JOHN VINCE GONE

Well-Known Market Man Disappears.

LEAVES MANY DEBTS BEHIND

No Trace of His Whereabouts, and It Is Only Known He Will Not Return-Creditors Take Business.

Where is John Vince? This was the question asked yesterday by a chorus of anxious creditors. Echo "Gone to pastures new and greener." The pastures here were green once-but greener than they are at present,

Mr. Vince has left not a single vestige behind. The wind blows in four directions, and the guesser has four alternatives from which to choose. Nobody makes any secret about the fact that Vince has gone—gone forever. His son. Ernest Vince, is still in town, and still in charge of the business. Even he does not know where his father has gone, but he is ever forget the annual celebrations of the day as it was observed at that time? It was second only to the Fourth of July was second on the fourth of July was secon will never set foot in Portland again,

The impression which the elder Mr. Vince has left behind him is that he don't care if he never comes back. A small tary, civic, temperance, religious, social coincidence of his sudden absence is that and educational, used to take off their almost all the large produce firms in town



John Vince.

are mourning over unpaid bills. The chime of their lament reaches the high pitch of nearly \$10,000, and it may go even higher, for there is no telling what the morrow

The cause of the sudden collarse of Mr. Vince's business is the new credit system of weekly payments. This system was put into effect this month by the produce mer-chants of the city. Heretofore Mr. Vince had been able to stand off his creditors. for 30, 60 and even 90 days. The new system requires payments every 10 days. Monday, March 3, he made over to his son, Ernest Vince, a bill of sale, conveying to him all the goods, fixtures and business, have cut stick. The younger Vince has turned this bill of sale over to the Merchants' Protective Association, which has assumed charge. What the association intends to do is problematical. R. L. Saban, secretary, would say nothing for pub Ecation yesterday. It was learned from merchants on Front street that the debts of Mr. Vince would aggregate between \$5000 and \$10,000. Early in the day the estimate was \$4000, but the figures grew stead-

A meeting of the Merchants' Protective Association was held yesterday morning at 11 o'clock. Twenty-eight members were present, and they all had bills against Mr. Vince, A long list of creditors was drawn up. The larrest creditor is Bell & Co., who have about \$900 invested in Mr Vince. A few of the other firms which would like to interview Mr. Vince are: Allen & Lewis, about \$500; Everding & Farrell, about \$650; W. T. Turner & Co., about \$360; Page & Son, about \$300; Chlopeck Fish Company, about \$400; E. J. Partridge & Co., about \$300; and La Grande Creamery, about \$300, There are many other firms which have unpaid accounts

running from \$35 up to \$300, The announcement of Mr. Vince's dis-appearance and unpaid bills caused a big usution in trade circles. It had been apprehended for some time that he was "shaky." But it was thought his "shaki. ness" was only temporary for he was recognized as a very shrewd business man. Vince owned two stores, one at Fourth and Alder streets and one on Third street, between Washington and Stark. The first store dld a big business, and its profits amounted to over \$400 per month, according to the authority of his son, Ernest Vince. The other place was not so much of a money-maker. It had en up to a few months ago. The young. Vince says its decline was due to the fact that one man could not give equal atention to the two establishments. The elder Vince has been in business

here for about 11 years. He is a clever dealer, and in the past five years he built up a large business. Hie success in this time, and his winning way of coquetting with fortune have caused many men to envy him. In 1897 he bought out the busiof Malarkey & Co., a firm which had held forth for many years at the northwest corner of Fourth and Morrison streets. Several months later he moved to the northwest corner of Pourth and Alder streets. Here he built up a large retail trade, one of the largest in the city. Everything seemed to favor him. His delivery wagons grew in number faster than those of any firm in town, and they were as spick and span, on the outside, as paint and varnish could make them. In fact, they were so outwardly neat that many people bought from Mr. Vince for the sake of appearance. It mattered not if the bookkeeper drew up bills of buyers with a magnifying glass, such was the minimizing effect of Mr. Vince's suavity. Neither did it matter if the odors from his corner on hot Summer days, were the most noisome in town. The breeze of a good business kept up a free circulation of air and rudely disturbed the composure of the myriads of blue-bottle files which made that corner their haven and protested with indignant buzz because perfumery was not spared to themselves

Ernest Vince said vesterday: "Yes Mr. Vince is gone. No, he is not coming back. I do not know where he is at present. All the family is with him, except myself. Yes he made out a bill of sale to me. I think the debts of the firm will aggregate under \$19,000.

"I have no idea what the Merchants' Protective Association intends to do with the business. If the business is worked the business. If the business is worked properly by them it ought to compensate them for their losses. But they will have to manage it well, to keep it from deteriorating. There is enough stock here to

keep the store going for two or three days, but it needs constant replenishing. As for myself. I shall stay here and go into business for myself."

"LEST WE FORGET."

St. Patrick's Day of Thirty Years Ago in Portland.

PORTLAND, March 17 .- (To the Editor.)—This, so history teaches us, is the "day we celebrate" in honor of one St. Patrick, who prior to the date that Mount Hood was a hole in the ground, made himself conspicuous in "Ould Ireland" by self conspicuous in "Ould Ireland" by banishing from its sod the reptile that in the Garden of Eden did tempt and lead astray the consort of good old Adam, and prevailed upon her to partake of the tree of forbidden fruit. Amid all the countries of this universe of ours Ireland, be it said, is the only one that has shown even a disposition to exterminate this seductive reptile, and that has shown a desire to shield its fair sex from the wiles of the deceiver. Is it surprising, therefore, that the sons and daughters of Erin should desire to commemorate the day, and extol the virtues of their patron saint? As I look back over the busy past, however, and recall the enthusiastic celebrations of the day that took place along in the '70s and note as well the all but utter abolishment of the public observance of the event today, I can but feel that it would do us all good to have the old custom revived and to once more indulge in a regular old-fashioned St. Patrick's day cele

he is quite certain that Mr. Vince, Sr., | was second only to the Fourth of July, and many an Irishman of that date con-tended that St. Patrick was a better man than ever the Declaration of Independence dared to be. How the Irish societies, milicoats and with a pull all together make each succeeding demonstration superior to its predecessor! How the columns of the daily press fairly teemed with the notes of preparation! How the Irish lace and lassles, aye, and their parents, too used to prepare for the event! It was looked for-ward to with as much interest as the pri-maries were on Saturday last.

First came the parade. The whole city turned out to see it, and the line of march was as carefully studied as is that of the circus parade of today. All the bands of the city were called into service. It rarely failed to be fair weather, although an oc. casional rain storm did not in the least dampen the ardor of the webfooted Irishman. The event was ushered in by the rushing, thither and yon, of the ribbon-bedecked marshal and ...s gallant assist-ants as mounted on their prancing steeds. they cavorted along our public thorough-fares and dazzled the eyes and won the admiration of the assembled thousands, Then came the band playing "The Wearing of the Green" or some other popular air. It would be followed by some Hibernian organization, then another blast of music and another society would fall into line. And then another, and another, until the parade would assume all but mam. moth proportions. And the banners, the flags, the green sushes, the gold tinsel, the Washington Guards, with Captain Mills in the lead the Emmett Guards with Cap-tain Wiley to the front, the City Guards with Captain Hart commanding, the Fire Department, the carriages filled with prominent citizens, the officers of the day, a fair sprinkling of the Catholic clergy. and representatives of the press in open barouches. There was Baltimore of The Oregonian; there was King of the Herald and Hodgkin of the Bulletin, basking in the smiles of the assembled multitudes The parade, the marching and the counter-marching, the plaudits of the spec-tators as some special feature of the parade would attract their attention. Everybody, those days, knew everybody else, and strangers were curious. It was "Helio, Tom," "Helio, Bill," as they were recognized in the ranks. To see the Irish parade, to see the paraders puff up! We have no such parades nowadays to

note the proud bearing of the color-bear-ers, and the difficulty in keeping step, the shifting of the hayfoot and the strawfoot, for the specified sum of \$1. About the and the decorations, and the crowd, and same time the elder Vince is supposed to have cut stick. The younger Vince has and the proud mothers. What wonderful enthusiasm!

clans at the old Oro Fino Theater, the getting settled into their seats according to precedence, the array of talent on the platform, the orator and the president of he day, and the McCormicks, the Ralcighs, the Guerins, the Wileys, the Kear-neys, the Donovans and the hosts of others. The spread-eagle speeches, and the cheers, the tumult, and the music-why, we can hear Tom Parrott and Professor Parrish yet. Yes, and there was Charley Bray. And then was the banquet. Sgood things they used to have to eat! tables fairly grouning beneath its load of delicacies. And then more speeches, and more music, and after that came a cessation of hostilities until the ball in the

If, in the meantime, an occasional Celt would become overenthusiastic and possi-bly indulge in an overindulgence of the "oh, be joyful," all were prone to over. look the matter and blame the strength of the spirits rather than the weakness of the individual. The grand climax was the ball in the evening. What fus, what crowds, and what muste! What marvelous costumes and dancing-no two-steps, or dip waltzes, just good, old-fashioned round dances, with an occasional walts or a scottische, with perhaps a lancers quadrille, the fireman's dance, money musk, Virginia reel, the polka, and every body balance to your partners and seven hands round. And then to see the vim with which some old couple would shake up an Irish jig! The day was full of fur and frolic. Everybody went in for a good time. What in the world has become of St. Patrick? Ain't he as good a man as he used to was? What has become of the old-time Irishman? F. E. H.

New Building for Dallas.

DALLAS, Or., March 17 .- Abel Ugow has DALLAS, Or., March 17.—Abel Ugow has awarded the contract for the building of his block in Dallas, at the northwest cor-ner of Mill and Main streets, to Erb & Van Patton, of Salem, for \$7000. This will be a modern business block, with plumbing, electric lighting and steam heating throughout. It will be two stories high.

Hillaboro Brevities. HILLSBORO, Or., March 17. - Sheriff

Sewell reports having collected \$75,000 on the 1901 tax roll, Grand Chancellor Altken, of the Oregon K. of P., has been making official visits to Pythian lodges in this county, finishing his your in Hillsboro this evening.

City Officers Nominated.

TACOMA, March 17.—The Democratic city convention nominated for Mayor, Frank B. Cole; Treasurer, George H. McGeer; Controller, Frank LaWall. The delegates called on United States Senator er at the Tacoma Hotel in a body

Landslide on Great Northern. EVERETT, Wash, March 17 .- A bad andslide has occurred on the Great Northern coast-line track five miles north of Edmunds. Trains will be delayed 24 hours.

the track.

How to Prevent Pneumonia. How to Prevent Pneumonia.
You have good reason to fear an attack of pneumonia when you have a severe coid, accompanied by pains in the chest or in the back between the shoulders. Get a bottle of Chamberlain's Cough Remedy and use it as directed, and it was prevent the threatened attack. Among the tens of thousands who have used this remedy for colds and is grippe, we have yet to learn of a single case that has resulted in pneumonia, which shows that this remedy is a certain preventive of that dangerous disease. For sale by all druggists.

BIG FIRE IN A CHURCH

(Continued from First Page.)

of the first missionary Episcopal clergy-men located in Oregon, was broken. Bev. Dr. A. A. Morrison, the rector of the church, reached the scene shortly af-ter the fire started. He has been sick for the past five weeks with an attack of grip, and he remained near the chancel door and gave valuable directions to the firemen, but yielding to the entreaties of his friends, who were afraid that he would suffer from exposure to the cold, Dr. Morrison went to his vestry. He said that he did not know what arrangements would be make for holding further services, but would probably be able to make the necessary arrangements today. "I regret that the fire has taken place in the midst of our preparations for Easter," he said. Two thousand people watched the fire, and were kept in proper order by a squad of police, who stretched ropes around the vicinity of the burning church.
The church building was built in 1871-72.

of timber, and cost \$23,000. It was consecrated in 1873 by Bishop Morris. The architect was a Mr. Jordan, a man of considerable ability in his profession, and

wagon was out of the way; and then he buckled down to his work again and galloped off with his cart, and all the hurly-burly was over and no one hurt. The windows of the upper stories all along the block were crowded with clerks and others, who were as much interested icated to Rev. St. Michael Fackler, one in the scene as the people from the coun

OFFICIAL CANVASS MADE.

Returns Are Made Quietly and Without Incidents.

The official canvasa of the primary ele tion returns by County Clerk Swetland and Justices Vreeland and Kraemer took place yesterday afternoon, in the County Court room, beginning at 2:30 o'clock.
Judge Cake was present, and also F. P.
Mavs, C. E. Lockwood, Thomas Hislop,
Dan J. Malarkey, Guy G. Willis and W.
N. Gatens, A. N. Gambell and James
Dunlap acted as cierks for the canvassing board, and others in attendance also kept tally. Everything passed off quietly. The canvass was made in one hour and 20

Following is the official list of city dele-Precinct 1-J. Candish, J. J. Engelhardt, Precinct 2-W net 2-W. A. Storey.

TRINITY EPISCOPAL CHURCH

those early days the building was looked upon as a decided ornament to the city and to this day its graceful lines and dignified proportions are admired. The organ was purchased in 1874 in Boston,
Mass., for \$2500, and reached this city
by ship around the Cape. The stained
glass windows were made in Munich, Austria, and were admitted free of duty into this country, on the plea made by Judge and Mrs. Williams that the win-

dows were works of art.
Thanksgiving day, 1874, the building was partially destroyed by fire, which started from a defective flue, in almost the same fashion as yesterday's blaze. It was sublued with a good deal of difficulty, and William Bruin, who was then the Chief of the Fire Department, got so drenched with water that he caught cold and died shortly afterward

The rectors of Trinity Church have been: Rev. Mr. Stoy, Rev. Mr. Plummer, Rev. Mr. Foote, Rev. Mr. Cole, Rev. Mr. Garrett, and then the present rector. Rev. Dr. Morrison, who took charge in December, 1859. Before the fire broke out the church building and purish-house, exclusive of the site were valued at about \$30,000. It is thought that the fire must have been smol. dering in the flue for hours before it ulti-mately broke out yesterday, and in the opinion of those who watched the fire. ighters work the latter deserve credit for their plucky efforts in eaving the tower and the main portion of the building. At one time during the progress of the fire it looked as if the roof would undoubtedly fall in and bury everything in its ruin.

RUNNING TO THE FIRE. Great Crowds Attracted by Very

Lively Scene. The turning out of the Fire Department in response to an alarm is a regular circus to visitors from the country, and citizens in the vicinity of engine-houses also come out to see the prancing, wild-eyed teams whiri the apparatus off to the fire. The sight on Fourth street, yesterday, on the occasion of the fire at Trinity Church, was rather an exciting one. Between Morrison and Aider, there were no less than 13 teams and vehicles standing along the street, or backed up to the sidewalk, and, even before the doors at engine-house No 4 were opened, the trampling of the horses on opened, the tramping of the horses on the floor could be heard. When the doors were opened and three big horses, breathing fire and smoke, hauled a big ladder truck out and came pounding down the street, followed by an engine and a hosecart, all horses running at the top of their speed, there was a shout of "Boys, look out for your horses," and the drivers of the vehicles flew to the heads of their teams and held them as the fire apparatus went thundering by, the horses fairly pulling the arms off their drivers, who were straining every nerve to guide them in the best part of the rough street, which is in rather Passengers from Scattle walked 10 miles rough condition. Some of the wheels ground along the rails of the Southern Pacific, and the water standing therein nto Everett. Dynamite is used to clear flew from them as if from the prow of a fast steamer and spattered everybody on the street. Then other engines and hosecarts and ladder trucks came whirling in from cross streets, and the wild procession seemed as if it would never get by. The last to come along was a

Precinct 3-William Hilgers, Amos S. Groce Precinct 4-Frank Kiernan, C. M. Olsen. Precinct 5-Chas, W. Bowle, Hans Oberg, Guy G. Willia Precinct 6-W. S. Buchanan, W. H. Carney, J. N. Sutton. Precinct 7-A. L. Mills, John Gill, F. P. Mays. Precinct 8-Herbert Holman, Dan J. Ma-

Bruck. Precinct 10-E. D. Johnson, Harry Beck, Carl Jones.
Precinct 11-Norris R. Cox, T. B. McDevitt, Ir. R. L. Ijams, L. R. Wheeler.

Precinct 12-A. J. Capron, William W. Banks. Precinct 13 - John McCraken, Geo. E. Smith. 16-J. P. Kennedy, C. A. Macrum, r J. Holman. cinct 17—John P. Kavanaugh, Joseph A. nt, A. R. Gritzmacher, W. H. Warren. cinct 18—Sidney C. Catchings, Hanler Sut-

Precinct 19-C. H. Prescott, Philo Holbrook, H. Northup. I. H. Northup. Precinct 29—Wallace McCamant. Precinct 21—D. J. Buckley, John Matthle

ceinet 22-Arthur Creker, J. H. Ketth. scinet 23-B. P. Cardwell, Chas. W. Smith. scinet 24-William T. Muir, James W. Ma. a. Chas. A. Mozell. scinet 25-Pablan Byerly, L. S. Ainsworth. D. Leenard.
Precinct 26-Clarence Gilbert, Owen Jones.
Precinct 27-C. C. Newcastle, A. L. Smith.
Precinct 28-Geo. H. Howell, F. E. Watkins,

Precinct 23—Geo. H. Howell, F. E. Watkins, E. Lounsbury. Precinct 29—Davis F. Dryden. Precinct 30—Herman H. Jones, B. D. Sigler. Precinct 31—F. C. Hoecker, S. J. LaFrance. Precinct 32—C. E. Smith, N. H. Bird. Precinct 35—William M. Gregory. Precinct 34—A. A. Courtney, L. Zimmer-an.

Precinct 35-Joseph Weber. Precinct 36-Alfred N. Wills, Lewis H. Precinct 37-W. A. Ogieby, J. P. Bartow, 5. Thomas.

Precinct 38-C. D. Thornton, A. W. Curry.
Precinct 30-W. R. Bishop, R. E. Sewall,
denry Whitehead.
Precinct 40-T. H. Compton, H. C. Smith.
Precinct 41-M. A. Films, F. S. Dunning, C.
& Killere. Precinct 41-M. A. Films, F. S. Dunning, C. M. Kilgore,
Precinct 42-D. Kellaher, E. G. Ciark, S. B. Cobb, W. L. Bolse,
Precinct 43-Benjamin F. Greene, J. A. Pettt, M. E. Gruber,
Precinct 44-L. P. Hosford, Walter E. Drencinct 45 E. N. Wheeler, E. R. Becket, ncy M. Brigham. cy M. Brigham. inct 46-J. Frank Barrett, Joseph W. dge, John M. Lewis. inct 47-Adolph Harr, C. E. Fields, John Precinct 48-H. M. Carlock, J. S. Hutchin-son, W. W. Peaslee, Warwick, A. F. Gordon, W. W. Peasiee.

clinct 49-Robert Warwick, A. P. Gordon.

clinct 50-N. C. Merges. W. H. Smith.

cinct 51-H. R. Blerselorf, J. C. Jameson,

rt W. Galloway.

cinct 52-F. C. Barnes, W. N. Jones,

H. Lamberger, M. S. Jones, Precinct 32-F. Geo. H., Lamberson.
Precinct 53-William H. Meere, William C. inct 54-Thaddeus S. Potter, William R. Precinct 55-L. A. Davis, H. Van Auken. Precinct 56-James Church. Precinct 57-Clare W. Oliver.

Nation to Move Against Railroads,

CHICAGO, March 17.—The Record-Herald will tomorrow say; Within a week, legal action will be begun by the Government against the railroads centering in Chicago, with view to enjoining them from violation of the interstate commerce act. W. Day, attorney for the Interstate Com-merce Commission, has held a conference with United States District Attorney big white horse attached to a hose reel, and at the intersection of Alder some stupid fellow drove a covered wagon right in front. The driver did his best to check his horse, and the sagactous brute fairly sat down on his haunches and slid for 10 feet or more, fill the mission on three recent hearings. Bethea in which the general features of the contemplated prosecution were dis-cussed. It is said the contemplated action will take the form of bills for injunction against the various roads, the allegations of the bills being passed upon evidence that was taken here by the com-

SURVEYORS START EARLY

PARTY PREPARING TO GO UP NORTH PORK OF CLEARWATER.

Supposed to Be in Interest of the Northern Pacific-Timber Belt in View.

LEWISTON, Idaho, March 17.-C. O. Brown of Moscow, who last year had charge of the timber cruisers of the

Weyerhauser syndicate in the Clearwater timber belt, is here superintending the construction of two large bateaux, which will be used in carrying a surveying par-ty up the north fork of the Clearwater River. The party will start at the mouth of the North Fork about April 1, and will take the level of that stream to a point as far up as the boats can be used The party will then complete a survey to the summit of the Bitter Root Mounto the summit of the Bitter Root Moun-tains along the tributaries of the North Fork.

Mr. Brown says the survey is being made by an Eastern railroad company, independent of any other transportation lines. A railroad engineer will be in charge of the party. The survey is of much importance in its bearing on the Missoula-Lewiston cut-off piens of the Northern

The survey of the cut-off as made by the latter company, follows the Middle Fork of the Clearwater, connecting with the company's Clearwater line at Stuart. It has frequently been stated, however, that the Northern Pacific is desirous of finding a route down the North Fork, in order to tap the center of the big Clearwater timber belt, and it is believed that the party now sent out is indirectly representing the 'company. But little is known of the Upper North Fork country. and the surveyors will penetrate a wild region. The party hopes to be able to region. complete the survey b fore the early Fall snows come in the high mountain ranges.

NEED ANOTHER RAILROAD. Remarkable Advancement of Clear-

water Country in Past Four Years. E. H. Libbey, of Lewiston, Idaho, left for home yesterday, after spending a few days in Fortland. He says he has no loubt that the Lewiston-Riparia Railroad will be built within a few years, because the demands of trade most be served and they are not served by the present ship-ping facilities from the Clearwater coun-try. When the Northern Pacific Railroad ping facilities from the Clearwater country. When the Northern Pacific Railroad was built into Lewiston, four years ago, the entire wheat crop of the Clearwater Valley was between 20,000 and 40,000 bushels; last year about 6,000,000 were actually harvested, and the increase has hardly more than begun. Mr. Libbey says the Clearwater Valley and the strip along the east side of the Snake, north of the Salmon and on the ridge between the Salmon and the Snake, will produce 25,000,000 bushels of wheat a year when the country is developed like the Palouse country. Before the railroad reached Lewiston, all its traffic was carried by two steamers on the Snake. Now there are six boats besides the railroad, and there is need for more.

"Of course, the railroad from Riparia to Lewiston would not actually penetrate this productive country," said Mr. Libbey, "but if there shall be a railroad down the Snake from Lewiston, we will

"Of course, the railroad from Riparia to Lewiston would not actually penetrate this productive country," said Mr. Libbey, "but if there shall be a railroad down the Snake from Lewiston, we will manage to get boats on the upper river that will serve a large part of the tribu-tary country. We expect the Government to make improvements at Wild Goose rapids that will permit the passage of steamers, and that will give transportation facilities to the Salmon River section. Branch railroads will also get into the country, for it will pay them well. "There is a great coal bed at the mouth of the Grande Ronde River that will some day come into market. The measure upon which a tunnel has been driven for about 150 feet is more than 30 feet in thickness. This is no idle rumor; I saw it myself and know it is there. Near the surface it assayed 35 per cent fixed carbon. I have not heard reports from specimens farther in on the seam."

NO CHANGE IN HOP RATE.

The railroad men take the ground that the hop industry is now flourishing, and more than half the product of the Pacific Coast States has already been contracted at prices based on present freight rates. For this reason, they conclude the demand for reduced rates comes from the buyers, and would not help the producers at all. That being the case, the rate has no bearing on the quantity to be moved, and the railroads decline to interfere with the present tariff.

SURVEYORS STILL IN THE FIELD. Selecting Route for Railway From

Mount Scott to Clackamas River. The surveyors of the Portland City & Oregon Railway Company, who have been surveying out a line for an electric railway from Mount Scott toward the proosed electric power plant on the Clacka-nas River, have been in the vicinity of Damascus, Walter Smith, a farmer living near Damascus, said yesterday that the surveyors had gone over toward Eagle Creek and were working their way through a canyon in that district. At Da-mascus they run several lines, said Mr. Smith, some by way of the ford on Rock Creek and another through the Baker orchard and another through Damascus, in the effort to find the best grade.

movements." said Mr. Smith, "as they will not talk about their intentions, but we all presume that it will mean an electric line through our country, which will please all of us very much. Still, we canlect. They have not gone into Powell's Valley.

THE DALLES PORTAGE ROAD.

Judgment Given Contractors-Prop erty Will Be Sold. SPOKANE, Wash., March 17.-It is expected that within six weeks the right of way of the Central Navigation & Construction Company will be sold at public auction at Goldendale, Wash. This is what is commonly known as the Paul Mehr line, which was to connect Eastern Wash'ngton with Portland. Judge Miller has signed a decree awarding Contractors Winters and Chapman a judgment of about \$35,000 against the road. The crediters announce that they will at once apply for execution and sale.

OGDEN CUT-OFF BEGUN.

Commencement of the Work Is Celebrated in Ogden.

OGDEN, Utah, March 17 .- Ogden, in celebrating the commencement of work on the Ogden-Lucin, or what is now known as the Harriman cut-off, on the Southern Pacific, has made St. Patrick's day an event of great importance. The city is in gain attire, a parade, speaking, a barbecue for thousands and other attractions af-fording enjoyment. At sunrise a salute was fired and pandemonium broke loose when all the whistles of the ratiroad shops locomotives and factories added to the din

The Harriman cut-off route, commencing is over the neck of the bottle.

at Ogden, lies directly across Great Salt Lake. The briny inland sea will be spanned by trestling and piling, making a road 46 miles through water which will be one of the most scenic lines in the world. The cut-off is to eliminate Promontory Moun-tain, one of the worst sections of the Southern Pacific, and will reduce the pas-senger time between Ogden and San Fran-

New Terminal Yards.

cisco over two hours

EVERETT. Wash., March 17.-The new terminal yards of the Great Northern Railroad are opened here, and a new schedule is in effect. Everett is now the Pacific Coast terminus of the Great North-ern. Freight is assembled in trains here for various points of destination.

Railroad Notes.

H. G. Ballou has been appointed city nger and ticket agent of the Northern Pacific in Seattle.

Manage: Koehler and Superintendent
Fields, of the Southern Pacific's Oregon lines, left yesterday morning for Duns-muir, and will spend the week inspecting all the lines under their jurisdiction.

George E. Mosser has been appointed traveling passenger and freight agent of the Great Northern, with headquarters in okane, succeeding J. C. Mackinnon,

vood lumber business in Alabama, The Chicago, Milwaukee & St. Paul has concluded to add to its office force in Seattie, and has appointed Hugh J. O'Neill city passenger and ticket agent there. Until recently he had been with the Southern Pacific in Toxas. He left Port-land Sunday evening for his new position in Seattle.

left a few weeks ago to go into the hard-

AT THE HOTELS.

E J Gallagher, S F
Rev Robt Diven, Pendieton
E H Cariton, Canby
Mrs Cariton, Canby
R J Patrick, Portiand
D W Manchester,
F Weis, Astoria
Mrs Weis, Astoria
Charles Cleveland,
Gresham
R D Bloomfield, Tacoma

A L Landingham, J Cleveland
Mrs Sarah E Gordon
Miss Georgia Gordon
J R Ettinger, Pater-son, N J
A L Landingham, As JE McCarty, Sait Lk
Mrs Landingham, do
Mrs Lendingham, do
Mrs Lendingham, Newbrg
W H Blutck, Vancor
E E Hewitt, La Grad
Mrs Putman, city
C H Carey, city
C A Cinsey, Howard,
S D
Leo Schroeder, do

toria
Mrs Lendingham, do
Mrs Lendingham, Newbrg

W H Blutck, Vancor

Lendingham, do
Mrs Lendingham, Newbrg

M J G English, Danville,

THE IMPERIAL.

W. Knowles, Manager H S Young, Detroit, S S Fariner, Grantbrg Mich C H Freeman, S F L Martin, Dawson Miss E Best, San Fr Miss Helen Wetherby, N Y Helen Wetherby, N L Helen Wetherby, N L

Transcontinental Freight Bureau

Leaves Tariff at 32.

It transpires that the reduction of the rate on hops that was asked of the Transcontinental Freight Bureau was not granted. The hopmen petition for a reduction from 32 to 31 50 per 100 pounds. Formerly the rate on hops was for years 22.

In 1895-6-7 the hop industry suffered severe depression. Vermin appeared in the crop, the quality was poor and prices sank to a figure that was in many cases below actual cost of production. When these hard times came upon the hop business and the industry was threatened with extinction, the railroads reduced the rate to 31 50 per 100 pounds, and that rate remained in effect until last Summer. Then it was advanced to 32.

The railroad men take the ground that the hop industry is now flourishing, and

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Mrs C Dayton, Seattle B P Coe, Springbrook Wm Wallace, Westport G W Grobe, St Helens H W Cowan, Westport G W Stryker & wife, Everett W W Gillett, Pendlin G C Scheurer, Lewistn, A C Scheurer, Lewistn, A C Scheurer, city W E Her, Butteville W Perkins, Drain J E Martin, Drain J E Martin, Drain J E Martin, Carson T H McCoy, Tacoma G W Wilson, Astoria B J Perry, San Fyan G W J Kinder, city Dub Davis, Vancouver R O Good, Vancouver R O Good, Vancouver R O Good, Vancouver R V Harris, Kelso J John Wicks, Kalama W C Davis, Kalama W C Davis, Kalama W C Davis, Kalama J W Dernback, Cathlamet J W Dernback, Cathlamet J W Dernback, Cathlamet J W Dernback, Cathlamet J W McKay, Sauvie's N Royer, Gresham C R E Flippin & wife, Catskanie A D Merriti, Wis D Bradley Eugene

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E C Hendershott, Puyaltup
Eva McDaniels, Che-E Flight & Wise.
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C Hendershott.
allup
Eva McDanlels,
halls
J W Strong, city

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HOW ABOUT BAR PILOTS?

DID OR DID NOT COMMISSIONERS PROMISE SIX MORE!

Records of Chamber of Commerce Say "Yes," Two Commissioners

"No"-Trustees Want to Know.

Did they promise, or did they not? The Portland Chamber of Commerce would like to know. It is on the records of the secretary of the chamber that the Oregon Board of Pilot Commissioners agreed, at a conference with the trustees of the chamber, to appoint six more bar pilots. Commissioners Foard and Tallant, of Astoria, say they made no promise to name a specified number of new pilots. Com-missioner Farrell, of this city, said yesterday that the Commissioners gave such assurance to the chamber, but that the board reserved to its own discretion the which the appointments should be He said that the board had in

udgment. The following dispatch was received last night from the Oregonian's Astoria

made. He said that the board had in view the best interests of the pilotage

service, and would conserve those inter-ests in ways that best accorded with its

correspondent: "Pilot Commissioner Tallant, when ques. tioned this evening relative to the alleged promise the Board of Commissioners had made to the Portland Chamber of Commerce to appoint six new bar pilots, said: We did not promise the Chamber of Commerce committee that we would appoint six new pilots at present. What we did agree to was that we would appoint new pilots as fast as the service at the mouth of the Columbia demands it. We have already appointed one man, and think that is sufficient for present needs, as the num-ber of vessels en route is very small. About next September, however, we hope and expect the commerce will be such as

to require more men, and we stand ready to appoint whatever number is needed." 'Chairman Foard said: 'We have made no promise or agreement to appoint any specified number of new bar pilots. We did tell the Chamber of Commerce committee that we would appoint new men when-ever commerce required it, and we will keep that promise. At the present time there are pilots enough to handle the ship-ping, but next Fall we expect more will be required, and, if so, the board will appoint them."

Commissioner Sylvester Farrell said to

"There is no misunderstanding in regard to this matter, so far as I am concerned. Yes, it is true that we assured the Chamber of Commerce we would appoint six new bar pilots. We have named one of these. Several applications have been filed. filed, but we do not look upon the appli-cants as fit for the service. We would appoint more pilots now, if we could get them. But the fact is that many capable men do not wish appointments, because they see at the present stage of business there would be no money in it for them, owing to the present number of pilots,

"When we gave the assurance to the Chamber of Commerce we did so with the provision that we should carry it out as soon as convenient, and in accordance with the best interests of the service." The conference February 2 was attended by the Pilot Commissioners Martin Foard, E. W. Tallant and Sylvester Farrell; the trustees of the Chamber, L. Allen Lewis, Lewis Russell, W. J. Burns, W. S. Sibson, F. M. Warren, Adolphe Wolfe and W. B. Ayer, and by the navigation committee of Chamber, including George Taylor, W. D. Wheelwright, E. T. Williams and Alfred Tucker. The record of the secretary of the Chamber is as follows: The Pilot Commissioners having stated that they were willing to appoint such

additional number of pilots as the trus-tees would recommend, Mr. Ayer offered the following resolution: Resolved. That the Pilot Commissioners be requested to appoint six additional pilots from the State of Oregon. On motion the resolution was unani-

usly adopted. Mr. Williams asked the Pilot Commissioners if they would appoint six addi-tional pilots without unnecessary delay or detriment to the service, and they replied "Yes."

The subject will probably come up at

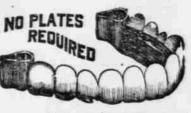
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