

PORTLAND WINS BY NEW SCHEDULE

American - Hawaiian Steamship Company to Use Tehuantepec Route.

SHIP DUE EVERY 11 DAYS

City Will Now Enjoy Two Isthmus Lines in Transshipments and Can Bid More Strongly for Lumber and Shingles Cargoes.

When the steamer Californian sailed from New York Monday with cargo for the Pacific Coast that will be transhipped via the Tehuantepec route, the new plan of the American Hawaiian Steamship Company that includes Portland on a direct schedule went into effect, as was learned yesterday when C. D. Kennedy, Portland agent, received a telegram setting forth that the freight would be loaded on this side aboard the steamer Isthmian.

The Isthmian will sail from Salina Cruz, the western end of the rail line across the Isthmus of Tehuantepec, so as to reach San Francisco June 5 and is to sail for Portland June 8, arriving here June 11 and leave on the return June 13.

She will be followed by the Nevada, Nebraskan and Lyra. The Isthmian heading south, and as yet it is not known what amount of cargo she will have on the return.

Big Increase Predicted. The rate on eastbound cargo, that destined for the Atlantic side, is the same from San Diego and all other ports as far north as the terminus of the line at Seattle.

Portland shippers enjoy the same tariff as their competitors on the Coast and as the coming of the four large steamers means that this port will have much more space than with only the steamer Falcon operating, it is expected that there will be a big increase in the movement by water.

In the past the bulk of the lumber and shingles handled by the American-Hawaiian has been from Puget Sound points and now it is intended to encourage the shipment of these commodities from Portland. Of course, full cargoes will be accepted for the Atlantic side, but parcels of it will be taken.

The steamer Falcon will continue running between Portland and San Francisco as a transfer vessel until the Isthmian reaches the Golden Gate, but it has not been decided in what business she will be used afterward. Her owners are the Charles Nelson Company.

Portland will enjoy two direct lines from the two Isthmus routes, as the California & Atlantic plies via the Isthmus of Panama, but so far has given only a monthly service and as there is a scarcity of tonnage, combined with the shipment of freight on the Panama Railroad being limited, there is small prospect for an improvement. The American-Hawaiian's new schedule means that there will be a steamer here every 11 days.

In addition to the service to domestic ports of the United States the American-Hawaiian accepts cargo for European, Mexican and Central American ports, under through rates and bills of lading.

On the Atlantic side there is a steamer sailing from the Bush Terminal, South Brooklyn, every 10 days, connecting with the rail line, so as to reach vessels of the Pacific fleet promptly.

ASTORIA CHANNEL CHANGES

Government to Alter Aids on Lower Harbor This Month. Following are changes in aids to navigation that will be carried out May 20, according to a notice issued yesterday from the office of Henry L. Beck, inspector of the 17th Lighthouse District.

Columbia River—Main channel to Astoria—Changes to be made in aids to navigation about May 20, 1912. Middle Ground Lower End Buoy—First-class can, to be moved about 200 yards 285 degrees true (W. 31-18 S. mag.) from its present position and placed in four fathoms of water and numbered 1.

Two Wheat Ships Working. Clan MacIver Soon to Sail; May Return in Summer. Two grain carriers will leave port early this month, the French ship Duquesne, which is about loaded, and the French bark L'Hermite, which began working cargo yesterday at Montgomery dock No. 2. In May, 1911, one ship cleared with a full wheat cargo and there were three steamers to get away for the Far East with consignments of the grain. The total consignments were 223,584 bushels of wheat and 105,000 barrels of flour.

In flour Portland will be credited with the full cargo of the British steamer Clan MacIver, which should get away tomorrow for Hongkong direct, and by the time she leaves the river the liner Hercules will report to load for the other side, to call at all ports but Hongkong. It is planned to make arrangements for direct sailings water and it is reported that the Clan MacIver may be chartered for two or three additional voyages, as she is under time charter to carry ties from Muroran to Southern California to be used by the Santa Fe, and having cargo from the North will make her return trip profitable.

CHOICE TIMBER IS EXPORTED. Big Sticks Being Loaded in Two United Kingdom Cargoes. Some of the choicest timber to be

cut along the Columbia River is being loaded aboard the German ship Reibke, which is working at Linnton, and the British ship Kirkcubrightshire, which was towed yesterday from Prescott to St. Helens to finish and both will be dispatched for the United Kingdom by the Pacific Export Lumber Company.

Most of each cargo is made up of timbers, some being but 12x12 inches in diameter and there are assorted dimensions as large as 24x24 inches in diameter and lengths run to 90 feet. Millmen aver that 40 per cent of the heavier sticks undoubtedly will be used on the other side for spars and while the purpose for which all is intended has not been ascertained, it is thought that some of the larger pieces will be resawed. There is also considerable material in the two cargoes in the way of boards. The Reibke will carry 2,300,000 feet and the Kirkcubrightshire 1,300,000 feet. The same company will load the schooner M. Turner for New Zealand. She is finishing a cargo on Gray Harbor for Mexico and is to return to the river in July. The Pacific Export interests also will have space on the Japanese steamer Mandan.

STEAMER INTELLIGENCE. Table with columns: Name, From, Date, Destination.

San Maru, due about June 1. She also will take flour to the Orient for Mitsui & Co.

Marine Notes. To load supplies the tug R. Miller, of Grays Harbor, which tows for the Kinross Mills Lumber Company, was in the harbor yesterday on one of her infrequent trips.

Louie Allen, baron of the Willamette fish dealers, caught a 15-pound carp yesterday, which he exhibited at the harbor patrol station as the largest catch of the season.

As it was decided to postpone the departure of the steamer Aurora, she will not be brought from St. Helens until next week. It has been reported at the Alinsworth dock office of the San Francisco & Portland Steamship Company, that J. W. Van Cleve, traveling steward of the fleet, who was appointed to the position August 5, 1910, died at San Francisco Sunday.

With a full cargo of wheat the steamer Mackinaw sailed last evening for San Francisco. The steamer Carlos has cleared for the same destination with 700 tons of wheat and 400,000 feet of lumber. The steamer Yellowstone cleared for San Diego with 800,000 feet.

On a change of orders the schooner Edward H. West entered the Columbia River yesterday instead of Grays Harbor and will load at Knappa for San Francisco. The vessel came from San Francisco and is 40 days on the way. As she is returning to San Francisco she will not be drydocked here as contemplated.

Charters reported yesterday included that of the British steamer Inveric, to load on the Puget Sound, for Australia in the interest of the American Pacific Mail and Steamship Company.

About the steamer Rose City, sailing today for California ports, are 60 tiers of casings, which are used at Marcellus, France, as coverings for cables, which piles the Upper Willamette and Bear here they will average about 800 tons and the Rose City will bring 600 tons.

Kodification was given United States Inspectors Edwards and Fuller yesterday, that the new steamer to be built by Joseph Supple, for the Oregon City Transportation Company, will be christened the Gramona. Instead of Gramona, as was first selected.

Captain S. W. Cunningham has been enrolled as master of the steamer Gray Eagle, which plies the Upper Willamette and Bear here they will average about 800 tons and the Rose City will bring 600 tons.

To resume operations on the bar at the mouth of the Columbia the big dredge Chinook, will leave down today. Captain Mathewson, of the tug Arago, acting as pilot, will be continuing at the entrance until Fall and when the June survey is completed it is hoped that the increased depth will be considerable.

Heavy rains during the past few days are expected to affect the stage of the Willamette, says Forecaster Heals, who looks for a stage of 10 feet today and may climb to 11 feet Saturday. The flood stage is 15 feet.

Movements of Vessels. PORTLAND, May 1.—Arrived—Steamer Yellowstone, from San Francisco. Sailed—Steamer Mackinaw, for San Francisco. Sailed—Steamer Carlos, for San Francisco. Sailed—Steamer Carlos, for San Francisco.

At Astoria Thursday. High. 1:51 A. M. ... 2.2 feet; 7:47 A. M. ... 2.5 feet; 1:26 P. M. ... 7.4 feet; 7:40 P. M. ... 2.9 feet.

TOO MANY BOSSES VEX CITY FATHERS

Four Foremen for 15 Laborers Brings Censure to Engineer.

PESTHOUSE BILLS HIGH

Health Officer Wheeler Ordered to Buy Supplies in Wholesale Lots Instead of Dribs, as Under Present Scheme.

City Engineer Hurlburt was attacked for employing four foremen for 15 men and City Health Officer Wheeler was peremptorily ordered to cease purchasing supplies in dribbles for the city pest house and to buy wholesale wherever possible, at the meeting of the ways and means committee of the City Council yesterday afternoon.

Councilman Maguire called into question the wisdom of paying four foremen for 15 men in the sewer department, which is under the supervision of the City Engineer, and Councilman Burgard moved that Health Officer Wheeler be ordered to purchase supplies for his department in wholesale lots.

Councilman Menefee remarked that he believed "such statements as the one made by Mr. Maguire, that on a certain sewer job, the men had not seen the foreman for six weeks, should be verified."

Maguire Promises Proof. "Don't you think for a minute that I can't verify what I have said," heatedly retorted Mr. Maguire. "I told the City Engineer about this."

In making his motion to eliminate from the payroll any of the four foremen who have been supervising 15 men, Councilman Maguire used unprintable language, emphasizing his views with oaths.

Members of the committee called in Chief Assistant Hanson, Mr. Hurlburt being absent from his office, but Mr. Hanson knew little or nothing as to why so many foremen are employed for so few men. He said, however, that they probably are supervising small crews and that one foreman probably has a small number of men under his charge, but that a foreman is needed for any number of men, no matter how small.

"How about a crew where the men had not seen their foreman for six weeks?" queried Mr. Menefee. Mr. Hanson said he could not tell about that; perhaps the foreman was sick, he suggested.

Mr. Menefee moved that the City Engineer be instructed to report on this specified case.

Pest House Comes High. Councilman Burgard said he felt as Mr. Maguire that too many foremen are employed and that "one of the men always attended Council sessions throughout." He said it might be a good idea for this individual to do some work outside occasionally. He mentioned no name.

Mr. Burgard then moved to order City Health Officer Wheeler to purchase pest house supplies at wholesale, instead of at retail prices, and to keep the custom. The motion carried. The items in the June estimate for the pest house supplies called for \$300, a sum believed by the managers of the committee to be altogether too large.

The committee ordered that Chief of Police Slover, members of the police committee of the Executive Council, and a committee of three men in the department be instructed to appear before the committee at its next meeting to discuss the proposed two days-a-month of ordinance now pending.

Richmond Gets Engine House. Councilman Joy won a victory for Richmond when the committee recommended that an appropriation of \$10,000 be made for a site and engine house for that district.

\$5.00 High-Class Un-trimmed Dress Shapes 95c. Milans Chips Peanuts Azures Javas Hemps Hair Hats. All New Styles and Fresh Clean Merchandise—No Job Lots or Sample Lines. In Black, Burnt, White ON MAIN FLOOR. An Immense Assortment to Select From. They Won't Last Long at 95c Come Early for Best Selections. SEE OUR PANAMAS AT \$5.95. THE WONDER MILLINERY MORRISON AND FOURTH STREETS.

Postal Bank Prospers. April Sees 544 New Accounts Opened and \$82,453 Deposited. At the close of business on April 30 the Portland postal savings bank had a net cash deposit of \$436,165. Deposits are increasing at an average of more than \$1900 a day. This money is deposited in the banks of Portland that are designated as Government depositories and there is no individual or corporation in the city with so large a balance in the banks.

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