PORTS RECORDS

From Pacific North- eat Last Year by 00,000 Bushels.

GAIN IN BARLEY

ase in Amount of Wheat lour Sent to California— hipping Year Ends June 30—Waterfront News.

Total grain exports from Portland for May, 1908, according to figures compiled by the Merchants Exchange, amount to 1,347,256 bushels, as compared with 1,641,471 bisheis from the combined ports of Puget Sound. These figures include flour, reduced to a wheat basis, and also the shipments of both wheat and flour to California ports.

Shipments of wheat to California nearly equaled the exports to foreign countries, the total amount of grain sent coastwise being 450,880 bushels. Flour shipments to California fell off a trifle and the exports totaled only 16,796 bushels. This is slightly in excess of the amount of flour sent south from Puget Sound ports.

The grand total of grain exports from the Pacific Northwest for the 11 months ending today, shows an increase in the export business of 12,047,009 bushels of wheat. The figures for the present season are 43,881,912 bushels as compared with 31,834,903 bushels for the corresponding period of the season of 1906-7. Prior to the season of 1907-8 the greatest amount of wheat shipped from the Northwest was 26,147,565 bushels. This was during the season of 1905-6.

The cereal year will end June 30 and the exports from Portland will break all records. During the last month of last season there was not a single grain carrier which cleared foreign and the California shipments were low. This year at least five grain ships will get away with old crop wheat, which will add greatly to the total amount of grain exports from Portland.

Barley shipments from Portland have exceeded all records for that cereal from this port. To date there has been set afloat from the Columbia River 1,001,078 bushels of barley. The larger part went to Ipswich. This is the first year in which the barley exports have reached the million-bushel mark.

SPENCER IN SERVICE TODAY

Steamer Goes in Commission After Undergoing Extensive Repairs.

The steamer Charles R. Spencer, which has been undergoing repairs during the past two weeks, will leave for Astoria this morning with an excursion crowd on board. The Spencer will make the round trip by daylight and will return to the Portland dock between 9 and 9:30 in the evening.

The Spencer will make alternate trips between Portland and Astoria and Portland and [illegible] will make the former run on Mondays, Wednesdays and Fridays and will go up the river on the alternate days.

A rate war between rival steamboat lines is anticipated. Captain E. W. Spencer says that he will cut the rate to two bits if forced to, and the managers of the steamer Bailey Gatzert, which will shortly be placed on the run opposite the steamer Spencer, say that they can operate for a canceled postage stamp in exchange for a passage between the ports.

Fresh water tanks are being made for the Gatzert and she will be placed on the run between Portland and Astoria immediately after the Rose Carnival.

PROMOTION FOR GEO. T. BLACK

Former Portland Man Secures Due Recognition in Treasury Service.

George T. Black, special treasury agent at El Paso, Tex., has been promoted to take charge of the sixteenth special agency district with headquarters at St. Paul, Minn. Mr. Black will make the change July 1, and for a time will have control of the twenty-first special district, which includes Montana and Idaho.

George T. Black was formerly chief of customs inspectors at Portland. He was transferred from this station to El Paso, Tex., six years ago and since that time has been in service at that place. His position in Portland was taken by J. M. Giesy, who is still in command of the local force of inspectors.

New Chief Engineer for Inverkip.

John Thompson arrived in Portland yesterday from Scotland. He was sent to this city to take charge of the engine room of the British steamship Inverkip, which is now at San Francisco and is under charter to load lumber at Portland for Port Pirie.

Captain W. H. Wright Is Here.

Captain W. H. Wright, brother of E. W. Wright, of The Oregonian staff, arrived in Portland yesterday from British Columbia. He will spend two weeks with relatives and friends. Captain Wright has been engaged in steamboating on the Kootenay and Arrowhead lakes for several years.

Marine Notes.

The steamship State of California sailed [illegible] San Francisco yesterday morning [illegible] 85 passengers and all the freight it could be stored in the hold.

The steamship Alliance sailed for Coos [illegible] last evening with a full passenger [illegible] and a quantity of freight.

The British steamship Yeddo sailed for [illegible] a last night. She will go via San [illegible]co and carry mail to the British [illegible].

The steamship Breakwater is due to arrive [illegible] evening from Coos Bay.

Arrivals and Departures.

[illegible]IA, May 30.—Condition of the bar [illegible] M., smooth; wind northwest; [illegible] cloudy.

[illegible] down at 8 A. M.—Schooners King [illegible]d Willis R. Hume. Arrived at [illegible]t up at 12 noon—steamer Tallac, [illegible]ttle.

[illegible] at noon and left up at 1:40 P. [illegible] S. Charleston, from San Fran[illegible]t up at 1:40 P. M.—U. S. Gun[illegible]own. Arrived down at 3:40 and [illegible]30 P. M.—steamer State of Cali[illegible] San Francisco.

[illegible]cisco, May 30.—Sailed—Steamer [illegible]or Portland.

[illegible]isco, May 30.—Arrived: Schoon[illegible] Siuslaw River.

[illegible]amer Col. E. L. Drake, Seattle; [illegible] City, Portland; steamer Olson [illegible] Grays Harbor; steamer Wa[illegible] steamer Cape Finisterre, [illegible]resno, Port Gamble; schooner [illegible] Grays Harbor.

[illegible]at Astoria Sunday.

	Low water.
[illegible].8 feet	8:10 A. m.....9.9 feet
[illegible].4 feet	8:10 P. M.....3.5 feet

[illegible]han Kills Himself.

[illegible]ISCO, May 30.—James Black, a private in the Sixtieth Company of Coast Artillery, shot himself at the Presidio yesterday and died later from the effects of the wound. Black, who was 25 years of age, was born in Burlington, Ia.

OUR VANISHING SALMON

Writer Pleads Against Fishwheels and for a Close Season.

PORTLAND, May 28.—(To the Editor.)—Daily I notice articles regarding the salmon industry and should like to throw a side light on the most alluring attraction Oregon has had to present to sportsmen—the fish in her countless streams. It was the one attraction that has kept me in the Pacific Northwest over 20 years. When I first came to Pendleton I found the streams there stocked with the so-called California mountain trout, and one day in May, 1888, on a wager, I entered a flycasting contest against H. C. Guernsey, assistant cashier of the First National Bank there, to see who was "it" on a daylight to dark limit. My count was 523 speckled beauties, with Mr. Guernsey a close second, which shows in what numbers the fish were in our streams. Since that time, through visiting the fish hatcheries, I have learned that the majority of those gamey speckled beauties were young steelhead and Chinook salmon. May 26 last I stopped at Irrigon and secured a string of the same young fish and took them to Pendleton to exhibit and call the attention to the disregard of the law requiring screens for irrigating ditches.

At Irrigon, the youngsters—and some oldsters—go into the ditches and with their hands catch young salmon from five to nine inches long as they are on their way downstream, headed for the sea, and, not knowing, the fish enter the irrigation ditch, which is gradually diminished by laterals until the fish find themselves in a very small stream, which sinks into the ground. Cornered in this small stream is where the small boy fishes by hand, or, if death intervenes, as it does to great numbers of them, Mr. Irrigator smiles as he fertilizes his ground with them.

So much for the young salmon. But what has become of the true trout in which our streams abounded? There has been a steady decrease, until there are almost none. The report from all our streams is about the same, fish are all gone. In my travels up and down the streams I have discovered where a great many go. The salmon fishermen kill a good many, as in trap, seine and wheel fishing the small-mesh gear takes all comers from the largest to the 8 and 10-inch trout, whitefish, bass and suckers. Every time a salmon fisherman gets hold of a trout or black bass he smiles as he throws the [illegible] caress overboard, and makes some remark about their not eating any more salmon eggs or young salmon. About Astoria the remarks are generally in Russian, Finn or Italian.

I have often seen where a lot of our best trout go to, and of all the killers the fishwheel is sure destruction. Consider the number of wheels and the fact that they fish day and night; also the fact that all salmon fishermen have no use for any fishes that look as if they would eat salmon eggs or young salmon. If you go up to one of their fishwheels, you will find a watchman there to keep you away. If you happen to have the authority pinned on your vest, and make an examination and find a trout, he will explain he didn't see it or he would have thrown it overboard, but you can bet it would be stone dead. About 10 days ago I stood watching a wheel, and saw it pick up a trout about 12 inches long. This fish jumped and kicked until it got through the small wire mesh of the bucket and dropped only to be caught by the next bucket, repeating the performance and dropping into the next bucket. It was brought up dead.

Our fish on the way to our streams to perform the functions of reproduction take the easiest path, which in the case of very swift water would be along the shore and through the eddies, but as they approach the swift water that comes around a point there is a fence that steers them up to the swift water at the point. And as they try to dodge through they are scooped up by the current-worked wheel, which never sleeps. And that's the last of our fish.

At Portland we have a prominent old sportsman who never misses a session of the Oregon Game and Fish Association. Several years ago it was proposed to force the wheel fishermen to use large mesh netting on their wheels, but this old sport threw cold water on the proposition. Now, among his intimate friends, he is a champion trout fisherman, as he brings in the nice fish to give away, not one basketful but two. About two weeks ago I met this great fisherman coming away from one of his two fishwheels, near the Cascades. He had his fish basket filled and had to own up that he got them out of the wheel catch. That's where your fish are going.

Twenty years ago the Sacramento River, once a famous fish stream, was depleted of its fish, until the killing-gear was of no more use there. Then laws were passed prohibiting the use of such gear, and for the last few years the fish supply has returned through natural and some artificial means, so that large catches are made by restricted gear.

J. T. LACEY.

MILLER WANTS DAMAGES

London Mail Printed His Name in Report of Mae Wood Trial.

PARIS, May 30.—J. Martin Miller, ex-American Consul at Rheims, and who was mentioned in the suit recently brought in New York by Mae C. Wood against Senator Thomas C. Platt for divorce, has instituted suits for defamation of character against the London Daily Mail and the editor of the London Daily Mail published in Paris. He claims $30,000 damages from each paper for injury to his business reputation in Europe on account of the publication by these journals of certain matters alleged to have come out during the hearing of the Wood-Platt case.

The papers printed the substance of Mr. Miller's alleged statement produced by Miss Wood in court. Both the French and English laws are very severe against publications involving defamation of character.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Breakwater	Coos Bay	May 31
Roanoke	Los Angeles	June 2
Rose City	San Francisco	June 2
Alliance	Coos Bay	June 3
Numantia	Hongkong	June 5
Geo. W. Elder	San Pedro	June 9
State of Cal.	San Francisco	June 9
Arabia	Hongkong	July 29
Alesia	Hongkong	Aug. 30
Nicomedia	Hongkong	Sept. 8

Scheduled to Depart.

Name.	For.	Date.
Breakwater	Coos Bay	June 3
Roanoke	Los Angeles	June 4
Rose City	San Francisco	June 6
Alliance	Coos Bay	June 6
Geo. W. Elder	San Pedro	June 11
State of Cal.	San Francisco	June 13
Numantia	Hongkong	June 15
Arabia	Hongkong	Aug. 1
Alesia	Hongkong	Aug. 27
Nicomedia	Hongkong	Sept. 15

WOULD TEST LAW

Politicians Not Satisfied With the Direct Primary.

DON'T LIKE SECOND CHOICE

Provision of Washington Statute Is Objectionable to Governor Mead and Supporters—Action May Be Filed in Whatcom.

OLYMPIA, Wash., May 30.—(Special.)—The refusal of the Supreme Court to pass on the direct primary law in the way it was presented has not satisfied a number of politicians in Washington, notwithstanding the fact that if no further legal attacks are made on the new law the men nominated and later elected under its provisions would not be deprived of office if the law should be held invalid thereafter.

The dissatisfaction comes from those who are not pleased with the anticipated working of some of the provisions of the law, notably the second choice provision, and lawyers in at least two localities of the state are attempting to bring about the filing of a new case which will squarely present the issue to the Supreme Court.

One case is being worked up in Thurston County, where G. C. Winstanley, an Olympia merchant and taxpayer, has consented to become the relator in the case. The other case, if filed, will likely originate in Whatcom County. In both instances friends of Governor A. E. Mead are back of the movements. In Whatcom County, Clinton W. Howard, the Bellingham lawyer, who astonished his friends by making a stirring local option speech in the state convention, is taking an active interest in the preliminary steps toward filing a suit.

Begin Action Against Auditor.

There has been a desire to have the action in the nature of an application for a writ of prohibition directed against the Secretary of State, but a closer study of the primary law has created the conviction that it will be necessary to seek a writ against some County Auditor.

If the action should be commenced against the Secretary of State, it would be possible to commence the suit in the Supreme Court. If the writ is desired against a County Auditor the case must first go to the Superior Court and then by appeal to the Supreme Court.

The County Auditor is the official who must prepare and have printed the ballots to be used in the primary elections and it is planned to seek an injunction restraining some particular County Auditor from incorporating the second choice and probably the non-partisan judiciary features on the official ballot.

The suggestion has come to the Attorney-General from Whatcom County politicians that it is his duty to express an opinion upon the constitutionality of the second choice provision of the law, or present the question to a number of leading attorneys of the state and adopt the consensus of their opinion as his own.

It is outside all precedent for the Attorney-General to declare a law unconstitutional until the courts have so declared it. The reason for this rule is that frequently the Attorney-General, in the course of his duties, is called upon to defend in court the constitutionality of an act of the Legislature. It would be highly inconsistent for him to give an opinion that a law was unconstitutional and then take the opposite stand in a subsequent suit.

Second Choice Provision Upheld.

The Attorney-General has already defended the constitutionality of the second choice provision of the law in the Mackay case, recently dismissed by the Supreme Court.

In addition to C. W. Howard, other Mead men who are outspoken in their opinion that the second choice provision of the law is unconstitutional and unwise and that it should be passed on by the Supreme Court, are Harry A. Fairchild and T. D. Rockwell, members of the Railway Commission and Tax Commission, respectively. But it is not likely that either will take any active part in the cases that are to be submitted.

URGE VOTES FOR VARSITY

Corvallis Business Men Favor Liberal Policy for Education.

CORVALLIS, Or., May 30.—(Special.)—The following statement has been signed by the leading business and professional men of this city:

We, the undersigned business men of Corvallis, Or., believe that a liberal support of higher education is the only policy consistent with the best interests of our state and that particularly at this time, when thousands of homeseekers are looking toward Oregon, we cannot afford to adopt any other policy. We favor the increased appropriation for the University of Oregon and earnestly urge the voters of this community to vote "yes" at the coming election on the measure increasing its appropriation. The vote upon this measure will in a sense determine the policy of our state toward higher education and this community, the home of the Agricultural College, ought to go on record by an overwhelming vote as favoring adequate support for our educational institutions.

RICH MAN MAY BE THIEF

Prominent Church-Worker Charged With Stealing Horses.

INDIANAPOLIS, May 30.—A man giving his name as Frank Ross, of Chicago, who has been under arrest here for several days charged with the theft of a number of horses at different times, was identified today as Robert H. Greene, of Waynetown, Ind., vice-president of the Farmers and Merchants Bank of that place, a prominent church worker and owner of one of the finest farms in the county. Speculation is attributed as the cause of Greene's troubles.

IN OPERATION TOMORROW

Regular Trains to Run on Extension of Ilwaco Railway.

Operation of the new extension of the Ilwaco Railroad from Ilwaco Junction to Megler will be started tomorrow morning. General Manager O'Brien's office was notified yesterday by Chief Engineer Boschke that the new line is now ready to operate and a working time-card was filed at headquarters by Superintendent E. R. Budd. Trains will leave Megler daily at 8:30 A. M., arriving at Nahcotta at 11:05 A. M. Returning, trains will leave Nahcotta at 12:30 P. M., arriving at Megler at 3 P. M. This schedule will permit of a regular leaving and arriving time for boats from Portland, something never before realized in handling the Summer travel to the Washington beaches.

Better connections than ever will be had between the north beaches and Astoria. Steamers will leave Astoria daily at 7:30 A. M., arriving at Megler at 8 A. M. Returning, boats will leave Megler at 3:30 P. M., reaching Astoria at 4 P. M. This will allow connections in both directions with the Ilwaco trains, so that people from the Oregon beaches and from Astoria can make the trip to North Beach points and return the same day. The new schedules are expected to make the Washington beaches more popular than ever before.

HEAVY GRAIN YIELD ASSURED

Freight Agent Miller Tells About Outlook in Idaho Country.

R. B. Miller, general freight agent for the Harriman lines in the Northwest, returned yesterday from an extensive trip of inspection over the Idaho lines. He interested himself particularly with crop conditions and the traffic outlook. Mr. Miller went into the Camas and Nez Perces Prairies, which are reached by the new Northern Pacific extension from Lewiston to Grangeville. Although the Hill line is building this road, it will be operated jointly by the Northern Pacific and the O. R. & N., as is the Riparia-Lewiston road, which was constructed by the O. R. & N. The Grangeville line is now in operation as far out from Lewiston as Vollmer.

"The grain fields of the Idaho wheat country look fine," said Mr. Miller. "There has been plenty of rain and an abundant yield of all grains is promised. The same is true of almost the entire Palouse country. The prospects are excellent, and I am confident that unless wholly unexpected and improbable, adverse weather conditions arise between now and harvest time the wheat yield of the Inland Empire will be even larger than last season's crop."

PEARY'S PLANS APPROVED

POLAR CONGRESS HEARS HE WILL SEEK POLE.

Unknown American Also Will Explore Antarctic, According to Peary's Plans.

BRUSSELS, May 30.—At today's session of the international Polar congress, Herbert L. Bridgeman, president of the department of geography in the Brooklyn Institute of Arts and Sciences, submitted the scheme for reaching the North Pole prepared by the Peary Arctic Club, of New York. The plan involves the use of Commander Peary's old ship, the Roosevelt, which will leave in the Fall, winter on the north shore of Grantland and thence make a dash for the pole in 1909.

The coast of Grantland will be followed westward to Cape Columbia over a route which will shorten the distance 100 miles and counteract the effects of the eastern currents. One of the features of the new scheme is the more rigid massing of the sledge division in order to keep the men together. Upon the return voyage Peary proposes to explore Crocker Land, a section of the unknown Arctic, the exploration of which he thinks may revolutionize the existing ideas regarding the heretofore untraversed polar regions.

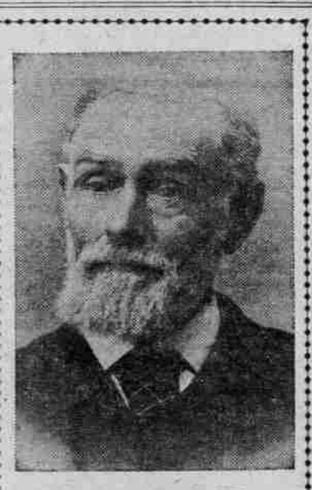
Mr. Bridgeman moved that the committee place Commander Peary's scheme on record with a vote of congratulation to the commander.

The forenoon session of the congress disclosed the fact that an American is preparing to undertake an expedition to the South Pole in 1911, upon plans worked out by Commander Peary. The latter, however, is not to take part in the expedition. President Roosevelt, to whom Commander Peary disclosed this idea, is said to have indorsed it enthusiastically. The identity of the American who is to make the voyage has not yet been revealed.

HON. ROBERT C. MILLER

Linn County Pioneer Passes Away in Portland.

Hon. Robert C. Miller, a young man 23 years old, joined a party of emigrants in 1847, who had decided on making the long overland journey to the little known Oregon Country. They started from Missouri in the early Spring, landing after many vicissitudes and undergoing



The Late Hon. R. C. Miller.

many dangers, in the Autumn in Linn County, Oregon. Charmed by the natural beauty of the scenery and evident fertility of the soil, Mr. Miller located his donation land claim near where now stands the beautiful and prosperous little city of Lebanon, at a point known as Rock Hill, where for nearly 50 years he made his home. Failing health and advancing age induced him to remove to Lebanon, where he lived for some 10 or 11 years, when he made his home for a few years with his son, Charles, in Forest Grove, and later with his son-in-law, Charles D. Montague, 21 East Fifteenth street, Portland, at whose house he passed away on Monday afternoon, May 25.

Mr. Miller had been twice married, first to Miss Mary Claypool in 1848. Of this marriage five children were born only one of whom, William A., is now alive. R. S. and George W. died several years ago and two died in infancy. Mr. Miller's second marriage occurred in 1859, when he was united to Miss Margaret Jane Irvine, who died in Lebanon in 1901. Of the latter marriage seven children were born, two of whom are dead and five living. Hon. Milton A. Miller, now serving his second term as State Senator for Linn County; B. F. Miller, of Prairie City; Charles F., of Forest Grove; Mrs. C. D. Montague, of Portland, and Mrs. Nona Jennings, of Gold Hill.

Mr. Miller was a Democrat in politics, a faithful Christian, a member of the Presbyterian Church at Lebanon and a member of Lebanon Lodge of A. F. and A. M. In every relation of life Mr. Miller was a man of stern integrity who did his full part wisely and well. He was elected a Representative to the Oregon Legislature in 1888, and served his constituents in a most satisfactory manner.

BILL WILL CARRY

Friends of State University Confident of Victory.

ALUMNI HAVE BEEN ACTIVE

Thorough Campaign Conducted in Every County—Very Few Newspapers Opposed to Appropriation — Many Indorsements.

UNIVERSITY OF OREGON, Eugene, Or., May 30.—(Special.)—Students and friends of the university are confident that the appropriation bill, which is to be voted upon by the people of the state at Monday's election, will pass by a safe majority. For the past six months graduates and friends of the university have waged an effective campaign for the success of the bill, and have left no stone unturned to make their victory complete. The general campaign has been carried on under the direction of the committee of the alumni, consisting of C. N. McArthur, of Portland; L. R. Alderman, Allen H. Eaton and A. R. Tiffany, of Eugene. These men have been assisted by other alumni and friends in different parts of the state and thorough organizations have been perfected in every county.

The business men and citizens of Eugene and the students of the university have also worked diligently, and have sent out letters and pamphlets to voters in all parts of the state.

Has Many Indorsements.

The appropriation bill has the indorsement of nearly every commercial body in the state, as well as the Taxpayers' League of Multnomah County, the Municipal Association of Portland, the State Federation of Labor, the Republican State Convention, the United German Societies of Portland, the Lane County Democratic Convention, and numerous other organizations throughout the state. The only organization that has lined up against the university is the Linn County Council Patrons of Husbandry.

In addition to the commercial clubs and other organizations that are supporting the bill, 135 newspapers in various parts of the state have recommended its passage editorially. It is said by those in charge of the campaign that less than a dozen newspapers are opposed to the appropriation bill and some of these only in a mild way. In every county of the state the university has the support of from three to ten newspapers, and in Eastern Oregon the papers are solid for the bill. The men in charge of the campaign have estimated that there will be about 85,000 votes cast on the measure. They say that the university will receive upwards of 50,000 votes out of a total of 85,000, and that should the total number cast be larger, the affirmative vote will increase in corresponding ratio. They predict success for the bill in every county in the Second Congressional District, as well as in Lane County and all the counties of Southern and Southwestern Oregon.

Battle Ground in Willamette Valley.

In the Willamette Valley, where the referendum movement started, the outlook is hardly as bright, for the bulk of the referendum signatures were secured in the Valley counties. Friends of the university have, however, been carrying on systematic campaigns in Linn, Benton, Marion, Polk, Yamhill, Washington and Clackamas Counties, and it will not be surprising if several of these counties give a majority in favor of the bill. The campaign has been most active in Linn County, where the referendum movement was begun, and while supporters of the university hardly expect a victory in that county, they count on an almost even break. Lane County will give an almost unanimous vote for the bill, and most favorable reports have been received from Baker, Umatilla, Wasco, Multnomah, Coos, Douglas and Jackson Counties, where very large majorities are expected.

Friends of the bill are somewhat concerned over the general disposition on the part of a large number of people to vote "no" on all intiative and referendum measures, and for this reason thousands of postal cards have been sent out calling attention to the form of ballot and urging a vote of "yes" on the university appropriation bill.

HEPPNER SALE CLOSES

SLUGGISH BIDDING ON SECOND DAY OF WOOL AUCTION.

Best Price Not Quite Equal to Top Quotation of Friday—Growers Are Dissatisfied.

HEPPNER, Or., May 30.—(Special.)—The wool sales closed here this afternoon. The bidding was sluggish and the growers slow to accept, on account of the low prices offered. The growers are more than dissatisfied, as the buyers cut heavily on grade and weight.

The highest price paid today was only 14½c, which is below yesterday's price. In the two days about 1,500,000 pounds of wool changed hands, which will be the biggest sale held here this year. Heppner markets nearly 3,000,000 pounds of wool annually and the heavy slump in the price will be keenly felt in this county before next shearing.

About 500,000 pounds of wool was placed on the market today and nearly all sold. The sand wool, which comes from the range along the Columbia River, is very dirty this year and a great deal of it is dead, which has made it almost worthless, it seems, but when a sack of wool weighs 600 pounds it is no wonder that a price of 5½ cents should be offered. This new price, ranging to 9 cents, was the bid made on all sand wool, and in most cases the growers sold.

The wool buyers have been busily engaged settling with the sheepmen since early afternoon and will not be able to get away before midnight. They travel in a special car and will leave here by extra train for Pendleton.

Wool at St. Louis.

ST. LOUIS, May 30.—Wool—Steady. Territory and Western mediums, 12@15c; fine mediums, 10@12c; fine, 9@11c.

New Orleans Cotton Market.

NEW ORLEANS, May 30.—Cotton—Spot, steady. Prices unchanged, 11½c.

Nearly 20,000 women are employed in Prussia as brickmakers. An 11-hour day is the rule.

Watches at auction. Metzger's, 342 Washington street.

DOWNING-HOPKINS CO.

ESTABLISHED 1893

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Bought and sold for cash and on margin.

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We will resume the only private wire service from Portland to Eastern Exchanges on June 1, and will have unexcelled facilities for the

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216-217 Board of Trade Building.

Correspondents: Logan & Bryan, Chicago and New York.

HOP BUYING SLOWER

But Holders Not Weakened by Lighter Demand.

AMERICAN CROP OUTLOOK

Yield Will Probably Be Much Less Than Last Year's—Active Buying of Strawberries—Receipts of Produce.

The hop market has been a quiet affair in the past week. The export demand was not as brisk as in the preceding week and no large lots are known to have changed hands for foreign account. Holders in the country maintain a firm front and show no signs of weakening, in spite of the slower movement.

Dealers are still interested in hops of 1906 growth. The Cate lot of 116 bales, grown at Hillsboro, has been bought by E. C. Herren at 2¾ cents. H. L. Hart bought a carload at 2 cents. Mr. Hart, in the past week, also secured a number of lots of 1907s, aggregating 240 bales, at prices ranging from 4¼ to 5½ cents, and made one-year contracts at 8 cents for about 350 bales.

In the hull lp trading dealers are paying much attention to prospects of the coming crop in this state and elsewhere. Estimates already made of the Oregon crop range from 70,000 to 100,000 bales. It is conceded by every one that the crop is looking bad in many sections. California dealers estimate that their state will produce about 90,000 bales and not over 25,000 bales are looked for in Washington. For New York 50,000 bales is considered a conservative estimate. The probable decrease in the American yield, thus shown, offsets in a considerable degree the large surplus from last year, which brewers claim to have in their storehouses.

DEMAND FOR STRAWBERRIES.

Supply is Insufficient For the Local Trade and Prices Are Firm.

If it were not that this is the strawberry season, no business at all would have been transacted on Front street yesterday. As it was the produce houses were open in the forenoon to dispose of the berries received. The arrivals proved entirely too small for the demand and the market was therefore firmer than it has been any time since the season opened. Hood River and Springbrook berries sold at $4 and $4.25 per crate, and the best Southern Oregons brought $4. Receipts of California strawberries were very light, and from $1.90 to $2.25 per crate was realized. The California berry season can now be considered as closed.

Very little was done in other lines of fruit or in country produce, and prices were unchanged.

Week's Receipts of Produce.

Local receipts of produce for the week, as reported by the Board of Trade, were as follows:

Apples, 135 boxes; asparagus, 372 boxes; apricots, 87 boxes; beans, 42 sacks; butter, 1199 boxes; cantaloupes, 7 crates; celery, 21 crates; clams, 50 boxes; cheese, 2129 boxes; cherries, 444 boxes; chickens, 393 coops; corn, 6 boxes; crabs, 21 boxes; cream, 36,180 gallons; crawfish, 14 boxes; cucumbers, 4 boxes; ducks, 14 coops; eggs, 1102 cases; egg plant, 19 boxes; fish, 636 boxes; fruit, 121 boxes; geese, 2 coops; gooseberries, 36 boxes; grapefruit, 29 boxes; honey, 28 boxes; lemons, 160 boxes; loganberries, 33 crates; milk, 763 gallons; mutton, 63 pounds; onions, 27 sacks; oranges, 198 boxes; oysters, 159 sacks; peas, 324 sacks; pineapples, 7 crates; potatoes, 2828 sacks; poultry, 17 boxes; pigeons, 12 coops; raspberries, 3 crates; rhubarb, 137 boxes; squash, 3 boxes; strawberries, 4663 crates; tomatoes, 46 crates; veal, 349 pounds; vegetables, 698 boxes.

PORTLAND LIVESTOCK MARKET.

Prices Quoted Locally on Cattle, Sheep and Hogs.

There were no changes in the livestock market yesterday. Receipts were light and the tone of the market steady, with a good inquiry for best grades of sheep, cattle and hogs. Arrivals were 28 cattle and 90 hogs.

The following quotations were current on livestock in the local market yesterday:

Cattle—Best steers, $5; medium, $4.50@4.75; common, $3.50@3.75; cows, best, $4; common, $3.50@3.75; calves, $4.50@5.

Hogs—Best, $6@6.25; medium, $5.75@6.

Sheep—Best sheared wthers, $4@4.25; mixed, $3.75@4; Spring lambs, $5.

Eastern Livestock Markets.

KANSAS CITY, Mo., May 30.—Cattle—Receipts, 100; market steady. Native steers, $5.25@7.10; native cows and heifers, $2.75@6.25; stockers and feeders, $3.40@5.25; bulls, $3@5; calves, $3.50@6.25; Western steers, $5@6.50; Western cows, $3.25@6.25.

Hogs—Receipts, 50000. Market strong. Bulk of sales, $5.30@5.50; heavy, $5.32@5.55; packers and butchers, $5.30@5.50; light, $5.20@5.40; pigs, $3.75@4.60.

Sheep—Receipts, none.

OMAHA, May 30.—Cattle—Receipts, 900; marekt unchanged.

Hogs—Receipts, 9100; market a shade to 5c lower. Heavy, 5.25@5.40; mixed, $5.20@5.25; light, $5.15@5.25½; pigs, $4.25@5; bulk of sales, $5.25@5.27½.

Sheep—Receipts, 100. Market steady. Yearlings, $4.75@6.25; wethers, $4.25@5; ewes, $4@4.85; lambs, $5.75@6.50.

CHICAGO, May 30.—Cattle — Receipts, about 200; market steady. Beeves, $4.75@7.20; Texans, $4.60@5.65; Westerns, $4.50@7.50; stockers and feeders, $3.50@5.40; cows and heifers, $2.50@6.10; calves, $4.75@6.25.

Hogs—Receipts, about 13,000; market firm. Light, $5.15@5.21½; mixed, $5.20@5.37½; heavy, $5.15@5.55; rough, $5.15@5.30; pigs, $4.10@5.10; bulk of sales, $5.40@5.50.

Sheep — Receipts, about $10,000; market steady. Natives, $4.60@7.25; Western, $3.60@5.20; yearlings, $5.25@6.25; lambs, $4.50@6.70; Westerns, $5.50@6.75.

London Financial Markets.

LONDON, May 30.—Bar silver, steady at 24 7-16d per ounce.

Money, 1@1¼ per cent.

The rate of discount in the open market for short bills is 1⅝@1¾ per cent and for three months' bills, 1⅝@1¾ per cent.

Stocks at London.

LONDON, May 30.—Consols for money, 88; do for account, 88⅛.

Anaconda	8.50	N. Y. Central	103.50
Atchison	82.75	Norfik & Wes	85.00
do pref	94.00	Ont & West	40.25
Balt & Ohio	91.50	Pennsylvania	61.50
Can Pacific	162.75	Rand Mines	6.37½
Ches & Ohio	43.25	Reading	87.25
Chi Grt West	7.00	Southern Ry	17.50
C. M. & S. P.	134.50	do pref	45.00
De Beers	118.12½	South Pacific	88.00
D & R G	24.50	Union Pacific	143.00
do pref	63.00	do pref	86.00
Erie	22.62½	U. S. Steel	38.37½
do 1st pf	30.50	do pref	104.00
do 2d pf	29.50	Wabash	12.00
		Spanish 4s	92.87½

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Ticket Office and Waiting-Room, First and Alder Streets

FOR

Oregon City—4, 6:30 A. M., and every 30 minutes to and including 9 P. M., then 10, 11 P. M.; last car 12 midnight.

Gresham, Boring, Eagle Creek, Estacada, Canadero, Fairview and Troutdale—7:15, 9:15, 11:15 A. M., 1:15, 3:45, 6:15, 7:25 P. M.

FOR VANCOUVER,

Ticket office and waiting-room Second and Washington streets.

A. M.—6:15*, 8:50, 7:25, 8:00, 8:35, 9:10, 9:50, 10:30, 11:10, 11:50.

P. M.—12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:05, 7:40, 8:15, 9:25, 10:35‡, 11:45‡.

On Third Monday in Every Month the Last Car Leaves at 7:05 P. M.

*Daily except Sunday. ‡Daily except Monday.

REGULATOR LINE

FAST STEAMER BAILEY GATZERT

Makes round trips week days, except Friday, to The Dalles, fare $2.50. Leaving Portland 7 A. M., leaving The Dalles 3 P. M., arriving Portland 9 P. M. SUNDAYS—Round trip to Cascade Locks, leaving Portland 9 A. M., arriving back 5 P. M. Fare $1.00.

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S. S. State of California, June 13, 27.

From Lombard St., San Francisco, 11 A. M.

S. S. State of California June 6, 20.

S. S. Rose City, June 13, 27, etc.

J. W. RANSOM, Dock Agent. Main 268—Ainsworth Dock.

M. J. ROCHE, Ticket Agent, 142 3d St. Phones Main 402, A 1402.

STR. CHAS. R. SPENCER

FOR ASTORIA

Monday, Wednesday and Friday, 7 A. M. Returns 9 P. M.

FOR THE DALLES

Tuesday, Thursday and Saturday, 7 A. M. Returns 10 P. M.

Landing, Washington-Street Dock. FARE $1.00. MAIN 8619.

COOS BAY LINE

The steamer BREAKWATER leaves Portland every Wednesday at 8 P. M. from Oak-street dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare first-class, $10; second-class, $7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak-street dock.