

CONFERENCE AT SAN FRANCISCO THOUGHT IMPORTANT.

AVERRILL HARRIMAN THERE

Fact That J. D. Farrell and J. P. O'Brien to Attend Meeting Likely to Mean Augmented Steamship Service Here.

Maritime and commercial interests that sit around whittling sticks and criticizing the San Francisco & Portland Steamship Company for apparent disinterest in the future Oregon-California trade because announcements has not been made that the fleet will be augmented in view of the move of the Hill lines in building the steamer Great Northern and Northern Pacific for the Astoria-San Francisco route, have been given food for thought at a meeting of the O. W. R. & N., and Union Pacific officials staged at San Francisco.

The departure last night from Portland of J. P. O'Brien, vice-president of the O. W. R. & N. and of the San Francisco & Portland line, who goes to San Francisco to meet J. D. Farrell, president of both companies, and Averill Harriman, son of the late E. W. Harriman, who is a director of the Union Pacific, is taken to mean that there is a movement afoot bearing on increasing the steamship service.

When in Portland last year Mr. Harriman and Mr. O'Brien went over the steamer Bear from Astoria to meet the former evinced more than passing interest in her passenger accommodations and cargo capacity.

Shortly before that deck and engineering officers, as well as stewards of the fleet, were asked to forward to G. L. Blair, general manager, written recommendations of changes and improvements they would suggest in the steamer Beaver and Bear, to be used as guides should it be decided to build other vessels. The official announcement of the construction of the Hill liners, which are planned mainly for passengers and built for high speed, then was made, while it is also understood that the North Pacific Steamship Company will have the steamer Roanoke, Geo. W. Elder and the Oregon on the Portland-California run during the 1915 fair, operating on a five-day schedule, instead of a weekly schedule, as at present.

Mr. Farrell departed for San Francisco about two weeks ago and it is assumed that after going over the steamship situation with General Manager Blair a decision was reached to place the matter of building more liners before other officials.

STEAM SCHOONERS ARE BUSY

List of Disengaged Tonnage in South Is Being Rapidly Diminished.

But ten steam schooners remain on the idle list within San Francisco Bay, says Captain Higgins, master of the steamer O. M. Clark, which is working a part cargo of lumber at Inman-bluffs, and the remainder are at the wharves for San Francisco, after having been laid up in the south for 30 days.

About two months ago there were 25 steam schooners disengaged and early in the fall the number was estimated variously at from 30 to 50.

Since the lumber trade between northern ports and the Golden Gate went from \$3 to \$2.50 a thousand feet more steamers have been employed and it is thought there will be a further advance before summer. On the first lumber movement is expected. The steam schooner owners are quoting \$2.75 a thousand feet, \$1.50 is accepted as the demand for material has not attained its former strength.

MATHLOMA IN COMMISSION

Government Sends Snagboat to Clear Upper Willamette.

Bent on her annual snag-pulling campaign on the Upper Willamette River, the steamer Mathloma is due to leave the Government wharves today, and it will be the mission of her crew to remove every obstruction to navigation that can be done by means of a derrick.

From two to three months is usually taken by the Mathloma in snag-pulling, after which she returns to Portland and changes her gear for dredging equipment and goes back over the trip to work with the dredge Champeong in reducing shoals. On the first trip upstream the crew of the Mathloma sounds over the shoals so as to have data on which to operate when dredging. The Champeong has been at work for a week cutting the last of the six-foot channel between Portland and Oregon City.

COLUSA "TALKS" OVER RANGE

Grace Steamer Sends Word From Chilean Coast to Galveston.

It sending a radiogram from the coast of Chile over the mountainous area of South America so that the message was received direct by an operator at Galveston, is a performance credited to an operator aboard the British steamer Colusa, of W. R. Grace & Co.'s line, which operates regularly from Portland to the lower end of the West Coast. The radiogram was relayed by land wire from Galveston to the San Francisco office of the company.

While some of the oil tankers plying along the West Coast have communicated with Galveston, it was only recently that the wireless plant has been "tuned" so as to reach beyond the mountains. The plant on the Colusa is powerful and usually she keeps in touch with her owners.

QUEEN TO DON SUMMER GARB

Hassalo Slated for Lower Columbia River Run Next Week.

Intending to obliterate all signs of wear and tear following her regular operation on the Portland-Astoria run during the winter, "Captain" Budd, superintendent of the O. W. R. & N. water lines, has ordered the steamer Harvest Queen withdrawn this week for an overhauling and the steamer Hassalo will replace her Sunday night for the lower river.

It is estimated that a month will be required in which to go over the Harvest Queen, which has been overhauled and a large amount of repainting done. "Captain" Budd plans to get her in readiness for the North Beach season, which he predicts will be decidedly active.

LAW HITS HARRISON LINER

Lack of Communication With Wireless Room is Remedied.

Foreign vessels coming within the scope of Federal wireless regulations governing equipment are having their hulls these days and the latest order to comply with the law is the

SAVED FROM WHITE SLAVERY The Salvation of Nance O'Shaughnessy

One of the most remarkable human documents ever drawn from the shadows of a great city.

Impressive in situations. Inspired in truth.

Big and masterful in its move for betterment.

BESSIE EYTON, as Nance

GLOBE THEATER, ELEVENTH AND WASHINGTON STS.

COMEDY: "THE VISIONS IN THE WINDOW."

Canal Passage is Planned

Willapa Harbor Cargo Expected to be Among First.

Harleiden, Under Charter to Ocean Lumber Company, to Take 3,750,000 Feet for Buenos Ayres.

RAYMOND, Wash., March 31.—(Special.)—The British steamer Harleiden, under charter to the Ocean Lumber Company of Seattle, agents for Price & Pierce, of London, is on her way to Raymond, where she will load a full cargo of 3,750,000 feet of wharf and dock lumber for Buenos Ayres.

Entire Movement Exceeds Showing for Corresponding Period.

Combined coastwise and offshore lumber cargoes from Portland for the month ending yesterday aggregated 35,241,599 feet, of which there were 19,410,000 feet in the former column and 16,741,599 feet for foreign, the latter being valued at \$182,090. There was a gain of more than 2,000,000 feet over March, 1913, when the total was 33,241,599 feet.

News From Oregon Ports.

COOS BAY, Or., March 31.—(Special.)—The Redondo, delayed one day by a rough bar, sailed today with lumber for San Diego and passengers for coastwise ports.

ASTORIA, Or., March 31.—(Special.)—The Columbia River Packers' Association ship Reuka sailed today for Chignik Bay, Alaska, with a cargo of canary supplies.

The crippled schooner Cricket, damaged during the recent waterfront fire in Portland, sailed today for San Francisco to be repaired.

The electric that has been under construction overhauling at the Wilson Boat Yards, was placed in commission today.

The German steamer Luxor in en route from Astoria with lumber and will probably get away today for Australia via Puget Sound.

Women of Clan Entertain.

A musical programme, rendered in part by seamen from various ships now at Portland, comprised the concert given last night in the Seamen's Institute, 125 Fifth street North, by the Women's Auxiliary of Clan Macleay.

Word has been received of the death at San Francisco of Captain F. Lucas, who conducted a launch service on San Francisco Bay, was in the city yesterday, accompanied by Mrs. Crowley.

From Mersey dock the steamer Rosalie Mahony left yesterday for St. Helens to start her lumber cargo and finishes at Knappont. The Yosemite vessel is under charter to W. R. Grace & Co. for a lengthy period to the south in the evening.

Her lumber cargo not being loaded as rapidly as planned, the Royal Mail steamer Cardiganhire will not get away from Linton today, and is expected to depart tomorrow for the Orient and Europe.

Plans are under way to equip the British steamer Strathendrick, which is to be used in the service of the Union Oil Company, with additional passenger accommodations. Every berth has been taken for her first voyage.

To assist in channel work above the Hawthorne-avenue bridge, the Port of Portland dredge Willamette was towed to Inman-Poulsen's yesterday from municipal dock No. 1.

H. L. McCollum, who was purser on the steamer Breakwater previous to three years ago, has accepted the berth of purser on the steamer Arline, which leaves tonight on her second voyage to San Francisco by way of Coos Bay.

AMUSEMENTS

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Portland's Building Directory

Board of Trade Building

Selling Building

Chamber of Commerce Bldg.

Lewis Building

Spalding Building

Wilcox Building

Weather Hits Voters

Registration Falls Back Into Rut Again.

Second Elephas Exposed

Woodland Paving is Let

Ashland Bank to Move

Kosmos Lumber Completing Lumber Cargo at West-Port Plant for Delivery in Australia.

German Steamer Luxor.

Our Mutual Girl

The Cat's Paw

A Rural Demon

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Students practice in their large gymnasium.

Pupils Declared Healthy

Dr. Calvin S. White Receives Report of State School Nurse.

Tunnel Work Begins Today.

MARSHFIELD, Or., March 31.—(Special.)—Lamm Brothers, who have the contract for boring the first 1000 feet from the bottom of the Schofield field creek tunnel, the longest of the Willamette-Pacific Railroad, will start work on April 1, having completed the preliminary work.

How to Prevent Acid Stomachs and Food Fermentation

By a Stomach Specialist.