

## FOR NEW CROP LOADING

GERMAN SHIPS GERTRUD AND MARGHERITA CHARTERED.

Harvest Queen Makes a Fast Run Up the River With the Incheape Rock-Custom-House Business.

The depression in grain freights at the present time has had a tendency to discourage new crop chartering, and there is less of this kind of speculation coming to light this season than for many years at a similar period. The charterers of the German ships Gertrud and Margherita for next season loading have already been reported, and yesterday a couple more new crop ships of the same nationality were reported. While the latest additions to the new crop list have not been mentioned publicly before, it is believed that they were chartered several weeks ago, as owners are still asking 30 shillings and better for new crop vessels, and exporters decline to pay such prices.

The vessels reported yesterday were the German ships Gertrud and Margherita, both of which are pretty well known in this port under both their old and new names and flags. The Gertrud was formerly the British ship of 2000 tons, and the Margherita was formerly the British ship, Lancaster Castle. She last visited Portland in command of Captain Rasch, who was here in the big German bark Herietta a few weeks ago.

These vessels have long voyages ahead of them before they get around to their loading ports. The Margherita left Hamburg about six weeks ago for Vladivostok, and the Gertrud has just sailed from Hamburg for Honolulu with general cargo. Last year at this time over 20 new crop ships had been chartered, ranging from 5 to 7 shillings above the rates demanded at the present time.

## RECEIPTS WERE LARGE.

Over \$34,000 in Duties Collected at Custom-House in February.

February was a short month, and for that reason the Custom-House business was not as great in the aggregate as in January. At the same time Uncle Sam raked in an average of over \$1500 per day as duties on imports for the 22 business days of the month, the collection being over \$34,000. The value of exports was also quite satisfactory, reaching a total of \$1,533,118. A summary of the Custom-House transactions as reported by Collector Patterson is as follows:

Vessels entered from foreign ports..... 15  
Vessels entered from domestic ports..... 15  
Entries of merchandise for duty..... 76  
Entries of merchandise free of duty..... 76  
Entries from warehouse..... 6  
Entries from warehouse for consumption..... 20  
Total number of entries of all kinds..... 117  
Entries for consumption liquidated..... 17  
Entries for duty drawback..... 3  
Certificates of enrollment granted..... 1  
Licenses for coasting trade granted..... 8  
Total number of documents to vessels issued..... 9  
Value of domestic exports..... \$1,533,118  
Receipts from all sources..... \$34,000  
Duties on imports..... \$25,467.92  
Fines, penalties and forfeitures..... \$ 3.00  
Miscellaneous customs receipts..... \$ 64.20  
Official fees..... 64.20  
Total..... \$34,500.72  
Amount of refunds and drawbacks paid..... \$ 2,222.95

## FIRST MARCH CARGO.

British Ship Conway Cleared Yesterday—Two Others Finish Today.

The British ship Conway was cleared yesterday by A. Berg for Queenstown or Falmouth for orders with 11,075 bushels of wheat, valued at \$76,000. She is drawing 22 feet of water and will leave down the river this morning. The Conway has the distinction of going out under a lower freight rate than that paid any other ship that has come to Portland since the summer of 1897. Her owners will hardly appreciate the distinction, however, at least it will not be as pleasing as that conferred on the Pax two years ago when she won the honor of the highest rate paid in 10 years. The Conway will lead the March fleet, but she will be followed today by two other vessels. The French Vercassille will complete her cargo at Irving this morning, and the Queen Elizabeth will finish loading at the elevator dock.

The Conway has been in port but 17 days, and the little ship will leave her after she was chartered will make amends to a certain extent for the low rate she secured, although the prospects are quite favorable for the Conway in the engaged fleet now in port going out under a still lower rate, or lying idle for an indefinite period.

## FAST TOWING TIME.

Harvest Queen Made a Fast Run Up the River With the Incheape Rock.

The Harvest Queen has again demonstrated her ability to run up the river faster than any other towboat on the river. She arrived up late Wednesday night with the British ship Agnes Oswald, and went back to Astoria light as soon as she could. She started at 7 o'clock yesterday morning with the British ship Incheape Rock and pushed her along at a pace that brought her past the Columbia at 4 o'clock yesterday afternoon. As she could not get up through the bridge last evening to dock her ship at the foot of Pine street before dark, she anchored in the lower harbor and will bring the ship up early this morning.

The steamer Oklaheima will start seaward this morning with the British ship Conway, and if the vendee, that revised and modern edition of the "Flying Dutchman," succeeds in getting in today, she will be brought up the river by the Oklaheima. There is considerable current in the Willamette, and in the Columbia below the mouth of the Willamette, but ships coming up on the flood tide do not feel the effect of this current until they get well past St. Helens.

## Astoria Marine Notes.

ASTORIA, March 6.—At an early hour this morning, as the steamer Columbia was approaching the mouth of the river and about six miles south of the city, the ship, she sighted what appeared to be a small schooner bottom up. It was evidently the same derelict that has been sighted off the river several times recently.

The American bark Harry Morse will sail tomorrow for San Francisco for Astoria. She is under charter to the Alaska Fishermen's Packing company, and will supply to its Bristol Bay, Alaska, canneries.

It is reported here today that the Puget Sound tug Pioneer will arrive here tomorrow from Seattle to take the place of the Tatoosh, while the latter is undergoing repairs. She will convey the Tatoosh to the Sound before going into actual service here.

Captain Ritchie, of the British ship Loch Garve, fell on one of the river from slips a couple of days ago, and threw his left knee joint out of place. His injuries are very painful, but he will be able to take charge of his vessel when she goes to sea.

## Port Townsend Shipping.

During the month of February a total of 42 men were handled by the United States Shipping Commissioner's office on inward and outward bound vessels at Port Townsend. Of this number 14 were engaged and 27 were discharged, the sum of \$11,190 in accrued wages being disbursed. The report, segregated, shows that of those engaged 29 went in steam foreign, 74 in sail foreign, and 24 on coastwise trips. There were discharged and paid off from steam vessels from foreign, 18; from sailing vessels from foreign, 80, and from coastwise packets arriving, 177.

## Upper Snake Transportation.

ONTARIO, Or., March 5.—A movement was started here today to give this section of Snake River a naphtha-boat service. The idea will cover the territory from near Huntington to Caldwell, Idaho, and will carry freight and passengers. Two boats will be put on the river. The traffic will be furnished by merchants who bring freight from Huntington and from freight that gathers along the banks of the river, and the new business that will follow the Summer opening of the placer mining Wilson, Harbison, The promoters of the project think they have figured out a paying proposition.

## Domestic and Foreign Ports.

ASTORIA, March 6.—Arrived down at 4 A. M. and sailed at 10:30 A. M.—U. S. steamer Seward, for Seattle. Arrived at 6 A. M. and left at 8:40 A. M.—Steamer Columbia, from San Francisco. Arrived at 7 A. M. and left at 8:40 A. M.—Steamer Fulton, from San Francisco. Left up at 7 A. M.—British ship Incheape Rock. Condition of the bar at 5 P. M.: rough; wind south; weather cloudy.

New York, March 6.—Arrived—Majestic, from Liverpool.  
Hong Kong, March 6.—Arrived previously—Victoria, from Tacoma, via Yokohama.

Liverpool, March 6.—Arrived—Maxman, from Portland.  
Califa, March 6.—Arrived—Celtic, from New York, via Funchal, etc. (routin).  
Seattle, March 6.—Sailed—Steamer City of Topeka, for Skagway; steamer Dolphin, for Skagway. Arrived March 6—Ship St. Paul, from Tacoma.  
Tacoma, March 6.—Arrived—British ship La-mar, from Califa; German bark Schiffbeck, from Santa Rosa; steamer Queen, from San Francisco; steamer City of Topeka, from Seattle. March 6.—Norwegian steamship Horda, from Mol; Norwegian steamship Guernsey, from Shanghai; schooner Suse M. Plummer, from Seattle; steamer off the coast of San Francisco. Sailed—British bark Easton Hall, from Califa; British ship Springfield, from Hamburg; steamer Meteor, from San Francisco. March 6.—French bark La Fontaine, for Cape Town.

San Francisco, March 6.—Arrived—Schooner Norwick, from Rogue River; schooner Advent, from Willapa Harbor. Sailed—Schooner Durbury, for Cook's Inlet; steamer Alliance, for Astoria; steamer Asencion, for Seattle; steamer John S. Kimball, for Seattle; steamer Mackinaw, for Tacoma; steamer Rival, for Willapa Harbor.

## COMING BY TRAINLOAD.

Homeseekers and Settlers From the Frozen East.

HELENA, Mont., March 6.—About 1500 persons passed through Helena today on the Northern Pacific and the Burlington homeseekers' excursion trains. The Northern Pacific westbound train arrived in Helena at 10 o'clock, and the Burlington eastbound train arrived at 11 o'clock. Both trains came in three sections. Most of the homeseekers on the Northern Pacific came from Wisconsin, Iowa, Illinois and other Middle States of the North. Those on the Burlington came from Missouri and Eastern Kansas. Most of the excursionists were bound for Washington and Oregon.

The special crowd on these trains was due to the fact that the homeseekers' round trip excursion starting from the East Tuesday, in addition to the regular settlers' one-way movement, had reached Helena this morning. The excursionists leave the East on the first and third Tuesdays in the month.

## EXTENSION OF THE SHORT LINE.

Engineers' Preliminary Work East of Los Angeles.

LOS ANGELES, March 6.—Four corps of engineers have begun work east of Los Angeles, making preliminary surveys for the Oregon Short Line Railroad. It is the intention of the railroad company, as already announced, that the new road shall enter this city over the tracks of the Southern Pacific, building to a point on that line that has been chosen as a terminus. But lines will be run by the engineers through the intervening country to the city, as well as from several points on the Southern Pacific line, including Mojave and Bakersfield, to the present western end of the Oregon Short Line. There remains but a little more than 300 miles of road-building to complete the Short Line to Los Angeles, and officials of the road announce that the work will be done in 15 or not to exceed 15 months.

## Building New Line in Mexico.

KANSAS CITY, Mo., March 6.—It is announced that tracklaying on the Kansas City, Mexico and Orient Railroad will be begun at Anthony, Kan., this month. Nine-two miles of road in Kansas and Oklahoma is practically ready for the track. J. F. Trevino, manager of the road's interests east of the Sierra Madre Mountains in Mexico, left last night for Chihuahua, where he will begin tracklaying next week on the 60 miles now graded east from Chihuahua, and will award contracts for grading the next 50 miles. Rails are en route from Europe for this latter part of the road, and also for that now graded from Port Sullivan, about 45 miles, for which ties and bridge timbers have arrived.

## Grievances of Rio Grande Employees.

DENVER, March 6.—A grievance committee representing the employees of the fourth division of the Denver & Rio Grande Railroad is in the city, and will lay before the manager several complaints, among them allegations that the company is conducting a business of selling men and boys for trivial reasons; that men are laid off and transportation refused them to their homes. Manager Herbert emphatically denied the statement from Salt Lake City that the division is profiting from the sale of men and boys. He said that the company is not profiting from the sale of men and boys, and that the company is not profiting from the sale of men and boys.

## PERSONAL MENTION.

F. G. Foster, a prominent lumber merchant of Hoquiam, Wash., is at the Portland.

R. Smith, the well-known lumberman of Perry, Or., is in the city, a guest at the Portland.

C. C. Hogue, of Albany, a prominent millowner, and master workman of the Oregon Division, A. O. U. W., is at the Portland.

Memo Unsicker, of Baker City, who is a guest at the Portland, is known as one of the best mining-machine experts on the Pacific Coast.

Mrs. L. W. Sitten underwent a surgical operation at St. Vincent's hospital yesterday morning. She rallied satisfactorily and is resting as easy as could be expected.

Judge M. A. Fullerton, of the Supreme Court here, is at Washington, registered at the Perkins on Olive street. Judge Fullerton is a member of a prominent Salem family, and formerly lived in that city. He was elected to his present position from Whitman County.

NEW YORK, March 6.—Northwestern people registered at New York Hotels today were as follows:  
From Seattle—J. Griffith, at the Ashland; Mrs. M. N. and the Misses Grise, at the St. Denis; W. E. Smith, at the Victoria; M. E. Downes, at the Navarro; F. M. Gulon, C. S. Hills, at the Imperial.

SALEM, March 6.—Sheriff Durbin has been quite ill for several days, with an attack of quinsy, but was reported as improving today. The attending physician anticipates nothing serious.

SAN FRANCISCO, Cal., March 6.—Frank C. Baker, of Portland, is at the Palace Hotel.

Why use pencils which try your temper? "Kob-I-Noor" pencils give pleasure.

## EDUCATION THE THEME

SEVENTH-DAY ADVENTISTS DISCUSS METHODS.

Routine School Work for Small Children Is Opposed and Nature Study Is Advocated.

The Pacific Union Conference of the Seventh Day Adventists, in session on East Eleventh and Everett streets, yesterday devoted the entire day to educational matters. The subject of education was opened for discussion at 9 o'clock in the morning, and was continued until adjournment, 5:30, in the evening. Among the speakers were A. T. Jones, E. R. Palmer, M. E. Cody and E. L. Stewart.

The general opinion advanced was that small children should not be held down to routine study until it became distasteful. The Pacific Union Conference of the Seventh Day Adventists, in session on East Eleventh and Everett streets, yesterday devoted the entire day to educational matters. The subject of education was opened for discussion at 9 o'clock in the morning, and was continued until adjournment, 5:30, in the evening. Among the speakers were A. T. Jones, E. R. Palmer, M. E. Cody and E. L. Stewart.

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## OREGON PIONEER OF 1853 LAID TO REST

DALLAS, Or., March 6.—The funeral of Mrs. Bernheba Frances Townsend, an Oregon pioneer of 1853, occurred in this city today. Mrs. Townsend died here yesterday at the home of her son, T. H. Townsend. Deceased was born in Missouri, September 11, 1851. With her parents, Mr. and Mrs. George Smith, she crossed the plains 40 years ago. The family settled near Perrydale, in which section Mrs. Townsend resided. Soon after her arrival in Oregon, the subject of this sketch was married to Hon. Ira L. Townsend, who died in 1893. Mrs. Townsend is survived by two sons—J. H., a prominent attorney of this city, and G. N., a well-known farmer in the Perrydale district.

ful, but should spend much time out of doors learning to know Nature. The advocates of keeping children in school at night was also brought out, as well as the value of teaching them useful, honest work.

The following recommendations submitted by the committee on Christian education were read and adopted during the afternoon:  
In view of the unorganized condition of the educational work in the various conferences composing the Pacific Union Conference, the following recommendations looking toward the strengthening and uniting of the cause of Christian education are submitted to this conference:  
First—That all our workers instruct parents as to the importance of home education of their children, and thus prepare them to enter our church schools at the proper age.  
Second—That the Pacific Union Conference educational committee provide a uniform course of study and adopt a series of text-books for all the church schools in the Pacific Union Conference.  
Third—That we request the Pacific Press Publishing Company to keep in stock the text-books to be used in our schools.  
Fourth—That each conference appoint a superintendent to look after the church school and Sabbath school interests in connection and in co-operation with the district committee.  
Fifth—That the matter of selecting and locating teachers in the church schools be left to the discretion of the conference committee.  
Sixth—That summer schools be held in the colleges of the Pacific Union Conference, and that the summer schools be followed by a series of lectures to the present western end of the Oregon Short Line.  
Seventh—That each conference shall make such arrangements with its teachers as will have the privilege afforded by the training for those not of our faith, wherever it is practicable.  
Eighth—That all our people be encouraged to become members of the Sabbath school or members of the home department, where no regular school is held.  
Ninth—That plans be laid at once for the harvest ingathering services to be held by the Sabbath schools through the conference.  
Tenth—That our Sabbath schools keep in view the reasons for their existence, which are to encourage systematic Bible study, and to save souls, and that each school accomplish these are they doing successful work.

## ODD FELLOWS HOME DEDICATION.

Portland Lodges Asked to Appoint Committee of Arrangements.

The various Odd Fellow lodges of Portland have been requested by the trustees of the Odd Fellows' Home, to appoint a committee of one to form a general committee to make arrangements for the dedication of the Home, located south of Kenilworth, April 25. Dr. W. T. Williams, of the Portland lodge, is chairman of the committee. The trustees of the Home, located south of Kenilworth, April 25. Dr. W. T. Williams, of the Portland lodge, is chairman of the committee. The trustees of the Home, located south of Kenilworth, April 25. Dr. W. T. Williams, of the Portland lodge, is chairman of the committee.

## TO PROTECT THEIR DOGS.

Owners Organize Against Thieves and Poisoners.

The dogowners interested in the protection of their dogs from thieves and poisoners, met last evening in the Chamber of Commerce building and completed the organization. The most important business transacted was the adopting of the constitution and by-laws to govern the association, which will cover every point relative to the protection of dogs.

The association is to be known as the Pacific Coast Dogowners' Protective Association. It was the first intention to confine the organization to the State of Oregon, but owing to the fact that stolen dogs are sent from here to all parts of the Coast, and that dogs from all over the Coast are shipped here, it was deemed advisable to enlarge the territory of the association. The association will be incorporated under the laws of the State of Oregon, and have its headquarters in Portland. Branches will be organized in such towns or cities that may wish to enter into the work of the association.

The foremost object of the association is to bring to justice the dog thieves and dog poisoners that are so plentiful in this territory. Among the other objects is to punish any one maliciously injuring dogs, or shooting, poisoning or scaling them, to urge the passage of suitable laws for the protection of dogowners, and to see that all laws relating to dogs are enforced.

The next legislative number of dog bills will be introduced, among them to make a dog property, the same as a horse, so that an owner may recover damages in case of the dog being killed or injured by street cars, or by other means.

For the purpose of identifying association dogs, a registration book will be kept, with a complete description of each dog recorded. The dogs will also be tagged with an association tag.

After the adoption of the constitution and by-laws Dr. McKay resigned his position as president, and recommended that the former president be elected as a temporary, another election should be held. W. M. Davis' motion that all of the former officers should be retained was unanimously carried. The selection of three members-at-large, to serve with the officers as a board of directors, resulted in the election of W. M. Peaslee, W. M. Davis and Harry Beal. The present officers are: President, Harry F. McKay; vice-president, Joseph Paulsen; secretary, H. Elwood Middleton; treasurer, S. C. Spencer.

The three members at large of the board of directors will act as a committee for the apprehension of dog thieves and poisoners, and are to make every effort to see that these persons are prosecuted. The board of directors will draw up the articles of incorporation. The dues of the association were fixed at \$1 per year.

The question as to whether or not ladies should be eligible to membership was brought up, and decided in the affirmative. It is expected that by Summer the membership of between 300 and 500 will be secured. W. M. Peaslee and J. A. Taylor, of the Portland Kennel Club, who joined the association last evening, assured the members that a large number of the members of the Kennel Club would come into the new association.

One thing that the members do not see the necessity of allowing is for many unlicensed dogs to run around the streets of Portland. It is this class of dogs that encourages dog poisoners, but generally the innocent dog suffers. Steps will be taken to have the license of the city reduced, and to have every unlicensed dog impounded.

The association will offer a liberal reward for the arrest and conviction of dog thieves and poisoners. Besides the association reward, a number of individual members intend to add to it. Dr. McKay offering to add \$50 himself.

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## NO MONEY FOR ENGINE-HOUSE.

Commissioner Davey Would Like to Provide One on Powell Street.

Fire Commissioner Davey said yesterday that he was very much in favor of establishing an engine-house at some point on Powell street, if there was money for the purpose. He said that he and the other Commissioners understood the needs of that and other communities on the East Side, and would only be too glad to grant the petitions for fire protection if they had the means. As they have not, they have to do the best they can. An effort will be made to provide quarters for the Westfoot

Hose Company, which have been displaced by the School Board occupying the Lee Chapel building. There is a small building on the back part of the ground, which may be used by the hose company, provided it be lowered so the apparatus can be taken out on the street. He thinks that some temporary provision of the sort can be made, so that the district will have some fire protection.

## Encouraging Immigration.

Rev. B. J. Green, pastor of the Memorial Evangelical Church, East Eleventh and Tibbets streets, has been doing a good work in inducing a desirable class to settle in this country. Through his correspondence with a local paper in Ohio several farmers arrived a short time ago, who have made their homes on farms near Mount Scott and Harmony. These, he says, are the best class of immigrants that went back, but wrote him this week that his principal occupation was in chopping wood, in an effort to keep warm. He expects to return. A few weeks ago Mr. Green wrote a letter to the Evangelical church paper, concerning Oregon, and since then he has received a flood of letters.

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## PLAN FOR A NEW CANVASS

LEWIS AND CLARK FAIR MANAGERS TO RAISE \$200,000.

Advisory Committee Discusses Ways and Means With the Men in Charge of the Work.

After an hour spent in discussion of ways to start the work of getting the additional \$200,000 of capital subscribed for the Lewis and Clark celebration yesterday afternoon, a motion was carried to the effect that the secretary of the corporation obtain from the chairman of each of the canvassing committees that did successful work last November a list of the names that would probably subscribe for stock if given an opportunity. This start toward the new canvass is expected to be in shape for further action by next Monday, to which time yesterday's meeting adjourned.

All the members of the sub-committee of the board were present—Leo Friede, A. H. Devers and L. N. Fleischner and Chairman Friede presided. Sixteen members of the advisory committee of 25 were present. The chairman had barely stated the object of the meeting when a question was raised as to the advisability of organizing the advisory committee before proceeding to further action. This was finally settled on the question of whether the members of the advisory committee had been called to confer with the sub-committee of the board informally and that it did not require organization of the advisory committee.

Julius Meier moved that the board of directors name a committee to have charge of the work of canvassing for further stock subscriptions, and that such committee and those who might be called to assist it be taken from the citizens who have not yet taken part in raising money for the fair. This motion was opposed on the ground that it would create a multiplicity of committees, whose lack of acquaintance with what had been done would produce more or less confusion, and for the reason that the board of directors had already appointed a standing committee with full power and authority to devise and carry out ways and means for raising the additional \$200,000 of capital for the Lewis and Clark enterprise. While this debate was on, L. Samuel asked for information as to the intentions of the board with regard to soliciting subscriptions in other parts of the state. Some time later the chair got opportunity to explain that the board intended the sub-committee to have charge of the canvass of Multnomah County only, and that after such canvass should be completed arrangements would be made for soliciting subscriptions in other parts of the state. Mr. Meier's motion was put and lost.

Mr. Samuel then moved that the members of the sub-committee take it upon himself to get subscriptions for one-third of the stock remaining unsubscribed, and then call such assistance as he might need and go ahead and get his quota filled. He was sure that could be done in Portland and believed it the best way to proceed. However, Mr. Boile's motion calling on the chairman of the old canvassing committees for lists of those who would be likely to subscribe was carried.

Next Monday afternoon at 4 o'clock was set as the time for the next joint meeting of the sub-committee and the advisory committee, and the secretary was requested to notify the members of the advisory committee that it would organize by electing officers at Monday's meeting. The meeting then adjourned.

## BIG COUNTY EXPENDITURE.