RUNNING TIME TO BE CUT TEN HOURS

Vessels of San Francisco & Portland Company Will Change Schedule.

DAYLIGHT COLUMBIA RIDE

Steamers Will Leave Portland in the Morning and Arrive in San Francisco Within Forty

nine Hours.

Beginning with the sailing of the steam-hip Columbia from Portland on April 5, the vessels of the San Francisco & Portland Steamship Company will make the run from this city to the California metropolis in 48 hours. Steamers will leave Portland at 9 o'clock A. M., instead of 8 P. M., and will arrive at San Francisco at 10 in the morning of the second day from this port. The Columbia will be the first vessel to so on the new schedule and will leave Portland at 9 o'clock Saturday morning. She will o'clock Saturday morning. She will arrive in San Francisco the following Monday at 10 A. M., 49 hours from the time of sailing from this port.

The Costa Rica, scheduled to sail from San Francisco at 11 o'clock the morning

of April 15, will be due to arrive in Portland at 7 P. M. Monday. Ships northward bound are given 56 hours in which to make the run. At present they seldom complete the voyage in less than 70 hours. Southward bound, leaving Port-

and at 8 P. M., as at present, they generally use about 58 hours to 60 hours.

The sailing time from San Francisco has not been changed but the arrival in Portland has been cut down considerably. Portland has been cut down considerably. This will give passengers a daylight ride on the Columbia on both the northward and southward voyages. The reduction of time will have a tendency to stimulate passenger traffic by water. The Columbia recently went on the dock in San Francisco, and a new tail shaft was installed. She is now capable of maintaining the schedule laid down. How the Costa Rica will make the time is a matter that cannot be answered.

The recent sale of the steamers of the Oceanic Steamship Company to the Japanese placed the steamer Alaneda within the reach of the San Francisco & Portland Steamship Company and the establishment of a schedule that is manifestly impossible for the Costa Rica to main-

impossible for the Costa Rica to main-tain lends color to the theory that the newer and faster vessel will soon be operating from this port to the Bay City. The Alameda is a good ship and has been operating in the island trade from San Francisco. She is a trifle larger than the Columbia and can develop about the same speed. She has splendid passenger accommodations and will carry close to 2000

REINSPECTION IS ORDERED

Excursion and Ferryboats Must Be Examined Three Times Annually. Supervising Inspector-General Uhler, of

Supervising Inspector-General Uhler, of the Steamboat Inspection Service, has issued the following instructions to supervising and local inspectors:

Supervising and local inspectors are hereby directed to begin at once a reinspection of the various steamers within their respective districts, with particular reference is steamers carrying large numbers of people, such as excursion boats and ferryboats. The reinspection will begin with excursion steamers whose certificates of inspection will expire after the opening of the excursion seamers. No notice of the contemplated reinspection of a vessel will be given the owner, master, or other interested person. Hereafter, in addition to the regular to

If it is found at any time that any vesse is by any way unlit for service, or cannot be safely navigated, or that her equipment is not fully up to the requirements, the navigation of such vessel must stop immediately.

ADMIRAL SENDS REGRETS,

Chaplain Bernays Receives a Letter From Lord Beresford.

Chaplain A. El Bernays, of the Sea-men's Institute, is in receipt of a letter from Admiral Lord Charles Beresford, who recently visited Portland. Mr. Ber-nays called on the distinguished sailor and requested him to visit the Institute and address the sailers in port. The Admiral was compelled to decline, on account of business. The letter follows: count of business. The letter follows:

Portland. Or., March 12, 1907.—Dear Mr. Bernays: I am extremely sorry I could not acceds to your request to come to visit the seamen's Institute here at Yortland. It would have been a great pleasure to me had I been able to do so, as I naturally take a great interest in all that concerns sallors, no matter what nation they belong to, and I am fully aware of the immense henefit which accross to seamen of all naturally which accross to seamen of all naturally which accross to seamen of all naturally in the seamen's inettent of the seamen's the three to be a seamen of a seamen's inettent of the seamen's seam

The Rev. Arthur E. Bernaye, Chaplain of Seamen's Institute, Portland, Or.

MARTHA ROUX IS CHARTERED French Bark Will Come to Portland

From Hamburg With Cement. The French bark Martha Roux which The French hark Martha toux, which carried at Hamburg several days ago from Puget Sound, has been taken by the great tide of immigration.

Meyer, Wilson & Co., to bring cement to the Coast. She will probably come to land in 1852, be found a village of 300 land in 1852, be found a village of 300 land in 1852, be found a village of 300 land.

the Coast. She will probably come to Portland. The vessel will be ready to start westward by the middle of April and will arrive in time to receive new-crop grain in case an outward charter is made for her prior to that time. The Martha Roux completed her outward voyage from the Sound in 120 days. She has a record, for good average passages and should make the outward run in four months. The Genevieve Molinos, now discharging on the Shannon, is on the board for Portland loading. She will probably take cargo at Newcastle-on-Tyne.

Ship Canal to Puget Sound.

HOQUIAM, Wash., March 18.-(Special.) A communication received today by the Commercial Club from Major Chittenden of Sauttie, engineer in charge of the Gray's Harbor district, states that he will visit Gray's Harbor on March 28 for the purpose of making an examination re-garding the building of a ship canal to connect the waters of Puget Sound with Gray's Harbor. Major Chittenden will be a guest of the commercial bodies of Ho-quiam and Aberdeen, who will go over the Harbor with him.

Pranciaco with passengers and freight, is due to arrive tonight. The American ship Sintram sailed from Rainler yesterday with lumber for the

The ship John Currier is at the drydock. She will be lifted as soon as the St. Nich-

The steamer Thomas L. Wand arrived up yesterday. She will load lumber for San Francisco.

The steamer George W. Elder, from San Pedro, San Francisco and Eureka, ar-rived up yesterday. The steamer Alliance, for Coos Bay points, will arrive Thursday night. She will sail again for the South Saturday.

Arrivals and Departures.

ASTORIA, Or., March 18.—Condition of the bar at 5 P. M., moderate; wind, west, four miles; weather, clear. Arrived in at 7 A. M. and loft up at 12 M.—Steamer Geo. W. Elder, from San Pedro and way ports. Arrived down at 8 A. M.—Schooner Zampa, for Salled at 3:15 P. M.—Schooner Zampa, for San Evantice. San Francisco. Salled at 3:20 P. M.—Norweglan steamer Mathlida. for Taku. San Francisco, March 18.—Sailed—Barge 91. for Portland: barge Sufus E. Wood, in

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Redondo, Am. steamship (Bende-

gard), with ballast from San Franson), in ballast from San Francisco

Cleared Monday.

Woodford, Br. steamship (Sodden), in ballast for Nanaimo Mathilda, Nor. steamship (Kjer-land), with 3,687,881 feet of lumvalued at \$55,901, bound for

tow of tug Sea Rover, for Columbia River.
San Pedro, March 18.—Sailed yesterday.
Schooner Irene, for Columbia River.
Hongkong, March 18.—Sailed yesterday.
German steamer Aragonia, for Portland.
St. Vincent, March 18.—Arrived yesterday.
British steamer Franklyn, from Portland.
St. Vincent, March 18.—Arrived previously—Franklin, from Portland, Or., via Coronel and Antwerp. onel and Antwerp. Calcutta, March 18.—Arrived 15.—Cru-

ader, from Portland, On, via Muroran, Port Natal, March 18.—Sailed—Elleric, for San Francisco.

Hoquiam, Wash., March 18.—(Special.)—
Salled—Steamer Voronada, from Aberdeen,
for San Francisco: schooner Omega, from
Hoquiam, for San Francisco. Arrived—
Steamer Homer, from San Francisco, for

San Francisco, March 18.—Salled—U. S. lightship No. 76, for Columbia River; City of Topeka, for Victoria; barge Bufus E. Wood, for Astoria, Arrived—Steamer Mayfair, from Willapa.

Tides at Astoria Tuesday.

FUNERAL CAPTAIN WILSON

Pioneer River Navigator Will Be

Laid to Rest Tomorrow.

The funeral of Captain James Wilson, a pioneer river navigator, who died Sunday afternoon, will be held tomorrow at 2 P. M., from Dunning's undertaking chapel, East Sixth and Alder streets. Announcement of his orles of the remaining pioneer steam-



The Late Captain James Wilson

boatmen and old residents of Portland, who have seen Portland grow from a village. Captain Wilson was among the very earliest river navigators, and ran between Portland and the Cas-cades on one of the first steamers which carried from the Upper Columbia

people. He served as captain on most of the carly boats that plied on the Columbia and Willamette Rivers, and only left the river to become a in Clackamas County in 1889. ago he began to fall in health, and moved to 47 East Third street. He was 79 years and 7 months old.

New Bank Organized.

The German-American Bank of Portland has been organized and will open for busi-ness in the rooms now occupied by the ness in the rooms now occupied by the Northern Express Company, at the corner of Sixth and Alder streets. It is expected to begin business by May 1. The company proposes to follow the popular pian of an advisory board of 25 members and provide facilities for Judicious investment by persons of medium capital.

Gets Picture of Jamestown Fair.

Postmaster Minto was one among the first in Portland to receive a fine litho-graph picture of the Jamestown Exposi-tion grounds yesterday, as they will ap-pear to the sight-seeing public when for-Marine Notes.

Marine Notes.

Marine

TRACKS ALL FULL HERE IS MORE PROOF

Freight Congestion Is Worse Than Ever Before.

TERMINAL YARDS PACKED

Eastern Business So Heavy at Present Time That Roads Are Entirely Unable to Keep Traffic on the Move.

After periods of more or less congetion all Winter, the terminal yards are now glutted as they have never been in the history of local traffic. Trains and sidings are filled with cars waiting to be unloaded. Although every effort is, being made to relieve the situation, the being made to relieve the situation, the condition continues serious. Some improvement is noted, however, and it is hoped the traffic can be disposed of soon, so as to give elbow room in the yards. The rush of traffic at this time is due to the heavy business from the East which was stalled on account of the Winter storms. This freight collected at points east of the blockade and was held until a way could be opened for it to be forwarded to its destination. While be forwarded to its destination. While the operating departments of the rails roads were working all available forces to repair the storm damage, freight kept on piling up until a tremendious tonnage was awaiting dispatch when the trans-continental lines were finally cleared. Large shipments are arriving over the Great Northern and Northern Pacific and

Great Northern and Northern Pacific and terminal officials are working like mad to dispose of the inspiring freight. There were 1959 loaded cars in the terminal yards yesterday, while there are 150 more on the waiting list in Albina, which will be moved over to the yards as soon as track room can be had. There are several hundred more on the East Side tracks awaiting dispatch there. Sidings outside the city are well filled with cars, waiting their turn in the terminals. Seven busy switch engines are

terminals. Seven busy switch engines are working day and night in the yards, sorting out trains, pulling loaded cars to the point of unloading, either warehouses or team tracks, and are doing their best to dispose of the long strings of freight cars that are ahead of the unloading shipments of Christmas goods

blocked the terminal last Fall. Now it is the accumulated tonnage of the Winter periods when the main lines from the East were blocked by storms, added to very large shipments of Spring and Summer goods that is causing embarrassment

to the terminal company.

Consignees are clamoring for their goods, which, in some cases, have arrived but cannot be hauled to an unloading track for a week of more on account of the many cars shead of them. Railroad officials are in a hurry to get the cars released so there can be loaded back. released so they can be loaded back. Every idle day for a freight car represents loss to the railroads.

Every possible effort is being made to clear the terminal of the congested traffic

and it is expected to get the immense acand it is expected of or so far cleared eumulation disposed of or so far cleared sway that it will not hinder traffic fur-ther within the next few days.

NOT FRIGHTENED BY RUMORS

Streetear Company Will Carry Out Improvement Programme.

The management of the Portland Rallway, Light & Power Company is not frightened by threats of a panic, for plans for improvements to be carried out this year will be adhered to. Work will be begun at once double tracking the O. W. P. division south of the Livin Portland. the inman-Poulsen mill, where a cut will be widened. On the other side of the big cut in the high bank south of the city, a double track will be built to the Oaks. This is a big job and will require a very large amount of filling across the low bottom land. It is not likely it will be possible to complete for the false work beneath the Clacka- day night in the basement of an unocco

Johnson Creek at Milwankee.

The railway company will erect a handsome new band shell at The Oaks this season to take the place of the present band stand, which will be moved to Estacada and set up in the park there.

E. S. GORDON PASSES AWAY

Assistant Depot Master Succumbs to Rheumatism of Heart.

E. S. Gordon, assistant depot master at E. S. Gordon, assistant depot master at the Union Depot, died Sunday. His wife left with the remains last night for San Jose, where Mr. Gordon's mother lives, and the body will be buried there.

Mr. Gordon had been connected with the direction of the Union Depot for the past

THAT DR. WILLIAMS' PINK PILLS CURE RHEUMATISM.

Efforts to Get Relief Often Unsuccess ful Until the Tonic Treatment Is Given a Trial.

"When I was a boy of sixteen," says Mr. Otto H. Rose, a retired grocer, of 1226 Lexington Avenue, Indianapolis, Ind., "I met with a serious accident which injured the bone of my head over the right eye. I recovered from the accident to all appearances, but not many years after I began to have intense pains in the injured bone, which came on every year and would last from a few days to several weeks. "I consulted the doctors who told me that I was suffering from neural-The sight of my right eye was affected, so that at times I could scarcely see out of it, while both eyes watered constantly. During these attacks I was often dizzy from the terrible pains. The pains came on every morning and passed away in the afternoon. I never suffered from the pain at night.

"I tried without success to get relief until a friend told me to try Dr. Williams' Pink Pills. When I had Williams' Pink Pills. When I had taken a few boxes I felt the pain growing less intense and in a much shorter time than I had hoped for I was entirely cured. I have recom-mended the pills to several persons, who have used them with good results.

"My wife uses Dr. Williams' Pink Pills for nervous headaches and finds them the best medicine she has ever used as they give relief where all oth-

Dr. Williams' Pink Pills have cured neuralgia, nervous headaches and prostration, dizziness, partial paralysis, St. Vitus' dance and locomotor ataxia, because they feed the nerves and give health to every tissue of the They are unequalled as a blood builder and are especially valuable in rheumatism, anaemia, after-effects of the grip and fevers, because they reach diseases at their root and also start right in to tone up the whole

Williams' Pink Pills are sold Dr. by all druggists or sent, postpaid on receipt of price, 50 cents per box, six hoxes \$2.50, by the Dr. Williams Medicine Company, Schenectady, N. Y. An instructive booklet, en entitled "Nervous Disorders," will be sent free on request to anyone interested.

fered from muscular rheumatism for some time. The disease affected his heart late last week, and his death followed.

Slow Time on Southern Pacific.

During the past two days, Southern Pacific overland trains have been reachng the union depot several hours late. Besides being received late at Ashland from the Sacramento division, further de-lays have occurred in Southern Oregon by reason of the recent heavy rain storms. In the Rogue River and Cow Creek val-leys, heavy downpours have weakened tracks and slow running has been neces-sary. Telegraph lines have been brought down in some sections. A very heavy down in some sections. A very heavy rain storm, which is said to be the worst in years, has prevailed at Ashland, Heavy snow has fallen in the Siskiyous and further delays may be expected until the trouble is removed.

Advertising Oregon in the East.

In line with the general policy of the railroads in inducing settlers to come to the Facific Northwest, the New York Central lines are doing a great work of exploitation of this territory. A characteristic advertisement, part of a general campaign, is now running in the New York metropolitan papers. It carries the word, "Oregon," in large, black letters, and tells what a wo ful country is here awaiting dev ment.

Denies He Was Intoxicated.

P. Strandborg, representing the mas River Bridge on the Oregon City division, which was washed away by the recent high water. An entirely new bridge will be built there this Summer, as well as a new treatle across for O. C. Ashhaugh, a deserter from Fort Stevens, and that he was close on the heels of his man when some woman across the street telephoned the police,

notifying headquarters of the presence under the opposite house of an alleged night prowier.

The private detective asserts that he was in the pursuance of his duties when he was hauled from under the house in question and that he had no opportunity to explain to the rolles officials and that to explain to the police officials, and that he had no chance to communicate with his friends. He denies he was intoxicated.

Convention Theta Nu Epsilon.

NEW YORK, March 18.—The Theta Nu Essilon fraternity will hold a convention in this city on Friday and Saturday, March 29 and 30. The purpose of this direction of the Union Depot for the past seven years and was very well known in this city. He had a large number of The development of this city. He had a large number of The development of the society friends here who have learned of his death with keen regret. Mr. Gorden set. eath with keen regret. Mr. Gordon suf- rapid that a more complete control of





the National organization is suggested and for the first time in history of the society, a convention will be held. Friday afternoon and Saturday morning and afternoon will be taken up with the nusiness sessions of the convention the proceedings ending with a banquet Saturday evenng.

BUSINESS ITEMS.

If Baby Is Cutting Teeth.



Whooping-Cough, Croup Bronchitis, Coughs, Diphtheria, Catarrh. Confidence can be placed in a ren

edy, which for a quarter of a century has earned unqualified praise. Restful nights are assured at once. Cresolene is a Boon to Asthmatics All Druggists

Send postal for de-Cresolene Antiseptic Throat Tablets for the irritated throat, of your druggist or from us. 10c. in stamps. The Vapo-Cresolene Co.,

Louisville, Ky.

Scores of Portland Citizens Have

Learned It. If you suffer from backache,

There is only one way to cure it. The perfect way is to cure the kid-A bad back means sick kidneys,

Neglect it, urinary troubles follow, Doan's Kidney Pills are made for idneys only. Are endorsed by Portland people.

Are endorsed by Portland people,
G. H. Springmeyer, expressman, of
1016 First street, Portland, Or., says:
"Exposure to rough weather and the
jarring of my wagon brought on kidney trouble. My back ached almost
constantly and the action of the kidneys seemed weak and the passages
of the secretions too frequent. Doan's
Kidney Pilis came to my notice and I
got a box and began using them at
once. The pain in my back was soon
relieved, and the kidney secretions became normal. Two boxes of Doan's
Kidney Pilis brought about this resuit." (From statement made February 28, 1903.)

CURED TO STAY CURED.

On January 12, 1936, Mr. Springmeyer confirmed the above statement and added: "Since the time referred to in my former testiment I have not had a trace of kidney trouble. I have recommended Doan's kidney Pills to many people and am always glad to do so."

For sale by all dealers, Price 50 cents. Foster-Milburn Co., Buffalo, CURED TO STAY CURED.

New York, sole agents for the United Remember the name-Doans-and

I take no other.

Write Your Eastern Friends



DURING MARCH AND APRIL

From St. Paul, Minneapolis, Duluth, Omaha, St. Joseph, Kansas City and other Missouri River points to From St. Louis to Portland, Ashland, Or., and Intermediate points.

From Chicago to Portland, Ashland, Or., and intermediate points.

mediate points.

Similar low rates from other Eastern points to the West.
Send me full name and address of your relatives or friends in the East that are thinking of coming to the Pacific Northwest, and I will have them furnished with literature and full information, or if you wish to pay the fare of anyone, the money can be deposited with any agent of the Northern Pacific Railway and tickets will be promptly furnished.

For any additional information wanted, call on or address

A. D. CHARLTON, Assistant General Passenger Agent, 255 Morrison Street, Corner Third, Portland, Or.

The General Condemnation of So-Called Patent or Secret Medicines

of an injurious character, which indulge in extravagant and unfounded pretensions to cure all manner of ills, and the

National Legislation Enacted to Restrict Their Sale

have established more clearly than could have been accomplished in any other way The Value and Importance of Ethical Remedies.

Remedies which physicians sanction for family use, as they act most beneficially and

are gentle yet prompt in effect, and called ethical, because they are of Known Excellence and Quality and of Known Component Parts.

To gain the full confidence of the Well-Informed of the world and the approval of the most eminent physicians, it is essential that the component parts be known to and approved by them, and, therefore, the California Fig Syrup Company has published for many years past in its advertisements and upon every package a full statement thereof. The perfect purity and uniformity of product which they demand in a laxative remedy of an ethical

known to the Company only. There are other ethical remedies approved by physicians, but the product of the California Fig Syrup Company possesses the advantage over all other family laxatives that it cleanses, sweetens and relieves the internal organs on which it acts, without disturbing the natural functions or any debilitating after effects and without having to increase the quantity from time to time.

character are assured by the California Fig Syrup Company's original method of manufacture,

This valuable remedy has been long and favorably known under the name of of Figs, and has attained to world-wide acceptance as the most excellent of family laxatives, and as its pure laxative principles, obtained from Senna, are well known to physicians and the Well-Informed of the world to be the best of natural laxatives, we have adopted the more elaborate name of Syrup of Figs and Elixir of Senna, as more fully descriptive of the remedy, but doubtlessly it will always be called for by the shorter name of Syrup of Figs; and to get its beneficial effects, always note, when purchasing, the full name of the Company—California Fig Syrup Co. plainly printed on the front of every package, whether you simply call for Syrup of Figs, or by the full name, Syrup of Figs and Elixir of Senna, as Syrup of Figs and Elixir of Senna is the one laxative remedy manufactured by the California Fig Syrup Company, and the same heretofore known by the name, Syrup of Figs, which has given satisfaction to millions. The genuine is for sale by all leading druggists throughout the United States in original packages of one size only, the regular price

of which is fifty cents per bottle. Every bottle is sold under the general guarantee of the Company, filed with the Secretary of Agriculture, at Washington, D. C., the remedy is not adulterated or misbranded within the meaning of the Food and Drugs Act, June 30th, 1906.

CALIFORNIA FIG SYRUP

San Francisco, Cal. U. S. A. London, England.

New York, N. Y.