

WHY ARE THEY HERE?

Freight Men Don't Know
What's to Be Done.

WILL TAKE TWO WEEKS TO IT

Whole Transcontinental Schedule
Will Probably Be Reviewed—
Details Will Not Now Be
Given Out.

Little work was done by the Transcontinental Freight Bureau yesterday. A session lasting a few minutes was held, after which the bureau adjourned until the 21st inst., at which time the bureau will meet to consider the proposed changes in the transcontinental schedule.

One of the important transcontinentals, the Santa Fe, had no representative present, and the other representatives deemed it inadvisable to discuss the proposed changes in the schedule until the 21st inst. The bureau will meet to consider the proposed changes in the schedule.

Friends of the visiting railroad men took them in charge and saw that they did not have to leave heavily on their hands. Various side trips from Portland were made, and the beauties of the surroundings were duly impressed upon the men from the storm-driven East as well as those from the drought-paroled South. In the evening all the railroad men accepted the courtesy of the Baker Theater and enjoyed the performance there.

Following is a list of the railroads and representatives at the opening meeting of the bureau yesterday morning:

Northern Pacific Railroad—S. L. Moore, general freight agent, St. Paul, Minn.; S. Fulton, assistant general freight agent, Portland; S. B. Calderhead, general freight agent, Washington & Columbia River Railroad, Walla Walla, Wash.

Oregon Railroad & Navigation Company—W. E. Conan, assistant general freight agent, Portland.

Great Northern Railroad—G. O. Somers, general freight agent, St. Paul, Minn.; Canadian Pacific Railroad—R. Macdonald, assistant general freight agent, Winnipeg; F. W. Peters, general freight agent, Vancouver, B. C.

Southern Pacific Company—G. W. Luce, general freight agent, San Francisco; G. W. Fletcher, general agent, San Francisco; R. H. Miller, general freight agent, Oregon lines, Portland.

Oregon Short Line Railroad—T. M. Schumacher, acting traffic manager, Salt Lake City, Utah.

Union Pacific Railroad—W. H. Gorst, assistant general freight agent, Omaha; C. Clifton, general agent, San Francisco.

Chicago, Rock Island & Pacific—H. H. Emery, general freight agent, Topeka, Kan.

Missouri Pacific Railroad—L. M. Fletcher, general agent, St. Louis, Mo.

Colorado Midland Railroad—H. C. Bush, traffic manager, Denver.

Denver & Rio Grande Railroad and Rio Grande Western Railroad—Fred Wild, Jr., general freight agent, Denver.

This left unrepresented three railroads in transcontinental territory outside the Santa Fe. These are the Missouri, Kansas & Texas, the St. Louis & San Francisco and the Texas & Pacific. However, they are so allied with the great railroad systems that it is not essential for them to be directly represented.

Every member of the bureau professes complete ignorance of the business to come before the meeting. They have only the very general idea that when proceedings shall be opened in their room something pertaining somehow to railroad traffic matters will be considered. It will all be a matter of detail, they say, but at the same time they are getting away from the idea that the bureau will be a public information until the results shall be compiled and issued as a new tariff sheet. Explanations to this practice are said to be very rare. In short, the detailed proceedings of the bureau are held by its members to be none of the business of the general public, or of the shipping public, and they are not to be discussed until the time between meetings has long passed, however, a great effort will be made to go over the whole schedule this time.

While there have been rumors that numerous merchants and manufacturers would apply for a hearing at this meeting of the bureau, few have thus far appeared. F. T. Bentley, of Chicago, has been staying in the Portland Hotel for several days. He is said to represent large iron and steel manufacturers who wish some modification in transcontinental rates.

Two other men arrived yesterday, both of them in the Portland Hotel. One is a dealer in furniture to a large extent. One of these is F. K. Harmon, of Tacoma, and the other is Mr. Gibbs, of the firm of Tull & Gibbs, Spokane. It is said they will work for lower transcontinental furniture rates, and that they will be aided by all the pressure the Eastern manufacturers can bring to bear. Applications from other sections of the country are expected. No hint is given of the reception that will be given these applicants.

MR. HILL AND HIS ROADS.

He Would Not Testify as to His Intentions.

MINNEAPOLIS, Minn., Feb. 18.—James J. Hill continued his testimony today before the court examining the conduct of Peter Power against the Northern Pacific Railroad Company, involving the retirement of the preferred stock of the corporation. Mr. Hill was questioned closely on the details connected with the retirement of the preferred stock, and the part taken in it by Morgan & Co. and E. H. Harriman. He said he was unable to give accurate information regarding many details of the transaction.

The plaintiff's attorney went to much pains to secure from Mr. Hill the information as to the intentions of himself and associates in the Northern Securities Company to secure a majority of the Great Northern stock. He said he thought it was the intention of the company when it was formed that the majority of the Great Northern stock would be turned in, but it was a matter which only the shareholders could determine.

Mr. Hill continued his testimony before Special Examiner Noble until 4:30 P. M. He said the Securities Company was negotiating for stock in the Crow's Nest Coal Company and in the Crow's Nest Lumber Company, and in the Crow's Nest Pulp and Paper Company.

FOUR PORTLAND CARGOES

STEAMSHIPS AND SAILERS CLEAR
WITH LUMBER, WHEAT, FLOUR.

March Grain Fleet Now Coming In—
British Ship Conway Chartered at
25 Shillings—Marine Notes.

Two steamships and two sailing ships were cleared at the Custom-House yesterday with typical Oregon cargoes. The Pacific Export Lumber Company dispatched the big steamship Hatusa for Vladivostok with a cargo of flour, lumber and pine, and the North Pacific Mills cleared the steamer South Portland for San Francisco with a full cargo of lumber. The Pacific Lumber Company has been quite prominent in the Siberian trade for a number of years, and the Hatusa is the first of their fleet to sail for Vladivostok this season. Her cargo amounts to over

month will be quite numerous. The en route list, however, is receiving but few additions, and is shrinking to Summer proportions earlier in the season than usual.

THE CONWAY CHARTERED.

Freights at Last Touch 25 Shillings for Portland Loading. Freight touched 25 shillings in Portland yesterday for the first time since the Summer of 1897, nearly five years ago. The British ship Conway was chartered by A. Berg at 25 shillings, and will be ordered to Portland at once. While this figure has the appearance of being very cheap when compared with the rates paid less than a year ago, there is a strong possibility that even lower rates will prevail before the designated tonnage now in port and headed in this direction is taken care of. The owners of the Conway have apparently grasped the situation a little sooner than some of the other shipowners who have had litigious ships in port, for the saving of time by getting the vessel out of port and off to another part of the world where

TRAFFIC MANAGER B. CAMPBELL, OF THE O. R. & N.



Photo by McAlpin, 129 Seventh street.

SAID TO HAVE BEEN DECIDED ON FOR ASSISTANT TRAFFIC DIRECTOR OF THE HARRIMAN LINES.

A report leaked out yesterday that B. Campbell, traffic manager of the O. R. & N. Co., had been selected for the position of assistant traffic director of the Harriman line, of which J. C. Stubbs is traffic director. One variety of the report had it that the appointment had already been made, but if it were so it is not probable that there would be any hesitancy about announcing it from headquarters. It is known that Mr. Campbell has been in Chicago for some weeks, and it is to be taken all the stock of both roads of traffic director. Therefore, Mr. Campbell's associates and the public have been somewhat prepared for the news that now comes, though it cannot be said that it was expected. Mr. Campbell's friends have recognized in him a traffic man of exceptional ability, as well as of long and extensive experience, and this has been a factor in the announcement that he would be called to a more important position than that he occupied here. None of Mr. Campbell's associates would give out anything yesterday regarding the mission upon which he was engaged in the East, or discuss even the probabilities of his appointment as assistant traffic director. No one could be found who cared to discredit the report, and inasmuch as it fitted in very well with known circumstances and the traffic chief in attendance on the meeting of the transcontinental freight bureau seemed to have information that made them believe the story unquestionably, it was generally accepted as true. Mrs. Campbell is now in Chicago with her husband.

Benjamin Campbell was born at Liberty, Ind., June 10, 1858. He entered railway service in 1875 as telegraph operator on the Cairo & Vincennes Railroad. The next year he became station agent for the old Minneapolis, St. Paul & Sioux City (the present Chicago, St. Paul, Minneapolis & Omaha), and he rose from that position to be traveling freight agent, and then general agent of the same company. In 1884 he came to Portland as general agent of the Union Pacific, which position he held three years. Since that time he has been at the head of the freight department on the O. R. & N., and since the reorganization of that company, in 1897, he has been traffic manager, having jurisdiction over the passenger traffic as well as over the freight traffic of the company.

2,500,000 feet of lumber and piling, and she has about a thousand tons of flour on board. She will leave down the river this morning. The South Portland, which carries about 1,000,000 feet of lumber, left down the river last evening. The British ship Galgorm Castle was cleared for Queenstown or Falmouth for orders by the Portland Grain Company with 35,000 bushels of wheat, valued at \$50,000. The British ship Ardnamurchan was cleared for the same ports by the Portland Flouring Mills Company with 25,000 bushels of wheat, valued at \$35,000. Both of the vessels will leave down the river this morning to join the fleet at Astoria, which is waiting for an opportunity to get to sea. The British ship Queen Elizabeth, which has sailed a pretty close race by the small margin of 24 hours, making the run in 90 days. The Queen Elizabeth is in better luck than the Conway, however, as she has a good charterer awaiting her, while the Conway was chartered after arrival at a very low rate.

The master of the Barmbek reports being in company with a large number of vessels, and several of them were off the mouth of the river last evening. Among the number was the French bark Vendee and the Breizh bark Bannickley. The Vendee is partially dismantled, and is out about six months from Newcastle, England, with general cargo. The Bannickley is coming up from the West Coast in ballast. She is out about 50 days. The British bark Lota, which arrived in Monday night, also came up from the West Coast, and was about 70 days out. There are still eight or ten vessels due here, and arrivals from now on until the end of the

Stuslaw River. When the derelict was sighted the Acme ran alongside to be positive of its identity. The sea was rough with the deck, her masts were broken off and hanging over the side, her foremast was gone, as was her gibboom. As she is loaded with timber, she is considered a serious menace to navigation.

Lota Sights a Staff. The master of the British bark Lota, which arrived in last evening, reports that at dusk on last Sunday evening he sighted a raft of about 25x25 feet, constructed of plies or logs, about 15 miles off the entrance to Gray's Harbor. The observation of it was indistinct, but he judged it to be a hastily constructed affair. There were no people or articles on it.

Clear at Custom-House. The barkentine Omega cleared at the Custom-House today for San Francisco, with 600,000 feet of lumber, loaded at the Knappa mill. The barkentine Addenda cleared at the Custom-House today with 200,000 feet of lumber for Valparaiso, loaded at the Knappa mill. The steamer Acme brought her crew up from San Francisco this morning.

PUGET SOUND SHIPPING.

Big Fleet of Vessels in Port and En Route at Same Time.

Puget Sound shipping presented by the Seattle Post-Intelligencer makes quite an imposing showing. On Monday the P-I printed a list of "vessels in Puget Sound and British Columbia ports." It contained among other vessels the following:

Tons.	Vessel
1252	Cumbrian, British bark
1252	Courtney Ford, American schooner
1252	Eaton Hall, British bark
1252	Ferris S. Thompson, American bark
1252	Glenale, American schooner
1252	Kintuck, British steamer
1252	Kishul Maru, Japanese steamer
1252	Maid of Orleans, American schooner
1252	Okanogan, American schooner
1252	Queen, American schooner
1252	S. D. Charlton, American bark
1252	W. J. Jewett, American schooner
1252	Zampa, American schooner

This list was followed by one headed, "Vessels to Arrive at Puget Sound and British Columbia Ports." Among other vessels included in this second list were the following:

Tons.	Vessel
1252	Cumbrian, British bark
1252	Courtney Ford, American schooner
1252	Eaton Hall, British bark
1252	Ferris S. Thompson, American bark
1252	Glenale, American schooner
1252	Kintuck, British steamer
1252	Kishul Maru, Japanese steamer
1252	Maid of Orleans, American schooner
1252	Okanogan, American schooner
1252	Queen, American schooner
1252	S. D. Charlton, American bark
1252	W. J. Jewett, American schooner
1252	Zampa, American schooner

Derelict Schooner Sighted. The steamer Acme arrived in from San Francisco yesterday, and reports passing the abandoned schooner Laura Pike on Monday. The Laura Pike was abandoned several days ago off Trinidad, and her crew was picked up by the steamer Nome City and taken to Seattle. Nothing more was seen of the schooner, and it was supposed that it had sunk. The derelict was sighted by the Acme in latitude 44-10, longitude 124-30. She was apparently waterlogged, and her main mast was missing, but the foremast and jibboom were still in place. If she drifts near enough to some coast port she may be taken in at a profit by some tugboat.

Captain Randall Ill. Captain Clement Randall, of the steamer Geo. W. Elder, is quite ill in San Francisco with scarlet fever. He was taken to the hospital when the steamer reached the City on her last down trip, and will probably be off duty for several weeks. He is succeeded in command on the Elder by First Officer Wallace, who has been on the route for several years and is a well known seaman. The steamer Geo. W. Elder is a general favorite, not only with the traveling public, but with everyone else along the coast, from whom she has received many complimentary remarks. All will hope to hear of his speedy recovery.

Probably the Vendee. SAN FRANCISCO, Feb. 18.—The steamer E. Ralston, which sailed for Seattle about 5 P. M. February 13, about 30 miles west of the Columbia River, she passed an iron bark loaded and painted like a lumber schooner, and was carried away. She also sighted a wooden bark in ballast.

The vessel sighted was undoubtedly the French bark Vendee, which was previously reported off the coast with fore-topgallant mast missing.

Storm-Bound Fleet Arriving. PORT TOWNSEND, Wash., Feb. 18.—The storm-bound fleet off the entrance to the Straits is beginning to arrive, and owing to the long delay, some of the vessels have lost their charters. The ship M. E. Watson, from Iquique, chartered last December, to load at Tacoma, the date of cancellation of the charter being February 15, arrived today. She has been off the Straits for a number of days, and her loss will be heavy, as the difference in present charter rates and those of December is about \$5.

Utahella in Quarantine. SAN FRANCISCO, Feb. 18.—The steamer Utahella, which arrived from Puget Sound ports, is in quarantine, and her passengers will not be allowed to land before tomorrow morning at least. On the way down the coast a second-class passenger from Seattle developed symptoms of smallpox, and the quarantine officials decided to hold the steamer until the exact nature of the disease is determined. The Utahella had a stormy voyage, and was 48 hours overdue.

Renata to Wilhelmina. PORT TOWNSEND, Wash., Feb. 18.—The Dutch steamship Wilhelmina, which was under charter to the Government to take cargo to Manila, after remaining in this harbor for over three weeks, was hauled alongside the dock and will have new tubes put in her boilers.

Greenian a Total Wreck. HALIFAX, Feb. 18.—The stranded Allan Line steamer Greenian, which struck the rocks just outside of the harbor 10 days ago, broke in two under the force of the tempest last night, and lies a complete wreck.

Marine Notes. The French bark Versailles left up from Astoria yesterday afternoon. The lightship tender Manzanita, which was on duty on Puget Sound, is being repaired and attending to lighthouse work, is due at Astoria tomorrow. She was reported at Moran Bay, yard in Seattle. The Norwegian steamship Thyras is at the Albin flour mills, after commencing loading last evening. The Indravell is at Montgomery dock discharging, and will commence reloading her cargo about Friday.

Captain George Gore, of the big railroad ferry at Kalama, was in the city yesterday. He has had command of the ferry since she was launched, nearly 20 years ago, and the present excellent condition of the craft is due to the care she has had.

Captain Jamieson, who was in command of the British bark Pinnore when she was sunk at the mouth of the Columbia and crew, being taken to Seattle on the Nome City, was sighted by the steamer Acme yesterday morning, when about 25 miles off the mouth of the



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AS TO CLOTHING.

HERE is an epitaph in a Vermont churchyard: "I expected this but not so soon."

Such is the epitaph on clothing worn out in the wash-tub. Underclothing may be fragile, yet it ought not to wear out in ten weeks. But this isn't wear; it is decay. You buy 5 cents worth of cheap soap and you lose the equivalent of 50 cents in the wash-tub. Ivory Soap will not harm the most delicate fabric. Is it wise not to use it?

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16 D. & C. Roses 1.00

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To whom should you go for reliable health flour if not to The H-O Co.? "Holgrane" is an entire wheat flour sold and guaranteed by The H-O Company, millers of H-O (Hornby's Steam Cooked Oatmeal).

Domestic and Foreign Ports. ASTORIA, Feb. 18.—Arrived at 8 A. M. and left up at 2:30 P. M. Steamer Acme, from San Francisco. Sailed at 8 A. M.—Steamer Fulton, from San Francisco. Arrived at 9 A. M.—German bark Barmbek, from Hamburg. Sailed at 9 A. M.—Steamer Columbia, from San Francisco. Arrived down at 9 A. M.—French bark Charles Gounod, from Shanghai. Left up at 12:40 P. M.—French bark Versailles, outside at 4:30 P. M.—French bark Vendee, from Newcastle, England. British bark Bannickley, from Hongkong. Condition of the bar at 5 P. M. rough; wind southeast; weather cloudy.

Tacoma, Feb. 18.—Arrived—Steamer Carina, from San Francisco; steamer Elton Thomson, from Haakon. Condition of the bar at 5 P. M. rough; wind southeast; weather cloudy.

New York, Feb. 18.—Arrived—Kaiserin Maria Theresa, from Genoa.

Seattle, Feb. 18.—Arrived—Steamer Dolphin, from Skagway; Queen, from San Francisco; Dixie, from Skagway; Sailed—Steamer Roanoke, for Esquimaux; Tampico, for Tacoma; City of Puget, for San Francisco.

Liverpool, Feb. 18.—Arrived—Saxonia, from New York.

Astoria, Feb. 18.—Arrived—Kensington, from New York.

San Francisco, Feb. 18.—Arrived—Steamer Arcata, from Coos Bay; steamer Umattila, from Puget Sound ports; steamer San Pedro, from Gray's Harbor; steamer Empire, from Coos Bay; bark Chehalis, from Gray's Harbor. Sailed—Schooner A. F. Coates, for Fairhaven; bark G. Burgess, for Tacoma; Seattle, Feb. 18.—Sailed—Steamer City of Puget, for San Francisco; steamer Farallon, for Skagway. Arrived—Steamer Queen, from San Francisco; steamer Dixie, from Skagway; steamer Santa Ana, from San Francisco; schooner Albatross, from San Pedro; British bark Launceston, from Antwerp.

Controller of New Jersey. TRENTON, N. J., Feb. 18.—The two houses of the Legislature, in joint session at noon today, elected J. Willard Morgan, of Camden, State Controller.

CURING CONSUMPTION.

When Scott's Emulsion makes a consumptive gain flesh it is curing his consumption.

The weight is the measure of the consumptive's condition. Every pound of weight gained is a matter for congratulation.

Exactly what goes on inside to make the consumptive gain weight when taking Scott's Emulsion is still a mystery.

Scott's Emulsion does something to the lungs, too, that reduces the cough and the inflammation.

More weight and less cough always mean that consumption is losing its influence over the system.

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