

ST. PAUL THROUGH MONROE HERE

Local Railroad Officials Think Earling Road Has Terminals.

USE NORTH BANK BRIDGES?

Being Friendly to Both Hill and Harriman Interests, New Transcontinental System Should Have Little Trouble Entering.

That in furtherance of its avowed plan to come to Portland, the Chicago, Milwaukee & St. Paul Railroad has bought the blocks recently changing hands in the terminal neighborhood, is the opinion of well-informed Harriman and Hill officials in the city.

It is further common knowledge that President A. J. Earling, of the C. M. & St. P., made a careful examination of the terminal and the proposed bridge visit to Portland and had surveys on the land between the Tacoma Eastern and the tracks of the Northern Pacific.

This would appear to point to an attempt being made by the C. M. & St. P. to obtain running powers over the Hill lines from the bridge across the Columbia to Portland, in the attempt to block any other line crossing the bridge, the Hill people have secured rights-of-way for some distance around the Tacoma Eastern approach to the bridge, but the option was given that in the event of the matter being brought before the courts, the Hill lines would be ordered to sell the C. M. & St. P. people an approach to the bridge.

As the bridge is operated under Governmental supervision, joint rights of way would be investigated, although it would be inadvisable to allow to any competing line desiring entrance to Portland.

It is not considered likely that the C. M. & St. P. railroad will wish to build an independent bridge over the Columbia or Willamette and that it will endeavor to obtain common usage over either the Northern Pacific or those of the U. R. & N. appears assured.

The rights-of-way possessed by the North Coast at one point pass within ten miles of the tracks of the Tacoma Eastern. In the event of Harriman then completing purchase of the Straborn road, it would appear more likely, say the railroad students, that the C. M. & St. P. will be asked to grant running powers.

As both the Hill lines and the Harriman lines are on excellent terms with the Chicago & Milwaukee road in their Eastern territory, it would appear that both lines would be open to the C. M. & St. P.

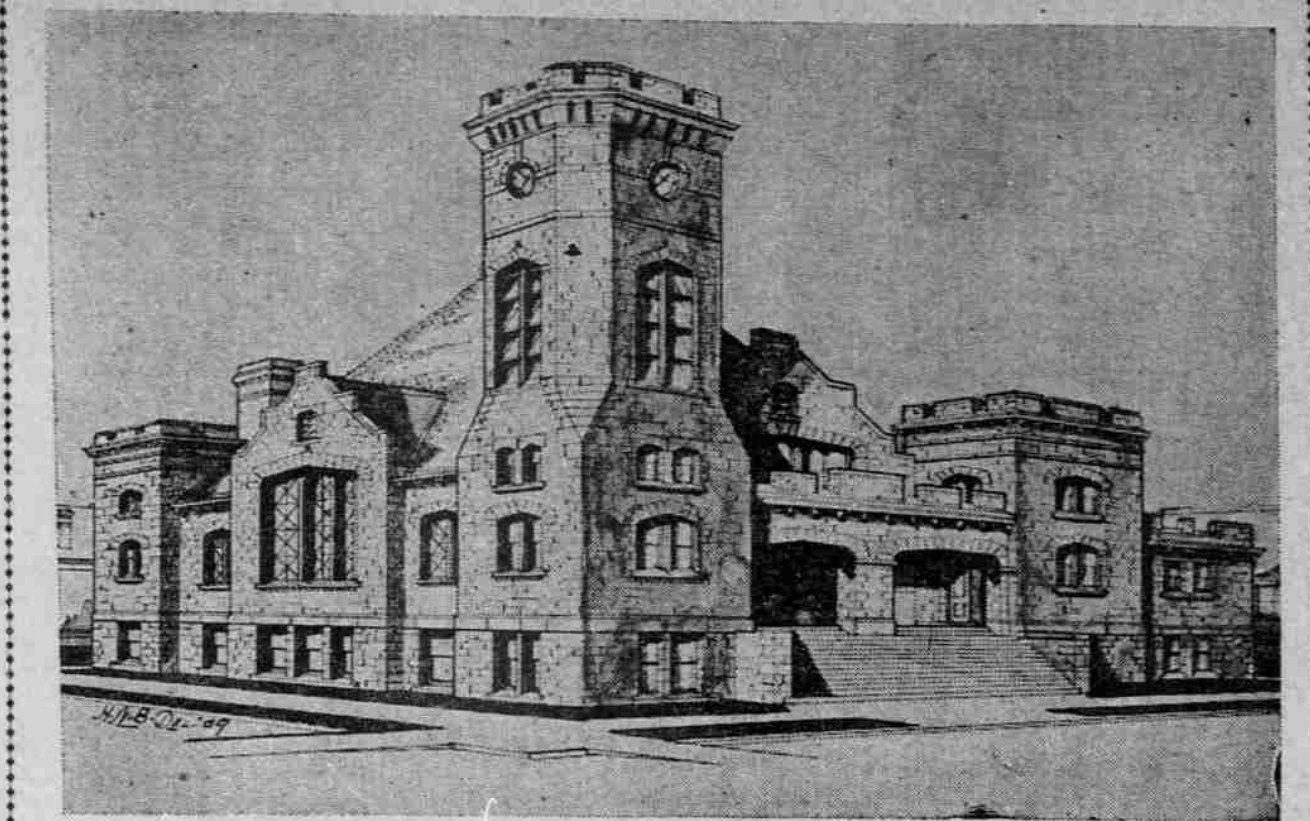
That, with this opening to Portland, the C. M. & St. P. desires room for freight yards is assured. The Northern Pacific at present is the owner of the blocks which would allow connection with the terminal company's tracks, and this disposes of the suggestion that the Harriman lines have purchased the property for under new management.

The Hill authorities grant running powers over their lines into O. R. & N. freight yards. It is thought that Harriman himself was not the purchaser was definitely denied by leading Hill officials, and it is generally conceded that the North Bank at present is in the hands of the property in the terminal yards to allow for expansion for the next 50 years.

Business Men's Club to Take Up the Matter With O'Brien.

A conference with representatives of the business firms of the warehouse district in East Portland will be held by the Business Men's Club next week, if it can be arranged by that time, in regard to a freight depot in that portion of the city.

STONE CHURCH TO BE ERECTED BY METHODIST CONGREGATION AT SUNNYSIDE.



DESIGN ADOPTED FOR EDIFICE THAT IS ESTIMATED TO COST \$75,000.

SUNNYSIDE TO BUILD

Methodists Lay Plans for Fine New Edifice.

COST TO BE ABOUT \$75,000

Banquet Held and Committee Named to Solicit Funds—Much Enthusiasm Brought Out by Toasts and Stock Company Is Formed.

Enthusiasm and a whole-hearted confidence in themselves and in their work was the keynote of a meeting held last night in the Sunnyside M. E. Church to formulate plans for raising money for a new \$75,000 church. This will be done by a sale of stock.

Following a banquet and a series of toasts, a committee was appointed to solicit subscriptions for the new edifice. It was instructed to accept any subscriptions on the condition that the Rev. W. F. Euster, the committee went into the business of selling stock in the church with the same good will that the members put into the business and single members of the committee there and they tackled any of the banqueters who had not yet left the hall.

The young people were there in force. The new church aims specially to accommodate them with a gymnasium and social parlors in the basement, and they were there, too, to show that in the financial campaign they do make a showing.

Toastmaster Rev. W. F. Euster called on various speakers. Addresses by the Rev. W. F. Euster, the committee went into the business of selling stock in the church with the same good will that the members put into the business and single members of the committee there and they tackled any of the banqueters who had not yet left the hall.

The members of the soliciting committee are: H. Gordon, H. W. Ewin, J. P. Newell, J. A. Harrison, I. W. Hungall, D. M. Smith, J. Stevenson, M. A. Zollinger, A. L. Fraley, J. Harvey, M. Van Alstine, O. A. Bosserman, E. R. Leedy, H. Ford, C. E. Lennon, M. Elerson, J. P. and G. B. Eaton, F. Openden, H. W. Welch, J. H. Morris, Frank Francis, I. R. Gulham, C. J. Mackey, S. Hansen, Mr. Dunn, G. Johnson, J. G. Hadley, Medames, Burt, Dickie, Ginnell, Newell, Van Alstine, Bodwell, Hadley and Euster.

The plans for the new church to be erected by the congregation were drawn up by H. N. Black and provide for a structure that will be a handsome addition to that progressive district. It will cost \$75,000. The church will be of stone, and many of the latest features in the construction of such buildings have been embodied in Mr. Black's plans.

The interior fittings are to be of the best quality. The Sunday school rooms will be so arranged that they can, within a few minutes, be thrown into one large assembly hall. The ventilation system, which will be circular, with an inclined floor. The seating capacity will be 1500, though the arrangement is such that additions can be made which will increase this to 3000.

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Sealton Hunters Named. ASTORIA, Or., April 2.—(Special.)—Master Sealton hunters named for the week ending April 11 are: J. W. Brown, J. P. Newell, J. A. Harrison, I. W. Hungall, D. M. Smith, J. Stevenson, M. A. Zollinger, A. L. Fraley, J. Harvey, M. Van Alstine, O. A. Bosserman, E. R. Leedy, H. Ford, C. E. Lennon, M. Elerson, J. P. and G. B. Eaton, F. Openden, H. W. Welch, J. H. Morris, Frank Francis, I. R. Gulham, C. J. Mackey, S. Hansen, Mr. Dunn, G. Johnson, J. G. Hadley, Medames, Burt, Dickie, Ginnell, Newell, Van Alstine, Bodwell, Hadley and Euster.

Bank Clearings. NEW YORK, April 2.—Headstreet's bank clearing report for the week ending April 1 that aggregates \$2,760,882,000, as against \$2,588,422,000 last week and \$2,469,029,000 in the corresponding week last year.

New York... \$1,742,818,000; Chicago... 243,967,000; Philadelphia... 138,552,000; Pittsburgh... 109,722,000; St. Louis... 75,205,000; Kansas City... 41,951,000; Baltimore... 24,778,000; Cincinnati... 22,628,000; New Orleans... 13,042,000; Detroit... 12,195,000; Omaha... 13,881,000; Louisville... 11,370,000; Milwaukee... 9,722,000; Los Angeles... 11,370,000; St. Paul... 9,141,000; Portland... 7,955,000; Denver... 8,995,000; Indianapolis... 5,754,000; Spokane, Wash... 5,853,000; Portland, Ore... 6,126,000; Richmond... 5,054,000; Albany... 5,054,000; Washington, D. C... 5,054,000; Salt Lake City... 5,819,000; Memphis... 4,380,000; Tacoma... 3,252,000; Oakland, Cal... 1,264,000; Helena... 618,000.

Arrivals and Departures. PORTLAND, April 2.—Arrived—Ship R. W. Bartlett, from San Francisco, sailed yesterday afternoon at 4 P. M. for Seattle. The British steamer Crocydon dropped down from the Portland Mills to the Eastern & Western yesterday morning.

DARK GAEL IS FIXED

French Vessel Chartered for London Loading.

IN TO BALFOUR-GUTHRIE

Craft Which Made Record Run to Europe From Columbia River Will Return to This Port.

News of Waterfront.

Balfour, Guthrie & Co. have chartered the French bark Gael to load cement and general cargo at London for Portland. The Gael arrived on March 5 after a record-breaking passage from Portland.

The charter of the Gael is the first fixture noted for general cargo for more than three weeks. There is little demand for ball tonnage, either inward or outward.

Table with columns: Name, From, Date. Includes entries for steamer intelligence.

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KANSAS CITY BOUGHT FOR RUN. Official announcement has been made by the San Francisco & Portland Steamship Company to the effect that the steamship Kansas City had been purchased by R. P. Schwerin of the San Francisco and Portland run.

LUMBER FOR PEARL HARBOR. Schooner R. W. Bartlett Will Carry Heavy Timber to Hawaii.

With a part cargo of lumber, loaded at Alameda, the four-masted schooner R. W. Bartlett, Captain Olsen, arrived up last evening and anchored off the Inman-Poulsen Coast. The Bartlett made the run up the Coast in nine days.

IMPROVES WITH SPRING

FINE WEATHER HELPS TRADE IN MANY LINES.

Iron and Steel Business Unsettled by Reports of Further Price-Cutting.

CUTTERS GO NORTH MAY 15. Patrol Fleet Will Watch for Japanese Seal Poachers.

DRILL BARGE IS AT ANCHOR

Scow Located 300 Feet South of Steel Bridge in Willamette.

Engineers engaged in locating the new Steel Bridge have anchored a drill barge in the Willamette River, 300 feet south of the present bridge. The barge will be used to drill for the foundation.

WAGE REDUCTIONS BUT FEW STRIKES. More Business in Iron and Steel at Expense of Prices.

NEW YORK, April 2.—Headstreet's tomorrow report says: The iron and steel business is quiet as a whole. There are, however, evidences of a growth in optimism.

Brings Silk and Chinese. VICTORIA, B. C., April 2.—With a cargo worth over a million and a half dollars, the silk steamer sailed at 10 P. M. for Seattle.

Marine Notes. The steam schooner Johan Poulsen is loading lumber at the Inman-Poulsen mills.

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S.S.S. PURIFIES BAD BLOOD

Bad blood is responsible for most of our ailments, and when from any cause it becomes infected with impurities, humors or poisons, trouble in some form is sure to follow.

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Ayer's Sarsaparilla advertisement. Text: 'Ask your doctor if a family medicine, like Ayer's Sarsaparilla, is not vastly better without alcohol than with it. Ayer's Sarsaparilla - Without Alcohol. A Strong Tonic - Without Alcohol. A Body Builder - Without Alcohol. A Blood Purifier - Without Alcohol. A Great Alternative - Without Alcohol. A Doctor's Medicine - Without Alcohol. Ayer's Sarsaparilla - Without Alcohol. We have no secrets! We publish the formulas of all our medicines. J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.'

Seattle automobile pathfinders arrived here tonight at 6:30 o'clock after a run of 385 miles from Bloomington, Ill. This morning, at 9 o'clock, the last miles of the run were made over muddy roads.

MEN CURED advertisement. Text: 'THE WORK OF A SPECIALIST IS THE DOING OF A FEW THINGS BEST. There is not a physician living who can claim to be prominent in the treatment of all human ailments. Dr. Taylor, The Leading Specialist. PAY ME WHEN I HAVE CURED YOU. Weakness. Varicocele. Contracted Diseases. CONSULTATION FREE. The DR. TAYLOR Co. 234 1/2 MORRISON STREET, CORNER SECOND, PORTLAND, OREGON.'

MEN! WHEN IN PORTLAND VISIT OUR FREE MUSEUM OF ANATOMY advertisement. Text: 'A great collection of lifelike subjects demonstrating perfect and diseased conditions of men. WE CURE. Quickly, safely and thoroughly, Weakness of Men, Varicocele, Hydrocele, Nervous Debility, Blood and Skin Diseases, Sores, Ulcers, Swollen Glands, Kidney, Bladder and Rectal Diseases, Prostate Gland Disorders and all Contracted Special Diseases of Men. Consultation and examination free. If you cannot call, write for question list and free book. MEN: IF IN TROUBLE, CONSULT US TODAY. Hours: From 9 A. M. to 8 P. M., and Sundays from 10 to 12. The Oregon Medical Institute 231 1/2 Morrison St., Between Fourth and Fifth, Portland, Or.'

WOODARD, CLARKE & CO. advertisement. Text: 'WOODARD, CLARKE & CO. Mechanical Aids to Health, Estab. 1865. Portland, Or. 'Well, Well! I Hear You Perfectly Now!' I hear you anywhere in the room, why I could not hear ordinary conversation one foot away. The experience of Mr. Brown is the same as that of thousands who are now using the Acousticon—to them we have said, as we now say to you: 'Test the Acousticon, and let us prove that it will make you hear easily, distinctly and clearly, ENTIRELY AT OUR EXPENSE'. If it is not convenient for you to come to our store, you can test it at your own home, and if you do not hear satisfactorily, the trial will not cost you one cent. No trial fee, no penalty, no expense whatever if you do not hear. A very light and unnoticeable head band is furnished with the ear-piece; its use makes it unnecessary to hold the ear-piece, and leaves both hands perfectly free. Ladies who use the Acousticon dress their hair so as to make the head band and ear-piece invisible. The Acousticon is the original electrical hearing device, fully protected by U. S. patents, and you cannot secure anything as efficient under another name. Write for particulars of the Free Test, Booklet, etc., to Woodard, Clarke & Co. 181 First Street, Cor. Yamhill, Portland, Or.'