

# COLONIST TRAVEL HAS NO PARALLEL

## 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 Development League.

Home-seekers continue to pour into Portland on all Eastern trains in numbers never before known to managers of the Western railroads. The Harriman trains are carrying extra coaches on each train and many predict the heavy travel will continue throughout the month 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 the territory that has been carried on by the railroads together with the commercial bodies.

It is not an exaggeration to state that 1,000,000 pieces of literature have been circulated by the commercial and industrial bodies of this state since October 1, and since the beginning of the year special attention has been paid to these colonist rates.

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 line, has been making speeches in his advertising in the papers of New York City of Oregon's attractions, and predicts the largest colonist travel this state has ever enjoyed.

### Railroad Men Show Interest.

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

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 opportunities to immigrate to Oregon. Think the results will be good. The Burlington road is doing a large amount of advertising in that direction and in that other ways co-operation with the Oregon Development League."

### Decision in Libel Cause.

In the case of the Oregon Round Lumber Company vs. Portland & Astoria Steamship Company, Judge Wolverson yesterday rendered a decision on points of law involved, as follows:

The Oregon Round Lumber Company, which was owned by the Round Lumber Company of this city, the cargo, so the owners alleged, was overloaded so that it sank and was lost, while carrying coal to the steamer Arabia, then in port. The bargemaster, a man named Panier, was a fellow-servant with the employees of defendant and was also stricken from the libel.

The cargo grew out of the sinking of 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 cargo, so the owners alleged, was overloaded so that it sank and was lost, while carrying coal to the steamer Arabia, then in port. The bargemaster, a man named Panier, was a fellow-servant with the employees of defendant and was also stricken from the libel, which goes to the effect that defendants' allegations, that they ought to be expunged.

### Alaska Coast is Reorganized.

SEATTLE, Wash., March 11.—(Special.)—Leroy M. Backus, former assistant cashier of the Washington National Bank, has succeeded Captain O'Mar Humphrey as president of the Alaska Coast Company. The latter selling his stock to Backus and resigning the office in order to devote his whole interests 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 elected.

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

### Cargo of Shingles to Texas.

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

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills 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 completed and by that time it is hoped that the mills will be in full operation.

On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

track. The slide occurred near Rooster Rock and dirt and rocks covered the rails for 100 feet to a depth of 10 feet.

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 slide. A temporary track may have to be built to permit this morning's trains to pass.

### AUDITOR'S OFFICE IS MOVED

#### 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 E. D. Kuettner, auditor of the Astoria & Columbia, from Astoria to Portland, where he will become auditor 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 be moved here from Astoria and also be installed in the depot.

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 Lytle to Goldendale, and the connecting line of steamers between Lytle 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 Astoria & Columbia River Railroad, has gone to New York from San Francisco, where he went last week, and it may be several weeks before he returns to Portland. Secretary McLeod of the Astoria & Columbia, who has also been in San Francisco in conference with the Hill interests, is expected back within a few days and it is probable that the details of the consolidation of the property will then be given out.

### STEAMBOATMEN ASK RAISE

#### Puget Sound Companies Will Receive Request for Advance Today.

SEATTLE, Wash., March 11.—(Special.)—The Steamboat Companies of Puget Sound, operating inland boats, will tomorrow morning 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 salaries during the past five years. This, with the increased cost of living, is given as grounds for a wage advancement.

### Mate Olsen Has Been Appointed to Command of Another Steamer.

The steamer Alliance will sail tomorrow night for Coos Bay points with passengers and freight. Repairs to the vessel have been completed and she was expected yesterday. Cargo was being placed in her hold and she will be ready to leave down on time.

### ALLIANCE TO SAIL WEDNESDAY

HOQUIAM, Wash., March 11.—(Special.)—The steamer Alliance, with a cargo of 1,000,000 feet of timber, left this port today bound for San Pedro. The Alliance's cargo consists of mining timbers, 7,000

### Arrivals and Departures.

ASTORIA, Or., March 11.—(Special.)—Condition of the bar at 5 P. M.: rough; wind, northwest, 16 miles; weather, cloudy. Arrived at 7 and left at 11 A. M.—Steamer F. A. Kiburn, from San Francisco and way ports. Sailed at 9 A. M.—Steamer Lanning, for San Francisco. Arrived at 10 A. M.—Steamer W. S. Porter, from San Francisco. Arrived at 11:25 A. M.—Ship John Currier, from Manila. Left at 11:40 P. M.—Steamer Rosecrans, sailed at 12:25 P. M.—Tug Darling, for Gray's Harbor.

### Files at Astoria Tuesday.

3:15 P. M. ... 8.9 feet (5:22 A. M. ... 8.2 feet 6:23 P. M. ... 0.6 foot

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

# FIRST GRAIN SHIP HEALTH AND SPIRITS

## ARE RESTORED BY DR. WILLIAMS' PINK PILLS

### After Worry and Overwork Had Produced Condition of General 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, Althol, Minn., 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 dizzy spells, which became so severe towards night, that I sometimes fainted away. I was bilious 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 my back. My blood was impoverished. I was afraid to give up and go to bed fearing that I would never get well.

### STEAMER INTELLIGENCE.

Due to Arrive.		
Name.	From.	Date.
Alliance	Coos Bay	In port
Sumner	Hongkong	In port
Johan Poulsen	San Fran.	In port
Honoko	Los Angeles	In port
F. A. Kiburn	San Fran.	Mar. 12
Columbia	San Fran.	Mar. 14
Geo. W. Elder	Los Angeles	Mar. 16
Costa Rica	San Fran.	Mar. 19
Arabia	Hongkong	Mar. 21
Aragonia	Hongkong	Apr. 3
Nicomedia	Hongkong	Apr. 23

### Scheduled to Depart.

Name.	For.	Date.
Johan Poulsen	San Fran.	Mar. 12
Honoko	Los Angeles	Mar. 12
Alliance	Coos Bay	Mar. 13
F. A. Kiburn	San Fran.	Mar. 16
Columbia	San Fran.	Mar. 16
Nurmantia	Hongkong	Mar. 18
Geo. W. Elder	Los Angeles	Mar. 20
Costa Rica	San Fran.	Mar. 21
Arabia	Hongkong	Mar. 23
Aragonia	Hongkong	Apr. 3
Nicomedia	Hongkong	Apr. 23

### Entered Monday.

American steamship, Johan Poulsen (Merriam), in ballast, from San Francisco.

### Cleared Monday.

American steamship Johan Poulsen (Merriam), with 423,000 feet of lumber for San Francisco.

French bark Marechal de Villars (Pannett), with ballast for Sydney, Australia.

American schooner, Mabel Gale (Matteson), with 900,000 feet of lumber for San Francisco.

Japanese steamship Manshu Maru (Ota), with 27,734 barrels of flour, valued at \$184,100; 65,708 bushels of wheat, valued at \$44,038, and 106,104 feet of lumber, valued at \$44,600. The entire cargo will be distributed between Yokohama, Kobe and Mofu.

### Carries Valuable Cargo.

HOQUIAM, Wash., March 11.—(Special.)—The steamer Alliance, with a cargo of 1,000,000 feet of timber, left this port today bound for San Pedro. The Alliance's cargo consists of mining timbers, 7,000

### Arrivals and Departures.

ASTORIA, Or., March 11.—(Special.)—Condition of the bar at 5 P. M.: rough; wind, northwest, 16 miles; weather, cloudy. Arrived at 7 and left at 11 A. M.—Steamer F. A. Kiburn, from San Francisco and way ports. Sailed at 9 A. M.—Steamer Lanning, for San Francisco. Arrived at 10 A. M.—Steamer W. S. Porter, from San Francisco. Arrived at 11:25 A. M.—Ship John Currier, from Manila. Left at 11:40 P. M.—Steamer Rosecrans, sailed at 12:25 P. M.—Tug Darling, for Gray's Harbor.

### Files at Astoria Tuesday.

3:15 P. M. ... 8.9 feet (5:22 A. M. ... 8.2 feet 6:23 P. M. ... 0.6 foot

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

# FIRST GRAIN SHIP HEALTH AND SPIRITS

## ARE RESTORED BY DR. WILLIAMS' PINK PILLS

### After Worry and Overwork Had Produced Condition of General 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, Althol, Minn., 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 dizzy spells, which became so severe towards night, that I sometimes fainted away. I was bilious 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 my back. My blood was impoverished. I was afraid to give up and go to bed fearing that I would never get well.

### STEAMER INTELLIGENCE.

Due to Arrive.		
Name.	From.	Date.
Alliance	Coos Bay	In port
Sumner	Hongkong	In port
Johan Poulsen	San Fran.	In port
Honoko	Los Angeles	In port
F. A. Kiburn	San Fran.	Mar. 12
Columbia	San Fran.	Mar. 14
Geo. W. Elder	Los Angeles	Mar. 16
Costa Rica	San Fran.	Mar. 19
Arabia	Hongkong	Mar. 21
Aragonia	Hongkong	Apr. 3
Nicomedia	Hongkong	Apr. 23

### Scheduled to Depart.

Name.	For.	Date.
Johan Poulsen	San Fran.	Mar. 12
Honoko	Los Angeles	Mar. 12
Alliance	Coos Bay	Mar. 13
F. A. Kiburn	San Fran.	Mar. 16
Columbia	San Fran.	Mar. 16
Nurmantia	Hongkong	Mar. 18
Geo. W. Elder	Los Angeles	Mar. 20
Costa Rica	San Fran.	Mar. 21
Arabia	Hongkong	Mar. 23
Aragonia	Hongkong	Apr. 3
Nicomedia	Hongkong	Apr. 23

### Entered Monday.

American steamship, Johan Poulsen (Merriam), in ballast, from San Francisco.

### Cleared Monday.

American steamship Johan Poulsen (Merriam), with 423,000 feet of lumber for San Francisco.

French bark Marechal de Villars (Pannett), with ballast for Sydney, Australia.

American schooner, Mabel Gale (Matteson), with 900,000 feet of lumber for San Francisco.

Japanese steamship Manshu Maru (Ota), with 27,734 barrels of flour, valued at \$184,100; 65,708 bushels of wheat, valued at \$44,038, and 106,104 feet of lumber, valued at \$44,600. The entire cargo will be distributed between Yokohama, Kobe and Mofu.

### Carries Valuable Cargo.

HOQUIAM, Wash., March 11.—(Special.)—The steamer Alliance, with a cargo of 1,000,000 feet of timber, left this port today bound for San Pedro. The Alliance's cargo consists of mining timbers, 7,000

### Arrivals and Departures.

ASTORIA, Or., March 11.—(Special.)—Condition of the bar at 5 P. M.: rough; wind, northwest, 16 miles; weather, cloudy. Arrived at 7 and left at 11 A. M.—Steamer F. A. Kiburn, from San Francisco and way ports. Sailed at 9 A. M.—Steamer Lanning, for San Francisco. Arrived at 10 A. M.—Steamer W. S. Porter, from San Francisco. Arrived at 11:25 A. M.—Ship John Currier, from Manila. Left at 11:40 P. M.—Steamer Rosecrans, sailed at 12:25 P. M.—Tug Darling, for Gray's Harbor.

### Files at Astoria Tuesday.

3:15 P. M. ... 8.9 feet (5:22 A. M. ... 8.2 feet 6:23 P. M. ... 0.6 foot

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.

### Failed to "Stop, Look and Listen."

A non-suit 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 failed to "stop, look and listen" before driving across the company's tracks, he was guilty of contributory negligence, in the eyes of the law.

### 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 mills are shut down fuel is a minus quantity and no dredging will be done in the harbor until the sawmills resume.

### On Ways for Repairs.

ABERDEEN, Wash., March 11.—(Special.)—The barge Washington, towed from San Francisco by the tug Sampson, is on the marine railway here for repairs.



To bring happiness to the heart of the hunter there is only one smoke that can equal the smoke from his gun—and that is the cool, sweet smoke from

# IMPERIALES CIGARETTES

Take a package of Imperiales in your shooting jacket. Every one of them will hit the mark of comfort and satisfaction.

Their pure, clean, conscientiously blended tobacco is rolled in thin mass paper—crimped, not pasted—and burns smoothly and deliciously right to the mouthpiece.

The mouthpiece keeps the smoke cool and soothing. No cigarettes better than Imperiales, at any price. Imperiales are still

10 for 10 cents

The men of the West smoked 100,000,000 Imperiales in 1906.

Sold Everywhere

JOHN BOLLMAN COMPANY, San Francisco

Manufacturers

# CHRONIC ULCERS

EXTERNAL EVIDENCE OF INTERNAL POISON

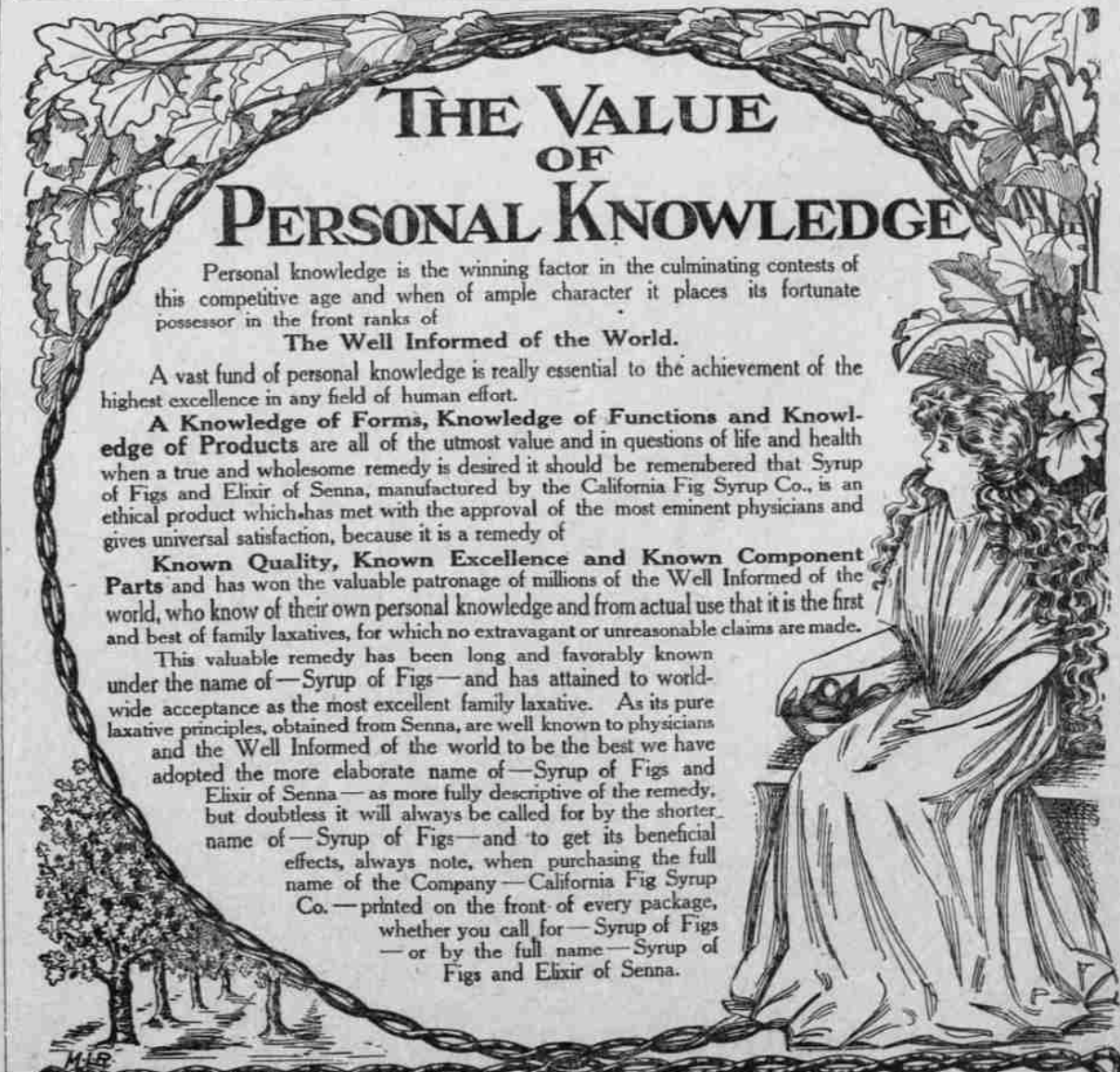
Whenever a sore or ulcer refuses to heal, it is a sure sign of a diseased condition of the blood. The sore itself is simply an outside evidence of some internal poison, and the only way to cure it is to remove the deep underlying cause. Sores and Ulcers originate usually from a retention in the system of bodily waste matters and impurities. These should pass off 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 blood 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.

# S.S.S.

PURELY VEGETABLE

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.



# THE VALUE OF PERSONAL KNOWLEDGE

Personal knowledge is the winning factor in the culminating contests of this competitive age and when of ample character it places its fortunate possessor in the front ranks of

The Well Informed of the World.

A vast fund of personal knowledge is really essential to the achievement of the highest excellence in any field of human