

# WANTS FOR AMICE

## France Takes Her Time About Punishing Castro.

### CONDITIONS HAMPER HER

#### Blockade of Ports Would Cause Trouble With Debtor Nations. Castro Strengthens Garrisons and Equips Troops.

PARIS, Jan. 20.—The apparent hesitation in France's decision relative to Venezuela appears to be prompted by the desire not to begin active measures without first taking the advice of the authorities at Washington. The officials here agree that France's action is somewhat hampered owing to Venezuela's peculiar situation, the foreign claims upon the customs being regarded as placing a blockade almost out of the question. It is feared that, if France stopped commerce with the exterior, President Castro would immediately seize this as a pretext for refusing to comply with Venezuela's obligations towards other nations.

It is admitted that preparations are going on for reinforcing the French squadron, but this step is still undefined. This much is regarded as certain: France's action will depend upon the result of M. Jusserand's conference at Washington.

#### CASTRO ARMING FOR BATTLE

##### Garrisons Forts and Equips Troops. Diplomats Are Angry.

WILLEMSTADT, Island of Curacao, Jan. 20.—The Venezuelan government has engaged in garrisoning the forts of the republic and furnishing the troops with supplies.

According to advices received here the general public in Venezuela received the news of the rupture of diplomatic relations between Venezuela and France with the utmost indifference, but diplomatic circles at Curacao are indignant at the action of the Venezuelan government in not allowing M. Talguy, the retiring French Charge d'Affaires, to return to the shore after he had gone on board the French liner steamer Martignac at La Guayra, January 14, in order to obtain his correspondence.

The Venezuelan government is considering a project for laying a cable between La Guayra and Porto Rico.

#### Talguy Going to Washington.

NEW YORK, Jan. 20.—A cable dispatch to the Herald from Willemstad, from Curacao, says: M. Talguy, late French Charge d'Affaires at Caracas, is under orders, it is reported, to proceed to Washington and report to M. Jusserand, French Ambassador to the United States. He will take the next available steamship from here, probably January 25.

#### France Increases War Fund.

PARIS, Jan. 20.—According to M. Klotz, reporter for the Chamber of Deputies, the estimates for 1906 show an increase in the war expenditures of nearly \$5,800,000 over 1905.

## Oregonians in Southern California

REV. ROBERT WHITTAKER, formerly of Salem, Or., now of Oakland, has accepted the challenge of Councilman Albert H. Elliott, of Oakland, to conduct an investigation to prove allegations of graft and corruption among city officials. Mr. Elliott offered to appropriate \$499 for the purpose.

Henry Higgins, of Los Angeles, who married Claudia Gilbert, of Salem, Or., was struck by an electric car on Saturday and sustained severe injuries. Mr. Higgins was visiting in Pasadena with his wife at the residence of the latter's father, A. N. Gilbert.

Among the recent arrivals in Santa Barbara are Mr. and Mrs. Lewis Russell and daughter, of Portland. Mr. Russell is on his way to Los Angeles on San Diego in his 12-horse-power Franklin car, making the run by easy stages. For several years he has made this trip annually, and has now become so much attached to the journey that he intends to make it an annual affair.

It. Rev. Charles J. O'Reilly, bishop of the diocese of Baker City, Or., was the speaker at St. Joseph's Church in Los Angeles Sunday morning. The visiting prelate made an earnest plea for funds to enable him to carry on the missionary labors of the northern diocese.

Mr. Briefly, a mining expert, is at Oreville from Portland, to visit a short time with his old friend, Dredgeman Hadley.

A marriage license has been issued at Oakland in favor of Frank M. Powell and Anna B. Marshall, of Albany, Or.

Mr. and Mrs. L. C. Lauer, of Boise; J. C. Moore, of Marks' Rock, Idaho; Mr. and Mrs. Samuel Lowenthal, of Portland, are at Alamogordo.

S. Benson and O. J. Emerson, of Portland, Or., are at San Diego.

Mr. and Mrs. U. S. Marquam, of Portland, are at Avalon, Santa Catalina Island.

## AMATEURS STAGE A PLAY

### "An Over-Accommodating Judge"

The farcical comedy, "An Over-Accommodating Judge," at St. Mary's Hall, Albina, Tuesday evening last, was perhaps the most successful amateur performance ever given in Portland. There was life, finish and completeness about it seldom found on the amateur stage. The attendance was large, every seat in the hall being occupied and standing room at a premium.

county constable with credit. Miss Bertha Wagner and Mr. Ray Hinkle were the clever impersonators of the eloquent scene. Miss Maud Little made her debut, showing marked talent. Adrian Ward made a rollicking, roaring, old Confederate general. Miss Kathryn Smith was well cast in the part of the old hoodler school ma'am. Mr. John McDonald, in the character of "Rev." Ezra Stiggins, a gold-cure fraud, played a double role creditably.

Much of the success of the splendid performance is due to Mrs. Joseph Meyer, who chaperoned the girls and assisted the stage director, Mr. Joseph Meyer. The orchestra was furnished by the Mueller Bros. Orchestra. Miss Mae Breslin, one of Portland's best and most popular contraltos, sang between the acts. Miss Leslie Reynolds played her accompaniment.

## ANTI-SALOON LEAGUE WORK

### Paul Rader Chosen Superintendent of the State Organization.

Churches of all denominations will unite in a reception to be given to Paul Rader, the newly-elected superintendent of the State Anti-Saloon League, next Wednesday evening at the White Temple. It will be Mr. Rader's first appearance in connection with his new position, he having been appointed January 15, as successor to Dr. G. L. Tufts, resigned.

Mr. Clarence T. Wilson, president of the league, will preside at the reception and addresses will be made by E. S. J. McAllister and C. M. Van Pelt, attorney of the organization. A response will be given by the league.

During stormy weather it has been found difficult to make the east side landing, and accidents have been narrowly averted many times. The big boat lies high on the water and gets the full sweep of the wind in turning shoreward. A strong current also sets in the pasturial place and this has made it difficult to hold her straight on her course. The other night she was caught in the combined grasp of the wind and current, and the rudders was bent. No trouble is experienced at the West side landing, the river forming an eddy there.

Inasmuch the dolphins will have to be placed beyond the established harbor line, the county will have to secure permission from the United States Engineers before driving the piles and application for this has already been made to Major S. W. Roesler, who returned from San Francisco yesterday morning. Major Roesler stated that he would make a personal survey of the landing Tuesday morning, and Harbormaster Ben Biglin will be present to explain the situation.

The dolphins will consist of 11 piles each, 60 feet long, and driven 12 feet into the gravel. The piles will have to be covered with iron shoes.

It is expected to have the dolphins ready by next Thursday, if Major Roesler grants permission.

made by Superintendent Rader, in which he will outline some of the plans for the year of the league during the coming months. After the speeches, refreshments will be served by the ladies of the White Temple.

Superintendent Rader is a son of Dr. D. L. Rader, of Portland, editor of the Pacific Christian Advocate. He recently came to this city from Boston, where he had filled the pastorate of the Maverick Congregational church for the past two years. He is a native of Colorado and a graduate of the University of Colorado. After his graduation he taught in Hamilton University in Minnesota. The new superintendent is the "Cowboy Spirit" A. "Young Parson" and a volume of poems entitled "Vague Lectures."

## PRIZE ESSAYS ON BIRDS

### Carl Martsoff and Irene Jones Win Burroughs' Awards.

The John Burroughs Bird Society held a special meeting last night at the headquarters in the City Hall, for the purpose of awarding prizes in the essay competition among the grammar-school children. Young Carl Martsoff, of this city, and Irene Jones, of Astoria, were the winners. Carl's essay was on the bluebird, and Miss Jones selected the swallow for her subject. Both handled their subjects well and showed that they possessed powers of close observation. Both responded to a request to tell the society something of how they became interested in the study of bird-life, and proved themselves easy speakers and familiar with the subject in hand. They gave their teacher credit for awakening their interest in birds, and they spoke of the pleasant trips along the sky-line trail which they had enjoyed with Colonel L. H. Hawking.

There is a movement on foot either to change the John Burroughs Bird Society's name and consolidate it with the Audubon, or to have the society enjoy the privileges of the National organization of that name. The name of John Burroughs amounts to a matter of sentiment to the majority of members, however, and nothing will be done until every member can be heard from regarding the proposed change. It is probable that both societies will be maintained rather than abandon the John Burroughs.

## SUSTAINS TEN-HOUR LAW

### Judge Sears Rules That Females May Not Be Employed Longer.

The constitutionality of the law making it an offense to permit women to be employed more than ten hours a day was upheld by Judge Sears yesterday, who overruled the demurrer to the information against Curt Muller, proprietor of the Grand Laundry. The charge against Muller was that he employed Mrs. E. Gotcher for more than ten hours, September 4, 1905. The arrest of Muller was made with the intention of testing the law, and this case will probably be appealed to the Supreme Court.

The statute was enacted in 1903 by the Legislature, and according to its title, the object is "to limit and regulate the hours of employment of females in any mechanical or mercantile establishment, laundry, hotel or restaurant."

Section 1 provides that no female shall be employed in any laundry more than ten hours in one day.

Judge Sears, in rendering his decision, alluded to the fact that as the case would be appealed a lower court was slow to declare a law unconstitutional where there was reasonable ground for a doubt. Judge Sears said that a recent decision of the United States Supreme Court would fully determine the action, but for the sex of the alleged victim. This decision was contrary to a regulation of hours of labor of men.

Experiments made with Nits on the Mediterranean have shown that over a large surface of water the temperature and the salinity of air movements decline steadily in proportion to the altitude.

## DECISION ON DOLPHINS

## County Commissioners Take Steps to Protect Ferry.

### GUARD AGAINST ACCIDENTS

#### Immense Piles Will Be Driven at East Approach if Major Roesler, United States Engineer, Gives Consent.

Two immense dolphins will be driven in the river at the east side landing of the ferry Lancel H. Webster, at the foot of Randolph street. They will be placed about 50 feet from shore, one on each side of the pontoon. The matter was taken up by the County Court yesterday, and Judge Webster and the Commissioners decided to have the work done without delay. Joseph Paquet and Robert Wakefield are figuring on the work and for this purpose they will probably be given the contract, providing permission be given to drive the piles.

During stormy weather it has been found difficult to make the east side landing, and accidents have been narrowly averted many times. The big boat lies high on the water and gets the full sweep of the wind in turning shoreward. A strong current also sets in the pasturial place and this has made it difficult to hold her straight on her course. The other night she was caught in the combined grasp of the wind and current, and the rudders was bent. No trouble is experienced at the West side landing, the river forming an eddy there.

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## MODJESKI EXPLAINS.

### Northern Pacific Engineer Sets Forth Advantages of Bridge-Site.

Chief Engineer Ralph Modjeski, of the Northern Pacific, who selected the sites for the Columbia and Willamette River bridges and drafted the plans and specifications for the latter, has written a lengthy letter to the Port of Portland Commission, setting forth why the site for the Willamette bridge at a point below the foot of Swan Island was chosen.

The engineer contends that the bridge will offer very little obstruction to navigation, as the channel from the foot of the island to the proposed site is straight and the water is deep enough for

the British bark Haddon Hall and the schooner Mabel Gale will be in the harbor this morning, having left up yesterday in tow of the tug Oklam. The Haddon Hall is consigned to Taylor, Young & Co., which firm will load her with lumber for South Africa. She will drop anchor in the stream until her cargo is secured for her country of destination. Her capacity is about 1,600,000 feet. The schooner Mabel Gale goes to Impan, Poulsen & Co.'s mills to load for a California port.

## Leyland Liner Aground.

KINGSTON, Jamaica, Jan. 20.—The steamer Olympia, of the Leyland line from Liverpool, December 21, and St. Thomas, January 7, bound for Kingston, Colon and other ports, is aground in the bay of Oklam. The vessel struck this morning and efforts to refloat her so far have proved unsuccessful. The vessel is lying in an easy position, however, and it is hoped she will be gotten off safely.

## Olympian Receiving Stores.

Preparations for the long tow of the steamer Olympia are now nearly completed, and the old hull may start on her voyage around the Horn any time. Yesterday stores were received. They came in goodly quantities, as there is no telling how long the trip will take. The big stack has been removed and the upper work solidly boarded. The Olympian is at the foot of Flinders street.

## Oriental Liner Arrives.

At 3 o'clock yesterday afternoon the Oriental liner Aragona was sighted off the bar, and she is expected at Montgomery dock No. 1 this afternoon. The Aragona comes from Chinese and Japanese ports, and brings a heavy cargo.

## Many Vessels in Her Path.

Captain Erickson, of the steamer Aurelia, reports having sighted a large number of vessels on his way up from California. Among them was the steamer Brunswick, in tow of the Brooklyn. The tow was sighted off Cape Mendocino. The Aurelia encountered rough weather. She brought a large freight, but only three passengers.

## TOTTENHAM CLEARS.

### Big Steamer Will Carry Lumber to Manila and Shanghai.

Although she will not finish loading until tomorrow night, the steamer Tottenham was cleared at the Custom-House yesterday, with the expectation of having her get away at daylight Monday. Her cargo is within 100,000 feet of that carried by her out of this port last summer. The exact measurement being 1,702,382 feet. It is valued at \$3,475,710.

The cargo goes to Manila and Shanghai, the larger portion being destined for the Chinese port, as follows: Two million, three hundred and thirty-three thousand feet of rough Oregon pine, two spars, containing 23,532 feet, and 83,333 feet in laths. Manila is down for 1,154,500 feet of rough Oregon pine, 76,673 feet dressed pine, containing 886 feet, and 2,532 feet in laths.

## BREAKING ALL RECORDS.

### Steamer Eleric Receiving Lumber at an Astonishing Rate.

With the steamer Eleric, Portland stevedores will illustrate what can be done in the way of cargo-handling, and it is more than probable that all records in this line will be broken, for it is intended to haul the entire cargo of 2,500,000 feet on board within six days. The steamer arrived at the North Pacific Mills Friday morning, and commenced loading that afternoon, four gangs sending lumber into the hold at the remarkable rate of 45,000 feet an hour. It is expected to have 1,500,000 feet on board by Monday night, and then the steamer will be shifted to the mills of the Eastern & Western Lumber Company to finish at the same rapid rate.

strom, Seaman J. Rogers, P. A. Sorrensen, H. G. Ray, John Poda, Evan Jones and Marjorie Pedersen were on board. The hull of the vessel lies high and dry at low water, though the bow has been nearly torn away by the rocks. It is not thought there is any chance of salvage.

## WENTWORTH ON TRIAL TRIP.

The British ship Eskasoni was chartered yesterday by Balfour, Guthrie & Co. to load lumber for Manila. The vessel came off the drydock a couple of days ago, after having been scraped and painted. She has capacity for about 1,600,000 feet. The Eskasoni arrived a couple of months ago from Europe with cargo. Several hundred feet of redwood will be included in the cargo.

## ARRAGO CLEARS WITH LUMBER.

ASTORIA, Or., Jan. 20.—(Special.)—The barkentine Arago cleared at the Custom-House today for San Francisco with a cargo of 630,000 feet of lumber, loaded at the Knappston mill.

## MARINE NOTES.

The ship Falls of Dee is loading 250,000 feet of redwood for Manila. The balance of the cargo will be made up of Oregon pine.

The sailing of the steamer Redondo for San Francisco has been postponed until Monday afternoon, owing to some repairs being made to the machinery.

The French ship Jean Baptiste is reported chartered to load wheat at this port and on the Sound. She arrived about three weeks ago with a cargo of coal from Newcastle, N. S. W.

The French bark Jalisco has been laid on the berth at Antwerp for Portland. Andrew Weir & Co. is named as charterer, although it is supposed that that firm is acting for some Portland concern.

## PLAGUE AT KOBE.

### Oriental Liner Aragona Reports Fifteen Cases, Fourteen Deaths.

ASTORIA, Or., Jan. 20.—(Special.)—The German steamship Aragona arrived in this evening, 18½ days from Yokohama and 22 days from Hongkong, with a general cargo. Captain Ernst reports 15 cases of cholera on board, and that he crossed the Pacific. During the first few days out head winds were met and the vessel was delayed one day.

The Aragona's bill of health shows that plague is prevalent at Kobe, and up to the time the steamer sailed there had been 15 cases, 14 of which resulted fatally. Captain Ernst states that while he had a fairly good passage of 21 days from here to Kobe, he learned there the vessel had been posted as lost.

## ARRANGES TO FLOAT WRECK.

Captain H. W. Baker has arranged with J. H. Peterson to float the wrecked steamer Geo. W. Elder, and if successful will represent a Detroit wrecking company, visited the wreck at Goble Friday and had a diver make a thorough investigation of the wreck. Captain Baker, who represents a Detroit wrecking company, expects to return in March to float the steamer. He says she rests in a difficult position. Mr. Peterson, who is in charge of the work, is down to the time the steamer sailed there had been 15 cases, 14 of which resulted fatally.

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## BE SOBER

### Says President Roosevelt

"It is of incalculable consequence to the man himself that he should be sober and temperate, and it is of even more consequence to his wife and his children; for it is a hard and cruel fact that in this life of ours the sins of the man are often visited most heavily upon those whose welfare should be his special care."—President Roosevelt to the Meters at Wilkesbarre, Pa.

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The Portland Refining & Oil Company is meeting with the encouragement it merits. It is offering to our own people an opportunity to invest money in a safe and legitimate business showing a percentage of profit larger than can be shown by any other conservative enterprise, and the conditions of which are so promising that there has not yet been advanced against it an argument that cannot be at once refuted by anyone familiar with the situation.

Of the 20 or more oil refineries located in California, none north of San Francisco Bay, all are doing a lucrative business; and yet the Pacific Northwest, using a much larger quantity of coal oil than California, has not yet established such an industry. Our people are paying freight rates on oil from California and from the East, and are but just awakening to the fact that vast sums of money can be kept at home by the establishment of a local refinery, which will not only pay handsome dividends to all who invest in it, but will be a factor of inestimable value in the industrial development of our state.

While at the outset the Portland Refining & Oil Company will buy its crude oil in California, the operation of a refinery here will stimulate the development of our oil fields, thus establishing another industry which will add greatly to the wealth of the state.

Many will perhaps question the feasibility of transporting crude oil from California to be refined in Portland, instead of refining it at the wells, or at the point on tidewater in California to which the crude oil is piped. It must be remembered, however, that an oil refinery turns out some six or seven different products which would necessarily have to be shipped separately, and on which the freight rate would be comparatively high, while the crude oil is shipped in tank steamers from tidewater in California to the refinery at tidewater in Portland, and can be delivered here, transportation and cost included, for 75 cents per barrel. A very little consideration of this point will convince anyone of the advantage of bringing the crude product in bulk to the center of the territory over which the finished product is to be distributed.

Of particular interest in connection with the establishment of the Portland Refinery are the conditions which put the business of such a concern safely beyond the reach of illegitimate competition. These conditions are such that the entire business of the refinery can be conducted without using rail transportation in any way, or becoming subject to exorbitant freight rates. The average daily consumption of coal oil in the Pacific Northwest is 4464 barrels, while the average daily output of coal oil of the refinery as at present planned is 200 barrels, or 4½ per cent of all the oil used in Oregon, Washington and Idaho. These 200 barrels can readily be marketed in Portland, Seattle and Tacoma, whether the oil can be shipped in tank steamers. Hence, as long as the Columbia River, the Pacific Ocean and Puget Sound are open waterways, no money power or corporation monopoly can obstruct the operation of the refinery. For many cogent reasons competition in price is not to be feared. In the first place, coal oil which sells on an average for 14¢ per gallon can be made for 5¢, and if "The System" which has so long enjoyed a monopoly in the oil business should feel inclined to inaugurate prohibitively low prices in order to crowd from the field a 200-barrel per day refinery, it would necessarily have to extend such "cut" to the entire Pacific Coast, and to the Orient as well, as all this territory will afford a market for the products of the Portland Refinery.

The astonishingly great and constantly increasing consumption of coal oil, gasoline and distillates is scarcely comprehended by people who take but a passing interest in matters of this kind. Without going into the figures representing the aggregate output of crude petroleum all over the world, the following figures showing the annual production of crude petroleum in California for the years given will indicate measures properly correct the rapid increase in the use of this product, viz: