

NOME PRICES ARE REASONABLE NOW

BOAT AGENT TELLS OF REASONABLE PRICES FOR COMMODITIES—WINTER VEGETABLES ARE ONLY LUXURIES, WHICH ARE BOUGHT BEFORE BLOSSOM FADES.

Nome is one of the cheapest mining camps in the world, is the opinion of F. P. Baumgartner, local agent of the California & Oregon Coast Steamship company, who just returned from the north in the morning. He made the trip on the Nome City, which reached Seattle on the return trip last Saturday. While the big gold camp is gradually growing and is apparently prosperous, Mr. Baumgartner states that living expenses are no higher there than in the cities on Puget sound. Eggs were selling at the price of 25 cents a dozen, the same price at which they were retailing in Seattle at that time. Strawberries could be procured at 25 cents a box, which was the ruling price on the Sound a month ago, while flour was selling at \$4 a barrel.

The price of fresh meat was considerably lower than in Portland. Mr. Baumgartner took a shipment up there expecting to make a clean-up, but the highest offer he received was 10 cents a pound. Believing that he could do better later on, he had it placed in cold storage, and will wait for a better price in the market before making another attempt to dispose of the product. He says that all other necessities are quoted at a correspondingly low figure.

The low prices are largely due, so he explains, to the fact that the merchants are at war and many of them are selling their goods at less than cost. But there is one fellow up there, Mr. Baumgartner states, who is making money. He owns a hotel, and all last winter he supplied the residents with fresh vegetables. Among other things he raised cucumbers, which were considered a great luxury in the camp. The number he raised, however, was somewhat limited, and whenever a new cucumber made its appearance on the vines a customer would call around and buy it. Sometimes the appetizing food was not more than half an inch in length at the time it was sold. The purchaser would then pay a dollar for it and wait for it to grow into a full-fledged cucumber. The hothouse man would then place a tag on it announcing the fact that this cucumber has been purchased by Mr. or Mrs. So and So.

If any one else should appear at the premises and want to strike a bargain for it, the proprietor would point to the tag and explain that it had already been sold. During the winter months this energetic gardener did a land-office business, receiving a dollar each for the young vegetables before they were hardly free of the blossoms.

Mr. Baumgartner says that the dumps of the mines last winter contained some very rich dirt, and if the water supply holds out there will be some big clean-ups this season. The large concerns have water piped to their properties, but the smaller outfits have to depend largely upon rain. There are many of these, and if there should be continued dry weather like there has been during the past month or two the probabilities are that the output will be rather small.

On the up trip the Nome City made the passage in 12 days, reaching her destination one day in advance of any of her competitors. Five days of this time was spent in the ice fields, and it took her this length of time to cover a distance of 285 miles. The steamer has the reputation of being one of the best vessels on the coast. Work her way through the ice fields. The last winter she was in the ice fields of the iceberg region. Aside from her experience with the ice, nothing of incident happened on the voyage. The steamer was materially broken up, but it did not interfere with her progress. On the return trip the passage was completed in ten days.

If a cargo can be secured here the Nome City will come down from Seattle and make the trip to San Francisco, and some other point down the coast. It has been definitely settled not to send her back north unless it should be late in the fall. The traffic up that way this year is lighter than it has been since the big gold excitement of several years ago.

NOTICE TO MARINERS.

The lighthouse board gives notice that on or about August 30, 1904, the beacon established on Minor Island, San Juan de Fuca strait, about one mile north-easterly of Smith Island lighthouse. The beacon consists of a white concrete truncated pyramid, 10 feet square at the base, 4 feet square at the top, 12 feet high, surmounted by a black iron spindle 12 feet in height, carrying a black spherical cage three feet in diameter.

Bearings and distances of prominent objects, as taken from the station, are as follows: To Burrows Island, 10 1/2 miles; Point Partridge, Whidby Island, 8 1/2 miles; Smith Island lighthouse, SW 3/4 W, 1 mile.

Bearings are magnetic and given approximately.

ALONG THE WATERFRONT.

This afternoon the barkentine John Smith will leave up in tow of the Harvest Queen. She will load lumber at the Eastern and Western mill for San Francisco.

The steamer Nelson, Capt. Honolulu and schooner Louis for San Francisco. Arrived at 12:15 p. m. and left up at 3 p. m.—Steamer Columbia from San Francisco. Arrived at 12:15 p. m.—Barkentine John Smith from San Francisco. Arrived at 1:40 p. m.—Steamer Francis H. Leggett from Midway Island. San Francisco, June 28.—Sailed at 7 p. m.—Steamer Redondo for Portland.

Astoria, June 29.—Condition of the bar at 8 a. m., smooth; wind north; weather clear.

SHIP COMBINE IS SOURCE OF WORRY

EIGHTY PER CENT OF BRITISH, FRENCH AND GERMAN SHIP-OWNERS UNITED FOR HIGHER TARIFFS—EXPORTERS WONDER IF UNION WILL LAST.

Many of the exporters are of the opinion that the shipowners' association or union, which was recently formed for the purpose of securing higher freight rates, is destined to prove a short-lived affair. The minimum rate for carrying grain from Portland has been fixed by the union at 27s 6d, and it is said that fully 80 per cent of the British, German and French shipowners are in the combine. All the members have agreed to pay a penalty of \$1.15 a ton on the carrying capacity of any vessel they own which is chartered at a less figure than the minimum rate. This would make the penalty which would have to be forfeited amount to about \$4,000.

One of the prominent exporters declares that the union cannot hold together, for the reason that the matter of keeping ships moving is like any other business—it depends altogether upon the laws of supply and demand. If there is a good demand for tonnage and the other conditions seem to justify it, he says that fair rates will be paid, but otherwise low rates are sure to rule. Moreover, he asserts that in order to pay the rate asked by the union the price of wheat will have to come down to a parity with the Liverpool market.

As long as the price remains at its present quotation he contends that the exporters cannot buy it and pay high freight rates without experiencing heavy losses. He does not believe that the price of wheat will decline, explaining that the farmers of the Pacific coast were never more prosperous than they are at the present time. He argues that they are in a position to put their grain in warehouses and keep it there until such time as they can get the price they ask.

In addition to this the exporters appear to be considering the French shipowners who have joined the combine will soon withdraw if it should become evident to them on the start that their vessels would have to be tied up for any great length of time. Rather than lose the bounty which their government allows them for every mile their ships cover it is the impression of the exporters that the Frenchmen will soon conclude to take whatever they can get.

But it is evident that both sides are going to make a big fight, and some are of the opinion that it is going to be the means of paralyzing shipping for a time on the Pacific coast. Captain Garrioch, commander of the British ship Rajah, now in the harbor, says that he has no doubt that the shipowners will be able to secure their demands. He explains that there is a margin of profit in a rate of 27s 6d, and for the last year the owners have been losing money. If the members of the union all hold together, he believes they will, he declares, that they will win in a short time. The captain states that the grain will be here to move, and the exporters will be forced to accede to their terms. With 80 per cent of the owners in the union he says that they can control the situation.

It is thought by some that the exporters will endeavor to break the combine by picking up an occasional tramp steamer. The owners are confident that there is not enough of this kind of tonnage available to make any perceptible difference in the situation one way or the other. Besides a steamer cannot be used for ordinary circumstances at as low a rate as a sailing vessel.

LIVESTOCK FOR HAWAII.

Local Operators Want a Line to Carry Hogs From Portland.

If any line can be found over which shipments can be made regularly, the union stock yards of this city will send from 500 to 600 head of hogs to Honolulu every month. Representatives of the company were of the opinion until this morning that they could ship the animals direct from Portland at intervals of 30 days over the American-Hawaiian line, of which the Charles F. Beebe company is the local agent. But it is given out that the next freighter that they probably will not sail from Portland for the islands before November. Later it is the intention to have one of the vessels call here while en route from New York every six weeks or two months, but at the present time the amount of freight offering is so limited that it is thought the venture will not prove profitable.

In the meantime the stockyards people will endeavor to make arrangements to have the hogs shipped by way of San Francisco. It is the first time that they have ever sent stock to the islands. A deal can be closed with a large firm over there to supply them with regular monthly shipments of livestock, and the matter will likely be closed in a few days if satisfactory transportation arrangements can be secured.

MARINE NOTES.
Astoria, June 29.—Left up last night—Steamer Francis H. Leggett.
Arrived at 6:30 a. m. and left up at 9 a. m.—Steamer Aberdeen from San Francisco.
Outside at 7 a. m.—Four-masted barkentine.
Astoria, June 28.—Sailed at 11:30 a. m.—Steamer Nelson, Capt. Honolulu and schooner Louis for San Francisco. Arrived at 12:15 p. m. and left up at 3 p. m.—Steamer Columbia from San Francisco. Arrived at 12:15 p. m.—Barkentine John Smith from San Francisco. Arrived at 1:40 p. m.—Steamer Francis H. Leggett from Midway Island. San Francisco, June 28.—Sailed at 7 p. m.—Steamer Redondo for Portland.

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CHICO TO LOAD WHEAT.

The steamer Chico has been chartered to load wheat at Portland for San Francisco. She will take out 500 tons and grain will be supplied by Kerr, Gifford & Co. The vessel is now at the Bay City, but she will sail for Portland on Friday. It is expected that she will be kept on the run with more or less regularity. Almost every week for the past two months it has been reported that the old-crop wheat is all out of the country, but just as regularly there has been from one to two cargoes leaving this port on the coasters for the California metropolis. The indications are that it will be several months yet before the last of the old crop has been marketed.

ELFRIDA IS CHARTERED.

Taylor, Young & Co. chartered the German ship Elfrida this morning to carry lumber to South Africa. The vessel will secure her cargo at the North Pacific mill, and according to present plans will begin loading about July 10. She will carry in the neighborhood of 1,400,000 feet.

Her owners endeavored to get a wheat cargo, but were unwilling to accept the prevailing charter rates. The owners are members of the union which was recently formed, and consequently they had bound themselves not to accept less than 27s 6d to carry new-crop grain to the European markets. These figures are considerably higher than the exporters have shown any disposition to pay at the present time. It is generally believed that no business will be done upon this basis for some time to come, at least.

The rate which the Elfrida is to receive for transporting the lumber to the North Pacific is not made public. But it is supposed to be in the neighborhood of 47s 6d, as that is about the average rate for business of this nature. The Elfrida arrived in the harbor on May 18 from Rotterdam with a general cargo, finished recharging Monday at the dock of the Oregon Water Tower & Railway company, and is now lying at Montgomery dock No. 1.

SUPERIOR COURT AT VANCOUVER.

WILL OF LATE JAMES M. MATHEWS LEAVES ENTIRE ESTATE TO WIFE AND TRUSTS MOTHEEY LOVE TO SEE THAT THE TWO CHILDREN ARE PROVIDED FOR.

(Special Dispatch to The Journal.)
Vancouver, Wash., June 29.—The only business transacted by the superior court yesterday was in the nature of probate business. The will of James M. Mathews, who died about three weeks since, was the first to occupy the attention of the court. By the will he leaves the entire estate to his wife, and although he mentions his two children he leaves them none of the property, assigning as his reasons that his wife has more than enough for the children to do by her own efforts. He also appoints his wife as executrix and expresses his desire that she be not required to give bonds, as well as that the estate be handled without probate of the court.

In the marriage license case, the Englishman, administrator, Chris Englishman, petitioned the court for an order to sell real estate. This petition was docketed to be heard by the court on July 25, and will probably be granted, unless some unexpected objection is made.

E. M. Rands was appointed administrator of the estate of the late A. M. Christian. The bonds were fixed at \$500, which Senator Rands furnished and assumed the duties of his office.

Two marriage licenses were issued yesterday by County Auditor Burnham. One was granting Peter Jorgensen a right to wed Miss Lella Nina Butler, and the other was to Rufus Dietrick and Miss Irene Bartow, both of Vancouver.

GARDENS INJURED BY FROST.

Added to the apparent drought and light crops, many of the Clarke county farmers have been visited with jack frost during the last week. Several reports from different sections of the county have been made to the effect that some of the gardens have been entirely killed, and the vegetation that will not stand severe cold weather turning perfectly black. Others have experienced only a light touch of the frost.

At first it was thought that the severe frosts were confined to swale grounds, but later reports show that many gardens have been badly damaged as those on lower grounds. Many of the gardens have been injured on nights following the warmest days and even when the evening itself seemed warm for this climate.

LA GRANDE PIONEER MEETING CLOSES.

(Special Dispatch to The Journal.)
La Grande, Or., June 29.—The 15th annual meeting of the United county farmers was held at La Grande yesterday, closed last night. There was a good attendance from all points of the county. Speeches were made by many of the oldest pioneers and a general good time prevailed.

The following officers were elected: John Baker, La Grande, president; Henry Rhinehart, Summerville, secretary; Mrs. Mary Eaton, Union, historian; vice-presidents for the different precincts will be elected at a later date.

The immense number of delegates at La Grande for the Fourth of July celebration has been completed and covered with Oregon pine boughs. It is the largest and best of the kind ever put up in eastern Oregon and will seat hundreds of people.

People are arriving for the big four days' celebration, including the eastern Oregon G. A. R. encampment, that is to last three days, beginning July 1.

MAY BE THE SKULL OF LATE A. W. REED.

(Special Dispatch to The Journal.)
Roosevelt, Or., June 29.—A human skull, presumably that of the late Senator A. W. Reed of Douglas county, has been found near Kellogg.

In April, 1899, Mr. Reed, in company with Fish Commissioner Hollister, McGuire, was drowned by the North Tempeque river, were drowned by the capsizing of their boat. Mr. McGuire's body was recovered about two weeks after the accident, but it was not until nearly two years later that the headless body of Mr. Reed was found.

CHERALS LIGHT PLANT.

(Special Dispatch to The Journal.)
Chehalis, June 29.—The Chehalis city council has agreed on the terms of a 15-year lease of its electric light plant with Harry West, the present owner. The latter's present lease will expire December 21 next.

The first year Mr. West is to provide the city 15 free street arcs of 2,000 candle power, the second year 18, third year 24, fourth year 24, and thereafter an additional free arc light for each added 300 population.

UNUSUAL, UNIQUE AND AMUSING.

Artists vie with each other in producing catchy window cards and signs, but what is probably the most unique of all is the card in the window of Sig. Louis's cigar store, No. 52 Third street. To wit:

A Physician
Limited only to three patients a day. The size was not mentioned.

Here is a sample of the order received:
Suspended below the sign is an enormous cigar measuring about 20 inches in length and at least 2 1/2 inches in diameter. The cigar contains enough tobacco for 30 ordinary cigars.

To appreciate the joke one must see the cigar and sign. You'll smile.

Schedule of Steamer T. J. Potter.

The steamer T. J. Potter will leave the Portland, Wash. dock, for Astoria and Ilwaco as follows:
June 30, Thursday, 9:00 a. m.
July 1, Friday, 9:00 a. m.
July 2, Saturday, 11:15 a. m.

Get transportation and berth tickets at O. R. & N. ticket office, Third and Washington streets.

Scald head is an excruciating scalp ailment, but it can be cured. Doan's Ointment, quick and permanent in its results. At any drug store, 50 cents.

D. Chambers, Optician.

Wholesale and retail, 129 Seventh St.

HOPES TO REDUCE THE COUNTY DEBT

JUDGE RYAN DISCUSES THE IMPROVEMENTS OF CLACKAMAS AND STATES THAT OBLIGATIONS WILL BE LOWERED FROM \$50,000 TO \$25,000 IN TWO YEARS.

(Special Dispatch to The Journal.)
Oregon City, June 29.—Judge T. F. Ryan took time yesterday from looking over the testimony of the Lars Anderson case to talk about the county finances. The Anderson will case is sort of a Jarndyce and Jarndyce affair of finance, from the pen of Charles Dickens, and any respite from the 2,500 pages of typewritten testimony was a relief to the judge.

The judge says that the present debt of the county is about \$50,000, and that in two years he hopes to see the debt reduced to about \$25,000. If the judge can do this he will not doubt be in a good position to ask the county voters to raise the road improvement tax, and the question will arise as to whether or not the Oregon state fair, supported in part by appropriations from the legislature, and owned by the state through warrants deed, can be purchased by private parties.

In 1855 the old Oregon Agricultural society, under whose auspices a state fair has been held for a number of years, went before the legislature and secured an appropriation from the general funds for the payment of debt, and the act making this appropriation provided that the governor should appoint a part of the managing board, the other members to be named by the old association.

The affairs of the board still running behind, the sum of \$11,000 was borrowed from the state land board out of the school fund at 8 per cent interest. This was done in December 19, 1900, when the loan was made necessary on account of the period of hard times through which the country had just passed. One year later the fair board was notified that the note was due, but as there was no funds with which to pay, the matter was allowed to stand, until 1898, when the board found itself with a depleted exchequer and \$7,000 additional indebtedness hanging over it in the form of warrants marked "Not paid for lack of funds."

The legislature was again appealed to, and again made the appropriation for the purpose of paying off the mortgage. The property it has been the custom to require that the lands be deeded to the state. A new board of managers was then appointed, known as the state board of agriculture, consisting of five members, which still controls the fair.

The transfer was made subject to the mortgage, so the condition now is that the state of Oregon owes the school fund the sum of \$11,000 and nearly \$9,000 additional interest. The state land board has made various demands on the fair board, for the payment of this debt, but without result, and now the land board has instructed the attorney general to investigate the matter and see if the mortgage can be foreclosed, and he stated yesterday that he thought proceedings would be commenced within a short time, and unless the legislature interferes and appropriates the necessary money for paying off the mortgage, the property will have to be sold to the highest bidder. The property is estimated to be worth at least \$35,000.

Secretary Wylie A. Moores said: "The state board of agriculture has no funds or income available to pay this debt. Our only source of revenue is state and county taxes. The condition of the state with the \$10,000 appropriated annually by the legislature, which can be used for no other purpose than paying premiums. The other revenues are necessary for the payment of the expenses." The land belongs to the state and the state owes the money to the fair board, and the state appropriation is made for its payment. I don't see how it can be done."

Crops Suffering from Drought.
The condition of all crops as a result of the unprecedented drought is causing consternation in all circles, as early in the spring every indication was for a large crop of all kinds of fruit and farm products.

The Oregon hop crop will be several thousand bales short of the average yield and many who have made a study of conditions do not hesitate to estimate the coming crop at not over 70,000 bales. The estimates of 100,000 bales and more are based on the condition of the season of bearing down prices. The yield may be one third or one half a crop short, and if no rain falls until picking season, there will be no hop picking this year, is the present status of the hop prospect.

Plums are sickly and lack vitality, and the arms are only a few inches long in many yards, and are now blooming, when they should be several feet long, as it is on the arms that hops are produced. A good rain within the next few weeks would help, but not under the damnable drought the season is too far advanced. The yards which have been intensely cultivated are in the best condition, but those which have been partly neglected are now drying up. Another feature which is causing concern is the death of many of the new yards, that have been planted in the season of the new planting will be plowed up as they failed to secure roots before the dry weather came on.

Fall grain is filling nicely in places, but in others will only partly fill, while spring grain will be short, and in many instances will not be harvested.

TO ADDRESS PEOPLE OF MALHEUR COUNTY

(Special Dispatch to The Journal.)
Ontario, Or., June 29.—Messrs. Newell and O'Brien, of the government geographical survey, will address the people of Malheur county at the court house in Vale tonight and at the opera house in this city tomorrow afternoon, on the question of national aid in constructing reservoir sites in this locality for irrigation purposes.

Considerable interest is being taken in the Goddess of Liberty contest which closes July 1. The vote stands at present as follows:

Miss Florence Percell, 179; Miss Grace Brown, 121; Miss Cecelia Irwin, 98; Miss Beattie Payne, 11; Miss Maud New, 10; Miss Beattie Purcell, 10; Miss Nettie Davis, 5.

Miss Nellie Platt, Miss Nellie Purcell, Miss Ethel Clement, Mrs. Mabel Madden, Mrs. Nellie Marquis, Mrs. Charles Goddard have one vote each.

More than \$2,000 worth of cattle have arrived at Ontario from Harney county for shipment. The cattle have been purchased by Messrs. Parsons & Hanley and will be shipped to the eastern market as fast as transportation can be furnished.

C. M. J. shipped 19 cars of horses to St. Louis, Mo., Saturday.

T. J. Brosnan has returned from Portland where he has been with a shipment of cattle and reports having made good sales.

START NEW STAMP MILL.

(Special Dispatch to The Journal.)
Baker City, Or., June 29.—Secretary and manager L. V. Keady of the New York mine came up from Portland Sunday accompanied by Mr. Caldwell, one of the stockholders, and in company with Superintendent Nepple went out to the mine for the purpose of starting the new stamp mill. \$100,000 worth of ore is ready for the mill and a large force of men is still engaged in development work.

LAND BOARD IS TO BEGIN SUIT

WILL INSTITUTE PROCEEDINGS FOR FORECLOSURE OF MORTGAGE AGAINST STATE FAIR GROUNDS FOR THE SUM OF \$80,000—CROPS SUFFERING.

(Special Dispatch to The Journal.)
Salem, June 29.—The state land board is about to begin suit against the state board of agriculture for the foreclosure of a mortgage against the state fair grounds for the sum of \$80,000, and the question will arise as to whether or not the Oregon state fair, supported in part by appropriations from the legislature, and owned by the state through warrants deed, can be purchased by private parties.

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The affairs of the board still running behind, the sum of \$11,000 was borrowed from the state land board out of the school fund at 8 per cent interest. This was done in December 19, 1900, when the loan was made necessary on account of the period of hard times through which the country had just passed. One year later the fair board was notified that the note was due, but as there was no funds with which to pay, the matter was allowed to stand, until 1898, when the board found itself with a depleted exchequer and \$7,000 additional indebtedness hanging over it in the form of warrants marked "Not paid for lack of funds."

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Other objects are enumerated. Richard Ruffin, a well known attorney, of South Bend, represents the Rhoades. The latter is enabled under the order of the court to continue his work until August 29, when the case will be heard.

It is further set up in his affidavit that barbering is a harmless calling and that the state has no legal right to license such a trade, neither can it be regulated or prohibited; that the barber's act discriminates between citizens and grants privileges and immunities to one class not granted to another; that it deprives the laborer of his right to work, that it deprives citizens of the United States of the equal protection of the law; that it delegates to an irresponsible board of barber examiners legislative powers, and that said board exercises judicial functions.

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