2000 PORTLANDERS WILL GO TO FLAVEL

Great Crowd With Several Bands Will Welcome Big Liner to Oregon Berth.

BANQUET TO BE FEATURE

Towns From All Around Will Participate in Celebration Which Will Include "Wedding of Sail and Rail" and Addresses.

Another link will be forged today in the figurative chain that binds Oregon and California.

The steamship Great Northern, which left San Francisco at 10:30 yesterday morning will enter the Columbia river at 12 o'clock today and will reach the Flavel docks at 12:30.

A monster crowd of Oregon people will be there to bid her welcome.

Two special trains will leave Portland at 8 o'clock this morning, carrying more than 1600 people.

A private party of railroad officials, headed by J. M. Hannaford, president of the Northern Pacific, will go out at 7:30. Many others left last night. The aggregate number of Portland people who will be on the Flavel dock when the Great Northern arrives doubtless will be more than 2000.

To this group will be added enthusiasts from St. Helens, Rainier, Clatskanie and other way points.

Astoria, Warrenton and other cities at the mouth of the Columbia will turn out in full force. Virtually the entire population of those places will be there.

Two brass bands will go from Portland. Astoria will provide another band and a drum corps, while Warrenton and Seaside also will furnish bands.

Vociferous Welcome Planned.

All these musical organizations will unite to send up one joyous volume of sound as the ship nears its port, accompanying the cheers of the people.

Hundreds of persons tried to buy tickets at the steamship company's office at Fifth and Stark streets yesterday, but had to be refused. Every available coach has been ordered into service. Every available seat has been sold. The demand for tickets far exceeded the expectations of the North Bank Railroad officials who are handling the excursion. All the equipment that could be borrowed from the other railroads has been procured, but still there is not enough.

It shows that the people of this state are deeply interested in the inauguration of this new steamship service, and in the invasion of the California territory by the Great Northern and Northern Pacific railroads.

The excursion trains will not stop at Astoria today. They will run through to Flavel, and are due to arrive there at 12 o'clock. The Elks' band and the Rosarian band will line up at the dock and play a salute. As the passengers leave the vessel they will be presented with roses brought from Portland by the Rosarians.

Boat Train to Be Run.

A special train will leave the Flavel dock at 1 o'clock to bring the steamship passengers to Portland. The train is due here at 5 o'clock.

Luncheon will be served at Flavel after the steamer docks and opportunity will be given to inspect the vessel.

One of the excursion trains will leave Flavel early in the afternoon, arriving here at 7 o'clock. Another will leave later in the day.

A simple programme of addresses is scheduled to take place in front of the Flavel hotel a little while after the ship comes in. A little charade, entitled "The Wedding of Sail and Rail," intended to typify the service inaugurated by the Great Northern and her sister ship the Northern Pacific, will be staged some time in the afternoon.

One of the formal events of the day will be a banquet at Astoria in the evening. This will be offered by the people of Astoria in recognition of the big event. Excursion tickets will be good returning on Wednesday so that those who want to, can stay for the banquet.

All Clubs to Be Represented.

Every commercial organization in Portland will be represented in the party today. Each such organization has chartered a car or two. Fun and goodfellowship will prevail on the trip down the river.

Reports from San Francisco indicate that the Great Northern has a full cargo of freight, as well as a complete passenger list, on her initial voyage. Among the passengers are George F. Baker, Jr., vice-president of the First National Bank of New York; Walter J. Hill, son of James J. Hill, with Mrs. Hill and their daughter; A. D. Charlton, assistant general passenger agent of the Northern Pacific, with Mrs. Charlton and family; Mrs. George Flavel, wife of the founder of the town of Flavel, and her daughter, Miss Nellie Flavel; Sanford Hirsch, of Portland, and others.

The Great Northern is due to leave Flavel for San Francisco at 1:30 P. M. Wednesday. A special steamer train will leave Portland at 9 o'clock Wednesday morning to carry passengers to the docks. The train will arrive at 12:30, allowing an hour for passengers to transfer.

The ship will sail from San Francisco on its second northbound trip on Friday and from Flavel on Sunday. A sailing is scheduled from either terminal every other day.

GREAT SHIP CHEERED ON WAY

Ovation Tendered New Liner Sailing From San Francisco for Flavel.

SAN FRANCISCO, March 15.—(Special.)—The monotonous beat of Indian tom-toms and the seductive strains of "My Honolulu Tomboy" mingled in a farewell as the giant turbiner Great Northern, Captain Ahman, steamed from pier 25 this morning on her first trip to the Columbia River, inaugurating the express service of the Great Northern Pacific Steamship Company from this port.

High up on the deck of the liner as she steamed slowly from her berth was the ship's Hawaiian quintet, which strummed the airs of the tropic isles. On the far end of the dock were the Indians from Glacier Park, gay in paint and feathers, who danced to the slow beat of tom-toms.

Such was the farewell given to the largest liner in the coastwise traffic out of San Francisco as she steamed on her maiden trip, and it was a contrast which has never been equaled in the history of steamships leaving San Francisco for either oversea or coastwise ports.

The big turbiner steamed for the Columbia River with 250 passengers, and there were hundreds on the dock to wish them Godspeed.

Education Expert Talks.

Dr. S. B. Capen, specialist for the National Bureau of Education, spoke at the morning chapel service and before a class in educational administration at Reed College yesterday.

The bureau was organized to collect statistics about the public schools of the country. In recent years it has interpreted statistics and given advice and aid. One of the chief functions in relation to higher education has been to standardize colleges and universities. The bureau recognized about 600 colleges and universities in the country which have met certain arbitrary requirements set by the bureau. About 400 other institutions have not yet come up to these requirements.

FIRST DEBATE IS TONIGHT

Interclass Preliminaries at Reed College to Be Held This Week.

The preliminary debates in the interclass contests at Reed College will be held this week and the winner will meet for the final debate later in the year. The seniors debate the juniors tonight and Thursday night the freshmen clash with the sophomores. The question is: Resolved, That the United States should adopt a policy looking toward the gradual decrease of the Navy." The junior and freshmen teams will uphold the affirmative in the preliminary contests. The members of the senior team are Delbert French and Robert Sabin and the junior representatives are Lloyd Carrick and George Axtell. The freshmen team for Thursday will consist of Edward Shears and Charles Cohn and the sophomores will be represented by Clyde Beals and Horace Miller. Professor Josephine Hammond, Dr. H. B. Torrey and Dr. W. F. Ogburn will act as judges tonight. The debate will be held in the college chapel.

SEATTLE STRIKE BEING EXTENDED

Union Longshoremen Refuse to Handle Other Vessels, Giving No Explanation.

GLENGYLE WORK IS SLOW

No Disorder Apparent Yet, but Organized Labor Is Irate Because It Has Contributed to Upkeep of Idle Now Taking Places.

SEATTLE, March 15.—Deep-sea shipping at Seattle is demoralized by the general abstention from labor of the union longshoremen, who today extended the boycott established last week against the Royal Mail liner Glengyle because she discharged part of her cargo at a wharf in Vancouver, B. C., where truckmen were on strike. The Glengyle got a crew of men here from the Hotel Liberty, the city home for destitute workmen, and for three days has been trying to unload 1000 tons of Seattle cargo.

The Hotel Liberty men are without experience and are making slow progress.

Without warning union longshoremen today failed to appear to unload the American-Hawaiian liner Ohioan and the Nippon Yusen Kaisha liner Sado Maru, though neither ship had touched the boycotted Vancouver wharf. The union men also failed to furnish full crews for handling of Alaska Steamship Company freight, although the company does no business with the Vancouver wharf. The Pacific Coast Steamship Company, which sometimes uses the forbidden wharf in Vancouver, was also delayed.

It had been supposed that there were only 300 longshoremen in Seattle belonging to the union and that most of the waterfront workmen were non-union, but all the men, union and non-union apparently are sticking together.

There has been no disorder of any consequence along the wharves. A few extra police are on duty. Employers have not taken measures to employ nonunion crews, as they have not had any formal notice of the striking union. The matter of wages is not involved here and the waterfront employes have been on better terms with their men during the past year than ever before in the history of the port.

The attempt to unload the Glengyle with nonunion longshoremen is expected to bring about a general strike of union longshoremen here and the trouble may extend all along the Pacific Coast. The American-Hawaiian liner Ohioan and the Nippon Yusen Kaisha Sado Maru, and the wharves at which the vessels are lying have had no trouble of any kind with the unions and expected to be able to keep out of the tangle that grew from the Canadian Pacific reducting the wages of truckman at its dock in Vancouver.

The Seattle labor unions, which assisted in equipping the Hotel Liberty, Seattle's home for destitute men, are enraged at the hotel furnishing non-union men to unload the Glengyle. The hotel had previously provided a non-union crew for a sailing vessel. The Seattle Central Labor Council, the president of which is a member of the City Council, is expected to protest to the latter body.

The Russian volunteer fleet steamer Yaroslav, carrying American artillery and ammunition for the Russian army, which was delayed by the strike, sailed from Vancouver for Vladivostok Saturday night.

Late today all the lines affected assembled and gangs obtained from quarters frequented by unemployed men and began working their cargoes. The employers said the union had demanded that instead of picking crews at the wharves, as has been customary, application must be made to the longshoremen's hall and only such men engaged as selected by the union's agents. The companies refused to consider this demand, which was not a part of their agreement with the union, and decided to employ only nonunion longshoremen.

J. A. Madsen, secretary-treasurer of the Pacific Coast District, International Longshoremen's Association, who returned to the city Sunday from Seattle, expects to leave tonight for the Puget Sound district to keep in touch with the situation there. There had been a general meeting of the Coast body in the north and other officers who passed through Portland on their way home were John Kean, president; James Gordon, Portland; M. T. Doyle, of San Francisco, business agent of the Riggers' and Stevedores' Union; James Reed, of San Pedro, a member of the executive board; also C. H. Thompson, of Astoria.

Mr. Madsen said yesterday that while nonunion men were being worked at the northern ports, there had been no trouble of any sort and negotiations had been carried on amicably looking to a settlement. Mr. Madsen was noncommittal as to his opinion of the outcome.

GUARANTEE IS UNAVAILING

Glengyle Will Not Risk Detention, as Cargo at Orient Is Conditional.

In spite of the assurances from the committee of the Chamber of Commerce of Portland that the British steamer Glengyle would be properly dispatched, the Glengyle, as announced in The Oregonian yesterday, will not come to Portland and her Portland cargo probably will be sent by rail from Portland to Seattle to be loaded there.

A telegram to this effect was received late yesterday from Frank Waterhouse, North Pacific agent for the Royal Mail Steam Packet Line, with offices at Seattle, sent to O. M. Clark, chairman of the special committee in Portland, which was endeavoring to adjust the matter.

The reason assigned for the decision not to send the Glengyle to Portland was that she is scheduled to take on a heavy cargo in the Orient for the United Kingdom and that on this cargo definite cancelling dates have been set, which makes it impossible for the company to risk any chance of delay that might arise in Portland on account of labor troubles with the longshoremen.

A general meeting of the officials of the old Commercial Club and Chamber of Commerce was held at 12 o'clock yesterday to consider the question and a committee was appointed, consisting of O. M. Clark, C. C. Colt, J. C. Ainsworth, Joseph Ganong and Morton Insley, to confer with the representatives of the longshoremen and communicate with Mr. Waterhouse, assuring him that the community of Portland guaranteed the handling of the ship if sent here.

The committee conferred with representatives of the longshoremen, who informed them that under the conditions it would not be possible for them to work the ship if it was sent to this city.

The committee then sent its message to Mr. Waterhouse pledging the community to assure proper dispatch in handling the vessel, and invited the ship to be sent. Mayor Albee announced that, without taking sides either for or against the labor organizations, he would pledge police protection to the ship in case labor disturbance arose. The Dock Commission announced that the municipal docks were prepared to take care of the ship, and the committee guaranteed to raise a sufficient force of men to handle the cargo.

It was hoped when this information was received by Mr. Waterhouse that he would decide to send the ship on. In his telegram replying that the Glengyle would not be sent, Mr. Waterhouse expressed his deep thanks to the business men of Portland for their activity in the matter, but pointed out that it would be impossible to take the risk of any delay at this time.

SUIT TIES UP NEEDED SHIPS

Five Seattle Vessels Wanted in Trade Held in Court.

SEATTLE, Wash., March 15.—(Special.)—While all the world is on the lookout for merchant tonnage, five Seattle-built and Seattle-owned vessels, the fleet of the insolvent Globe Navigation Company and practically the largest unit of neutral tonnage unengaged on the Pacific Ocean, is tied up at Eagle Harbor and Grays Harbor in litigation.

While composed of sailing craft with a total capacity of not more than 5,000,000 feet of lumber, charter rates are being offered today that rival fixtures for steam vessels in normal times. All sail charter rates from Puget Sound and the Pacific Coast, in fact, have been eclipsed by offers received by the trustee in bankruptcy for the Globe Navigation Company.

The five vessels are the schooners William Nottingham, Willis A. Holden, Alex T. Brown and J. W. Clise at Eagle Harbor and the schooner Wilbert L. Smith at Grays Harbor, all ready to undertake a voyage on short notice. They were built in Seattle especially for the lumber trade to the West Coast of South America and the Pacific coastwise trade. Following a reported disagreement among the stockholders of the owning company and the decision to close up the affairs of the concern, one by one the vessels of the fleet have been tied up, the first in July and the last in October.

CROP SUMMARY IS ISSUED

Cereal at Portland and Interior With Shipments Shown.

In a crop distribution summary issued yesterday by the Merchants' Exchange, total Northwest wheat shipments, from July 1, 1914, to March 1, 1915, which include flour reduced to wheat measure, amounts to 29,726,534 bushels, and with 19,000,000 bushels added for seed and home consumption, the aggregate is fixed and 48,726,534 bushels, while 2,700,000 bushels subtracted as representing the carry-over from last year, leaving 46,026,534 bushels.

From Portland the total wheat and flour shipments, as reduced, are given as 14,644,800 bushels and from Puget Sound 15,681,734 bushels. At the same time the total straight wheat shipments from Portland were 11,844,653 bushels and from Puget sound 7,779,373 bushels. Stocks at tidewater March 1 were 3,000,000 bushels and at interior points 6,750,000 bushels. The statement places March shipments, as assured by tonnage available, at 3,000,000 bushels, though in March, 1914, they were only 2,000,000 bushels, and from April 1 to July 1, 1914, the total was 6,057,781 bushels. The carry-over July 1 amounted to 2,500,000 bushels. The 1914-1915 crop is placed at 55,776,534 bushels and the year before it was 56,223,714 bushels.

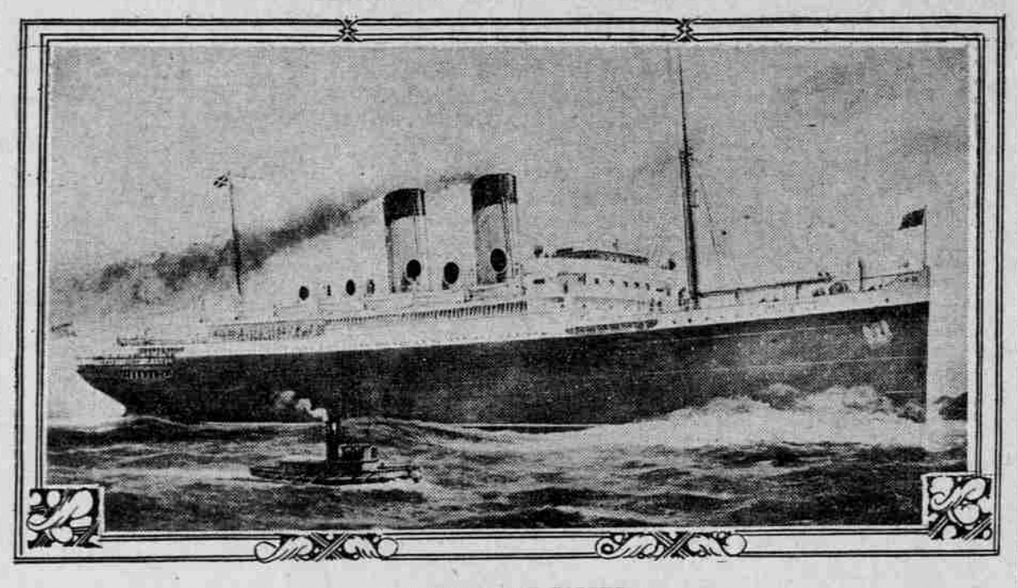
NORWEGIAN SEAS PATROLLED

Vessels Warned by Officials to Obey Signals to Heave To.

Vessels plying in Norwegian waters must stop when given a whistle signal by a patrolboat or a shot is fired, says a communication received yesterday by Collector of Customs Burke from E. F. Sweet, acting secretary of the Department of Commerce, who forwarded a copy of a message transmitted by representatives of Norway at Washington.

The rule originated in the Norwegian department of defense and is one of the precautions adopted to preserve neutrality. Some of the Norwegian ships that have been dispatched from here for the United Kingdom with wheat and other cereals may find their way to Norwegian ports after discharging, but Portland has not sent carriers direct. Motor vessels have loaded at San Francisco for Copenhagen and other Scandinavian harbors.

NEW STEAMSHIP WHICH ARRIVES IN COLUMBIA RIVER TODAY TO INAUGURATE NEW SERVICE BETWEEN OREGON AND CALIFORNIA.



STEAMER GREAT NORTHERN.

NONUNION MEN IMPORTED

Tacoma Prepares for Loading of Panama Maru.

TACOMA, Wash., March 15.—Twenty-five non-union longshoremen were brought here tonight from Seattle on the steamer Tacoma by the O. S. K. Company to work tomorrow in loading the Japanese liner Panama Maru. They were transferred in the bay from the passenger steamer to a tugboat and taken to the Milwaukee dock, where the Japanese liner will load.

Non-union men were working today loading the Blue Funnel liner Ganfa and the Harrison liner Crown of Seville, the former for the Orient and the latter for Europe. The union men here today worked on the steamer Ohioan, of the American-Hawaiian line, which left tonight at 6 o'clock for New York. They have shown no disposition to refuse work except on vessels from Vancouver.

The warehouse men at the Balfour dock struck this morning in sympathy with the longshoremen, and the company has built a fence around its dock to guard against interference with the non-union men that will be employed.

Girl, 17, Missing.

Marie Landram, aged 17, who lived at 24 Albina avenue, and is in the employ of the Ames-Harris-Neville bag factory, was reported missing to the police yesterday. The girl left her home for a walk Sunday and did not return. She expected to be gone only half an hour and went alone.

DAILY METEOROLOGICAL REPORT.

PORTLAND, March 15.—Maximum temperature, 63.8 degrees; minimum, 50.2 degrees. River reading, 8 A. M., 4.6 feet, change in last 24 hours, 0.8 foot rise. Total rainfall (5 P. M. to 5 P. M.), .26 inches; total rainfall since September 1, 1914, 22.84 inches; normal rainfall since September 1, 34.39 inches; deficiency of rainfall since September 1, 1914, 11.55 inches. Total sunshine, 7 hours 7 minutes; possible, 11 hours 52 minutes. Barometer (reduced to sea level) 5 P. M., 30.36 inches.

THE WEATHER.

STATIONS.	Maximum temp.	Precipitation past 24 hours.	Velocity...	Direction...	State of Weather
Baker	56	0.04	4	NE	Clear
Boise	58	0.00	6	NW	Clear
Boston	44	0.00	12	NW	Cloudy
Calgary	54	0.00	4	NW	Cloudy
Chicago	40	0.06	10	NW	Rain
Colfax	58	0.22	8	W	Clear
Denver	48	0.04	8	NE	Pt. cloudy
Des Moines	38	0.00	8	NW	Cloudy
Duluth	22	0.02	8	NE	Pt. cloudy
Eureka	58	0.00	4	N	Clear
Galveston	72	0.00	20	NW	Clear
Helena	44	0.00	20	W	Cloudy
Jacksonville	68	0.00	4	W	Clear
Kansas City	38	0.00	22	NW	Cloudy
Los Angeles	84	0.00	4	S	Clear
Marshfield	64	0.34	4	NW	Clear
Medford	66	0.00	4	NW	Cloudy
Minneapolis	36	0.01	8	N	Clear
Montreal	22	0.00	8	NE	Cloudy
New Orleans	72	0.08	6	NW	Pt. cloudy
New York	50	0.00	24	NW	Clear
North Head	54	0.10	12	SE	Clear
North Yakima	66	0.00	4	S	Cloudy
Pendleton	58	0.12	4	W	Clear
Phoenix	78	0.00	4	W	Clear
Pocatello	54	0.00	12	SW	Cloudy
Portland	63	0.26	8	NW	Clear
Roseburg	68	0.02	4	NW	Cloudy
Sacramento	72	0.00	4	W	Clear
St. Louis	42	0.00	12	NW	Cloudy
Salt Lake	60	0.00	12	NW	Pt. cloudy
San Francisco	72	0.00	12	W	Pt. cloudy
Seattle	56	0.10	6	S	Cloudy
Spokane	58	0.14	14	SW	Cloudy
Tacoma	58	0.16	4	NW	Cloudy
Tatoosh Island	54	0.34	14	E	Clear
Walla Walla	60	0.08	8	SW	Cloudy
Washington	56	0.00	4	E	Cloudy
Winnipeg	38	0.00	8	NW	Clear

WEATHER CONDITIONS.

The Vancouver storm has moved east to Alberta. It caused maximum velocities of 60 miles from the southeast at North Head and 58 miles from the southwest at Seattle, etc. Light rain has fallen in Oregon, Washington, Northern Idaho, Western Montana, the Mississippi and Ohio Valleys and Upper Lake Region. It is slightly cooler in this district and decidedly colder in Nebraska, Kansas, Oklahoma, Arkansas and Tennessee.

The conditions are favorable for fair weather in this district Tuesday except in extreme Northwest Washington, where cloudiness will increase and be followed by rain.

FORECASTS.

Portland and vicinity—Tuesday fair; northerly winds, shifting to southerly.

Oregon—Tuesday fair; variable winds, mostly easterly.

Washington—Tuesday fair except rain northwest portion. Winds mostly southerly.

Idaho—Tuesday fair.

EDWARD A. BEALS, District Forecaster.

CHRISTIAN BORS FOR GRAIN

Shipping Circles Hear of Recharter of Norwegian Tramp.

Reports the latter part of the week that there had been another steamer taken for grain at Portland were said yesterday to refer to the Norwegian steamer Christian Bors, bound here under charter to the Dollar Steamship Company, and it is said that the vessel had been rechartered for United Kingdom loading. The vessel, which was detained on the other side for a time, left Kobe about March 1 for San Francisco with cargo and was to proceed here to take on lumber for the return voyage.

The French bark McMahon, which is taking wheat stiffening at San Francisco under engagement to Strauss & Co., is expected to proceed here shortly to complete her cargo with barley. Arrangements were concluded during the past few days for the vessel to make the run to the river.

MORNA STARTS GRAIN CARGO

Kenkon Maru Sails for England With Big Cargo of Foodstuffs.

About 500 tons of wheat was hustled aboard the Norwegian bark Morna at the new O. W. R. & N. dock yesterday, the first cargo the vessel has loaded, though she has been in the river since February 3, when she arrived from Arica. Today she shifts to Irving dock, where she will be completed by M. H. Houser, who has the vessel under charter.

The Japanese steamer Kenkon Maru, loaded with flour, lumber, prunes, salmon and general cargo, should get under way today for England. She is the first carrier of that flag to be sent to the United Kingdom from here and because of the character of her cargo the voyage will be a source of interest. It is supposed that the vessel will be loaded on the other side of the Atlantic direct for a Japanese port.

LIGHTVESSEL DOCKED AGAIN

Samson Is Floated and Daniel Kern Goes to Plant for Repairs.

Completing work on Lightvessel No. 67 the Willamette Iron & Steel Works caused the ship to be lifted on the Oregon drydock yesterday, the tug Samson having been floated after being out of water a few days. The tug Daniel Kern has also gone to the plant for repairs.

It was thought the hull work on the lightvessel was ended, but after being carefully sheathed with heavy felt and copper a leak developed that was puzzling, though not serious. In preparation for Spring and Summer demands owners are overhauling river and coast vessels and all yards are busier than a month ago. Among the log-towing fleet repairs generally were carried out as steamers were laid up and few have been hauled out for hull repairs.

News From Oregon Ports.

ASTORIA, Or., March 15.—(Special.)—The tank steamers W. F. Herrin and Washtenaw arrived today from California with cargoes of fuel oil for Portland.

The steam schooner Daisy Gadsby arrived during the night from Portland, and is loading lumber at various mills for San Francisco.

The steam schooner Santa Barbara arrived during the night from San Francisco and will load lumber.

The steam schooner Hornet arrived early this morning from San Francisco with freight for Astoria and Portland.

The mine-laying steamer Major Samuel Ringgold arrived last evening from Puget Sound, and her officers will conduct mine-laying drills with the troops at the Columbia River forts.

A party of United States engineers is here ready to begin a survey of the Columbia River bar so soon as the weather conditions are favorable. On the result of this survey will depend to a considerable extent what location Colonel McKinstry will recommend for dredging operations during the coming Summer.

The steam schooner Daisy Freeman arrived today from San Francisco, via Coos Bay, with freight for Astoria and Portland.

COOS BAY, Or., March 15.—(Special.)—The steamship Breakwater sailed for Portland this morning at 10:30 carrying passengers and freight.

The steamship George W. Elder arrived from Portland this afternoon at 1:30 and will sail for Eureka tonight.

The steam schooner Hardy arrived from San Francisco this afternoon at 12:30 and will load lumber at the North Bend mills.

Alred Johnson, who died at San Rafael Saturday night, was formerly interested in the Johnson mill near Coquille, the Randolph mill at Randolph and the Lyons & Johnson mill at Bandon, besides the Bandon Mill & Mercantile Company at Coquille. The Johnson interests were taken over last year by the Robert Dollar Company, including the Seeley & Anderson logging railroad on Bear Creek.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE.

Name.	From	Date.
Bear	Los Angeles	In port
Yucatan	San Diego	In port
Breakwater	Coos Bay	Mar. 17
Rose City	Los Angeles	Mar. 18
Beaver	Los Angeles	Mar. 18
Geo. W. Elder	Eureka	Mar. 19
Roanoke	San Diego	Mar. 21

DUE TO DEPART.

Name.	For	Date.
Cello	San Diego	Mar. 16
Harvard	S. F. to L. A.	Mar. 17
Great Northern	San Francisco	Mar. 17
Yucatan	San Diego	Mar. 17
Bear	Los Angeles	Mar. 17
Willamette	San Diego	Mar. 17
Santa Barbara	San Francisco	Mar. 18
Breakwater	Coos Bay	Mar. 19
Yale	S. F. to L. A.	Mar. 19
Geo. W. Elder	Eureka	Mar. 21
Rose City	Los Angeles	Mar. 22
Beaver	Los Angeles	Mar. 22
Roanoke	San Diego	Mar. 24
Northland	Los Angeles	Mar. 25
Klamath	San Diego	Mar. 25
San Ramon	San Francisco	Mar. 25
Yosemite	San Diego	Mar. 25
Multnomah	San Diego	Mar. 25

Movements of Vessels.

PORTLAND, March 15.—Arrived—Steamers Bee and Santa Barbara, from San Francisco. Sailed—Steamer Santa Catalina, for New York, via Puget Sound; Japanese steamer Kenkon Maru No. 8, for United Kingdom; steamer Jim Butler, for San Pedro.

Astoria, March 15.—Arrived at midnight and left up at 2 A. M., steamer Bee, from San Francisco via Eureka. Arrived at midnight and left up at 2 A. M., steamer Santa Barbara, from San Francisco. Arrived at 8:30 and left up at 9:40 A. M., steamer Daisy Freeman, from San Francisco. Arrived at 9:20 and left up at 10:30 A. M., steamers W. F. Herrin, from Monterey; Washtenaw, from Port San Luis.

San Francisco, March 15.—Arrived at 4 A. M., steamer Rose City, from Portland; at 5 A. M., steamer Johan Poulsen, from Portland. Sailed at 11 A. M., steamer Great Northern, for Astoria. Arrived at 1 P. M., steamer Beaver, from San Pedro, March 14—Sailed at midnight, steamer Northland, for San Pedro; at 2 A. M., steamer Roanoke, for San Diego via San Pedro. Sailed at 10 A. M., steamer F. H. Buck; at 1 P. M., steamer Thos. L. Wand, for Portland.

Coos Bay, March 15.—Sailed at 10 A. M., steamer Breakwater, for Portland. Arrived at 2 P. M., steamer Geo W. Elder, from Portland.

Seattle, March 15.—Sailed at 6 A. M., lighthouse tender Heather, for Astoria.

San Pedro, March 15.—Arrived—Steamer Roanoke, from Portland.

Astoria, March 14.—Sailed at 10 A. M., steamer Yosemite, for San Pedro; at noon, steamer Multnomah, for San Pedro. Arrived at 10:40 A. M., and left up at noon, steamer Yucatan, from San Diego via way ports. Sailed at 8 P. M., steamer Geo. W. Elder, for Eureka and Coos Bay.

Hongkong, March 11.—Arrived—Steamer Minnesota, from Seattle.

Shields, March 13.—Arrived—Steamer Devon City, from Portland, Or., via Newport News.

Seattle, March 15.—Arrived—Steamers President, from San Diego; Alameda, from Southwestern Alaska; Admiral Farragut, from San Francisco; Jefferson, from Southeastern Alaska. Sailed—Steamers Admiral Watson, for Southwestern Alaska; Dispatch, for Southeastern Alaska; ship St. Paul, for Orient; ship Abner Coburn, for Kenai; U. S. S. Heather, for Astoria.

Vancouver, B. C., March 15.—Sailed—Steamer El Lobo, for San Francisco.

San Francisco, March 15.—Arrived—Steamers Nann Smith, from Coos Bay; Rose City and Johan Poulson, from Portland; F. S. Loop, from Port Ludlow; Colonel E. L. Drake, from Seattle. Sailed—Steamer Great Northern, for Astoria; tug Printer, for Hilo.

Balboa, March 15.—Arrived—Steamer Iowan, Seattle for Charleston, etc.

Nanaimo for San Francisco, off Cape Mears.

Spedewell, San Diego for San Francisco, 300 miles south of San Francisco.

Yacht Venetia, San Francisco for San Diego, 6 miles south of Point Vincent.

Admiral Watson, northbound, through Active Pass.

Yosemite, Columbia River for San Francisco, 25 miles south of Cape Blanco.

Multnomah, Portland for San Francisco, 25 miles south of Cape Blanco.

Willamette, San Francisco for Everett, 10 miles south of Heceta Head.

Moffett, Richmond for Seattle, 240 miles north of Richmond.

Buck, San Francisco for Portland, 318 miles north of San Francisco.

Breakwater, Coos Bay for Portland, 28 miles north of Yaquina.

Wilhelmina, San Francisco for Honolulu, 1504 miles out March 14.

Hyades, Honolulu for San Francisco, 1080 miles out March 14.

Hilonian, Seattle for Honolulu, 2060 miles from Cape Flattery March 14.

Mongolia, Orient for San Francisco, 558 miles out March 14.

Great Northern, San Francisco for Astoria, off Point Gorda.

Kilburn, San Francisco for Eureka, 17 miles south of Point Arena.

Topeka, Eureka for San Francisco, 15 miles north of Point Arena.

Governor, San Francisco for San Pedro, nine miles south of Pigeon Point.

Matsonia, Honolulu for San Francisco, 120 miles out.

Tides at Astoria Monday.

High water.	Low water.
1:16 A. M....8.4 feet	7:44 A. M....0.9 feet
1:29 P. M....7.9 feet	7:50 P. M....1.0 feet

Columbia River Bar Report.

NORTH HEAD, March 15.—Condition of the bar at 5 P. M.—Sea moderate. Wind southeast, 12 miles per hour.

More than 4,500,000 gray squirrels were killed last year in Siberia for their fur. The tails alone weighed more than 21 tons. The animal figuring next in the fur trade of Asiatic Russia, in point of numbers, was the white hare, which contributed 1,500,000 skins.

PORTLAND BUSINESS DIRECTORY

ABSTRACTS OF TITLE.
PROMPT SERVICE at reasonable prices. Pacific Title & Trust Co., 7 Ch. of Com.

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ACCORDION, knife and box pleating, picoting, hemstitching, braiding, embroidering. Eastern Novelty Mfg. Co., 85½ 5th st. Mail orders promptly attended to.
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HALL & FLIEDNER, lawyers; consultations free. 208-9 Fliedner bldg. Mar. 3507.

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CELLULOID BUTTONS, BADGES.
THE IRWIN-HODSON COMPANY, 287 Washington st. Main 212 and A 1254.

CHIROPODISTS.
William Estelle and William, Jr., Deveny, the only scientific chiropodists in the city. Parlors 302 Gerlinger bldg., S. W. corner 2d and Alder. Phone Main 1301.
CHIROPODY and pedicuring. Mrs. M. D. Hill. Office Fliedner bldg. Main 3473.
GRADUATE foot specialist, manicurist. 204 Macleay. 286 Washington st. Mar. 3950.
DR. ETHEL A. SACRY, painless chiropodist, 506 Panama bldg. Phone Main 9068.

CHI-ROPRACTIC PHYSICIAN.
DR. M'MAHON is thorough. Chronic cases, taking time; $1 treatments $15. 121 4th.
Dr. Poulson, specialist in paralysis, nervous chronic diseases. 350 Pittock blk. M. 8414.

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DRESS SUITS for rent. We press one suit each week for $1.50 per month. UNIQUE TAILORING CO., 309 Stark st., bet. 5th and 6th. Main 314.

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CLAIMS of any description collected on percentage anywhere. Highest class references. The Harden Mercantile Agency, 426 Henry bldg. Phone Marshall 480.

COLLECTION AGENCY.
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Treatment by specialists; glasses fitted. Dr. F. F. Cassedy, 317 Dekum bldg., 3d & Wn.

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DR. R. B. NORTHRUP, 508 Morgan bldg., cor. Broadway and Washington street. Office phone, Main 349; residence, East 1028.

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R. C. WRIGHT—22 years' practice. U. S. and foreign patents. 601 Dekum bldg.

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WE kalsomine rooms at $2.50 and paint houses at your price. East 502, B 6134.

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