

THE BEING DIRECT

Service for Portland With Isthmus Promised.

STANLEY DOLLAR ARRIVES

Owners Plan Service With Seaports on Atlantic and Gulf Coasts. Representatives Optimistic After Portland Visit.

With 2100 tons of through freight from New York via Philadelphia, by the steamer Stanley Dollar arrived from Panama yesterday morning, and will begin discharging at Astoria this morning. The Stanley Dollar is the first of the California-Atlantic Steamship Company vessels to reach this port on the new Panama route, which is the source of much commercial disturbance on this coast at present resulting from the rate war that has been begun by the Pacific Mail Steamship Company to force the new line out of business.

The California-Atlantic Steamship Company is owned by the Chesapeake, which started to run a line of steamers from the Atlantic Coast to Portland some months ago, but changed their plans and organized the present line to operate by the way of the Isthmus of Panama.

Direct Panama Line Possible. J. W. Chapman, traffic manager of the California-Atlantic Steamship Company, has been in Portland since last Sunday looking into the interests of the company and organized the present line. The prospects were good that his company would gain sufficient patronage to enable it to operate a regular line of steamers from Panama to Portland direct, and thus give this port much quicker service by water with the Atlantic Coast than has ever been enjoyed here before.

With Mr. Chapman is his assistant, F. H. Robinson, who is also optimistic over the prospects for an excellent steamer service between this port and the Atlantic Coast. Mr. Robinson went into some detail yesterday in explaining the work of his company and the prospects for the line which will have an through traffic.

It is not the intention of the California-Atlantic Company to carry freight between Pacific coast ports, but simply to give a rapid through service for Portland, San Francisco and Los Angeles with New Orleans, New York and Philadelphia. To stop at small ports and take on and discharge freight, it is considered by the officials of the company, would impair its most effective work, the plan being to give quick service.

This is it is hoped by Mr. Chapman to get sufficient patronage in Portland to enable the company to dispatch vessels directly from this port to Panama. Mr. Chapman believes that before the end of this week he will be in position to say to what extent the company will be able to serve Portland shippers.

Rate War Being Fought. Bates & Chesbrough originally planned to establish a through line of steamers by way of Cape Horn, between Portland and Atlantic ports, but their beginning sent the steamer Astor to this port with a cargo directly from the Atlantic Coast. Before the Astor had finished discharging her cargo, however, the Bates & Chesbrough interests had organized the California-Atlantic line with the idea of operating by way of the Isthmus of Panama, coming a rival of the Hartman interests and the American-Hawaiian Steamship Company.

Pacific Mail rates were lowered recently and a rate war with the new company was started, which has caused appeals to be made to Washington for protection of the new concern.

Many of the shippers of California are opposing the rate war on the ground that it is a temporary, and that if the Pacific Mail Steamship Company continues its fight, it will put the new line out of the field, so that competition will be restricted once more.

MORE SCHOONERS TO BE ADDED Service Between Portland and San Francisco Expected to Grow.

Steam schooner service between Portland and California ports is giving promise of growth. The only steamer, George J. Richardson, of the Richardson Steamship Lines, who left for Seattle Tuesday night and will be in Portland again on his return trip to San Francisco has told Portland merchants that his company probably will increase its number of steam schooners running into this port. The present year will be one of more than ordinary commercial activity.

Mr. Richardson has been in Portland some time getting the shipping contracts for the season. He will stop over here on his return southward to do some more work in this line. Just what changes will be made in the service, and the company for the better Mr. Richardson is not yet able to announce in detail.

WASHINGTON AGAIN ON WAY Leak Is Remedied and Craft Puts Out for San Francisco.

ASTORIA, Or., Feb. 22.—(Special.)—Captain Crow, surveyor for the San Francisco Board of Marine Underwriters, arrived from Portland last night with the vessel, the diver, and today made a survey of the steam schooner Washington, which arrived here yesterday in a leaking condition. The survey showed that one of the chain plate bolts was missing, leaving a hole in the hull, and also that some of the bolts just below the girded had both put in and the vessel, after taking on a quantity of fuel oil, started for sea. The Washington has a cargo of lumber from Willapa Harbor for San Francisco.

HERCULES SAILS FOR ORIENT Norwegian Steamer Carries 50,736 Barrels of Flour.

Carrying a cargo valued at \$204,280.33 the Norwegian steamer Hercules sailed from Portland yesterday afternoon for the Orient. The cargo of the Hercules consisted of 50,736 barrels of flour, valued at \$202,244. 60,000 feet of lumber valued at \$1,000, and 100,000 feet of other goods. To Mofl will go 1250 barrels of flour, to Kobe will be taken 2749 barrels of flour. Shangkai will get 2125 barrels; Yokohama, 1986 barrels, and the remainder will be divided between Hongkong and Nagasaki.

The Hercules is taking a larger cargo of flour than usual, and it is expected that all the vessels of the Portland & Asiatic Steamship Company will take more grain and flour this year than last. Following the Hercules in order of day will be the British steamer Strathgilly, which is now controlled by the Portland & Asiatic Steamship Company. The Strathgilly will carry a large consignment of flour, amounting to about 50,000 barrels. She will take also about 600,000 feet of lumber to the Orient.

To fill a vacancy on the Hercules a mate was due to arrive from Norway, but he did not get here before the vessel was due to sail. He has been on the road 16 days and it was believed that he could easily reach this port before the sailing date of the Hercules. If he arrives this morning he will be sent immediately to Astoria to try to reach the vessel before she sails from that port.

Portland Firm Ships Hay. WALLA WA, Or., Feb. 22.—(Special.)—Two hundred tons of hay, baled and ready for shipment, have been stored here since last summer awaiting a favorable market for shipment to Portland. This week a sudden change in conditions found a good market with the easy shipping distance and the hay is being placed in cars and shipped with

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"I intend to go before the Council in the morning and see who the ten Councilmen are who are alleged to have been lined up against me. I shall not prevent him from securing the transfer of his license from one location to another where there is a saloon for years."

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"I shall circulate an initiative petition among the people of this city, the question whether the brewers shall have the right to hold powers of attorney over saloons. I believe the voters will decide without any doubt in favor of the initiative. The saloonkeeper should be allowed to run his place of business under his own license and not be controlled by any brewer or anyone else in the business."

Thornton has been trying for several weeks to secure action by the Council on his initiative bill. He has been unable to get a favorable recommendation, and at the last meeting held Monday, the committee voted to send the case to the main body without recommendation, and it will come up for action this morning, when it is probable there will be a vigorous discussion.

Residents File Protest. There is a protest being filed by residents in the vicinity of Thirteenth and Washington streets against the granting of a license to a saloon there. The protest is being filed by H. M. Esterly, who is attorney for the Municipal Association.

Powers of attorney are held by the various brewers over the saloons over about 120 saloons, and at various times there have been efforts to abolish these powers. When the so-called model license was introduced in effect April 1, it was passed by the City Council, the powers of attorney were extended and made effective until December 31, 1912, at the request of Paul Weisinger, representing the Weinhard brewery.

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