# THE MORNING OREGONIAN, THURSDAY, MARCH 28, 1901.

# EXPORTERS ARE NOT CHARTERING VERY FREELY.

SHIPS FOR NEXT SEASON

Uncertainty Regarding the Future of the Freight Market -- Rates Higher Than Last Year.

The grain exporters who handle the wheat of the Pacific Northwest are at present grappling with the greatest problem which they are ever called on to solve: To charter, or not to charter? that is the question. As yet, much of the wheat that will be marketed in Portland next Fall or next Winter, has not been sown, but, nevertheless, the exporter is obliged to commence his annual hustle for tonnage, with which to move a crop which is expected, even if it does not materialize. Chartering for new crop loading usually begins in January or Febru-ary, and until within the last three years, the optning rate was around 21s 3d to 52s 6d, although in 1897 it dropped as low as 22e 6d for distant tonnage, chartered nearly a year ahead. Two years ago, the ing was around 33s 9d. Last year it WR.8 25s.

This year, ship-owners have been demanding from 27s 6d to 26s 9d, and a few fixtures have been made at both of these figures. The element of chance is increased to such an extent, however, when freights get above 35s, that some of the operators are backward about taking hold of distant ships. A December ship at 28s 9d may be 10s under the spot market on freights when she arrives, and it also may be los above the market, and it is this delightful uncertainty as to "which way the cat will hop" that adds interest to the business and makes men grow old before their time. If the exporter does not charter, he is liable to find freights not charter, he is have to find regula going up, and his more fortunate com-petitor with cheap ships, which enable higher bids for wheat. This, of course, puts the timid man out of business, or forces him to buy at a loss in order to retain his identity.

the other hand, if he does charter and freights decline, his more fortunate cases \$10,000 to \$15,000 on a single proceeding with caution. They take up an occasional ship in order that their neighbors will not have too much the best of it in case of a sharp advance, but there is nothing like the free chartering that was under way at this time last year. As spot freights are so much easier than were a short time ago, exporters they are holding off as long as possible, hop-ing to bring distant ships down in the usual ratio, the distant chips usually being several shillings cheaper than those on apot.

The future of the freight market is a conundrum, and the exporter who could forecast it accurately would make several fortune in one year. At this moment, the statistical position of freights on the Pacific Coast for next season is quite strong. California has a big crop in prospect, with a large carry-over stock of wheat and an unusually light list of tonnage Seaded in that direction. The disvery of oil has diverted from the Bay City scores of ships which formerly found a good business in bringing inward cargoes of coal and carrying away wheat In the North, the situation is also firm. A number of ships which made long pas sages, and others which made very short passages, have "bunched" at Portland eries Company, of Portland, by rail to and on Puget Sound all at once, but with Puget Sound, but her beam is too great, the departure of this fleet, which will be within the next 30 days, there will be but little in sight unless there is a free chartering movement for next season loading. Steamers are about the only factor in the situation that can be looked to for re-lief, and there is considerable uncertainty about bringing them into the field at any about bringing them into the field at any lower rates than those which are now de-manded. The Chinese muddle will not be settled for many months, and but few African service. The Philippines are still far enough from a state of peace and quiet to require a great many steamers for transport and other purposes. This, with the natural increase in trade throughout the world, makes it uncertain whether rived March 27-Schooner Americana, from the ocean tramp can be depended on to Port Gamble. cut down the rates of the sailers.

der-post of the Griffith had been severely strained on the outward passage, and Captain Ayer feared that it might be car-ried away if heavy weather was encountered on the return voyage. The J. M. Griffiths is 606 tons gross, was built at Seabeck, Wash., in 1882, and is owned by the Washington Mill Company.

SHIPBUILDING STATISTICS. United States Led Both Germany

and France Last Year. WASHINGTON, March 27.-According to

a report to the State Department by United States Consul Sawter, at Glau-chau, the shipbuilding yards of Great Britain during 1999 turned out 1,442,471 tons of commercial vessels, against 361,692 tons by all other countries combined. With warships added, the respective amounts aggregated 1,510,835 and 1,063,792. In the last three years, however, says Consul Sawter, foreign countries have doubled their subtry while England has increased Sawter, foreign countries have doubled their output, while England has increased only 50 per cent. The United States last year led both Germany and France, the amounts of tonnage standing, respect-ively, 358,557, 390,271 and 165,348. Germany turned out the largest ship, the Deutech-land, of 15.52 tons. Four other German steamers had each a tonnage of over 10,-609. England built eight big ships, four being of 12,000 tons each, and the Minnehaha 12,402. France is fast increasing het salling fleet in consequence of subsidies and makes no headway with steamers.

### SULPHUR CARGO ON FIRE. Narrow Escape of the Austrian

Steamer Marianne.

SAN FRANCISCO, March 27 .- The fact has just become known that the big Aus-trian steamer Marianne, which arrived his just become Marianne, which arrived here last Friday from Hakodate, with a cargo of 2000 tons of sulphur, had been on fire in mid-ocean 30 days before reach-ing port. Fortunately the fire was confined to the middle hatch, and was near the surface. The complete flooding of the compariment, in which at least 500 tons of sulphur was stowed, saved the steamer and possibly the lives of all on board.

### Niobe Clears With Wheat.

The German bark Niobe cleared yesterday for Queenstown or Falmouth for orders, with 114,826 bushels of wheat, valued at \$66,599. She was dispatched by Kerr, Gifford & Co., and will leave down the river tomorrow morning. Forrest Hall is competitor can then come in and take the next vessel scheduled to finish, and up cheap ships, and cause him to lose in, will probably be the last of the March fleet to clear. There were three arrivals ship. Just at present, the exporters are from the lower river yesterday-the Kate omas, Craigisla and Ruthwell. The Aighurth, which was chartered Tuesday, will leave up tomorrow, and the Wega may accompany her up the river,

### Saint Bede Due Saturday.

The British steamship St. Bede sailed from San Francisco for this port yesterday morning. She comes under charter to the Pacific Export Lumber Company, and brings several thousand bales of hemp from Manila. After discharging this she will load a full cargo of lumber for the far East. The vessel will arrive at Portland Saturday, making the s 2,000,000-foot lumber carrier in port for the Pacific Export Lumber Company.

### British Skipper Drowned.

FAYAL, Azores, March 27.-The British steamer King Bleddyn, which salled from New York March 10 for Hull, put into this port today with decks swept and boats and bridge gone. Captain Liddie and two of the crew were drowned.

### Cannot Go by Rail.

ASTORIA, Or., March 27.-It was the ntention to ship the launch Santa Rita, recently purchased by the Western Fish-eries Company, of Portland, by rall to and she will have to go outside.

P. M.-German bark Wega, from Yokohama. Condition of the bar at 4 P. M., San Francisco, March 27.-Salled-

Seattle-Arrived March Humboldt, from Alaska. Sailed-Steamer Cottage City for Sitka; steamer Dolphin, for Skagway; steamer Oregon for Valdes. Sydney-Arrived March S-Schooner A,

the Burlington, representatives of the present management insist that the con-trol will not be changed." the Union Pacific also quoting the same rate from Omaha to Northwest common points. The 345 rate is the same as the NO DOUBT THEY WANT IT STREET RAILWAY DISPUTE.

# Company Asserts Its Right to Run

Company Asserts its Aight to hum Freight-Cars in Oregon City. OREGON CITY, March 27.-The City Council is involved in a peculiar legal controversy with the electric street rail-Their Scheme Said to Be to Get Large way. The matter in dispute will be taken into the courts, as the foundation for an action at law has already been laid. The street railway company affirms that

it has a perfect right to haul freight-cars along the principal street of Oregon City. NEW YORK, March 27 .- The indications for James J. Hill's scheme for the lease of the Chicago, Burlington & Quincy Railroad all points to Northern Pacific or because it has a franchise from the city granting this privilege. The present City nuncil says that no such ordinance ever Great Northern, or both, as being the winners. Conferences today at J. P. Mor-gan's office, at which Mr. Hill was preshas been passed, and that the privilege of operating freight cars was given by a previous Council without due consideracess, although the officials refuse to make a statement, professing ignorance, the foundation of proof resting with bankers closely affiliated with the interests at issue. One report has it that the Bur-lington has already been bought by

# MARION COUNTY'S OLDEST INHABITANT.

GREAT NORTHERN AND NORTHERN

PACIFIC AFTER BURLINGTON.

Enough Interest to Swing a

Lease of the Property.

#### HUGH COSGROVE, SR.

WOODBURN, March 24 g-Hugh Congrove, Sr., who resides eight miles west of Woodurn, is believed to be Marion County's oldest inhabitant. He was born in County Cavan, Ireland, Christmas day, 1808. At the age of 21 he married Miss Mary Rossiter, and moved to Detroß, Mich., then a frontier village. Three years later he emigrated to Iilinois, locating on a farm upon which a portion of Jollet now stands. He remained there until 1847, when he joined Father Blanchet's party at the Missouri Riyer, and pushed across the plains to Vancouver, Wash. He selected the homestead upon which his last days are being spent in the Fail of 1847, and has lived there since, except for two years spent at the mines In California-1849-1850. For several years he was engaged in the general merchandise business at St. Paul. Four of the seven of Mr. Cosgrove's children are living. He has 31 grandchildren and 36 great-grandchildren. His first wife died about 15 years ago. In 1891 he married Miss Jane Wrightson. Among his hosts of friends he is known as the Old Man" of French Prairie.

Messrs. Hill and Harriman and their climen as to how they were going to nulli-Domestic and Poreign Ports. ASTORIA, Or., March Z.-Arrived at 6 friends, in the interest of three northern is no feetly valid. They knew that in Decem-doubt, it was said, that the tape tells the ber, 1900. Fred Morris, as the owner of story much more eloquently than public announcements, and no other explanation

points. The 345 rate is the same as the Southern lines made for the Epworth League Convention to be held in San League Convention to be held in San Francisco. Tickets to the Epworth League Convention via the Northwest will cost \$13.50 extra. Local rates to the conven-tion have not yet been fixed, but they will be in a few days.)

## TO CONSULT WITH HARRIMAN. Relations of Union Pacific and Cen-

tral Pacific to Be Arranged. CHICAGO, March Z.-President C. M. Hays, of the Southern Pacific; President Burt, of the Union Pacific; Vice-President Bancroft, of the Oregon Short Line, and Traffic Manager Campbell, of the Oregon Railroad & Navigation Company, passed through Chicago today en route for New York. It was expected that the distinguished party of railroad men would make a short stop in Chicago, but their car on its arrival was immediately switched to the Lake Shore tracks and was attached to the Lake Shore limited, leaving at 10:30 A. M. A conference will be held with E. H. Harriman in New York, and it is understood that negotin-tions will be made looking toward the lidation of the Union and Central

Pacific Railway systems. Trolley Franchise in Marion County. SALEM, March 27 .- A petition is being circulated among the farmers residing east of Salem, asking the County Court to grant a franchise for the construction of an electric line between this city and Silverton. The petition does not state the name of the person or company to whom the franchise is to be given. It is the desire of the promoters of the project to use the public highway wherever the farmers will not grant a right of way over their, land. It is understood that objections are being urged against granting the enterprise the use of the public roads, and that some of the farmers refuse their consent to let the road cross their farms. It is reported that W. H. Burgardt, Sr., formerly of Oregon City, is interested in the matter, though there is nothing in the petition to indicate as much.

(Mr. Burgardt worked a long time on a similar scheme in Clackamas County, and at one time it was said he was near

success. An engineer began work in the field, but after a few weeks he left the country, omitting to settle bills amount-ing to a considerable sum. It was understood that the plan was to "promote" the project and then realize upon it if it could be got in salable shape.)

# Mexican Central Rumors.

CHICAGO, March 27.-A special to the Record from the City of Mexico says: "Chicago and New York capitalists have, it is said, practically secured a concession for a railroad through the northern part of the republic. It is be-lieved the road will connect with the

In regard to the rumor that the Chi-cago, Rock Island & Pacific Railroad will absorb the Mexican Central, President W. G. Purdy, of the Rock Island, said: Alloting New Pennsylvania Stock. PHILADELPHIA, March 27.-The new-ly elected directors of the Pennsylvania Railroad Company held their first meet-"There is no truth in the report that the Rock Island is contemplating any con-solidation with the Mexican Central Railing today, at which the allotment of the

Edward D. Kenna, first vice-president the Atchison, Topeka & Santa Fe, said: "The Santa Fe road has made connec-tion with the Mexican Central for a num-

ber of years at El Paso, and has been sending through sleepers into Mexico. This arrangement will continue, though no consolidation is planned."

Pennsylvania's Control of B. & O. NEW YORK, March 27 .- The Commen

cial Advertiser says: "The report that James McCrea, first single day's movement in the history of the homeseekers' rates, and railroad offi-cials say the movement has only com-The report that James McCrea, first vice-president of the Pennsylvania lines west of Pittsburg, is to succeed John K. Cowan as president of the Baltimore.& Ohio Rallroad, is denied by some of the largest stockholders of the last-named menced. the electric rallway, presented an ordinance to the City Council which extended

President Hammoud, of the Astoria & Columbia River Railroad, is expected The Baltimore & Ohlo directorate is

USOL WAR CURE my en tire system ceme to have plete chango. blood is in fine dition, my nerves stoady, said my headaches completely gone. I am indeed most grateful to have known of your wonderful medicine, and I glady give M due praise. Tours respectfully, maint, the metmode Cas MRS. H. PETTIBONE. regarded as very probable. An influential held in San Francisco April 3, when the representative of the Pennsylvania said today that, while it is true that the Pennrelative strength of the new interesta will be shown and it will be known defi-nitely whether Union Pacific influences

COMPLETE CHANGE!

men over the company's line from this

city to Cripple Creek. The train was the first to carry other than officials of the

road and a few invited guests who have

heretofore made the trip. The distance between the two terminals of the line is

More Large Figures From St. Paul.

ST. PAUL, March 27 .- One thousand

day for Oregon, 1500 for Washington, and 2009 for North Dakota. It was the largest

Railroad Notes.

eekers passed through St. Paul to

44 miles

elected.

Boohester, N. Y.

Gentlemen: Before try-ing your medicine, I suffored frequently

with bil

win publication accompanied by severe headaches, so that I had to go to bed and

694 Euclid Ave., Cleveland, O., Dec. 31, 1900.

sylvania company held control of the Bal-timore & Ohio, it was not likely that any control. The annual meeting of the Oregon & California Company will be held in Portland a week later. important changes will be made in the board of directors for some time to come." The first Union Pacific cars to arrive New Cripple Creek Line Opened.

from the East for two days came in last night a little before 11 o'clock, bringing COLORADO SPRINGS, March 27 .-- Sudelayed passengers and mail. The delay perintendent Ridgeway, Traffic Manager Henry and Chief Clerk McWaters, of the was caused by a snow blockade in Ne-braska. It is expected that through Colorado Springs & Cripple Creek Dis-trict Rallway, today conducted a party of 100 newspaper, rallroad and business trains will resume schedule time again today.

Chilean Government Orders Ralls. PITTSBURG, March 27.-The Carnegia Company has feceived an order from the Chilean Government for 16,000 tons of standard steel rails for the roads of that country. The rails are to be delivered within two months.

Michigan Central Gets New Road. NEW YORK, March 27 .- According the Mail and Express, plans are nearly completed for the merger of the Canada Southern into the Michigan Central by the exchange of the new 3 per cent Michigan Central collateral trust bonds for Canida ess

The beverage made from Figprune new issue of stock was determined upon. The board decided to issue the stock to Cercal is smooth, paintable and nutritious. Because of the large shareholders at the rate of 331-3 per cent of their present holdings, at a price of \$80 per share. All the old officers were repercentage of natural saccharine matter in figs and prunes, Figprune requires less sugar than any other

Sugar

cereal colfee.



Mexican Central at or mear Chihuahua, and will run through the State of So-Southern shares, after the fashion of the acquisition of the Michigan Central and Lake Shore roads by the New York Cennora, to the Gulf of California." tral.

### MADE A RATTLING RUN.

### German Bark Wega Crosses the Pacific in Twenty-five Days.

After so many slow passages across the Pacific this season, it is refreshing to hear of a run like that made by the German ship Wega, which arrived in from Yokohama last evening. The Wega sailed from the Japanese port March 2, and, accordingly, made the run across in the rattling time of 25 days. This is two or three days behind the record run made by the Scl-kirkshire, but it is fast enough to be remembered, and has been beaten but few times in the past dozen years. The German ship Peru made the run in 24 days, and the British bark Oberon, an old teak clipper, came across in 24 days. The Selkirkshire's time was a fraction under 22 days. Some skippers figure the pas-sage across from the time they get weil clear of the land on the other side until they get "off" the mouth of the river. In this way they shorten the passage wonderfully at time, but as records are based on the time from port to port, these flying trips do not count, especially as some of them are inclined to consider the passage ended when they are several hundred miles "off" the mouth of the river.

### NEW GRAIN ROUTE.

### Considerable Business May Be Diverted to Georgian Bay.

CLEVELAND, March 27.-Representatives of grain shipping firms in Chicago were in the city yesterday looking after tonnage for the first cargoes for the sea-son, and also making arrangements for the genson's business. From what they assert it is evident that a great deal of the grain from the Northwest is to be diverted from its former course, and will be shipped via Georgian Bay and Mon-treal. The new route will be through from the Georgian Bay and over the Parry Sound Railway to Montreal, which port already shows increase in its export grain shipments. The plan will make inroads upon the Buffalo business, and neces-sarily upon New York trade. When the elevators at both Port Colborne and Mon-treal have been established, the addi-tional movement through Montreal will be much greater.

#### ANXIETY FOR THE GRIFFITH.

#### Left Mollendo January 25-Was Unfit for Heavy Weather.

PORT TOWNSEND, March I.-The arrival this morning of the British bark Harold after a passage of 61 days from Mollendo, Peru, has caused much speculation among shipping men as to the safety of the American barkentine J. M. Grif-fith, which salled from Mollendo for Port Townsend January 25, 10 days before the

departure of the Harold. Captain Belding, of the Harold, reports that Captain Ayer, of the Griffith, told him at Mollendo that he had lost all his good shills in gales encountered on the passage from Port Townsend to Mol-lendo, and had only one suit of very old sails to use on the voyage back to Puget Sound. He had, however, secured a supply of canvas at the Peruvian port, and intended thoroughly to overhaul his sails on the way home. The rudder and 'rud-

Falmouth-Arrived March 26.-Bark Bertha, from Tacoma. -Bark Osterbek, from Portland. Gloucester-Arrived March 24.-Ship Rodenbek, from Seattle.

Yokohama-Arrived March 26.-Caith. ess, from Tacoma, via Muroran, etc. Boulogne, March 27.-Arrived-Staten-dam, from New York, for Rotterdam. Queenstown, March 27.-Sailed-Lake Ontario, from Liverpool, for Halifax. New York, March 27.-Sailed-Sardinian, for Glasgow; Oceanic, for Liverpool; Noordland, for Antwerp.

Belfast, March 27.-Sailed-Steamer Inis-howen Head, for New Orleans. New York, March 27 .- Arrived-Cevic,

from Liverpool. Ushanti, March 27.-Passed-Neko, from San Francisco, Ocos and Montevideo via St. Vincent, C. V., for Hamburg. Nice, March 27 .- Arrived-Cruising yacht

London

Wash .- Arrived March

London Chronie ous instrument has b An ingeni vented by Mr. R. M. Lowne, of Catford, whereby the velocity and direction of the wind may be accurately registered by means of electricity. The instrument is an adaptation of vane and anemom ter combined, and the record is automatically made on a paper ribbon-the indi-cating instrument being connected by electric wires with the vane and ane-mometer. The direction of the wind is continuously shown by a well-defined sin gle pencil line, and the changes to eight points on the compass and their duration are also recorded in the same way. Another puncil line indicates tenths of

miles and miles of velocity, and the maximum velocity (and when it occurred) can also be seen at a glance. Mr. Lowne claims that the apparatus, which he has kept working for over a year, is most successful in every way and withstands all changes of weather. wverything is perfectly automatic in action and the battery power required is very small. The records shown by means of Mr. Lowne's instruments cannot, he states, be obtained by means of any other apparatus in existe

Mr. Lowne told a newspaper representative that it will be quite possible to get, by means of his invention, accurate records at a central station of the direc tion and velocity of the wind from any part of Great Britain by means of elec-tric wires connecting the recording instrument with the vanes and anemometers wherever they may happen to be stationed.

## Prophecy.

Mabel Earle in Youth's Companion. Pure in its light the western sky Pales o'er the mow-ribbed duns. And through the trees shines stead(astly A little virgin moon, White in her faithfulness, and shy For joy which shall be soon

Purple and dim the twilight creeps Where ky fringes cling About a little stream, which keeps Its dark way westering; And underneath the sharp air sleeps The tenderness of Spring. in Boston: "For some years the Burlington people

have known and realized what a spiendid piece of property they possessed and also the possibilities which might result from B. Johnson, from Gray's Harbor. Ar-fived March Z-Schooner Americana, from Port Gamble. March 26.—Bark so valuable and profitable an enterprise, Arrived March 27 when in justice to themselves and the stockholders they should have expanded; should have secured a Pacific Coast con-nection through the Union Pacific or some other trans-continental line. I have pos-

other trans-continental line. I have pos-tive information that the Great Northern and the Northern Pacific people are at work to secure a controlling interest in the road with the intent of leasing it." The Evening Post says: Burlington and Northern Pacific shares were strong and active today on the re-vival of the reports that there would be a lease of the Burlington by the Northern Pacific and Great Northern Railways, No official confirmation of these reports could be obtained today and important stockholding interests in the Burlington denied having information that any offer

had been made for the Burlington here. It may be said that neither the Great Northern not Northern Pacific directors Note, March 2.-Arrived-Cruising Facit Princess Victoria Luise, from New York, on pleasure cruise. Buez, March 2.-Arrived-Glenfarg, from Facoma, Nagasaki and Manlla for control of the Burlington and turn it over to the Northern Pacific and Great North.

Hoquiam, Wash.—Arrived March 25-Schooner Charles R. Wilson, from San Francisco for Aberdeen. Will Measure the Wind. his proposals remains to be seen. It is his proposals remains to be seen. It is believed that Mr. Hill is prepared to bid a high cash price for the Burlington, to lease it at a specified guaranteed rental or to exchange the stock for new bonds-as the Lake Shore and Michigan Central was acquired by the New York Central. In such negotiations the Hill interests have the advantage of owning heavy amounts of stock of Burlington, bought at much lower prices, both directly and at much lower prices, both directly and through allied banking interests in New York, which would be voted in favor of any proposal looking to secure the Bur-lington for the Northern Pacific road, "At present it may be stated on good authority the effort to secure control of

the Burlington is evidently in the hands of Mr. Hill. J. P. Morgan has taken no active part in the negotiations, as he did in those to secure the St. Paul. If Mr. Hill succeeds in securing the Burlington and the option is offered to the Northern Pacific railway to share with the Great Northern any guarantee, or to join in the purchase price, it will undoubtedly be a implished. At the present time the pro-osal remains in an indefinite shape, ending the outcome of Mr. Hill's effort o reach an agreement with the Burling-on directors. President Perkins is said be on his way to Boston, and it is be lieved that definite offer will be made to the Burlington board this week. If the directors refuse the offer, and heretofore they have been opposed to passing control the success of any effort to lease the Burlington to any Western road will be jeopardized. While New York banking injeopardized. While New York banking in-terests have become heavy holders of the shares, the stock is widely distributed throughout New England, and it will be difficult to induce these investors to part with their holdings. It may be said that President Hill has a strong following in New England, and is in a better position than almost any interest to securi ontrol of the Burlington." The Commercial Advertiser says:

"Officers of the Chicago, Burlington Quincy and of the Northern Pacific Rail-road companies say there is no foundation for the stories that an offer has been made on the part of the Northern Pa-cific for control of the Burlington. While it is conceded that New York capitalists have lately acquired a large interest in

the action of the Council in fixing a flat rate of \$300 for so long a time. They be-

to him the privilege of running cars for

lieved that the franchise, long before its expiration, would be worth more than \$300, and that a better plan would be to revise the license fee at intervals of five years. When the new City Council came into power in January, the members said that the etreet rallway ordinance in question had not been regularly passed. It was taken from the table and voted upon as an ordinance and defeated. The question now at issue is regarding the legality of the ordinance. It averred that the ordinance was not paesed at two distinct meetings of the Council, as provided by the charter, but read at one meeting and passed at an adjourned meeting, thereby endering it invalid.

Saturday, March 16, George Adams, a motorman in the employ of the street rail-way company, was arrested for drawing four freight cars along Main street, making an unseemly noise and obstructing the view of Willamette Falls. Adams was arraigned before Recorder Curry. The attorneys have agreed to submit a statement of facts tomorrow afternoon. The case will, no doubt, go to the Circuit Court on a writ of review.

## MAY BRING A RATE WAR.

D

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OF

### Northwest to Have Same Fares as Bay City for Epworth League.

ST. PAUL, March 27 .- The Great North-ern today announced that it would apply a first-class round-trip rate July 6 to 13 of \$45 for San Francisco, Portland, Se-attle, Tacoma, Victoria and Vancouver, good for stop-over west of Havre, Mont., from St. Paul and Sloux City, limited for return to August 31, and a rate of \$50 from Chicago to the points named. The regular one-way rate from St. Paul is now \$50. Railroad officials say this will start a transcontinental rate war by the Southern lines, and that Epworth League rates will be materially cut by all lines. The Northern Pacific today announced that it would put'in the same rate.

(News to this effect was received at the Portland offices of the roads yesterday,

STOMACH

BITTERS

neck of the bottle.



THIS

MEDICINE

is familiar in thous-

ands of homes. For

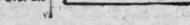
half a century it has

had a permanent

ace as a family

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