

RATES FOR WHEAT SHIPS

STATISTICAL POSITION SLIGHTLY WEAKER THAN A YEAR AGO.

Decline Not Imminent, However—Latest June Ships Will Go Over for July Loading.

The San Francisco correspondent of the New York Commercial is very much alarmed over an alleged shortage of grain tonnage on the Pacific Coast, and ventures the prediction that high rates are bound to prevail. An industrial freight steamer in this city has been trying for the past six months through the columns of his weekly paper to make shipowners believe the same thing. The local manipulator of figures has on hand 50 shiploads of wheat which no one else knows anything about, but the San Francisco man qualifies his freight-booming article by admitting that some of the wheat with which the ships must be filled has not yet been harvested.

There is nothing alarming in the freight situation, nor is there anything to indicate that rates will approach last season's high figures. The grain tonnage en route and listed for this port is practically the same as it was a year ago, but at that time there was fully 5,000,000 bushels more wheat on hand than there is at the present time. The situation is much the same in San Francisco, except that there is a larger carry-over stock of grain this year than there was a year ago. This carry-over will take the place of that of the Northwest last year, so that the statistical position of wheat in the three states is practically the same as a year ago.

With wheat and ships on the same basis as a year ago, freights can be influenced only by conditions which prevail elsewhere. These are far less favorable to high freights than they were at this time last year. Then the Argentine was shipping a record-breaking crop which required the services of an immense fleet of steamers. The rice crop of the far East was heavy, and freights were high, and nitrate freights were hovering around the highest point reached in 1900. Last year no ships could be secured from the nitrate ports, while this year a big fleet will come north, even though rates go no higher. If crop conditions continue good, and wheat prices advance, ships are not likely to be cheaper, but there is nothing in the statistical position of either wheat or ships to warrant any further advance at present, and there is more liability of a decline than there is of an advance.

BUT FEW JUNE SHIPS.

Delayed Fleet of Wheat Vessels Will Go Over for July Loading.

The German ship Wandshelk sailed from Hogo for Portland last Monday under charter to load wheat at this port in July. With a good passage she should reach Portland by the end of June, and will be one of the early ships of the new season. It is now almost too late in the month to expect any more ships to get in and out in June, and the few that do come in the month of the cereal year will consist of but three vessels, the Alterschwan, Nivelle and H. Hackfeld. The delayed arrival of some of the ships will save the fleet a good start, however, there being at least half a dozen ships to load here next month. In addition to the Madagascar, Brablock, Argus and P. H. Homen, there are one or two others, the exact sailing date of which is not known, but which will reach Portland in time to start the new season off with a big July fleet.

Transport Sails for Alaska.

SEATTLE, June 8.—Three Nome sailings, two merchantmen and one United States transport, the Warren, were made from Seattle today. They carried an aggregate of 600 passengers and 800 tons of freight. The merchantmen are the St. Paul and the South Portland, the former with 321 passengers and the latter with 190. The Warren goes to St. Michael and Nome. She took about 100 soldiers, Government employees and civilians. Sheldon Jackson, head of the Government's educational work and reindeer ventures, was a passenger, also 16 members of families of officers and their families. The Warren's cargo is composed of 212 tons, including 750 tons of coal, 4,000 feet of lumber and 1,500,000 pounds of merchandise and commissary supplies.

Columbia's Fast Run.

The steamer Columbia arrived at San Francisco yesterday afternoon after a rattling run from Portland. She left Almsworth dock at 5 o'clock the evening before and Astoria at 4:20 the next morning. The run from Astoria to San Francisco was made in exactly 26 hours, which, considering the distance, is nearly as fast as the time made by some of the best of the Northwest railroads. The same friendly breeze that was pushing the Columbia down the Coast yesterday was met by the Elder bound up, and she will not make the run in 26 hours.

Susquehanna Is Overdue.

SAN FRANCISCO, June 8.—Disaster is believed to have befallen the American ship Susquehanna. The Susquehanna, commanded by Captain Bailey, sailed from Norfolk, Va., November 15 last for Manila, with a cargo of coal for the United States Navy, and since February 1, when she was spoken in latitude 27 degrees south, longitude 122 degrees west, the ship has not been heard from. Yesterday instructions were received from the East to place the Susquehanna on the overdue list with reimbursement quoted at 55 per cent.

Cleared for South America.

TACOMA, June 8.—The British steamship Concor cleared today for the west coast of South America. She carries 21,428 barrels of flour and 500,000 feet of lumber. The Chilean bark Yosemite also cleared for the west coast with 46,465 bushels of sacked wheat, valued at \$25,596.

Suspension of Hansen Approved.

SAN FRANCISCO, June 8.—Supervising Inspector Birmingham has sustained the judgment of Inspectors Boiles and Bulger in suspending the license for one year of Captain John Hansen for the loss of the steamer Willamette.

Assyrian Will Be Saved.

ST. JOHN, N. F., June 8.—The divers' reports show that in such difficult conditions as the Assyrian, ashore off Cape Race. They are now only awaiting the arrival of a suitable wrecking apparatus.

Sailed for Nome.

TACOMA, Wash., June 8.—The Pacific Cold Storage Company's steamer Elithu Thomson sailed for Nome with 35 passen-

gers and loaded with freight until there was not another square inch of space available aboard her. The Thomson carried 250 tons of refrigerated stores of all kinds, besides 16 head of cattle and two horses stabled on her after deck, and 400 tons of general miscellaneous freight, including mining machinery of various kinds.

Marine Notes.

The steamer Palatina is receiving her Dutch cargo at the rate of 200,000 feet per day.

The German ship Najade crossed out yesterday afternoon, leaving the lower harbor free of ships. The Alterschwan is the only ship in the harbor now loading, but the Nivelle and the H. Hackfeld will commence early in the week.

The old Oriental liner Monmouthshire, which left here in April with a cargo of wheat for St. Vincent for orders, is making good time in spite of numerous stops for fuel. She got away from Montevideo Thursday, 50 days out from Portland.

Domestic and Foreign Ports.

ASTORIA, June 8.—Sailed—At 8:30 A. M., steamer Alliance, for San Francisco and way ports; at 4 P. M., German ship Najade, for Queenstown or Falmouth, for orders. Condition of the bar at 5 P. M., smooth, wind northwest, weather clear.

Port Townsend, June 7.—Arrived—Bark Snow and Burgess, from Honolulu.

Port Townsend, June 8.—Arrived—Bark Steamer, from Colima.

Eureka, June 8.—Arrived—Schooner Little Carson, from San Pedro; steamer Seattle, from Gray's Harbor.

San Diego, June 7.—Sailed—Barkentine J. M. Griffith, for Port Hadlock.

Seattle, June 7.—Sailed—Schooner Mary Ann, for St. Michaels; steamer Parallon, for Skagway.

Port Ludlow, June 8.—Arrived—Schooner Robert Seale, from Blakely; Sailed—Barkentine Kilkittat, for Port Gamble.

Liverpool, June 8.—Arrived, June 6.—Dutch bark Pax, from Oregon.

New York, June 8.—Arrived—La Toraine, from Havre; Sailed—Meonine, for London; Eturia, for Liverpool; Patricia, for Hamburg, via Plymouth and Cherbourg; Rotterdam, for Rotterdam; Anchor, for Glasgow.

New York, June 8.—Arrived—Campania, from Liverpool.

Havre, June 7.—Arrived—Colombo, from New York.

Liverpool, June 8.—Sailed—Bovio, for New York; Umbria, for London.

Antwerp, June 8.—Sailed—Vaderland, for New York.

Havre, June 8.—Sailed—L'Aquitaine, for New York.

Cherbourg, June 8.—Sailed—St. Paul, from Southampton for New York.

Montevideo, June 8.—Sailed—Monmouthshire, from Portland, Or., to St. Vincent, Cape Verde, for orders.

Liverpool, June 8.—Arrived—Tauric, from New York; Lucania, from New York.

San Francisco, June 8.—Arrived—Schooner Webfoot, from Willapa Harbor; steamer Columbia, from Portland; Sailed—Steamer Carina, for Seattle; schooner Volant, for Port Ludlow; schooner Melanchton, for Coos Bay; schooner Charles E. Falk, for Grays Harbor; schooner Gotama, for Coos Bay; schooner General Banning, Grays Harbor; brig W. G. Irwin, for Roche Harbor; ship Charming, for Tacoma; steamer Coronado, for Seattle; schooner Challenger, for Port Blakely.

London, June 8.—Sailed—Rosarian, for Montreal.

Hogquam, Wash., June 7.—Arrived—Schooner Jennie Stella, from San Pedro for Hogquam; schooner Henry Wilson, from San Pedro for Aberdeen; schooner Halcyn, from Mexico, for Hogquam; barkentine Enore, from San Francisco for Hogquam.

Beachy Head, June 8.—Passed—Tuesmes, from San Francisco via Guayaquil, etc., for Hamburg.

DAILY CITY STATISTICS.

Marriage Licenses.

B. E. Boice, 35, Mabel Emery, 19.
A. G. Ruchlight, 27, E. B. Weber, 19.
H. C. Rundle, 26, Agnes Adams, 23.
John Lettewer, 26, Mary Carlson, 22.
J. P. Smith, 22, Annie Kavanagh, 21.

Birth Returns.

June 6, girl, to the wife of L. C. Thompson, 1001 East Alder street.
May 18, girl, to the wife of A. S. Davidson, 1216 1/2 street.
June 6, boy, to the wife of E. S. Abbott, 1216 1/2 street.
June 6, boy, to the wife of Charles Butler, 627 First street.

Contagious Diseases.

F. A. Schoppe, 225 Grand avenue, smallpox.

Death Returns.

June 6, Sidney Collins, age 25, 700 Oregon street, pneumonia.

June 6, Santa Boncel, age 41, drowning.

Real Estate Transfers.

J. C. Ainsworth to Eva Jaschina, lot 12, block 2, White Star, \$1,125.

R. N. Woodard et al. to Sellwood Land & Improvement Company, lot 12, block 2, White Star, \$1,125.

Public divisions G and H, in lot 1, block 12, Portland Homestead, lot 1, block 12, Portland Homestead, \$500.

Erwin Mastersen and wife to Thomas L. Evans, N.W. 1/4 of SW 1/4, sec. 30, T. 1 N., R. 4 E., June 8, \$50.

Catherine Clark to Margaret Muldoon, lots 1 to 10, block 12, subdivision, \$2,000.

Lot C. M. Patton tract, May 18, \$2,000.

P. H. Marlay to Arnold Guemmer, lot 2, block 3, North Villa, \$1,000.

Arnold Guemmer to Guaranty Savings & Loan Association, lots 11 and 12, block 2, East Tabor, \$1,000.

Block 3, North Villa, June 8, \$1,000.

Addie Watson to Mary E. Hamm, lots 1 and 2, block 2, Gay's addition, \$200.

Rena Phillips and husband to Carl Vedeking and wife, N. 1/2 lot 1, block 12, subdivision, \$1,000.

View Addition to Albina, June 7, \$1,000.

A. E. Jackson to Robert W. Wilson, lots 1 and 2, block 12, \$1,000.

June 8, \$900.

Susanann Nickum to A. E. Jackson, same, June 8, \$900.

City of Portland to Mrs. S. A. Nickum, same, June 8, \$1,000.

Leola Rival et al. to J. W. Prasp, lot 1, block 11, Mount Tabor Villa Annex, September 13, 1893, \$300.

George Prasp to Fred W. Prasp, lot 1, block 11, Mount Tabor Villa Annex, October 30, 1894, \$300.

Prasp, lot 1, block 11, Mount Tabor Villa Annex, \$300.

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NOTABLE ART EXHIBIT

COLLECTION OF PICTURES BY NEW YORK ARTIST.

Portland Sketch Club Has Engaged Him as Club Instructor for the Summer.

On Friday evening, the Portland Sketch Club will open an exhibition unusual interest to art-lovers, in the art room of the Library building. This exhibition will continue Saturday afternoon and evening, under the auspices of the club, and thereafter may be seen on the regular days of the Art Association, which will have charge of it after this week. The collection consists of pictures by W. H. M. Walcott, a New York artist, who the Sketch Club has been so fortunate as to secure as its instructor for the Summer months.

Mr. Walcott is well known, both in this country and abroad, for his work in oils, and also for his illustrations in New York magazine and books. His career has been a series of brilliant successes. He began his studies in the art at the age of 20, in the National Academy of Design, New York City, under Will H. Low, C. T. Turner, Edgar M. Ward and John La Farge. Encouraged by winning the Elliott medal for drawing from the Greek sculpture, he continued the following year, winning the Shydam medal, the highest honor in composition and portraiture, and finally the Havemeyer scholarship for study and travel abroad.

He took up his studies then at the Julian Academy in Paris, under the celebrated French painters, J. P. Laurens and Benjamin Constant, for a year, at the end of which he made a visit to Italy, studying the old masters at Rome, Florence, Venice, etc. Much impressed by these, he left school, and worked alone in his own studio, receiving the encouragement of an honor awarded him by the Society of French Artists at Paris. The following year he won the Wanamaker and Clark prizes at the American Art Association in Paris, and was elected chairman of the art committee, which brought him in pleasant contact with the best of the foreign artists.

While traveling through the picturesque parts of France, Italy, England, Holland, Belgium, Germany, Spain and Switzerland, he painted most of the smaller pictures he has been asked to exhibit at the Portland Library.

He is represented in the Wanamaker collections at New York and Philadelphia, the Curtis collection in New York, the Gould and Wilder collections at Chicago, and the Salmagundi Club, of New York, of which he is a member.

His pictures at the salon in Paris have been requested for exhibition by the Pennsylvania Academy of Fine Arts, Philadelphia, Chicago Art Institute, Boston Art Club, Worcester (Mass.) Museum, St. Petersburg Galleries, Melbourne (Australia) Galleries, Paris Exposition and the Pan-American Exposition, now being held at Buffalo.

His collection of pictures to be exhibited at the Library building is one of great variety. In addition to his pictures of foreign life and landscape, he will probably include one or two of Portland, besides some black and white sketches of types of different countries, and studies used for pictures now on exhibition in Eastern galleries. He has also a collection of reproductions of illustrations and photographs of his pictures in other countries.

Mr. Walcott expects to remain in Portland, at 655 Flinders street, in September, and during his stay here will probably transfer some Oregon scenes to canvas. His classes at the Sketch Club will be as follows:

Wednesday night class, antique, in the art gallery of the Portland Library, Thursday night, composition class, Saturday afternoon, from the living model, Sunday, sketching from nature, out-of-doors.

MELEN HASN'T AND WON'T

Say There's No Truth in Report of His Resignation.

ST. PAUL, June 8.—President Mellen, of the Northern Pacific, said today there was no truth in the published statement that he had resigned. "I have not resigned," said Mr. Mellen, "and I do not contemplate resigning." (In speaking of the report that President Mellen had resigned from the Northern Pacific, and of its denial, a Portland railroad man, whose opinion is entitled to consideration, said yesterday: "I am inclined to believe Mr. Mellen's denial. While it is true that he and Mr. Hill are not entirely harmonious, I think it is also true that Mr. Hill will not have all to say as to who shall be president of the Northern Pacific. Mr. Mellen has always been a railroad man, and it is safe to assume that Mr. Morgan will have some influence in determining who shall be the official head of that corporation. Mellen is not like Winter, who resigned because he did not like the railroad, but he will hold on until he is compelled to go, I think, and who will compel him to go? And even if Hill should have all to say in the matter, I doubt that he would want to get rid of Mellen, for he must recognize Mellen as an able railroad manager, though the two may differ on many points. Mellen is well fixed financially, and I don't think he is worrying any about the future.")

ALLEGED DIFFERENCE TOO GREAT

English Railroads Withhold Information About Our Locomotives.

NEW YORK, June 8.—The Times quotes A. B. Johnson, of the Baldwin Locomotive Works, Philadelphia, as saying in reply to the recent charges of Samuel W. Johnson, locomotive superintendent of the Midland Railway, of England, that the extra working cost of American locomotives over the British, under the same conditions is from 10 to 25 per cent in fuel, 50 per cent in oil and 10 per cent in repairs. "It is impossible for me to supply any data, either in corroboration or denial of Mr. Johnson's statement. Efforts have repeatedly been made to obtain from the Midland Railway information respecting the relative performance of English and American locomotives working under similar conditions, but up to this time all such information has been withheld. Had such information been given, and had it been found unfavorable to the American locomotives, measures would have been immediately taken to ascertain the reason and provide the proper remedy."

RESTRICTING NEW YORK TRADE.

Protest Against New Classification of Western Railroads.

NEW YORK, June 8.—William L. McCarthy, Commissioner of the New York Freight & Transportation Bureau, in discussing the recent changes in freight classification made by Western railroads, particularly the change permitting Western merchants to ship various kinds of merchandise in mixed carloads, said: "Every instance where the Western classification has been changed to read 'mixed carloads' is a direct discrimination against the City of New York, since all

rates to Western points are made on the official classification, which does not permit mixing cars to the Mississippi River, and this increases the distributing power of every jobbing house located on a line drawn from St. Paul, through Chicago and St. Louis; or, in other words, all cities located on the west bank of the Mississippi River. Such changes as these are drawing the lines and area of distribution of New York closer and closer, and we should have the co-operation of merchants here to take up and fight just such propositions, which are driving freight to Western distributing centers. The only thing to do now is to go right ahead and protest against the changes that are to take effect on August 1.

"These changes have been effected through influence brought to bear on the railroads by the St. Louis, Kansas City and Chicago traffic bureaus, and the merchants of these cities support to obtain such results as this in the equalization of rates and classification of their respective geographical situations."

COUNTY GRANTS FRANCHISE.

Contract Authorizing O. R. & N. Co. to Use Certain Streets to St. Johns.

The County Judge and Commissioners yesterday signed a contract in behalf of the county, authorizing the O. R. & N. Co. in the construction of its railroad to St. Johns to use certain streets in A. L. Miner's Addition. Leave was granted to the company to maintain a double track on the northerly half of Second street, also known as Bradford street, from Wilmette or Charleston street, St. Johns, to Vancouver or Fessenden street. Permission was granted to the company to cross through First on Albany street, and also through Second street, and to cross all streets. The company is required to macadamize the streets between the tracks and to plank them as necessary.

New Commissioners at Oregon City.

OREGON CITY, June 8.—The matter of the reports of the commissioners appointed to examine the proposed crossings over the track of the Southern Pacific Railroad Company, in Canemah, petitioned for by the Oregon City & Southern Railway Company, was argued in the Circuit Court today. The court announced that it would appoint three new commissioners to examine and report on these crossings, as two reports had been filed. He said that the commissioners filing the majority report had exceeded their authority, as they did not have sufficient power to direct the elevation of a county road.

Receiver for a Railroad.

LEAVENWORTH, Kan., June 8.—The Leavenworth & Lawrence branch of the Union Pacific, formerly known as the Leavenworth, Lawrence & Galveston, St. Petersburg Galleries, Melbourne (Australia) Galleries, Paris Exposition and the Pan-American Exposition, now being held at Buffalo.

Railroad Commissioners Coming.

The delegates to the convention of State Railroad Commissioners, that was held in San Francisco this week, will tomorrow start on a tour of Southern California that will last all the week. The commissioners are scheduled to reach Portland Monday morning, June 17, at 7 o'clock, and they will remain here at least a day before going East over the Northern Pacific.

Great Reduction Sale.....

Our semi-annual stock-taking reduction sale is now on.

Commencing Monday, June 10, at 7 A. M., we will for a few days only, make garments to order at cost of material and making.

Too much stock for this time of year—that's why.

Come early and secure first choice. Satisfaction guaranteed in all cases.

Niccolò the Tailor

108 THIRD STREET NEAR WASHINGTON

EXTRA! EXTRA!

Return of the Big, Moral Shows. The Oldest, Largest, Richest and Best Institution of the Kind in the World. The Well-Spring From Which All Pirates and Would-Be Showmen Receive Their Inspiration.

NORRIS & ROWE'S Big Trained Animal Shows

(Founded in 1879.)

WILL EXHIBIT IN PORTLAND MONDAY AFTERNOON AND NIGHT

TUESDAY AFTERNOON AND NIGHT WEDNESDAY AFTERNOON AND NIGHT

THURSDAY AFTERNOON AND NIGHT FRIDAY AFTERNOON ONLY

JUNE 10 TO 14, Performances at 2:30 and 8 P. M. daily.

Tents Will Be Located at the Corner of Fifth and Clay Sts.

Grand Free Spectacular Street Carnival and Children's Fairland Parade Will Be Given at 11 O'clock, Monday morning.

300 PERFORMING ANIMALS 300

TRAINED ELEPHANTS TRAINED PONIES TRAINED ZEBRAS TRAINED MONKEYS

20 - FUNNY CLOWNS - 20 TRAINED ZEBUS TRAINED ANTEATERS

BRING THE CHILDREN TRAINED SEA LIONS TRAINED FOXES

MR. WOODRUFF AND HIS \$10,000 SCHOOL OF Educated Seals

Positively the Most Wonderful Animal Act Ever Seen.

HERR SETLE AND HIS TROUPE OF Dancing Baby Elephants

Especially Imported by Messrs. Norris & Rowe from Berlin, for this Season's Tour.

SEE THE FUNNY CLOWN BAND. IT IS A GREAT HIT

See the Animal Fire Department. See the Olympian Games and Pastimes. See the Exciting Races.

See the McGinty Family in a New Act. See Roseberry, the Talking Pony. See the Leaping Greyhounds. See the \$20,000 Tableau.

See the Monkey and Dog Police Patrol. See the Pugilistic Canines. See the Menage Act of the World.

Don't Miss the New Big Parade. Don't fail to see the Funny Clown Band.

Don't Confound Norris & Rowe's Shows With Others.

NOTE—On Friday night, Saturday afternoon and night, Norris & Rowe's Shows will be consolidated with the Portland Elk's Circus.

PRICES: ADULTS, 25c; CHILDREN, 15c.

Are you an expert?

Do you know within \$50 or \$100 what a piano should cost?

Take off the names

From several pianos and place them side by side.

Which is which?

Which is the piano you always thought you preferred?

Can you distinguish it?

If not, why did you prefer it?

What is to guide you?

How will you know how much to pay?

List prices

Any one can print them and make \$500 or \$1000 pianos.

"Paper is patient"

And will stand much abuse.

Discounts?

Yes, they will give them to you. Clergymen's discounts, School discounts, Teachers' discounts, Friends' discounts, Discounts to introduce pianos, Discounts for your influence, Discounts for various alleged reasons, etc.

On what can you rely?

On the "many-price-get-all-you-can" system of selling pianos? or on

The one-price plan?

Where every instrument is marked in PLAIN FIGURES, and NO MORE IS ASKED and NO LEAS ACCEPTED, and where in ALL CASES the best value is guaranteed.

Best?

Is there any longer a "best" piano?

Secrets?

There are none that are essential to the construction of a first-class piano.

What then is required?

Only a few requisites—such as

Experience

To know how to obtain the best results at an absolute minimum of cost.