## HE MUST BE SHOWN

Harriman Gives Missouri-Answer to Mohler,

ABOUT CENTRAL OREGON ROAD

Touts to Know That Traffic Would Justify Building-No Danger of Invasion of Territory From Either North or South.

A question has been raised as to the character of the country through which a line projected into Central Oregon would run and has resulted in temporarily blocking negotiations with E. H. Harriman, of the Union Pacific lines, When the first pledge was made by Mr. Harriman that the projection from the O. R. & N. would be made into Central Oregon, it was believed that the country to be tapped would furnish a profitable and anent traffic. Now there have come other reports and the deal is off for a

President A. L. Mohler, of the C. R. & N., and T. B. Wilcox, who went to San Francisco to confer with Mr. Harriman, returned yesterday with the ultimatum of the railroad manager that the country's resources must be shown conclusively before any of the O. R. & N. money would go into the proposed road.

Both Mr. Mohler and Mr. Wilcox have mass of figures showing that Central Oregon is a rich country, but neither of them was able last week to verify these statements from his own knowledge. That is what Mr. Harriman demanded of them, for he insisted he would not accept any statement which he did not know posi-

tively was correct.
The result of the conference held at San Francisco last week was an instruc-tion to President Mohler to make a pertion to President Monier to make a per-sonal investigation of the Central Oregon country and to report immediately to Mr. Harriman. In the event this report is sat-isfactory, Mr. Harriman will stand by his pledge to build the line, but, if a poor showing is made, the promise is likely to

be withdrawn. The investigation of Central Oregon's The investigation of Central Oregon's resources is not to be made by the O. R. & N. slone. A request will be made that the local commercial bodies interested in the proposed extension shall send representatives in Eastern Oregon and make an investigation as thorough as the railroad representatives.

Portland May Take Up Scheme, In the event the O. R. & N. refuses to build the proposed extension, the people of Portland might be called upon to con-struct a line themselves. Naturally they would not proceed upon the reports made to the O. R. & N., but would accept the story of their own representatives. A statement has been made to the rail-

road officials that the lumber traffic of the proposed line is a valuable considera-tion in pushing forward the work. But it is considered by railroad men that this lumber traffic is of a temporary character and could not be depended upon to guarantee a permanent business for the new road. The investigation to be made will determine whether the country whether the country is according to the country of the country in the country is a country in the country of the country in the country in the country is a country in the country in th ne whether the country is capable f furnishing a permanent and remunera-ive business for a new line. Of course the Portland people interested

in the extension are thoroughly satisfied that the country is one that it is desirable to reach, but they will make the investigation to assure themselves that this is absolutely true. It is believed that the facts will leave no question that the new road will be constructed.

new road will be constructed.

Thus far there has been no general discussion of the plan whereby the O. R. & N. would make its extension into Central on, but there is every reason for be-ng that if anything is done, the Co-na Southern will be the road ex-

There is a hard and fast traffic agree nt between the O. R. & N. and Columhis Southern whereby the big line agrees to keep out of the territory of the smaller This is an agreement backed u by depositing heavy guarantee bonds and it is not likely either road would be a party to a violation of the agreement. toe much is involved. Mr. Harriman has not stated so in positive terms, it is believed that, if the O. R. & N. does anything at all, it will take a new issue of bonds from the Columbia Southern, unless the larger road buys out the smaller, something that is not now regarded as probable.

No Line From California.

The story recently telegraphed from San Francisco to the effect that Harri-man was planning an extension of the "Oregon Central" for the jurpose of blocking Hill's scheme to build into San Francisco is not regarded as worthy of any credence. There was a story affoat in San Francisco at the same time that the California, Nevada & Oregon would built into Central Oregon, diverting that trade to San Francisco.

That the southern line is to be extended

is now regarded as certain and it will probably be built as far north as Lakeview. From that point to Bend, where the Columbia Southern's new terminus is proposed, is a short distance and one that could easily be crossed by a rail-road. But railroad men do not believe the California, Nevaña & Oregon will go that far. Harriman's pledge to protect Portland's interests is accepted as a guarantee that no Southern Pacific line allowed to divert the traffic to But the Great Northern story is laid

aside without much consideration. It is easily demonstrated that the Great North-ern is not within striking distance of the Columbia Southern and it is not at all likely to be constructed to the river and

ecrose into Oregon territory.

The Northern Pacific is between 50 and 75 miles distant from the Columbia Southern, and while it could be extended to tap the Oregon country and ultimately he projected into California, no such action is believed to be under contem-

Were the Northern Pacific to enter O. R. & N. territory, the old struggle be-tween the two railroads relative to the protection of each other's territory would be reopened. The O. R. & N. and North ern Pacific were engaged in such a strug-gle last at the time the Clearwater fight was being waged. At that time a tacit understanding that the territory of the two reads was to be respected was an-nounced. Any action of either of the Northern lines toward crossing the Coupon what the San Francisco reports indicated to be a mission to Cali-fornia, would be regarded by the O. R. & N. as an overt act which would be responded to by an railroad-building war. It is not believed any of the lines are sacking such complications at present.

May Do Without Harriman.

Just what the Columbia Southern in tends to do, now that Harriman has tied up the Central Oregon proposition again, is not explained by the company officials. They claim to be able to make their extension without any aid from the Union Pacific or the O. R. & N. and insist that their bonds were only offered to Harri-man as a matter of courtesy, since he held the first issue.

Those railroad men close to the Colum-bin Southern assert that road can make the Central Oregon extension if it so desires and insist that the officials will not wait much longer for a reply from Harriman. This statement, however, is

not backed up by any show of intent to build, though it is entirely probable the Columbia Southern has other plans than the one by which the O. R. & N. deal was

GERMAN MALE CHOIRS. North Pacific Saengerbund May Meet in Portland in 1904.

ector of the North Pacific Saengerb

Professor Edgar S. Pischer, musical di-

been very satisfactory, and the musical

festival will be one of the most success

TO ELECT NEW OFFICERS

City Press Club Draws Up List of

future, probably on May 22.

The annual election of the club will be held on the last Saturday in May. In compliance with the requirements of the constitution, the members last evening made up the following list of nominations:

For president, D. C. Freeman and John Stevenson, of the Telegram; for vice-president, B. F. Lawrence and John Mil-liken, of The Oregonian, and W. C. Cand-

lin, of Allen's Press Clipping Bureau; for retary, M. Mosessohn, of the Journal; treasurer, H. Edsell, of the Telegram; W. Emerson, of the Telegram, and L.

The members will hold a big smoker

will be invited, and Mr. Rea Irwin, of the Journal, will get out a series of illustrated invitations. A committee of five, with Mr. D. C. Freeman, of the Telegram, at its head, was appointed to make the neces-sary arrangements. Frederick V. Holman, E. A. Beals and Paul M. Custar were elected to member

Paul M. Custer were elected to member-ship in the club. The club has also se-cured the services of A. B. Cox. formerly

connected with the Multorpor Club, who will conduct the business management.

Powell Ordered to Santo Domingo

WASHINGTON, May 9.—United States Minister Powell, now at Port-au-Prince, has been instructed to proceed to Santo

has been instructed to proceed to Santo Domingo City, June 6, there to take up

Domingo City, June 5, there to take up the Improvement Company's arbitration case. The recent change of government in Santo Domingo, involving the accession to office of President Gil, formerly Con-

sul-General at New York, made it neces-

sary to insure a recognition by the new government of the binding force of the

arbitration treaty in the case.

will be invited, and Mr. Rea Irwin, of the

Nominees.

Northern Lines Are Planning to Draw First-Class Trame to Pacific Northwest.

RAILROADS PREPARE FOR EXCUR-

SION BUSINESS.

which has its sessions this year at Walla Walla June 5 to June 8, was in the city yesterday, calling on the officers of the Walla June 5 to June 5, was in the city yesterday, calling on the officers of the Pertland Arion Society with reference to the part to be taken by its members in the forthcoming Baengerbund, and received assurances that Portland will be well represented on that occasion. The so-dities to participate are: Portland Arion, Tacoma Saengerbund, Beattle Liceterkranz, Whatoom Concordia, Spokane Harmonic and the Walla Walla Maennerchoir, about 180 voices in all. The or-The Summer excursion season has opened for both rail and steamboat lines, and all those systems reaching the coast or river countries where travelers congregate are advertising outling trips. The railroads have been carrying crowds for the past few weeks to the seashore or upper river, but the first organized Sum mer excursion was taken out last week. perchair, about 180 voices in all. The or-Today there are several other excursions, chestra will number & pieces, alk or chestra will number & pieces, alk or seven being Portland municians. The so-loists will be Mrs. Beatrice Barlow-Dierke, planist; Paul Wessinger, bari-tone; Mrs. W. A. Bratton, soprano, Walla Walla, and Ferdinand Konrad, violinceland it is announced at different railroad offices that hereafter the excursion bustness will be given a great deal of atten-

Of course the heaviest excursion busi-Walla, and Ferdinand Rolling, violinterlist.

Six songs will be sung by the massed chorus, entirely composed of male voices, two of the numbers being with orchestral accompaniments. Concerts will be given June 5 and 6, and the concluding numbers each evening will be Edwin Schultz's "Waldharfen," and Grieg's "Landerkennung." Sunday, June 7, there will take place the annual business meeting of the Saengerbund, to be followed by a parade and a banquet. The succeeding day will be devoted to sightseeing, in and around Walla Walla. Last year, the Saengerbund met at Seattle, and the probabilities are that next year it will meet either in this city or Tacoma. Portland will give an invitation to secure the next meeting here. The rehearsals held so far have been very satisfactory, and the musical ness handled by the railroads is between local points, and Sundays are always the best days during the Summer. But an unusually large number of Eastern excursions have been arranged by the trans-continental lines, and a large number of Easterners will be brought to the Coast through the plans of the different lines which are offering encouragement to this

All the northern lines are planning this All the northern lines are planning this year to increase the travel of first-class tourists from Eastern points to the North Pacific Coast. It is conceded the North Pacific cannot compete with Southern California for the Winter tourist traffic, but the states of Oregon and Washington are regarded as ideal spots during the Summer months, and the efforts of the railroads are now being bent toward inducing Eastern people to take the same view of the situation.

of the situation.

For all of the National meetings held drive. For all of the National meetings held in the Western States this year, unusually low first-class rates have been quoted by the railroads, in the hope of encouraging these tourists to continue their journeys to the Coast, and particularly the Pacific The members of the City Press Club held a rousing meeting yesterday evening in the clubrooms in the Marquam building, and drew up a list of nominees for the coming election. The members also de-cided to hold a smoker in the very near

On the other hand, the railroads are announcing unusually low rates for first-class eastbound traffic. These rates will go into effect next month, and will be con-tinued pretty generally during June. There are dates of sale in both July and August when these low first-class tickets will be

the 1st of next month, and the lines reachthe lst of next month, and the lines reaching the park will announce special tourist rates at that time. The traffic to and from the park is expected to be unusually heavy this year, since attention has been drawn to the resort by the visit of President Roosevelt. Most of this traffic will desired in Except States and an effective in Except States and effective in Except Stat originate in Eastern States, and an ef-fort will be made to induce these travelers to continue their trip to the Pacific North-

A. McArthur, of The Oregonian; for di-rectors, N. E. Collins, Claude Simpson and George Trowbridge, of the Johrnal; H. Edsell, John Stevenson and Paul Kelty, of the Telegram, and C. N. McArthur, of the The principal attractions to Western The principal attractions to Western travelers which are expected to induce them to go East this Summer are the following National conventions: National Educational Association, Boston; Elks, Baltimore; Woodmen, Indianapolis; Workmen, St. Paul; Eagles, New York; Mystic Strine, Saratoga; Knights of Pythias, Louisville; Travelers' Protective Association, indianapolis, The Transcontinental Passenger Association has announced special rates to all of these meetings.

The Raymond-Whitman excursion par-In three weeks the election will take place, and the new officers will be installed. and reception on May 23, and all active, associate and out-of-town members that may be in the city will be on hand. Per-sons who have sided the club in any way

cial rates to all of these meetings.

The Raymond-Whitman excursion parties will begin coming to the Coast this month. The first is expected to arrive in Portland on May 24, and at least two days will be spent in this city. The second of these excursions will come on May 21, and thereafter the number visiting the Coast will be constantly increasing. These

Coast will be constantly increasing.

excursions make a number of trips—to
Alaska, Yellowstone Park and California.

The local excursion season is reported
to be opening up unusually well. The
number of visitors to Seaside is reported number of visitors to Season in the senson at the ocean has scarcely opened. Trips to Vancouver, Kalama and points on the Lower Columbia River are already numerous, and traffic to Long Beach has

begun to show signs of picking up.

Both the rail and water lines are doing a good business on the Upper Columbia. Usually these excursion trips are run far up the river as The Dalles, and the scenery along the Columbia, together with the balmy Spring weather, furnishes an

Scaled proposals for the construction of a sewerage system for the city of Pendleton will be received by the City Recorder of that municipality until 4 travel to pick up, but the railroads insist that the early Summer showing is better than usual.

N. Miller, civil and sanitary engineer, Pendleton.

Who take this run from Portland, usually for the purpose of spending a season at the ocean. It is a little early for this travel to pick up, but the railroads insist that the early Summer showing is better than usual.

The Indecision of officials connected with the Presidential parade has created general interest, and the outcome of the controversy will nearly rependleton.

pick up for a few weeks. This is a trip i ing of the general committee.

favored by the residents of the Willamette Valley who reach the bay by way of the Southern Pacific and the Corvallis & SUMMER SEASON OPENS

> Aifred B. Hes, at the head of the Val-des, Copper River & Yukon Railroad, has announced that the first five miles of the new line would be constructed at once. J. S. Antonelle, a railroad contractor of El Paso, Tex., has been given the con-tract for this work, and has been in-structed to proceed directly to Valder to begin work on the all-American line to the Yukon River. To Start Work on Valdez Road.

> the Yukon River.
>
> After making his announcement relative to the work on the new road, Mr. Hes left the Northwest for New York, where he has been called by business demands. He intends to place several big orders for steel rails and to have them shipped to Valdez to arrive as soon as the grading for the road has been completed.

A. D. Charlton Returns.

Railway's Big Claim.

MILWAUKEE, May 2.—The Chicago & Northwestern Railroad Company has served notice on the city that it claims possession of all the land along the lake shore east of its tracks for a distance of a mile. The company goes to the length of declaring that the water works pumping station is on land that beloves to station is on land that belongs to

my's claim may seriously affect the work of the proposed lake shore

Another Reduction of Time. ST. PAUL, May 9.—The Chicago, Paul, Minneapolis & Omaha Railroad day announced a reduction of 55 minutes in the running time of the limited from the Twin Cities to Chicago. The change, which goes into effect tomorrow, reduces the time to a 12-hour run.

F. L. Johnson, general agent for the Canadian Pacific, returned yesterday from trip to Southern Oregon. Assistant General Passenger Agent W. E. Coman, of the Southern Pacific, was

E. Coman, of the Southern Pacific, was called out of the city yesterday. General Passenger Agent A. L. Craig, of the O. R. & N.. and Immigration Agent G. M. McKinney are visiting points along the O. R. & N. in Oregon and Washington. They are expected to return to Portland Monday.

The New York Central lines issued a circular yesterday advertising the new rates from Chicago to Boston at the time of the National Educational Association's meeting. Stop-over privileges at Niagara Falls, both going and coming, are allowed.

NO GRAND MARSHAL YET Mayor Refuses Beebe's Resignation

The question of the selection of a grand marshal for the parade to be given in honor of President Roosevelt has not yet been decided. Mayor Williams has refused to accept the resignation of General Charles F. Beebe, and the latter stead-fastly refuses to serve. However, he will fastly refuses to serve. However, he will be compelled in the absence of the ele-

reparations. General Beebe was elected by the gen eral committee in charge of the reception for President Roosevelt. He has since been actively in charge of the work of preparing for the parade. The objection of the Spanish-American War Veterans to march under the leadership of any other than General Owen Summers led General Beebe to offer his resignation, but the veterans have since reconsidered their action and voted to parade. This action was taken at the suggestion of General

The committee on details of programme which has general charge of the Presi dential parade and supervision of all other the balmy Spring weather, furnishes an attractive ride.

The travel to Ocosta and South Bend is limited largely to the people of the Puget Sound cities, though there are many Sealed proposals for the construction of a sewerage system for the city of a sewerage system for the city of the purpose of spending a season at the constitution of all other ceremonies, will meet on Monday at the Commercial Club rooms. It is questionable whether this committee could accept the resignation of General Beebe as grand marshal, but the general committee, which is run from Portland, usually a separate and supervision of all other ceremonies, will meet on Monday at the Commercial Club rooms. It is questionable whether this committee could accept the resignation of General Beebe as grand marshal, but the general committee, which

IS AMENDMENT IN EFFECT?

MR. DUNIWAY UPHOLDS VALIDITY OF REFERENDUM.

The People Adopted It and No Tech nical Irregularity Should Defeat Their Will.

"Are there any suits pending in the ourts of Multnomah involving the quescourts of Multinomah involving the ques-tion whether the initiative and referendum amendment to the Oregon Constitution was legally adopted?" asked a reporter of The Oregonian of Raiph B. Duniway yes-The Oregonian of Ralph B. Duniway yes-terday, at the same time calling atten-tion to the article in Friday morning's Oregonian from Salem, stating that the legality of the initiative and referendum A. B. Chariton Returns.

Assistant General Passenger Agent A. D. Chariton, of the Northern Pacific, returned last night from a week's trip to the cities in his territory. He accompanied General Passenger Agent Charles S. Fee as far as Spokane upon that official's Eastern trip. Then Mr. Chariton visited in turn the various points in the Northwest.

It was the intention of Mr. Fee when he left Portland to stop for a short time at Yellowstone Park. The Northern Pacific intends to prepare for a big season's business at the park, and Mr. Fee proposed to stay there long enough to satisfy himself that the reilroad and hotels would be able to take care of all the traffic.

Railway's Big Claim.

MILWAUKEE, May 2.—The Chicago & Northwestern Railroad Company has served notice on the city that it claims possession of all the land along the lake shore east of its tracks for a distance of a mile. The company goes to the length of declaring that the water works pump-

the initiative and referendum amendment is not legal, the charter cannot conflict with the amendment, and it is therefore necessary to decide at the outset, whether or not we have such an amendment to

necessary to decide at the amendment to the Constitution of Oregon.

"The matter of the legality of that amendment is a question that must be decided; is already raised in the courts, and will be constantly appearing. If the amendment is legal and binding, the acts of the City of Portland done under the new charter and prior to May 21, 1969, are illegal. Also, if the amendment is valid, the proposed act of the Executive Committee in purchasing this old tug for a fireboat will be illegal. Respectable authorities hold that the courts cannot declare that an amendment to the Constition has not been legally adopted because of form of procedure after the political branches of the government declare it is legally adopted. This amendment to our branches of the government declare it is legally adopted. This amendment to our Constitution has been passed by two Legislatures, has been submitted to and voted on by the people, and has been adopted by a vote of \$2,024 for it, as against 5668 against the amendment. The political branches of the government have proclaimed its adoption. The Legislature, claimed its adoption. The legislative, just adjourned, has proclaimed the adoption of the amendment in many ways. Notably, in passing an act providing forms of petition to be used in carrying out the amendment. Under this state of affairs the United States courts and state courts have held that the courts have no power to decide that the amendment is not a part of the Constitution because of en irregularity in the form of procedure in adopting it, which irregularity does not and did not interfere with the people in expressing their preference as to whether the amendment shall be adopted or re-

"Article 17, section 1, of the Constitution

of Oregon was fully complied with in the manner of procedure. "Article 17, section 2, which it is claimed was not complied with, is not clear meaning, and is as follows:
"If two or more amendments shall be submitted in such manner that the electors shall vote for or against each of such amendments separately, and while an

amendment or amendments which shall have been agreed upon by one Legisla-tive Assembly shall be waiting the action of a Legislative Assembly, or of the elect-ors, no additional amendment or amend-

ments shall be proposed.

"In order to make the last section intelligible, you either have to strike off the word 'If' or else insert after 'submitted' to the electors of the state, they shall be submitted.' provision that 'no additional

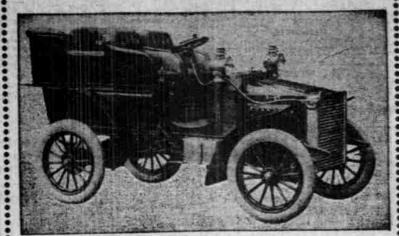
amendment or amendments shall be pro-posed might very well be held to mean 'no additional amendment or ame no additional amendment or amendments to the sections awaiting action of the Leg-leiative Assembly or of the electors.'

"There is no reason for prohibiting the members of the Legislature from offer

ing amendments to the Constitution about parts of the Constitution which are not under consideration for amendment, and in fact, such amendments are not additional' amendments, they are simply amendments. An 'additional' amendment can only be an amendment in addition to an amendment then pending. An addit

#### THE SILENT WHITE

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-PHONE OR CALL ON-H. D. RYUS, AGENT,

At Bartlett & Palmer's, White Sewing Machine Co. 

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But not a skittish maid, for she has con fidence in her turnout. It is ONE OF THE FINEST, selected from the stock of Mitchell, Lewis & Staver Co. They have those beautiful and swell rigs made by Moyer & Babcock, the star carriagebuilders of the United States. Also those durable and lasting Mitchell and Bee Line Vehicles, made on honor to stand hard knocks and rough usage over Oregon roads. You cannot ALWAYS tell a good rig from a poor one. Then why not trust to a reliable house to give you your money's worth? We guarantee to give you your money's worth every time in Vehicles, Harness, Whips, Robes, Blcycles and Implements. You can't afford to overlook us. See us, sure, before you buy.

## itchella Lewis & Staver Co. First and Taylor Sts., Portland, Or.

tional amendment canot be the first amendment to a section, for there is nothing to which the first amendment is added on to. There is reason in the prohibition against putting an additional amendment upon an amendment already being considered, but there is no reason because one section is in the process of because one section is in the process of amendment to prohibit a member of the Legislature from offering an amendment to a separate and distinct section of the

Constitution.

"As the section of the Constitution upon which this objection is based is confused, is without reason, and the people of the state bave voted overwhelmingly for the amendment and only an irregularity as to proceed with the deceived no procedure is claimed, which deceived no one, and as eminent courts have held that the courts are bound by the decision of the political branches of the government as to when an amendment to the Constitution has been formally adopted, it would seem that the courts cannot now declare that the amendment has not in

deciare that the amendment has the fact been adopted by the people.

"In regard to the second objection, under the United States Constitution, that is clearly a political question and not a judicial question. The Supreme Court of the United States has held, 'Under this article of the Constitution it resis with Congress to decide what gover the established one in a state. For, as the United States guarantees to each state republican government, Congress must necessarily decide what government is established in the state, before it can deter mine whether it is republican or not. And when the Senators and Representatives of a state are admitted into the councils of the Union, the authority of the govern-ment under which they are appointed, as well as its republican character is recog-nized by the proper constitutional author-ities. Its decision is binding on every other department of the Government, and

"The people of the State of Oregon have adopted by an overwhelming vote the in-ittative and referendum. All the political branches of the state have recognized the amendment as valid. The last Legislature has recognized the validity and adop-tion of the initiative and referendum amendment. Congress of the United States has admitted a new Senator of the state into the councils of the Union, and has thus recognized that Oregon with the amendment has a republican form of gov-ernment, and now it is going to be difficult for the courts of the State of Oregon cuit for the courts of the State of Oregon in the face of this political action of the people and the Government to declare as a judicial question that the initiative and referendum amendment is not a part of the Constitution of the State of Oregon, merely because the Legislature adopted the proposed amendment when other amendments about other amendments. proposed amendment when other ndments about other parts of the Conamendments about other parts of the Con-stitution were pending before the Legis-lature. Who was prevented by this fact from voting on the initiative and refer-endum amendment as he believed was

#### TAKES LUMBER TO ENGLAND German Ship Peru Will Leave Tomorrow With a Large Cargo.

The German ship Peru will leave down which was loaded at the milis of the Eastern Lumber Company, is being dispatched by Balfour, Guthrie & Co.

The steamship Elm Branch, loading lumber at Inman, Poulsen & Co.'s for Port Arthur, and the German bark Alsternixie, taking piles at Victoria dolphins for Kalo Chou, will both be wasted to be a steamer Spokane, for Skagway Steamer Steamer Spokane, for Skagway Steamer Steamer Spokane, for Skagway Steamer Spokane, sternixie, taking piles at Victoria dolphins for Kaio Chou, will both be working to-day. Other lumber vessels in the harbor are the British ship Drumburton and the schooner Forest Home, at the Portland Lumber Company's mills; the barkentine Georgina, at Imman, Poulsen & Co.'s, and the schooner Virginia, at the North Pa-cific Mills.

Put Into Drake's Bay SAN FRANCISCO, May 3.—The steamer Titania, which sailed for Nanaimo today, was obliged to put into Drake's Bay for shelter, extremely heavy weather inter-fering with her headway. She will pro-ceed when the wind decreases.

Ship Coilides With Elevator, TACOMA, Wash., May 9.- The German steamship Anubis smashed into the south grain conveyor and dock of Elevator B this morning, causing damage estimated

Notice to Mariners.

Notice is given by the Lighthouse Board of the following changes in the aids to navigation in this district, which affect the ast of beacons and buoys, Pacific Coast, 1903: Juan de Fuca Strait, pages 75 and 76—

Neah Bay whistling buoy, red, nun-shaped, marked "Neah Bay" in white letsnaped, marked Near Bay in white fet-ters, heretofore reported not sounding, was replaced by a perfect buoy May 6. Crescent Bay Buoy, No. 2, a first-class nun, is reported dragged about 60 feet eastward of the reef. It will be replaced as soon as practicable.

Point Wilson Buoy, No. 6, a first-class
nun, reported adrift January 8, was re-

placed April 14. Channel, page 83.—City of Seattle Rock Buoy. No. 2, a third-class nun, heretofore reported adrift, was replaced

April 24. Dismantling the Hearlette.

old French barkentine Henriette for the ore-carrying trade is now about complet-ed at Victoria. The work has been pered at the British Columbia Ironworks wharf, where the Henriette has been tying since she was towed up from Portland by the tug Samson. Upon returning from Skagway to Tacoma with the ship Dash-Skagway to facoma with the sinp Dassi-ing Wave, the tup-Escort No. 2 will be turned over to her recent purchasers, MacKenzie Bros., of Victoria, who are the owners of the Henriette. The Escort No. 2 will tow the Henriette in the ore-

Shipyards Order a Lockout, BREMEN, May 9.—At a meeting of the Bremen, Vulcan & Tecklenberg Ship-building Companies and representatives of other shipyards of the lower Weser today, it was voted to shut down all the establishments until the labor unions re-voked their boycott against the firstnamed yards.

Domestic and Foreign Ports. ASTORIA, May 3.—Outside at 8 A. M., a four-masted barkentine. Condition of the bar at 4 P. M., smooth, wind, northwest; weather clear. Steamer Elmore left out at Hamburg, May 9.—Sailed 6th-French

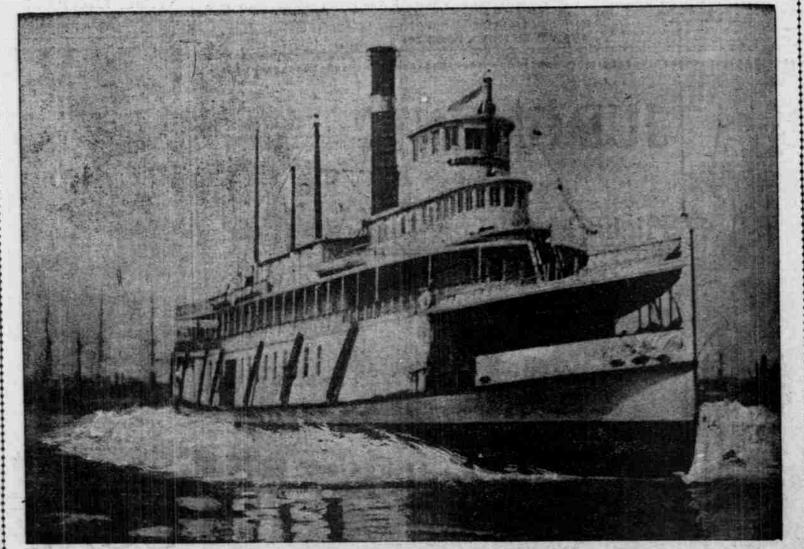
Hamburg, May 9.—Sailed 5th—French ship Europe, for Portland.
San Francisco, May 9.—Arrived at 8:50 A. M.—Steamer Despatch, from Portland. Yokohama, May 9.—Sailed 5th.—British steamer Indravelli, for Portland.
San Francisco, May 9.—Sailed—Schooner A. M. Baxter for Port Ludlow; schooner A. M. Baxter for Coquille River; schooner A. B. Johnson, for Gray's Harbor; steamer Arago, for Port Kenyon.
HOQUIAM, May 8.—Sailed May 7.—Schooner Henry Wilson, from Aberdeen, for San Francisco, Arrived—Steamer Newburg, from San Francisco, for Aberdeen.

for San Francisco, Arrived-Steamer Newburg, from San Francisco, for Aberdeen, Sailed May S.—Steamer Coronado, from Aberdeen, for San Francisco; steamer Chehalis, from Aberdeen, for San Francisco; steamer Santa Monica, from Aberdeen, for San Francisco, Arrived—Schooner J. F. Miller, from Redondo, for Aberdeen; schooner C. R. Wilson, from San Francisco, for Aberdeen; schooner C. R. Wilson, from San Francisco, for Aberdeen

NEW YORK, May 2.—When the verdict in the barrel murder case, by which eight men were held in connection with the death of Benedetto Madeno, was read, as death of Benedetto Madeno, was read, a wild scene followed. The wife of Laduca and Fanaros' wife and child pushed their way through the crowd in the room to the side of these men and clung to them. All the accused except Morrello and Zacconi who were not in court were committed to prison without ball to await the action of the grand jury. Morello later was taken into custody upon the diamissal of habeas corpus proceedings instituted in his behalf. Zacconi had never been arrested in conhection with the murder. Officers were sent after him. Officers were sent after him

To make the Opia the best 5c cigar is the constant aim of its makers.

### PREPARING FOR EXCURSION TRAFFIC



STEAMER BAILEY GATZERT, LAUNCHED AT YARDS OF PORTLAND SHIPBUILDING COMPANY.

The fine steamer Balley Gatzert, of the Regulator line, was launched at the Portland Shipbuilding Company's yards, in South Portland, yesterday. The fine steamer Balley Gatzert, of the Regulator line, was launching occurred without a hitch, and was witnessed by several officials of the company. The boat was hauled out several weeks ago, in order that her hull launching occurred without a hitch, and was witnessed by several officials of the company. The boat was hauled out several weeks ago, in order that her hull launching occurred without a hitch, and advantage was taken to the might be thoroughly overhauled, and advantage was taken to the might be thoroughly overhauled, and advantage was taken to the will be installed in the bollers and the engines generally overhauled and put in shape for a heavy dock of the Willamette Iron & Steel Works, where new flues will be installed in the bollers and the engines generally overhauled and put in shape for a heavy season's business. The Gatzert is one of the crack excursion boats on the river, and as soon as she is ready to go into commission will enter the excursion season's business. The Gatzert is one of the crack excursion boats on the river, and as soon as she is ready to go into commission will enter the excursion season's business by June 1.