

# PILSNER SCHOONER WILL BE DOCKED

## Tugs Wallula and Oneonta Render Expense of Operating Pilotzer Unnecessary.

### TOWING CHARGES CHANGED

#### Port of Portland Commission Decides to Pay Claims of Owners of Ship Injured in Public Dry-docks—Fill Order Signed.

As soon as details of her retirement can be arranged the pilot schooner Joseph Pulitzer, which has done duty off the Columbia river for years and has been in the fleet of the Port of Portland since the towing service was taken over from the Harriman lines, will be laid up at the St. Johns drydock, at least during the summer.

At a special session of the Port of Portland Commission yesterday afternoon an order was made which made the entire personnel acting that with the tugs Wallula and Oneonta in service and at least one of them on duty at sea, it was deemed for the schooner to be operated when the same work could be handled on the steam vessels and approximately \$1000 a month saved.

It was also the subject of the body that if conditions warranted the schooner would be returned to the mouth of the river in winter, because she has proven herself a good sea vessel and can be counted on during weather that will not permit the tugs to cross out.

### Towing Charges Changed.

Another important move made was to amend the rates for towing lumber vessels on the river since the former Commission departed from its former systems, because instead of charging 25 and 50 cents on each 1000 feet carried, according to whether the vessel loaded on the lower river or the upper, the rate was changed to 25 cents on each 1000 feet of cargo, whether loaded on the lower or the upper river.

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Commissioners O'Reilly and Pease and General Manager Talbot were designated a committee to investigate the damage done to the schooner Leman D. Foster, which was recently drydocked in the north. The fact she was "hogged" 11 inches and had a "hog" of six inches when previously lifted, caused the assertion that she had been damaged in the Columbia river when she was anchored near a shoal by a Port of Portland tug.

Counsel for the Port advised a settlement in view of the fact partial liability had been acknowledged.

### Owners of Rescue Paid.

In the case of the salmon ship Rescue, which "skidded" on the drydock while being lifted for repairs, her owners were sent a check for \$1017.22 in payment for damages sustained. The original claim was \$1000, but \$82.78 was deducted for the drydock charge.

Sample maps were exhibited of a large order placed by the Commission to be a part of an advertising pamphlet that will be distributed among foreign vessel owners and shipping firms. The maps show the entire Columbia river basin, depths of water, grades of the road lines, heights of mountains and similar details, while the pamphlet will contain exhaustive data on general conditions and information that foreign vessels sending vessels to the north-west coast would be interested in.

The contract entered into with the Southern Pacific for making a fill at the site of the East side bridge, the fill was signed by executives of the Commission and it was stipulated that the charge for handling the material would be 2 1/2 cents a yard from the river to the property and a month will be required to terminate the contract.

It was reported to the Commission that stone steps had been taken for the establishment of a branch commissary at Astoria for supplying the towing vessels, dealers of that city had made a similar offer on conditions that were ordered. The O. W. R. & N. has offered the Port the use of a large storehouse for the purpose of a monthly rental of \$10 and it is expected that the commissary in the way of hawsers and other towing gear that will be housed there, it being left unprotected at present.

### STEAMERS HINDER REPAIRS

#### Request Made That Slow Speed Be Order at Lighthouse.

Workmen forming the crew of a pilot-schooner in placing new supports for the lighthouse in the mouth of the Willamette river, are saying something about the steamboat contingents, giving as an excuse that steamboatmen block the navigation and are given a full head of steam and the swell caused an 8-foot piling to snap off beneath the water yesterday as it was being driven.

Reports were made to Superintendent Warrick, of the Seventeenth Lighthouse district, with a request that the steamboatmen be requested to proceed at that point under a slow head. It is thought that the work will be finished in a few days and the lighthouse will be benefited derived from the light. Mr. Warrick does not think it unreasonable to ask for slower speed.

The pilot-schooner stands 20 feet above the water, and when moored are on the upper part it is no longer sensation to have it rocked violently by swells, said Mr. Warrick, it is necessary to remove many of the piling, and when the new ones are being driven under the water, it is necessary to have the lighthouse in a position to continue the labor when steamers rush past.

### February Lumber Cargoes Smaller.

ASTORIA, Or., March 5.—(Special.)—During the month of February, 28 vessels loaded at the mills in the Lewis-Columbia river district and their combined cargoes amounted to 12,761,000 feet of lumber. In January 28 vessels loaded with the same mills and their cargoes totaled 17,122,284 feet of lumber. One reason for the slimmer showing in the month of February is the fact that vessels carrying about 4,000,000 feet of lumber that

### TAKE STOCK FREELY

#### Buyers Operate Actively in Stockyard Pens.

Receipts at the stockyards yesterday were less than those of the preceding day, but some stock had been carried over and there was a good supply available for the buyers. The demand was active throughout.

The condition of the cattle market was not materially changed from the day before. The recent large run has had a weakening effect on steers and cows, and the top prices of last week have not been repeated so far this week. No steers are selling over \$6.00 and this is regarded as the top of the market. For cows \$5.50 stands as the best price. Arrivals of calves have been fairly large in the past week, but they have been well taken at strong prices. On Monday calves sold at \$8.00 and yesterday a few head of extra fancy quality brought \$9.

Choice hogs continue to sell at \$6.75 and the market is strong.

There is a good tone to the sheep market, fancy ewes moving at \$4.00, wool wethers at \$3.25 and wool lambs up to \$6.10. The total arrivals in so far this week have been: 1182 cattle, 38 calves, 1300 hogs and 1423 sheep.

Receipts yesterday were 77 cattle, 200 hogs and 415 sheep.

The shippers were: W. Ross, Hansen, Idaho, 2 cars of cattle; E. M. Blake, Blount, Junction, 1 car of sheep and 1 car of hogs; Kahn, Weiser, 1 car of sheep, and J. A. Martin, Blackfoot and Pith, Idaho, 2 cars of hogs.

### STEERS AND COWS EASY

#### Fancy Calves Sell Up to \$8 and Pull Prices Are Paid for Choice Wool Sheep and Lambs.

#### Hogs Are Firm.

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### NEW CARS TO COME

#### MILWAUKEE COACHES TO MAKE PORTLAND-CHICAGO RUN.

#### Sleepers Now Being Built Will Be First of Famous Railway to Enter This City.

Orders for the construction of passenger equipment to accommodate the new service over the Harriman lines and the Milwaukee Railroad between Portland and Chicago have been placed with the Harriman system. Instead of their completion the operation of O. W. R. N. trains No. 5 and No. 6, between Omaha and Chicago may continue over the Northwestern system as at present.

It became necessary to obtain new equipment because the Milwaukee system does not carry Pullman cars, while the Harriman system does. Instead of the standard yellow cars used on the Milwaukee line, the new cars will be a dark slate color, the same as the regular Pullman coaches.

The Milwaukee cars will run through between Chicago and Portland and will introduce into this city for the first time the Harriman system of the Harriman "Chicago, Milwaukee & St. Paul," familiar legend in the Middle West.

Some of the Harriman trains between Chicago and Portland will run over the Milwaukee tracks and it is probable that some of this equipment may be borrowed for the Portland run, so that the inauguration of the new service could be hastened.

J. D. Farrell, president of the O. W. R. & N. Company, said yesterday that the contract between the company and individuals, it is built of steel of permanent nature.

When the Elks National convention was held at Denver six years ago a permanent arch was built and remains one of the distinct attractions of the city. The Elks contributed substantially to its payment, the remainder of the fund being made up by the city and county authorities and by various firms and individuals. It is built of steel of permanent nature.

Members of the Portland lodge believe that some such plan can be effected here in time to have the arch completed before the convention is held.

Plans for the court of honor to be formed by Stark, Seventh, Morrison and Fourth streets, are being made now, and it will be constructed of white material and purple trimmings. Enough American flags, eight by five feet, to decorate the entire line of march for the parade on Thursday, July 11, have been ordered. They will be placed on wires stretched horizontally across the streets, and will be accompanied by large banners bearing elk heads and by miles of purple and white bunting.

The Woman's Club sent a letter to the Elks requesting that flowers in stead of bunting be used in decoration.

### NAVIGATION IS OPENED

#### Craft on Upper Klamath Lake Is Again in Commission.

KLAMATH FALLS, Or., March 5.—(Special.)—Navigation on Upper Klamath Lake has started, the steamer Curlew and Spray, which carry mail, passengers and freight being sent to the completion. This is the earliest that navigation has ever opened here and the open winter now drawing to a close is expected to make a generally long open season for the country above the lake.

Crater Lake National Park, which opened July 1 last year, is expected to open at least a month, and possibly two months earlier than last year. The mountains north of Port Klamath have less snow this winter than for many

### BRIDGE TRUSS IS COMPLETED

#### Government Will Take No Further Action to Please Shippers.

Two remaining sections of a wooden truss on which the lift spans of the Harriman bridge will be built, were hoisted into place yesterday without material interruption to river traffic. The big steamer Beaver was shifted from the O. & C. dock, above the east approach of the Steel bridge, and the scows were in position holding the truss parts, and though the space between the bridges appeared small, Pilot Snow swung her into the stream and backed through the Steel bridge without difficulty.

Major McIndoe, Corps of Engineers, U. S. A. who was asked by Washington authorities to investigate the complaint made by steam schooner interests regarding the height of the truss, said yesterday that his report had been forwarded and that he does not expect further action will be taken respecting the bridge. Besides the truss having been raised five feet, the river has fallen so there is more clearance than was expected two weeks ago.

### LUMBER CHARTERING ACTIVE

#### Rates Continue to Hold Firm for Offshore Deliveries.

Of the latest lumber engagements made the schooner Alameda, the company, Mackall & Co. fixed for Sydney with the company of Columbia River or Grays Harbor, was taken at \$75. The barkentine Georgia, which is on the way from Newcastle for San Francisco with coal, was chartered at \$55, for Valparaiso, with 25 dead load for a direct port.

The schooner Alameda, which has been taken for lumber from Puget Sound for San Francisco at \$35 and she has the option of the Hawaiian Islands, at private terms. The vessel is at San Pedro, having completed a voyage from Honolulu. No new business is reported from the Columbia River coast for windward, but the market remains firm for offshore voyages.

### ELKS TO BUILD ARCH

#### Elaborate Decorative Scheme Planned for Convention.

#### WORK MAY BE PERMANENT

Court of Honor Between Stark, Morrison, Seventh and Fourth to Be of White Material With Purple Trimmings—Streets to Close.

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### LENTS BANK SUIT QUASHED

#### Mrs. Theckla Bright Shows She Never Got Value for Her Note.

Accepting as truth the statement of Mrs. Theckla Bright, a resident of Lents, that she never had received value of any kind for her note of \$1500 found among the assets of the Mount Scott Bank, Judge Scott granted her motion to quash the suit of the Mount Scott Bank against her for the note. The stock was consequently, never delivered.

The Italian-American Bank was promoted by F. N. Myers, president of the Mount Scott Bank of Lents. Myers pleaded guilty to a charge of receiving deposits in the name of the Mount Scott Bank of Lents and was paroled after spending several weeks in the County Jail. Myers' courtship as a result of the success of Myers' friends in raising several thousand dollars to assist in reimbursing the depositors of the Mount Scott Bank.

### AMERICA CAUSE OF STRIKE

#### Longshoremen Object to Deckhands Loading Flour Shipment.

Not in speed, size or in any other feature the propeller America in the class of the vessels of the "Big Three" fleet, but she has the distinction of having led up the work of longshoremen at Astoria dock for 30 minutes through having discharged 50 sacks of flour aboard the Rose City without the sanction of the longshoremen.

The America loaded the cargo at the dock of the Portland Flouring Mills Company and was to have delivered it to the new section of Astoria dock, but probably being in a hurry the crew thought the easiest way to get rid of the consignment was to load it through a part of the Rose City. The flour was going into the hold at a lively rate when the longshoremen were apprised that it was being handled by a non-union crew. They struck, of course, explanations were made and reiterated, but for a time it appeared as if there would be a walkout. Finally an adjustment was made and when time was called the Harriman interests had lost half an hour, and the America proceeded all serenely on her way.

### Overdue Vessel Arrives.

#### ASTORIA, Or., March 5.—(Special.)—

### THE BARKENTINE Fearless Arrived

#### last evening 21 days from 3 days out.

The barkentine Fearless arrived last evening 21 days from 3 days out. Captain C. W. Litjigvist, her master, reports a slow and uneventful trip up the coast, numerous calms and light winds being encountered. He says the conditions about Guaymas are peaceful and absolutely no fighting is in progress there.

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# Piano Buyers, Attention

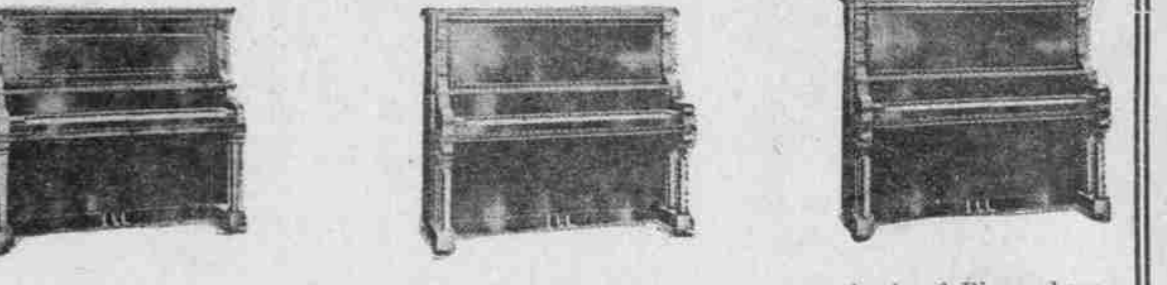
## WE'RE UP AGAINST IT

### A Situation That Calls for Drastic Action

# \$400 Pianos for \$246

## \$5.00 Down \$5.00 Month

### Read Every Word Carefully



We've just received notice from the Railroad Company that two carloads of Pianos have arrived and must be unloaded at once. This is a shipment that has been delayed over two months. Our present quarters are crowded to the limit right now. What to do with these two carloads of pianos is a problem. There is only one thing to do and that is to sell and sell quickly. To do this we fully realize that we must make prices and terms never before dreamed of.

These pianos are from one of America's largest and finest factories. They are strictly high grade in every respect. Beautiful Tone—Easy Action—Superb Case Designs and Mottled Mahogany, Burl Walnut and genuine Quarter-sawn Oak—and fully guaranteed for ten years.

Never before have they sold for less than \$400 anywhere. But we must do business quickly. Prices and terms have been lost sight of. We're not going to ask you \$325 or \$300 or even \$275. Take your choice for only \$246. Pay \$5 down and \$5 a month.

Did you ever hear of such low prices before? Did you ever hear of such easy terms before? Our loss is your gain. These prices and terms should certainly do the business. You must act quickly. Be on hand the first thing this morning.

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## Bush & Lane Piano Co.

355 Washington St. C. Majestic Theatre Building

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## Hair Health

If You Have Scalp or Hair Trouble, Take Advantage of This Offer.

We could not afford to so strongly endorse Rexall "92" Hair Tonic and continue to sell it as we do, if we were not certain that it could do all we claim it will. Should our enthusiasm carry us away, and Rexall "92" Hair Tonic not give entire satisfaction, if the users, they would lose faith in us and our statements, and in consequence our business prestige would suffer.

Therefore, when we assure you that if your hair is beginning to naturally fall out or if you have any scalp trouble, Rexall "92" Hair Tonic will promptly eradicate dandruff, stimulate hair growth, and prevent premature baldness, you may rest assured that we know what we are talking about.

Out of one hundred test cases Rexall "92" Hair Tonic gave entire satisfaction in ninety-three cases. It has been proved that it will grow hair even on bald heads, when, of course, the baldness had not existed for so long a time that the follicles, which are the roots of the hair, had not become absolutely lifeless.

Rexall "92" Hair Tonic is vastly different from other similar preparations. We believe that it will do more than any other human agency toward restoring hair growth and hair health. It is not greasy and will not gum the scalp or hair or cause permanent stain. It is as pleasant to use as pure cold water.

Our faith in Rexall "92" Hair Tonic is so strong that we ask you to try it on our positive guarantee that your money will be cheerfully refunded without question or quibble if it does not do as we claim. Certainly we can offer no stronger argument, it comes in two sizes, prices 50 cents and \$1.00.

Sold only by the Orl Drug Co. stores in Portland, Seattle, Spokane, San Francisco, Oakland, Los Angeles and Sacramento.

## CANCER

IN WOMAN'S BREAST

ALWAYS BEGINS A SMALL LUMP LIKE THIS AND ALWAYS POISONS DEEP IN ARMPIT AND L.L.S. QUICKLY I WILL GIVE \$1000 IF I FAIL TO CURE AND I DO NOT EXCEPT \$1000 AND OTHER DOCTOR BILLING

No Knife or Pain—No Pay Until Cured. 3-Day Painless Plaster. Written Guarantee.

Great new discovery. Any TUMOR, LUMP, PAIN, SWELLING, INFLAMMATION, FACE, BODY LUMP IS CANCER. ANY HARD LUMP IN WOMAN'S BREAST IS CANCER and very poisonous. 120-PAGE BOOK SENT FREE. Testimonials of Thousands CURED after others failed. WRITE TO O.M.E. Address DR. & MRS. DR. CHAMLEY BOWEN 477 South Main, Los Angeles, Cal. KINDLY MAIL THIS TO SOMEONE WITH CANCER

## Your Liver is Clogged up

That's Why You're Tired—Out of Sorts—Have No Appetite.

CARTER'S LITTLE LIVER PILLS

will put you right in 3 or 4 days. They do your liver duty. Care Constipation, Biliousness, Indigestion, and Sick Headache.

SMALL PILL, SMALL DOSE, SMALL PRICE. Genuine small box. Signature

Solid Cake WORKS WITHOUT WASTE

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