RATES NOT TO BE **CUT TO SAN PEDRO**

Harriman Line's Passenger Tariff Announced Higher Than North Pacific's.

LATTER CHANGES SAILINGS

Schedule From Portland to Los Angeles Will Be \$11.15 More Than Cost of Trip at Present From Here to San Francisco.

There will be no cutting of rates by the Harriman steamship interests on the Portland-San Pedro run, at least not for the present. Yesterday's announcement the present. Yesterday's announcement of first-class passenger tariffs between those ports shows they will be \$1.15 higher than the scale of the North Pacific Steamship Company.

In arranging the rates, the San Franin arranging the rates, the San Francisco & Portland Steamship Company added \$11.15 to the schedules from Portland to San Francisco, making them \$21.15, \$22.15 and \$26.15. The steerage is \$13. The North Pacific has a first-class rate of \$25 to San Pedro and on the steamer Roanoke an intermediate rate of \$29 is in vogue, as she has more varied accommodations than the Elder, while the steerage is \$12.

steerage is \$12.

the steamer Bear, laying here this morning, will sail from Portland for San Pedro July 7. The new achedule will be started by the Beaver, leaving July 2, and she will depart from San Pedro July 8, and San Francisco July 10, reaching Portland July 12. The steamer Rose City will leave nere July 12, passing the Beaver in the river, and sailings from all ports will be made every five days.

The North Paufic yesteriay determined on a new schedule also, through which on a new schedule also, through which the Geo. W. Elder and Hoanoke will dehere cach Wednesday at 8 part from here cach Wednesday at 8 o'clock in the evening, instead of Tuesdays at 8 o'clock, and will reach San Francisco Saturiay morning at 7 and sall for San Pedro at 5 o clock that afternoon, arriving at the Southern terminus at 7 o'clock Monday morning. She will sail on the return trip at 7 Tuesday evening. The steamers will reach Portland every Sunday night instead of Saturday, and thereby save expenses in not having to discharge Sunday and pay overtime.

NEW CRUISING TYPE LAUNCHED

Graham Turns Out Craft With Full Pilot-house Control.

Seldon Murray has accepted from the Graham launch shops, at the foot of Mill street, a full cabined cruiser, the Richard, which is rated one of the roomiest craft of her type on the river. She has a length of 52 feet and beam of Il feet, and as she is equipped with a 60-horsepower engine, six sylinders, she is able to cruise with any of the heavy launches of the lower harbor. The craft has a speed of 14 miles and her control is confined to the pilot house, which is an investigation of the speed of 14 miles and her control is confined to the pilot house, which is launches of the lower harbor. The craft has a speed of 14 miles and her control is confined to the pilot house, which is an innovation in launch construction.

Mr. Graham is working on a "tunnelboat," which is so constructed at the stern that though she draws but 16 inches of water her engine will drive a 22-inch propeller. N. A. Bacon is her owner and he intends to use her on Lewis River. She has a length of 36 feet and beam of eight feet. The big tender ordered for the Government dredge Chinook is also being built there. It will be 35 feet overall, have been of eight feet and 24-horsepower engine, four cylinder.

I has a speed of 14 miles and her control head will be here July 12, 13 and 14.

Underwriters have determined on a new schedule of insurance rates for grain carriers that will increase the toll from Portland to the United Kingdom, according to the condition of the vessel, from 2% to 4 per cent. The present rate is 2½ per cent and the change is to be made July 1.

Treasurer Bert C. Ball, of the William-title from Victoria, where he filed a bid for repairs to the steamer Yucatan, sister ship of the Rose City, and his company offered the lowest tender, \$30,-30.

The Heffernan Company, of Seat-title high speed with the condition of the vessel, from 2% to 4 per cent. The present rate is 2½ per cent and the change is to be made July 1.

Treasurer Bert C. Ball, of the William-title from Victoria, where he filed a bid for repairs to the stern and the change is to be made July 1.

Treasurer Bert C. Ball, of the William-title from Victoria, where he filed a bid for repairs to the toulite Kingdom, according to the United K

-POUND TURTLE IS CAUGHT

Dolphin Added to Menu on Big Steamer on Way to Port.

Trolling for dolphin off the Gulf of Panama and hooking a turtle that weighed 20 pounds, was sport indulged in by officers and men of the British steamer Coulsdon, which arrived up from Victoria Thursday night, and the shell, which they term the "ironclad," is exhibited aboard the vessel.

The Coulsdon is here to load lumber at Inman-Poulson's for Shanghal, after a voyage from New York and Philadelphia to the Coast with railroad equip-She discharged steel rails for a Mexican line at Guaymas, cars for the Panama line at Buena Ventura, more material at Bahia de Caraquez and the remainder at Vancouver, for the British Columbia Electric Company. En route she encountered a stiff blow off Pacific entrance to the Straits of Magellan, but otherwise had a smooth woyage. Four of her crew were left at Wancouver, suffering from malarial fever, and as she is to take on a bunker supply at Nanaimo, they will rejoin

SPENCER TURNS TO GASOLINE

Captain Will Be Skipper of Speedy Cruiser Just Launched.

Having figured for several seasons in races between stern-wheel carriers, Captain E. W. Spencer has turned his attention to motor craft and yesterday his latest acquisition, a 27-foot semi-cruiser that is expected to exceed 25 miles an hour, was launched from the Curtis plant. The launch will be driven by an 80-horsepower engine and there will be sufficient space for a number of

same firm has started eight tenders for the Government Lighthouse De-partment, for service in Alaskan waters, and early next month will launch a new tug for Captain Amos, owner of the Eva. The Oregon Yacht Club has or-dered six dinghies from the Curtis shop, the type being something new in aquatic models, and they are destined for service

CEREALS BLAMED FOR DISEASE

Coulsdon Has Seaman Suffering

From Elephantiasis. Elephantiasis is the latest allment to be introduced to the nautical world and the only known victim in port is an or-dinary seaman aboard the British tramp Coulsdon, who was signed in New York

The effect of elephantiasis is to swell the joints and is similar to scurvy. The Coulsdon's sailor is suffering from an enlarged ankle that has given him considerable trouble, but is subsiding. The disease is said by the seamen to arise from an overindulgence in cereal foods, and they report that cases are common among Chinese crews, because of the amount of rice consumed.

Bear Can Make Speedier Trip.

That the run from Portland to Astoria could be made with ease in five hours by the steamer Bear was stated yesterday by her master, Captain No-ander, and he says she has made it

in five hours and 25 minutes, but owing to the fact the regulations prohibit fast steaming in the harbor, and there is danger of damaging vessels berthed at docks through the swells created, it is necessary for the big craft to go under a slow bell to the mouth of the Williamstte and she recovires as how Willamette and she requires an hour to make that point. The steamer will sail this morning. She has 300 first-class passengers listed.

Hercules Arrives-Ibsen to Depart With about 2600 bales of grainbags, With about 2600 bales of grainbags, 500 tons of sulphur and considerable Chinese merchandise the Oriental liner Hercules arrived last night from the Far East, via San Francisco. She had 2000 tons in all, but discharged 900 tons at the Bay City. The Hendrik Ibsen, which sails at noon today, cleared yesterday with a cargo valued at \$106,764.55 and consisting principally of 15,972 barrels of flour, 984,974 feet of 15,972 barrels of flour, 984,974 feet of lumber, 750 tons of wheat, 50 bales of cotton bags and other packages. She will call at the usual ports.

Manzanita Returns From Sound. Having delivered supplies to post-light stations on Puget Sound, the lighthouse tender Manzanita yesterday

STEAMER INTELLIGENCE. Due to Arrive

Name.	From	Date.
Bear	San Franci	
Hercules	Hongkong.	In port
	Tillamook.	
Bosnoke	San Pedro.	Turn port
Breakwater	Coos Bay	June 26
Beaver.	San Franci	see June 25
Falcon	San Franci	sco June 27
Geo. W. Elde	r. San Pedro.	July 3
Kygja	Hongkong.	July 18
Rose City	Ban Franci	sco July 11
Seija	Hongkong	Aug. 12
Sche	duled to Dep	art.
Name.	For	Date.
Henrik Ibsen	Hongkong	June 25

Bay.

twater Coos Bay June 27
L Elmore Tillamook June 27
m Gate Tillamook June 27
m Gate Tillamook June 27
n Gate Tillamook June 27
n San Francisco July 1
er San Francisco July 6
m Elder San Pedro July 6
lles Hongkong July 10
City San Francisco July 12
hongkong Sept 8

sailed from Seattle for Astoria. Colum salled from Scattle for Astoria. Columbia River lightship No. 67 arrived up yesterday to be docked at the Oregon drydock, where she will be given an overhauling by the Willamette Iron & Steel Works.

leo. W. Elder. Rose City... Rygja... Selja.

Marine Notes.

Aboard the steamer J. B. Stetson, due this morning from San Francisco, are 300 tons of cargo for interior points that will be transshipped by the Open River Transportation Company.

Including delegates to the annual convention of the Y. W. C. A., which opens today at the Breakers, Long Beach, the steamer T. J. Potter had 300 passengers yesterday morning when she left on her first trip to Megier. She will sail this afternoon at one o'clock.

Washington advices to the Chamber of Commerce yesterday conveyed the news that a bill, authorizing the substitution of the name District of Portland Instead of District of Willamette as the name of the local Custom House territory, had been signed by President Taft.

President Knapp. of the Chamber of Commerce, has received a telegram from the Secretary of the Navy that the gunboat Yorktown, now at Astoria, will be ordered to Portland for a week's stay after July 4. The cruiser Marblehead will be here July 12, 13 and 14.

Lindewriters have determined terday four trains pull points, and there we would two locals as far as Right the Astoria & Columbia the traffic has trebled. There were five trains and the traffic has trebled. There were five trains and the traffic has trebled. There were five trains pull points, and there were two two locals as far as Right to the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the Astoria & Columbia the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the Astoria & Columbia the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the Astoria & Columbia the traffic has trebled. There were five trains pull points, and there were two locals as far as Right to the Astoria & Columbia the traffic has trebled.

Treasurer Hert C. Ball, of the Willam-ette Iron & Steel Works, yesterday re-turned from Victoria, where he filed a bid for repairs to the steamer Yucatan, sister ship of the Rose City, and his company offered the lowest tender, \$89,-950. The Heffernan Company, of Seat-tle, bid \$119,000. The award has not been made.

Movements of Vessels.

Movements of Vessels.

PORTLAND, June 24.—Arrived—Norwegian steamer Hercules, from Hongkong via Yokohama and San Francisco; steamer Golden Gate, from Tillamook; steamer Sue H. Elmore, from Tillamook; steamer Northland, from San Francisco. Salled—Steamer Eureka, for Coos Bay.

Astoria, June 24.—Condition at the mouth of the river at 5 P M. smooth; wind, northwest 14 miles; weather, cloudy, Salled at 4:20 A. M.—Steamer Shoshone, for San Francisco, and steamer Wellealey, for Grays Harbor. Arrived at 5 and left up at 9:50 A. M.—Norwegian steamer Hercules, from Yokohama and way ports. Arrived at 6 and left up at 9:20 A. M.—Steamer Elmore and sloop Condor. Arrived down last night—Brillah ship Leyland Bros. Arrived at 1 and left up at 11 A. M.—Steamer Northland, from San Francisco. Arrived at 1 and left up at 3 P. M.—Steamer Shasta, from San Francisco. Arrived at 1 and left up at 3 P. M.—Steamer Rosnock, from San Francisco. San Francisco, June 24.—Salled at midnight—Steamer Rosnock, for Portland; at 5 A. M.—Steamer Rosnock, for Portland; at 5 A. M.—Steamer Rosnock, for Portland, Falmouth, June 24.—Arrived last night—Steamer Rosnock, for Portland, Falmouth, June 24.—Arrived June 24.—Arrived last night—Steamer Westensey, from Portland, Falmouth, June 24.—Arrived June 24.—Arrived June 24.—Arrived June 24.—Arrived June Broakwater, from Portland.

Steamer Wellesley, from Portland.

Westport, June 24.—Arrived Steamer Broakwater, from Portland.

San Francisco, June 24.—Arrived—Steamer Broakwater, from Portland.

San Francisco June 24.—Arrived—Steamer Newport, from Portland.

San Francisco June 24.—Arrived—Steamer Nome City, from Portland.

San Francisco June 24.—Arrived—Steamer Nome City, from Portland.

San Pedro, June 24.—Arrived—Steamer Nome City, from Fortland.

San Francisco June 24.—Arrived—Steamers Johan Poulsen, from Rainier; Geo, W. Elider, from Astoria: Bowdoin, from Columbia River; from Astoria: Bowdoin, from Columbia River; Queen, from Jotoria. Salled—Steamers Roandee and Rosecrans, for Astoria; Admiral Sampeon, Olson and Mahoney, for Seattle; Santa Monica, Norwood, for Grays Harbor; Lucy Neft, for Fuget Sound; schohoner Albion, for Siusiaw.

Seattle, Wash., June 24.—Arrived—Steamer Meteor, from Tacoma; steamer City of Puebla, from San Francisco; steamer Tiverton, from San Francisco; steamer Chicago, from fishing banks; steamer Cottage City, from Skagway, Departed—Steamer Alameda, for Valdez; steamer Meteor, for Skagway; steamer Governor, for San Francisco; British steamer Strathlorne, for Tacoma; steamer Eureka, for San Francisco; U. S. S. Manzanita, for Alaska; U. S. transport Buford, for Tacoma.

Tides at Astoria Saturday.

CIVILIANS TO SEE SERVICE

Bill Providing for Their Appointment May Cause Changes Locally.

Marine interests are manifesting con cern because of a bill that has passed both houses at Washington and is thought about to be signed, providing for the reorganization of the lighthouse establishment on a basis that will authorize the appointment of an Army or Navy officer or civilian as inspector of each district for three years, and at the expiration of that time the inspector must be a civilian.

a civilian.

In a territory as large as the Thirteenth district it is felt by shippers that it should be presided over by a naval officer, as it is generally assumed that an Army executive is not familiar with navigation safeguards and comparatively few civilians are regarded as fitted for the billet. What effect it will have locally is conjectured.

Duluth Flax Market. DULUTH, June 24.—Flax on track and to arrive, \$2.13; July, \$2.13; September, \$1.89; October, \$1.73 bid.

NUMBEROFTRAINS ALMOST DOUBLED

Great Increase Shown by Comparison With Figures of 18 Months Ago.

THROUGH TRAVEL HEAVY

Railroad Men Say Some Local Trains Are Run at Loss-Travelers Believe New Business Is Being Developed Rapidly.

Within 18 months passenger trains out of Portland have virtually doubled in number, and have doubled in equipment and comforts. There were 24 passenger trains daily leaving Portland depots on January 1, 1909, exclusive of

depots on January 1, 1969, exclusive of the electric lines, and 41 trains pulled out yesterday. This estimate does not make additional allowance for one train that pulled out in two sections.

Just how important this increase has been is indicated by the fact that in the preceding six months only one train was added to those leaving the Union Depot, although during that six months the North Bank road opened for business with two trains a day in each direction.

direction.

The most remarkable increase has been shown in the number of trains leaving the Union Depot. January 1, 1909, 18 trains pulled out for all points; resterday there were 32. The Hoyt-street depot has much more than dou-oled as to the number of trains leaving, seven trains departing yesterday, as compared with two 18 months previ-ously. The Jefferson-street depot is unchanged. Only two long-distance trains leave that depot daily. This does not include the Oswego locals.

Seven Leave North Bank Depot. From the North Bank depot, in addition to the four fine North Bank daily trains, three Great Northern trains leave for Vancouver, B. C., making a

total of seven daily.

Elghteen months ago there were three Northern Pacific trains for Seatthe; yesterday there were ten trains, divided among the Northern Pacific, the Great Northern and the Oregon & Washington. There were then two daily trains to San Francisco; now there are three, and the time has been cut considerably.

Spokane they had a service of three

Spokane then had a service of three trains a day. Now it has five, and of those five three are crack trains, one being called the crack train of the Northwest. To Astoria there were two trains a day, to Seaside only one. Yesterday four trains pulled out for both points and there were in addition points, and there were, in addition, two locals as far as Rainier. Thus on the Astoria & Columbia River Railroad There were five trains to the East daily January 1, 1909. Now there are eight direct Eastern trains and four

more that make connections, involving waits of less than an hour. Here the service has been doubled.

There are now three trains daily on the Oregon & Washington. Then there were none. Now there are seven a day on the O. R. & N.; then only four; then three on the Northern Pacific, now five; then nine on the Southern Pacific, now 11. There were no trains of the Great Northern; now there are four. service has been doubled.

Northern: now there are four

are now encouraging it by providing the trains. Those who travel insist that the service will be followed by greater travel; that with greater comthere is a greater on the other hand, railroad men

assert that the trains to Seattle, for in-stance, are being run at a loss. They stance, are being run at a loss, say there are so many trains no one train can pay expenses, and that a reduction in number is inevitable.

With regard to the Eastern trains there is unanimity. At rush times the accommodation is even now insuffi-clent, while even when the traveling public most desires to stay at home, every Eastern train has sufficient patronage to warrant its place in the

the increased service has caused largely increased ravel is not questioned. In every way the roads are branching out. The electric lines are finding that the more trains they place on the run the heavier is the traffic, and the steam lines are finding that the electric lines are reaching. that the electric lines are reaching a new traveling public and bringing it to the terminals, where it can with ease obtain transportation to other and more distant points. An appetite once aroused for traveling requires no whetting, say railroad men.

BROAD-GAUGE SYSTEM BEGUN

Permanent Tracks Are Now Being Laid on South East Side. The Portland Railway, Light & Power

Company has started on its new broad-gauge system in the South East Side and is relaying its tracks on Milwaukie street and Grand avenue. A broad-gauge track has been laid on Division street, between East Eleventh and East Thirteenth streets and thence south to Clinton street, where broad-gauge tracks will replace the present nar-row tracks. This is the beginning of the work of changing the Waverly-Richmond and Woodstock branches to the Madison-street bridge. On Milwaukle street a hard-surface pavement is to be laid be-tween Division and Holgate streets, and the tracks are being relaid with heavy steel rails and bedded in concrete.

On Grand avenue, where hard-surface pavement will be laid from East Clay to Ellaworth street, heavy steel rails are being put down. These improvements will require several months to complete.

MILWAUKEE TO RUN SEPT. 1

is Delay in Opening Seattle Service Due to Need of Equipment.

J. R. Veitch, general agent for the Chicago, Milwaukee & St. Paul at Pertland, returned yesterday after a two days' trip in Eastern Washington and Idaho. Mr. Veitch visited Plummer, Idaho, where the Milwaukee has a physical connection with the O. R. & N., and by which local railroad men believe that the Milwaukee will run a passenger service into Portland. He had a consultation with S. M. Earling, general agent at Chicago and son of President Earling. Mr. Veitch said that passenger trains would be running September 1 between Chicago and Seattle, the delay being due to nonarrival of equipment. Twenty com-plete trains are required before the service can be inaugurated. Mr. Veitch

declared that the first train would be a replica of the crack Pioneer Limited, now running between Chicago and St. Paul. He said that freight was moving to Seattle in seven days and had been handed to the O. R. & N. at Plummer in four days.

Personals From Railroad Row.

H. M. Adams, general freight and passenger agent of the Spokane, Portland & Seattle Railway, returned yesterday from Spokane. Mr. Adams said he had closed his Spokane business.

John M. Scott, assistant general passenger agent of the Harriman lines in the Northwest, is expected to return Monday from his Eastern Oregon trip.

E. H. Calef, assistant general freight agent of the Missouri Pacific and the St. Louis, Iron Mountain & Southern Railways, at St. Louis, was a Railroad Row visitor yesterday.

Railway Workers Organize.

The first regular meeting of the Portland branch of the American Rail-road Employes' and Investors' Associa-tion will be held Monday, June 27, at Woodmen's Hall, Eleventh street, Work will then be done towards drafting a constitution and by-laws. A large number of workers in the railroad offices are joining the association.

Special Sale Crowds Offices.

Every transcontinental passenger of-fice in Portland was crowded yesterday, it being one of the special sales dates under the cheap tourist rates. Lunch was entirely forgotten in most of the offices and tickets were sold from chening time until 6 o'clock. The next and final special-sale day will be July 5.

SMALL TRADE AT YARDS

DAY'S RUN AT NORTH PORT-LAND IS LIGHT.

Hogs and Sheep Sell at Full Quotations, but the Cattle Offered Are Poor.

There was only a small run of livestock esterday, and with the market well cleaned up of previous arrivals, the result was one the lightest day's business recorded at the North Portland stockyards for some time past.

There was no change in the price situa-

There was no change in the price situa-tion. The few lots of cattle sold graded from common to medium, and, therefore, went low. The sheep were good and brought \$4.50, while the hogs sold at the top of the market, though they were light weights.

weights.

The day's receipts were 21 cattle, 278 sheep and 63 hogs.

The shippers of the stock were C. H. Moulton, of Huntington, one car of cattle; C. H. Farmer, of McCoy, one car of sheep and hogs, and R. A. Campbell, of Sheridan, two cars of sheep.

The da	y's sales were	as follows		
16 steers 4 steers 4 steers 9 cows 6 cows	1 1511111111	We	976 976 820 981 793	rice. \$4.00 3.75 8.50 4.50 4.00
47 sheep 63 hogs Prices	quoted on the	various clas	155	4.50 9.85 tock
Beef ste	ers, good to	choice	11ows: 5.50@\$	5.75
Enstern.	Descent and	Trailing !	V. 400 M.	Maria Salah

choice Cows and helfers, fair to me-dium 4.50 @ 5,00

Stags
Calves, light
Calves, heavy
Hogs, top
Hogs, fair to medium.
Sheep, best wethers
Sheep, best ewes.
Lambs, choice
Lambs, fair

Eastern Livestock Markets. Ouestion: Is It Overdone?

With this large increase, railroad men are asking one question: Are there too many trains?

The traveling public will insistently say no. It asserts that in place of waiting for the traffic, the railroads are now encouraging it by providing the trains. Those who travel insist

Eastern Livestock Markets.

CHICAGO, June 24.—Cattle—Receipts estimated at 2000; market, \$2.00 \$5.40 \$5.35; Texas steers, \$3.40 \$7.15; Western attention of \$3.50 \$6.50; cows and heifers, \$2.70 \$6.75; calves, \$6.80, 60.

Hogs—Receipts estimated at 14.000; markets.

Receipts estimated at 14.000; markets.

**Receipts estimated

Shoep—Receipts estimated at 5000; mar-ket, weak. Native, \$3@5.10; Western, \$3.25 @5.15; yearlings, \$5.50@6.50; lambs, native, \$4.75@7.30; Western, \$5@7.30. \$4.75@7.30; Western, \$5@7.30.

OMAHA, June 24.—Cattle—Receipts, 160; market slow to lower. Native steers, \$4.50@8; cows and heliers, \$3@6.50; Western steers, \$3.50@6.25; Texas steers, \$8.90; cows and heliers, \$2.75@5.25; canners, \$2.75@4.25; stockers and feeders, \$3.95.75; calves, \$4.97.55; bulls, stags, etc., \$3.75@5.75; calves, \$4.97.55; bulls, stags, etc., \$3.75@5.75; calves, \$4.97.55; bulls, stags, etc., \$3.75@5.25; light, \$9.20@6.35; pigs, \$7.50@6; bulk of sales, \$9.15@9.20.

Sheep-Receipts, 1500; market, steady, Yearlings, \$4.75@5.75; wethers, \$4.94.75; ewes, \$3.75@4.50; lambs, \$6.50@7.50.

\$3.75\(\pi 4.50\); immbs, \$6.50\(\pi 7.50\).

KANSAS CITY, June 24.—Cattle—Receipts, 1000; market, steady. Native steers, \$5.25\(\pi \)

\$2.5; Southern steers, \$3.00\(\pi 6.75\); Southern cows, \$2.75\(\pi 6.75\); native cows and heifers, \$2.75\(\pi 7.25\); stockers and feeders, \$3.50\(\pi 6.75\); bulls, \$3.75\(\pi 6.50\); calves, \$4\(\pi 8.75\); stockers and feeders, \$3.50\(\pi 6.75\); stockers and feeders, \$3.50\(\pi 6.75\); stockers and feeders, \$3.25\(\pi 6.60\); market, strong, Bulk ef sales, \$9.20\(\pi 6.25\); heavy, \$9.10\(\pi 9.20\); packers and butchers, \$9.10\(\pi 9.20\); light, \$9.20\(\pi 9.35\); pigs, \$8.75\(\pi 9.20\); market steady Muttons, \$4\(\pi 6.75\); fed Western and yearlings, \$4.25\(\pi 6.75\); fed Western ewes, \$4\(\pi 4.75\). ST. LOUIS, June 24.—Wool, steady. Territory and Western, mediums, 17\(\pi 2.20\); fine mediums, 16\(\pi 1.76\); fine, 12\(\pi 146\).

Coffee and Sugar.

NEW YORK, June 24.—Coffee closed firm on near and steady on distant positions, with prices closing net unchanged to 151 points higher. Sales were reported of 15,500 hags, including some exchanges from July to later months. Closing bids: June 6,55c; July and August, 6,60c; September, 6,65c; October, 6,80c; November and December, 6,65c; October, 6,80c; November and December, 6,65c; January, 6,70c; February, 6,71c; March, 6,70c; April, 6,74c and May 6,75c, Spot, steady, Rio, No. 7, 8%c; Santos, No. 4, 9%c, Mild, quiet. Cordova, 94,942%c.

Raw sugar, firm. Muscovado, 89 test. 8,74c; centringal, 98 test, 4,24c; molasses sugar, 89 test, 3,49c, Refined, quiet. Crushed, 5,85c; granulated, 5,15c; powdered, 5,25c. Coffee and Sugar.

Imports and Exports, Imports and Exports.

NEW YORK, June 24.—Imports of merchandise and dry goods at the Port of New York for the week ending sune 18 were valued at \$18,342,287.

Imports of specie at the Port of New York for the week ending today were \$76,-129 sliver and \$118,080 gold.

Exports of specie from the Port of New York for the week ending today were \$116,-210 sliver and \$0455 gold.

Hops at London. LIVERPOOL. June 24.—Hops at London, Pacific Coast, steady, 13 5s@ 64 5s.

EXCHANGE IS FAIR, ASSERTS CELLARS

Street Vacations for O. R. & N. Not Detrimental to City's Interests, It Is Said.

DOCK PRIVILEGES RETAINED

Councilman Points Out That Deal Does Not Affect Harbor Rights. "Mass Meeting" Protest Said to Have Been Made by 12.

That the city is receiving fair returns for the vacation of 14 short streets in the central East Side district, and that access to the river front for public or private dock sites is not being shut off by the granting of these concessions to the Harriman lines, is the chief import of an interview by Councilman Ceilars, given yesterday.

An exchange of concessions, such as is

An exchange of concessions, such as is contained in a resolution fathered by Councilman Annand and adopted by the Council last Wednesday, declares Mr. Cellars, is fair to both parties, and for that reason he is supporting the majority action in the adoption of the resolution and will vote for the street vacations when the ordinances are presented by City Attorney Grant.

when the ordinances are presented by City Attorney Grant.

"The exchange is, in my opinion, eminently fair," said Mr. Cellars. "I fail to understand how all of the opposition to it arises, unless it is through misunderstanding of the facts by the opponents. I do not favor giving away mills. by the opponents. I do not favor giv-ing away public property, but when the city, as in this instance, receives fair returns, I can see no possible ob-jection. While there appears to be a public impression that, if the vacations are granted, the city loses rights of way for docks on the riverfront, I have found by investigation that this is erroneous; the city still has access to the harbor, as there are other streets to the harbor, as there are other streets running parallel that lead to the water-front and where, in the future, may be built public or private docks.

Rights to Be Guarded.

"I voted for the adoption of the Annand resolution, as I said at the time, because of the understanding that the ordinances will be carefully drawn by the City Attorney and will contain clauses that will allow the city to build elevated roads over or tunnel under every one of the vacated streets, should it be deemed wise in the future to do so for any reason. While I am not discussing public docks one way or the other, I will say that I have found by investigations. found by investigation that, should it be deemed advisable at any time to build such docks, the vacations to be granted to the Harriman lines will in no sense affect the project. We shall have ample access to the riverfront for the purpose and will be in nowise han-dicapped because of these street vaca-tions."

tions."

Incidentally, Mr. Cellars said that he had been informed of some facts concerning an alleged massmeeting, held on the East Side last Tuesday night. He said he has information that there were 52 men present at the height of the session, but when the resolutions, threatening the recall and the referendum on this subject, were passed it. There is a growing sentiment on

There is a growing sentiment on was by a vote of 12 men. the East Side, as well as on the West Side, that the city is receiving a just return for the concessions asked for by the railroad company and that the exchange in every way is a good one," said Mr. Cellars. The O. R. & N. Company, it is pointed out, wants the street vacations asked for so that it may ex-tend its terminal tracks to handle the great volume of business of the entire East Side district, and for the purpose of erecting a large freight depot for use by the merchants of that district. This will prove of great benefit to them, and will thereby benefit the whole city, it is declared.

Dock Plan Not Affected.

Objection is urged by some people on the ground that the city should not vacate streets for any purpose, but that franchises, properly guarded should be granted instead. These persons apparently are those believing in public docks, and they feel that these vacations are going to cut off access by the public to the riverfront. Mr. Cellars sets this fear at rest and makes it clear that there is no truth in this. A resume of the concessions, briefly put. is contained in the Annand reso-lution, already adopted. From the O. R. & N. Company these are:

R. & N. Company these are:

Perpetual easement for two bridge piers on railroad land for east approach to Broadway bridge.

Right to use company property for handling material during construction of Broadway bridge.

Donation of not to exceed 65 acres in South Portland for park and boulevard. Right of way for sewer in Sullivan's Guich. Hight of way for Twenty-first-street bridge across Sullivan's Guich.

Land for extension of Larrabes street to east approach of new steel bridge.

Land for boulevard in Albina along bluff. City of Portland to grant, by proper ordinance, the following:

Modify franchise across North Front street for tracks and approach to old Steel bridge. Vacation of streets under bluff on East Side for new steel bridge.

Vacation of streets under bluff on East Side for new steel bridge.

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Vacation of streets under bluff on East side for new steel bridge.

Vacation of streets under bluff on East side for freight terminals for East Side business men; also right to cross East Burnaide street in connection therewith.

Authority to lay tracks across Randolph, Goldsmith, Russell and Knott streets in Albina for new entrance of Oregon & Washington Railroad.

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