

FEAGLETON TOSWAND

Norwegian Steamer Has Been Diverted to Seattle.

WILL CARRY LUMBER CARGO

Vessel Brought Coal From Australia and Was Scheduled for Portland Loading—Sailed From San Francisco Sunday.

The Norwegian steamship Thode Fagelund, under charter to J. J. Moore & Co., and which has been listed for Portland loading for the past two months, has been diverted to Puget Sound and will take a cargo of lumber from Seattle for the West Coast.

Private advices from San Francisco received yesterday morning, brought the news to local shippers of the change in the loading place of the steamer. The vessel will report at Port Townsend and will proceed to some mill at Seattle for cargo.

The Thode Fagelund arrived in San Francisco January 24 with a cargo of coal from Pyrmont, N. S. W. This was discharged in the Bay City and it was generally supposed that the vessel would come to Portland and take a cargo of lumber for Australia. Charter plans have been changed and instead she will load on the Sound for some point in South America, probably Valparaiso.

SCHOONER MAY BE FLOATED

Alpha is in Better Shape Than First Supposed.

MARSHFIELD, Or., Feb. 12.—(Special.)—In imminent danger of being pounded to pieces by the waves, the three-masted schooner Alpha, lying stranded on the beach about 25 miles south of Cape Head and 21 miles north of Cape Horn, Captain R. D. Trudgett, with his second mate, continues to stay by the helpless vessel, while each succeeding day the ravages of the waves render her condition more precarious. When the vessel was beached Sunday night, February 2, the crew narrowly escaped death. The darkness was impenetrable, and there was a rough sea, a heavy rain, driven by a southwest gale. She was heaving in toward the shore and was just getting about, when the breakers caught her and bore her toward the beach. She hit, and the men were compelled to seek shelter in the cabins.

It is estimated that it will cost between \$1000 and \$2000 to float her. The Alpha was built three years ago by the L. J. Simpson Lumber Company, of North Bend, and cost \$22,000. When beached, she had a cargo of lumber. She has been in the service of the Olson & Mahoney commission firm, of San Francisco, and has been playing between that place and Coos Bay, carrying lumber.

ARMERIA ORDERED NORTH

Lighthouse Tender Will Come From San Francisco.

The lighthouse tender Armeria, recently brought around from the Atlantic side, and for the past six weeks in service in San Francisco harbor, has been ordered to the Columbia River to assist in the work of the Oregon and Washington shores. The steamer is due at Astoria about February 25.

Since the loss of the Manzanita the work of the department has devolved on the Heather and the storms of the present winter have made the work of the department of the Columbia, of the engineers' department, has rendered valuable service, but that vessel is not always at the call of the local inspector.

On completion of the work at the mouth of the Columbia, the Armeria will go to Puget Sound and will replace buoy in the northern district. At present the Heather is employed in replacing aids to navigation on the Columbia.

PRESENT RATE HOLDS.

No Advance Will Be Made to Orient Until June.

SEATTLE, Monday, Feb. 11.—(Special.)—The competition in the Orient trade will result in a continuation of the present reduced floor rate to Shanghai, Hongkong and Manila and Japanese ports until June 1.

When the vessels first commenced to come to Puget Sound ports for cargoes the regular rates decided to lower the floor rate from January 1 to April 1. At a meeting of the freight bureau of the North Pacific Asiatic lines held last Friday it was agreed to continue the rate for 60 days longer.

The Japanese have been sending their own steamships to the Pacific Coast of late and are now in a position to carry freight at a lower rate than the regular lines.

BOATS REACH THE DALLES

River Is Again Open Between Portland and Wasco County Seat.

River communication was established between Portland and The Dalles yesterday, for the first time in three weeks. The steamer Dalles City left at 7 o'clock in the morning and succeeded in making her way through. The ice has been out for several days but with the disappearance of that blockade the locks at the Cascades closed up and steamers were in a worse position than before.

The steamer Joseph Kellogg, which left yesterday morning, was compelled to turn back. She arrived here about midnight last night and will leave again this morning. The ice jam at Crater's Point has carried away and all that interferes with an open river is the possibility of trouble at the locks.

Concert at Seamen's Institute.

The weekly concert at the Seamen's Institute, 100 North Front street, will be given this evening at 8 o'clock under the direction of W. W. Graham. Hodson, tenor, who will be assisted by the following:

Mrs. Sule G. Whitehouse, soprano; Miss Margaret Pallenius, violinist; Miss Anna O'Brien, alto; Miss Adeline Wilby, contralto; Miss Pearl Scott, pianist; Mrs. M. H. Harrison, baritone; Claude, bass; first officer British steamship; Glyceric; Henry Turel, French ship; A. J. Pitt, British steamer; Asaphian; W. W. Woon, second officer; German ship Arthur Fliger; pianist; Chorus, Raymond, Brivard, French ship; Leon III; E. Volte, German ship; Arthur Fliger.

Two Schooners Clear.

ASTORIA, Feb. 12.—(Special.)—The schooner Prosper cleared at the Custom House today for San Pedro with a cargo of 87,586 feet of lumber, loaded at St. Helens. The schooner Otilite

cleared today for San Francisco. She was loaded at Rainier and has a cargo of 25,000 feet of lumber.

North German Lloyd Anniversary.

A number of Portland railroad men who are agents for the North German Lloyd Steamship Company have received invitations to attend a dinner on board the North German Lloyd steamship Kronprinz Wilhelm at her pier in Hoken, N. J., Thursday, February 21. The dinner is to commemorate the 50th anniversary of the establishment of the North German Lloyd. C. W. Stinger, city passenger agent for the Hartmann line, P. R. Johnson, general agent for the Canadian Pacific; H. Dickson, city passenger agent for the Great Northern, and George Willett, chief clerk in the Northern Pacific passenger office, are the ones to receive invitations, but it is not likely that any of them will be able to attend.

Arrives After Rough Voyage.

ASTORIA, Or., Feb. 12.—(Special.)—The four-masted barkentine Pauko arrived last evening, 81 days from San Juan, Guatemala, but remained in quarantine in the lower harbor until this morning. Captain Seelye, master of the barkentine, says the trip was one of the most disagreeable he ever experienced. Numerous severe gales were encountered, but the only damage suffered by the vessel was

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Alliance	San Francisco	Feb. 14
Costa Rica	San Francisco	Feb. 14
Costa Rica	San Francisco	Feb. 14
Geo. W. Elder	San Francisco	Feb. 17
Namania	Hongkong	Feb. 21
P. R. Johnson	San Francisco	Feb. 21
Roadhouse	San Francisco	Feb. 24
San Francisco	San Francisco	Feb. 24
Ararat	Hongkong	Apr. 11
Nicomedia	Hongkong	Apr. 23

Scheduled to Depart.

Name	For	Date
Alliance	San Francisco	Feb. 16
Costa Rica	San Francisco	Feb. 16
Costa Rica	San Francisco	Feb. 16
Geo. W. Elder	San Francisco	Feb. 19
Namania	Hongkong	Feb. 23
P. R. Johnson	San Francisco	Feb. 23
Roadhouse	San Francisco	Feb. 26
San Francisco	San Francisco	Feb. 26
Ararat	Hongkong	Apr. 18
Nicomedia	Hongkong	Apr. 30

Entered Tuesday.

American steamship San Pedro (Astoria), in ballast from San Francisco.

American steamship Roanoke (Dunham), in general cargo, from San Pedro and way.

Cleared Tuesday.

American steamship Virginia (Olson), with 700,000 feet of lumber, for San Francisco.

American steamship Roanoke (Dunham), with general cargo, for San Pedro and way.

German steamship Nicomedia (Wagman), with 55,157 barrels of flour, valued at \$220,671; 275,164 feet of lumber, valued at \$280,440, and a quantity of cash, drugs and house fittings.

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UNITED RAILWAYS

United Railways to Lay Rails on Front Street.

CREWS START IN A WEEK

Men Will Be Put to Work at Both North and South Terminals and Also at Other Points on the System.

Plans have been completed for beginning work on the Front-street line of the United Railways Company and within a week it is promised construction will be started. L. B. Wickham has been appointed chief engineer, and is now arranging the preliminaries. H. F. Wells, confidential man to C. E. Loss, has left the United Railways Company's employ and has gone to California.

Men are at work curving rail and preparing other materials so that when work is started it will not be delayed by these operations. The plan of Chief Engineer Wickham is to start full crews of men at work on both the north and south ends of the Front-street line, at the terminal yards in North Portland and on Hood and Moody streets in South Portland. As many men will be put to work as there is room for, says Mr. Wickham, and construction will be rapid. The gangs will probably number 50 or 60 workers.

The rail to be laid on the Front-street line will be heavier than that now in use throughout the city. It is planned to lay 114-pound girder or grooved rail along the entire line within the city limits. This rail is rapidly growing popular in the City of Mexico and is suited to roads carrying both steam and electric trains on the same tracks. The rail is seven inches high and is laid on a subgrade of concrete.

Because of its very substantial character, the Front-street line will prove expensive of construction. However, once laid it is expected that the heaviest traffic for a long term of years without deterioration.

It is believed by Chief Engineer Wickham that the two miles along Front street included in the heavy-duty project, will be completed by late in April. This, however, depends largely on the weather.

SPOKANE LINE IS BLOCKED

O. R. & N. Officials Hope to Get Train Through Tonight.

The Washington division of the O. R. & N. is still blocked by landslides and washouts and although operating officials hope for an early end of the trouble they are unable to state when the line will be open. They hope to get the Spokane train out either tonight or tomorrow. The main line between the open end of the line and the Spokane line is now being cleared. Coal is coming in in such quantities as to provide for freight trains on both branches of the Hartman system.

There have been no trains between Portland and Spokane since February 2, and the blockade promises to continue for nearly two weeks. The Northern Pacific has been tied up in Eastern Washington and was unable to reach Spokane from the Sound. J. C. Taylor, traveling passenger agent for the St. Paul, has been storm-bound at Eltopia, Wash., since February 5. He wired to his office that he could proceed in a few days and was obliged to remain in that town until the line was cleared.

He sent the information that the only diversion Eltopia offers is an excellent chance to shoot jackrabbits, a pastime which he has been indulging to the limit since his enforced stay there.

This message recalled to railroad men that there is such a place as Eltopia and some of the veterans remembered how the station received its name. The station was named after a hamlet, but in the days when the Northern Pacific was being constructed, it promised to be an important point. In the railroad's early days, the town was a difficult place to reach because of a steep grade near town and as water is scarce in that country many a train was stalled on the grade without sufficient water to reach the Eltopia tank.

On account of this being a frequent mishap railroad men dubbed the place "Hit to Pay." When the town was put on the map and a postoffice placed there the residents modified the railroaders' name and christened the town Eltopia.

Appointed Assistant Manager.

G. F. Nevins, formerly with the Peoria & Pekin Terminal Railway when G. W. Talbot was general manager, has been appointed by the latter as assistant manager of the Corvallis & Eastern Railway, with office at Albany. The appointment is due to the increased activity of the C. & E. and the numerous extensions planned for it. Mr. Nevins took charge of his office yesterday.

Why the Y. W. C. A. Deserves Support

PORTLAND, Or., Feb. 12.—To the Editor:—Every year large sums of money are spent in public and private advertising of the State of Oregon and the City of Portland. It is of the greatest interest to the business man as well as to the municipality that through judicious advertising of the advantages offered by Portland to the home-seeker and investor of capital—desirable people be attracted thither. Consequently any project which tends to the betterment of the community, morally, physically, ethically, and as regards to its financial standing as a valuable inducement to offer to the would-be home-seeker.

Of such a nature is the joint project building of the Y. M. C. A. and Y. W. C. A., who are now conducting a campaign to raise \$100,000 more to complete the necessary \$350,000.

Perhaps many stay-at-home citizens have never had brought to their notice the greatest advantage of such a building as the Y. W. C. A. quarters, where they can obtain a night's lodging at a modest sum, a great boon to the traveling woman who cannot afford admittance to a first-class hotel and who is afraid to venture to an unknown cheap hotel after nightfall. To

illustrate this I shall tell of an incident which happened to me personally. This occurred in Chicago some years ago. I, with two young children, was on my way from Toronto, Canada, to San Francisco. I arrived in Chicago at 11 A. M. and, having to wait until 7 P. M. for the westbound train, had the porter convey my hand-luggage to the parlor room while I repaired to a window marked "Information Bureau" and inquired of a clerk where I could find a hotel to spend the day. Let me check back that night and I am not beside me, but engaged at a game of hide and seek behind the pillars a short distance away. The clerk recommended the Leland Hotel, and, at my request, wrote on a card at which address I should find a car. As I turned from the window a little woman plainly attired came up to me with, "Madam, I heard your question, but do you know that clerk has recommended you to the most expensive place in town? It will cost you \$3 to \$4 just for a room for the night."

I looked at her and replied: "Then I do not think I shall go, for I do not want to pay so much."

"Now I can recommend you a place," she said, "and I am sure you will be just as comfortable for half the money—a quiet, family place." "You are very kind," I said, "and I shall be glad to avail myself of it. Will you be good enough to write me the address and how I shall reach it?"

"I am going in that direction now and will show you myself," she said, as she handed me the address. After thanking her I turned to look for my children and calling to them, "Come, we're going," when my conductress suddenly called to me to stop. "Where are those children yours?" And as suddenly came to me that strange intuition of danger. The porter who had checked my luggage was then standing by the door, holding out the card given me by the woman. Said: "Do you know such a hotel?"

And as I turned to speak to her I saw the hem of her skirt disappearing through the door. The porter did not know the place, but could tell me that the address given was in a questionable section of the city. I was so upset that I could not think of anything to do in the station waiting room until my train was available, while I reflected on the indiscretion of trusting a stranger woman. I was glad to find I had welcomed a traveler's aid at that time.

In a city as prosperous as Portland now is, with such a rapidly growing population, this kind of thing should be a thing of the past. It is a realization. Lesser cities have already fine buildings, and the more proper or self-respecting a city is, the more it should most worthy and well-deserved building project.

CONSTANT MCKOYLE.

NEW PASTOR TO BE CHOSEN

COMMITTEE WILL SELECT SUCCESSOR TO REV. E. L. HOUSE.

First Congregational Church Will

Appoint Seven Members to Fill Vacancy in Pulpit.

At the regular prayer meeting of the First Congregational Church tomorrow night the members will elect a committee of seven to select a new pastor for the Portland church. Rev. E. L. House, having handed in his resignation in order that he may accept a position as pastor of the church at Spokane, C. H. Gaylord, W. D. Schmitt, and J. C. Taylor have been appointed a committee of three to place 15 names before the church at its meeting tomorrow night, when the seven electing the largest number of votes will be elected. These seven will then look into the standing of the large number of applicants for the position of pastor of the first church in Portland and from these select the man whom they think is the best fitted for the place.

"This church is one of the 30 largest in the United States among the Congregationalists," said J. House, "and the new pastor who comes in will doubtless receive a larger salary than I have had, as the church has been successful in raising money for the past few years."

Besides the regular expenses the church has raised \$24,000 in the last four years. In four and a half years this church has been instrumental in organizing and helping to build four new churches.

The following notice was sent last Sunday to the churches at Albany, Salem, First, Salem Central, Beaverton, Clackamas, Forest Grove, Hillsboro, Hood River, Oregon City, St. Johns and Astoria: "We are seeking to send a pastor and delegate to Portland for the formal dismissal of Dr. House."

The First Congregational Church in Portland is a church without a pastor. The church is a church of the future, and the church, after prayerful deliberation, having voted to accept this resignation, we therefore affectionately request you to be present by pastor and delegate in an ecclesiastical council, to be constituted as stated below, hereby called to meet in our place of worship on Monday, the 15th day of February, 1907, at 2 o'clock P. M., which shall review the action thus far taken, and in view of existing conditions, give such advice as shall seem wise.

Wishing you grace, mercy and peace,

GEORGE H. HIMES,

JAMES A. LYMAN,

Committee of the Church and the Society.

In addition to these delegates the following individuals will be present: Rev. E. L. House, Principal H. L. Bates, Rev. C. F. Clapp, Rev. H. N. Smith, President W. N. Ferrin.

THE DEVIL'S SHORT SPOON

Parable Applied to Case of Senator Bailey, of Texas.

CORNELL, Or., Feb. 10.—To the Editor:—United States Senator Joseph W. Bailey, of Texas, has been in the city for some time. Whether he will take a warning from the parable of the Devil's Short Spoon or not remains to be seen.

The following notice was accepted by Senator Bailey, himself—that Senators must be elected by the people, and that if they go with the money, they are acceptable. The American people are not fools, and they will not be deceived by a man who comes to them with a short spoon. But here and there is found a man who comes to them with a short spoon, and he is not a Senator, but a man who is not a Senator.

Wherever one of these venturesome persons comes to them with a short spoon, he is not a Senator, but a man who is not a Senator. He is a man who is not a Senator, but a man who is not a Senator. He is a man who is not a Senator, but a man who is not a Senator.

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Tired Nervous Women Make Unhappy Homes



MRS. NELLIE MAKHAM

A nervous irritable woman, often on the verge of hysterics, is a source of misery to everyone who comes under her influence, and unhappy and miserable herself.

Such women not only drive husbands from home, but are wholly unfit to govern children.

The ills of women act like a fire brand upon the nerves, consequently seven-tenths of the nervous prostration, nervous despondency, the "blues", sleeplessness, and nervous irritability of women, but do you know that clerk has recommended you to the most expensive place in town? It will cost you \$3 to \$4 just for a room for the night."

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