

# DIRECT STEAMERS TO THE ISLANDS

## Portland Will Have Line of Vessels Plying to Honolulu.

### MERCHANTS MUST HUSTLE

Given Same Advantages as San Francisco Business Men, and if They Want the Trade Must Work to Get It.

"The permanency of the line which will be established between Portland and Honolulu depends upon the merchants and business interests of this city. We come here with the idea of establishing permanent steamship connections with the Hawaiian Islands and the port of San Francisco has had nothing to do with it. We firmly believe that it will be a good investment but it is up to Portland to give us the necessary support."

### Think Business Sufficient.

Mr. Lindsay brings most encouraging news to Portland, and the general feeling is that sufficient business can be worked up with the Hawaiian Islands to justify the Matson Navigation Company's carrying the line. Mr. Lindsay stated yesterday that many of the big plantation owners of the islands have long and persistently requested that they be given the preference of two markets and Portland is the second market.

### Seattle Not Satisfactory.

Before deciding to come to Portland, however, Seattle was given a try-out, but it is understood that conditions there are not as satisfactory as they promise to be in Portland. The Hilonian was brought out from the East and placed on the run between Seattle and Honolulu. The vessel is now making its first trip from the Sound, but it will be the last at least for some time to come, as when it returns to the Coast it will anchor in Portland's harbor.

If business is as good as expected it is understood that the Matson Navigation Company will put a second steamer on the line. If this is done a steamer will leave Portland for Honolulu about twice a month. The steamer Hilonian has a capacity of 500 tons of freight and carries about 40 first-class passengers. It will run from Portland direct to Honolulu, then to Hilo, a large port on Hawaii, and from there to San Francisco and then up to Portland. It will take a month or more to make the round trip.

### Freight \$3.50 a Ton.

Mr. Lindsay stated yesterday that for freight \$3.50 a ton would be charged, which is the same rate made San Francisco and Seattle, but the latter city gets but little of the trade. Better results with the first voyage from Portland the company will make special rates for the inducement of tourists. For the round trip, which will include all meals and accommodations, \$140 for first-class passengers will be charged.

### Feed Is in Demand.

"Then there are thousands of mules and horses at the plantations, the quantities of feed must be enormous. The principal reason advanced for the proposed lengthening of the Elder is the fact that she will have to be practically cut in two anyway in order to repair her on account of the large break in her hull, and the piecing in of about 45 or 40 feet would not entail any greater added expenditure than has already been incurred in the effort to raise and repair the vessel."

### Willamette Rises at Albany.

ALBANY, Or., June 9.—(Special.)—Rains of the past three weeks have caused the waters of the Willamette River to rise until a good boating stage has again been attained. This means much to shippers of Valley towns, for the water competition with the railroad is an important factor.

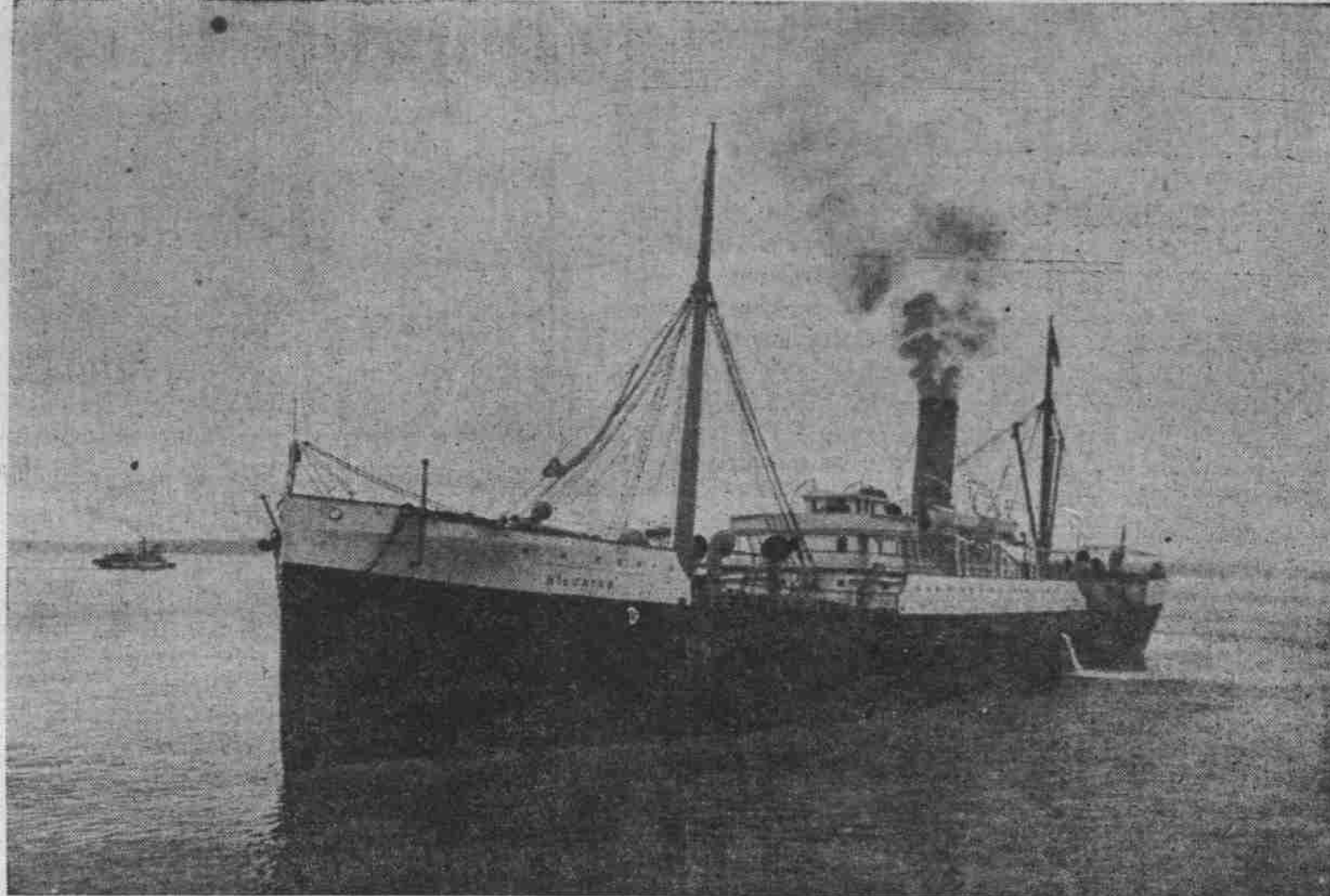
### Manifest of the Omega.

ASTORIA, Or., June 9.—(Special.)—The manifest of the schooner Omega, which sailed yesterday for San Francisco, was filed at the Custom House today. The vessel carries a cargo of 700,000 feet of lumber, loaded at the Knappa mill.

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## FIRST STEAMER OF THE PORTLAND-HONOLULU LINE



STEAMER HILONIAN, WHICH LEAVES THIS PORT UPON ITS INITIAL VOYAGE JULY 1.

## WILL START WORK

### United Railways Ready to Begin Construction.

### THIS WEEK FIXED AS DATE

#### Willamette Valley Traction Company Will Also Begin Soon on Its Lines Into Portland and on Its Bridge.

### ERASMO HAD THE PLAGUE

#### Italian Bark Arriving Experienced Many Troubles En Route.

While en route to Nagasaki from Philadelphia with a cargo of petroleum, the Italian ship Erasmo, which arrived in Portland early yesterday morning, was afflicted with the dread plague known in the East Indies as beriberi from the effects of which one of the seamen died in terrible agony, and others were incapacitated for regular duty for long periods.

### MAY LENGTHEN THE ELDER

#### PETERSON MAY DECIDE TO INCREASE CRAFT'S CAPACITY.

#### She is Hardly Large Enough at Present to Accommodate Present Freight Demands.

The matter of repairing the steamer Geo. W. Elder will occupy the attention of J. H. Peterson during the next few days, for the cement bulkhead placed in the vessel at the time of her raising has practically been removed, and she will soon be ready for removal from the drydock.

Experienced steamship men of this port are of the opinion that the vessel owner would do well to have the vessel lengthened 50 feet providing he decides to repair her at all, for in their opinion the vessel is not large enough to accommodate enough freight to warrant her being operated at a profit and the advice offered by experts may influence the owner to decide to have the vessel made larger, for in this event the cost of repairing her would be but slightly increased and would make her a much more desirable craft.

The principal reason advanced for the proposed lengthening of the Elder is the fact that she will have to be practically cut in two anyway in order to repair her on account of the large break in her hull, and the piecing in of about 45 or 40 feet would not entail any greater added expenditure than has already been incurred in the effort to raise and repair the vessel.

Mr. Peterson would not state anything in the nature of the repairing plans he has under consideration, except that she would be placed in excellent condition.

As the boat stands at present the owner will be able to realize on the amount he has invested in her even though he should sell her for junk. The machinery in the vessel is worth considerable money and the iron of her construction always finds a ready market.

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## STRIKE MAY BE SETTLED SHORTLY

### Indications Point to an Early Adjustment of Pending Differences.

### LOS ANGELES IS WORRIED

#### Prospect of Shipping Being Tied Up Indefinitely Causes Unrest in Southern City—Conference on Arbitration.

LOS ANGELES, Cal., June 9.—Local representatives of the Pacific Coast and Oriental steamship lines that are tied up, following the abrogation of their agreements with the Sailors' Union in San Francisco, fear that unless the sailor men and shipowners get together the trouble will develop into an absolute shipping tie-up, affecting the ocean front from San Diego to San Francisco.

Los Angeles representatives have received official notice informing them of the situation, and notifying them to cancel all steamer tickets and freight consignments for the present.

F. Schaffer, local head of the Merchant Independent Steamship Company, had the following to say of the situation today:

"I believe the trouble will be settled soon, but if it is not, I fear that it will develop into a most serious tie-up. The steamer Coronado is lying at San Pedro with 80,000 feet of lumber, and it would take but half a day to unload her, but hands are not available."

### ARBITRATION IS LIKELY.

#### Prospect of Sailors and Owners Getting Together Brighter.

SAN FRANCISCO, June 9.—The prospects are better today than they have been at any time since the sailors quit work for a settlement of the dispute that has been crippling shipping in the harbor. It was manifest today at a meeting of the United Shipping & Transportation Association that the offer of Andrew Furuseth, secretary of the Sailors' Union, for a conference, would receive a cordial response.

Before the meeting adjourned it was agreed that a committee of the Association should meet with a committee of the City Port Federation on Monday morning.

While none of the members of the Association would predict the outcome of the conference, it is generally understood that there will be an agreement to arbitrate.

### SERIOUS ASPECT OF STRIKE

#### Sailors' Lockout May Cause Suspension of Lumber Mills.

ABERDEEN, Wash., June 9.—Several local millmen declared today in interviews that the strike of seamen of the Coast would undoubtedly have the effect of tying up all mills on Gray's Harbor. This would throw 400 men out of employment. One of the millmen said that when vessels arrived at his mill he would proceed to load them, even though he was compelled to employ non-union stevedores. This would be followed by a strike of all organizations in sympathy with the stevedores, and result in shutting down the plant.

Vessels arriving here with non-union crews could not be loaded by union stevedores, and all branches of labor would thus be affected.

Millmen agree in saying that the situation is one of the most serious ever arisen

ing on the Coast. They declare that shipowners are determined to refuse to accede to the demands of the Sailors' Union, and that the crisis which has been threatened for many months is now about to ensue. Even though no strike of mill workers should result, the mills would be forced to close, as their product could not be marketed.

It developed here today that a battle took place in the lower harbor a few nights ago when a launch loaded with men armed to the teeth went to the schooner Fearless and demanded that the union cook be delivered to them. The master of the vessel threatened to kill the first man who boarded his vessel, and some one on the launch fired at him. On the vessel were a number of armed men, and when the first shot was fired, a regular fusillade was begun. The vessel's sails were shot full of holes and the sides of the launch perforated, but no one was injured.

### ARRIVALS AND DEPARTURES.

ASTORIA, June 9.—Condition of the bar at 5 P. M. smooth; wind, west, light; weather clear. Arrived down at 5 A. M. and sailed at 12:30 P. M.—Steamer Alliance, for Eureka and way ports. Arrived at 7 A. M.—Schooner San Buenaventura, from San Francisco. Arrived last night—Brigantine Geneva, from Hilo. Arrived down at 3:45 P. M.—Schooner Berwick. Sailed at 3:45 P. M.—Schooner Irene, for Redondo.

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### Charge Is Ordered Dismissed.

Investigation of the charge of larceny preferred against J. Q. Adams, president of the Omaha Hotel Supply Company, by J. W. Thompson, a representative of a business rival, convinced Deputy District Attorney Haney that the charge would not hold. On his motion it was dismissed yesterday morning by Police Judge Cameron. Adams was arrested at Spokane, Wash., on telegraphic advice from Chief of Police Oritzenacher. He gave a bond of \$50 for his appearance here on preliminary examination and came back to Portland without a custodian. He was accused of removing a cabinet belonging to the American Hotel Supply Company of Chicago from the Imperial Hotel and substituting one of his own manufacture.

### Crushed in Mill Machinery.

ABERDEEN, Wash., June 9.—(Special.)—Claude Havlan, aged 28, is thought to have been fatally injured in the American mill today by being crushed between machinery.

# WE URGE YOU TO TRY THE BITTERS

Every sick man or woman ought to try the Bitters, not simply because it has cured others, but because it will cure you, too. It is especially compounded for ailments peculiar to a disordered stomach, inactive liver or weak kidneys, and its merit is backed by a 53 years' test. Surely then



is the medicine for you. It cures Poor Appetite, Indigestion, Nausea, Dyspepsia, Heartburn, Cramps, Liver or Kidney Troubles, Female Ills or Malaria, Fever and Ague. Don't delay another day. Here's proof.

MR. T. C. HARVEY, Carrolton, Miss., says: "Your Bitters cured me of Stomach Troubles as well as a Sluggish Liver. I thank you for your valuable medicine and freely endorse it."

MR. G. W. WAITECOMB, Story City, Iowa, says: "I suffered for years with Acute Indigestion and Dyspepsia and nothing gave me any relief until I tried your Bitters. It did me more good than the others all put together."

THE GENUINE HAS OUR PRIVATE STAMP OVER THE NECK OF THE BOTTLE.