American-Hawaiian Line Proposes to Run Steamers to Portland.

ONE MONTH TO NEW YORK

Steamers Nebraskan and Nevadan to Connect With the New Mexican Railroad at Salinus Cruz.

General Charles F. Beebe has returne from New York with the information that by the first of next year Portland will have the steamer Nebraskan and Nevadan handling freight direct for New York by way of the Tehuantepec railroad. now being completed by the Mexican government across the isthmus at a point where a haul of 194 miles brings it from deep water on the Pacific to deep water on the Atlantic. This will give a 29-day service by water between Portland and New York. The steamers will also connect at San Francisco with five 17,000-ton steamers operating between the Mexican port and Honolulu, via the Bay City, and arrangements may possibly be made eventually to extend the service of the Nebraskan and Nevadan to the Hawailan

The new schedule will be inaugurated by the American-Hawaiian Steamship Company, for which General Beebe is lo-cal agent. A good deal of freight is being handled by this firm at present by way of the Portland & San Francisco liners and then on steamers of the American-Ha-waiian Company through the Straits of Magellan and up the Atlantic. The very best service under these conditions, how-ever, is 60 days, and for that reason the new arrangement will prove of great beneit to shippers on both shores of the conti-"With the completion of the Mexican

railroad from Salinas Cruz, on the Pa-cific Coast, to Coatzacoalcos, on the At-lantic, Portland will get a 30-day service to New York," said General Beebe yes-"The 8500-ton steamers American, Hawaiian, Californian and Oregonian with handle the freight from New York to Contracoalcos, where it will be trans-ferred to the rail and bauled to Salinas Cruz for reshipment on the steamers Ne-braskan and Nevadan for San Francisco, Portland and Puget Sound, and on the 12,000-ton steamers Texan, Arizonan, Alaskan, Mexican and Columbian and two new boats now being built, for San Francisco and the Hawalian Islands. At San Francisco the large boats will pick up Portland freight for the islands brought south by the Nebraskan and Nevadan until such time as it might be deemed advisable to extend the service of the Port-land steamers to the Islands direct.

'The Nebraskan was in Portland two years ago, and took a full cargo of misellaneous freight to New York by way of the Straits of Magellan. She and the Nevadan are 5000-ton vessels, and are plendidly equipped for handling freight with dispatch."

The Mexican railroad is being construct ed along lines that will insure rapid and perfect transit, and preparations are being ade to take care of all kinds of heavy freight, including lumber, should the Eastern market prove inviting o Pacific Coast manufacturers.

The proposed new arrangement will and the Atlantic Coast, and open new markets for goods that lack of suitable transportation facilities has prevented in

RELIEVING CEMENT FAMINE

Importers Place Heavy Orders in Europe and Japan.

There is little likelihood of a cement famine this Summer, as predicted a few days ago, for during the past few days importers have been placing heavy orders, only in Europe, but also in Japan. W. P. Fuller & Co. vesterday chartered the French barks Colonel de Villebo

## STEAMER INTELLIGENCE.

Northland, San Francisco ... Mar. 23

France From

ı	*nrabla, OrientMar.	25
ı	Senutor, San FranciscoMar.	25.
ŀ	Roznoke, Los Angeles Mar.	26
۲	Redende, San Prancisco Mar.	27
t	Columbia, San Francisco Mar.	38
ı	Alliance, Eureka and way Mar.	30
٠	F. A. Kilburn, San Francisco, April	3
t	*Aragonia, Orient	18
į	Due to Depart.	
٠	Steamer Destination Date	
t	Alliance, Eureka and way Mar.	24
į	Senator, San Francisco Mar.	
٠	Northland, San Prancisco Mar.	28

Redondo, San Francisco..... Mar. 29 Roanoke, Los Angeles ..... Mar. 29 Columbia, San Francisco .... April 1 F. A. Kilburn, San Francisco April 5 \*Arabia, Grient.......April 10
\*Aragenia, Orient.......April 30 \*Carrying mail.

........

Marcull and Empereur Menelik to bring cement from Rotterdam and Hamburg re-spectively, and the Portland-Asiatic Steamship Company was asked to reserve space on its Oriental liners for about 10,-000 barrels of the material manufactured in Japan. The French bark with long name registers 1732 tons net, and will carry in the neighborhood of 18,000 barrels, while the Empereur Menelik, of 1567 to net register, will bring about 15,000 bar-rels. All told, there is now something like 150,000 barrels of cement in sight for delivery at this port by the end of Octoher, not counting on the shipments that

will come from the California factories.

The Japanese cement is said to be a close imitation of the Buropean article and sells considerably cheaper, the rate quoted at present averaging \$2.75 a barrel, or 50 cents cheaper than the European

HEAVY PASSENGER TRAFFIC

Steamers Columbia and Kilburn De-

part With Few Empty Berths. More than 100 passengers left Portland water for San Francisco and way pints last night, 60 of them going on the F. A. Kilburn and about 50 on the Columbia. All tickets for the Kilburn had been disposed of early yesterday afternoon, and business was turned away towards even-

the Kilburn are going into the Coos Bay country, where things are reported on the boom, and the fact that the steamer Rosnoke has dropped Cooos Hay from her route is also held responsible for the increased traffic on the boats maintaining at Portland Lumber Mills, leading for Port Pirie, Australia.

Harry Mosse, American bark, 1241 tens, at Portland Lumber Mills, leading for Boston, Annie M. Campbell, American schooner, and M. Campbell, American schooner, and Portland Lumber Mills, loading creased traffic on the boats maintaining communication between that growing communication between that growing community and Portland. Northbound traffic from Coos is quite heavy, too, as was illustrated by the fact that the Aitons, at Portland Lumber Mills, leading for Roston.

Annle M. Campbell, American schooner, 485 tons, at Portland Lumber Mills, leading for Roston.

William Bowden, American schooner, 485 tons, at Portland Lumber Mills, leading for

Hance came in yesterday morning from Eureka and Coos with 47 passengers.

Sim Pedro.

San Pedro.

Koko Head. American barkwatine. 1011 tons. In lower harbor, loading for Smanghal.

Bainore. British bark. 1388 tons. at North Pacific Lumber Mills, loading for Genca. the approach of Summer, and it is not un-likely that another steamer will be placed on the run to alternate with the Kilburn. this intention having been announced some time ago. Freight traffic. too, is heavy, the Kilburn departing with a full cargo. The Columbia's cargo consisted mainly of flour, she, too, going out full to

the batches.
The southbound wheat movement continues, and the steamer Czarina will be bere in a few days to load a cargo under charter to the Northwestern Warehouse

Will Be Towed to San Francisco.

ASTORIA, Or., March 22.- (Special.) -While coming down the river last night, the steam schooner Aurella struck a log and knocked off one or more of the bindes of her propeller. After the accident the steamer was Despatch, steamer. Meteor, steamer, ties at Standard B of East Pine street. Crillon, French sh other the accident the steamer was able to make fairly good time and ar- | San Francisco.

Columbia by coming in contact with a partiand Lumber Mills, leading for Shang-partly submerged log.

A large number of those who went on the Kilburn are going into the Coos Bay dolphina, icading for Thiughal and almain. Sutherland, British steamer, 227° tons, at dolphina, icading for Talactan and aMaila. Clackmannapshire, British ship, 1482 lone, at Portland Lumber Mills, loading for Port

Croscent, American schooler, 1834 tons, at Inman, Poulsen & Co.'s mile, loading for Shanghat.

Carrier Dove, American schooner, 634 tons, at St. Helens, loading for San Francisco.
Ameranth, American barkentine, 1062 tons
loading at Eastern & Western mills for Shang Avegarth, British steamer, 2002 tons, at

North Pacific Mills, loading for Australia. Mabel Gale, 619 tons, loading at Imman Poulsen & Co.'s mills for San Pedro. Miscella

Brabloch, British ship, 2000 tons, disengaged, at Astoria.

Meteor, steamer, 1566 tens, loading railroad
ties at Standard Box Company's dock, fost

ONE OF THE 5000-TON STEAMERS TO PLY BETWEEN PORTLAND AND SALINAS CRUZ,

WHERE FREIGHT WILL BE TRANSFERRED FOR NEW YORK

Drake C. O'Reilly's Franchise Application.

In Seeking the Right to Build a Line on Front Street He Makes Novel Proposition to the Council.

To operate a line on Front street fron Columbia to Irving, connecting with the Southern Pacific at Columbia street and

ties at Standard Box Company's dock, fact of East Pine street.

Crillon, French ship, 1734 tons, discharging Crillon Station, in partnership with the coment at Mersey dock.

Despatch, steamer, at Limnton, loading for who has asked a franchise from the Council for such a line. Other roads are

ary. A satisfactory feature of the case is that the Oregon roads are supplying all the cars necessary for the traffic, while dispatches from Washington say the Sound mills are hard put to it for

During February, shipments of lum-ber East by rail were remarkable and showed a tremendous increase over the corresponding month last year. The number of cars shipped in February, 1935, was 1300 from Oregon mills, while during the month ending March 1. during the month ending March 1, 1906, 2000 cars of lumber went East. The increase would have been greater had it not been for the heavy cargoes WHAT HE OFFERS TO DO of lumber sent out from Portland dur-ing the monta. The shipments go some penetrate as far East as Phila-delphia, New York and Boston.

Government figures lately compiled on the standing timber tributary to Portland are decidedly favorable to this city and against the Sound. Be-cause of the large logging operations on the Columbia River, which brings logs from a vast territory to Portland and other Oregon mills, the forests of Southwest Washington are tributary to Portland, as well as the stretches of timber on the Oregon side. Govern-ment experts figure 200,300,000,000 feet are tributary to Portland, while 92,000,000,000 are tributary to Seattle.

WILL GO TO NEW YORK CITY

W. S. Barstow Will Arrange for Traction Bridge Over Willamette.

W. S. Barstow, secretary of the Willamette Valley Traction Company, leaves today for New York, where he will make arrangements for a bridge across the Williamette River for the Salem division, He will also place an order for 5000 tons of steel rails while in the East. rangements were closed yesterday for 2000 tons of 72-pound steel from the Carnegie plant at Pittsburg, Pa. The 2000 tons will be shipped in 30 days. These two lots of rails will be sufficient to construct the Portland-Salem division, "I think the joint franchise on Front street will be satisfactory both to our company and the United Railways Com-

pany," said Mr. Barstow. "The remu neration to be paid the city has been cu out of both ordinances, and will be fixed by the Executive Board."

Press Excursion to Mexico. The general passenger department of

the Southern Pacific has issued a cir-cular advertising the excursion to be run from San Francisco to the City of Mexico by the California Press Asso-ciation, leaving San Francisco April 10. The trip south will be made on the Southern Pacific and the return will be by the Santa Fe, allowing an op-portunity to visit the Grand Canyon of Colorado. Rates have been made for any one who wishes to join the excursion from Portland.

Reduces Rates on Phonographs.

A step that promises to increase the umber of phonographs and other talking machines in the state has just been taken by the O. R. & N. Co., which announces a reduction in freights on that commodity from \$3.25 in less toan carload shipments, to \$2.50 per 100 pounds. In carload shipments the rate will be reduced from \$2.25 to \$2.20. These changes will become effective April 1.

Rallway Personals.

William Harder, general agent of the Great Northern, went to Astoria yesterday. Seachrest, Pacific Coast agent of the New York Central lines, is on

the Sound on business. M. T. Saunders, tax commissioner of the Northern Pacific, arrived in Port-land yesterday on business.

George J. McCabe reached Portland yesterday from Elgin, Mr. McCabe has the contract for the extension of the Eigin branca of the O. R. & N. as far as the mouth of the Wallowa River He is now completing the contract, work on which was begun Septem-

R. W. Foster, city passenger agent for the Burlington, has received an nouncements of a series of advertise It is stipulated that the franchise shall ments to be printed in the magazines by the Burlington exploiting the Pa-cific Coast tours offered by the company. These tours make Portland their objective point and will be good from June 1 to September 15 at the tourist rates offered for the Summer travel

## SALES EFFECTED

SEVERAL IMPORTANT DEALS ARE REPORTED.

Hartman Tract on Willamette Slough Is Secured by an Unknown Purchaser.

Several notable sales of realty were made in Portland yesterday, the largest being the transfer to B. M. Lombard of a quarter block at the northwest corner of Fourth and Salmon streets. George T. Myers, the owner, received \$50,000 for the tract. The quarter is occupied by several

buildings, both brick and frame. They are all old structures, but are paying a good revenue and it is under stood that no changes will be made by Mr. Lombard for the present. The sale, which has been in progress several days, was consummated and the deed filed yesterday.

John Honeyman & Co. sold their machine shop and foundry yesterday

to members of the LaCamas Paper Company. The property is located at the southwest corner of Front and Columbia streets, and comprises a quar-ter block. The price was \$22,000. Frank Klernan sold three and a half lots, bounded by Second, Third Flan-ders and Glisan streets, to E. E.

Merges for \$32,000, Mr. Klernan bought the lots less than six months ago \$21,000. The new owner expects to spend \$50,000 in improvements.

The deed to the Lamson property at

the northeast corner of Fourth and Taylor, has just been recorded. The purchaser whose name has previously been withheld, is Lowenson Bros. Gold-smith & Co. made the sale, which in-volved a consideration of \$35,000. The demand for property diately north of Portland at

was well shown by a sale which was made yesterday. The Edwards-Harris-Lamont Realty Company inserted a small advertisement in The Oregonian yesterday morning and the property offered was sold before noor

The land affected was the Hartman tract of five acres near Linnton. It borders the Willamette Slough for 995 feet, and lies between it and the North-ern Pacific track. The price was \$2200. A few hours after the advertisement appeared a representative of the United Railways Company came for the purpose of purchasing the property. While he went to look at the tract, a local buyer, whose name is withheld, called and closed the deal.

WILLIAMS' PINK PILLS Because the Poisoned Blood is Made Pure and Inflamed Tissues Are Healed.

THEY INVARIABLY YIELD TO DR.

When, in cold or wet weather, the rheumatic patient feels twinges of pain in the joints and muscles it is natural to think that the trouble is local and that it is caused by the chill or the damp. The truth is that rheumatism is a disease of the blood, caused by the failure of the body to cast off certain poisons. It is hereditary and often runs in several generations of one family. Cold, damp-ness and certain localities do promote the development of the disease, but the

root of the trouble is always in the blood. With this in mind, it will be readily seen how useless it is to try to cure rheumatism by rubbing liniments on the skin. External applications are of use in securing temporary relief from pain—the cure for rheumatism lies in

parifying and enriching the blood.

Mrs. Frederick Brown, of 40 Sumpter street, Sandy Hill, N. Y., was a sufferer from inflammatory rheumatism from the time she was sixteen. She says "It first appeared in my knee joints, then in my hips and waist. It became a regular thing that I would be laid up all winter. The rheumatism affected mostly my hands, hips, feet and shoulders. My hands were all puffed up and my feet became deformed. I lost my appetite, couldn't sleep and sometimes I was compelled to cry out, the pain was so intense.

"For several winters I was under the

doctor's care and while his medicine relieved the pain for a little while there seemed no prospect for a permanent cure. I was confined to my bed, off and ou, for weeks at a time. My limbs swelled dreadfully at times and I was reduced almost to nothing.

"In the spring of 1904, upon the advice of a friend, I began to use Dr. Williams' Pink Pills. At that time I wasn't able to do anything and could barely eatenough to keep alive. I felt a change for the better in about a month. I began to eat heartily and I suffered less pain. Of course I kept on the treatment, using care in my diet, and in about three months I was cured. I am entirely well today and do all my own work.

Dr. Williams' Pink Pills cured Mrs. Brown by driving the rheumatic poisons out of her blood. But you must get the genuine Dr. Williams' Pink Pills, sold by all druggists or by the Dr. Williams Medicine Co., Schenectady, N. Y.





Dent's Corn Gum Cares Corns and Busiess, 16.

C. S. DENT & CO., Detroit, Mich.

TRAVELERS' GUIDE



The ORIENTAL LIMITED
The Fast Mail
VIA SEATTLE OR SPOKANE Daily. Portland Da Leave Time Schedule. Arri R 30 am tane, St. Paul, Min-1;90 am tane, St. Paul, Min-1;90 am neapolts, Duluth and 8:50 pm All Points East Via Seattle.

To and from St.
Paul. Minucapolis.
Points East Via
Great Norther. Great Northern Steamship Co.
tiling from Seattle for Japan and
hina ports and Manila, carrying
tasengers and freight.
S. S. Minnesota, April 29.
S. S. Dakofa, June 7.
NIPPON YUSEN KAISHA
(Japan Mail Steamship Co.)

(Japan Mail Steamship Co.)

8. S. SHINANO MARU will and
from Scattle about May 15 for Jaan and China ports, carrying pasengers and freight.
For tickets, rates, berth engers and freight.

For tickets, rates, berth reservaions, etc., call on or address.

H. DICKSON, C. P. & T. A.

122 Third St., Portland, Or.

Phone Main 680.



OF TRAINS

PORTLAND DAILY. Depart. Arrive

City-St. Louis Special for Chehalis, Centralia, Olympia, Gray's Harbor, South Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Billings, Denver, Omaha, Randense Limited, electric lighted, for Tacoma, Seattle, Spokane, Butte, Minneapolis, St. Paul and the East.

Puget Sound Limited for Chehalis, Centralia, Tacoma and Seattle only Twin City Express for Tacoma, Seattle, Spokane, Futter City Express for Tacoma, Seattle, Spokane, Twin City Express for Tacoma, Seattle, Spokane, Guiter, Butte, Spokane, Guiter, Butte, Spokane, Guiter, Butte, Spokane, Walsen, Butte, St. Paul 2:00 pm 7:00 am

rein City Express for Ta-coma, Seattle, Spokane, Helena, Butte, St. Paul, Minneapolis, Limcoln, Omaha, St. Joseph, St. Louis, Kansas City, without change of cars. Direct connections for all points East and South-

A. D. Chariton, Arsistant General Post Agent, 255 Morrison St., corner

TRAVELERS' GUIDE.

OREGON SHORT LINE

AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

Through Pullman standards and touri-sleeping-cars daily to Omaha, Chicago, Spi kane, tourist sleeping-car daily to Kansa City. Recitning chair-cars (seats free) t the East daily. Leaves. Arrives CHICAGO-PORTLAND 9:15 A. M. 5:25 P. M. SPECIAL for the East Daily. Daily.

SPOKANE FLYER. 6:15 P. M. Daily.

Daily.

For Eastern Washington, Walla Wal Lewiston, Coeur d'Alene and Great Northe

ington.

ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily. RIVER SCHEDULE,

POR ASTORIA and way points, connecting with steamer for Ilwa-co and North Beach, steamer Hassalo, Ash-st, dock 10:00 P. M. FOR DAYTON, Ore-gon City and Yamhili Daliy, filver points, Ash-st. dock (water per.) Sunday. Sunday.

For Lewiston, Idaho, and way points fro diparts, Wash.
Leave Riparts 5:40 A. M. or upon arriva rain No. 4, daily except Saturday.
Arrive Riparts, 4 P. M., daily except Fri-

Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Pass. Agt.



OVERLAND EX-PRESS TRAINS for Salem, Ross-burg, Ashland, Sacramento, Og-den, San Fran-cisco, Stockton, Los Angeles, El Paso, New Or-leans and the East. \*7:25 A. \*8:30 A. M Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel. Silverton. Browns-\*5:55 P. 1 Win Ang.

Mt. Ang.

Verton, Brown,

ville, Springfield,

Wendling and

Natron,

an passenge \*10:35 A. 3 \*4:15 P. M Eugene passenger connects at Woodburn Mt. Angel and 7:30 A. M. Corvallis passen 5:50 P. M \*4:50 P. M. Sheridan passen \*8:25 A. M Forest Grove Passenger.

\*Daily. \$Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Division.

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30

A. M.: 12:50, 2:95, 4, 5:20, 6:25, 8:30, 10:10, 11:30 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland, daily, 8:30 A. M.: 1:55, 3:95, 5:95, 6:15, 7:35, 9:35, 11:10 P. M.: 12:25 A. M. Daily except Sunday, 6:25, 7:23, 9:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dailas and intermediate points daily, 4:15 P. M. Arrive Portland, 10:15 A. M.

The Independence-Monmouth Motor Line operates daily to Monmouth and Airlie con-

Portland, 10:15 A. M.

The Independence-Monmouth Motor Line operates daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacramento and San Francisco, \$20; herth, \$5. Second-class fare, \$15; second-class berth,

also Japan, China, Honolulu and Australi CITY TICKET OFFICE, Corner Third an Washington Sts. Phone Main 712. C. W. STINGER, A. L. CRAIG, City Ticket Agent, Geg. Pass. Ag

## Astoria and Columbia River Railroad Co.

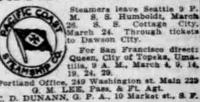
Leaves. | UNION DEPOT. | Arrives. Dally. Daily. For Maygers, Rainler, Clatskanie, Westport, S:00 A. M. Fort Stavens, Gearhart Park, Seaside, Astoria and Seaside, Astoria and Seaside, Stavens, Gearhart Park, Seaside, Astoria and Seaside, Seaside, Astoria and Seaside, Express Daily. 7:00 P. M 9:50 P...M Daily. A STEWART, J. C. MAYO, Comm'l Agt., 248 Alder st. G. F. & P. A C. A. STEWART, Phone Main 906,

SAN FRANCISCO & PORTLAND STEAMSHIP COMPANY

Operating the Only Passenger Steamers for San Francisco Direct. Salling dates from Portland—S. S. Columbia, April 1, 11, 21; May 1, S. Senator, March 27; April 6, 16, 28, REDUCED ROUND-TRIP RATS, \$23.

Berths and Meals Included. JAS. H. DEWSON, Agt.

For South-Eastern Alaska



WILLAMETTE RIVER ROUTE

Steamers for Salem, Independence a bany leave 6:45 A. M. daily tecept St Steamers for Corvallia and way leave 6:45 A. M. Tucaday, Thursda Saturday.

OREGON CITY TRANSPORTATION CO.,

"Jefferson," March 18, 28, 9 P. M., CHEAP EXCURSION BATES.

Call or send for "Trip to Wonder-ful Alaska," "Indian Basketry," "Totem Poles."

THE ALASKA S. S. CO.
Frank Woolsey Co., Agents,
252 Oak St. Portland, Oc.

At Astoria the Kilburn will pick up passengers that left Wednesday on the steamer Aurelia, which lost two of her propeller blades in the Lower.

STEAMER NEBRASKAN OF THE AMERICAN-HAWAIIAN LINE. 

tain Erickson immediately notified the owners and underwriters and asked for instructions. This evening he received orders to wait here until the arrival of the tug Defiance, which left San Francisco this afternoon and will tow the Aurelia to the Bay City. The Aurelia left Linnton Wednesday night with 500,000 feet of railroad ties on

Longshoreman's Spine Broken. MARSHFIELD, Or., March 22 .-

(Special.)-James McElwee, a longshoreman, was probably fatally injured at North Bend today. He was in the hold of the steamer Breakwater and a skid, composed of two-inch planks and have the effect of greatly stimulating business between this part of the country and the Allert and the country business between this part of the country and the Allert and the country and the co the shoulders and breaking his back He was taken to the Horsfall Hospital where an operation will be performed tonight to remove the broken bones

from the spinal cord. McElwee is paralyzed from the waist down and there is practically no hope of saving his life. He is a member of the I. L. M. & T. A. No. 111. He has a wife and six children.

Aberdeen Shipping News.

ABERDEEN, Wash., March 28 .- (Special.)—The schooners Honolpu Vance are at Lindstrom's yard for new masts and minor repairs. The frames of two of the schooners to be built at Lindstrom's are well started. There are four of these steam schooners to be launched during the Summer. The schooner Eldorado, Captain Johnson, from San Pedro; the Honolpu, 28 days out from San Pedro; the Endeavor. Captain McCallun, from San Pedro, and the steamer Sequota, Captain Reed, have arrived. The steamer San Pedro, Cap-tain Andfindsen, discharged a cargo here

and went to Hoquiam to load.

Fearful Gales Off Cape Flattery. SEATTLE, Wash., March 22 .- (Special.)-Fishing schooners arriving here report terrible gales off Cape Flattery and northward to the Alaskan coast Many schooners remained for days under the shelter of Neah Bay waiting for the weather to moderate. The schooner Mary brought but half a catch of halibut and it is feared several of the vessels in the Alaska fleet Northland was driven before the gale

120 miles in less than 20 hours

Will Land at Oak Street The steamer Charles R. Spencer will go into commission next Monday be-tween Portland and The Dalles, leavng from the foot of Oak street, Artaur Riggs will go as master with John Zumwalt as pilot. Other officers will be Frank Templeton, purser; Charles Roth, steward, and Charles R. Spencer, mate. Sam Shaver will have charge of the engine-room. Charles C. Steelsmith will be the Portland agent and N. N. Eastward will be in charge at will be the Portland agent and

The Dalles. Marine Notes.

The schooner J. F. Jewell arrived at Astoria vesterday. The barkentine Koko Head will move

into the lower narbor this morning to finish her lumber cargo for Shanghai Fir logs advanced another 50 cents a thousand feet in Portland yesterday. This makes the price \$8.50 a thousand or within 50 cents of the highest price reached, four years ago, when logs

ere extremely scarce. Another sling broke yesterday in handling ties on the steamer Meteor at the foot of East Pine street, but ckily the longshoremen received timely warning and escaped injury. J. B. Lengville, the longshoreman who was injured a few days ago in an ac-cident of similar nature, has brought suit against the steamer for damages

VESSELS IN PORT.

ading for Eureka and Coos Bay.

Domestic and Foreign Ports. ASTORIA, Or., March 22 -- Condition of the bar at 5 P. M., rough; wind, southwest weather, cloudy, Arrived down at 9 A. M.

Steamer Aurelia. Arrived at 10 A. M. and oft up at 12 mon-Steamer Argyll, from Port Harford. Arrived at mon-Schooner W. Jewett, from San Francisco.

Port Pirie, March 21.—Arrived — British

March 20.-Arrived-British ship San Francisco, March 22.—Sailed—Steames Sharta, for Beillingham; Charles Nelson, for Seattle; schooner Try, for Coos Bay; schooner Show and Burgess, for Port Gamble, Arrived—Norwegian steamer Terje Viken, from Nanalmo; steamer Johan Poulsen, from steamer South Bay, from Gray's Har Steamer Bee, from Gray's Harbor; stea Umatilla, from Victoria: steamer Reso from Portland. Salled—Steamer Defiance.

Scattle, March 22.—Salled-Steamer Whit-er, for Vancouver.

San Diego, March 22.-Salled-Steamer Or-

egonian, for San Francisco. Com Bay, March 22. — Arrived—Steamer Breakwater, from San Francisco. Crescent City, March 22.-Arrived-Steamer Del Norte, from San Franci ngham, March 22 .- Salled - Schooner A.

F. W. VALENTINE INDORSED

He Heads Third Ticket Nominated

San Pedro, March 22 - Sailed - Schooner T.

P. Emigh, for Portland.

for St. Johns Election. The "Business Men's Independent Ticket" made its appearance last evening in St. Johns. It follows: Mayor, Fred W. Valentine; Recorder, J. W. Hanks; Treasurer, K. C. Couch; First Ward Councilmen, George Carbart and Mr. Coovert; Second Ward, J. H. Shields and D. F. Horseman; Council-

men-at-Large, B. T. Leggett, J. E. Wil-

liams and C. D. Edwards, Mr. Valen-

tine, who heads the "Citizens' Ticket," was indorsed by the third ticket pro-moters. J. W. Hanks had already filed his petition for an independent nomi nation for Recorder and Municipal Judge. There have been some changes made in the "dry" ticket headed by ex-Mayor C. A. Cook. Councilman H. W. Brice has withdrawn and George Carbart was nominated in his place. Also E. D. Hurlburt has withdrawn and Mr. Parker put on the ticket in his place. There will be a straight fight between Mr. Valentine and Mr. Cook, on the question of liquor license or no license, Mr. Valentine being favorable and Mr. Cook against license, Mr. Leggett was expected to head the third ticket, but for some reason his

may assume importance during the coming week. GYMNASIUM WORK EXHIBIT

Pupils Do Well at Neighborhood

House Entertainment.

name was withdrawn and Mr. Valen-tine's substituted. The other impor-

tant questions of water and fire protec-

seem to have been forgotten, but these

The exhibition of gymnasium work given under the direction of Professor Robert Krohn at the Neighborhood House last night was well attended by the parents and friends of the class members and was a highly entertaining event. Professor Krohn's well-known success in this line of work was evident in the exhibition given by the lade on in the exhibition given by the lads on this occasion, and their agility and skill in all lines of gymnasium exercises was

most satisfactory.

The finely equipped gymnasium of the Neighborhood House was fitted up by Adolphe Wolfe as a memorial to his son, city. It proves a far greater attraction than the streets and is liberally patronized on every occasion that it is open,

to be given the right to operate over tracks, and switching charges for hand-ling cars of other roads are not to ex-ceed \$2 each way in any case. After 6 per cent is paid on the capital invested in the road, the earnings are to be divided evenly between the city and Drake C.

O'Reilly. It is stated in Mr. O'Reilly's franchise application that the city shall have the right to take over the tracks of the road, together with its equipment, at any time by paying to Drake O'Reilly or his suc-cessors its cost value, without interest, or at its actual value, to be determined by a board of appraisers, provided the city cannot elect to take over the property on the basis of actual cost without paying the interest at 6 per cent per annum, carned but not received by Drake C.

O'Reilly

Stipulation About Transfer. not be transferred to any other than a responsible corporation, to be approved by the city, and that the books of the company shall at all times be open to the inspection of the city officials, and the dividend to the city shall be paid at

te close of each fiscal year.
"My proposition is a business one, both from my standpoint and that of the city," said Mr. O'Reilly, in speaking of his application for the franchise. "The road would be controlled by my corporation, but others could use it under such regulations as should be approved by the Council. The proposition is one of taking the city into partnership, with the right to assume ownership at any time.

"Charges for hauling cars over the line will depend on how much of a tax the city wants to put on traffic. The freight business would consist of switching cars for transcontinental business, the charges for which are absorbed by the transcontiental railways, which is not a tax on he community at all. The industries on the Southern Pacific tracks south of Porland on the Yamhill division are sawmills which ship to the East. The Southern Pacific now has to take loads out by La Fayette and empties are sent back the same way. The lumber then goes East over the O. R. & N. The handling of this lumber would not change the gross rate on the business, but the road would be required merely to pay the switching charges on the Front-street line. I have no understanding with the Southern Pa-

cific and O. R. & N.

Spur Tracks Contemplated. "The project also contemplates spi tracks to industries along Front street if there is a demand for them and the Coun-cil grants the right to build such spurs to warehouses and jobbing houses. "I consider my proposition a more ad-vantageous one to the city, as it is made a partner, which will share in the joint earnings of the road. Others have given the city the right to purchase their tracks, but as I understand it, that means the whole system of tracks within the city, while my plan is to sell to the city, if it desires to purchase, the road down Front street, which will be the only tracks I

will have to sell." Mr. O'Reilly is an old railroad man, having been in the employ of the Union Pacific and O. R. & N. for 17 years prior to 1897, when he retired. He was assistant general freight agent for the O. R. & N. when he quit the service of that company and then became one of the or-ganizers and builders of the Columbia

The streets to be traversed by Mr. O'Reilly's line would be Frant street from Irving to Columbia street, and thence on da street from Front to Water Columbia street from Front to Water street and on Water from Columbia to Jefferson, and thence on Jefferson from Water to Front street and connecting with the Southern Pacific Company at or near Water street. The line is to be single-track, standard guage, and operated by electric power. During the day passenger cars are to be hauled over the line, while freight traffic is to be handled at night only. at night only.

LUMBER SHIPMENTS EAST.

Great Increase in Number of Carloads Over Last Year.

Shipments of jumber to the East from Oregon have greatly increased during the past few months and figures for the present month are expected to ratiroads entering Portland in Febru-

Habitual constipation cured and the bowels strengthened by the regular use of Carter's Little Liver Pills in small doses. Don't forget this.