#### ENGINEER GOES TO INSPECT DAM SITE

D. C. Henny Visits Deschutes Project That May Block Central Oregon Line.

#### NEW RAILROAD IS FAVORED

Government Anxious to Encourage Construction and Harriman Is Expected to Proceed if Obstacles Can Be Overcome.

Supervising Engineer D. C. Henny, of the Reclamation Service, made a personal trip into the Deschutes Canyon yesterday to look over the proposed irrigation dam site about midway between the mouth of the river and Sherar's bridge. The report on the Deschutes railroad, signed by Mr. Henny and Engineer Hopson, is by Mr. Henny and Engineer Hopson, is expected to go forward to the depart-ment at Washington today. It is ex-pected that quick action will be taken on this matter by the Secretary of the inte-rior, who is familiar with the Deschutes

situation, and that within a week or so the decision on the Deschutes matter will be announced from Washington.

The requirements of this report cannot be learned here, but it is understood it is not unfavorable to the railroad planned up the Deschutes Piper. up the Deschutes River. However, it is understood it will safeguard the Gov-ernment interests in the canyon so that future reclamation work is decided upon by taking water from the Deschutes the railroad must make way for an irri-zation dam in the canyon. It is re-garded as certain that this stipulation will be contained in the recom Whether this will block the construction of the road Harriman officials do not yet know, but it is thought now that construction will be undertaken unless too many obstacles present themselves.

#### Private Companies in Way.

Among these additional difficulties that may stand in the way of the Deschutes railroad is the stand of other power com-panies interested in the Deschutes Canyou. The railroad must, it is thought, bring condemnation proceedings to cross dam sites held by private interests and the prices for securing these rights of way may be prohibitive. In addition there is the Oregon Trunk Railroad, that has prior rights along a part of the distance sought to be covered by the Harriman road.

nces have been held on the sub. Conferences have been held on the subject of the report to the Reclamation Service between Engineers Henny and Hopson, and General Manaser O'Brien, General Counsel Couton, Chief Engineer Boschke and Attorney Spencer, for the Harriman interests. It is understood that an understanding has been reached that indicates the railroad will not permit the engineers' report to block construction, but will proceed with the road provided.

his will proceed with the road, provided the remaining obstacles are not too diffi-cult to be overcome.

It develops that the Reclamation Serv-ice is almost as much interested in the building of a railroad into Central Ore-son as the Portland composited in gon as the Portland commercial interests, Without transportation to that part of the state a number of important reclama-tion projects already mapped out cannot go ahead. These projects are important and extensive. Chief of these, and the and extensive. Chief of these, and the aeroage proposed to be watered by them are: Crooked River project, 100,000 acres; Ochoco, 15,000; Tumalo, 47,000; Rosland, 50,000; Chewaucan, 60,000; Ana River, 20,000; Pauline, 31,000; Rock Fort, 25,000; Sliver Creek, 31,000; Slivles, 76,000; Blitzen, 75,000.

Creek, 31,000; Rock Fort, 25,000; Sliver Creek, 31,000; Slivies, 76,000; Blitzen, 75,000.

Much Depends on Road.

All of these projects depend upon transportation into Central Oregon, so that construction materials may be taken in and so that settlers may reach the lands and means of transportation afforded for the marketing of products grown on the lands when once under ditch. None of these projects are feasible today, but the entrance of a railroad through the Deschutes Boise. 4 acres in section 27, townstance of the lands and wife to Charles Carison, lot 12, block 14. North part of the lands when once under ditch. None of these projects are feasible today, but the entrance of a railroad through the Deschutes

when once under ditch. None of these projects are feasible today, but the entrance of a railroad through the Deschutes Canyon would tap the entire district. This territory proposed to be opened up by irrigation works is the section of the state where the greater part of the reclamation fund comes from, and the officials of the service feel obligated to give them early consideration. All they are waiting for is a railroad.

On this account, as well as because of the great value to the commercial interests of the state of a railroad into the interior, the Reclamation Service is inclined to favor the Deschutes line all it can. However, there remains the irrigation project in the Deschutes line all it is thought certain this will be protected in every way necessary. Just what recommendations will be made to cover this point cannot be known until the report is submitted. Until Engineer Henry returns from the Deschutes Canyon the report itself will not be entirely formulated. This is expected today, and then it is thought the report will go forward to the department at Washington not later than tonight.

#### CONFER ON TERMINALS TODAY

#### Hill Will Arrive for Negotiations With Harriman Officials.

Railroad officials will go into conference here today on the local terminal situation. Louis W. Hill, president of the Great Northern Railway, will reach Portland in his private car at 7:15 A. M., and it is expected he will be ready to go into conference shortly thereafter. However, the time of the terminal meeting has not yet been fixed.

Mr. Hill has some other business to attend to while in the city and this may dolay the session until late in the day, how long this foreign business will require is not known here. The place of the conference, too, is not known by local officials. It is expected it will be held either in President Hill's car or in the offices of General Manager O'Brien, of the Harriman lines in this territory. It is expected to reach a complete understanding in the matter today.

#### Annual Meeting of Railroad.

The annual meeting of the stockholders of the Astoria & Columbia River Railroad will be held at the company's offices, Astoria, Tuesday, April 12. Directors will be elected, and officers will be chosen by the directorate following the meeting of stockholders. Seven directors will be chosen and it is expected the present members of the board will be selected for another year. Directors of the road at present are: Francis B. Clarke, H. C. Nutt, L. C. Gilman, William Harder, John McGuire, M. P. Martin and F. D. Knettner.

#### New Service to Lewiston.

turning, passengers will leave Lewiston between 5 and 6 P. M., and will then go into Spokane sleeper, getting to Port-land at 3 A. M. This cuts down the time between Portland and Lewiston about 12 hours.

#### ROLL REDUCED TO \$300,000

Delinquent Taxes Being Paid at Sheriff's Office.

The delinquent tax roll in Multno-mah County has been reduced to about \$590,000, as about \$50,000 was received yesterday by Deputy Sherin Martin, yesterday by Deputy Sheriff Martin, of the tax department. A part of this \$300,000, however, represents the second half of taxes upon which the property-owners have made a payment of the first half. The second half does not become due until early in October.

The entire tax roll amounts to 34. \$81,497, about \$4,281,497 having been paid. The taxes of all property-owners who have not paid in full, or the first half, are now delinquent. A penalty of 10 per cent is added, with interest in addition to this at the rate of 1 per cent a month. The tax department was open until a late hour Monday night, and a large number of taxpayers took advantage of the last day to avoid paying the penalty. But Deputy Sheriff Martin will not know for about three weeks how—much money was taken in, as his deputies are busy in cheeking up and listing the various amounts. are busy in checking the various amounts.

REAL ESTATE TRANSFERS Andrew Johnson and wife to Charles Thornton et al, lot 6, block 1, Mult-John Beneke and wife to Harry L.

Keats, lots 2, 2, 4, block 9, lot 4, block 4; lot 10, block 6, Porter's Addition
Margaret Hrady to Henry Farr and wife, lots 1, 2, block 9, Central Albina Flish, south 94 feet of lot 7, block 16. Sunnyside Addition A Sunnyside Addition administrator, to W. T. Vaughn, lots 6, 7, block 16, Feurer's Addition.

Nellie Ingram to Thomas L. Ingram, lot 5, block 5, Fark View.

Bertha Moores to W. J. Schmid, lots 1, 2 south block 2, Columbia Heights.

Charlotte Green et al 10 Mary L. Church, lot 67, Cedar Hill.

C. J. Decker and wife to Herbert Gordon, block 3, Broadway Addition. 7,000 dition trieta Land Company to John C. Bruchner, lot 12, block 18, El-berta Same to Same, lot 21, block 3, Elto Same, lot 7, block 19, Elta Sante to F. Buck M.

Just Monner and wife to Essle
Goodwin, lot 12 and east 5 of
11. Llock Z. Roselawn.

J. Bowman to Aurora M. Baid
n, lot 4. block B. Creston.

Taplin and wife to Aurora M.

Journal and Wife to Mrs.

Andrews, lots 13, 14, 15, block

Millers Addition.

Brubaker and wife to Harriet

Vertices, lot 5, block 5, Chest
Hill. Park Land Company to Jessie et al, lot 3, block 42, Ful-Hall et al. lot 5, block 42, Ful-tion Park Harvey Wells and wife to J. J. Arm-strong, south 45 feet of iot 18, block 64, Irvington. Addile Harmon et al to Willifred G. Leach, lot 7, block 21, Walnut Park rk
Drinker to Gertrude M. Drinker,
d. block 28, Albina Homestead
O. Metcalf and wife to Toll
tompson, 5 acres in section 11,
whahip 1 south, range 2 east,
nei Weiner and wife to Dan
einer, east 75 feet of lot 4, block
B, city Welher, east 75 feet of lot 4, block 50B, city.

N. W. Stark and wife to U. N. Tharp, lot 1, block 22, Sunnyside 1, 5 haholm to Lina Shuholm lot 25, block 11, block 5, block 25, block 11, block 5, block 12, block 13, block 14, Taborside Benson, lot 23. block 17. Taborside
Harold D. Jennings and wife to Jym
Cox et al. lots 1, 2, block 12. Central Albins
H. E. Noble and wife to Luigt Biancone, lot 3, block 4, Evanston
L. Johnston to Daisy L. Rand,
west 100 feet of north 15 of lot 2
and west 100 feet of lot 3, block 28,
Sunnyside
William N. Cortland et al to J. M.
Taylor, lot 12, tract "B." Northrop
Acres

ton's Addition

Ellen Kroner to W. F. Petrie, north
35 feet of lot 6, block 5, and north
35 feet of lot 6, block 5, and north
35 feet of west 5 feet of lot 5,
block 5, Williams Avenue Addition
Martin Olson and wife to John Carlson, lot 11, block 13, Kinzel Park,
J. A. Higgins to John Carlson, lots
10, 21, block 18, Kinzel Park
Martin Olson and wife to Peter Johnson et al, lot 12, block 18, Kinzel
Park

Martin Olson and wife to Peter Johnson et al, lot 12, block 13, Kinzel Park
LA. Higgins to same, lot 12, block 15, Kinzel Park
John C. Otto and wife to J. S. Scott, lot 8, block 19, Columbia Heights, lot 8, block 19, Columbia Heights, biarlotte Bates, Edministrator, to Harry Bates, lot 3, block 48, Portland City Homestead.

Rachel E. Roudebush to John H. Camphell, lots 7, 8, block 110, Stephens Addition.

Moore Investment Company to Freda.

foore Investment Company to Freda I. Chard, lot 14, block 28, Vernon, ohn C. Otte and wife to James C. Logan, lot 7, block 19, Columbia Heights

Heights Bristol and wife to Theekia Bristol and wife to Theekia Bristol and wife to Theekia Bristol and wife to S. Cleason Addition. Title Guarantee & Trust Company to Hamah Gilmore, lots 3, 6, block 10. Rossmere, lot 15, block 39, Rossmere 15, block 39, Rossmere Came to Mary G. Rasmussen, lot 15, block 39, Rossmere Came of Blakesiee and wife to Kittie Caidwell, lot 7, block 1, kxel E. Sch.

xel E. Schwartz to Anton Martin Jensen, lot B, block 10, Riverside Addition

rank Gowan to Dammeler invest-ment Company, lot 4, block 68,

ment Company, lot 4, block 68, Vernon leta Land Company to Mabel B. Todd, lot 7, block 22, Elbecretea, S. Scott and wire to Mabel B. Todd, lot 9, block 23, Elberta, P. Nelson to Mabel B. Todd, let 8, block 23, Elberta, P. Nelson to Mabel B. Todd, let 8, block 23, Elberta, P. Nelson to Mabel B. Todd, let 8, block 23, Elberta, P. Nelson to Mabel B. Todd, let 8, block 23, Elberta, P. Nelson to Maten and wife to Matren Belling, lots 1, 2, block 7, Terminus Addition hiversity Land Company to Roland H. Judd, lots 27, 28, block 134, University Park 1, L. Powerz, trustee, to Gertrude Chambreau, lot 11, block 8, York Addition

Mary A. Coote to Nels Hamreus, lots 6, 7, block 7, Mount Scott View

View John M Pittenger and wife to Elizabeth Bodine, jots 3. 4, block 5, Williams Avenue Addition Janies W. Fowler and wife to John H James, lot 14 and west 25 feet of lot 15, block 10, Tilton's Addition

of lot 10, block 10, Titton's Addition

Best C. Lewis and wife to George Suttle, lot 12, block I. Strawberry Addition

Albert H. Hebard and wife to Egidio Farielia et al. lot 7, block 2. Stratford Sydney Addition

Victor Land Company to Madrons C. Jackson, lot 24, block 10, Highland Park

John Versteeg and wife to Angus M. McLeod, lot 12, block 7, center Addition to East Portland. Sidelia F. Hohmann to Mahain E. pen, lots 3, 4, 5, 19, block 18, Loves Addition

Sidelia F. Hohmann to Hahaia E. More, lots S. 8, block 18, Love's Addition

Same to Earl E. Crabb, lot 1 and west is of 10t 2 block 19, Love's Addition

Same to Earl E. Crabb, lot 1 and west is of 10t 2 block 19, Love's Addition

Same to Earl E. Crabb, lot 1 and west is of 10t 2 block 19, Love's Addition

Same to Earl E. Crabb, lot 1 and west is of 10t 2 block 19, Love's Addition

Edward A Pearing and wife to Bert W. Meyers, south 50x100 feet of lot 39. Melrose

son were those of the British bark Kildalton and Norwegian ship Clyde; in 121 days. No sensational passages were made from either port this season by the grain fleet.

While anything under 120 days is considered expensionally and any season in the considered expensionally and any season in the considered expensionally and any season in the considered expensionally and any season and the considered expensionally and any season and the considered expensionally and the considered expensional and the considere

While anything under 120 days is considered exceptionally good time for the voyage from this port to the United Kingdom, it seems slow compared with the record-breaking trip of the French bark Gael, which arrived out with cargo of lumber from the Columbia in 21 days. The long-passage record of the North Pacific grain fleet this season was a tie between the British ships Manx King and Falkirk, at 178 days from Tacoma to the United Kingdom. That was two weeks longer than the slowest time made from the Columbia. The record slow time from here was that of the German ship Aster, which was out 154 days.

Ville de Havre Is Out for Only

119 Days.

No Sensational Voyages From This

Port Nor From Sound Made in

Cereal Year by Sailing

Vessels-Marine News.

In yesterday's cable advices to the Merchants' Exchange the French bark

Ville de Havre was reported arrived at

Falmouth, having made the voyage from the Columbia River in 119 days.

the Columbia River in 119 days.

The vessel sailed December 6 with a cargo of grain, shipped by the Northwest Warehouse Company (McNear et sl.), and her passage is considered below the average, 126 days not being unusual. Another grain-carrier, the German ship Alex Isenberg, made the voyage in the same time.

The best passages from Puget Sound

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STEAMER INTELLIGENCE,

Due to Arrive.

Name Pron. Da Breakwater. Coos Bay. In p Rose City. San Francisco in p Northiand. San Francisco April Alliance. Coos Bay. April Eureka Eurska April Eureka Eurska April Sue H. Elmore, Tillamook. April Sue H. Elmore, Tillamook. April Nicomedia.

Nicomedia Hongkong April 10 Riverside San Francisco April 10 Riverside San Francisco April 12 Geo W Eider San Pedro April 12 Geo W Eider San Pedro April 12 Arabia Hongkong June 1 Numantia Hongkong July 1

Scheduled to Depart.

Name From Date
Breakwater Coos Bay April 7
Argo Tillamook April 9
Argo Tillamook April 9
Allisnee Coos Bay April 10
Allisnee Coos Bay April 10
Eureka Eureka April 10
Sue H. Elmere Tillamook April 12
Geo. W. Elder San Pedro April 15
Senator San Francisco April 16
Alesia Hongkong Apr 17
Nicomedia Hongkong May 12
Numantia Hongkong July 8

Dalsy Freeman, Am. steamship

(Johnson), with general cargo, from

Bowdoin, Am. steamship (O. Johnson). In hallast, from San Francisco. Rose City, Am. steamship (Mason),

with general cargo, from San Fran

.......

the United Kingdom made this sea

Entered Tuesday.

#### IS ARGO IN CONTROVERSUS

#### Said to Be Misunderstanding Between Boat and Shippers.

According to the Tillamook Herald According to the Tillamook Heraid I there is some misunderstanding between the merchants of this place and the owners of the "opposition" steamship Argo, that was placed on the run between Portland and Tillamook some months ago. Both sides of the controversy are given in the following two statements made in the Heraid, under the heading, "Argo Refuses to sign": TILLAMOOK Or. March 30, 1902. To

the heading. "Argo Refuses to sign":

TILLAMOOK. Or. March 30, 1902.—To Whom It May concern: We, your committee appointed by the shippers of Tillamook County to adjust matters regarding freight rates and to draw up a contract between shippers and the company that controls the steamer Argo, hereby report that we had made a contract between shippers and the Argo people, which was approved by their agent. Mr. Chase, and which said people now refuse to sign.

This committee takes this means of letting all interested parties know that no contract regarding shipping exists between shippers, as far as we know, and the Argo people.

GEORGE WILLIAMS.

GEORGE WILLIAMS, M. ABPLANALP, CHARLES KUNZ, JOHN ERICKSON, CARL HABERLACH,

We ask the support of all shippers of the We ask only a fair rate for freight and We ask only a fair rate for freight and passengers.

We are willing to contract for one or two years at the rate we are now charging.

The conditions and rates in the contract signed by shippers are not profiled, and all we ask is a fair rate to support a good boat that will give Tillameek County a good weekly service and courteous treatment.

(Signed)

PORTLAND & THLAMOOK TRANSPORTATION CO., Owner of Steamer Area.

Owner of Steamer Argo.

#### DEMOLISH OLD RIVER BOAT

#### Hull of Old Bailey Gatzert Being Chopped Up.

Stranded on the bank of the river at the northeast side of the Burnside bridge is the bow of the old Bailey Gatzert, disappearing daily under the vigorous blows of an aged axman, careless of the part the good old steamer played in the upbuild-

ing of the city.

With the name showing plainly black on

With the name showing plainly black on the grey-white ground, at night the old boat appears as a specter ship, taking her last, long rest. Some Flying Dutchman of the Willamette and Columbia she might well be. And daily the ax bites into her worn, tested timbers.

Ten years ago every settler on the Columbia knew the old Bailey. She brought his mail and took away his produce. She was his link with the outside world. But she has passed out of his life and another boat has taken her place. He has forgotten her services and the man with the ax chops steadily. ax chops steadily.

#### CUSTOMS RECEIPTS FOR MARCH

#### Philippines Contribute Only 76 Cents to Uncle Sam.

The transactions for the month of March are as follows, according to the statement compiled by Collector of Customs Malcolm, for forwarding to the department at Washington:

Vessels entered from foreign ports, 1; vessels cleared for foreign ports, 7; vessels cleared for domestic ports, 73; vessels cleared for domestic ports, 64; entries of merchandise for duty, 161; entries for merchandise free of duty, 31; entries for warehouse, 21;

# entries for rewarehouse, 1; entries from warehouse for consumption, 23; entries for immediate transportation without appraisement. 15; total number of entries of merchandise, 252; entries for consumption liquidated, 154; entries for warehouse liquidated, 5; certificates of enrollment granted, 4; licenses for coasting trade granted, 4; total number of documents to vessels issued, 8. Value of exports—domestic, \$425,165; foreign, \$234. Receipts From All Sources—

Receipts From All Sources—
Duties on imports
Duties on imports, Philippine
Islands
Pines, penalties and forfeitures,
Miscellaneous customs receipts
Storage, labor and carrage
Official fees

SEASON'S RECORD NORMAL 

SUE FOR FREIGHT CHARGES

Northern Pacific to Bring Action fo Hauling Salvage. Admiralty courts are to be called

upon, according to foreign advices, to adjudicate a novel case, growing out of salvage from a British vessel in Japanese waters. The case involves a suit to be brought by the Northern Pacific Railroad Company for collec-

a suit to be brought by the Northern Pacific Railroad Company for collection of freight charges on part of the cargo. The New York Maritime Register makes the following report:

A nice question of law is likely to arise in connection with the wreck of the British steamer Adato, which has now disappeared from wires. The cargo sawed from the wrecked steamer was landed by the Tokio Marine Insurance company and Messrs. Cornes & To. Lloyd's agents, on behalf of the underwriters concerned. It is stated by Japanese papers that the Northern Pacific Railroad company, which undertook the transportation of a portion of the cargo, is to institute legal proceedings in the American courts against the insurance companies (T) claiming payment of the freight. A Yokohama paper says: "In some quarters the opioion is held that though it is impossible to lay down a fixed proposition in the absence of definite rules or usages applicable to such cases, it would not be improper for the Japanese law courts to accept such a lawsuit as said to be intended by the American railway company (Northern Pacific railroad) insmuch as the wreck occurred within Japanese waters. Supposing, they say, the American tribunal decides in favor of the plaintiffs, it will have no means of enforcing its judgment except through the assistance of the law courts of Japan. Much attention is now given to the subject in legal and insurance circles."

#### SEASON HAS GOOD OPENING Bailey Gatzert Takes Nearly 200 Up Columbia River.

With a good sprinkling of tourists among her 190 passengers, the river boat Balley Gatzert opened the excursion season yesterday. This is about two weeks earlier than the opening last Spring, but the good passenger list proves to the company that no mistake has been made in starting earlier. After completing runs to

The Dalles, the boat will lie over in Port-land Thursdays.

Now that the Balley Gatzert has started on her regular run to The Dalles, the J. N. Teal owners have changed sailing time to 3 A. M., being convinced that on the upper river she will pick up passengers that the Gatzert will be unable to handle, by leaving at the early hour. Yesterday afternoon it was said at the Open River Transportation Company's office that every berth on the Teal had been taken for the trip today.

#### CHANGES SAILING TIME SOUTH Portland & San Francisco Liners to

#### Leave Saturday Mornings.

On her next southward trip the Rose City will sail from Portland Saturday morning, instead of Fridays, as heretofore, and the sailing time will be continued during the Spring and Summer, the vessel leaving at 9 o'clock. The change is made in order to permit passengers to view the Lower Columbia by daylight, which is believed will attract a greater number of tourists to the water route.

barked at Astoria, mostly Chinese en-gaged to go to Alaskan points to work in the salmon canneries. Captain Mason reports good weather on the trip north, with the exception of the first day out, when head winds were encountered.

#### Inspector Goes to Seattle.

Captain Charles F. Pond, inspector of captain Charles F. Pond, inspector of this lighthouse district, goes to Seattle today to look into matters connected with repairs to the lighthouse tenders and to see that the Armeria is properly equipped for her trip to Alaskah points. Captain Pond will also inspect recent work done at Puget Sound. He will be absent for a few days.

Shifting to Montgomery No. 2 the Bowdoin will take on grain and will then drop down the river to take lumber. After discharging at Oak street the steamship Dulsy Freeman shifted to the Eastern and Western dock to load part cargo of lumber.

After completing repairs, the dredger Columbia has been sent to the channel off Portsmouth to deepen the approach to the tank station of the Standard Oil Com-

Work is to be resumed next week on Work is to be resumed next week on the jettles at the mouth of the Columbia. Machinery has been overhauled and everything is reported to be in excellent condition for the resumption of this im-portant undertaking.

E. A. Beals, district forecaster of the Weather Bureau, has received authority to install three additional snow gauges in Umatilla County. Mr. Beals recently made an examination of different localities and recommended the installation of these gauges, which recommendation is now approved by the department at Washington.

#### Arrivals and Departures.

Astoria. April 8.—Co-dition at the mouth of the river at 5 P. M., amooth; wind, northwest; weather, clear. Arrived down during the night.—British steamer Croydon, and steamers Johan Poulsen and Nome City.—Arrived in and left up during the night—Steamer, Argo, from Tillamook; arrived at Steamer, Argo, from Tillamook; arrived at Steamer, Argo, from Tillamook; arrived at Steamer, Argo, from San Francisco, arrived at 10:20 A. M.—Norvegian steamer Jethou, from Magdalena Br., ordered to Paget Sound. Salled at 11:20 A. M.—Steamer Nome City, for San Francisco, and Eritish steamer Croydon, for Cloutta. Arrived at 2:50 P. M., and left the Comment of the Steamer Santa Marla, from San Francisco, San Francisco, Argid. S. San

disco.

San Francisco, April 6.—Salled at 7 A. M.—Steamer Atlas, for Portland, Arrived at 1 P. M., steamers Cascade and Yellowstone, from Columbia River.

Point Reyes, April 6.—Passed.—Schooner Andy Mahony, from Portland, for San Francisco.

cisco.
Faimouth, April 6.—Arrived.—French ship
Ville du Havre, from Portland.
Glasgow, April 6.—Arrived.—Ionian, from
Portland via Hallfax; not previously reported.
Yokohama, April 3.—Salled.—Bellerophon,
from Tacoma

from Tacoma Dainy, April 4.—Arrived—Breckanham,

Dalny, April 4.—Arrived—Breckanham, from Scattle, etc., via Hlogo.

San Francisco, April 6.—Arrived—Steamer Buckman, from Scattle; steamer Thomas L. Wand, from Grays Harbor; steamer Newburg, from Grays Harbor; steamer Wilapa, from Grays Harbor; steamer Yellowstone, from Astoria; steamer Cascade, from Columbia River. Salied—Steamer Atlas, for Astoria; steamer Maverick for Seattle; steamer Queen, for Victoria; steamer Admiral Duperre, for Antwerp; steamer Harold Dollar, for Grays Harbor.

Tides at Astoria Wednesday. HIGH. LOW. 1:35 A. M....8.4 feet[S:05 A. M....0.8 feet 2:12 P. M....7.6 feet[S:05 P. M....2.2 feet

#### BISHOPS TO HOLD SERVICE

Scadding and Paddock to Officiate at Episcopal Meeting.

The Right Rev. Bobert L. Paddock, morning, instead of Fridays, as heretofore, and the salling time will be continued during the Spring and Summer,
the vessel leaving at 9 o'clock. The
change is made in order to permit passengers to view the Lower Columbia by
daylight, which is believed will attract
a greater number of tourists to the water
route.

There could be no complaint over the
business of the northward trip, ending
yesterday, however, for the vessel
brought up 287 passengers and capacity
cargo. About 100 of the passengers emand Right Rev. Charles Scadding.

# inswer

When a remedy has lived for over thirty years, steadily growing in popularity and influence, and thousands upon thousands of women declare they owe their very lives to it, is it not reasonable to believe that it is an article of great merit?

We challenge the world to show any other one remedy for a special class of disease which has attained such an enormous demand and maintained it for so many years as has Lydia E. Pinkham's Vegetable Compound, the famous woman's remedy for woman's ills. Unless it is a very good medicine and the claims made for it are honest, such a record would have been impossible-fraud or misrepresentations would long ago have been detected and the business gone into oblivion. Read this unsolicited letter:-

Melbourne, Iowa: -"I suffered for many years with female troubles, inflammation, and bearing-down pains, so that I was unable to do my work.

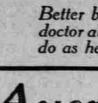
"Lydia E. Pinkham's Vegetable Compound was recommended, and I am so thankful for the great good it has done me. I feel that I am a living advertisement for this medicine as I have influenced so many of my friends to use it, so thankful am I that it restored me to health."—Mrs. Clara Watermann, R. D. 1, Melbourne, Iowa.

When a woman like Mrs. Watermann is generous enough to write such a letter as the above for publication, she should at least be given credit for a sincere desire to help other suffering women. For we assure you there is no other reason why she should court such publicity.

We say it in all sincerity and friendship-try this medicine.

For 30 years Lydia E. Pinkham's Vegetable Compound has been the standard remedy for female ills. No sick woman does justice to herself who will not try this famous medicine. Made exclusively from roots and herbs, and has thousands of cures to its credit.

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health free of charge. Address Mrs. Pinkham, Lynn, Mass.



# Comb Out?

Better be on the safe side. Ask your doctor about Ayer's Hair Vigor. Then do as he says. He knows what is best.

# Ayer's Hair Vigor

Is your comb telling a story, the story of falling hair? Not a pleasant story, is it? It ends badly. The story we tell is pleasantthe story of Ayer's Hair Vigor. Promptly stops falling hair, destroys dandruff, keeps the scalp healthy. Does not color the hair.

> We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

nous. His remarkable paintings have not yet been shown in this country, but, through the courtesy of the English Bible Society. Bishop Scadding was able to secure a complete set of lantern slides from them, colored according to the originals.

The service is arranged in the words of Holy Scripture and the Prayer Book. No charge will be made, but a sliver offering for missions. On Good Friday Bishop Paddock will give the address at the Three tootwear at Rosenthal's.

David's Church.
On Easter day Bishop Paddock will officiate in Hood River, and Bishop Scadding will be in Medford in the morning, and at Ashland in the evening.

Good Spring Medicine.
Van Haren's Liver Beans 25c bottle.

New York's latest noveities in fine footwear at Rosenthal's.

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