"MOVIES" FIGURE IN MARINE LIBEL SUIT

Government Will Offer Film to Show Tug Melville Carried Too Many "Fares."

75 PASSENGERS IS LIMIT

Craft Is Alleged to Have Taken On 119 on Day Steamer Multnomah Was Launched and to Have Violated Federal Laws.

Though thousands are entertained daily by "movies" and the system of action photography has served many purposes in depicting topographical conditions, fleet maneuvers and the like, the latest use found for them is by the Government as a matter of evidence against the tug Melville, owned by the Callender Transportation Company, of Astoria, which has been libeled to collect a fine of $500 for an alleged infraction of the Federal statutes limiting the number of passengers to be carried.

The offense is averred to have taken place October 12, 1912, at St. Helens, when the McCormick steamer Multnomah was launched, and while the Melville has a license for 75 persons, it is cited that she had on board 119 passengers. At first a fine of $50 was to have been levied, but official Washington has decreed that $500 shall be collected and as the owners refused to pay it, an order was issued that libel proceedings be instituted.

On the day of the launching, moving-picture operators were at work, "taking" the vessel as she slid into the water, the crowds and incidently the fleet standing by, loaded with sightseers. Custom-House inspectors obtained copies of single photographs of the Melville and declare that the count they made of her passengers was accurate, but in further support of their statements say they will produce a moving-picture film of the scene in an effort to show thereby that the tug was crowded beyond the number allowed in her license.

The case was to have been called today in the Federal Court, but owing to the absence of counsel for the vessel's owners it will be continued and an effort will no doubt be made during the trial to have the court and interested barristers witness a production of the film, so that a count may be made of the number of passengers in sight, as they crowded the rail to witness the plunge of the Multnomah.

CUDAHY TO BE REPAIRED HERE

Port of Portland Will Collect Usual Towage Charge for Rescue.

There will be no salvage claim made against the Grays Harbor Tugboat Company by the Port of Portland Commission, because the tug Wallula towed the helpless tug John A. Cudahy into the river early yesterday after the latter had exhibited distress signals when she lost her rudder. Representatives of the company and Captain Farrer, of the tug, are to confer here today to determine whether she will be repaired at Portland or towed to Grays Harbor.

The Cudahy had towed a barge laden with anchors, hawsers and other gear to the stranded German bark Mimi, north of Nehalem, and was on her way back to the Columbia when the rudder carried away. Fortunately she was rescued in advance of the southeast blow of yesterday, which gained a velocity at one time of 56 miles an hour. Toward evening the wind shifted to the westward, and at 5 o'clock it was blowing but 12 miles. No word was received from those engaged in trying to float the Mimi, but it is felt certain that no headway was made in the face of the stiff wind.

NO FRESHET PROSPECTIVE

Willamette Is Lower by Two Feet Than Is Usual.

Pessimists circulating prognostications of floods to come this Spring cannot depend on E. A. Beals, District Forecaster of the Weather Bureau, for corroboration on the strength of present indications, for he says that the Willamette at Portland is a comfortable two feet lower than is usual for this season and there is nothing in the present rain to threaten dire results in the way of a quick and heavy rise.

The gauge here yesterday showed a stage of 3.8 feet above zero and in the previous 24 hours the stream had fallen seven-tenths of a foot. Reports from Riparia and Umatilla showed the Snake and Columbia had fallen slightly, and every station on the Willamette above Portland also recorded a decline.

The river is expected to remain stationary today and rise slightly tomorrow. Should snow in the mountains melt rapidly under warmer temperatures, or an unusually heavy deluge of rain manifest itself, the Willamette would become turbulent, but the outlook now is for a continuance of an ordinary stage until the June freshet.

LUNA WILL LOAD NEW CROP

Hinemoa Second Cargo Ship Taken to Load in Europe.

M. H. Houser has added to his string of carriers for loading new crop grain through fixing the German bark Luna, a vessel of 2058 tons, at a rate of 40 shillings for December loading or 1s 3d additional if she arrives in November. The bark reached Dunkirk from Tocopilla March 4.

The British bark Hinemoa is the second carrier to be listed to bring general cargo from Europe and she has been engaged on Meyer, Wilson & Company's account to load at Rotterdam and Newcastle-on-Tyne for Portland. The first ship taken for general cargo was the French bark Ernest Legouve, which is coming to Balfour, Guthrie & Company. The Hinemoa will probably be chartered during the next few days for outward loading.

ROYAL MAIL MEN DUE TODAY

Details of New Oriental-European Service to Be Made Known.

E. J. M. Nash, special representative for the United States and Canada for the Royal Mail Steam Packet Company, with A. M. Gillespie, vice-president of Frank Waterhouse & Company, Northwest agents for the big British fleet, are to reach Portland today from Puget Sound in the interest of the Royal Mail, which will have its first steamer, the British tramp Harpagus, here early next month. She was chartered for one trip, as the regular liners could not be started from Europe in time. As with the Hamburg-American, the route will be from Europe via the Orient to British Columbia and Puget Sound to Portland.

Mr. Nash was here over a year ago to inspect conditions and the prospect of business with the opening of the Panama Canal, and passed several days in the city. He viewed the harbor and talked with shippers, and it is assumed this time he will meet with those who contribute toward Oriental cargoes. The Harpagus has a full load in sight, and other vessels of the line announced no doubt will have all they can carry.

Schooners Load at Florence.

FLORENCE, Or., March 27.—(Special.)—The schooners Oakland and Sausalito are in from San Francisco, and after discharging their cargo will each take out about 350,000 feet of lumber from the Tidewater Mill. The Oakland brought a quantity of anchor chain to be used for a mooring buoy to be placed outside of the Siuslaw bar. For the present, much of the lumber from the Tidewater Mill will be carried to the San Francisco market on schooners. They will be towed by a large tug that will leave them moored to the buoy so a Florence tug can bring them into the harbor on the same tide.

Stranded Barge Breaking Up.

FLORENCE, Or., March 27.—(Special.)—A barge which was set adrift by the steamer Robarts on account of rough weather and went ashore about a mile north of the north jetty, is breaking up. The cargo of coal was unloaded and saved. The ocean has been too rough for a tugboat to reach the barge.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Alliance	Eureka	In port
Kansas City	San Francisco	Mar. 28
Roanoke	San Diego	Mar. 30
Breakwater	Coos Bay	Mar. 30
Bear	Los Angeles	Apr. 2
Geo. W. Elder	San Diego	Apr. 6
Rose City	Los Angeles	April 7
Beaver	Los Angeles	Indef't

To Depart.

Name.	For	Date.
Sue H. Elmore	Tillamook	Mar. 28
Yale	S. F. to L. A.	Mar. 28
Alliance	Eureka	Mar. 28
Klamath	San Francisco	Mar. 29
Multnomah	San Diego	Mar. 29
Harvard	S. F. to L. A.	Mar. 29
Breakwater	Coos Bay	Apr. 2
Roanoke	San Diego	April 2
Kansas City	Los Angeles	Apr. 2
Bear	Los Angeles	Apr. 7
Geo. W. Elder	San Diego	Apr. 9
Rose City	Los Angeles	April 12
Beaver	Los Angeles	Indef't.

European and Oriental Service.

Name.	From	Date.
Crown of Sevile	Victoria	In port
Kentra	Vancouver	Apr. 15
Harpagus	Seattle	April 22
Sithonia	Hamburg	Apr. 14
Kina	London	June 6
Falls of Orchy	London	June 20
Saxonia	Hamburg	June 25
For		
Crown of Sevile	Orient	Apr. 5
Harpagus	Orient	April 30
Kentra	England	Apr. 30
Sithonia	Hamburg	May 16
Falls of Orchy	Orient	June 30
Saxonia	Hamburg	June 30

Marine Notes.

Towboats will be alongside the schooner Samar, off Linnton, this morning, to assist her into deep water, as she grounded on a mudbank.

Bound for Los Angeles, the steamer Saginaw has cleared with a lumber cargo containing 800,000 feet. She left here yesterday for St. Helens to finish loading.

Coming from San Francisco, the oil tanker Maverick has discharged 200,000 gallons of pearl oil and 100,000 gallons of gasoline and cleared for Seattle to deliver 100,000 gallons of pearl oil and 100,000 gallons of distillate.

Two complaints have been filed at the Custom-House against the steamer Annie Comings for having operated without her name being plainly shown on the bow, and S. H. White has been complained against for failure to exhibit proper range lights on his launch.

Painting is being carried on, woodwork scrubbed and a general cleaning up is in progress aboard the steamer Bailey Gatzert, as she is to resume service Tuesday between Portland and The Dalles, relieving the steamer Dalles City, so the latter can be overhauled.

As her lumber cargo for the United Kingdom is aboard, the British ship Crown of India will be shifted from Westport today and towed to the lower harbor. The vessel has been in the river since December 27, when she arrived from Cape Town.

Bringing another fuel oil cargo, barge No. 93, of the Standard Oil Company's fleet, is due from the south Sunday and she will be towed from the lower harbor by the Shaver steamer Henderson. When the barge is returned to the mouth of the river the Henderson will probably be laid up for a few days.

Last of the vessels of the San Francisco and Portland fleet to leave in the afternoon until October was the steamer Rose City, which got away yesterday. She had a fair passenger list and full cargo. The steamer Kansas City was behind schedule, sailing from San Francisco Wednesday, so she is not looked for in Portland until late tonight. She will sail at 9 o'clock the morning of April 2.

Movements of Vessels.

PORTLAND, March 27.—Sailed—Steamer Rose City, for San Francisco and Los Angeles.

Astoria, March 27.—Sailed at 4:30 A. M., steamer Geo. W. Elder, for San Diego and way ports. Sailed at 6:30 A. M., steamer Navajo, for San Francisco; steamer Northland, for San Pedro, Outside at 4 P. M., U. S. cable steamer Burnside, from Seattle.

San Francisco, March 27.—Arrived—Steamer Roanoke, from San Diego. Sailed at 8 A. M., steamer Nehalem, for Portland. Sailed at 1 P. M., steamer Tamalpais, for Portland. Sailed last night, steamers Kansas City, W. F. Herrin and Carlos, for Portland.

Coos Bay, March 27.—Arrived—Steamer Breakwater, from Portland.

Monterey, March 27.—Sailed at 4 A. M., steamer J. A. Chanslor, for Portland.

Point Lobos, March 27.—Passed at 8 P. M., steamer Oleum, from Port San Luis, for Portland.

Auckland, March 26.—Arrived—Schooner Kona, from Columbia River.

Napier, March 20.—Arrived—Bark Albert, from Portland.

Seattle, March 27.—Arrived—Steamers Shidzuoka Maru (Japanese), from Yokohama; Argyll, from San Francisco; Alki, from Southeastern Alaska. Sailed—Steamers H. C. Henry (British), for Borneo; Admiral Sampson, for Southwestern Alaska.

Everett, Wash., March 27.—Sailed—Steamer Olson & Mahony, for San Francisco.

Raymond, Wash., March 27.—Claremont arrived today from San Francisco and will load for San Francisco.

San Francisco, March 27.—Arrived—Steamers Buckman, from Seattle; Sonoma, from Sydney; Seminole (Br.), from Kelso; Eureka, from Everett; Thomas L. Wand, from Tacoma; Fairhaven, from Gamble. Departed—Steamers Tamalpais, Makawell, for Astoria; Adeline Smith, for Coos Bay; Daisy Mitchell, for Grays Harbor.

Tacoma, Wash., March 27.—Arrived—Steamer Wasp, from Everett; steamer Francis H. Leggett, from Columbia River. Departed—Aurora, for Sydney, via Port Townsend.

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., moderate; wind, west, 12 miles; weather, light rain.

Tides at Astoria Friday.

High.	Low.
4:41 A. M....8.4 feet	12:06 A. M....0.5 foot
6:30 P. M....5.9 feet	11:46 P. M....3.9 feet

Portland Woman's Club to Meet.

The Portland Woman's Club will meet this afternoon at 2 o'clock in Women of Woodcraft Hall. Following the business meeting there will be a violin solo by Miss Modesta Mortensen, accompanied by Miss Jennie Lewis. Current events will be reviewed by Mrs. S. T. Waring and the address of the day will be "Some Phases of Practical Psychology," by Professor Eleanor Rowland, dean of the women of Reed College. After this there will be a social hour.

FOULKES TO RETURN

Trip to Scotland Abandoned for Portland Visit.

CITIZENS URGED TO ACTION

Former Local Minister Fears People Here Do Not Fully Appreciate Approaching Conference of Christian Folk.

Dr. William Hiram Foulkes, formerly pastor of the First Presbyterian Church of this city, and who recently became general secretary of the Presbyterian Board of Ministerial Relief and Sustenation, with offices in Philadelphia, said yesterday in an interview that he finally has consented to give up a trip to Scotland as a delegate to the Pan-Presbyterian Alliance of the World and to return to Portland for the second World's Christian Citizenship Conference, to be held here June 29 to July 6. He reached this decision after the request of the officers of the National Reform Association, under whose auspices the conference will be held.

Dr. William Hiram Foulkes, Who Will Attend World's Christian Citizenship Congress.

"I fear the people of Portland do not realize the magnitude and importance of this gathering," said Dr. Foulkes. in an interview before returning East. "You have so many great and important gatherings that you are inclined to become sated with them. I hope you will realize, however, how important this Citizenship Conference is going to be.

"The people of the East are deeply interested in this event. From all that I can hear, large numbers of people are coming. The programme will be one of the most widespread interest and the speakers will be among the most prominent in America, Europe and Asia.

"I cannot urge too strongly that Portland people make full and complete preparation for this conference. It will bring some of the people from the East whom you want to reach with influences favorable to Portland.

"While I am not actively engaged in the management of the conference, I have given my friends, Dr. Henry Collin Minton, president of the National Reform Association, and Dr. James S. Martin, general superintendent of the association, the assurance of my hearty support."

When asked as to what definite part in the programme he is to have, Dr. Foulkes replied:

"I am to present the subject of 'Old-Age Pensions and Christian Citizenship,' a subject with which I am becoming familiar, as my present task is that of leading the pension movement of the Presbyterian Church."

$10,000,000 Fund Goal.

"What has your church done, and what is it planning to do?" was asked. He said:

"We are striving to raise an endowment of $10,000,000 as a permanent fund. We already have approximately $3,000,000 invested and generous and widespread gifts are coming in constantly. We recently received a legacy of $318,000, and a wealthy Easterner recently gave me $75,000 in cash for our work."

Dr. Foulkes left Portland yesterday for San Francisco and Los Angeles, and will later return to Philadelphia. He will travel over the country in the interest of his work.

"Wherever I go I am an out-and-out booster for Portland," he said.

Dr. Foulkes, besides being a speaker on the programme, will serve as one of the commissioners of the World's Christian Citizenship Conference.

CONFERENCE BENEFIT TOLD

R. W. Raymond Speaks Before Men's Club of Presbyterian Church.

"What the Second World's Christian Citizenship Conference Will Do for Portland" was the subject of an address given last night by R. W. Raymond at a dinner of the Men's Club of the Third Presbyterian Church. Mr. Raymond said in part:

"'What do we get out of it?' seems to be the question Portland is asking about the Second World's Christian Citizenship Conference. I want to say right off the bat that this conference has done more already for Portland than any convention that has ever visited the city. For two years Portland has been heralded to the entire world as never before in its history. Two men of high scholarship have scoured Europe and the Orient, visiting centers of influence and institutions of learning for choicest men as speakers at this conference.

"In America nine field workers have toured the United States and Canada, organizing the states and securing appointments of delegates. These nine men have averaged five addresses a week on the conference, Portland and Oregon. Their addresses, with those made by foreign emissaries, total over 5000. They have reached an estimated total of 1,500,000 people who have been told of the glories of Portland and Oregon.

"The World's Christian Citizenship Conference has been presented to every governing and subordinate Christian church body in America, reaching, on an estimate, 5,000,000 people by word of mouth. No such audience of people has ever been reached with a story of any convention coming to this city. I doubt if all the conventions that have ever met in Portland have had an equally large hearing."

OREGON CITY TO HAVE GAS

Dr. A. L. Beatie Says Plant Will Be in Operation in Year.

OREGON CITY, Or., March 27.—(Special.)—Dr. A. L. Beatie, who has been given a franchise for furnishing a gas plant for Oregon City and the right of way over the streets for mains announced today that the plant probably will be in operation within one year. The franchise will expire in 25 years.

Dr. Beatie was given a franchise more than two years ago, but defects in it caused trouble in financing the proposition. The action of the Council at the last meeting remedied these defects and now the holder of the franchise says he will have no trouble in obtaining all the capital necessary.

Oregon City has had electric lights for many years, but has never had a gas system. As a result, when anything happens to the electric light system, the residents of the city have to resort to candles and kerosene lamps. Dr. Beatie belives that most of the residents will have gas connections as a safeguard and for cooking purposes.

"I expect to get the money for building and equipping the plant in Portland and Seattle," said Dr. Beatie today. "No doubt part of it could be obtained here, but I believe it a good plan to get all the outside capital possible. The plan is to have a complete coal gas plant. About $125,000 will be necessary to build the plant and lay mains on Main and Seventh streets. This done, the system will be extended gradually. It is planned to have a corporation."

NEW PARK IS PROBABLE

County Commissioners Will Donate Four Acres at Lents.

If the city accepts an offer made by the Board of County Commissioners yesterday, Lents will have a full-fledged public park and children's playground as soon as that town is annexed to Portland. In a communication to Mayor Rushlight the commissioners announced that they will donate to the city a deed to the four acres of county land now being used temporarily by the Lents people for a general park, provided that it will be made part of the city's park system.

The land formerly was used as a gravel pit for supplying rock for gravel roads. When the County Commissioners discontinued the building of gravel roads about a year ago it was turned over to Lents for a playground and park. Residents of Lents put through the improvement themselves, building an attractive recreation spot by donated labor. Lents voted at the last election to join Portland.

FADS OF GREAT OPERA STARS ARE REVEALED

Tetrazzini Turkey Trots to Reduce, Beautiful Caroline White Seeks More Beauty and Eats Carrots, and Mary Garden Has Many Fads.

BY LEONE CASS BAER.

HOWARD SHELLEY, the man ahead who cuts the press trail and pulls the bushes aside for the smooth traveling of the Chicago Opera Company, was in Portland yesterday and in the midst of work, real work, too, such as you'd never believe a praise agent could do, he found time to chat about the fads of the three great women artistes who head the musical organization. There's Mary Garden, Luisa Tetrazzini and Caroline White, and if one is to believe a man who has known them individually for seven years, then truly this trio is like unto no other that ever traveled.

"First let me tell you of Madame Tetrazzini's dolls," said Mr. Shelley, who rattles it off so rapidly I had a bunch he had said it all before, and often. "Tetrazzini has the biggest collection of dolls and the collection of biggest dolls in the world. In every town, hamlet, city of every country in which she sings she purchases dolls. They are dressed in the costume of the country she gets them from. Then she has novelty dolls, some that sing, some that dance, many that talk and one marvelous representation of herself, which has a phonographic interior and sings part of her role in 'Lucia.' She is doll mad. In her home in Lugani, Switzerland, there is a suite of rooms set aside for her collection of dolls. Each has a bed, a perambulator, changes of wardrobe and there are two maids whose sole business is to look after them."

Dolls Take Babies' Place.

"Hasn't she any babies?" I asked. "They're nicer than dolls."

"Ah, Madame is the most maternal woman I ever met," asserted Mr. Shelley. "Because she has no children she delights in her dolls as the next best thing."

"She is a dandy cook, too. Last Sunday she cooked the Easter dinner for Mr. and Mrs. Leahy's guests. Mr. Leahy is her manager, you know, and they ate dinner in San Francisco. She wore an Irish crochet apron that must have cost $500 and served spaghetti and fixings to the guests.

"Now let's take Mary Garden," I suggested, as Mr. Shelley paused for breath.

"No, let's leave Mary till the last," he said. "We'll talk of Caroline White.

"What is Car'line's fad?" I asked.

"Carol-ene," he corrected me, pronouncing it as if spelled with an e.

"Oh, Caroline is a Boston girl and has been on the stage only five years. She is the most beautiful woman in the operatic world and divides her time honestly between keeping beautiful and her art. Her great fad is beauty. She talks it, walks it, breathes it, is it.

"Blonde or brunette, slim or fat, old or young?" I begged.

"Brunette," he echoed. "In fact she is loveller than Maxine Elliot. Even Lillian Russell says Miss White is the most beautiful brunette she ever saw. She is Junoesque, Caroline, not Lillian. All day long she cultivates her physical beauty.

"And a part of the night, too, I'll bet," sez I, thinking of retiring creams, and hair brushing—fifty strokes before bedtime, and all the other evils woman is slave to in her chase of beauty.

"Well," sez I, "it's worth it, I reckon, if she is called the loveliest woman on the operatic stage. Now tell me about Mary."

"Oh, ye gods! Mary," echoed that charmer's press agent. "She has so many fads I don't know where to begin, or once begun, where to leave off, but you can believe me, Mary Garden will have some memoirs," asserted the blonde, good-looking Mr. Shelley. (No relation to the poet, because I asked him.)

Then he confided that when she came to town he hoped I'd interview her emeralds. She has a million, it seems, and they hang all over her, some in a necklace are as big as gum-drops.

And speaking of jewels, Tetrazzini has a pair of earrings that weigh 32 carats each. She wears them in the wedding scene of Lucia, and they are fixed so she can screw them in her tiara if she wishes.

Caroline White's carrots pale into utter insignificance beside the carats of Tetrazzini and Garden, eh?

SHASTA LIMITED

TRAIN DE LUXE

In Addition to Its Many Other Up-to-Date Appointments is NOW EQUIPPED WITH

PARLOR CARS

NEW ELEGANT COMFORTABLE

BETWEEN

PORTLAND, TACOMA and SEATTLE

No Extra Fare Between These Points

3 OTHER TRAINS

OREGON-WASHINGTON RAILROAD & NAVIGATION CO. O-W

Steel Flyer—Carrying Cafe, Observation and Steel Coaches. Leaves 8:30 A. M.

Puget Sound Express—Equipped with Cafe, Observation and Standard Sleepers. Leaves 1:45 P. M.

The Owl—The Train for Business Men. Leaves 11:00 P. M.

All Trains Arrive and Depart From Union Depot, Portland.

CITY TICKET OFFICE, THIRD AND WASHINGTON STS.

PHONES—MARSHALL 4500 AND A 6121

PLANT COST GIVEN

J. H. Cunningham Reports on Municipal Project.

ESTIMATE IS $2,433,538

System for Lighting City Could Be Installed on Clackamas River 12 1-2 Miles Distant to Furnish 16,900 Horsepower.

After a detailed investigation of the feasibility of a municipal electric lighting system in Portland, J. H. Cunningham, consulting hydraulic engineer employed by Mayor Rushlight to make estimates of the probable cost of a system on the Clackamas River, has prepared and submitted a report showing that the entire plant could be installed and put in operation for $2,433,538.

The plan as outlined in the report is to install a hydraulic system on the Clackamas River 12½ miles southeast of the city and to extend transmission lines directly into the city to supply all the lights required for the lighting of streets and public buildings.

The report marks completion of the first step in the general investigation which the Mayor is conducting. His plan is to look into the feasibility of plants on two other streams, one south of Portland and another in Washington, near the Columbia River. He is also investigating the possibility and the feasibility of the city acquiring the street lighting system of the Portland Railway, Light & Power Company. In conferences held with officials of the company the question has been considered, but nothing has been done as yet.

Obstacles Are Seen.

Mayor Rushlight said yesterday that as far as his investigation has gone the purchase of the company's system would not seem feasible because of the fact that the street lighting system is closely interwoven with the commercial lighting system.

The investigation which the city is proposing will require probably two or more years to complete. If found feasible it is likely the question of building a plant will be submitted to the voters under the initiative.

The report of Engineer Cunningham shows that for a plant on the Clackamas River the best plan would be to divert the water into a flume 5½ miles in length extending to the site as selected 12½ miles from the city. "A maximum of 16,900 horsepower can be developed here at extreme low water," says the report, "and the minimum constant power is now 6900 horsepower.

Detailed Estimate Made.

"On the completion of the storage reservoir, which the Portland Railway, Light & Power Company will construct, the minimum constant power will be 8360 horsepower and the maximum low water power 21,600 horsepower. This maximum power is provided by a reservoir of 13,000,000 cubic feet capacity at the power-house site and is intended to take care of the hourly load fluctuations, which with an ordinary lighting and power load never exceed three hours' duration.

Following is an estimate of the cost of construction of a plant for the city:

Headworks, $95,780; canals, $30,275; flume, $304,279; reservoir, $175,250; penstocks, $62,409; power-house, $78,831; hydraulic machinery, $93,000; electrical machinery, $108,000; transmission line, $39,470; sub-station and machinery, $100,000; distributing system, initial installation, $800,000; engineering and contigencies, $188,294; land and water rights, $175,000; interest on bonds during construction, 1½ years, at 5 per cent, $182,515; total cost, $2,433,538.

St. Johns Notes

ST. JOHNS, Or., March 27.—(Special.)—City Councilman Roy Wilcox is moving into the Jower block, where he will conduct a rooming-house.

The young people of the United Evangelical Church will give the Philo Christo class a reception at the residence of Mr. and Mrs. J. F. Poff, at 203 East Burlington street, tomorrow (Friday) night.

G. W. Hall is building an addition to his home at 415 South Jersey street.

The following persons have filed with the City Recorder their intention of entering the race for various offices at the election April 2: Mayor, Charles Bredeson, Republican-Democratic; John E. Hiller, Independent; City Recorder, Frank O. Rice, Republican-Democratic; City Treasurer, J. E. Tauch, Republican-Democratic; City Attorney, Perry C. Stroud, Republican-Democratic; O. J. Gatzmyer, Independent; Councilman-at-Large, J. W. Davis, Republican; S. G. Wright, Republican-Democratic; D. Frank Horsman, Democratic; H. W. Waldref, Democratic; R. Markwart, Independent; Charles A. Anderson, Socialist; A. W. Vincent, Socialist; Councilman, First Ward, S. B. Martin, Republican-Democratic; John M. Purrapile, Republican; C. E. Gurlick, Democratic; F. W. Vanlentine, Independent; R. C. Hokes, Socialist.

As the filing closes tonight this will probably be the full slate.

Rev. C. C. Poling, presiding elder of the United Evangelical Church, will hold quarterly conference and preach next Saturday night. He also will deliver a sermon next Sunday morning in the Evangelical Church, at the corner of John and Ivanhoe streets.

E. F. Monahan, youngest son of Postmaster Monahan, has moved from 223 Oswego to 676 Vanderbilt street, University Park, where he will reside with his brother, W. H. Monahan.

George Weis, living at 510 Salem street, who has been suffering with rheumatism for the last three weeks was taken to St. Martin hot springs for treatment. Mr. Weis lost his wife some two years ago and has the care of three small motherless children. He was recently employed at the woolen mill.

A fine new mail box has been set on an iron post in front of the postoffice for the convenience of the public.

Work Rushed on Montesano School.

MONTESANO, Wash., March 27. —(Special.)—Work on the new $85,000 school building now in course of construction, is progressing and all the exterior work has been completed. The work of finishing will be rushed and the contractors will make an effort to have it ready for the installation of fixtures by July 1.

Monmouth Merchants Try Delivery.

MONMOUTH, Or., March 27.—(Special.)—The merchants of this city have co-operated in hiring a general deliveryman to make three daily trips over the city. The bids are now open, and the work goes to the lowest responsible bidder.

Have you tried the half-size pieces?

CRYSTAL Domino SUGAR

In 2 and 5 pound Sealed Packages Full and half-size pieces.

THE AMERICAN SUGAR REFINING CO. New York City

The Line Is Open

Six Daily Trains

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OBSERVATION PARLOR CARS ON LIMITED TRAINS TO SALEM, ALBANY, CORVALLIS, EUGENE

FIRST-CLASS COACHES ON ALL TRAINS

Leave	Local	Limited	Local	Local	Limited	Owl
Portland	6:30 a.m.	8:40 a.m.	11:00 a.m.	2:25 p.m.	5:00 p.m.	12:01 a.m.
Arrive						
Salem	8:30 a.m.	10:10 a.m.	1:05 p.m.	4:20 p.m.	6:30 p.m.	2:05 a.m.
Albany	9:40 a.m.	11:15 a.m.	2:05 p.m.	5:30 p.m.	7:20 p.m.	6:00 a.m.
Corvallis	10:07 a.m.	11:40 a.m.	2:30 p.m.	6:00 p.m.	7:55 p.m.	8:10 a.m.
Eugene	11:15 a.m.	12:30 p.m.	.....	7:10 p.m.	8:50 p.m.	7:50 a.m.

Portland time shown is Jefferson-Street Station; time at North Bank Station is twenty minutes earlier.

"The Owl" carries a standard sleeper, open to passengers at 9:30 P. M. at North Bank Station.

CITY TICKET OFFICES

Fifth and Stark Sts. 10th and Morrison Sts. 10th and Stark.

PASSENGER STATIONS

Eleventh and Hoyt Streets. Front and Jefferson Streets.