FUKUI MARU GLEARS

Second Grain-Carrier for April Departs for Orient.

TAKES WHEAT AND FLOUR

Japanese Steamer Leaves With Cargo of Foodstuffs for Home Ports-French Bark Emelle Galline Will Be Next.

The Japanese steamship Fukui Maru cleared from the local Custom-House yesterday afternoon with 16,000 barrels of flour and 105,282 bushels of wheat, valued at \$146,356. The entire cargo will go to ports in Japan. The Fukul

will go to ports in Japan. The Fukul Maru left down yesterday and will cross out today.

The Fukui Maru is the second ship to clear foreign during the first four days of April. The Arabia, which sailed Wednesday, carried 52,345 barrels of flour, principally for Hongkong. On the hoels of the Japanese steamer will come the French bark Emilie Calline, which has finished loading and has on board about \$5,884 bushels of wheat. The Emilie Calline will go to Queens-The Emilie Calline will go to Queens-town or Falmouth for orders. Fol-lowing will be the Leon XIII and the Michelet. Both are loading for the Michelet. Both United Kingdom.

Michelet. Both are loading for the United Kingdom.

The steamship Quite, which has been aground at Martin's Island for several days, succeeded in getting off yesterday and proceeded to Astoria. The Quite was the last grain-carrier to clear in March.

The Fukui Maru has been in the river since February 25. At the time she arrived in port there was no wheat to be had, and the mills were closed down. The cargo of the Fukui Maru was supplied by the Portland Flouring Mills and was purchased from the local concern through its representative in Yokohama. The Japanese vessel was compelled to remain in port until a sufficient amount of wheat came in to fill the order.

SALVAGE CLAIMS ON STEAMER

Owners of the Coquille River Must Pay for Assistance From Tugs.

Pay for Assistance From Tugs.

Captain J. T. Daniels, master of the steamer Santa Ana, has filed a salvage claim against the steamer Coquille River, through J. Couch Flanders, attorney for the Northwest Steamship Company, owners of the Santa Ana. The Coquille River is now on the Port of Portland Drydock undergoing repairs. The Santa Ana is bound for San Pedro with a cargo of lumber.

The steamer Coquille, en route from Tillamock to San Francisco, broke a suction-pipe in the forehold on March 22. She drifted helplessly, and two days later wound up off the Columbia River. During a heavy southwest blow she was picked up off Tillamock Rock by the Santa Ana and a hawser passed aboard. After towing on the disabled craft for some time, the line parted, and it was with considerable difficulty that a second hawser was passed aboard. The second line parted, and then the Santa Ana stood by until the Coquille River anchored in 1s fathoms. The Santa Ana then headed for Astoria. In the meantime, the disabled craft had drifted into shoal water and was flying distress signals. The tug Tatoosh, of the O. R. & N. Co., put out and succeeded in towing the steamer to a safe anchorage in the river.

Superintendent Conway, of the O. R. & N. Co., presented a towage claim

Superintendent Conway, of the O. R. N. Co., presented a towage claim of the captain of the Coquille River, at up to last night no settlement had een made. The matter has been placed In the hands of the attorneys for the

PELLIAM IS PROMOTED

Portland Man Receives Appoint-

William E. Pulliam, formerly a depwilliam E. Pulliam, formerly a dep-sty collector of customs for the Fort of Portland, and lately in the Customs Service of the Philippine Islands, with headquarters at Manila, has been promoted to the post of Supervisor of Customs for Santo Domingo and has been ordered to report at that place to relieve Calonel George R. Colton. The latter will proceed to Manila and take charge of the office vacated by Mr.

Pulliam.

The salary fixed for the Provisional Collector of Customs for Santo Domingo is \$10.000 a year, and the many friends of Mr. Pulliam in Portland will be pleased to hear of his good fortune. The recent treaty between the United States and Santo Domingo provides for the establishment of supervision over the collection of customs duties. Mr. Pulliam's long service in this department of the Governmental service makes him competent to fill the position to which he has been assigned.

Quits Command of Quiniault.

ABERDEEN, Wash, April 4.—(Spe-al.)—The steamer Quinlault reached cial.)—The steamer Quiniault reached port this morning from San Francisco and will load at the Hortwood mill. Captain Stream positively relinquished command of the Quiniault today and was succeeded by J. L. Chrustensen, who has been first mate ever since the seamer was launched nearly two years ago. Captain Stream will superintend the construction of the steamer Saghaw, building in Hoquiam for the Hartwood Company, which owns the Hartwood Company, which owns the Jason A. Hamilton, Pioneer of the

Oil Burners for the Pacific.

SAN FRANCISCO, April 4.—The steamers now being built in Tokio for the Toya Kisen Kaisha are to be about the same size as the Korea and Siberla, of the Pacific Mail Company. one will be readly for service next De-cember and the other a year from next May. They are to be oil-burn-ers. They will be the first steamers in the trans-Pacific Service between this Coast and the Orient to use oil and turbine engines.

Stearing Gear Again the Cause.

YOKOHAMA, April 4. — Captain Franke, of the Great Northern Steamship Company's liner Dakota, which ran aground in Tokio Bay on the night of March 2, left on the Japanese steamer Tango for Seattle, He said hefore leaving that the accident to the Dakota was caused by the failure of the vessel to answer her helm, owing to the influence of new currents. He had changed her course three times, but without avail.

The American ship Berlin is taking Alaska stores at the Ainsworth dock.
Full crews have been secured for the lighthouse-tenders Armeria and Columbia. Columbine, at Astoria. The barge Walacot will complete her cargo of lumber at Gohle tomorrow. She is loading for San Francisco.

Arrivals and Departures.

ASTORIA. Or., April 4.—Condition of the bar at 5 P. M., very rough; wind, southwest, 26 miles; weather, cloudy, Arrived down last night—Steamer Washington, Arrived at 4:05 P. M.—Steamer Northland, from San Prancisco, Arrived at 4:20 P. M.—Steamer

STEAMER INTELLIGENCE.

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Due	to	Arr

Due to Arrive.
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Columbia San Fran In port
AllianceCoos Bay Apr. T
F. A. Kilburn San Fran Apr. 7 Roanoke Los Angeles Apr. 7 Costa Rica San Fran Apr. 8
Roanoke Los Angeles Apr. T
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Geo. W. Elder Los Angeles Apr. 14
Nicomedia Hongkong Apr. 23
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Entered Thursday steamship Columbia American

American steamship Santa Ana (Daniele), with 600,000 feet of lumber for San Pedro.

(Nagagawa), with 16,000 barrels of flour, valued at \$56,000; and 105,282 bushels of wheat, valued at \$80,350.

aness ports.

Aurolis, fram San Francisco, Arrived down at 5:05 P. M.—German Steamer Arabia; Bri-tish steamer Quito; schooner Alvena. Shanghai, April 4.—Arrived March 29— Brilish steamer Gymeric, from Portland. San Francisco, April 4.—Salide at 4. P. M.—Steamer Roanoke, for Portland and way

ports.

Sillath, April 4.—Arrived March 81—German ship Nerelde, from Portland.

San Francisco, April 4.—Arrived—Schooner Ivy, from Coos Bay. Sailed—Roanoke, for Portland; steamer Breakwater, for Coos Bay; steamer Grace Dollar, for Gray's Harbor; steamer Thomas L. Wand, for Coos Bay.

Tides at Astoria Friday. High. 5:45 A. M. . . 8.2 feet 12:58 A. M. . . . 0 4 feet 7:42 P. M. . . . 6.4 feet

NORTHWESTERN WAREHOUSE COMPANY SUES O. R. & N.

Charges Unlawful Discrimination in Furnishing Cars for the

Transportation of Grain.

The Northwestern Warehouse Company, a California corporation, yesterday filed a petition in the United States Circuit Court asking that a writ of mandamus be is-sued against the Oregon Railroad & Nav-igation Company forbidding that corpora-tion from unfairly discriminating against it further in the matter of furnishing cars for the removal of wheat from 25 ware-

of the present year the O. R. & N. Co. has transported 2800 cars of grain, and during that time has given the Califor-nia company but 194 cars. The petitioner says it has suffered by this alleged discrimination, as it annually purchases 17 per cent of all the wheat and 23 per cent of all the barley which comes to Portland and is exported.

According to the petition, between the dates mentioned the warehouse company had 15,000 tons of wheat which could not be moved to market because of a failure to get cars.

to get cars.

The warehouse company, through its managing agent, C. E. Curry, asks that the court, under the provisions of the interstate commerce act, require the Oregon Railroad and Navigation Company to desist from giving or making unreasonable preferences or advantage to any particular person, firm, corporation or locality.

The petitioner farther says that an action for damages against the railroad company would not afford it adequate or speedy remedy, and it therefore asks the

company would not afford it adequate or speedy remedy, and it therefore asks the intervention of the Federal Court.

Judge Wolverton issued the writ of mandamus and the railway company is cited to appear in the Federal Court on Monday, April 15, when the merits of the case will be heard.

Teal & Minor, of this city, are attorneys for the applithmer.

for the petitioner.

The recent interstate commerce act pro-hibits railroad companies and other com-mon carriers from discriminating against one shipper and in favor of others, where the rights of each are equal, and the suit filed is brought under the provisions of

CAME TO OREGON IN 1850

Cascades, Is Dead.

Jason A. Hamilton, who died at his res-Jason A. Hamilton, who died at his residence in this city yesterday morning, crossed the plains with his father's family, the late Samuel Hamilton, in 1850, when six years of age. The family settled at the lower Cascades landing on the Washington side, where the father took up a homestead and donation claim. Here young Hamilton grew to manhood and has lived in that vicinity continuous—"The food I ate then soon proved to be unfit to sustain my growth and hard mental and physical work. I relished and ly until within the past few years, when he moved to this city, but retained his farm and stock interests in the meantime at the Cascades. Mr. Hamilton was 63 years of aga, being born in Illinois in 1844; was married to Miss Emma Har-rington at the Cascades in 1877, Miss Har-County. His wife survives him. One daughter, Mrs. Melvin (Bessie) Dollar, of San Francisco, and Fred Hamilton, of this city, are the surviving children. His aged mother, who resides at University Purk, and four sisters, of this city, and one brother, of the Cascades, besides an extensive family relationship, also survive him.

In Mr. Hamilton's results

In Mr. Hamilton's youth his associates

THAT YIELDED TO NOTHING BUT, DR. WILLIAMS' PINK PILLS.

Locomotive Engineer Permanently Cured by Thesa Pills After Ordinary Remedies Failed.

Pain that seems almost unbearable is a characteristic of sciatic rheumatism. In some cases the pain is knife-like, sharp or shooting; in others it is dull and aching. Sciatica is stubborn in resisting treatment and the patient frequently suffers years. This was the case with Mr. Herbert E. Spaulding, a locomotive engineer on the Cincinnati, New Or-leans & Texas Pacific Railway, whose home is at Longview, Texas. Mr. Spaulding endured the agonies of sciatica for two years in spite of all that ordinary remedies could do for him until he tried Dr. Williams' Pink Pills and was cured.

"While running an engine some years ago," he says, "I fell off and burt my knee and spine and I have always considered this to be the cause of my illness. The sciatica took hold of me from my heel to the back of my head. The pain was the worst I ever suffered in my life and my leg and back were twisted out of shape. I was under a physician's care for several months and for six months could not get out of bed. I also went

to Hot Springs but came back in a worse condition than when I went. "It was when I was down in bed that I heard of the case of a Mr. Allison, a much older man than myself, who had been cured of sciatica by Dr. Williams' Pink Pills. I began taking the pills and soon was able to get out of bed. When I had taken six boxes I was able to work about the house and yard. I kept right on with the pills until I was cured and I have never had any return of the trouble. I have been running an engine ever since." engine ever since."

Dr. Williams' Pink Pills do simply relieve pain but they actually make new blood and have therefore a direct and powerful curative effect diseases as rheumatism, sciatica, anaemia, general debility after-effects of the grip, nervous indi-

gestion and headaches.

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

good citizen, honorable in his business dealings, and a devoted son, husband and father. His remains will be laid in the family grounds at the old home at the Cascades where his father and other members of the family are buried. Fun-eral services will be held at Finley's undertaking parlors this afternoon at 3 o'clock, and the body taken by boat to-morrow morning to the Cascades.

FEARED FOR HER LIFE

Miss Ethel Franzer Causes Arrest of W. A. Gorthie,

"I mean to kill you, for you cannot go in an information filed in the Muncipal Court yesterday by Miss Ethel Franzer. She swears they were uttered by W. A. Gorthie, proprietor of the Alder House, Twelfth and Alder streets, whose arrest she caused on the charge of threatening

to kill contained in the information.

Miss Franzer alleged that she feared Gorthie would murder her as Roscoe H. James murdered Miss Grace N. Disney Sunday night because of jealousy. Rather than take chances, she hurried to the office of the District Attorney, where she swore out the warrant for Gothrie's

arest.

Gorthie was taken into custody on the warehouse company alleges in its warrant late in the day, and was booked ice headqu He gave bonds in the sum of \$1000, and was released pending a hearing in the Municipal Court. "I don't care what this young woman charges," said he, "because I am inno-cent. The whole trouble was brought about by the fact that Miss Franzer and her mother were rooming at my hotel, and refused to pay their rent. I ordered them ejected, and they have been sore at me since. I never used any such lanme since. I never used any such lan-guage as she charges against me, and I have no fear as to the outcome of the

HOTEL HASKINS IS SOLD Property at Ninth and Flanders Streets Brings \$20,000.

The Hotel Haskins, at the northeast corner of Ninth and Flanders streets, was purchased yesterday by John H. Montgomery for \$30,000. It was owned by H. Wemme. There is also a dwelling in-Wemma. There is also a dwelling in-cluded in the transfer, the property in-cluding a full lot. The sale was made by Jackson & Deering and Whiting & Roun-

J. W. Latimer, proprietor of the Union Depot Restaurant, has bought from N. K. West the property at the southwest cor-ner of Grand avenue and East Alder street for \$40,000. The property is the

COLLEGE BOY Fend of Doughnuts and Pie, but Could Not "Keep in the Game" on Such Food.

One good thing about modern college athletics is that the young fellows learn some sense about food and what it is

A thing may taste good, but may not be the thing to make clear brains, elastic muscles and "good wind." A Michigan boy went in for sport, but soon found that there was something

ery game that I entired. It was just at my greatest growing period and I was springing up like a vine.

"The food I ate then soon proved to be unfit to sustain my growth and hard mental and physical work. I relished and

ate pastry and used to eat hot doughnuts by the half dozen. I had starchy and greasy food pretty much all the time. "Soon I became so weak I would have to eat during the middle of the night be-fore I could go to sleep, (half starved be-cause the undigested food eaten never be-came absorbed for strength.)

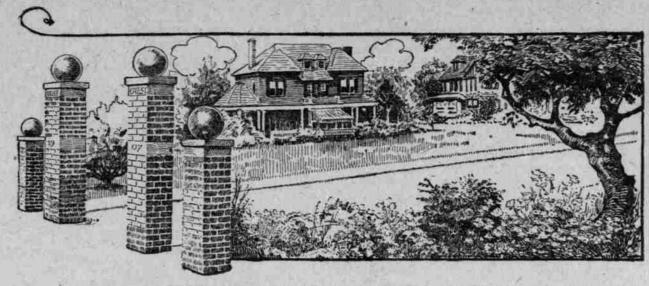
"I tried everything imaginable in the way of different foods, but without avail. Finally I hit on Grape-Nuts which I began to eat and relish, three times a day. Marine Notes.

The steamer Columbia will sail for San Francisco tonight.

The steamer Santa Ana, with lumber for San Pedro, sailed from Portland yesterday.

The British ship Dimedals is at the Columbia River, Mr. Hamilton was a "There's a Reason."

THE ENTRANCE TO PORTLAND'S MOST IDEALISTIC RESIDENCE SUBURB



The Owners of BELLE CREST Have Accepted the Architect's Plans for the Gateway Leading Into the Park --- Work Begins at Once.

At the junction of three avenues in Belle Crest-Marina avenue, Siskivou street and Sandy Road boulevard-there will be built four granite pillars with the words "Belle Crest" and "1907" sculptured thereon. The owners have two reasons for this - it makes a beautiful entrance to the park-like tract and it commemorates the year Belle Crest became a part of the city.

The cut used here also shows an exterior view of the accepted plans of the D. S. Bradley home, materials for which are now being delivered at the tract. This home, when completed, will cost the owner about \$16,000. It is on Marina ave., near Siskiyou street.

Marina avenue is just opened. No lots have been sold on this avenue. It is the finest north and south avenue in Belle Crest. There are some splendid, terraced lots on this street; they certainly will be worth money. We know of three houses within a stone's throw of these lots which will cost the owners not less than \$4000 apiece. The Bradley home is across the street from the lots.

Don't delay this invitation to see this part of Belle Crest. It is the very choicest part. Besides, we know of residences going up immediately around it which will make the lots doubly valuable.

These lots are offered for \$500. There're only eleven of these terraced lots. * * * There won't be an unsold lot left on Marina avenue Sunday evening if the day is good. Ring us up this morning. Make it a point to see these terrace lots in Belle Crest

THE SPANTON COMPANY 270 Stark Street

today. You can pay by the month.

Opp. Chamber of Commerce

MAIN 2828

THE JACOBS-STINE CO. Swetland Building

MAIN 359

J. O. Rountree, of the firm of Whiting & Rountree, has just bought 40 acres of Hood River apple land. Mr. Rountree paid \$15,000.

Tug Printer Laid Up.

HOQUIAM, Wash., April 4.—(Special.)— He will immediately have it cleared and

He will immediately have it cleared and set out in apples. Frank Morack has bought the residence and lot owned by A. G. Long at the south-west corner of Fourth and Sherman streets. The price was \$6000. Jackson & Deering made the sale.

to be greasy and indigestible-sometimes.

absolutely unhealthy. There isn't an

ounce of hog-fat in Cottolene. Its basis is

just pure, refined Cotton seed oil, which is

The stomach of the average American

has been subjected to lard-soaked food for

years simply because people have not

known the dangers of the "lard habit."

Cottolene is so much superior to lard, both

as to the palatability of the food it pro-

thoroughly digestible and healthful.

HOQUIAM, Wash., April 4.—(Special.)— The tug Printer is laid up for a few days, having some extensive repairs made. The tug Daring is in commission doing the

streets. The price was \$6000. Jackson & For any case of nervousness, sleep-lessness, weak stomach, indigestion, dyspepsia, relief is sure in Carter's Little Liver Pills.

Tell us how much Lard your grocer

much indigestion is in

the neighborhood.

Lard is made from hog-fat and is bound will surely supplant lard for shortening

use Cottolene.

cooking will use

sells and we will tell you how

TEA

Fine tea is so daintily fine that a man (or even a woman) may gobble it down without suspecting

A Schilling & Company San Francisco

and frying purposes wherever its virtues

are known. Give your poor stomach a chance-divorce yourself from lard, and

Cottolene is made by a cleanly, hygienic,

sanitary process, which insures its purity.

It is, moreover, healthful, because its chief

ingredient is a healthful product. It will aid

rather than retard digestion. The house-

wife who pays any attention to hygienic

OTTOLEN

Write Your Eastern Friends



Colonists' Rates DURING MARCH AND APRIL

From St. Louis to Port-land, Ashland, Or., and \$30.00 intermediate points....

Similar 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.

HAND SAPOLIO

FOR TOILET AND BATH It makes the toilet something to be enjoyed. It removes all stains and roughness, prevents prickly heat and chafing, and leaves the skin white, soft, healthy. In the bath it brings a glow and exhibitantion which no common soap can equal, imparting the vigor and life sensation of a mild Turkish bath. All Grocers and



Cottolene in place duces and its healthful qualities, that it of lard every time. COTTOLENE was granted a GRAND PRIZE (highest possible award) over all other cooking fats at the recent Louisiana Purchase Exposition, and food cooked with COTTOLENE another GRAND PRIZE.

"Home Helps" a book of 300 choice recipes, edited by Mrs. Rorer, is yours for a 2 cent stamp, if you address The N. K. Fairbank Company, Chicago.

A NEW FEATURE—The patent air-tight top on this pail is for the purpose of keeping COTTOLENE clean, fresh and wholesome; it also prevents it from absorbing all disagreeable odors of the grocery, such as fish, oil, etc.

Nature's Gift from the Sunny South