the briquets can be manufactured so that they can be sold for \$3.75 a ton. The slack will be purchased from the various coal mines of the country and can be transported on scows to the plant.

It is claimed in favor of the briquets as fuel that they are burning they make practically no smoke, are more easily fired and require less storage room than coal, no waste, a uniform steam pressure is produced and that they are free from the liability of spontaneous combustion. Chiefly, it is claimed, the successfully-manufactured briquets will be put on the market as a first-class steam fuel and at a small cost.

The machinery was ordered from Germany, and while awaiting its arrival buildings will be constructed and wharves built on the factory site. The machines press the slack with great force into the shape of the briquets which, when finished, are exceedingly hard.

It is expected to have the plant in full operation and producing briquets some time during the latter part of the summer. As several new mines are being opened on the Coos Bay waterways and as the production of coal in the district is being greatly increased there will be no difficulty in securing an abundance of slack as the raw material for the new plant.

As there is a great demand for the ordinary coal of Coos Bay, the owners of the new concern believe that the market for their product will be even greater than they can supply.

### VENONA PROVES WINNER

#### CROSSES FINISH LINE AHEAD IN HER CLASS.

#### Little Boat Picks Up Southeast Gale. Corrected Time 98 Hours, 12 Minutes, 15 Seconds.

HAMILTON, Bermuda, June 7.—With her starboard rail under water and driving under three lower sails in a 20-knot breeze, the Venona, owned by George E. Bliss, of Boston, and carrying the flag of the Eastern Yacht Club, crossed the finish line at 3:34 this afternoon, winning in class three in the race for Marblehead to Hamilton, the start of which was made shortly after 11 A. M. last Wednesday. When the Venona crossed no other vessel was in sight. The elapsed time was 98 hours, 12 minutes and 15 seconds.

The Venona is the smaller boat in the fleet. Captain Bliss and his crew account for the fine run by their keeping well to the eastward on Thursday and Friday, so that they picked up the southeast gale last night and ran fast and smooth on the race for Marblehead. The yacht's best run was 183 miles from noon on Saturday to noon Sunday.

Soon after the Venona finished another race happened on the race for Marblehead to Hamilton. The Venona was fully 30 miles behind the winner. At dark tonight she still had a good five miles to go.

### AMUSEMENTS

#### What the Press Agents Say.

**"Idyl of Folly" at the Helix.**  
The "Idyl of Folly" opens at the Helix tonight. This comedy-drama in three acts is an extremely amusing affair. The plot is a masterpiece of domestic and financial complications provoke laughter. Tickets on sale today.

**"Lovers' Lane" at the Baker.**  
"Lovers' Lane," which the Baker Stock Company opened the week with yesterday, contains more of the best domestic comedy than any of the other famous Clyde Fitzsimmons plays. The scenes are laid in a little town in Massachusetts and the piece affords great opportunity for character creation.

**"Held by the Enemy" Tonight.**  
The second week of the Blunkall-Atwood season at the Lyric will be inaugurated tonight by a distinguished performance of William Gillette's famous drama "Held by the Enemy."

**Oaks' Big Attractions.**  
Thousands upon thousands of delighted visitors enjoyed the many charms of Portland's greatest amusement on the coast yesterday. This afternoon the White and Gold orchestra will give a symphony concert and tonight the Allen Curtis Company will put on musical comedy, "The Ticker and dozens of other features."

**AT THE VAUDEVILLE THEATERS.**  
Fitzsimmons at the Marquam.  
Robert Fitzsimmons, the greatest fighter the world has ever known, is a \$1000 per week feature at the Marquam at the Vaudeville. The special added attraction will be the noted emotional actress, Frankie Gable and her company in "The Seamstress."

**Grease paints and professional's supplies at Woodward, Clark & Co.**  
Hanan shoes at Koskoff's.

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# HALF MILLION DOLLARS EXPENDED TO RECLAIM DESERT WASTE AT TWO RIVERS

## Pump Weighing 250 Tons Raises 26,000,000 gallons of water to 82-foot level every 24 hours.



EXCAVATING FOR POWER CANAL, WESTERN WALLA WALLA COUNTY IRRIGATION PROJECT

TWO RIVERS, Wash., June 7.—(Special.)—The waters of the Snake River are now being pumped by the Pasco Power & Water Company onto the arid desert lands of Western Walla Walla County. The project, which was begun three years ago by A. B. Frame, of Portland, later purchased by the present company, with Will H. Parry, of Seattle, as President, is one of magnitude. When completed it will represent an expenditure of over \$500,000 and will efficiently irrigate over 20,000 acres of desert land now covered with sagebrush.

At present a 250-ton pump, over 14 feet in height and costing \$15,000, raises 26,000,000 gallons of water 82 feet every 24 hours. A similar pump will be installed as soon as enough land is placed under irrigation to warrant, which will raise even more water to a 4-foot level. The present pipeline will be elevated to place water on a 120-foot level.

A great deal of the land under this system of irrigation has been sold, and is immediately being prepared for irrigation. The town of Two Rivers has sprung up as a result of this irrigation project, and there is much activity in the sale of properties. One of the largest canning companies in the West will erect a branch cannery at this place as soon as sufficient apparatus has been planted to provide for the capacity of such a plant. Apples, pears and all late-blooming fruits thrive well throughout this district, and as a result of two years



LAYING PIPE LINE, WESTERN WALLA WALLA COUNTY IRRIGATION PROJECT

experiments, several acres of peanuts have been planted, as they are found to thrive and do well.

There are five business buildings constructed for erection, which, together with a \$6000 schoolhouse, will be built and ready for occupancy next Fall. A pressed-brick factory is figuring on running a plant here to provide for building material. The sand is said to be well adapted for first-class brickmaking.

### PAVING YAKIMA STREETS

#### CONTRACT CALLS FOR EXPENDITURE OF \$200,000.

#### Work Expected to Be Completed in Time for Fall Fair—Good Progress on Electric Railways.

NORTH YAKIMA, Wash., June 8.—(Special.)—North Yakima has begun street paving on a large scale. The area to be paved with brick includes four blocks of Yakima avenue, the principal business street, and two blocks of Front, First and Second streets, north and south from the avenue, and comprises practically the whole of the business district of the city outside of the warehouse section along the railroad right of way.

George Milton Savage, of Tacoma, has the contract for the work, the price being approximately \$200,000, and it is to be paid for by assessment of property owners of land adjoining the paved streets, and by a special bond issue of the city, the two parties sharing equally in the cost.

Brick laying will begin in a few days, when all of the macadam from one block of the avenue will have been removed and the ground prepared for the bricks. It is certain that the work will be completed before the date of the state fair, and the electric railroad also will be running along the avenue and out to the fair grounds by that time.

The accompanying photograph shows the busiest crossing on Yakima avenue at the junction of First street. The macadam is being plowed up and deposited by horse scrapers into wagons from a wooden stage, thus saving considerable labor necessary for loading the rock onto wagons by hand. The building shown in the picture is the Washington Hotel.

### CARSON ON NORTH BANK

#### CITY AT FOOT OF WIND RIVER VALLEY HAS BRIGHT FUTURE.

#### Government Expert Estimates Timber Value at \$6,000,000—Mineral Springs Becoming Popular.

BY ROSWELL SHELLEY.  
CARSON, Wash., June 7.—(Special.)—Since the completion and operation of the North Bank road Carson is fast forging to the front.

Cradled in the breaks of the Columbia River gorge and being the natural gateway to Wind River Valley—a table stretching northward 20 miles on a water grade, rich in undeveloped resources, Carson is destined to grow rapidly.

A conservative estimate of the value of timber in the Wind River Valley made by a Government cruiser places the figures at \$6,000,000 in raw material. The school district is bonded for a four-room schoolhouse and bids have been advertised for construction of same.

A new church is to be erected this summer, together with a number of modern cottages.

Carson boasts of two mineral springs, the St. Martin's Hot Springs and the New Mineral Springs. Both springs are equipped with hotels and thousands of people come here annually to bathe and renew their youth. Portland furnishes a large proportion of the guests and all return home fully satisfied.

Carson is situated in the heart of the mountains only 15 miles from Hood River and the rich fertile soil is especially adapted to the growing of apples. An supply of city water is furnished from a pure mountain spring. Several enterprises are needed here, among them a weekly newspaper.

Taking it altogether Carson has a bright future and offers splendid inducements to the homeseeker.

Tomorrow and Wednesday will positively be the last days for discount on West Side gas bills. Portland Gas Company.

### A NEW HOTEL FOR STUART

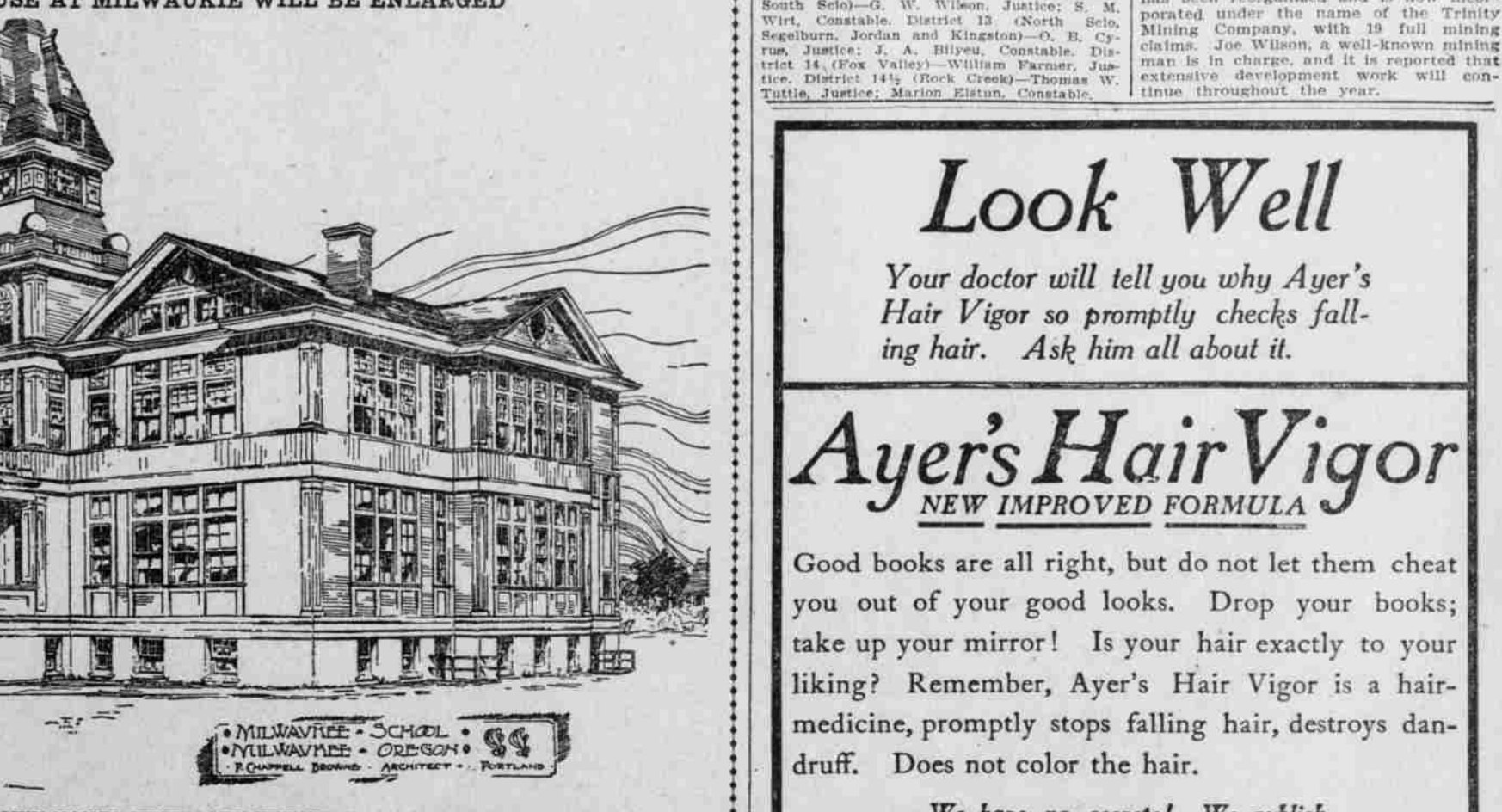
#### Model Structure Being Erected in Snake River Town.

RIPARIA, Wash., June 7.—(Special.)—The town of Stuart will boast one of the finest buildings in the State of Washington when the new hotel is completed. The building will be 60 feet square, two stories, with basement 26x20 feet, and provision is made in the basement for an up-to-date bar and vine-rooms. It will have private water system, private water supply, and baths on both floors, and its own gas plant. The building is of hollow cement blocks, and will be finished and furnished in a thoroughly up-to-date manner.

The cornerstone was laid Friday, May 29. W. H. Stuart, pioneer owner of the townsite, is erecting the hotel, which will cost over \$10,000. He will later clear the buildings from the adjoining lots and grade the streets and park the lots at his own expense.

Stuart, as the town will hereafter be known, has always been called Texas City. It is in Whitman County opposite Riparia. Riparia, the old town on the Columbia, is not the very finest hostelry in scarcely more than a railroad yard now, many of those employed there residing in Stuart, or Texas City, as then called, was established and platted long years ago, but has until recently progressed but little and the lots have for some time been withdrawn from the market. Situated on the navigable Snake River, a terminal for two railroads, the Oregon, Washington & Idaho and the Spokane, Portland & Seattle, Stuart would come to be one of the best little towns in the district.

### SCHOOLHOUSE AT MILWAUKIE WILL BE ENLARGED



GROWTH OF PIONEER TOWN MAKES NECESSARY ERECTION OF ADDITIONAL ROOMS. Architect Chappell Brown has completed plans for the enlargement of the Milwaukie schoolhouse, making an eight-room building with assembly hall. The completed structure will be a handsome building and a credit to the pioneer town. Attendance of pupils has increased rapidly the past year, an outside room being needed for the overflow. The completed building will cost something over \$10,000.

# DRY-FARM BILL "LOADED"

## HOUSE DISCOVERED JOKER IN AMENDED MEASURE.

### Defeated When Cattlemen and Other Landgrabbers Attempted to Remodel It.

OREGONIAN NEWS BUREAU, Washington, June 1.—Congress would have passed a dry-farm homestead bill before adjournment had the true friends of dry farming brought in a measure that was fair and honest. The failure of the Smoot-Mondell bill was due to two causes—it was not a homestead bill in all respects, nor was it confined to dry land. The joke was discovered by the House of Representatives, and because an attempt had been made to slip through a loaded bill, the House became indignant and virtually tabled the measure.

The adverse action of the House is not a blow at dry farming; in fact it is generally acknowledged that the House would speedily pass a dry-farm homestead bill that was properly drawn and adequately safeguarded. That such a bill will be brought up next session is quite certain, and if it can be kept from the hands of the House, it will follow the ill-fated Smoot-Mondell bill and go to the discard.

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With these objectionable features removed the bill, which was originally readily endorsed the dry-farm measure, and with the indorsement of the administration, it probably would have become a law.

One great trouble with the dry-farm homestead bill was that it quickly passed out of the hands of its friends with such haste that it was not given a hearing in the House. Those members who were earnestly in favor of providing for 320-acre homesteads in sections that can be developed only by dry-farming, soon found themselves outnumbered and their bill was mutilated until it became, as was frequently declared in debate, a "land-grabbing measure," with no semblance to a homestead proposition.

The House was so determined in its opposition to the Smoot-Mondell bill that it is hardly likely any attempt will be made next session to revive that particular measure, or if that bill should be revived, it will be materially altered. It will have to conform strictly to dry country, and it will have to require residence. Senator Smoot, who was primarily responsible for the defeat of the measure bearing his name, is fighting for a non-resident amendment, permitting 320-acre homesteads on lands which do not contain sufficient water for domestic purposes. Eastern men will have to be convinced that such land can be successfully cultivated before they will stand for the Smoot proposition. Smoot says Utah must have a non-resident dry-farm homestead bill or his state will not benefit. A majority of the House takes the position that if Utah is so dry that homesteads cannot live on its unappropriated lands, then it is too dry for cultivation. Mr. Smoot must come to time and take the same kind of a dry-farm bill that is shaped up for the rest of the Western country.

### JUSTICES AND CONSTABLES

#### Results of Election for These Offices in Linn County.

ALBANY, Or., June 7.—(Special.)—The following Justices of the Peace and Constables were chosen in Linn County at the recent election, there being some close contests in many districts:

District 1 (West Albany, Orleans and Tangent)—O. T. Porter, Justice; District 2 (Albany, East Albany, Price and Sprague)—L. W. Swain, Justice; John J. Atkin, Constable; District 3 (Shedden)—C. J. Shedd, Justice; Wm. M. Stewart, Justice; Perry Cummings, Constable; District 4 (Halsey)—Levi Douglas, Justice; T. J. Stephens, Constable; District 5 (Brownsville)—W. S. Holcomb, Justice; William Morgan, Constable; District 6 (Lebanon)—J. M. Burtenshaw, Justice; Philip Ritter, Constable; District 7 (Sodaville and Waterloo)—C. H. Donac, Justice; Newton Hildreth, Constable; District 8 (Sweet Home and Foster)—Dayton Harris, Justice; H. R. Slavick, Constable; District 9 (Crawfordsville)—M. Barr, Justice; G. W. Stevens, Constable; District 10 (Lombard and South Selco)—G. W. Wilson, Justice; S. M. Wirt, Constable; District 11 (North Selco, Seaburn, Jordan and Kingston)—O. B. C. rue, Justice; J. A. Blyue, Constable; District 12 (Fox Valley)—William Farmer, Justice; District 13 (Rock Creek)—Thomas W. Tuttle, Justice; Marion Elstan, Constable.

### BOHEMIA DISTRICT ACTIVE.

#### Development Work Under Way in Every Section of Camp.

COTTAGE GROVE, Or., June 7.—(Special.)—There is considerable movement in the Bohemia mining camp this year, and although the season has been somewhat backward, heavy development work is already outlined in nearly every section of the camp. The Mayflower Mining Company, by Steinbock Creek, has a force of men developing an important lead, as well as having let a contract for a new road to connect with the Noonday road. It is announced upon good authority that this company will erect a reduction plant this season.

The Great Eastern Mining Company has been reorganized and is now incorporated under the name of the Trinity Mining Company, with 19 full mining claims. Joe Wilson, a well-known mining man in this district, has reported that extensive development work will continue throughout the year.

### GRAIN TONNAGE EN ROUTE AND LISTED FOR PORTLAND—COMPLETE TO JUNE 8

Name, Flag and Rig	Tons	From	Sailed
Aberfoyle, British ship	1397	Antwerp	Jan. 25
Ahnes Oswald, British ship	1380	Newport	Jan. 25
Albert Rickmers, German ship	1880	Antwerp	Jan. 13
Asgard, British ship	1609	Antwerp	Jan. 20
Asper, German ship	1323	Nitrate Port	Jan. 20
Aster, Ger. ship	1303	Maljillon	Jan. 20
Barnstaple, British bark	2000	Antwerp	Jan. 20
Brablock, British bark	2000	Antwerp	Jan. 20
Carmanian, British bark	1719	Drayton	Feb. 27
Cian Graham, British ship	2500	St. Rosalia	Feb. 27
David d'Angiers, French bark	1519	Antwerp	Feb. 3
Eugenie Pauline, French bark	1700	Antwerp	Feb. 3
Falklandbank, British	1781	Valparaiso	Feb. 27
Fifehead, British bark	1707	London	April 10
Gen. Faidherbe, Fr. bark	1728	Antwerp	April 10
Gen. Sirey, French bark	1728	Antwerp	April 10
Henslette, German ship	1808	Callao	April 10
Helen Blinn, French ship	1820	O. W. P.	April 10
Homeward Bound, American bark	1987	Vancouver, B. C.	April 10
Nordsee, German ship	1652	Callao	April 10
Jourville, French ship	1700	Antwerp	April 10
Killoran, British bark	1508	Antwerp	April 9
Laennec, French ship	2011	Honolulu	May 1
La Rochejacquelein, French bark	1504	Newcastle	May 1
Madure, French bark	1719	Drayton	May 1
Marchal Noailles, French bark	2148	Talcahuano	May 1
Neotfield, British bark	1719	Drayton	May 1
Oregon, German ship	1775	Callao	May 1
Port Crawford, British ship	1363	Callao	May 1
River Falls, British ship	1363	Callao	May 1
Rochambeau, French bark	1831	Leith	May 1
Turbot, French bark	1788	O. W. P.	May 1
Vende, French bark	1745	San Francisco	May 1
Vincennes, French bark	1700	Antwerp	April 8
Total tonnage en route and listed	45,117		15,590
Same date in 1907	47,783		6,222
Same date in 1906			6,222

### GRAIN VESSELS IN PORT.

Name, Flag and Rig	Tons	Berth	Arrived
Ancalon, British ship	1700	O. W. P.	April 20
Brodick Castle, British ship	1719	Drayton	April 20
Crown of India, British bark	1845	Drayton	March 3
Donna Francisca, British bark	2165	Astoria	March 29
Edmond Rostand, French bark	1921	Moray	May 16
Emmanuel Accame, Italian bark	2163	Columbia No. 2	May 19
Lagiermore, British ship	1788	O. W. P.	March 1
Leyland Bros., British ship	2238	O. W. P.	March 6

## Look Well

Your doctor will tell you why Ayer's Hair Vigor so promptly checks falling hair. Ask him all about it.

### Ayer's Hair Vigor

NEW IMPROVED FORMULA

Good books are all right, but do not let them cheat you out of your good looks. Drop your books; take up your mirror! Is your hair exactly to your liking? Remember, Ayer's Hair Vigor is a hair-medicine, promptly stops falling hair, destroys dandruff. Does not color the hair.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.