

OCEANO AND QUITO HERE

TWO BIG STEAMSHIPS ARRIVE FOR ORIENTAL CARGOES.

Will Be Followed by Four Others Within a Few Days—Ship-Riggers Return to Work on the Asie.

The British steamship Oceano and Quito, the advance guard of a fleet of half a dozen big steamers due at this port within the next week or two, arrived yesterday afternoon. The Oceano comes from the Orient by way of Puget Sound, and has on board a part cargo of miscellaneous freight on board, and after discharging it will load a cargo of Government stores for Manila. Both of these steamers are owned by Andrew Weir & Co., and are consigned to James Laidlaw & Co. Another steamer of the same line, the Adato, is now in San Francisco and will reach Portland next week. Before any more steamers get away from Portland, the Portland & Astoria liner Indrapura will arrive, and the British steamer Queen Mary will reach here from Vancouver, B. C., where she is now on her way with a cargo of sugar. The Queen Mary is under charter to the Pacific Export Lumber Company, and will load lumber at this port for the Orient. The sixth steamship due this month is a mysterious craft flying the German flag. She is named the Theodor Wille and sailed from Tientsin for Portland the latter part of February. The object of her visit has not been disclosed, but she is presumably chartered for flour or lumber. These big ocean tramps coming in at a time when shippers are plentiful than they have been will aid in living up the water front in the Spring months at a time when it is usually dull. The six vessels are all carriers and will take out upwards of 40,000 tons of freight.

The Oceano and her master, Captain Shotten, are well known in this port, having carried the record lumber cargo out of the Columbia last September. The Quito is also in command of Captain Shotten, her master being a younger brother of the Oregonian's. At the master of the Oceano only confesses to about 25 Summers and Winters, the commander of the Quito must be older in skill and judgment than in years.

FROM 'FRISCO IN BALLAST.

French Bark Amiral Troude Has Been Ordered to New Caledonia.

The French bounty earners are not proving such bonanzas as they were a year ago, when freights were up around 40 shillings, and the slump in freights has sent them scurrying off into new fields which offer a long voyage with plenty of mileage to be earned. The French bark Amiral Troude, now due at San Francisco in ballast, will on arrival of the heads, be ordered to New Caledonia. There is not much business down in that corner of the world, but when she gets down there she can be ordered on another long journey, her bounty being enough to pay her operating expenses, so that if she secures any freight at all, her owners will be that much ahead. Freights in San Francisco have broken badly, and a ship was fixed there yesterday at 25¢ per ton, with another larger one offering at 25¢. The San Francisco Commercial Union, which has a firm market for ships long after the Pacific Coast exporters considered them weak, has at last changed front, and under date of March 15th, has announced: "When freights are good the bounty system may work well for France, but in dull times like these the greatest beneficiary is the grain exporter. Freights are freighted far below the cost of carriage, while the French shipowner has that loss and more made good by the French tax-payer, so the latter is paying a good part of the freight rate that under natural conditions would have to be borne by the exporters here. It is not a bad thing for the Pacific Coast, but does not form a good subsidy argument. Freights are extremely dull and rates away down, as the latest engagement shows. There is only a light amount of grain remaining for export, and few more charters can be expected, save only of bounty-nursed French tonnage, unless rates improve, and there are no very cheering prospects of that at present. Low freights are dull at unchanged quotations."

A PASSENGER'S STORY.

Description of Last Hours of Portland Liner Knight Companion.

The Japan Gazette just to hand contains an interview with Mr. Cooper Abba, the only European passenger on the Portland & Astoria liner Knight Companion, when she was wrecked off the Japanese coast last month. Mr. Abba is quoted as follows: "We sighted land at about 3 o'clock on the morning of February 2, and bowled along at a fair speed of 10 or 11 knots. In the afternoon we were running along the shore—the captain says three miles out when at 4 1/2 we ran aground with a terrible crash. There was some natural excitement among the Chinese on board, but discipline was maintained, and after taking soundings and discovering that we were in five fathoms all around and that the water was making fast in the hold, the captain ordered the five boats lowered. This had to be done by the officers, and of course took some time, but the ship's company were in the boats by 5:30 or 6 o'clock. Most of them saved a handbag with a few articles. The captain saved his chronometer and ship's papers, and his wife managed to secure a few little things. "In the meantime the steamer was pounding and grinding on the rocks, having struck, I believe, a little forward of amidships, where her back was afterwards said to be broken. The captain refused to leave her, and with him stayed the three chief officers, the second engineer and two quartermasters. They had a rough night of it and the captain became convinced that it was hopeless to save the vessel."

GERMAN SHIP DISCIPLINE.

American Flag Placed at a Disadvantage by the Sea Lawyers.

"Mr. Hill is wise in placing his new ship under the German flag," said an ex-shipmaster who sailed under the American flag for 49 years. "The master of a ship absolute control over his crew in any port in the world. You can see a good illustration of that fact right here in Portland, whenever Captain R., better known as the 'Bremen devil,' reaches port. He always arrives here with about half of his crew with the corners knocked off, and in some cases subjected to mild judicial investigation, but has never yet been seriously bothered for alleged mistreatment of his crew, and none are ever obliged to go in hiding to escape the law. This is because the German Government gives him almost unlimited power over the crew, and he makes them toe the mark. Not all of these German skipper rule with a rod of iron as old men say—does, but they all of them have the power to discourage the arguments of sea lawyers before the mast, and do not run any risk of having their ship detained in port by enforcing this power whenever they deem it necessary."

THROUGH ICE PART OF THE WAY

British Steamship Quito Has Rough Trip Across the Pacific.

ASTORIA, Or., March 15.—The British steamship Quito, which arrived in this afternoon from Mororan, reports having encountered exceptionally rough weather all the way across the Pacific. When 40 miles east of the Island of Yap, she ran into an immense ice floe. The ice was fully three feet in thickness, and the steamer was forced to cut her way through for a distance of 40 miles. Soundings taken immediately afterward showed 15 feet of water in the fore peak compartment. The pumps were put to work and were able to keep the water clear. The injury is below the water line, so its extent could not be definitely ascertained, but it is supposed that some rivets have been loosened.

SEALING SCOOTERS DOING LITTLE.

Season Thus Far Has Been a Failure, and Companies Will Lose Heavily.

VICTORIA, B. C., March 15.—The sealing schooners are doing very little in the way of catching seals, as a result of the heavy weather off the coast. The biggest catch reported to date is that of the schooner Fenelon, which is reported by the schooner Vera, from San Francisco, with 25 skins. There was a report from a steamer some days ago that the Mary Taylor had 24, but unfortunately the report was untrue. The Mary Taylor is now lying in Bamfield Creek, according to advices received by the Queen City, repairing her rigging and headgear, and she has but six skins on board. The City of San Diego dropped anchor in Bamfield Creek on Wednesday, with 66 skins. She reported having spoken the schooner Jabbah on March 8, 30 miles south of Cape Flattery, with 10 skins, and the schooner Otto, on the 9th, with three skins. The Otto was starting to resume her cruise, after repairing damages received on the coast of British Columbia, when she was wrecked on Dodgers Cove on March 8, to land two sick Indians. The Victoria left Dodgers Cove on February 15, and endeavored to work south on an account of the westerly southerly gales she got but 100 miles south of the Columbia. Two seals only were seen during the trip, and none taken. The Ocean Belle was spoken on March 1, she had taken no skins. The season so far has been a complete failure, and the sealing company will suffer heavily. D. G. S. Quadra returned today from Cape Beale and Carmanah Light, where the lighthouses were given supplies and provisions. At Cape Beale a wrecked schooner was seen, broken on the beach, and the lighthouse-keeper shows that the schooner was no work—a chronometer found. Nothing was seen of the Laura Pike derelict. H. Manuel, a sailor of the steamer Umanah, reported that he was wrecked a truckload of skins to the steamer this evening. The body was taken to San Francisco, where Manuel joined the steamer.

RIGGERS RETURNED TO WORK.

Labor Troubles on the Bark Asie Have Been Partially Adjusted.

The riggers, liners and other workmen employed on the bark Asie, which was returned to her berth yesterday morning, after a strike lasting but little over a day. The circumstances attending the strike were not disclosed, but it is reported that the riggers did not return yesterday, but there is a fair prospect that they will go to work tomorrow. The matter will be discussed at a meeting to be held this afternoon. The differences between the employers and employees are not of a satisfactory nature to present an amicable settlement without much trouble, and from present appearances there will be but little delay to the work.

Coal Steamer Sunk.

HALIFAX, N. S., March 15.—A dispatch received here from Canada late this afternoon announced that the wreck of the Dominion Coal Company's steamer Tiber had been found off White Point Ledge, near the mouth of the Bay of Fundy. The steamer is below the water. No trace of the members of the crew has been found and it is likely that they were all perished. The steamer left Louisburg, C. B., February 25, with a cargo of coal for Halifax, and nothing more was heard of her until March 1, when a wreck was seen off the coast of the province. The life buoys from the steamer were found in the vicinity of White Head. The Tiber was commanded by Captain Henry Boulanger, of Quebec, and carried a crew of 24.

Commissioner Foad on New Pilots

ASTORIA, March 15.—When questioned this afternoon about the report published in today's Oregonian that the Oregon Board of Pilot Commissioners had agreed to appoint six new pilots, Martin Foad, chairman of the board, said: "So far as I know no member of the board was invited to be present at the meeting of the trustees of the Portland Chamber of Commerce with President Mohler yesterday. When we did meet with the trustees some time ago we expressed our willingness to appoint additional pilots to any number, if we found that the present number was not sufficient, and we will do so. Beyond this we have made no agreement, and any further action will use our own judgment in the matter."

Fine Against French Bark Reduced.

ASTORIA, March 15.—A telegram was received from the Treasury Department today stating that the fine of \$500, recently placed against the French bark Sierra Vantana by Collector of Customs Fox for failure to bring Consular bills for health, had been reduced to \$250. The vessel came here from St. Denis, Reunion Island, via Port Adelaide. Her captain's excuse was that when he left the former port he had no expectation of coming to an American port. He dropped anchor 15 miles off Port Adelaide, and no one but himself went ashore from the bark. All the clearance papers were secured by the crew of the vessel, and if any were missing the papers were the ones at fault.

Follows the North German Lloyd.

HAMBURG, March 15.—The Hamburg-American line, following the lead yesterday of the German Lloyd Steamship Company, announced today an increase of 10 marks in its steamer rates to New York.

With the Etruria's Passengers.

HORTA, Acrea, March 15.—The steamer Eibe left here this evening with the passengers of the Cunard steamer Etruria, which was towed in here with the loss of a propeller and rudder. March 9, while bound from New York for Liverpool. All were well.

Marine Notes.

The British bark Pax has her ballast board and has secured part of her crew. She will leave down the river next week, and will probably tow round to Puget Sound. The French bark Versailles will leave this morning. The ship is chartered for lumber loading, arrived up yesterday morning. The Marion Lightbody is on the way up the river. Mr. Frank Woolsey, who is managing the Northern Pacific Steamship Company's Oriental liners at Tacoma, was in the city yesterday, returning to his quiet life on Puget Sound last evening. The British ship Sierra Vantana will finish loading tomorrow. She almost completed her cargo yesterday, but the men knocked off early to vote, and for the greater part of the afternoon yesterday the water front was a quiet place.

Domestic and Foreign Ports.

ASTORIA, March 15.—Left up at 8:30 A. M.—Schooner Novelty, for Portland. Sailed at 2 P. M.—Steamer Novus, for Portland. Tacoma, March 15.—Sailed—British steamship Clavering, for Hong Kong. Sailed—British steamship Clavering, for Hong Kong. Seattle, March 15.—Arrived—Steamer City of Pueblo, from San Francisco; steamer Bertha, from Victoria. Sailed—Umatilla, for San Francisco; British bark Laemance, for Tacoma. San Francisco, March 15.—Arrived—Steamer

Almasar, from Fort Harford; schooner Montebello, from Seattle; schooner Christina, from Santa Rosalia. Sailed—Steamer Thistle, for Bristol Bay; steamer Meteor, for Seattle; steamer Adato, for Portland; schooner Novelty, for Astoria; schooner Laemance, for Cape Bay; steamer Jaqua, for Seattle; steamer Arata, for Coos Bay; steamer South Portland, for Portland; steamer Grace Dollar, for Gray's Harbor. Singapore, March 15.—Arrived previously—Yangtze, from Liverpool, for Seattle. Yokohama, March 15.—Arrived previously—Empress of China, from Vancouver for Hong Kong. Shanghai—Sailed March 15.—Pak Ling, from Seattle, for Liverpool. Queenstown, March 12.—Arrived—Umbria, from New York for Liverpool. Auckland, March 15.—Sailed—Sierra, from Sydney, N. S. W., for San Francisco. Bremen, March 15.—Sailed—Gera, for New York. Antwerp, March 15.—Sailed—Friesland, for New York. Liverpool, March 15.—Sailed—Campania, for New York. Queenstown, March 15.—Sailed—Urania, from Liverpool for Boston. Chesapeake, March 15.—Sailed—Philadelphia, from Southampton for New York. Havre, March 15.—Sailed—La Touraine, for New York. New York, March 15.—Arrived—St. Louis, from Southampton and Cherbourg. Sailed—Mesonina, for London; Luconia, for Liverpool; Pretoria, for Hamburg; Aller, for Genoa; Staatsendam, for Rotterdam; Anchora, for Glasgow; Breslau, for Bremen. Hong Kong, March 15.—Sailed—Strathgairn, for Portland, Or.; Victoria, for Tacoma; St. Vincent, March 15.—Arrived previously—Argyll, from Portland, Or. Seattle, March 15.—Sailed—Steamer Umatilla, for San Francisco; steamer Clavering, for Seaway; steamer Nemo City, for Valdes; steamer Bertha, from Victoria; steamer City of Pueblo, from San Francisco; steamer Dolphin, from Seaway.

To Protest for Miners.

SEATTLE, March 15.—John F. Sugrue and Arthur Wilson, two members of the committee selected by the miners to protest against the Treadgold concession in the Klondike, arrived in the city tonight, passengers from the North on the steamer Dolphin. They are on their way to Ottawa, and will present the prayer of the miners and others for a revocation, or at least a modification of the grant.

Found Dead on Alaskan Trail.

SEATTLE, March 15.—John W. Waldron, a mining man of Council City, and former resident of Everett, was found dead on the trail leading to Council City December 25. He was frozen to death, and had apparently been dead two or three days. Waldron was 46 years old, and was born in Illinois.

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RAID BY RIVER PIRATES.

Ranning Fight With Thieves at Foggy Neck, Long Island.

NEW YORK, March 15.—River pirates have raided the handsome residence of John A. Morris, at Throgg's Neck, on Long Island Sound, and after a running fight with pistols with two caretakers, escaped in a yacht with more than \$1000 worth of silver plate. The Morris mansion adjoins the country estate of Collis P. Huntington, and is guarded during the winter season by two caretakers. They were asleep when the robbers raised a ladder to the second story, broke a window, and creeping into the sleeping-room, covered the caretakers with pistols. The men were bound, but succeeded in loosening the cords. They secured revolvers, and the robbers, who were at work downstairs, fled with the caretakers in pursuit. Many ineffective shots were exchanged.

A Gory was anchored on the beach, and into this the pirates threw a heavy bag filled with silverware, leaped after it, and while one man held the oars his companion kept up a steady fire with his pistol. The caretakers answered shot for shot. A short distance from the beach a yacht was waiting, and the pirates, who were reached this in safety. The caretakers saw several men on the yacht make sail hurriedly, and the boat swung into the wind and raced off into the Sound.

Returning to the house, the caretakers picked up on the way more than \$500 worth of silverware which the pirates had dropped in their flight.

Merchant in Bad Business.

SAN ANTONIO, Tex., March 15.—Marco Bragna, a merchant of considerable wealth, has been convicted of receiving stolen property, and has been given 10 years in the penitentiary. Bragna was connected with the organized gang which has been pilfering Southwest Texas for some years, and which was recently broken up.

Places for Ankeny's Friends.

WALLA WALLA, Wash., March 15.—Dr. Y. C. Blalock having been appointed Receiver of the Land Office at Walla

cancerous sores

are most frequently to be seen upon the face, neck or breast, though they are liable to appear upon other parts of the body. When they begin to spread and eat into the flesh, sharp, piercing pains are felt as the underlying tissue is destroyed and the tender nerves exposed. Cancerous sores develop from very trifling causes; a carbuncle or boil, swollen gland, a little watery blister on the tongue or lip, a wart, mole or bruise of some kind, becomes an indolent, festering sore, which in time degenerates into cancer.

"Ten years ago I had a sore on my left temple, which the doctor pronounced a cancerous ulcer; it would itch, burn and bleed, then scab over, but would never heal. After taking S. S. S. the sore began to discharge, and when all the poisonous matter had passed out it got well. I took in all thirty bottles, continuing it for some time after the sore had healed, to be sure all the poison was out of my system. Have seen no more of the disease in ten years. JOSEPHUS REID, Gaunt, Audrian Co., Mo."

S. S. S. is strictly a vegetable remedy, and, while possessing purifying and healing properties that no other medicine does, contains nothing that could derange the system. While cleansing the blood it also builds up the general health.

If you have a suspicious sore, or other blood trouble, send for our free book on Blood and Skin Diseases, and write to us for any information or advice wanted; we make no charge for this service.

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It has been a wonderful success from the very first, and thousands of wide-awake shoppers have been pleased and satisfied with the unusually good values we have put out from day to day. Thousands more can enjoy the same privilege and have equal satisfaction during the remaining two weeks of this sale. There will be no stinting of values, and gaining chance for buying will be evident throughout every department in the store. The following items are only a few of many more such bargains:

- CHALLIES, 4c
50 pieces of Burmah and Dresden Challies, in new Spring patterns, dark and light grounds; sale price..... 4c
BEDSPREADS, 98c
96 full size white Bedspreads, extra heavy quality, beautiful patterns; very good values at regular price of \$1.25; sale price..... 98c
LACE CURTAINS, \$1.05
48 pairs Nottingham Lace Curtains, 3 yards long, 47 inches wide, handsome designs; regular price \$1.40; sale price... \$1.05
SWEATERS, \$1.26
100 Men's All-Wool Sweaters, in colors navy blue, maroon and black. These are the best \$1.75 values ever offered; all sizes. Sale price..... \$1.26
STORM SERGE, 45c
Eight pieces of navy blue and black Storm Serge, 39 inches wide, strictly all wool. Regular price 60¢ yard; sale price..... 45c
WRAPPERS, 88c
20 dozen Flannels and Percal Wrappers, made with deep flounce, ruffle shoulders, choice colorings, worth \$1.00 and \$1.25; sale price..... 88c
PETTICOATS
36 Ladies' Black Mercerized Satene Petticoats, made with 3 small ruffles, pleated; regular \$2.25 kind; sale price..... \$1.90
WALKING SKIRTS
25 Ladies' Black and Oxford Gray Walking Skirts, made with 9 rows of stitching, plain and flounced; \$3.50 grade; sale price..... \$2.90
WOMEN'S SHOES, \$2.50
Women's Vici Kid and Box Calf Lace, light soles and the new extension soles, latest styles; regular price \$3.50; sale price..... \$2.50
WOMEN'S SHOES, \$1.79
Women's Vici Kid, Box Calf and Kangaroo Calf, lace or button, light and heavy soles; neat, up-to-date styles. Regular \$2.00 grade; sale price..... \$1.79
WOMEN'S OXFORDS, \$1.35
Women's Vici Kid, Oxford Ties, light and heavy soles, good weavers; regular \$1.50 and \$1.75 kind; sale price..... \$1.35
Shoe Polish, our own brand; sale price, 7c

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