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 burning of the Hawaiian Islands, and the burning 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." This was the reply made by M. J. Lindsay, representing the Matson Navi-sation Company, when questioned wheth

gation Company, when questioned whether the line would be permanent. Mr. Lindsay represents the Matson Navigation Company in this city and has brought maining permanently. He announced yeserday that the Steamer Hilonian would cave Portland July 1 on her initial voyage from this port to Honoluli,

Think Business Sufficient.

Mr. Lindsay brings most encouraging news to Fortland, and the general feeling is that sufficient business can be worked up with the Hawslian Islands to justify the Matson Navigation Company keeping up the line. Mr. Lindsay stated yesterday that many of the big plantstion owners of the blands have long and perestently requested that they be given the preference of two markets and Portland is the accord warshet.

is the second market.
San Francisco for years has monopolized the trade of the islands, the same as Sethe trade of the islands, the same as Se-atile has obtained practically all of the Alaskan business. But the business men of the islands are said to be even more insistent that they be given the advantage of two markets than are the Alaskans. Captain William Matson, president of the company, respecting the wishes of the business interests of the islands, came to the Northwest to see what could be done in the establishment of a line from the Northwest, and has come to the conclu-Northwest, and has come to the conclu-sion that Portland offers more than any other port in this section of the country.

Seattle Not Satisfactory.

however. Seattle was given a show, but it is understood that conditions there are not as satisfactory as they promise to be in Pertland. 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 har-

If business is as good as expected it is inderstood 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 leave Portland for Honolulu about twice a month. The steamer Hilonian has a capacity of \$500 tons of freight, and will carry 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 charged which is the same rate made San Francisco and Seattle, but the lat-ter city gets but little of the trade, Beginnine with the first voyage from Portland the company will make ape-cial rates for the inducement of tourists. For the round trip, which will include all meals and accommodations, \$140 for first-class passengers will be The Matson Navigation Company will

endeavor to obtain a material part of the coastwise traffic, both freight and passenger. Most of the cargo from the islands will be discharged at San Francisco upon the return trip. There another cargo will be secured if possible to be brought to Portland.

Much refined sugar and tropical fruits such as bananas and pineapples

will be unloaded at Portland. The car-goes from Portland to Honolulu are expected to be miscellaneous as there is market in the islands for everything

from feed to hardware.

"About all they do in the islands is to raise sugar and they get most of their supplies and provisions from the their supplies and provisions from the Coast, so that all lines of business will be benefited," said Mr. Lindsay yesterday afternoon. "Feed, flour, hardware, fruits, poultry and dairy produce, meats and many, many other things have to be taken from the Coast, "The Hilonian has a large refrigerating plant and we intend to carry much meat and other perishable articles, During the season several thousand boxes of apples alone are shipped from San Francisco to Honolulu each month and I understand that Oregon's apples are unexcelled.

Freed Is in Demand.

Feed Is in Demand.

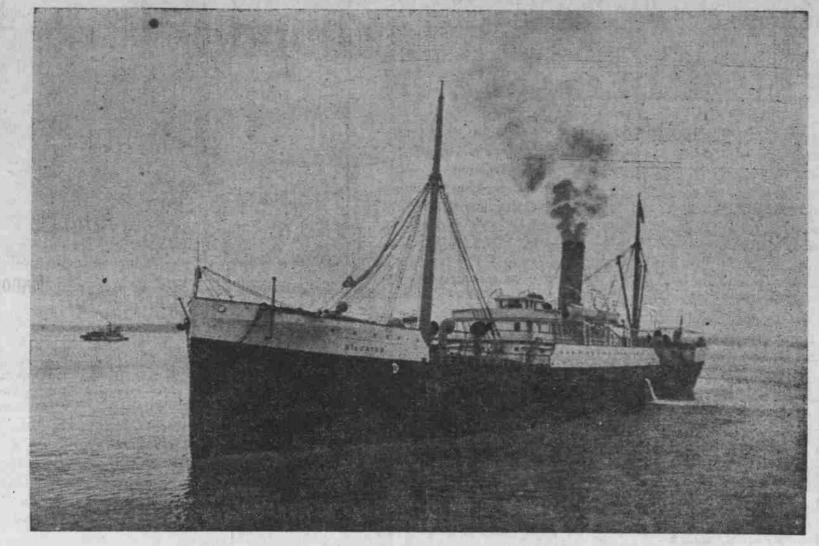
Then there are thousands of mules and borses worked upon the planta-tions that must be fed and enormous quantities of feed must necessarily be shipped in. There is no place on the Coast that can compete with Portland for flour, feed of all kinds and dairy and poultry produce and for all these a splendid market is offered. Upon practically everything else Portland ought to make as good prices as San.

'Our company has contracts with many of the plantation companies to carry their supplies. Captain Matson himself is interested in the Honolulur Plantation Company, which is the only company that exports refined sugar. For this company alone about 70,000 tons of freight is carried by our line to and from the islands. Part of that business will come to Portland.

Buyers Will Come Here.

I represent the Hilo Mercantile Company, which is a large concern and I will do much of its purchasing here. The companies with which we have contracts have long asked that they be given a preference of two markets and we are simply expense out that and we are simply carrying out their wisnes in the matter. In San Francisco the large plantation owners have sta-tioned representatives and buyers and I would not be the least bit surprised if representatives and buyers were sent here after the steamer has been on the line for a month or so.

FIRST STEAMER OF THE PORTLAND-HONOLULU LINE



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

get the trade as it won't come for the more asking and it will take some hustling on their part. But there is no reason why the Portland merchants

cannot make prices as low as can San Francisco and upon some things you can go away below the Bay City.

Mr. Lindsay has cabled to Honolulu a notification that the Hilonian would sail from Portland July I. The Portland Chamber of Commerce will showly in Chamber of Commerce will shortly in-sert in the daily newspapers of Hono-lulu large advertisements of that fact and will also call attention to the many advantages offered the buyers in this city. Portland merchants are very enmaking preparations to get in and hustle for business, when the line is

ERASMO HAD THE PLAGUE

Italian Bark Arriving Experienced

Many Troubles En Route. While en route to Nagasaki from Phila delphia 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 Elast Indies as heri-beri from the effects of which one of the scamen died in terrible agony, and others were incapacitated for regular duty for long periods.

Among those affected by the disease Among those affected by the disease was Capitain Ameglio, who was rendered violently insane by the malady, and had to be placed in irons for several weeks, during which time First Officer Antonio Marcellies, who is at present in charge of the vessel, took command. Captain Ameglio was taken to an asylum at Nagasaki, and several of the afflicted crew are being taken care of at a

sanitarium. The Erasmo will load lumber for Genoa, Italy, as soon as she discharges her cargo of ballast at the Banfleid dock in North

PETERSON MAY DECIDE TO IN-CREASE CRAFT'S CAPACITY.

She la Hardly Large Enough at Present to Accommodate Present Freight Demands.

The matter of repairing the steamer See. W. Elder will occupy the attention of J. H. Peterson during the next ew 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 inclined to think that the owner would do well to have the vessel engthened some 30 feet providing he lecides to repair her at all, for in their opinion the vessel will hardly prove a profitable investment unless some such action is taken to fit her for the area. profitable investment unless some such action is taken to fit her for the present trade demands. The vessel as she stands today 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 vossel 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 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 35 or 46 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 as to the nature of the repairing plans he has under consideration, ex-

plans he has under consideration, exept that she would be placed in exelient 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 mar-

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 competi-tion with the railroad is an important

Manifest of the Omega.

Portland Merchants Must Hustle.

But do not misunderstand me as the Portland merchants will have to do their share if they are desirous of holding the line and I know that they

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.

Work will be begun this week by he United Railways Compay on its Front street line. Materials and men are being assembled as rapidly as possible and once started the work will be rushed with all possible speed. By late Summer or early Fall, electric cars will be running along Front street from Hoyt street to the city limits on the south.

Formal acceptance of the franchise granted it by the city will probably be made by the United Railways Company within the next few days, and the required bond will be filed to guaratee the city that the Front street I will also eliminate 1400 degrees of

pany will probably file its acceptance of the joint franchise granted it by the city wishin a short time. The acceptance and the accompanying bond are now waiting upon the necessary rrangements in the East.

Will Start on Macadam Road.

Work will be started by the United Railways at some point on Macadam road, near the south line of the city. The work will then proceed south to Front street, and down that thorough-fare to Hoyt street, where connecting tracks will be laid into the grounds of the Union Depot, providing for the interchange of traffic with other railways entering Portland. This plan of starting the work is in order to get the track-laying going well before the construction crews reach Front street, which as a paved thoroughfare offers difficulties that will not be met on the Macadam road.

"We are taking steps to get a large force of men that will be available immediately," said M. H. French, president and general manager of the Los Angeles Railroad Construction Company, the organization that will build the electric railways to be later oper-ated by the United Railways Company. "We will put on as large a force as we can get," he continued, "and we are now getting our outfit and mate-rials together to commence work during the coming week. Unless some-thing entirely unforessen takes place, we ought to have cars running by Fall."

Night Work on Front Street. After the construction crews reach

the busy section of the city on Front street they will work only at night, so as to offer the least possible ob-struction to the large wholesale traffic handled in that section of the city. During the daytime the street will be given up wholly to the business that now makes it one of the busiest dis-tricts in Portland. Sundays and holltricts in Portland. Sundays and hou-days may be utilized by the work-men and at night they will build grades and lay tracks under the glare of strings of electric arc lights. J. W. E. Taylor, executive engineer of the United Railways, plans to com-

mence construction work on the other projects of the United Railways Comprojects of the United Railways Com-pany within a short time, and proba-bly several different tentacles of the system backed by the Los Angeles capitalists will be undergoing con-

capitalists will be undergoing construction at the same time.

The Willamette Valley Traction Company is also laying plans for beginning construction before the season is much further advanced. The purchase of a steam shovel and usual construction cars was made yesterday. These will be used for the heavy grading just south of the city, where it is said the greatest engineering difficulties of the whole line will be met. The machinery is now in the East and it will be some time before it reaches it will be some time before it reaches Portland. Other construction imple-ments are being secured and will be on hand when work is begun in earnest. Work awaits the arrival of a quantity of steel rails, which were purchased in the East and the first consignment is expected to reach Portland soon.

Willamette Company's Plans.

boat men, who ply on the upper Williamette River, to determine the character of the bridge that will be most satisfactory to navigation. Plans are being drawn for a high bridge that will span the river near Butteville at so great a height that it will not interfere with steamers pasing beneath. Some negotiation with local government officials has been had in regard to the type of bridge that will be most. These outside districts want to be part. to the type of bridge that will be most satisfactory to the government. Plans are now being made of the structure, which will soon go forward to Washington for the approval of the Secretary of War. If the bridge is satisfactory to the Government orders will figion for the approval of the Secre-tary of War. If the bridge is satis-factory to the Government, orders will immediately placed for structural ma-terial in the Eastern steel mills.

COST SEVEN DOLLARS A FOOT Expensive Work in Doing Away With Curves and Grades.

Rather expensive railroad building will be the stretch of track from Troutdale to Bonneville, on the O. R. & N. main line, which will be rebuilt during the Summer. Probably there is but little track of a similar length in the state that proved so expensive of construction. The company has set aside \$600,000 for rebuilding a little less than 19 miles. For most or the

antee the city that the Front street line will be built as proposed by the company in asking for the franchise circles. The desirability of light grades The Willamette Valley Traction Comand easy curves is nowhere more strik-ingly shown than in the heavy ex-penditures the railroads are making to rid their roads of these objectiona-ble features. In reduced cost of opera-tion, added safety and longer and faster trains, railroad men say the im-provements in the roadbed pay good interest on the heavy investment.

J. F. Baker Goes to Oakland.

J. F. Baker, traveling agent for the Wells-Fargo Express Company, with headquarters at Portland, has been appointed general agent for the company at Oakland, Cal., and his terriory includes all the sub-agencies in that city, as well as Alameda and Berkeley. Mr. Baker was formerly depot agent here for the company be-

depot agent here for the company before becoming traveling representative. He has been in the express business here for a number of years.

W. E. Carpenter, formerly agent for
the express company at Astoria, has
been appointed successor to Mr. Baker,
and has already entered on his new
duties. A. H. Peterson, formerly a
messenger of the company, has succeeded Mr. Carpenter as agent at Aceeded Mr. Carpenter as agent at As-

Road to Council Crest.

Work will begin this week on the con-struction of the Council Crest extension by the Portland Railway Company. Final locations have been completed, and deeds are now being signed up for the right of way by the property-owners in favor of the railroad. The extension will be about a mile in length, and will be in the form of a loon, decling Council Crest, and will a mile in length, and will be in the form of a loop, circling Council Crest, and will, at its highest point, be about 1000 feet above the river. The line will branch off from the Portland Heights loop, and for most of the way will be a fairly straight track, although some sharp curves will be built on the north side of the Crest. There will be a few stiff grades, but all will be easier than those in the Heights line.

MERGER OF THE DISTRICTS

Suburban Schools Would Unite With Those of Portland.

June 18'a vote will be taken in school district No. 1 to determine whether the suburban districts Nos. 5, 44, 47 and 29 shall be made a part of district No. 1. At the same time a vote will also be taken in these four districts whether they want to be consolidated with the Declaration in these four districts whether they want to be consolidated with the Portland dis-trict. The districts are at Mount Tabor, or that part of Mount Tabor that was amexed to Portland some time ago, with annexed to Fortland some time ago, with an especial provision that it should not affect the schools at South Mount Tabor, Arleta and Woodstock. Notices of this election have been posted. The Portland Board of Education evidently considers that the annexation of the northern portion of Mount Tabor district No. 5 and Montavilla No. 18 brings that section into Montavilla No. 18 brings that section into the Portland district without any further action, although there is some doubt

building and five teachers, with a manual training department. It has no debt. Arleta, in district No. 47, was organized A meeting has been held by officials of the Willamette Company and steam- Mount Taber and Woodstock. This year

139 pupils. It has no permanent building, but occupies small class-rooms. The district owns a block of ground. It has no debt. Woodstock, which is in district 29, has a four-room building, and the attendance is about 150. Woodstock joins on the Portland district and except on the Portland district and except of the continuous times of the Portland district and except of the continuous times and the continuous times and the continuous times are continuous times and times are continuous times are continuous times and times are continuous times are continuo

These outside districts want to be part of the Portland district, and there is sardly any doubt that annexation will carry in all four. However, it must carry in the city as well to be effective. If it carries, it means that all five suburban districts bordering on Portland on the cast will be merged and will increase Portland's school population by about 2000. St. Johns district will be the only subrban district left out.

DIRECT MAIL TO EUREKA

Portland May Send Its Letters to Humboldt Bay Metropolis.

E. C. Glitner, secretary of the Chamher of Commerce, received a telegram yesterday from Senator Fulton that the Postoffice Department had made arrangements to carry mail from Portland direct to Eureka, Cal. It is understood that a contract has been signed with the California & Oregon Coast Steamship Company, the vessels of which touch at Eureka. The Chamber of Commerce has been endeavoring to secure better mail service between Eu-reka and Portland for some time and the officials of that organization are highly clated over the success. Business men called the attention of the Cham-ber of Commerce to the injustice Portland was subjected to and the officials Mail from Portland to Eureka now goes to San Prancisco and thence to Eureka. Portland business men have been greatly handicapped by this arrangement because of the delay in their

A French horticulturist has discovered that roses and mignonettes can not live together. Rose and mignonette, placed together in a vase, both wither within half an hour.

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 Sallors' 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 re-ceived official notice informing them of the situation, and notifying them to cancel all steamer tickets and freight con-signments for the present. F. Schaffer, local head of the Merchants' Independent Steamship Company, had the following to say of the situation

"I believe the trouble will be settled oon, but if it is not, I fear that it will develop into a most serious tie-up.

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."

R. Perkins, manager of the Hugh B. Rice Company, agents for all the big steamship companies said: "The steamship companies cannot afford to hold the big mail steamers on account

ARBITRATION IS LIKELY.

of the Government mail contracts."

Prospects 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 sallors 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, or a conference, would receive a cordial

Before the meeting adjourned it was agreed that a committee of the Association should meet with a committee of the City Front Federation on Monday morn-

While none of the members of the Assoiation 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 Suspen-

sion of Lumber Mills. ABERDEEN, Wash., June 9.—Several local millmen declared today in interviews that the strike of seamen of the Coast would undoubledly have the effect of tying up all mills on Gray's Harbor. This would throw 4000 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 com-This would be followed by a strike of all organizations in sympathy with the steve-dores, and result in shutting down the

Vessels arriving here with non-union crews could not be loaded by union steve-dores, and all branches of labor would thus be affected. Millmen agree in saying that the situa. mill too tion is one of the most serious ever aris- chinery.

ing on the Coast. They declare that ship-owners are determined to refuse to accode 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.

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 fusliade was begun. The vessel's regular fusilade was begun. The vessel's sails were shot full of holes and the sides of the launch perforated, but no one was

Government officials are to make a thorough investigation. The names of men in the boarding party have not been learned. but they are supposed to have been union

Arrivals and Departures.

ASTORIA, June R.—Condition of the bar at 5 P. M., smooth; wind, west, light; weather clear. Arrived down at 5 A. M. and salled at 12:50 P. M.—Steamer Alliance, for Eureka and way ports. Arrived at 7 A. M.—Schooner San Beunaventure, from San Francisco. Arrived last night—Brigantine Geneva, from Hilo. Arrived down at 2:30 P. M.—Schooner Berwick. Salled at 3:45 P. M.—Schooner Irene, for Redondo.

Redondo, June B.—Arrived—Steamer Nome.

Redondo, June 9.—Arrived—Steamer Nome City, from Pertiand.

San Brancisco, June 8.—Arrived—Schooner
George W. Watson, from Gray's Harbor;
steamer Prenties, from Hueneme; steamer Dei
Norte, from Crescent City, Sailed—Steamer
Alameda, for Honolulu; steamer Titania, for
Nanaimo; steamer Newburg, for Gray's Harbor,

FOUR FINE CHICKERINGS

If anyone has entertained any doubt as to the genuineness of this sacrifice sale and the conditions that compel it, the receipt for the \$1900 forfeit by Mr. J. Couch Flanders, attorney for the estate, published in the Ellers Plano House advertisement on page 15 of this issue will fully demonstrate the real conditions and what Ellers Plano House is confronting.

Ellers Piano House is confronting.
The store must be vacant by 12 o'clora
Saturday night, and unless Ellers Piano
House is out of the premises at that time. bag and baggage, the \$1000 goes to the trustee as a forfelt. Six days more of the famous quarter-

block of fine planos. Six days is a short time in which to dispose of everything, but it must be doue. Front and terms of payment cut no figure now. If you want a plano, come and get it; we'll make it possible for you to possess the very heat.

We desire particularly, through the col-

umns of this paper, to reach four well-to-

do people, who can afford to own the four remaining very choice Chickering up-rights, in specially designed art cases. The Chickering stands today—the oldest make in America, the best in the world— a plane around which cluster all the giorious triumphs and achievements of

American music.
These four planos can be secured now at actual factory cost, which is far below the usual retail or selling price.
One is in beautiful dappled English walnut case; the rest of them are the most uperb mahogany cases ever shown k

They must be sold. Any reasonable of-fer as to payments will be accepted. If you are interested come tomorrow or to-morrow night. We'll make it an object. Eilers Piano House

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 Hancy that the charge would not hold. On his motion it was dismissed yesterday morning by Police Judge Cam-eron. Adams was arrested at Spokane, Wash., on telegraphic advices from Chief of Police Gritzmacher. He gave a bond of \$750 for his appearance here on pre-liminary examination and came back to Portland without a custodian. of Chicago from the Imperial Hotel and ubstituting one of his own manufacture,

Crushed in Mill Machinery.

ABERDEEN, Wash., June 9,-(Special.) -Claude Havilan, aged 20, is thought to have been fatally injured in the American nill today by being crushed between ma-

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

HOSTETTER'S STOMACH BITTERS

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, Carrollton, Miss., says: "Your Bitters cured me of Stomach Troubles as well as a Sluggish Liver. I thank you for your valuable medicine and freely indorse 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.