

OCEAN FREIGHT RATES

ALL COAST GRAIN PORTS ARE ON EVEN TERMS.

Two Shire Liners Reported Chartered at Forty Shillings—American Coal in Japan—Marine Notes.

The British ships Sutherland and Lanthigawhrie, both well-known tramps in this port, were reported chartered yesterday, the former to load at Portland and the latter at Tacoma. Both are for next season's loading, and both will receive the same rate—48 shillings. The British bark Gladys has been chartered to load at San Francisco at 4s 3d. This trio of vessels are all within 100 tons of being the same size, and the rates show pretty conclusively that there is little or no difference in rates between the ports, when the same conditions exist. If there is any percentage in favor of any one of the three ports, it is the one mentioned. It is in favor of Portland, for the reason: The Lanthigawhrie goes from Europe with cargo for Honolulu and Puget Sound, and the Gladys also has cargo from a similar port for San Francisco, while the Sutherland will come to Portland from the Orient in ballast. It is the large number of cargo ships going to San Francisco that has always given that city a tonnage surplus. It may be without the necessity of depending on ballast tonnage.

This year, the carry-over stock of wheat in California, against the export of wheat, is reported to be very large. The present crop prospects, have forced exporters to provide extra tonnage, in addition to the cargo fleet, and in order to get it they must pay the same rates as are paid in the North. In the past, for orders, it never has been any difference in grain rates, except when freights were dull over the world, and a surplus of tonnage gathered in the Strait of Panama, attracted by the big mill ports of the Sound, which could generally be depended on to give a ship a cargo of lumber, which was not possible to secure on the Columbia, where there were no big export sawmills.

NEW FREIGHT STEAMERS. Largest Built in the United States Will Run to Portland.

The first of the American-Hawaiian Steamship Company's new steamers will be in commission about July next. They are the largest freight carriers of their class ever built in the United States. They are to run between Pacific Coast ports, Honolulu and New York. There will be four steamers in the line. They are the American, Hawaiian, Californian and Oregonian. They will be 500 tons burden, 400 feet long, 51 feet beam and 30 feet 6 inches deep. The horse-power is to be 300 indicated, and the vessels will be capable of making 20 knots, with a carrying capacity of 15,000 tons. The Californian is now nearing completion at the Union Iron Works, while the others are well under way in the East. They are all intended for the sugar trade. From New York they will bring general merchandise to San Francisco, Portland and Seattle. From the South they will bring sugar to San Francisco, Portland and Seattle. They are all intended for the sugar trade. From New York they will bring general merchandise to San Francisco, Portland and Seattle. From the South they will bring sugar to San Francisco, Portland and Seattle.

"COALS TO NEWCASTLE."

Nagasaki Imports a Cargo From the United States. CHICAGO, March 28.—T. Fujita, Japanese Consul in Chicago, speaking of advice he has just received from Japan, in which it is stated that the steamer Nishiki, carrying 5000 tons of coal from Virginia, had arrived at Nagasaki, said: "This is the first shipment of American coal ever imported into Japan. It establishes a new commercial precedent between Japan and the United States. Through we have use for American coal, freight rates have been exorbitantly high against its importation."

THE BONITA LAUNCHED.

Latest Addition to Portland's Stern-wheel Fleet. Captain Hosford's new steamer Bonita was launched at Johnson's yard, on the East River, yesterday morning. The new craft is a handsome little stern-wheeler, about 110 feet long, and as she is well-modeled and equipped with plenty of power, will undoubtedly show good speed. The craft was reported to be building for the La Camas route, but Captain Hosford states that he may place her on the Dayton run. She is light draft, and would probably answer all requirements of that route.

MASTER AT FAULT.

License of Captain Stone, of City of Florence, Was Suspended. SAN FRANCISCO, March 28.—The license of Captain George E. Stone, who was master of the British ship City of Florence when she was wrecked on Monterey reef on March 15, has been suspended for six months by the Board of Inquiry, appointed to investigate the cause of disaster. The board found that the captain did not take all the precautions possible to prevent the vessel from going ashore.

Notice to Mariners.

Notice is hereby given that the bell buoy, painted black and marked with the letters "C. O.", situated in the harbor of Rock, Crescent City Harbor, California, is again reported out of order, the bell not striking. It will be repaired as soon as practicable.

By Order of the Lighthouse Board.

U. SEEBER, Commander U. S. N., Inspector Twelfth Lighthouse District.

The Archon's Injuries.

LONDON, March 28.—The German ship Archon, from Atona, for Seattle, before reporting putting into Montevideo, March 23, and with part of her cargo damaged, is damaged below the water line and has 22 frames broken. She must dock and discharge cargo to repair.

Another Wheat Cargo.

The British ship Samarra finished loading yesterday, and will clear today, with 138,254 bushels of wheat, valued at \$64,480. She was loaded by Eppinger & Co., and will leave down the river tomorrow, drawing 22 1/2 feet of water.

Holland Limer Aground.

ROTTERDAM, March 28.—The Holland-American liner Stendam, from New York March 17, for this port, was aground at Maasvlakte during a snow storm and was towed off.

Marine Notes.

The barkentine Gleason, lumber-laden for San Francisco, crossed out from Knappaon yesterday. The Louis will follow her on berth at the Knappaon mills. The little steamer Rosoluis, which has just been completed at Supple, yard, has left papers at the custom-house and left yesterday for the Cascades, where she will be employed this summer.

The British Ship Thornelbank and the British Bark Inverness-shire Arrived Yesterday Morning.

The British ship Thornelbank and the British bark Inverness-shire arrived yesterday morning. They docked at Elevator and Victoria docks respectively. The barkentine Inverness-shire, which arrived yesterday morning, was chartered by the steamer Geo. W. Elder and will run from San Francisco yesterday morning with a light cargo of freight. Reports with the ship have been completed, and she will sail north for Seattle and other regular run today.

Domestic and Foreign Ports.

ASTORIA, March 28.—Sailed—American

THE LEAD TRUST'S CINCH

PITTSBURG LAMP—CHIMNEY MAN EXPLAINS ITS OPERATIONS.

Tribute of \$5,000,000 Levied on the People Annually in Order to Shut Out Competition.

Much has been written and spoken of late about trusts. For the life of me I cannot see the difference between what a trust can do and what a firm with a large capital can do. Both may employ a promoter and place worthless shares of stock, bonds or some variety of "securities" on sale, keeping an eye on the guileless public, and the confidence game, goes on forever. I cannot, however, share in the abuse of a fair and honest aggregation of capital and especially of that particular aggregation known as a corporation—an absolutely necessary form or organization for carrying on business—but I will and can agree with the utter condemnation of what some of them do, what they are intended for doing, but what is only made possible for them to do by the Government being in partnership with them—and a most powerful partner.

PORTLAND PIONEER OF 1845 DEAD.



WOODSON A. SCOGGIN.

W. A. Scoggin, one of Portland's old-time and well-known residents, died at his residence, 472 Alder street, yesterday morning. Mr. Scoggin's illness was very brief, some of his family being aware that he was suffering unusually until within an hour of the time he expired. Two years ago he sustained a severe injury while hunting that produced a paralytic stroke. At that time he was rendered unconscious by a fall, in which the brain was severely shocked. After a time he recovered somewhat from the injury and the consequences, but has never been himself since. Tuesday evening he retired as usual, without complaining to any member of the family that he felt in any manner ill. When called yesterday morning it was found that he was suffering from another paralytic stroke, and within an hour afterwards life was extinct.

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Anti-Bryan.

One Anti-Bryan had a mind To make a trip out West, sir. To think about the anti kind, sir. Of things that he loved best, sir. He went out to the Main, sir. And there he caught a cold, sir. And there he found his anti name. He was so anti bold, sir. When he resigned and came back home This "ad" he did insert, sir. "You fellows do as I have done, You private take another start, I am your leader Democrat, And Populize the same, sir; 'When you find out where I am' at, Right there you must remain, sir."

The Social Democracy.

PORTLAND, March 27.—(To the Editor.) I wish to thank you for the editorial in today's issue of your paper, under the head of "Social Democracy." You state our case with far more clearness than I have been able to do in the hostile press in the habit of doing. The you give us in the concluding part of your article is a very mild form of criticism, compared with what we are accustomed to see in the press. I wish to you that only a small portion of the vast number that intend to vote for Debs this fall believe in the collective ownership of all the means of production and distribution; but only in such means of production and distribution as have become actually or practically monopolized.

Washington Railroad Extension.

NEW WHATCOM, Wash., March 28.—Work on the extension of the Bellingham Bay & British Columbia Railroad will soon begin. The branch starts at Sumas, 24 miles from the terminus on the international boundary, and runs eastward on the American side 24 miles, to Boulder Creek, where the Cornell coal mines are situated. These mines have been purchased by P. B. Cornwall, of Vancouver, and D. O. Mills, the owners of the railroad.

Westport Rate Question Settled.

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INTERSTATE COMMERCE COMMISSION HERE APRIL 9.

Will Consider St. Louis Rate Case—Traffic Men Meet—No Action—Railroad Notes.

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WINNIPEG, March 28.—There are tonight 300 immigrants train en route on the Canadian Pacific to this point, loaded with settlers and their effects.

DATE OF REUNION FIXED.

Annual Encampment Will Include Four Days in August. The first annual meeting of the Multnomah County ex-Soldiers' and Sailors' Association and the Women's Auxiliary took place last night at Foss' Hall, corner Grand and Hawthorne avenues. There were a large attendance, both the association and auxiliary, and the greatest enthusiasm prevailed. The meeting was called to consider the time, place and programme for holding the annual reunion here at the Multnomah County ex-Soldiers' and Sailors' Association, in August, 1912. John E. Mayo, president of the association, said that it would be well to consider the location of the reunion, and that if the reunion be continued over Sunday that day should be observed in a way that would attract an substantial number of the people. He submitted these questions to the consideration of the association and auxiliary. His suggestions were unanimously approved. Mayor Bell made an excellent address, in which he strongly commended the stand taken by President Mayo that Sunday should be strictly observed. Rev. C. E. Cline moved that the reunion be opened Tuesday, June 28, and continued till Sunday night. This brought out much discussion pro and con, and Oregon weather was discussed. Finally this motion was amended to read that the reunion of 1912 shall be held from August 22 to 26, inclusive, which would begin Wednesday and close the following Monday. After further discussion this motion was carried. The president was empowered to appoint a management committee of 10 to make all the arrangements. This committee will report at the next meeting. The president arranged the programmes, etc. The president and secretary, on motion, were made members of this committee. President Mayo said that he would be at the reunion before he would be able to announce the personnel of this committee, as it was necessary to get men who will serve and work.

TRAFFIC MEN MEET.

Consider New York Resolutions—No Debate Action Taken. A meeting was held last Tuesday afternoon at the office of Traffic Manager Campbell, of the O. R. & N., at which the following were present: J. W. Babson, of Seattle, vice president of the O. R. & N.; G. S. Pulton, of Portland, assistant general freight agent of the Washington & Columbia River Railroad; C. H. Markham, general freight and passenger agent of the Southern Pacific; B. Campbell, traffic manager of the O. R. & N.; and R. B. Miller, assistant general freight agent of the latter company. "The meeting was called," said one of those present, "to confer on traffic matters of common interest to competing lines operating in the same territory. This conference was held as the result of the resolutions recently adopted by the railroad presidents at New York, governing the maintenance of rates, the payment of commissions and the issuance of free transportation. The representatives met for the purpose of formulating an agreement in conformity with that of the presidents at the New York meeting. No definite results were obtained, and the meeting adjourned without action."

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WARNER'S SAFE CURE STRENGTHENS THE KIDNEYS, And Cures Scalding, Backache, Albuminuria, Dropsy and Dreaded Bright's Disease.

senior agent of the Northern Pacific, left for Tacoma Tuesday night. He is expected home today.

DAILY METEOROLOGICAL REPORT.

PORTLAND, March 28.—8 P. M.—Maximum temperature, 52; minimum temperature, 39; river reading at 11 A. M., 8.4 feet; change in the last 24 hours, 0.4 foot; total precipitation, 8 P. M. to 8 P. M., trace; total precipitation from Sept. 1, 1909, 30.45 inches; normal precipitation from Sept. 1, 1906, 31.73 inches; deficiency, 1.28 inches; total sunshine March 28, 2:28; possible sunshine March 29, 12:32.

WEATHER SYNOPSIS.

Frost was general in the morning over Washington, Eastern Oregon and Idaho. Rain is now falling west of the Cascades in Oregon and along the coast in Washington, as a result of diminished atmospheric pressure over the Pacific coast, with southerly winds. The low area appears now to be central over British Columbia, and is expected to move eastward, extending the rain area into Eastern Oregon, Washington and Northern Idaho. The temperature has risen in the last 24 hours over Eastern Oregon, Washington and Idaho.

WEATHER FORECASTS.

Forecasts made at Portland for the 28 hours ending at midnight Thursday, March 29: Western Oregon and Western Washington—Light rain; south to west winds. Eastern Oregon, Eastern Washington and Northern Idaho—Occasional light rain; southerly winds. Southern Idaho—Fog; winds generally southerly. Portland and vicinity—Light rain; south to west winds.

AMUSEMENTS.

CORDELL'S THEATER.—Two weeks commencing Sunday, March 25. Usual Matinee, Col. W. A. Thompson's "The Millionaire," 8:15. Monday, "The Millionaire," 8:15. Tuesday, "The Millionaire," 8:15. Wednesday, "The Millionaire," 8:15. Thursday, "The Millionaire," 8:15. Friday, "The Millionaire," 8:15. Saturday, "The Millionaire," 8:15. Sunday, "The Millionaire," 8:15.

AUCTION SALES TODAY.

At Central Auction Rooms, cor. Alder and Park sts.: Sale at 10 A. M. Geo. Baker & Co., auctioneers. At residence, 430 Jefferson st., at 10 o'clock A. M., by S. L. N. Gilman, auctioneer. At 221 West Park st., at 10 A. M. John Campbell Currie, auctioneer. At 322 West Park st., at 10 o'clock A. M., by J. C. Currie, auctioneer.

MEETING NOTICES.

A meeting of the depositors of the Portland Savings Bank, at the Board Room, 221 West Park st., on Monday, March 26, at 1 P. M., to petition the courts of Oregon and Washington for the liquidation of the bank and pay depositors pro rata. None other allowed. C. M. PATTERSON, Depositor.

OREGON COMMANDERY, NO. 1.

Work Order of the Temple. A. M. KNAPP, Com.

DIED.

RAY—At Bellevue, Ill., March 27, 1900. Miles Sherbrook Ray, aged 83 years, 3 months and 20 days. Burial at 12 o'clock, at the residence of Mrs. J. C. Currie, at 10 A. M. John Campbell Currie, auctioneer.

EDWARD HOLMAN, Undertaker.

4th and Yamhill sts. Besa Stinson, lady assistant. Both phones No. 507.

J. P. FINLEY & SON, Undertakers.

Lady Assistant. 275 Third St. Tel. B.

F. S. DENNING, Undertaker.

414 East Alder. Lady Assistant. Both phones.

NEW TODAY.

NOTICE—THE OLD HOLLADAY SCHOOL building is offered for sale to the highest bidder at the following conditions: 1. Sealed bids, to be in the office of the Board of Education, on or before 12 o'clock, April 10, 1912. 2. The building must be removed from the grounds within 15 days from the date of sale. 3. A certified check for 25 per cent of the purchase price must accompany each bid. 4. The board reserves the right to reject any and all bids. R. K. WARREN, Chairman. By H. S. FRANK, 415 Chamber of Commerce.

Wellington Coal.

Pacific Coast Company. Telephone, 229. 248 Washington street.

Mortgage Loans

On improved city and farm property, at lowest current rates. Loans on real estate. Loans on real estate. Loans on real estate.

Mortgage Loans

On improved city property, at lowest rates. Title Guaranty & Trust Co., 7 Chamber of Commerce.

BONDS MORTGAGES

Highest market price paid for municipal and school bonds. Loans on real estate. Loans on real estate. Loans on real estate.

PARRISH & WATKINS

REAL ESTATE, LOAN AND INSURANCE AGENTS Have Moved to 250 ALDER STREET

HOMES ON THE INSTALLMENT PLAN

The undersigned is prepared to build residences in Irvington, the most popular suburb of Portland, and sell them at actual cost, plus 8 per