

BRITISH SHIPS SAID TO HAVE ADVANTAGE

Robert Dollar Explains Why He Is in Favor of Free Tolls for America.

DISCRIMINATION IS DENIED

Steamship Owner Tells of Contract to Carry 25,000,000 Feet of Lumber From British Columbia to Connecticut.

"Even with free tolls for American ships engaged in coastwise trade it would be impossible for them to compete with British ships carrying lumber from British Columbia through the Panama Canal to American ports," said Captain Robert Dollar, owner of the Dollar line of steamships, who arrived on the steamer Breakwater yesterday from Coos Bay.

"It is a remarkable state of affairs they have got us into," he continued, "and you may be surprised when I tell you that, even with a toll of \$1.50 on each 1000 feet of a British ship and no charge for the American ship, the American ship would be losing in the neighborhood of \$2.50 on each 1000 feet."

He said that the American bottom is handicapped by interest, insurance and depreciation charges amounting to 17 per cent of the value of the ship, and that the extra charge for an American crew amount to more than another 4 per cent, so that the tolls on British ships deducted there is still a deficiency for the American owner.

"There is no American lumber ship on the Pacific Coast big enough to make it pay to carry lumber through the canal," said Captain Dollar. "The distance by way of the canal to New York is about the same as to Shanghai, and it does not cost anything to go through the canal, and a half time as much as 3,000,000 feet of lumber that distance and 5,000,000 is better. There is no ship on this coast engaged in the coastwise trade that carries anything approaching that amount of lumber. I am informed that they are going to charge toll on decks of lumber, which will amount to about 25 to 30 cents a thousand more, and that will be a little more in favor of the toll-free American vessel, but still leave a wide deficiency.

"My four American ships are smaller than my four British-built ships, but this is not surprising when you take into account that ships built in America cost about two and a half times as much as the same tonnage ship built in Great Britain," said Captain Dollar, in reply to a question as to why most of his ships are British. "I have another building, or rather contracted for, and two chartered for the China trade pretty nearly all the time."

Captain Dollar said that he had convinced the editor of the London Times of his mistake in the view he took on the canal question by drawing attention to the words, "and there shall be no discrimination."

"If you ignore that," he said, "I told him, 'we are still not negotiating with free tolls for American ships because no other nation can engage in coastwise trade.'"

"If all ships were to be charged the same rates that would be different, but the sole object of the treaty, in my way of thinking, is to prohibit our ships engaged in coastwise trade from being exempt from paying tolls. That is what the treaty is all about."

Captain Dollar has just made a contract for 35,000,000 feet of lumber from British Columbia to Connecticut, Conn., to be shipped to the Canadian Stewart Company of Toronto.

CROWDS VISIT BIG VESSEL

Officers Needed to Keep Persons From Falling Off Dock.

From 1 to 5 o'clock yesterday crowds thronged the decks of the steamship Cardiganshire, the Royal Mail packet line, to get a view of the largest vessel that ever took a crew of 121. The ship, she is a good example of modern freight and passenger steamers and is fitted up with every improvement known to the shipping craft.

Her size alone proved to be a drawing card. She measures 520 feet in length, is 82 feet wide and has a depth of hold of 38 feet. She will carry 17,500 tons on a measurement basis and 12 cabin staterooms, but can be fitted up to accommodate 150 first-class passengers and 1500 steerage. She carries 22 officers and a crew of 121. The ship is one of eight that are being built especially for the Panama Canal trade.

Custom-house officers and police were necessary to keep the crowds back on the North Bank dock yesterday afternoon so that no one would be crowded off the dock into the river. Nearly every car on the Sixteenth street and North and South Portland lines during the afternoon discharged its entire load of passengers at the corner of Sixteenth street and Oregon streets. Many had to wait half an hour or more before they could cross over the narrow gangplanks. Some of the motor cars were disabled by the leaders and perched on the prostrated masts, from which points of vantage they hailed every passing craft.

VANCOUVER FERRY INSPECTED

Government Official Finds Boilers of Craft in Good Shape.

VANCOUVER, Wash., March 22.—(Special.)—The Government inspector of boilers and steamboats found the boiler of the City of Vancouver in good shape in good condition, after subjecting it to a rigid test. A pressure of 280 pounds a square inch is allowed. While the ferry was being inspected Wednesday a smaller boat carried passengers across, but all vehicles had to wait.

Hassalo to Replace Harvest Queen.

CATHLAMET, Wash., March 22.—(Special.)—In three or four weeks the steamboat Hassalo will replace the Harvest Queen for 30 days on the daily run between Portland and Astoria. The latter vessel undergoes its annual overhauling.

News From Oregon Ports.

COOS BAY, March 22.—(Special.)—The schooner Adeline Smith arrived from San Francisco last night at 8:30 to load at the C. A. Smith mill. The Astoria lumber and passenger carrier put on the Coos Bay-San Francisco run this week, sailing today from North Bend with a fair list of passengers.

been sold to Seattle parties and will be delivered this week at San Francisco, carrying a cargo of lumber from Bandon.

Carrying a cargo of lumber from the Simpson Mills at North Bend, the steam schooner A. M. Simpson sailed today at 8:30.

The Coos County Colliers Company announces the steam schooner George Dollar will carry coal from the Rivermouth on occasional trips. Rivermouth is 18 miles from Bandon on the Coquille River.

Marine Notes.

The steamer Breakwater arrived from Coos Bay at 12:15 o'clock yesterday. She brought up 90 passengers among whom were Robert Dollar, owner of the Dollar Line of steamships, and his son Stanley, and George Rotemer, manager of the Wooten Mill across Coos Bay. Captain Maggen reported that the weather was fine, with fresh northwest winds and a smooth sea.

MAJOR COMMENDS MEMBERS OF HARBOR PATROL.

Saving of Burning Ship's Crew in Face of Danger Wins Letters of Praise From Executive.

Replying to a letter from Harbor-master Speler commending Harbor Patrolmen Tilton and Webster and Harbor Patrol Engineer Jaekel for their bravery in the face of danger in the recent fire on the steamer Cricket, Mayor Albee has officially acknowledged the work of those officers in the big waterfront fire that wiped out large holdings March 12.

Mayor Albee has also called the Mayor's special attention to the fact that Tilton handled the Chinese on the Cricket in an excellent manner, and that Webster saved the lives of two of the Cricket's crew, and that Engineer Jaekel performed his work in charge of the patrol boat Edder in the face of the greatest danger, keeping the vessel afloat and saving the lives of the crew.

"It is with pleasure that I am able to express to you my appreciation for your bravery in assisting in saving two lives and the vessel on the Cricket. I am glad to know that the men in the city's employ are not afraid to face danger. It is a pleasure to me to know that we have men who do not shrink in the face of danger. I write you this to let you know that it is appreciated by those in charge of the city's work."

MARINE INTELLIGENCE.

Steamer Schedule. DUE TO ARRIVE. Name. Date. Allandale. Eureka. Mar. 23. Bevo. Los Angeles. Mar. 23. Heaver. Los Angeles. Mar. 23. Rose City. Los Angeles. Mar. 23. Vucian. Los Angeles. Mar. 23.

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Portland's Building Directory

Table with columns for Board of Trade Building, Selling Building, and Chamber of Commerce Bldg., listing various firms and their addresses.

Mayor Speiler Is Recognized

Mayor Speiler is recognized for his bravery in the face of danger in the recent fire on the steamer Cricket.

Spalding Building

Table listing various firms and their addresses under the Spalding Building header.

Wilcox Building

Table listing various firms and their addresses under the Wilcox Building header.

Deep Water Urged

Vancouver Club Tells What Channel Means to City.

Senator Jones Gets Data

Traffic Now Diverted to Portland, 12 Miles Out of Way, Could Be Handled at Saving if Harbor Is Suitable, Is Argument.

Government Official Finds Boilers of Craft in Good Shape

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Portland Business Directory

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Wholesale and Manufacturing

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Mother's Advice To Her Daughter

A Real Live Doll to Fondle's Woman's Greatest Happiness.

She is wisdom itself who knows of or learns of that famous remedy, Mother's Friend. It is an external application for the abdominal muscles and breasts.

It has a wonderful influence, it lays all the ailments of the abdomen, the pain, is a grateful encouragement to the expectant mother, and permits her to go through the period happily in mind, desiring to anticipate woman's greatest happiness as nature intended she should.

The action of Mother's Friend makes the muscles pliant and responsive to expansion, thus allowing the abdomen to expand, and in place of a period of discomfort and consequent dread there is a season of calm repose and joyful expectation.

There is no nausea, no morning sickness, no nervous twitching, none of that constant strain known to so many women.

This splendid remedy can be had of any drugist at \$1.00 a bottle. Write to Brad Regulator Co., 252 Lamar St., Atlanta, Ga., for their book to expectant mothers.

CLASSIFIED AD. RATES

One time and two consecutive times. 10c. Same and six or seven consecutive times. 35c. The above rates apply to advertisements under 'New' and 'Other' classifications except the following:

For Rent, Rooms, Private Families, Situations Wanted, and Personal Advertisements will not be accepted for less than 10c per line.

For Classified advertisements charge will be based on the number of lines appearing in the paper, regardless of the number of words in each line. Minimum charge, two lines.

Oregonian will accept classified advertisements over the telephone, providing the advertiser is a subscriber to the paper. No price will be quoted over the phone, but bill will be rendered the following day.

When the advertiser is not in the office, the advertiser must be reached by telephone. Situations Wanted and Personal Advertisements will not be accepted for less than 10c per line.

Oregonian will not guarantee accuracy of telephone advertisements. Advertiser is responsible for more than one incorrect insertion of any advertisement offered for more than one insertion.

Advertisements to receive prompt classification must be in the Oregonian office before 10 o'clock at night, except Saturday. Closing hour for the Sunday Oregonian will be 6 o'clock Saturday afternoon. The office will be open until 10 o'clock P. M., as usual, and all ads received too late for proper classification will be run under heading "Too Late to Classify."

FUNERAL NOTICES

HICKBY—At the family residence, 103 1/2 Third street, Astoria, at 11 A. M. March 21, Mrs. Ellen Hickby, beloved wife of Mr. Frank Hickby, aged 68 years.

BOYLE—March 22, at 11 A. M., at the residence of Mrs. Boyle, 507 Commercial street, Portland, Oregon, Mrs. Boyle, aged 92 years.

KENNA—March 22, at 8:45 A. M., at the residence of Mr. and Mrs. James Kenna, 407 Commercial street, Portland, Oregon, Mrs. Kenna, aged 84 years.

REDFERN—At Roseburg, Or., March 19, Frank Redfern, aged 24 years, son of Mr. and Mrs. Redfern of Oregon City. Friends are invited to attend the funeral service at the residence of Mrs. Redfern, 407 Commercial street, Portland, Oregon, at 11 A. M., Monday, March 23.

MAGILL—At Los Angeles, Cal., March 15, Mrs. Magill, aged 24 years, daughter of Mr. and Mrs. Magill of Astoria, Oregon. Funeral service at the residence of Mr. and Mrs. Magill, 407 Commercial street, Portland, Oregon, at 11 A. M., Monday, March 23.

MR. EDWARD HOLMAN, the leading funeral director, 219 Third street, corner Salmon street, Astoria, a 1311, Main 567.

East Side Funeral Directors, 414 East Main street, Astoria.

DUNNING & MENTER, funeral directors, 7th and Pine, Phone Main 436, Lady Astoria, Oregon.

SNEEWS UNDERTAKING COMPANY, 36 1/2 N. Main street, Astoria, Oregon.

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