



Panama rall line and guaranteed to de-liver to it 50,000 tons of cargo an-nually, but the threat that the Pacific Mail interests would withdraw from the route if the arrangement was made is said to have caused a temporary delay. "We have not given up the fight by any means," declared Mr. Chesebrough. "It is our plan to secure about four steam schooners which will be changed so as to have 'tween decks instead of the one big hold, and they will be placed in operation between Postland and the Isthmus. We calculate that a ten-days service can be maintained

son to believe there is a large field here for return cargoes to be made up of salmon, canned fruits. lumber

and such commodities. We are going to make a strong canvass to secure them for the New York run.

Fair Tariffs Promised.

"We do not base our tariffs on a percentage of the rail charges. The old adage of regulating the cost of transportation by levving all the traf-fic will bear is not followed by us. We secure ships for a specific sum and estimate in addition the cost of main-tenance, insurance and such features, and establish our tariffs so that the business will net us a fair return on

business will net us a fair return on the investment. We term it a fair tariff basis."

THREE BOATS FOR

NEW LINE SECURED

Bates & Chesebrough Now Ne-

gotiating for Fourth, An-

nounces Firm Member.

MUCH FREIGHT IN SIGHT

Promoter of New Portland-New

Hawaiian-American Line.

York Line Does Not Deny His Company May War With 475 tons of cement and 300 tons of asphalt. The Bowdoin will sail June 6 with 579 tons of cement and the Nome City, leaving San Pedro June 8, will have 300 tons of asphalt and cement. Three steamers, the Aztec, J. L. Luckenbach and Lyra are available for the New York-Portland line, and two RIVER STEAMERS WATCHED other craft are being negotiated for, according to A. S. Chesebrough, of the San Francisco firm of Bates & Chese-Report Shows Movements Not Heavy brough, who reached the city yester-day to complete arrangements for the sailing of the Aztec. in Evening Hours. That river passenger traffic is al-most at its minimum during the morn-"Portland and its tributary country is undergoing a wonderful development, ing and evening hours, when it is pro-posed by the War Department to close and we believe we are fully warranted in starting this service," said Mr. Chesebrough. The fact that we have already fixed 3000 tons for the Aztec, which will take cargo in New York and Duddetbelie and said from the latter ***************************** STEAMER INTELLIGENCE. Philadelphia and sail from the latter port July 25, is one of the strongest indications that the business is here." Due to Arrive. Portland Better Than San Pedro. It was also brought out by Mr. Chesebrough that it was Portiand's deep channel to the sea as against a questionable depth of water at San Pedro, and the added objection in the way of a rail rate of about \$2 a ton, that won the line for the Rose City. "One thing we have positively decid-ed on and that is the service will be direct to this port, with no stops at San Francisco or elsewhere for work-ing cargo," said Mr. Chesebrough. "Portland will be on one end of the route, with New York and Philadel-phia on the other. We have every rea-son to believe there is a large field It was also brought out by Mr. Scheduled to Depart. Name For Brenkwater.... Coos Bay..... June 3 Roanoke...... San Francisco May 31

Sue H. Elmore, Tillamook June	1
Rose City San Francisco June	10.4
Falcon	9 9
Geo. W. Elder. San Pedro June	1 7
Bear San Francisco June	
Hercules	15
Henrik Ibsen Hongkong June	
Golden Gate Tillamook Inde	ft.
Beaver San Francisco Inde	t't

the bridges, has been established by persons on the waterfront who watched movements from 5 o'clock Saturday evening until 11 o'clock yesterday morning.

The Oregona was the only craft to pass through the Morrison-street bridge Saturday between 5 and 6 o'clock that is rated as a passenger vessel. She whistled for the draw at 5:02 o'clock, and it was open three and a half minutes.

Sunday the steamer Wauna whistled at 7:38½, and, as she had a lograft in tow, the draw remained open five min-

The firm recently opened negotiautes. Yesterday morning the Kellogg whis-tled at 7 o'clock, and the Paloma three seconds later, and the draw remained open five minutes. The Lurline started down at 7:09, and the draw was not closed for three and a half minutes. The steamer Maria, with a lograft, signaled going upstream at 5:25, and the draw did not swing back until the expiration of four and a half minutes. The steamer Hustler, headed up stream, and the Port of Portland tender John tions to insugurate a service on the Pacific Coast in conjunction with the utes. and the Port of Portland tender John McCraken, going down, went through at 7:43 o'clock, and the draw swung back three and a half minutes later.

FERRETS JOIN SHIP'S CREW

easily, and no doubt the matter will be

closed before long." Mr. Chesebrough does not deny that his corporation is prepared to battle with the American-Hawalian Steamship Company in the matter of rates, and in all probability there will be con-siderable cutting of tariffs. The Aztec is scheduled to reach here on the first trip October 1.

HILL INVASION RUMORED

But Official Denics Seeking Port-

land Trade.

Almost simultacously, with the an-nouncement from the Bay City that the Harriman steamship interests had com-Harriman steamsnp increases and com-pleted negotlations for berths and steve-doring for the steamers Bear, Beaver and Rose City, preparatory to incugur-ating the Portland-San Francisco-San Pedro schedule, is being circulated a ru-mor that the Pacific Coast Steamship

mor that the Pacific Coast Steamship Company will make Portland a port of call for its San Francisco-Seattle flest. G. H. Higbee, general manager of the latter corporation, with headquarters at San Francisco, yesterday denied that such an arrangement was about to be put into affect but from same mere to rodents, it was found that a pair of ferrets could be secured for an amount equal to the claims on one trip. More Dock Room Wanted. Limited dock space controlled by the put into effect, but from some source it was started at the Bay City last week and is being discussed in Harriman circles.

Though the Pacific Coast Steamship Company has no direct line from Port-Lompeny has no direct line from Port-land, the Hill rail lines have a traffic agreement with the North Pachic Steam-ship Company, which has been in effect over eight months, through which cargo is handled from San Pedro and way ports to this harbor and turned over to the Northern Pacific and Great Northern Northern Pacific and Great Northern when destined to interior points. Under the same system the Hill lines deliver to the North Pacific fleet freight from the Northwest territory billed for Coast points, and unless the business materially increases, there appears no reason why the Pacific Coast vessels should enter the Columbia.

Much the same sort of a "gentlemen's agreement" that was in effect between the Hill and Harriman rail interests several years ago, that neld back the con-struction of the North Bank and con-tiguous lines, has been in force with reference to the ocean business, and so long as the Harriman craft plied between San Francisco and the Rose City, all was screne. When it was made known that the service was to be extended to San Pedro, then the Hill executiv determined to seek some of Portland's trade

JUNE'S PROSPECTS ARE BRIGHT

Large Number of Coastwise and Offshore Vessels Prospective.

Indications are that June will prove a busy month in both coastwise and off-shore business in the harbor. The steam schooner Rainler, of the Richardson line, is to begin loading at the Portland mill today. She brought asphalt and cement, while the steam schooner Claremont, with much the same cargo, left last night for Grays Harbor af-ter discharging.

cargo, left last night for Grays Harbor af-ter discharging. The steam schooner Tamainais left up yesterday afternoon with general cargo brought from San Francisco and the Daley Mitchell is due in the harbor today. The steam schooner Jim Butler, of the Olson & Mahony fleet, left the Bay City Sun-day with 200 tons of general cargo, 100 tons of powder and 475 tons of cement. The Quinault will leave there Thursday with 475 tons of cement and June 4 the Thomas L. Wand will start north with

Animals Chase Rats on Roanoke to Prevent Loss to Cargo. >

Finding it impossible to drive rats from the vessels by fumigation and other means, the North Pacific Steamship Com-pany is experimenting with ferrets, two of which were placed aboard of the steamer Roanoke at San Francisco and made their first trip, arriving here Sun-day.

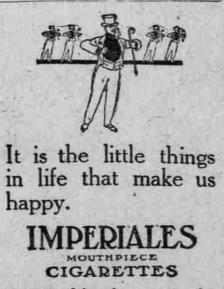
day. The animals will be closely watched to ascertain what success they have in di-minishing the rodent family, and two additional pair will be secured for use on the Geo. W. Elder and Santa Chara. Experiments on other craft indicate that rats have such a wholesome fear of fer-

rats have such a wholesome lear of ter-rets, that, when cornered, they will leap overboard rather than fight. The company has suffered losses through damage claims of nearly \$50 on one voyage and as the destructive re-sults were traced to rodents, it was found that a walk of ferrats could be secured Laden with 2500 tons of cement, the

Limited dock space controlled by the San Francisco & Portland Steamship Company is in such demand, partly be-cause the lower docks are submerged, but largely owing to increased freight offerings, that efforts are being made to obtain additional many below the Burn. obtain additional room below the Burnelde-street bridge.

Astoria Marine Notes.

ASTORIA, Or., May 30.-(Special.)-The steam schooner Casco sailed today for San Francisco with 550,000 feet of lumber loaded at St. Helens, The steam Schooner Klamath arrived this morning from San Francisco with 12,000 sacks of cement for Portland. The steam schooner Tamalpals arrived



are created for pleasure-to give a man a rich smoke and a mild smoke, a pure smoke and a good smoke-they fill the bill always.

10 for 10 cents THE JOHN BOLLMAN CO., Mfrs. this afternoon from San Francisco with freight for Portland and to load lumber for a return. Francisco by the steamer George W. Fen-The steam schooner Stanley Dollar ar-rived today from San Francisco with 20,000 sacks of cement and 250 tons of pig wick.

Marine Notes.

fish oil.

Joseph Supple has filed bids for building of three barger to be used by contractors engaged in the construction of the new Harriman railroad bridge, which will span the Willamette south of the Steel 20,000 sacks of cement and 250 tons of pig iron for Portland. The British steamship Strathtay left Knappton this evening for St. Helens to finish loading lumber for the Orient. The first log raft to leave the Columbia River this year crossed out over the bar this evening in tow of the steamer George W. Fenwick. It contained 6,509. 000 feet. The Fenwick also took 2,000,000 feet of lumber loaded at the Hammond Company's mill here all for San Franbridge.

In order to provide for stevedoring and other details here, in connection with the new barge line from San Francisco, a representative of the Ocean Barge & Tugboat Company named Settle departed from the Bay City yesterday. The Gerard Company's mill here, all for San Fran-cisco. The tank steamer Rosscrans salled this evening for California, after discharging fuel oil at Portland.

Movements of Vessels.

PORTLAND. May 30.—Arrived—Steam-ship Rose City, from San Francisco; steame-er Klamath, from San Francisco; steamer Stanley Dollar, from San Francisco; steamer er Tamalpais, from San Francisco; steamer Sue H. Elmore, from Tillamook. Salled— Steamer Rosecrans, for San Francisco; steam schooner Claremont, for Grays Harbor steamer Stanley Dollar arrived last night from the Bay City. Laden with gasoline, the sloop Evic will leave today for lower river points. She arrived up Sunday with a cargo of

First of the season's cigar-shaped log-First of the season's cigar-shaped log-

Sum Excu	mer Irsion Tickets
East	Will Be on Sale
	June 2, 17 and 24 July 5 and 22, August 3, September 8 via
North	ern Pacific Ry.
To CHCAGO, I To BALTIMON To BOSTON, M To BUFFALO, To DETROIT, To DULUTH, I To KANSAS O To MILWAUK To NEW YOR To OMAHA on To PHILADEI To PITTSBUR To ST. LOUIS	LL., AND RETURN \$ 72.50 ME, MD., AND RETURN 107.50 IASS., AND RETURN 110.00 N. Y., AND RETURN 91.50 MICH., AND RETURN 91.50 MINN., AND RETURN 50.00 HIY or ST. JOSEPH AND RETURN 60.00 EE AND RETURN 72.50 K CITY AND RETURN 108.50 COUNCIL BLUFFS AND RETURN 60.00 JPHIA AND RETURN 108.50 G AND RETURN 91.50 MO., AND RETURN 67.50 or MINNEAPOLIS AND RETURN 60.00

Low fares to many other points also. Liberal stopovers in both directions. Optional diverse routes for slight additional fare. Visit Yellowstone Park en route. Full information from

A. D. CHARLTON, Asst. General Passenger Agent 255 Morrison Street, Portland

west, 20 miles; weather, clear. Arrived at 4:30 and left up at 6:30 A. M.-Steamer Stanley Dollar, from San Francisco. Arrived at 5:40 and left up at 12:30 P. M.-Steamer Rose Cits, from San Francisco. Arrived at 12 noon and left up at 12:30 P. M.-Steamer Tamalpais, from San Francisco. Arrived at 12 noon and left up at 2:0 P. M.-Steamer Tamalpais, from San Francisco. Arrived at 12 noon and left up at 2:0 P. M.-Steamer Tamalpais, from San Francisco. Arrived at 12 noon and left up at 2:0 P. M.-Steamer Tamalpais, from San Francisco. Arrived Arrived at 12 noon and left up at 2:0 P. M.-Steamer Tamalpais, from San Francisco. Arrived Arrived at 12 noon and left up at 2:0 P. M.-Steamer Tamalpais, from San Francisco. Arrived Arrived Arrived at 5:30 P. M.-Steamer San Francisco. Arrived Arrived at 5:30 P. M.-Steamer San Francisco. Arrived Arrived Arrived Arrived Arrived Arrived at 5:30 P. M.-Steamer San Francisco, Arrived Ar

