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WHO WILL HOLD FEDERAL PLACES?

MINTO'S APPOINTMENT AS POSTMASTER CAUSES POLITICIANS TO WONDER WHO WILL FILL HIS SHOES AND WHO WILL BE CHIEF ASSISTANT POSTMASTER.

At the federal building and in the postoffice there is much speculation as to the changes that will result from the appointment of John W. Minto as postmaster. The appointment will leave a vacancy in the internal revenue department, where Minto is now a deputy collector, and there is some difference of opinion as to his successor. The belief is general that one of Minto's first official acts will be to request the resignation of C. A. Burkhardt, the assistant postmaster.

J. M. Hansbrough of Roseburg, who was joint representative from Douglas and Jackson counties in the last legislature, is a candidate for the vacancy in the internal revenue office, and as he has the friendship of both Senator Mitchell and Senator Fulton, his chances for the appointment are considered good. It is true that Colonel Dunn, the internal revenue collector, has urged that the vacancy be filled by the promotion of one of the men already employed in the office, but he will probably be overruled for political reasons.

Hansbrough has been a strong factor in Republican politics in his legislative district, and has powerful backing from the railroad employes, who cast a heavy vote in Douglas county. For some time past, however, Hansbrough has been at odds with A. C. Marsters, the head of the local Republican organization, and the latter was responsible for Hansbrough's failure to receive a re-nomination this year for the legislature. The railroad men keenly resented this action and made their resentment felt in the election, when Marsters, who had been re-nominated for the state senate on the regular ticket, was defeated by about 200 plurality, despite the fact that Douglas county is normally Republican by about 400. The defeat was all the more signal for the reason that Marsters was the manager of Herrmann's campaign and was a strong factor in securing his re-nomination.

With the Republican organization of his county behind him, Marsters is now opposing Hansbrough's appointment to the internal revenue office. How effective this opposition may be is a matter of conjecture, but some of the political wiseacres express the belief that it cannot be sufficiently influential to turn the scales against Hansbrough.

John Minto preserves a sphinx-like silence upon the subject of the assistant postmastership, and it is to be expected that he will not willingly retain Burkhardt, who is regarded as the prime cause of much of the turmoil that has existed in the postoffice during the past two years. Minto's candidate for the position is said to be John J. Shipley, now employed in the internal revenue department. Shipley was elected to the legislature four years ago on the Citizens' ticket, and was a strong supporter of Senator Mitchell. His appointment as assistant postmaster has been strongly urged by influential Republicans.

D. Chambers, Optician.
Wholesale and retail, 129 Seventh St. Phone 4718 Main.

SEEKS TO RECOVER LAND.

A bill of complaint was filed in the United States circuit court this morning by L. K. Nichols against the Southern Oregon company of Empire, Or. It is to recover 160 acres of land in Coos county.

Without being taken off her run the steamer Henderson, of the Shaver Transportation company's fleet, is being converted into an oil burner. It is the first time that work of this character has been undertaken locally under similar circumstances. The steamer will be in about two weeks to use oil as fuel if everything goes well.

The Henderson is engaged regularly in the log towing business and work is so plentiful in this line that Captain Shaver, the owner, decided to have an oil plant installed in the steamer while she is in active commission. Tinners were put on board first and made several trips up and down the river until they had completed the task laid out for them. Then boiler-makers constructed six tanks. A force of carpenters has now been engaged to place the tanks in position and build a foundation under them.

When they get through with their contract an experienced oil man will install the burners and put the pumps in proper shape. During all this time the Henderson will not lose a trip. When everything is in readiness Captain Shaver says that the vessel will leave for burning wood and use oil. Her tanks have a combined carrying capacity of 10,000 gallons, and it is estimated that this amount of oil will be sufficient to keep the steamer supplied for fully six days. The captain states that at least five hours were lost out of the 24 every day taking on wood. At this rate during a week 35 hours were consumed at the operation. He says it will only require one hour to fill the tanks, and complete refueling will be done during the week by burning oil.

The towboats are kept busy bringing up logs from points down the river to the several sawmills at Portland and St. Paul. With the Henderson, says the Peninsula mill will be closed down for several weeks to be enlarged. It now has a daily capacity of about 60,000 feet, but when the additional machinery is installed it will be capable of turning out 125,000 feet in 10 hours.

HENDERSON TO BE OIL BURNER

TOWING STEAMER IS BEING CONVERTED INTO OIL BURNER WITHOUT LOSING A TRIP—FIRST TIME SUCH WORK HAS BEEN DONE HERE.

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PORTLAND IS FOURTH

Despite Unfavorable Season Local Port Stands Well Up As a Wheat Shipper.

During the greater part of the wheat shipping season, now drawing to a close, Portland has occupied fourth place on the list, so far as the grain exports are concerned. Galveston leads with a total wheat shipment up to June 1, according to a statement prepared by the department of commerce and labor, of 17,974,541 bushels. New Orleans comes next with 7,154,055 bushels. New York is third on the list with a shipment of 4,415,010 bushels, while Portland crowds the metropolis close with 3,250,856 bushels to her credit. During the same period there were shipped from both Seattle and Tacoma only 1,716,654 bushels. While Portland made a very creditable showing, as compared with the other leading ports, the wheat exports from here this season are less than half the amount shipped from the Columbia river last year, at which time they totaled 8,426,340 bushels. Several potent reasons are readily found for the light shipment. One is the present depression of them is because Australia raised a big crop this year, and as a consequence there was comparatively no grain exported from the Pacific coast to the shipping ports. Another reason is that their grain from Australia, which also was the means of cutting down the cereal shipments from this quarter of the globe.

But perhaps the principal reason for the light shipments of the past 11 months is on account of the fact that during the early part of the season a greater amount of wheat went to the orient in the form of flour than was ever before. The amount of flour shipped from here this season is less than half the amount of the cereal year every liner sailing for Japan or China took off scarcely less than 50,000 barrels, and several times as high as 70,000 and 80,000 barrels. This was the case with the liner that quietly prepared for war with Russia, and it was the means of cutting in very materially on the wheat supply of the Pacific coast.

The Portland has sent considerably more than 800,000 bushels of wheat to points in California, for which she is not given credit by the government officials who prepared the export lists for the various ports in the United States. The shipments to California have been greater this year than ever before since Portland became a shipping center.

THE RIVER FLEET.

Schooner Gale Sails with Lumber—Fetter to Be in Commission.

In tow of the Oklahehama the schooner Mabel Gale, lumber laden for San Pedro, left Linnton at daylight this morning for the mouth of the river. Tomorrow morning the tug will leave up with the well known schooner Ando Mahoney, and the steamer will probably take down the barkentine George C. Perkins, which has completed her lumber cargo at the Inman-Poulsen mill, for San Pedro.

During the next few days the Oklahehama will be ordered to all the towing, as the Harvest Queen is taking the run of the steamer Hassalo between here and Astoria. The latter is being given an overhauling.

The steamer T. J. Potter of the O. R. & N. Co.'s river fleet was brought up to her dock at the foot of Ash street this morning and is being put in shape to go out on the beach run. She has been lying at the boneyard since the trees along the seaside closed last season. The Potter is generally accredited with being the handsomest and swiftest steamer on the river. An effort will be made to have her ready to go into commission on Saturday.

BOAT TO LOS ANGELES.

Believed that Nome City Will Run Between Portland and Southern City. Although not definitely settled, it is said by those in a position to know, that it is very probable that the steamer Nome City will make several trips during the summer between Portland and Los Angeles. She is expected to reach Seattle from Nome on June 29, and immediately upon her arrival will proceed down the coast to Portland. Compared with former years very little freight is going north this season, and the management decided several weeks ago to take the Nome City off the run just as soon as she completed her present voyage.

There was some talk a short time ago that the O. R. & N. would charter the steamer and operate her in connection with the Columbia and Elder, but the deal is said to have fallen through. Besides, it is asserted that the company's coast fleet is fully adequate to handle all the business that is likely to be

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