## **COLONIST TRAVEL** HAS NO PARALLEI

One Thousand Settlers Now Entering Oregon From the East Every Day.

#### RESULT OF ADVERTISING

Railroads Work in Behalf of Movement and Passenger Agents Speak Kind Words for Oregon Developmens League.

Homeseekers continue to pour into Portiand on all Eastern trains in num-bers never before known to managers of the Western railroads. The Harriman trains are carrying extra coaches on each trains are carrying extra coaches on each train and many predict the heavy travel will continue throughout the months when the colonist rates are in effect. About 1000 settlers are entering Oregon every day, looking for homes in this state. This is largely due to the great campaign of advertising this territory that has been carried on by the railroads ogether with the commercial bodies it is not an exaggeration to state that 1.000,000 please of literature have been circulated by the commercial and industrial bodies of this state since October 1 and since the beginning of the many and since the beginning of the year ectal attention has been paid to these

The officials in charge of the passer The officials in charge of the passenger business of the great railroads of the country are giving extraordinary attention to this part of the United States, and never at any time did Oregon get so much prominence as now. George H. Daniels, who has charge of the advertising of the New York Central lines, has been making special features in his advertising in the papers of New York City of Oregon's attractions, and predicts the largest colonist travel this state has the largest colonist travel this state has

Railroad Men Show Interest.

A. L. Craig, passenger traffic manager of the Great Northern Railway, well-known in Portland and throughout the Northwest, wires: "I wish to compratu-late the Portland Commercial Club and Oregon Development League on their lively and efficient advertising campaign. Phey are surely working along the right lines. Hope the Great Northern can do something to help, and it will do all it

The following came from P. S. Eustis, passenger traffic manager of the Chicago, Burlington & Quincy: "I notice with great satisfaction the good work the Oregon Development League is doing to stir up interest of Eastern people in op-portunities to humigrate to Oregon. Think the results will be good. The Burlington good is doing a large amount of advertising in that direction and in that and

other ways co-operates with the Oregon effort."

A. B. Cutts, general passenger agent, Minneapolis & St. Louis Rallway, wires: "We are taking special interest in, and it is our desire to co-operate with the immigration movement to Oregon. Col-onist rates in effect from all points on our line are being thoroughly advertised and

"Chleago Great Western Railway is advertising low colonist rates to Oregon and the West. Prospects are good for emigration." is the message from J. P. Elmer, general passenger agent of that

F. C. Townsend, general passes agent Missouri Pacific Railway, sends following message: "We are glad to note such active interest manifested by the people of Oregon in calling attention of possible colonists in other sections to great opportunities in Northwest made available through cheap rates to your section. We are largely interested in securing emigration to Oregon and all points in the West, as evidenced by our reddial spirit in that direction, and consected the points of the property of the pr gratulate you upon active co-operation of residents in securing desired results."

#### "Extremely Heavy Movement."

S. K. Hooper, general passenger agen enver & Rio Grande Rallway, says "Every indication points to extremely heavy movement this Spring, and to facilitate the handling of this large travel, we inaugurated on March I special daily tourist car service between Denver and Portland in connection with the Oregon Short Line and the Oregon Rallroad & Navigation Company. The prospect for general Summer touris business to the Pacific Northwest, which begins June 1, looks equally as encouragling as the colonist business. We are advertising Pacific Coast interests even to agreater extent than formerly."
George J. Charlton, general passenger agent Chicago & Alton, sends the follow-

ing telegram: "We are doing all we pos-sibly can in interest of emigration to Oregon. In our newspapers and flyer ad-vertising special mention is made of Ore-

C. E. McPherson, general passenger agent Canadian Pacific rallway: "All our Eastern staff thoroughly alert to great importance of movement of Eastern people to Oregon. Be assured of most will-ing and cordia' co-operation."

Encouragement From Union Pacific.

E. L. Lomax, general passenger agent Union Pacific Railroad: "Union Pacific notices with great interest exploitation of Portland and Oregon by Oregon Development League and Portland Commercial Club and wishes to say that it is working in the same direction, advertis-ing low colonist rates to the Northwest, particularly the State of Oregon, in every newspaper throughout the country with which it has an advertising contract. In our literature we also call attention of intending settlers to the great advantages and wonderful resources of Oregon. We look for large travel."

A. M. Cleland, general passenger agent A M. Cleiand, general passenger agent Northern Pacific Railroad, in an extend-ed and most enthusiastic telegram pre-dicts enermous colonist and tourist travel to the Pacific Northwest, and compli-ments the citizens of Portland and Oregon and all the balance of this part of the United States upon the splendid energy displayed in presenting the re-sources of the Pacific Northwest to the

people of the country at large. Charles S. Fee, passenger traffic manager of the Southern Pacific, wires congratulations to the Oregon Development gratuations to the complete of Oregon in the following language: "It is certainly highly encouraging to know that the people of Oregon are so alive to the necessity for promoting the soliciting of this clonist business. It speaks well for the uture of that great state and its me

SLIDE BEOCKS O. R. & N. LINE

Avalanche Near Rooster Rock Buries Track Ten Feet Deep.

Leosaned by the recent rain storms, a large mass of earth and rocks shid down the cliff at Mile Post 25 on the O. R. & N. main line yesterday and buried the

track. The slide occurred near Rooster Rock and dirt and rocks covered the ralls for 100 feet to a depth of 10 feet. As soon as news of the accident was As soon as news of the accident was received in Portland, a work train was sent out from the Union Depot in charge of D. W. Campbell, superintendent of the O. R. & N. Men were set to work clearing away the debris, but owing to the extent of the task, it was not expected to have the line cleared until today.

Trains last night transferred their passengers around the side. A temporary track may have to be built to permit this morning's traing to pass.

First Step in Merging Hill Lines in Portland.

The first step in merging the Astoria & Columbia River Railroad into the Northern Pacific System, has been made public. This is the removal of the office of F. D. Kuettner, auditor of the Astoria & Columbia, from Astoria to Portland, where he will become aud itor of the Columbia River & Northern Railway Company, a Hill property, and will occupy the same relation with The Dalles, Portland & Astoria Navigation Co., a corporation also operated by the Hill interests. Mr. Kuettner will also continue as auditor of the Astoria &

Columbia River Railroad.

The offices of Mr. Kuettner will be established in the Union Depot, where rooms have been secured and it is expected the general offices of the Astoria & Columbia River Railroad will he moved here from Astoria and also be installed in the depot. Auditor Kuettner is preparing to

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Auditor Kuettner is preparing to move his office records from the Astoria headquarters and will open the office in Portland April 1.

In becoming auditor of the Columbia River & Northern, the railway from Lyle to Goldendale, and the connecting line of steamors between Lyle and Portland. Mr. Kuettner will succeed W. C. Walker, who is auditor at present. The business is now carried on in the offices of M. Talbot, vice-president and general manager of the two companies.

G. W. Talbot, general manager of the

G. W. Talbot, general manager of the G. W. Tailot, general manager of the Astoria & Columbia River Railroad, has gone to New York from San Fran-cisco, where he went last week, and it may be several weeks before he re-turns to Portland. Secretary McLeod of the Astoria & Columbia, who has also been in San Francisco in confer-ence with A. B. Hammond, is expected back within a few days and it is prob-able that the details of the consolidation of the property will then be given

### STEAMBOATMEN ASK RAISE

Puget Sound Companies Will Receive Request for Advance Today.

SEATTLE, Wash., March 11 .- . Sp cial.)—The Steamboat companies of Puget Sound, operating inland boats, will tomorrow moraling be asked by the Marine Engineers' Beneficial Association for a raise of 10 to 15 per cent in wages, to become effective April 1. The present wages range from \$90 to \$125 per month for the engineers. In their complaint the men claim that while wages for other classes of seagoing men have been raised, they have never enjoyed a single advance in sal-aries during the past five years. This, with the increased cost of living, is given as grounds for a wage advancement.

#### Decision in Libel Case.

In the case of the Oregon Round Lum-ber Company vs. Portland & Asiatic Steamship Company, Judge Wolverton yesterday rendered a decision on points of

law involved, as follows:

'The libel in question relates to employment upon the water, and is therefore maritime. The language to which the exception goes, is therefore irrelevant, and should be stricken out."

The second allegation that "Paunier was a follow-servant with the employes of defendant" was also stricken from the

barge Monarch, operated by the O. R. & N. Company, under a demise, and which was owned by the Round Lumber Company of this city. The barge, so the owners allege, was overloaded so that sank and was lost, while carrying cos-to the steamship Arabia, then the port The bargemaster, a man named Paunier was drowned when the barge went down, Paunier's administrator, Strahaul, had filed exceptions to the libel, which go to defendants allegations, that they ought to be expunged.

#### Alaska Coast Is Reorganized

SEATTLE, Wash, March 11.—(Spe-ial.)—Leroy M. Backus, former assistant cashier of the Washington National Bank, has succeeded Captain O'Mar Humphrey as president of the Alasia; Coast Company. The latter selling his stock to Backus and resigning the office in order to devote his whole in-terests to the Alaska Coast Commercial Company and the North Pacific Salvage Company, the latter recently organized. A re-organization of the board of directors will take place on April 1, at which time other officers will be which time other officers will be elected.

J. E. Pharo, vice-president and gen-eral manager, will retain his position.

### Cargo of Shingles to Texas.

SEATTLE, Wash., March 11.—(Spe-ial.) — The Northwestern Steamship Company has chartered the Pennsylvania to take a cargo of saingles from Seattle to Texas, via San Francisco One of the cargoes will be 18,000,000 shingles, probably the biggest ship-ment of its kind ever shipped from Puget Sound. The Olympia, of the same company, suiled for San Francisco Saturday, carrying 15,000,000 shingles. Heretofore the shingles had some by rail, but owing to the car shortage, they are now going by water to San Prancisco, and there transferred to the Southern Pacific.

Tides at Astoria Tuesday. High. Low. 11:37 A. M. ... 8.0 feet 5:52 A. M. ... 2.5 feet 6:23 P. M. ... -0.6 feet

Failed to "Stop, Look and Listen." A nonsuit was granted yesterday by Circuit Judge Gantenbein in the damage case of Louis Moudy against the O. W. P. Co. The decision was made on the law involved rather than on the facts in the case. Inasmuch as Moudy had falled to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negli-gence, in the eyes of the law.

Dyspensia makes you nervous, and nervousness makes you dyspeptic; either one renders, you miserable. Carter's Little Liver Puls cure both.



Steamer Manshu Maru Leads After Worry and Overwork Had Pro for Month of March.

AUDITOR'S OFFICE IS MOVED LUMBER, WHEAT, FLOUR

Total Value of Cargo Is \$234,598. All Goes to Japanese Ports-Cercal Shipments Will Increase

During the Month.

The Japanese steamship Manshu Mari dispatched by the San Francisco & Portland Steamship Company, cleared from the local Customs House yesterday. The Manshu Maru is the first grain vessel to clear from this port during the month. Had it not been for the railway blockade

the Manshu Maru would have sailed in February. Wheat was not obtainable and the vessel was held. The Manshu Maru carries a mixed car-go of flour, wheat and lumber. The total value is \$23,5%. She has on board 23,734

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Arabia Hongkong Mar.
Arabia Hongkong Apr.

American steamship, Johan Poulsen Merriam), in ballast, from San Fran-Cleared Monday.

American steamship Johan Poulsen (Merriam), with 423,000 feet of lumer for San Francisco. French bark Marechal de Villars (Panneru), with ballast for Sydney,

Australia. American schooner, Mabel Gale (Mattsson), with 900,000 feet of lum-(Mattssen), with 900,000 feet of lum-ber for San Francisco. Japanese steamship Manshu Maru

(Ota), with 22,734 barrels of flour, valued at \$184,100; 65,768 bushels of wheat, valued at \$46,008, and 106,194 feet of lumber, valued at \$4460. The entire cargo will be distributed between Yokohama, Kobe and Moji.

barrels of flour, valued at \$184,100: 65,768 bushels of wheat, valued at \$45,038 and 196,194 feet of lumber, valued at \$4,460. The entire cargo is destined for Japan. It vill be discharged at Moji, Kobe and

Yokohama. For the remainder of the month the wheat shipments will increase considerably. Receipts are increasing daily and all grain vessels will be working by the all grain vesses will be working by the end of the week. There are a number of salling craft and several steamers awaiting cargo. The Agapanthus and the Fukui Maru are working to capacity. The Asie and the Leon XIII have part aboard and will be finished

#### ALLIANCE TO SAIL WEDNESDAY

Mate Olsen Has Been Appointed to Command of Another Steamer.

The steamer Alliance will sail tomorrow light for Coos Bay points with passengers and freight. Repairs to the vessel have been completed and she was inspected yesterduy. Cargo was being placed in her hold and she will be ready to leave

down on time.

There will be a radical change in the official list of the Alliance on her first trip. Chief Mate B. W. Olsen has resigned and his berth will be taken by J. H. Rand, who was formerly third officer on the steamer. Mr. Olsen is at present in San Francisco. He has been appointed Master of one of the new steamers now building on Gray's harbor for the Pacific Lumber Company. The new craft will be ready within six weeks. W. H. Payne, second officer of the Alliance resigned yesterday and will go to San Francisco. He has not announced what his future plans are. Captain Kelly returned from San Francisco yesterday. He will be in command of the Alliance when side is ready to leave the dock. Mr. Short will remain on the ship as purser.

DAKOTA'S CREW PAID OFF

#### Sailors of Wrecked Steamship to Be Sent Home

VOKOHAMA, March 11.—The crew of the wrecked steamer Dakota has been dis-

charged. The Europeans will be sent to America on the American steamer Tre-mont. The Asiatics will be sent to Hong-kong. The majority of the passengers left here will take the steamer Siberia. Their hotel and other expenses were paid by the Great Northern Steamship Com-pany, owners of the Dakota. The American Consul has sent \$150 to the Governor of Chibu Prefecture for dis-

tribution among the fishermen who asdated in the rescue of the American pas-engers. No salvage measures have yet engers. No salvage measures have yet seen taken. An official inquiry has been arranged steps having been taken for the preservation of evidence. Captain Francke, of the Dakots, is still at the scene of the wreck, awaiting the decision of the under-

writers. NO FUEL FOR THE DREDGE

Portland Has Sawdust Burners and Must Tie Up.

The Port of Portland dredge, Portland, tied up yesterday for lack of fuel. The digger is a sawdust burner and as long as the milis are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume. The dredge Columbia, now tied up at the foot of East Stark street, is being equipped with burners for the use of sawdust for fuel. It will be a matter of several weeks before the work is com pleted and by that time it is hoped that the mills will be in full operation.

#### On Ways for Repairs

AHERDEEN, Wash, March 11.—(Spe-cial.)—The barge Washington, towed from San Francisco by the Tug Sampson, is on the marine railway here for repaira

Debility and Despondency.

General debility is caused by mental or physical overwork with imperfect assimilation of nourishment, or by some acute disease from which the vital forces have been prostrated and the entire organism weakened so as not to easily rally. To restore health it is necessary that the blood should be purified and made new. The case of Mrs. E. M. Spears, of 92 Mt. Pleasant street, Athol, Mass., is a common one and is given here in order that others may be benefited by her experience. She says: "I had been sick for a year from indigestion and general debility brought on by overwork and worry. I had tried many remedies, but found no relief. I suffered from swelling of the limbs, loss of appetite and diszy spells, which became so severe towards night, that I sometimes fainted away. I was bilfous and my hands and arms would go to sleep for an hour or two at a time. I was so sleepy all the time that I could hardly keep awake. I had frequent cramps in my limbs and severe pains at the base of my head and in my back. My blood was impoverished. I was afraid to give up and go to bed fearing that I would never get well.

"About this time Dr. Williams' Pink Pills were recommended to me by a friend in South Vernon, Vt. I felt better soon after beginning the treatment and continued until I was entirely cured. I consider Dr. Willlams' Pink Pills a grand medicine

for weak women. Dr. Williams' Pink Pills cure general and nervous debility because they make new blood. They strike at the root of these and other blood diseases, such as rheumatism, anae mia, indigestion and nervous troubles, such as neuralgia, nervousness and spinal weakness. They are guaran-teed to be free from opiates or any harmful drugs and cannot injure the

most delicate system.
Dr. Williams' Pink Pille are sold by all druggists, or sent, postpaid, on receipt of price 50 cents per box, six boxes \$2.50, by the Dr. Williams Medicine Company, Schenectady, N. Y.

The steamer Fulton is at the Lindstron yards for minor repairs. The keel of a steam schooner for the Hartwood Mill Company of this city has been laid. The vessel will cost \$55,000 and be called the

#### Schooner Alice McDonald Sails.

The schooner Alice McDonald, lumbe The schooner Alice McDonald, lumber laden from Vancouver, Wash., for Sun Francisco, left down at noon yesterday. This is the first trip of the schooner since she went on the sands north of the jetty on the morning of December 30. For 15 days the Alice McDonald lay on the beach. She was finally pulled off and brought to Portland for repairs. Her false keel was gone and some repairs to her bull were necessary. The yessel er hull were necessary. The vessel Mills

#### Schooner Marhoffer Arrives.

The steam schooner J. Marhoffer will arrive here today from Gray's Harbor to receive her machinery. The vessel was built for the coast lumber trade and is owned by Oisen & Mahony. She is a sister ship to the Helene recently com-pleted here. The engines and boiler for the Marhoffer will be installed by the Willamette Iron & Steel Works. The latter company has contracts for the equip-ment of five other steamers of the same

Carries Valuable Cargo. HOOLIAM, Wash., March 11 .- (Special.)

## The schooner Alert, with a cargo of 1,000,000 feet of timber, left this port to-day bound for San Pedro. The Alert's cargo consists of mining timbers, \$7,000

Two Illinois Girls Suffer from Scalp Trouble - Another Sister Needs a Tonic - Friend Suggests Cuticura -They Use It and Now Give.

ECZEMA OF HEAD

#### MUCH PRAISE TO ALL **CUTICURA REMEDIES**

"I must give much praise to all the Cuticura Remedies. I used but one cake of Cuticura Soap and one box of Cuticura Cintment, as that was all that was required to cure my disease. I was very much troubled with eczema of the head, and a friend of mine told me of the head, and a friend of mine told me to use the Cuticura Remedies, which I did, and am glad to say that they cured my eczema entirely. Since then we have always kept the scap on hand at all times. My sister was also cured of eczema of the head by using the Cuticura Remedies. Another sister has used Cuticura Resolvent and Pills and thinks they are a splendid tonic. I cannot say exactly how long I suffered, but I think about six months. Miss Edith Hammer, R. F. D. No. 6, Morrison, Ili., Oct. 3, 1906."

#### **EVERY CHILD** Afflicted with Torturing

Disfiguring Humors

Becomes an object of the most tender solicitude, not only because of its suffering, but because of the dreadful fear that the disfiguration is to be lifelong, and mar its future happiness, and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves with the purest and most effective treatment available, viz: warm baths with

its future happiness, and prosperity. Hence it becomes the duty of mothers of such afflicted children to acquaint themselves with the purest and most effective treatment available, viz: warm baths with Cuticura Soap, and gentle anointings with Cuticura Ointment, the great Skin Cure. Cures made in infancy and childhood are usually speedy and permanent.



oranges and surfaced lumber valued at \$22,000. This is the most valuable cargo to leave Gray's Harbor this year and is in charge of Captain Spicer.

#### Marine Notes.

The Russian ship Fennia went from the stream to Columbia dock No. 2.

The steamer Manshu Maru, with a full cargo for Japan, will leave down at noon today

The balance of the lumber cargo for the steamship Thyra will be lightered from Rainler.

The French bark Marechal de Villars with ballast for Sydney, N. S. W., will The oil tank steamer W. S. Porter arrived up last night. She is discharging

The British steamship Aymeric, shifted from the mills of the Portland Flouring Jompany to the Pacific bunkers yesterday. The steamer F. A. Kilburn arrived up ast night from San Francisco, Eureka and Coos Bay. She brought passengers

#### and freight. Arrivals and Departures

Arrivals and Departures.

ASTORIA, Or., March II.—Condition of the har at 5 P. M. rough; wind, northwest, 16 miles; weather, cloudy. Arrived at 7 and left up at 11 A. M.—Steamer F. A. Kilburn, from San Francisco and way ports, Salled at 9 A. M.—Steamer Lansing, for San Francisco, Arrived at 9 1:70 A. M.—Steamer Rose-chans with schooner Monterey, from San Francisco, via Tacoma. Arrived at 10 A. M.—Steamer W. S. Porter, from San Francisco, Arrived at 11:25 A. M.—Ship John Currier, from Manila, Left up at 11:30 F. M.—Steamer Rosecrans, Salled at 12:25 P. M.—Tus Daring, for Gray's Harbor.

San Francisco, March 11.—Arrived at 8:30 A. M.—Steamer Santa Ans., from Portland. Point Lobos, March 11.—Passed—British steamer Ardmount, from San Pedro, for Portland.

Portland.
Malta, March 11.—Arrived—Britis
steamer Manchester Port, from Portland.
Hoquiam, Wash., March 11.—(Special.)

Sailed-Schooner Alert, for San Pedro; steame

har. rough; weather, squally.
Victoria, B. C., March II.—Sailed—Ship Cettle Queen, Br., for Antofugasta.
Astoria, March II.—Arrived—Ship John Curfer, from Manila.

Steamer Kirklee, Br., Radford, from Newcas-tie, Australia: steamer Drumcliffe, Br., Spur-

Nushagak, for San Francisco. Condition of Bangalore, Bianchard, from Philadelphia; ship Bangalore, Blanchard, from Fhiladelphia; ship Como, Br., Davis, from Kobe, Salled—Ship Howard D. Troop, Br., Durkee, for Quiena-town; Hoy Somers, for Gray's Harbor; bark Jevi G. Burgese, for Gray's Harbor; steamer Thode Fagelund, for Seattle; steamer Santa Ana, for Astoria; ship Columbia, for Ta-comus; whaling steamer Kartuk, for whaling recomment steamer Santa Monica, for Gray's

# EXTERNAL EVIDENCE OF INTERNAL POISON

Whenever a sore or ulcer refuses to heal, it is a sure sign of a diseased condition of the blood. The sore itself is simply an outside evidence of some internal poison, and the only way to cure it is to remove the deep underlying cause. Sores and Ulcers originate usually from a retention in the system of bodily waste matters and impurities. These should pass of through the natural avenues of waste, but because of a sluggish condition of the different members they are retained in the system to be taken up by the blood. This vital fluid soon becomes unhealthy or diseased, and the skin gives way in some weak place and a Sore or Ulcer is formed. The constant drainage of impurities through a sore causes it to fester, grow red and inflamed and eat deeper into the surrounding flesh, and often there is severe

pain and some discharge. S. S. S. is the remedy for Sores and Ulcers. It is nature's blood purifier, made entirely of vegetable matter, known to be specifics for all blood diseases and disorders, S. S. S. goes down to the very bottom of the trouble, and removes the poison and im-pure matter, so that the sore is no longer PURELY VEGETABLE fed with impurities, but is nourished and cleansed with a stream of healthy, rich

blood. Then the place begins to heal, new flesh is formed, the inflammation subsides, and when S. S. S. has thoroughly cleansed the circulation the place heals permanently. Special book on Sores and Ulcers and any medical

advice desired will be sent free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

