

WANTS TO GO HOME

Stowaway Aboard Dulwich Endures Hardships.

CAPTAIN GIVES HIM BERTH

Charles Ottelli Has Been Trying to Reach His Family in New Zealand for Three Years—Dulwich to Carry Him There.

When the United States customs officials boarded the British steamship Dulwich, as she tied up at the dock of the Portland Lumber Company yesterday morning, a pathetic and remarkable tale of a man's desire to return to his native home was brought to light. Charles Ottelli was before the officials of Uncle Sam's revenue service, and the reason for the inquisitiveness of the officers was the fact that the man was not legally a member of the Dulwich's crew. In other words, he was a stowaway.

According to the story unfolded to the officers, he had stowed away aboard the Dulwich while the vessel lay at Vancouver, B. C., for he had been informed that she was going direct to his home country, New Zealand, and as he was practically penniless, the idea of stealing passage appealed to him, and no difficulty was experienced in securing a secluded spot on the vessel wherein to hide himself.

In stowing away, members of the crew to whom he told his tale, assisted him in securing food during the trip to Portland, and only the anticipated inspection of the revenue officers made his presence known. Ottelli had stowed away at his dock, Captain Dudley informed British Consul Ladlow of the stowaway.

Ottelli accompanied Captain Dudley to the office of the British Consul, where the young man was signed as a member of the crew, and will be taken to his home in New Zealand. He has met with many reverses, for it seems that every time he ships for home the vessel gets orders to proceed elsewhere, and during the two years and a half he has been trying to reach his home, he has been taken all parts of the world except the desired quarter.

The Dulwich is taking on the first part of her lumber cargo, and will be taken down to the Eastern & Western Mills about Monday, where another portion will be loaded, and the finishing part will be loaded at the North Pacific Mills.

LINERS WILL CALL HERE

Vessels of American-Hawaiian Line to Visit Portland.

HONOLULU, May 30.—(Special)—Portland will probably have far closer commercial relations with Honolulu next Winter. There is a general understanding here that the American-Hawaiian Steamship Company will have some, if not all, of its big freighters on the Pacific route with their summer season in November. As a result of a general rumor to this effect, the local agent for the company, Mr. Morse, was asked if it were true, and he replied:

"I have had no official information to that effect, but have heard that plans are being considered to include Portland next year among the ports to be visited by our ships."

The American-Hawaiian Company owns a large fleet of steam freighters that ply between New York, San Francisco, Puget Sound and the Hawaiian Islands. Two of these vessels, the Nebraskan and Nevada, do not go to the Atlantic Coast, but are limited to local trips to the Hawaiian Islands, Seattle and San Francisco.

Three new steamers, two of which are larger than any of those now in service, are being built for the American-Hawaiian Company at the Union Iron Works, San Francisco. The smaller of the new vessels will be the Mexican, which will carry 6,000 tons. The other two, the Columbia and the Isthmian, will each carry 12,000 tons. The largest vessel now being used by the company are the Texan, the Alaskan and Arizona. Each of these carries 18,000 tons of freight.

It was announced some time ago that the Oregonian, one of the finest of the fleet, would be retained next year on the Atlantic Coast, but the increased demand for freighters during the sugar season, which lasts the entire year with the exception of two or three months, may cause a change in that plan.

Charles E. Beebe, local agent for the American-Hawaiian Steamship Company, stated last evening that to the best of his knowledge, the company intended to operate its vessels out of Portland by the first of the year. In response to a query, "Yes," to the best of my knowledge, Portland is to be a regular port of call for the vessels of the American-Hawaiian Company, and the service will probably be established here by the first of the year. The Tehuantepec, Mex., and Puget Sound vessels of the fleet will also call here, and the company has looked over the field, and the business is to be had here seems to warrant Portland being made a port of call."

CLEARING-HOUSE REPORT.

May Shipping Shows Well During Past Month.

Portland made a splendid showing in shipping during the month of May, according to the clearing-house figures just issued for the month. The value of the exports cleared shows the handsome figure of \$165,392, while the duties collected by the Government aggregate \$33,273.66. The table for the month follows:

Vessels entered from foreign ports.....	6
Vessels entered from foreign ports.....	42
Vessels cleared for domestic ports.....	42
Entries of merchandise for duty.....	121
Entries for warehouse.....	8
Entries for warehouse and exportation.....	1
Entries for immediate transportation with export arrangement.....	24
Certificates of enrollment granted.....	3
Licenses for coasting trade granted.....	13
Entries of imports and foreign trade.....	14,282
Miscellaneous customs receipts.....	382.50
Storage, labor and cartage.....	66.50
Official fees.....	15.40
Total.....	\$83,826.14
Amount of funds and remittances paid.....	1,388.32

STRIKERS HOLD ALOOF.

No Effort at Conference Between Sailors and Owners.

SAN FRANCISCO, June 8.—The long sea-

ries of negotiations that preceded the water-front strike seems to be a bar to compromise between the dissatisfied sailors and the steamship owners. No advance has been made on the part of either, and the situation remains the same today as it has been since the outset, except that it has been aggravated in a slight degree by some of the owners who have manned their vessels with non-union crews.

GRACE DOLLAR IS LIBELED

Sailors Institute Proceedings for Wages Due.

ABERDEEN, Wash., June 8.—(Special)—Legal proceedings have instituted today against the steamer Grace Dollar, which arrived in this port Wednesday. The preliminary hearing will be held tomorrow morning at 10 o'clock before United States Commissioner Warren at Hoquiam. When the men left the vessel upon her arrival there was a sum of \$49,838 due the sailors, and on account of this amount the Dollar may be libeled, the captain refusing to pay the men until he was able to communicate with her owners, which could not be done. If the case warrants an attachment, the necessary papers will be sent to Tacoma, and a United States Marshal will come to this city to libel the vessel.

STEAMER CHESTER FLOATED

Vessel Is Now Being Repaired at Castle Rock.

CHESTER, Wash., May 8.—(Special)—The steamer Chester has been raised, and was brought to this city yesterday, to repair the damage sustained in the recent gale. She is undergoing repairs, and will probably resume her run to Toledo tomorrow morning. The officers of the company will in all probability bring suit for damages against the loggers who turned the logs loose contrary to the provisions of the law, as this is the second time she has been sunk recently from the same cause.

Peculiar Collision at Sydney.

VICTORIA, B. C., June 8.—(Special)—Victims from Australia state that the bark Griffel, which took lumber to Sydney, Australia, from Chemainus was seriously damaged as a result of a collision with the steamer Bunting when she was leaving Sydney harbor and that she was beached in a sinking condition and her passengers and crew had a narrow escape from death. The steamer was entering the harbor and the bark was in tow of the tug Advance, which was far in front of her, and the steamer ran between the tug and tow, which resulted in the collision.

Marine Notes.

The schooner Admiral, which is loading lumber at the Portland Mill, is expected to finish in time to leave Monday.

The Harvest Queen sailed from the ship canal up from Astoria yesterday, and is now anchored in the stream late last evening. She is scheduled to load lumber for the Orient.

The steamer says that he left to go to Switzerland to see his aged mother, who was thought to be dying, but who has since recovered, and is presumably well at the present time, although 95 years of age. In the course of his stay in New Zealand, he has met with many reverses, for it seems that every time he ships for home the vessel gets orders to proceed elsewhere, and during the two years and a half he has been trying to reach his home, he has been taken all parts of the world except the desired quarter.

The Dulwich is taking on the first part of her lumber cargo, and will be taken down to the Eastern & Western Mills about Monday, where another portion will be loaded, and the finishing part will be loaded at the North Pacific Mills.

ASTORIA, June 8.—(Special)—All that can be said is that the committee has not acted in good faith. Chairman Millard found himself in the minority and he was not anxious to press vote, for he did not want to invite defeat. The majority favored a sea-level canal; Millard favored a lock canal. Finally, Millard, after a long debate, gave in a large measure to the impractical manner in which the Senate committee on interoceanic canals has conducted its investigations during the past year.

Long before Congress convened in December it was known that the canal question would be brought up, and it was expected that there would be legislation before adjournment. Ample time was afforded for framing a comprehensive bill, and yet the Senate committee delayed along, gave many hasty hearings, promised Senator Morgan and W. M. Cromwell to engage in personal mud-slinging for days and weeks at a time, with the result that a bill is brought into the Senate when adjournment is in sight.

Millard, now that his bill is reported, deserves to avail himself of every opportunity to secure the enactment of that bill or some similar provision. If it becomes apparent that the canal bill cannot pass as an individual measure, he will move to have it made a rider to the sundry civil bill, and has hopes of winning his fight by that means. Legislation by this latter method is liable to fail, but Kittinger is going to take the chance. With him it is anything to have the sea-level canal adopted.

President Works for Locks.

The fact that President Roosevelt is determined to have a lock canal movement will prove a material obstacle in the way of passing the Kitzbühel bill. The President used his influence with members of the committee to secure a report favoring a lock canal, but he failed. Since the bill came out of committee, he has talked with the Senate leaders in the hope of inducing them to vote for a lock canal. There is little time remaining to conduct a campaign of this character, and the President may fail of his purpose if a material majority of the Senate favors the Kitzbühel bill.

But the greatest obstacle that confronts canal legislation is the difference of opinion existing between Senate and House. It is generally believed that the Senate, on a vote, would pass the Kitzbühel bill. The House, on the other hand, will stand by the President and vote for a lock canal. The Senate, in the hope of inducing the government to make a bill providing for the French railroads.

Cheyenne, Wyo.—The Los Angeles Limited was wrecked in Pine Bluffs 20 miles east of Cheyenne, at midnight. The locomotive, baggage car and passenger car derailed, and the engine left the track, the first two, with the engine, going down an embankment. The fireman was injured, but the passengers escaped.

Chicago—Jokers in Eugene Thursday night put a 500-pound iron tank to the carriage of a newspapered couple. It made no noise as the vehicle was driven to the Northwestern Railroad station that frightened residents who had retired went in calls for the police. Miss Rebekah Louis Cooley, daughter of Lyman E. Cooley, former consulting engineer of the Pacific Northwest, and her bridegroom, Charles M. Graham of Maryville, Mo., the groom. Students at Northwestern University are suspected of being the perpetrators. Miss Cooley was a freshman at Northwestern.

St. Louis—A collision between passenger and freight cars occurred at the Missouri River station, the third largest in the state, and 10 passengers were injured. No passengers were injured.

Davenport, Ia.—Rock Island passenger No. 6, eastbound, was derailed at Jennings, Kan., Friday, and 12 passengers were hurt, none dangerously. A surgeon on the train made it necessary to hospitalize four of the injured.

London, June 8.—Dandarah, from Hamburg, for Tacoma, S. and Central American ports.

Iolo, June 8.—Sailed—Sutherland, for East Portland.

San Francisco, June 8.—Arrived—British steamer Dakota, from Hongkong; British steamer Capricorn, from Iquique; steamer Chilean, from Callao; British steamer Indra, from Port Townsend. Sailed—Steamer Johan Poulsen, for Astoria; steamer John Paulsen, for Columbia River; steamer John Paulsen, for Portland.

London, June 8.—Dandarah, from Hamburg, for Tacoma, S. and Central American ports.

London, June 8.—Dandarah, from Hamburg, for Tacoma, S. and Central American ports.

London, June 8.—Arrived—British steamer Dakota, from Hongkong; British steamer Capricorn, from Iquique; steamer Chilean, from Callao; British steamer Indra, from Port Townsend. Sailed—Steamer Johan Poulsen, for Astoria; steamer John Paulsen, for Columbia River; steamer John Paulsen, for Portland.

SECRET SESSION OF COURT

Illinois Highest Tribunal Supreme Presses News of Decree.

CHICAGO, June 8.—A dispatch to the Tribune from Springfield, Ill., says:

"What probably will be a secret session of the Supreme Court of Illinois will be held late last night. An order was entered in some cases in which the Attorney-General is interested, but all information was carefully suppressed. The clerk of the court denied that any action was taken, but Chief Justice Scott admitted that an order had been made, but he said he was under obligation to the court to refuse information on the subject.

The Chief Justice did not deny that suppressing information was in violation of the court's policy, but said that it was in the interest of justice. Attorney-General Stead took the same ground.

CHICAGO SENATOR AN AUTHORITY ON AGRICULTURE

NEW KANSAS SENATOR AN AUTHORITY ON AGRICULTURE

TOPEKA, Kan., June 8.—(Special)—As Secretary of the Kansas Board of Agriculture, the name of F. D. Coburn, who has been appointed United States Senator by Governor Blanchard, assisted by many Louisianians, is well known in agricultural circles and by hundreds of his constituents. His statements and figures concerning crops have come to be regarded as authentic by the Boards of Trade of Eastern cities. He is probably best known outside of Kansas as the author of his "Red Line" series of agricultural reports which have been widely read and liked among persons who take an interest in agriculture and animal husbandry. Some of them say he is the best authority on the subject.

For a year or more the Coburn case has been run just about as Dubois directed. If he wanted it pressed to the front, it came forward into the limelight; if he wanted it dropped out of sight, it would disappear and would not reappear until he deemed it expedient to again bring it into the court to refuse information on the subject.

The Chief Justice did not deny that suppressing information was in violation of the court's policy, but said that it was in the interest of justice. Attorney-General Stead took the same ground.

CHICAGO SENATOR AN AUTHORITY ON AGRICULTURE

NEW KANSAS SENATOR AN AUTHORITY ON AGRICULTURE

TOPEKA, Kan., June 8.—(Special)—As

Secretary of the Kansas Board of Agriculture, the name of F. D. Coburn, who has been appointed United States Senator by Governor Blanchard, assisted by many Louisianians, is well known in agricultural circles and by hundreds of his constituents. His statements and figures concerning crops have come to be regarded as authentic by the Boards of Trade of Eastern cities. He is probably best known outside of Kansas as the author of his "Red Line" series of agricultural reports which have been widely read and liked among persons who take an interest in agriculture and animal husbandry. Some of them say he is the best authority on the subject.

For a year or more the Coburn case has been run just about as Dubois directed. If he wanted it pressed to the front, it came forward into the limelight; if he wanted it dropped out of sight, it would disappear and would not reappear until he deemed it expedient to again bring it into the court to refuse information on the subject.

The Chief Justice did not deny that suppressing information was in violation of the court's policy, but said that it was in the interest of justice. Attorney-General Stead took the same ground.

CHICAGO SENATOR AN AUTHORITY ON AGRICULTURE

NEW KANSAS SENATOR AN AUTHORITY ON AGRICULTURE

TOPEKA, Kan., June 8.—(Special)—As

Secretary of the Kansas Board of Agriculture, the name of F. D. Coburn, who has been appointed United States Senator by Governor Blanchard, assisted by many Louisianians, is well known in agricultural circles and by hundreds of his constituents. His statements and figures concerning crops have come to be regarded as authentic by the Boards of Trade of Eastern cities. He is probably best known outside of Kansas as the author of his "Red Line" series of agricultural reports which have been widely read and liked among persons who take an interest in agriculture and animal husbandry. Some of them say he is the best authority on the subject.

For a year or more the Coburn case has been run just about as Dubois directed. If he wanted it pressed to the front, it came forward into the limelight; if he wanted it dropped out of sight, it would disappear and would not reappear until he deemed it expedient to again bring it into the court to refuse information on the subject.

The Chief Justice did not deny that suppressing information was in violation of the court's policy, but said that it was in the interest of justice. Attorney-General Stead took the same ground.

CHICAGO SENATOR AN AUTHORITY ON AGRICULTURE

NEW KANSAS SENATOR AN AUTHORITY ON AGRICULTURE

TOPEKA, Kan., June 8.—(Special)—As

Secretary of the Kansas Board of Agriculture, the name of F. D. Coburn, who has been appointed United States Senator by Governor Blanchard, assisted by many Louisianians, is well known in agricultural circles and by hundreds of his constituents. His statements and figures concerning crops have come to be regarded as authentic by the Boards of Trade of Eastern cities. He is probably best known outside of Kansas as the author of his "Red Line" series of agricultural reports which have been widely read and liked among persons who take an interest in agriculture and animal husbandry. Some of them say he is the best authority on the subject.

For a year or more the Coburn case has been run just about as Dubois directed. If he wanted it pressed to the front, it came forward into the limelight; if he wanted it dropped out of sight, it would disappear and would not reappear until he deemed it expedient to again bring it into the court to refuse information on the subject.

The Chief Justice did not deny that suppressing information was in violation of the court's policy, but said that it was in the interest of justice. Attorney-General Stead took the same ground.

CHICAGO SENATOR AN AUTHORITY ON AGRICULTURE

NEW KANSAS SENATOR AN AUTHORITY ON AGRICULTURE

TOPEKA, Kan., June 8.—(Special)—As

Secretary of the Kansas Board of Agriculture, the name of F. D. Coburn, who has been appointed United States Senator by Governor Blanchard, assisted by many Louisianians, is well known in agricultural circles and by hundreds of his constituents. His statements and figures concerning crops have come to be regarded as authentic by the Boards of Trade of Eastern cities. He is probably best known outside of Kansas as the author of his "Red Line" series of agricultural reports which have been widely read and liked among persons who take an interest in agriculture and animal husbandry. Some of them say he is the best authority on the subject.

For a year or more the Coburn case has been run just about as Dubois directed. If he wanted it pressed to the front, it came forward into the limelight; if he wanted it dropped out of sight, it would disappear and would not reappear until he deemed it expedient to again