# RAIL COMMISSION'S REPORT IS ISSUED

Regulation of Public Utilities Increases Duty 274 Per Cent in One Year.

#### INTERESTING FACTS GIVEN

Effect of New Law Shown for First Time Feature of Annual Review of Body's Achievements Progress Is Keynote

SALEM, Or., March 4 .- (Special.)-Regulation of public utilities, together with steady growth of railroad business, has increased the work of the Railroad Commission of Oregon just 274 per cent in one year, measured by the volume of formal complaints handled. This is one of the features dis-closed by the annual report of the Commission for the year ending De-cember 15, 1913, which has just been made public.

Chairman Frank J. Miller and his colleagues, Thomas K. Campbell and Clyde B. Aichison, in telling the story of the year's work, have naturally cov-ered a much broader field than usual, and the report is especially interesting in its explanation of the progress made in the new duties assigned by the pub-

lic utilities act.

The net operating revenue of all of the railroads of the state for the year ended June 30, 1913, was \$8,632,743.82, the report shows, a gain of \$686,155.25 over the figures for the previous year. Total operating revenue of all roads Total operating revenue of all roads on state busineess was \$14,565,885.53, of which \$5,160,464.78 came from freight, \$8,777,926.56 from passenger train revenue, \$235,429.75 from other transportation services and \$311,438 from sources other than transportation.

#### Total Revenue \$29,463,042.

Oregon's proportion of interstate rail-road revenue is almost equal to the state revenue, being \$14,597,156.56, mak-ing the total rail revenue \$29,463,042.09. The operating expense assigned to Ore-gon amounts to \$19,261,509.90, leaving a net operating revenue for the railroad balance sheets of \$10,201,532.19. As the taxes totaled \$1,568,788.37, the clear net return stands at \$8,632,743.82.

The total railroad mileage operated in the state is given as 3278, of which 426 is electric road mileage. Increase in mileage in the state in the line owned is 64 miles, and 47 additional miles are shown to have been placed in operation. The electric roads show well in revenues in proportion to their mileage, the 425 miles of electric line FIGHT OVER CITY'S RIGHT TO CONhaving yielded \$1,643,680.28 in net op-erating return, after deducting over \$500,000 in taxes, or about twice the return per mile, taken collectively, made by the steam lines.

Reviewing the great amount of work required to properly classify the util-ities of the state, 1913 being the first year that electric, gas, water, tele-phone and street railway companies have been under regulation by the state, the report proceeds to discuss the principles applied to the making

It is stated that 226 utility compa-nies have been listed under the juris-diction of the Commission and considerable progress made in the valuation of several of the larger utilities, this being necessary before rates are fixed. The report brings the narrative work performed down to December 15, 1913. and valuation investigations stated to be nearing completion are those of the Portland Railway, Light & Power Com-

pany, Coos Bay Water Company, St. Johns Water Works & Lighting Com-pany, of Grants Pass; Home Telephone & Telegraph Company of Southern Ore-gon and the Salem, Water, Light & Power Company, Water plant valuation is under way at Dallas, also valuation of the Pacific Telephone & Telegraph Company's plant at Oregon City, and it is stated that substantial reductions have been secured in light and power rates, without necessity for formal pro-ceedings, in Dallas, Monmouth, Independence, Junction City, Corvallis and other towns of the Willamette Valley.

#### Work Shows Expansion. Concerning the business handled by the Commission during the year, the

report says: of the complaints filed number of formal railroad matters filed was 59, compared with 47 the previous year. In the utilities branch, 183 informal complaints and 70 formal matwere docketed. The increase in number of formal complaints, which in most cases have necessitated hearings, from 47 in 1912 to 129 in 1913, or 274 per cent, indicates in a

degree the expansion of the Commis-sion's work."

Disposition made of these complaints is reported in detail, and the distinction between formal and informal procedure explained, the former being matters in which hearings are required to thresh out questions of rates or service, the in-formal being taken up for adjustment on a mere statement of the grievance. Of the informal matters, 251 out of 370 of those relating to railroads were sat isfactorily settled, 27 are pending, 2: were dropped because of lack of juris diction. Of the utility matters handled in like manner, 90 out of 153 are re-ported settled, 10 transferred, five pending and 35 dropped because plaint-

#### Iffs did not wish to go further, Danger Elimination Factor.

Prominence is given to efforts by the Commission to reduce the number of person, of this city, and a member of person crossings of ratiroads and one of the best-known families of the highways. It is declared that many dangerous conditions can be eliminated with the co-operation of County Courts and rallreads themselves.

That the Commission largely decreases the work of the courts by hand-ling matters which otherwise would develop into lawsuits is one of the points advanced.

Orders were made during the year for refunding \$4423 to shippers because of overcharges or of special circumstances appearing to justify repara

Valuation of the physical property of the Portland Railway, Light & Fower Company," says the report, "is the largest single task ever undertaken by the Commission. The rates charged and service rendered by this company directly affect not less than one-third of the people of the state and it is only by a comprehensive investigation that the numerous complaints arising in connection with the rates and services of this company can be placed on a basis for equitable and satisfactory adjustment. The Commission's exadjustment. The Commission's ex-perts have been employed upon this matter so far as their other work would permit and outside experts have been specially engaged in order that the investigation might be advanced as

ALMOND TREE FAITHFUL HERALD OF SPRING IN PORT-LAND.



SHRUB LADEN WITH PINK BLOSSOMS IN YARD OF MRS. H. W. CORBETT.

Spring is here. There is no getting away from the evidence given by every budding tree, bush and shrub. One of these signs of Spring-time is to be seen in the yard of Mrs. H. W. Corbett, in Fifth street, between Salmon and Taylor. An almond tree that has become

almost a landmark in the many years it has stood in the yard of this pioneer residence, is in full bloom. It is a mass of pink blossoms. "The tree is getting on in years and looks somewhat scraggly," said Mrs. Corbett last night, "but it is always one of the first trees in the city to bloom, and it blooms profusely. It is now between 35 and 40 years old."

DEMN BUILDINGS OPENS.

First of Several Suits on Trial Before Judge Harris and Range of Testimony Wide.

"Portland and other Coast cities are on a volcano, and being so situated may be visited by bubonic plague," said Dr Charles A. Ballard, chief of the sanitary bureau, yesterday during his tes-timony in the suit being heard before Judge Harris to restrain the city from compelling M. E. Arbuckle, H. E. Ray and S. A. Ray to remove buildings

207 Front street would become breeding places," he declared

The property involved in the suit has been condemned and the owners have brought suit against the city to save the buildings. Miss R. L. Ray called yesterday as a witness for the plain-tiffs, testified that the two buildings on Front street were considered old 29 years ago. None of the witnesses knew the date the buildings were erected, but several contractors testified that they had examined the premises and repaired them and did not believe they were a menace to the health of the community or a danger.

J. G. Daniels, proprietor of the La Grande Creamery, located in the con-demned building at Third and Yamhili streets, testified that he keeps the place shows 352 informal railroad complaints, compared with 301 filed in 1912. The charted 40 per cent.

ciated 40 per cent.

Fire Chief Dowell, R. E. Kremers, deputy building inspector, H. P. Boardman, assistant fire marshal, and Mrs. Saruh A. Evans, city market inspector, testified that the buildings were unsafe or unsanitary.
"I believe the buildings are depreci-

ated 75 per cent, though it is necessary that they be depreciated only 40 per

## SALEM WOMAN CANDIDATE SECOND LAW EDITION NEED

Mrs. Mildred Robertson Brook Would Be Marion Recorder.

SALEM, Or., March 4 .- (Special.)-Marion County has its first woman can-didate for office since women were enfranchised. She is Mrs. Mildred Robertson Brooks, sister of Dr. C. H. Rob-ertson, of this city, and a member of

Mrs. Brooks today filed her declara-tion as a candidate for the Republican nomination for Recorder. Although opposed by four men, who preceded her several days in filing their announce-ments, Mrs. Brooks says she is out to win. She has been a resident of Salem for 30 years.

### EFFECT OF X-RAY FATAL

Pioneer Maker of Tubes Dies Fron Cancer Induced by Experiments.

HARTFORD, Conn., March 4 .- Henry Green, pioneer manufacturer of X-ray tubes, died at his home here today of carcinoma of the liver, induced by

He developed the first focusing tubes to be successfully operated and gave many public demonstrations, later bemanufacture of tubes on a commercial basis.

## Horse's Death Mystifies.

been specially engaged in order that the investigation might be advanced as rapidly as possible and also because of go, out on a trip, and without any the advantage accruing from consultation and counter-check in a work of this magnitude. Steady progress is being made and data assembled as fast as possible, looking to final hearing."

Previous symptoms, a horse belonging to A. W. Sumers became suddenly ill with some strange maledy and when unhitched staggered wildly about. The animal plunged into the front of the Oregon Woolen Mills Store and then of population.

ran madly down North Sixth street, turned on to Whiteaker avenue, crashed into the wall of a cottage and fell

#### TILLAMOOK FAIR DATE SET Marching Club Proposed Will Be

Known as Cheesarians.

TILLAMOOK, Or., March 4.- (Special.) here. -Tillamook County Fair Board decided to hold the next county fair on September 15, 16, 17 and 18. The board an nounced some special prizes to be given on that occasion, as follows: Eugenics, \$100; Grange exhibits, \$100; farm dis-

plays, \$40; ensilage corn, \$15; industrial department, \$200.

Superintendents were appointed as follows: Livestock, Dr. J. E. Reedy; cheese and milk, F. W. Christensen; flowers, W. C. King; domestic cooking, Mrs. D. Billings; eugenics, Mrs. J. H. Dunstan; needle and foncy work Mrs. compelling M. E. Arbuckle, H. E. Ray and S. A. Ray to remove buildings which have been pronounced unsafe and unsanitary.

"If the plague should visit Portland such places as the property at Third and Yamhill streets and 205 and 1025 Fortstreet, and unsanitary.

"If the plague should visit Portland such places as the property at Third and Yamhill streets and 205 and 1025 Fortstreet, and unsanitary.

"If the plague should visit Portland such places as the property at Third and Yamhill streets and 205 and 1025 Fortstreet, and 1025 Fortstreet, would become breeding raphy, Mrs. D. L. Shrode, officer of the tor of Customs Burke. The action respectively. day and chairman of the programme

> In response to a request made by the Tillamook Commercial Club the Fair Board recommended that the name Til-lamook Cheesarians be adopted for a marching club, and that the suits for the club be white duck with a cheese on each arm, green necktie, white hat with green band, tan shoes, triplet cloth cover for hat. An invitation will be extended to the Portland Rosarians and the Salem Cherrians to attend the Tillamook County Fair.

### NEWPORT GARBAGE ISSUE

What to Do With It Baffles Town and Committee Will Decide.

NEWPORT, Or., March 4 .- (Special.) -Garbage disposal has become more han a burning question in Newport and until the town Council can find some place to dispose of garbage the garbage ordinance will be suspended. At the Council meeting Tuesday night it developed that there was no salling March 21, say advices received place other than someone's else lot to here. Stops are made at Mexican and dump or bury the refuse and the city Central American ports.

State Printer Soon to Have Copies for Distribution.

SALEM, Or., March 4 .- (Special.) For the first time in the history of the state it has been found necessary to publish second editions of session laws State Printer Harris said today that 600 new copies of the 1911 laws and 800 copies of the 1913 laws would soon

be ready for distribution. Second editions were necessary be cause the law provides that only 240 copies shall be printed as first editions, and these have been exhausted.

The next Legislature will be asked to amend the law so more copies may be printed at the first run.

increased demand is the result

## FRANCHISE GRANTED ROAD

of the rapid growth of the state.

Portland & West Coast Company Bond Approved by Newport.

NEWPORT, Or., March 4.—(Special.)
-The Portland & West Coast Railroad & Navigation Company may enter Newport so far as its residents are con cerned, a franchise having been granted to that corporation upon the approval of an \$8000 bond by the Mayor Mon-day night. The bond has three signers: B. B. Luter, W. F. Prier and John H. Haak, of Portland, and two suretles, B. B. Luten and W. F. Prier. Mr. Haak is president of the proposed road

and B. B. Luten is secretary.

The contemplated road will run from Newport to Willamina, where it will connect with the Hill system. It fol-

Public Wharf No. 1 to Receive 21 days. Freight First of Month.

## **ELECTRICITY TO BE POWER**

Commission Authorizes Call for Five Winches-Open Platform for Unloading Structural Steel Being Considered.

Cargo is to be received on Public

Dock No. 1 April 1. The contractors have about ten days' work remaining on the first unit, and while the installation of dock winches will be delayed, vessels can discharge with the aid of their own gear in connection with the cargo hoists on the front of the dock. At a special session of the Commission of Public Docks yesterday, G. B. Hegardt, chief engineer, was empowered to advertise for figures on five electric dock winches of 30-horse-power each. After a contract is let delivery can be made in about 45 days. Ordering winches was deferred be-Ordering winches was deferred be-cause it was not until yesterday that the Commission decided to contract for electric lights and energy. An award was made to the Portland Rallway, Light & Power Company on a flat rate of 2% cents a kilowat hour. In that connection the Commission decided to instail a rotary transformer for con-verting alternating current to a direct

verling alternating current to a direct current for operating the dock winches. The Commission instructed Mr. He-gardt to arrange for the purchase of fir brush for rip-rapping in the rear of the new dock, where the Port of Portland shortly will begin filling with about \$0,000 yards of material dredged from the river. Lumber was also ar-ranged for with which to construct a suither.

As the bid of the Reliance Construc-As the bid of the Reliance Construc-tion Company for planking the upper roadway to the dock provided only for labor, and the cost of material was not included, the work was awarded to Bufton & Jeffries, on a bid of \$376. A contract was executed with the Mon-tague-O'Reilly Company for paving the lower roadway with Belgian blocks.

A. C. U. Berry presented a contract in the afternoon under which he will clear the site and build the second unit of the dock. After being referred to City Attorney LaRoche, it will be executed by the Commission. Bids for the construction of the East Side dock will be opened March 19

dock for handling structural steel and heavy hardware was pointed out. The Commission has under consideration a plan for building such a wharf on the site of the city levee, at the foot of Jefferson street.

Resolutions were adopted by the

Resolutions were adopted by the commission commending the men who labored for the establishment of an Alaskan steamship line.

Harbor authorities at Seattle forwarded a copy of their dock tariff and regulations, and asked for a copy of that being framed by the Commission bere.

#### CAPTAIN PAULSEN FINED \$100 Commander of Yucatan Navigated

Without Pilot's License. Not having a pilot aboard when he undertook to shift the steamer Yucatan from the Globe elevator through the goes to Puget Sound from here. raphy, Mrs. D. L. Shrode, officer of the tor of Customs Burke. The action resulted from the Yucatan having collided with the cruiser Boston Tuesday, inflicting damage estimated at \$3000

and injuring the Yucatan as well. United States Inspectors Edwards and Fuller permitted the Yucatan to proceed to San Francisco with temporary repairs to her damaged ports and plates on the understanding that the work would be done on reaching the Golden Gate. Captain Paulsen filed an official report with the inspectors in which he set forth that delay in opening the Broadway bridge in response to his signal was responsible for the He is expected to appeal accident. from the decision of Collector Burke.

### RATE TO CANAL IS LOWERED

Pacific Mail Announces Big Reduction on Cabin Accommodations.

Cabin passenger rates on Pacific Mail liners from San Francisco to the ma Canal have been cut from \$216 to \$150 for the round trip, effective with the sailing of the steamer Newport, salling March 21, say advices received

The testimony will be concluded this morning. Before making his decision Judge Harris will inspect the buildings. The Arbuckle case is the first of several similar cases, so the result will have considerable weight.

The testimony will be concluded this A committee has been named to find a place. Chief of Police Satterlee reported that under existing conditions or until a dumping ground was authorized, enforcement of the laws would be imported that the city limits.

A committee has been named to find a place of the ported that under existing conditions or until a dumping ground was authorized, enforcement of the laws would be imported that the city limits. the journey can be made from here by water at a cost of from \$10 to \$15 additional each way. It is predicted that there will be further reductions before the canal is in operation long. Probably through rates will be made applicable from Portland on independent vessels. ient vessels

MESSINA LOADING RAPIDLY Thursday at 3 A. M.

Oriental Liners Will Take Lumber Shipments This Week.

Loading \$60,000 feet of lumber at Inman-Poulsen's mill was what the tramp Messina accomplished Monday and Tuesday and as there is no reason to anticipate a delay in her dispatch, she will probably continue the speed until

The Royal Mail liner Glenroy hauled down from Irving dock to the Clark & Wilson mill yesterday to take on over 1,500,000 feet for the Orient. More will go aboard the Hamburg-American liner Belgravia, which shifted last night from the Crown mili to the Portland flour mill. With the lumber cargo of the St. Theodore and others that will cleared this month March exports in that column will outshine those of February by a wide margin.

## CHANGES MADE IN ORDINANCE

Oregon City Council Alters Act Creating Water Committee.

OREGON CITY, Or., March 4 .- (Special.)—Five changes were made in the ordinance creating a water committee to superintend the construction of the pipeline from the south fork of the Clackamas to Oregon City, when the tion in measure was brought before the City District:

Council Tuesday.

The ordinance was drawn up by a firm of Portland attorneys upon suggestions which were made by the City Council. The measure will be taken to Portland Wednesday and returned to the lawyers there, who will make the changes as suggested by the Council. As soon as this is done the pro-posed measure will be sent to a firm of consulting attorneys in Boston, who will pass upon the legality of the measure. It is expected by the local authorities that they will hear the ver-dict of the Boston firm within about

ten days. In the meantime the City Council plans to pass an ordinance which will allow that body to call a special general city election within a period of

BUILDING BRIDGE ATTACKED

Suit Filed to Enjoin Clarke County From Construsting Span.

VANCOUVER, Wash., March 4 .-

# WEATHER AT SEA IS BAD

ST. THEODORE BUCKS SNOW AND GALES FROM OTARU.

Notable First Officer Spicer, of Locust Fuel Tale Fame, Not With Captain

Shline This Trip.

One mischievous countenance was VANCOUVER, Wash., March 4.—
(Special.)—A suit to enjoin Clarke
County and William S. Lindsey, S. N.
Secrist and A. Rawson from building
the interstate bridge between Vancouver and Portland, spanning the Columbia River, was filed in the Superior
Court today by E. M. Rands, ex-Senator from Clarke County. His attorney
is Donald McMaster, recently Judge of
the Superior Court of Clarke County.

The suit is a friendly one, and it is
hoped to have it hurried through in
less than three weeks, so that there
can be no question concerning the validity of the bond issue of \$500,000.

In his complaint Mr. Rands alleges

In his complaint Mr. Rands alleges locusts on the way from Europe and

PRESIDENT OF GERMAN AID SOCIETY AND LOVING CUP WHICH FELLOW MEMBERS PRESENTED TO HIM LAST NIGHT.



John Reisacher and Cup Presented

As a token of love and appreciation for one of their number who has served as president of their organization for more than 20 years, members of the General German Aid Society last right presented to John Reisacher a handsome gold and silver loving cup, appropriately inscribed to commemorate the event.

The presentation came as a complete surprise to Mr. Reisacher. Charles

The presentation came as a complete surprise to sit. Addition to be opened March 19.

A communication from the United States Steel Products Company was read, in which the need of an open dook for handling structural steel and

that everything concerning the elec- that the insects on deck were shoveled tion, bond issue and building of the below and used as fuel. bridge is illegal.

Consignments aboard the steamer Yellowstone, operated by the Arrow Line, were cleared for San Francisco vesterday, including 600 sacks of potatoes, 500 sacks of rice, 10 bales of

auto tires and 550 tons of wheat. F. G. Whiting, general Western man-ager of the Cunard Steamship Line, headquarters at Chicago, is in the city on a tour of the Coast to gather information bearing on transatiantic pas-senger business from Portland, possibilities of development with the open passenger movement.

and Levi G. Burgess will also be dry docked before sailing north in April. At a rate of 46s 3d, W. R. Grace & Company have chartered a vessel to load at a North Pacific port for the

West Coast, her name not being an-More oranges are reported to have left San Pedro yesterday on the steamer Beaver, which is due here Sunday. The company has equipped the vessels with windsails or temporary canvass ven-tilators, leading into holds where the circulation from the ordinary ventila-tors is not sufficient, so the fruit can be carried under even temperature. Should that scheme not prove entirely satisfactory electric fans will probably he introduced.

### News From Oregon Ports.

ASTORIA, Or., March 4 .- (Special.)-A dense fog, which enveloped the river and lower harbor last night and the greater portion of today, prevented the schooners Caroline and Wm. F. Jewett and the French bark Champigny from being towed to sea. It even delayed the departure of the steamers Wm. F. and Breakwater from crossing out until this afternoon.

This evening the atmosphere has cleared and the delayed windjammers will probably get to sea tomorrow. COOS BAY, Or. March 4 .- (Special.)

-Arriving this morning from San Francisco, the steam schooner Adeline Smith is loading a cargo of lumber at the Smith Mill. The steamship Alliance, which was billed to sail for Portland this afternoon at 3, was late and crossed the bar

from Eureka at the hour she was to sail north. The vessel will leave The steam schooner Redondo, with 700 tons of freight and 43 passengers, arrived today from San Francisco at 2:20. The Redondo will load lumber for Oakland, sailing on Friday.

COOS BAY, Or., March 4.—(Special.)

—The schooner Omega, of the Simpson
Lumber Company's fleet, bound for this port, is out from Coquimbo 40 days and should be here within the next two weeks,

The Port of Coos Bay today started work on a large dock and warehouse at Marshfield. The Union Oil Company will utilize a portion of the dock and the remainder will be for public use. The approach from the warehouse will be from Front street.

### Service to Salem Daily.

Prompted by a normal increase in water shipments between Portland and Salem, the Yellow Stack Line has decided to increase, the service as far as Salem with the addition of the steamer Pomona on the run, her first trip be ing Monday. She will alternate with Str. the steamer Grahamona, which goes Str. R. Miler. . . . through to Corvailis, By that move the territory as far as Salem will be served daily and to Corvailis and Dayton every other day.

#### Notice to Mariners. The following affects alds to naviga-

tion in the Seventeenth Lighthouse

Coguille River-Channel starboard sid Coquille River—Channel starboard side buoy, 4, third-class nun, heretofore reported missing, was replaced February 19.

Grays Harbor—The following buoys were replaced in position March 2, without other change: Trustee Spit buoy, 4, first-class nun; channel buoy, 4, first-class spar; channel buoy, 1 A, first-class spar; channel buoy, 1 A, first-class spar; channel buoy, 1 A, first-class spar; salmon Bay—The spar buoys now missing will be replaced as soon as practicable, by order of the Bureau of Lighthouses, HENRY L, BECK, inspector. The St. Theodore is here on the first

of three voyages for the China Import & Export Lumber Company, and brought 3000 oak logs from Otaru. She loads for Shanghai with fir. There were three features of the voyage from Otaru, says Captain Shline, one being that snow fell heavily from

the time of leaving Otaru until three days off the mouth of the Columbia, the second being a series of four gales that continued for about 30 hours, and the third that the barometer at one time went down to 27.80, the lowest Captain Shiine says he has seen in 36 years at sea.

"There was 10 to 14 feet of snow in the streets of Otaru and paths had been cut through for sleds, while icicles hung from houses so they could be reached from the streets," he said, "We had such heavy snow crossing to the Coast that at times on the lee side it was level with the bulwarks. The gales came from the northeast to the west, and during them the vessel, though comparatively light, was continually

The St. Theodore was 18 days mak ng her way over. She is nine months old and was given the reputation yes-erday of being the most modern and best equipped of vessels yet sent here feet, beam of 52 feet and depth of hold of 27.10 feet. Her deadweight capacity is 8175 tons.

### MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE. From San Diego.... Los Angeles... Eureka... Los Angeles... Coos Bay... San Diego... Los Angeles TO DEPART. Name. Date. Clamath.

Los Angeles. Los Angeles. Seaver..... Rose City... Yucatan. EUROPEAN AND ORIENTAL SERVICE Name. From Hamburg. Jen of Ruthven. Joerde...... Henlochy..... May May June July Carnavonshire Helgravia, .... Cardiganshire.

J. B. Stetson .... Skagway Quinault .... Skagway Thos. L. Wand ... Skagway DUE FOR INSPECTION Location. Date. Truant. of VancouverVan Salley Gatzert. cock....Portland. ler.....Astoria...

Marconi Wireless Reports. (All positions reported at 8 P. M. March 4 unless otherwise designated.)

unless otherwise designated.)

Lansing, Juneau for San Francisco, 730
miles north of San Francisco,
Herrin, Portland for Monterey, 25 miles
south of columbia River.
Barge 91, in tow of tug Sea Rover, San
Francisco for Graya Harbor, 4 miles north
of Columbia River.
Navajo, San Francisco for Portland, 93
miles south of Columbia River.
Porter, Port San Luis for Everett, 283
miles north of San Francisco.
Catania, Port San Luis for Portland, 188
miles north of San Francisco.
Umatilia, San Francisco for Seattle, 36
miles south of Blanco.
Drake, barge 95 in tow, Richmond for
Seattle, 350 miles north of San Francisco.
1011 miles from San Francisco, March 3.
Persia, Orient for San Francisco, 1111

Spring styles in men's clothes follow the lines of the natural figure. Athletic young men are glad of it; but others needn't worry.

Our designers know how to adapt a garment to any figure.

It's all in the draping; they've done it artistically for figures of every sort.

Hart Schaffner & Mary Good Clothes Makers

SAM'L ROSENBLATT & CO. The Home of "Hart Schaffner & Marx" Clothes.

miles from San Francisco, March 3,
Enterprise, Hilo for San Francisco, 583
miles from San Francisco, March 3,
Minnesota, Orient for Seattle, 2442 miles
from Seattle, March 3,
Santa Marls, Honolulu for Pert San Luis,
1800 miles from Pert San Luis, March 3,
Honolulus, Honolulu for San Francisco,
2080 miles from San Francisco, March 3,
Harvard, San Francisco for San Pedro,
passed Pigeon Polit 6:31 F. M.
Falcon, San Pedro for San Francisco, off
Piedras Himcas,

niles north of Sun Francisco.
Rose City, Portland for San Francisco,
foint Arena.
Richmond, San Francisco for Sentile,
alles from Bichmond.
Columbia, Aberdeen for San Francisco. miles from Richmond.
Columbla, Aberdeen for San Francisco, 20
miles south of Point Arena.
Chansior, Port San Luis for Portland, 241
miles north of Port San Luis.
Centralia, San Francisco for Aberdeen, 55
miles north of Point Arena.
Fenwick, San Pedro for Eureka, 75 miles
north of San Francisco.
Coronado, Grays Harbor for San Francisco.
Coronado, Grays Harbor for San Francisco, 16 miles south of Blunta Reef.
Argyll, Oleum for Seattle, off Point
Bonita. onita. Fifield, San Francisco for Bandon, leaving

Filem, San Francisco for Bandon, searing San Francisco,
Roanoke, San Pedro for San Trancisco, sight miles north of Piedras Blancas.
Bear, San Pedro for San Francisco, 15 miles east of Point Conception, Lyra, San Prancisco for Balbon, 522 miles south of San Pedro.
Vance, San Pedro.
Vance, San Pedro.
Santa Cecilia. San Francisco for Panama.
Santa Cecilia. San Francisco for Panama. vance, San Fedro, 107 Fortand, 20 Intest west of San Fedro, Santa Cecilia, San Francisco for Panama, 231 miles south of San Francisco.

Willamette, Redondo for San Diego, 25 miles south of San Pedro,
Lucas, San Francisco for El Segundo, 83 miles east of Point Conception,
Newport, Balboa for San Francisco, 880 miles north of Ean Francisco, Fielades, Balboa for San Francisco, 115 miles zouth of San Pedro,
Pennsylvania, San Francisco for Balboa, 1025 miles south of San Francisco for Balboa, 1025 miles south of San Francisco for Balboa, 400 miles south of Mazatian.

#### Movements of Vessels,

Movements of Vessels.

PORTLAND, March 4.—Salied—Steamer Thomas L. Wand, for Skagway and way ports; steamer Yucatan, for San Diogo and way ports; steamer Yucatan, for San Diogo and way ports; steamer Multnomah, for Los Angeies and way ports.

Astoria, March 4.—Salied at 2 P. M.—Steamer W. F. Herrin, for Port San Luis, Salied at 2:20 P. M.—Steamer Breakwater, for Coos Bay, March 4.—Arrived at 1 A. M.—Steamer Olson and Mahony, from Columbia River; at 2 A. M.—Steamer San Ramon, from Portland.

Coos Bay, March 4.—Arrived—Steamer Alliance, from Eureka, San Pedro, March 4.—Salied—Steamer Beaver, for Portland.

Port San Luis, March 5.—Arrived and salied—Steamer J. A. Chanslor, for Port-Port San Luis, March 3.—Arrived am alled—Steamer J. A. Chanslor, for Port

and.
Astoria, March 2.—Salled at 5:28 P. M.—
Steamer Oliver J. Olson, for Tacoma.
Fernando, Noronha, March 4.—Passed—
Steamer Bucha Ventura, from Portland, Or.,

or Dunkirk
San Francisco, March 4.—Arrived—Steamrs Olson and Mahoney, from Astoria; Samset (British), from Milke, Salled—Steamrs Uncas (British), for Moji; Moana (Britsh), for Sydney; Centralla, for Grays Harar; Richmend, for Seattle; George Loomis, ber; Richmond, for Seattle; George Louise for El Segundo. Seattle, March 4.—Arrived—Steamer Del-hl, from Southwestern Alaska; schooner C. S. Holmes, from Eureka, Sailed—Steamer Senator, for San Francisco.

Tides at Astoria Thursday. High. Low. 5:29 A. M....7.7 feetil:35 A. M....1.3 feet 8:01 P. M....5.2 feet

Columbia River Bar Report.

The convicts on the prison farm at Jack-on, Mich., raised 1500 bushels of onlons, 500 bushels of parsnips and 2000 bushels f carrots on a total of six acres this year.



Assisted when necessary by light touches of Cuticura Ointment does much to prevent pimples,

eruptions, and promote permanent skin health. Cutlcura Soap and Cintment sold throughout the corld. Liberal sample of each mailed free, with 32-p. cox. Address "Cutlcura," Dept 9H, Beston.

blackheads and other unsightly

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