THE MORNING OREGONIAN, SATURDAY, FEBRUARY 28, 1903.



Settlers' Rates Extended on Counsel present were: M. N. Nunn, for the state, and George B. Young and M. D. Grover, for the defendants. Northern Lines.

GOOD ALL SPRING

WILL BRING OUT MORE PEOPLE

Northern Pacific Meets Extension of Time Given by Southern Lines-All Trains Are Loaded With Homeseckers.

Some weeks ago when it was announced that the transcontinental railroads would make special one-way settlers' rates to the Pacific Coast, they were made to ap-ply from February 15 to the end of April, a period of 55 days, About the time the a period of 15 mays. About the time time low rates went into effect the southern lines announced an extension of the term, at first to June 1, then to June 15. This was unexpected because the southern lines had not been in the habit of joining their northern brethren in quoting settlers' rates to the Coast, preferring to ignore the homeseekets' movement rather than sacrifice anything on the California ter of time limit.

No notice was taken by the borbern lines of the extension by the southern roads until yesterday, when Assistant General Passenger Agent Charlton, of the Northern Pacific, received a telegram from General Passenger and Ticket Agent Fee, at St. Paul, saying that the North-stevens Go ern Pacific would continue the one-way rettlers' rates from all points in the East to Montana, Washington and Oregon up to and including June 15. The other lines will, of course, make the same extension. This will place the northern lines on the footing as those of the south, so far as the term for the cheap rates is con-

Lengthening the immigration season will give full opportunity for a large move-ment of settlers this year. All indica-tions are that it will be far heavier than ever before, particularly to Oregon, All trains in this direction are so heavily laden with the extra rush of settlers that they cannot make schedule time. Nearly 100 settlers are daily passing through Portland to points in the Willamette Val-ley and farther South. This, in view of the fact that many have halted in Porthand to reconnoiter the general situation before going forward to take definite location and many others destined for West-ern Oregon points have stopped off to ex-amine the country east of the mountains, shows that this part of the state is in spe-cial favor just now with the Eastern

eckers Mr. Chariton also received word yes-terday that the Yellowstone National Park would be open for business June 1. The tourist business and the settlers' movement are sure to overlap this year, and the railroads and hotels will be crowded for accommo nodations for this

Both Roads Extend Time.

SEATTLE, Feb. 27 .- The rush of home seekers to the North Pacific Coast since the inauguration of the low one-way, rates, on February 15, from all parts of the East, has been so great that the transcon-tinental lines realize that they will be un-able to handle the crowds by the time the rates were to have expired on April 30, and today telegraphic orders were received at both the Northern Pacific and the Great Northern local offices announcing the extension of the excursions to June 1. In the history of the settlement of the hands of the Northwest this is the first time 4 has been necessary to extend the date of the annual excursions two weeks after they were started, and this fact indi-cates the increase in this class of travel this year over any other in the past.

as possible. This will take some time, at least a month, and in the meantime the record of the proceedings before the ex-aminer will be presented and distributed among the attorneys interested, who will then prepare their briefs and arguments.

Change for the Hocking Valley. NEW YORK, Feb. 27.-It was reported in Wan street today that the long-expected plan for change of control of the Hocking Valley road will be announced next Tuesday. The plan agreed to by the Thomas F. Ryan interests, with J. P. Morgan & Co., as managers of the blind pool syndicite, is said to be a guarantee of stock to take over the common stock of the road and to retire the preferred This guarantee issue, it was said, will be of a new company, and is to be taken by the Pennsylvania and Lake Shore roads jointly.

To Consider New Railroad Law. CHICAGO, Feb. 27.-A joint call was issued today by the chairmen of the Transcontinental, the Western and the

outhwestern Passenger Associations for mass meeting of all the Western roads be held here March 5, for the purpose of discussing the effect on passenger traf-fic of the passage of the Elkins bill and the steps necessary to be taken to secure a rigorous observance of the act. Owing to this meeting the meeting of the Western Passenger Association, called for Hot Springs, Ark., on that date, will not be no preparation to receive them. held.

Portland, Vancouver & Yakima Also OREGONIAN NEWS BUREAU, Wash than sacrince anything on the Canada and the Canada bill was amended to authorize the Port No notice was taken by the northern land, Vancouver & Yakima Railroad to build its line across the reservation if, in the opinion of the Secretary of War, it will not interfere with the military uses of

Stevens Going to Rock Island. TOPEKA, Kan., Feb. 27.-It is authori-tatively stated by Rock Island people here that John F. Stevens, formerly of the Great Northern, will soon be named as chief engineer of the Rock Island. Mr. Stevens has been for several days traveling over the lines of the Rock Island

N. P. Bill Favorably Reported. WASHINGTON, Feb. 27.-Favorable re port wis made in the House today on the bill granting the Northern Pacific Railway a right of way across the Vancouver military reservation. A similar bill has already been reported in the Senate.

Cairns Is Promoted.

CHICAGO, Feb. 27 .- Charles A. Cairns was today appointed general passenger and ticket agent of the Chicago & Northvestern Railway Company, effective March 1.

Building New Everett Depot.

EVERETT, Wash., Feb. 27.-(Special.)construction of a new combination pas senger and freight depot here.

LOST WITH ALL HANDS.

steamer Wrecked on French Const and Thirty Persons Perish.

BREST, France, Feb. 27,-The steam collier Ottercaps, from Newcastle-on-Tyne, was driven on the rocks at Feunte-

COMES FOR BARLEY.

Dae d'Aumale Will Load Full Cargo

for United Kingdom. The new French bark Duc d'Aumale, 1732

tons, Captain Duris, was chartered yes-terday by the Northwestern Warehouse Company to load a full cargo of barley here for the United Kingdom. She se-curce a rate of 17s 6d. The vessel is now

harbor. The Garfield lost her stem, bow and rigging, and the Wood has a big hole stove in her port bow. The captain of the Garfield blames the collision on the Wood. The cost of repairing the is estimated at from \$3000 to \$4000. It is reported that the Wood was in a collision a while ago and had just been repaired for her trip here.

Question of Insurance.

Fred A. Ballin and Captain Veasey have returned to Portland after making a pro-visional survey of the Alsternixe. Their tions will be sent to the ver sel's owners at Hamburg. In the mean time the bark will be towed around to Esquimait, leaving Astoria today or to-While she is not seriously dammorrow. aged, and could easily be repaired here, the foreign underwriters, it is said, refus to accept a further risk unless the Alsternixe has a drydock inspection. Captain Auhagen was in the city yesterday, re-turning to Astoria on last night's train.

Astoria Marine Notes.

ASTORIA, Feb. 27 .- (Special.)-The tug Type, owned by the Puget Sound Towboat Company, will arrive from Seattle to-morrow to tow the German bark Alsternixe to Esquimalt, where the vessel will be placed in a drydock for repairs The callors who were expected to ar rive up on the Columbia from San Fran-cisco for the British ship Riversdale did not put in an appearance today, and it was quite evident that they were not ex-pected by Captain Porter, as he had made

Furious Gale off British Coast. OUEENSTOWN, Feb. 27 .- The severe venther which has prevailed off the coast during the past few days culminated last evening in a furious gale, which burst soon after the White Star line steamship Oceanic had salled for New York. The Red Star liner Belgenland, Liverpool for Philadelphia, came into the harbor, and will not proceed on her voyage until the storm abates.

Danish Steamer Damaged.

PUNTA LA GORDO, Azores, Feb. 27 .-The Danish steamer Oscar II, from Copen-hagen February II for New York, with many passengers on board, put in here today in a damaged condition.

The Musselerag will complete her grain cargo at Montgomery dock No. 2 tonight. The Linitthgow has finished loading wheat at Oceanic dock and dropped into the stream.

dock at Ash-street wharf, and other improvements made.

52 net tonnage, built at Ballard, Wash., home port Portland.

Domestic and Foreign Ports. ASTORIA, Feb. 27.—Arrived at 9 A. M. and left up at 1 P. M.—British steamer Indravelli, from Yokohama. Arrived at 1 and left up at 2:15 P. M.—Steamer Columbia, from San Fran-cisco. Sailed at 3 P. M.—Steamer Alliance, for San Francisco and way ports. Condition of the bar at 4 P. M., moderate; wind east; weather huzy. San Francisco, Feb. 27.—Sailed at 11:30 A. M.—Steamers Elder and Redondo, for Port-

Franci

Pieraus, Feb. 23.-Arrived-Moltke, from New York, via Funchal and Malta, on Oriental

Liverpool, Feb. 27 .- Arrived-Germanic, from

New York. London, Feb. 27.—Arrived—Cambrian, from Boston: Mesaba, from New York. Sailed—Min-nehaha, for New York. Hoquiam, Feb. 27.—Arrived Feb. 24—Schoon-Souble, Christensen, from San Pedro for

JOBBING DEMAND LARGER SPRINGLIKE WEATHER CONDI-

TIONS IMPROVE TRADE.

Most Notable Feature of the Week's Development Is the Strength of the Price Situation.

NEW YORK, Feb. 27 .- Bradstreet's tor vill say:

Springlike weather conditions have enlarged the jobbing demand for goods at leading mar-kets and favored expansion in retail trade, ex-cept where the breaking up of country roads has operated to restrict the movement of grain and cotion to market. Building activity has been quite generally resumed with more favor-able weather. Heavy rains in the Bouthwest have quited trade and retarded crop prepara-tions in that section. Perhaps the most notable feature of the week's developments is the strength of the price situation. This is not merely with re-gard to producers' and manufacturers' quota-tions, but also as to raise paid by final con-Springlike weather conditions have enlarged

ions, but also as to rates paid by final con-umers. The one debatable element in the 1903 Spring trade outlook has heretofore been the moertainty as to how the higher level of prices would act upon consumptive demand. This situation is apparently solving itself with assituation is apparently solving itself with as-tonishingly little friction. Transportation lines have been rather favored by open-weather con-ditions this year, as compared with February a year ago, and large aggregate gains in earn-ings for the month are predicted. The coke situation, however, in still a subject of com-plaint. Another evidence of railroad conges-tion is found in the reports that a large quan-tity of Winter wheat still remains to come forward.

Wool is steady. Coke, coal, freights and

wages have all advanced, and, as expected, iron ore has joined these constituents of iron and ore has joined these constituents of iron and steel manufacture with an advance of 25 to 75 cents per ton. Copper is now above 15 cents and still advancing, and tin is also higher. The feeling is growing that the world's needs of this metal are in excess of the supply. Build-ing activity is being resumed. Lumber is act-ive in all markets, and gaints and oils are im-proving.

proving. Wheat, including flour, exports for the week ending February 26 aggregate 2,656,879 bush-els, against 2,713,702 last week, 3,234,540 in this week a year ago, and 5,223,313 in 1901. Wheat exports since July 1 aggregate 160,782-646, against 150,166,099 last season, and 134,-705,652 in 1999.

640. against 180,160,000 last season, and 134,-295,652 in 1990. Business failures in the United States for the week ending February 26 number 165, against 188 last week, 204 in the like week of 1902, 177 in 1901, 173 in 1900 and 170 in 1808. In Can-ada for the week, 27 against 28 last week, and 27 in this week a year ago.

Bank Clearings.

NEW YORK, Feb. 27.-The following table, compiled by Bradstreet, shows the bank clearags at the principal cities for the week ended February 26, with the percentage and decrease, as compared with ond decrease, as componding week last year:

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40.3

18.2 23.3 1.9

4.9

15.5

8.4

1.1 14.6 5.2 25.3

6.1 27.3 7.0 7.3 21.7 36.3 42.0 61.4

17.1

44.8 28.6

8.6

8.2 30.8 24.3 2.1

23.6 14.7 90.2

1,964,000

2.0

5.6

29.9

12.4

20.3

tionality.

 New York*
 Clearings.

 10,000,843,000
 51,000,843,000

 Chi:agp*
 146,945,000

 Boston*
 112,388,000

 Philadelphia*
 104,704,000

 St. Louis*
 41,355,000

 Pittaburg
 41,355,000
Chicago Boeton Philacelphia St. Louis Pittsburg San Francisco Baltimore 46,812,000 23,821,000 17,306,000 19,801,000 17,336,000 13,714,000

Cleveland Mini enpolts* New Orleans*

10,080,000 13,787,000 Detroit Louisville® Omaha Milwaukee® 5,762,000 St. Paul* In-lianape Los Ange 4,805,000 4,478,000 5,344,000 3,657,000 2,969,000 3,657,000 3,657,000 3,657,000 3,657,000 Los Angels SL Joseph lolumbus attle Washington Savannah* 3,174,000 Salt Lake d. Or.

Fort Worth Peoria . Hartford Rochester

> New Haver Spokane, Wash. Grand Rapids

pringfield, Mass

Portland, Me

scranten opeka

Knoxville ...

Wilkesbarre

Wichita

Akron Springfield, Ill Wheeling, W.

Youngstown

New Bedford

Fargo, N. D.... Canton, O

acksonvilla, III., remont, Neb ...

atur, Ill.**

other items than clearings.

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MARKED GAINS IN TRADE.

People Consuming on a Scale Never

Before Equalled.

NEW YORK, Feb. 27.-R. G. Dun & Co."

Lexington Lowell a decidedly firmer tone to the market, and in many instances quotations have advanced. One of the definite changes was a rise of \$2 in wire products, which was not a surprise, and a new ore schedule averaging over 25c a ton higher. This makes every step of the process more ex-pensive to the independent producers of ore, pig from, coke wages and freights having reached a higher position. To the leading pro-ducers, however, the situation is less disturb-ing, as most of these factors are under one cohroit, and it will be possible to hold prices of finished steel at a fairly conservative posi-tion. NO ARGUMENT NEEDED. very Sufferer From Catarrh Known That Salves, Lotions, Washes,

C IT ALL TO THE PARTY

Business in woolens has fallen off unexpe

United States, against 215 last year, and 25 in Canada, compared with 35 a year ago.

MIRACLES NOT CLAIMED.

But So-Called Cures Are Referred to

Some Uniform Law.

PORTLAND, Feb. 27 .- (To the Editor.)-

The Oregonian's editorial on Christian

Science, in its issue of February 25 cannot but commend itself to all fair-minded

people, by reason of its tone of moderation and tolerance, and Christian Scientists in

particular are especially appreciative of the kindly motive which is evident throughout the article.

One or two statements, however, seem deserving of further consideration from the standpoint of Christian Science, in jus-

the standpoint of christian science, in jus-tice to The Oregonian as well as to the adherents of this doctrine. I therefore ask your continued tolerance to this end. It is the membership of the First Church of Christ, Scientist, in Boston, to

which many Scientist, in Boston, to which many Scientists throughout the world belong, that has grown from 23 to 25,239 during the past 23 years, but the total membership of the 747 branch organi-

operative law of God, divine mind.

rather than faith in the miraculous.

of Christian Science" to "mysticism

protest against mysticism in every

to "dreams.' Its teaching is an earnest

and its effective appeal to Jew and Gen-

tile alike is due to the fact that an un-

form

Sprays and Douches Do Not Cure. Powders, lotions, selves, sprays and in

halers cannot really cure Catarrh, because this disease is a blood disease, and local applications, if they accomplish anything at all, simply give transient relief. The catarrhal poison is in the blood and Business in woolens has fallen off unexpect-edly, some sarly buyers reducing the size of their initial orders, while in a few exceptional cases there have been complete cancellations. New England shoe shops have secured moderate advances in reveral grades of footwear, chiedy of Fall style, in demand by Western buyers. Quotations of leather are fully maintained, al-though trade is quiet. Foreign dressed hides are strong, but inactive, owing to tight stocks and restricted arrivals. Fallures this week numbered 211 in the United States, against 215 last year, and 25 in

the mucous membrane of the nose, throat and trached tries to relieve the system by secreting large quantities of mucu the discharge sometimes closing up the nostrils, dropping into the throat, causing deafness by closing the Eustachian tubes, and after a time causing catarrh of stomach or serious throat and luns troubles.

A remedy to really cure catarrh must b an internal remedy which will cleanse the blood from catarrhal poison and remove the fever and congestion from the mu-cous membrane. The best and most modern remedies

for this purpose are antiseptics scienti-fically known as Red Gum, Blood Root and Hydrastin, and while each of these have been successfully used separately, yet it has been difficult to get them all nbined in one palatable, convenient and ficient form.

The manufacturers of the new catarrh ure, Stuart's Catarrh Tablets, have succeeded admirably in accomplishing this result. They are large, pleasant tasting lozenges, to be dissolved in the mouth, thus reaching every part of the mucous membrane of the throat and finally the stomach.

Unlike many catarrh remedies, Stuart's Catarrh Tablets contain no cocaine, opiate or any injurious drug whatever and are equally beneficial for little children and idults

Mr. C. R. Rembrandt, of Rochester, N. Y., says: "I know of few people who have suffered as much as I from catarrh of the head, throat and stomach. I used eprays, inhalers and somach. I used eprays, inhalers and powders for months at a time with only slight relief and had no hope of cure. I had not the means to make a change of climate, which seemed my only chance of cure.

total membership of the fill oranen organi-rations can at this date only be estimated. Christian Science makes no "miracu-lous claims" in the generally accepted sense of the term, if by miraculous is meant a special divine intervention, but "Last Spring I read an account of som its cures of mental, moral and physica remarkable cures made by Stuart's Ca-tarrh Tablets and promptly bought a 50-cent rox from my druggist and obtained discord are rather the result of an application in consciousness of the universally such positive benefit from that one package that I continued to use them daily until I now consider myself entirely from and reliable witnesses of the fact that Christian Science is eminently practical and effective are well in evidence in from the disgusting annoyance of catarrh; almost every community, so that its claims to healing are a matter of sight my head is clear, my digestion all I could sak and my hearing, which had begun to fail as a result of the catarrh, has greatly improved until I feel I can hear as well It is, indeed, a misconception of its basic teaching to attribute "the rapid rise a ever. They are a household necessity in my family."

Stuart's Catarrh Tablets are sold by druggists at 50 cents for complete treatment and for convenience, safety and prompt results they are undoubtedly the long-looked-for catarrh cure.



THE PALATIAL

OREGONIAN BUI



vators run day and night.

Rooms AINSLEE, DR. GEORGE, Physician...413-410 ANDERSON, GUSTAV, Attorney-at-Law, 611 ASSOCIATED PRESS; E. L. Powell, Mgr...920 AUSTEN, F. C. Mannger for Oregon and Washington Pactors of the oregon and Washington Bankers' Life Association of Des Moines, In ... BANKERS' LIFE ASSOCIATION OF DES Co. BINSWANGER, OTTO S., Physician and 407-407 ANNING. M. J., CARDWELL, DR. J. R., Dentist. CAUKIN, G. E., District Agent Travelers CHICAGO ARTIFICIAL LIMB CO.; W. T. CO-OPERATIVE MERCANTILE CO.; J. F. OLSEN, Gen. Mgr.; G. Bernard, Cashier.212-3, CORNELIUS, C. W., Phys. and Surgeon...206 COLLIER, P. F., Publisher; S. P. McGuire, Manaret CRABY DE E P. Phys. and Surgeon

HAMMAM BATHS, Turkish and R.

Publisher McKENZIE, DR. P. L., Phys. and Surg.,512-13

METT, HENRY MILLER, DR. HERBERT C., Dentist and

OREGONIAN BARBER SHOP; Marsch &

J. F. Strauhal, Manager PACIFIC MERCANTILE CO.; F. M.

George, Proprietors. 129 Sixth Street ORISGONIAN EDUCATIONAL BUREAU;

211

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with Marine Notes.

A new floor has been laid on the lower

The Castor, which has arrived from Antwerp via Port Los Angeles, brings as cargo 5000 casks of cement and 100 casks

of carbolineum. Official numbers have been assigned to the following vessels: No. 197,819 to the steam schooner Arrow, 318 gross and 199 steam schooler Arrow, and home port net tonnage, built at Portland, home port Seattle, and No. 77,571 to the steam schooler John McCraken, 122 gross and

Domestic and Foreign Ports.

Tyne, was driven on the rocks at Feunte-not last night, broke up and sank imme-diately. It is believed that the crew and passengers, numbering 30, perished. Up to the present time seven bodies have been washed ashore. The steamer Ottercaps, 546 tons net, was owned by the Lambton Colliery Company, of Sunderland.

New York, Feb. 27.-Arrived-Sicilia, from

TUNNEL NOW REPAIRED.

Derniled Diner Caused Further De-Iny-Special for Held Girls.

The difficulty with the Southern Pacific tunnel in the Sacramento Valley 35 miles below Dunamuir has been ended, and trains passed through safely yesterday. For two days previously transfers over the obstruction were made, and, inasmuch as it was impracticable to transfer passengers in the night, when one of the tw daily trains was due at that point, th two trains were practically consolidated into one and run through in double sec-tion. That made the arrival time in Portland about noon for both sections.

addition to the tunnel trouble Thur In day there was an annoying derailment of the dining car at a point about 10 mile south of Dunsmuir, which caused still fur ther delay. The Anna Held troupe was o the that train. It was due in Portland yes-terday morning at 7:45, if there had been no delay at the tunnel; with that delay It was due here about noon. But the de-railed diner put the train so far behind time that it did not reach Portland until time that it did not reach Portland until 11:35 last night. That would not do at all for the people who were to appear at the Marquam last night, so a special train was made up, and it pulled through with the troupe, arriving in Portland a little

after 5 yesterday afternoon. The train due from the south at 7 last night arrived shortly after midnight. The one due from California this morning will be some hours late. By tonight the regu-lar schedule is expected to be resumed.

STRIKE FOR NEW UNION.

Clerks Don't Like Treatment of the Canadian Pacific.

VANCOUVER, B. C., Feb. 27.-The clerks employed in the freight, passenger and telegraphic departments of the Cana-dian Pacific Railway went on strike this afternoon to enforce recognition of the United Brotherhood of Rallway Employes. When the organization was formed here recently, the clerks said that the officials recently, the clerks said that the officials strongly opposed its formation and they now say the company has been gradually but systematically discharging employes who were known to belong to the brother-hood. A freight clerk, alleged to have been discharged last evening because of his membership in the brotherhood, was made the subject of an ultimatum. The brotherhood demanded his reinstatement this morning, and when this was refused. this morning, and when this was refused, nged to strike this afternoon.

There May Be a Hitch.

NEW YORK. Feb. 3.-The lack of official confirmation of any one of the various reports concerning the St. Louis & San Francisco Railroad caused appre-hension today that there had been a hitch hension today that there had been a hitch in the negotiations for the sale of the property. Officials of the St. Louis & San Francisco declined to discuss the com-pany's affairs, and all inquiries concern-ing the reported sale were referred to the Rock Island Company, but no information was obtainable from that quarter. At the office of J. P. Morgan & Co. it was said no official statement on the subject had been prepared. en prepared.

Minnesota's Testimony All In-ST. PAUL, Feb. 27 .- The final hearing

ST. PAUL, Feb. 37.—The final hearing of testimony in the suit of the state against the Northern Securities Company was held today before Special Examiner P. G. Ingersoll. No testimony was of-fered, but certain documents of a formal nature were stipulated in the record by the consent of both parties. The exam-iner was requested by the counsel pres-ent to file his report with the Clerk of the United States Circuit Court as soon

at San Francisco, and will be here for March loading. The bark arrived at San Francisco on the 19th inst., after a long passage of 243 days from London with er James A. Garfield, from San Francisco for Participation of the section general cargo.

Since the opening of the season only two full barley cargoes have been shipped from Portland, the ships being the Cam-bronne and the G. W. Wolff. Five other vessels took part cargoes of barley. The barley shipments from the beginning of the season to date have been as follows

з	Bus
1	Polamhall
t	Cambronne
I	G. W. Wolff
I	Nantes
l	Klek
	Jean Bart
	Martha Roux
I	and the second se
	Total
l	The Polamhall carried her cargo
ł	Modiferences sents the fit to start

an ports, the Klek sailed for Algoa Bay, South Africa, and the other vessels to Queenstown or Faimouth for orders.

DAILY STEAMER FOR EUROPE.

Sailing Schedule of the International Mercantile Marine.

NEW YORK, Feb. 27.-Regarding a dispatch from London that beginning with May steamship tickets issued by the International Mercantile Marine Company will be good on any steamer of the abine, it was said yesterday that the Atlantic trransport liners would go out on Mondays, the North German Lloyd liners on Tuesdays, the American line ships and the regular White Star mail steamers on Wednesdays, the Hamburg-transform liners on Thursdays, the American liners on Thursdays, the White Star combination ships of the Cedric class on Fridays, and the Red Star liners on Saturdays, says the World to-

"The question of interchangeable tick-ets has been under consideration," said Second Vice-President James A. Wright, "but nothing has yet been decided upon. As for rates, a schedule was adopted when the combine was organized and there will be no change.

Willamette River Beacons,

The lighthouse board issues notice of the following changes in the aids to navigation in this district:

gation in this district: Coon Island post light—The three-pile beacon, from which this fixed white light is shown, and which was reported Janary 20 carried away and the light extinguished, is still in position, and the light shown as

formerly. Three Tree Island post light-The fivepile beacon which was carried away Jan-uary 28 has been replaced by a three-pile beacon and the light re-established, February 24.

Swan Island bar upper post light-The three-pile beacon carried away January 26 has been replaced and the light re-established, February 24.

Indravelli in the River.

The Portland & Aslatic liner Indravelli, The Portland & Aslatic liner Indravelli, from Oriental ports, arrived at Astoria at 5 o'clock yesterday morning. She left up at 1 o'clock, but anchored for the night at the mouth of the Willamette. She will reach Alaska dock early this morning. The steamer brings a large quantity of general cargo and a number of steerage

Schooners Were in Collision.

ABERDEEN, Wash., Feb. 27.-(Special.) -The schooners E. K. Wood and James A. Garfield were in collision the night of February 22, while on their way to this

Aberdeen; schooner Boraella, from San Pedro for Hoquiam; steamer Coronado, from San Francisco for Aberdeen; schooner Grace Dollar, from San Francisco for Ho-quiam; 25th, schooner J. M. Colman, from San Francisco for Aberdeen. Salled-25th, steamer Centralia, from Aberdeen for San Francisco; steamer Chehalls, from Aberdeen for San Francisco; 26th, schooner Fanny Adele, from Aberdeen for San Francisco; schooner Argus, from Aberdeen for San Francisco. Arrived Feb, 20-Schooner A. F. Coates, from San Fran-cisco for Hoquiam; schooner E. K. Wood, from San Francisco for Hoquiam; steamer W. H. Kruger, from San Francisco for Aberdeen. Aberdeen; schooner Boraella, from San Pedro H. Kruger, from San Francisco for Aberdeen. Seattle, Feb. 27.-Arrived-Schooner Wempe Brow, from San Pedro: steamer Cottage City, from Skagway. Sailed-Steamer Dolphin, for 10,714 48.461 to Skagway.

----WILL NOT RESIGN.

Swigert and Adams Will Stay With Port of Portland Commission.

"I have no present intention of resign Port of Portland Commis ing from the sion." said Vice-President C. F. Swigert hon, said vice-freshent C. F. Swigert last night, when asked about the rumor that he contemplated such action. Com-missioner C. F. Adams made the same answer to the same question. Neither cared to commit himself further.

The report that they would resign grew out of the fact that they had been in Salem urging the veto of the new port of Portland law, the presumption being that they were dissatisfied with the terms of the new law in some vital particular. Mr. Swigert, however, says the retention of Mr. Adams and himself on the new commission, while all the other old members are legislated out, put the two in an unfair light. They were willing to shoul-

der their full share of responsibility for what had been done, and if the service of the commission in the past two years bad not been acceptable to the people they (Swigert and Adams) should go with the rest. They did not think the old commission had merited dismissal, there-fore deemed it best that the new bill should be vetoed. But it was not vetoed

and became a law yesterday without the Governor's signature. Neither Mr. Swigert nor Mr. Adams in

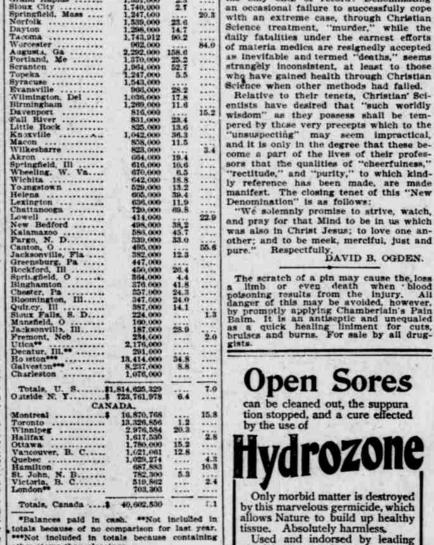
making any promises as to what he will do. They say the future will take care of itself. But they do freely say that they have no present intention of resigning from the commission.

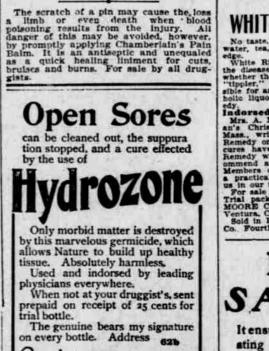
Academy of Dramatic Art.

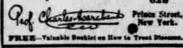
PHILADELPHIA, Feb. 27 .- The sum of 300,000 has been subscribed for the estab-ishment in this city of an American Academy of Dramatic Art. This was done

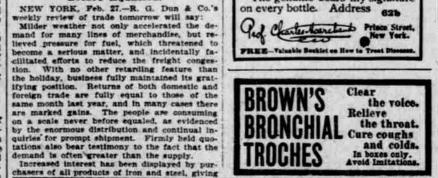
Academy of Dramatic Art. This was done at a dinner party just held at the Hotel Bellevue and which was given by Will-iam P. Donovan, president of the Eastern Steel Company, for George Clark, for-merly leading man of the late Augustin Daly's company. Nearly all of the diners were million-aires and most of them multi-millionaires. P. A. B. Widener and John M. Mack sub-scribed \$100,000 each. William M. Dunn, ex-Governor of Idaho, and Senator Charles A. Porter put their names down for \$25,000 each, and Clarence Wolfe of-fered to raise \$50,000 as a contribution from the firm of Wolf Bros. Mr. Donovan de-clared he would raise \$1,000,000 as soon as clared he would raise \$1,000,000 as soon as the first \$1,000,000 was raised.

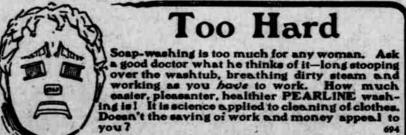
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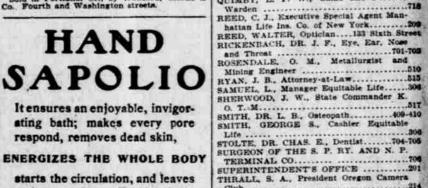
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