

# NEREUS CARRIES CARGO OF GRAIN

### German Vessel Takes 104,379 Bushels of Wheat, Valued at \$99,500.

## TROUBLE OVER SAILORS

### German Consul Unable to Secure a Full Crew, and Local Boarding-House Fails to Supply Men.

The German bark Nereus cleared yesterday for Queenstown or Falmouth for orders with 104,379 bushels of wheat, valued at \$99,500. When the vessel left for Queenstown, a question, owing to differences between the master of the vessel, the German Consul and the sailor boardinghouse. The Nereus is in need of two men and the master refuses to pay the boarding master for them.

Oregon statutes provide for the licensing of sailor boardinghouses and for the appointment of a commissioner to superintend the affairs of such boardinghouses. Sailor boardinghouse masters are permitted to exact from ship masters one month's advance and \$30 for each sailor supplied. During the past winter it has been the practice of the German and Norwegian Consuls to secure the services of the boardinghouse. The Nereus was supplied with several sailors in this manner, but a full crew could not be obtained. An attempt was made to secure the desired men from the boardinghouse, but without avail. The boarding master was under contract to supply other ships, and he was not enough men in the house to meet the demand.

Portland at present is in better shape regarding the sailor situation than any other city on the coast. For two years there has not been a delay of any sort due to the boardinghouse. There has been no hold-ups of either master or owner.

The departure of the Nereus will bring the exports for March up to 3,421,987 bushels of wheat and 52,915 barrels of flour. One or more additional vessels will clear before the month ends. The wheat shipments for March of last year were only a trifle over 800,000 bushels.

## F. P. BAUMGARTNER RETURNS

### Says There Is Considerable Freight to Move From Southern Ports.

F. P. Baumgartner, agent for the California & Oregon Coast Steamship Company, has returned from a visit to San Francisco and Los Angeles. Mr. Baumgartner went South on a combined business and pleasure trip.

"The steamship situation was serious when I left San Francisco," said Mr. Baumgartner yesterday. "But the day following my departure from that city the difficulties between the owners' association and the engineers was settled. I am positive that there will be a heavy movement of freight as soon as the boats can be placed in commission. The Nereus is ready to leave for Portland and she has 600 tons on board. Other steamship schooners have full cargoes in sight and at Portland there is a quantity of freight which has been held up awaiting the settlement of the strike."

Mrs. Baumgartner, who has been in Los Angeles for the past two months, returned to Portland with Mr. Baumgartner.

## Capital City Carries Wheat.

The steamer Capital City has been placed on the run between Portland and Vancouver, Wash. The boat will carry wheat, which will be brought to the Washington town on the North Bank road. The Bailey Gatzert made a trip Thursday and brought around several thousand sacks. About 20,000 sacks are awaiting transfer to Portland. The Capital City belongs to the Regulator Line, which is a part of the North Pacific system.

## Place Watchmen Over Sailors.

The Norwegian steamship Sommerstad will leave this morning and will proceed immediately to Seattle. Watchmen have been employed and are keeping constant vigilance over the sailors who are anxious to leave the ship. The articles will expire April 15 and the men want to be paid off here. This the captain refuses to do and the men will be forced to proceed to sea.

## Entertainment for Seamen.

The programme for the concert to be given at the Institute of the Portland Seaman's Friend Society, corner Third and Flinders streets, on Monday night, will be in charge of Professor Willis Peck. A fine entertainment will be given and all friends of the institute are cordially invited.

## Marine Notes.

The steamship Alliance arrived in last night from Coos Bay with passengers and freight.

The steamship Breakwater is due tonight from Marshfield and North Bend.

The Clan Buchanan, shifted to the Oceanic dock yesterday.

The Arctic Stream will leave down this morning.

The British ship Brodick Castle arrived up last night from Newcastle, N. S. W.

## Arrivals and Departures.

PORTLAND, March 28.—Arrived.—British ship Brodick Castle, from Newcastle, N. S. W.; British steamship Nereus, from Queenstown; Norwegian steamship Kisa, from Steavens; British steamship Andre, from Astoria; British steamship Andre, from Astoria; British steamship Andre, from Astoria.

Left.—British steamship Nereus, for Queenstown; British steamship Andre, for Steavens; British steamship Andre, for Astoria.

## Would Abolish Bank Receivers.

NEW YORK, March 28.—The abolition of receivers for suspended banks has been recommended by the grand jury that has been sitting in Brooklyn for several weeks. The report says receiverships add to the misfortunes of the depositors and do not add one dollar to the assets.

# REACH ALTITUDE OF 23,900 FEET

## TORNADO STRIKES ILLINOIS

### Half-Dozen Injured, Residences and Barns Destroyed.

MONMOUTH, Ill., March 28.—A tornado last night destroyed several residences and barns two miles south of this city, injuring a half dozen persons, none seriously.

## Wires Down in Indiana.

INDIANAPOLIS, March 28.—A damaging storm swept over Indiana early today doing much damage to buildings, wires and trees. At Petersburg roofs

## YOUNG WOMAN WHO WILL CHRISTEN THE STEAM SCHOONER WILLAPA.



Miss Alma Swain, of Raymond, Wash.

RAYMOND, Wash., March 28.—(Special.)—Tuesday, March 31, will be made a gala day in this city in honor of the launching of the large steam schooner Willapa at John W. Dickle & Sons' shipyard. This vessel will be the first ocean-going steamer launched in Pacific County. The mills and schools in Raymond, South Bend and the lower Willapa Valley will close on that day to give everybody an opportunity to see the launching. It is estimated that over 1000 school children will be present, in addition to thousands of grown people from all parts of the county. Every craft on the river has already been engaged for service on that day. Miss Alma Swain will christen the ship.

## Power Dam Goes Out.

KALAMAZOO, Mich., March 28.—As a result of the heavy storm which raged over this section, Friday night, part of the dam of the Commonwealth Power Company, 1 1/2 miles below Plainwell, on the Kalamazoo River, went out, inflicting heavy damage, not yet estimated. The dam cost \$250,000.

## Distillery Is Destroyed.

PEORIA, Ill., March 28.—The storm which swept this part of the state last

## STEAMER INTELLIGENCE

Due to Arrive		
Name	From	Date
Johan Poulsen	San Francisco	In port
R. D. Inman	San Francisco	In port
Alliance	Coos Bay	Mar. 29
Breakwater	Coos Bay	Mar. 29
Swedish	Portland	Mar. 29
Geo. W. Elder	San Pedro	Mar. 31
San Francisco	San Francisco	Apr. 1
Rose City	San Francisco	Apr. 7
Roanoke	Los Angeles	Apr. 7
R. S. Loop	San Francisco	Apr. 15
Araba	Hongkong	Apr. 20
Nicomedia	Hongkong	Apr. 20
Alesia	Hongkong	May 25
Numanita	Hongkong	June 10

## Scheduled to Depart

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## Entered Saturday

Needles, R. steamship (Turner), with ballast, from Magdalena Bay, straitly, Br. steamship (McKenzie), with ballast, from Magdalena Bay.

## Cleared Saturday

Nereus, Ger. bark (Moller), with 104,379 bushels of wheat, valued at \$99,500, for Queenstown or Falmouth for orders.

Condor, Am. gasoline ship (Tyler), with general cargo for Yaguina and Alesia Bay.

## Lightning Kills Two in Michigan.

HOWELL, Mich., March 28.—Two women were killed during last night's storm in a farm house 12 miles from here near Hartland. They were Mrs. Peter Norris and Miss Charlie Ellis. A bolt of lightning entered the house along an unused telephone wire and killed both of them instantly. Several other persons who were in the house were not injured.

## PARSONS ATTACKS ODELL

Says He Relies for Success on Thousands of Repeaters.

NEW YORK, March 28.—Congressman Herbert Parsons, chairman of the county Republican committee, issued this statement today:

"I charge that Benjamin B. Odell, Jr., ex-Governor of the State of New York, is relying for his success in the coming primary election on the ability of his lieutenants to have repeaters employed by them to cast thousands of illegal votes."

# REACH ALTITUDE OF 23,900 FEET

## Two Norwegians All but Conquer Mount Kabru in the Himalayas.

LONDON, March 21.—There are at present staying in London two young Norwegians, C. W. Rubenson and Mr. Monrad-Aas, who are leisurely returning home from India, where they have achieved one of the highest climbs on record in the Himalayas, having reached a height estimated at 23,900 feet on one of the peaks of Mount Kabru, a little to the south of the giant Kangchenjunga.

## FORTNIGHT ABOVE CLOUDS

C. W. Rubenson and Mr. Monrad-Aas Nearly Equal World's Record Established by W. W. Graham in 1883.

As fixed by the trigonometrical survey of India, Kabru rises to a greatest height of 24,915 feet, and was ascended to within 39 or 40 feet of its summit in 1883 by W. W. Graham. A few mountaineers like Sir Martin Conway have questioned whether Mr. Graham was not mistaken in identifying the peak which he thought to be Mount Kabru.

In any case, no higher claim has received recognition in the mountaineering world, but Mr. Rubenson and Mr. Monrad-Aas, however, have come very near to exceeding Graham's record.

Not Seeking a Record.

It is only just to the young Norwegians to say that they advance no claim to have established a new record, and that it was not with any intention of record-breaking that they went out to India. Their tour was undertaken purely for the purpose of travel and pleasure, and they were attracted to the Himalayas by the desire to see at close quarters something of the grandeur of the loftiest range of mountains in the world. Though both have climbed much in Norway, they make no pretension to be regarded as expert mountaineers.

Going out of India at the end of 1906, they found that they had chosen the wrong season for climbing, and though in February of last year they reached the top of Mount Kabru, 15,830 feet, some distance to the southeast of Kabru, it was found impracticable to advance among the higher peaks. Later in the year, however, after visiting the Straits Settlements and the Dutch East Indies, Mr. Rubenson and Mr. Monrad-Aas returned to Northern India and again sought to penetrate the Himalayas from Darjiling.

Have Coolies for Guides.

A base camp was established at Jongri, over 13,000 feet high, and the travelers then set their faces toward Mount Kabru attended by 14 picked coolies. These were men of Tibetan descent, living on the borders of Nepal. They were paid especially high wages and received special rations.

Sports were organized for their amusement at the different camps, and everything was done to put them on good terms with their employers, with the result that Mr. Rubenson and Mr. Monrad-Aas speak in enthusiastic terms of the service they received from their followers, and consider the employment of Alpine guides especially brought out from Europe a quite unnecessary proceeding in Himalaya expeditions.

They themselves adopted no such course, partly because they had no intention of undertaking any unusual feat and partly because they had no desire to achieve ascents for which the main credit would really be due to others.

Camping at 22,000 Feet.

The route led up the Rathong glacier, from which the travelers descended just below the point where it is joined by the Kabru glacier. Camps were established at elevations of 19,500 feet, 21,500 feet, 22,000 feet, 22,500 feet. On the excursion from the highest camp but one, the aneroid reading gave an elevation of 22,900 feet.

Above this height the records were not reliable, and elevations especially noted by comparison with the known height of Kabru, as fixed by the trigonometrical survey.

Two nights were spent at the highest camp, probably the loftiest point at which tents have ever been pitched. The final climb was made during the intervening day. For about a hundred feet Mr. Rubenson and Mr. Monrad-Aas were accompanied by one of the coolies; then they continued the ascent alone.

The measured peak of Kabru is connected by a long saddle with another peak to the northeast, almost of the same elevation, and certainly, the travelers are convinced, not more than a hundred feet lower. It was this peak which Mr. Rubenson and Mr. Monrad-Aas found themselves in the best position to climb.

For the greater part of the distance their line of ascent was sheltered from the wind, but when within fifty or sixty feet of the top the wind burst upon them with a fury against which it was almost impossible to make headway, and, as night was drawing on and they had no ambition to reach the summit merely because it was the summit, they returned to camp. As already stated, they estimate that at their highest point they stood at an elevation of 23,900 feet.

Narrow Escapes From Death.

The descent was not accomplished without some exciting experiences. Once some huge crevasses opened down from the mountain side onto the very spot where only five minutes earlier the tents had been standing. On another occasion, when Mr. Rubenson and Mr. Monrad-Aas were roped together, the former missed his footing, and, though the rope held, four out of the five strands gave way under the strain.

Both Norwegians made light of their performance, which was, however, attended by considerable hardships. The agent entrusted with the provisioning of the expedition was unable to send along the supplies required by the Europeans, and for three weeks they had to live mainly on tinned meats.

Intense cold was experienced, the temperature at the high camps falling as low as 29 degrees below zero (Fahr.).

## Fortnight Above 19,500 Feet.

Perhaps the most remarkable feature of the expedition is that the travelers remained for fully a fortnight at altitudes of 19,500 feet and over without experiencing any serious inconvenience beyond the check naturally imposed by the rarified atmosphere on violent ex-

# SPECIAL NOTICE

to the small investor of Portland; the man or the woman who can afford from \$16 to \$80 in cash and from \$10 to \$50 a month

TO SUCH A MAN OR WOMAN THE BONDS OF THE OCEAN SHORE RAILWAY COMPANY ARE ESPECIALLY ATTRACTIVE AND AFFORD A SAFE AND SANE INCOME FOR 35 YEARS AT 5.21 PER CENT

## OCEAN SHORE RAILWAY

Will be 80 miles long when completed. Over 34 miles are now in operation. The road penetrates a country hitherto without transportation facilities. It is rich, fertile and productive. The route along the shore is the most picturesque in the world, hence unusually attractive to the tourist. This traffic and the enormous tonnage of freight is certain to earn big money for the company. San Francisco is wild with enthusiasm over the project, and already freely patronizes the completed part of the line. The right of way constitutes a monopoly along the California shore, and assures a permanent and large income as long as men travel and freight is shipped.

## ITS PRESENT ASSETS

This is a \$5,000,000 company. Its stock is fully paid. The owners have already invested over \$3,000,000 of their own money in the road. All told, the franchises, rights of way, roadbed completed, rails laid and rolling stock bought represent a cash outlay of over \$4,500,000. This includes real estate in San Francisco and Santa Cruz, conservatively valued at \$2,000,000. The terminal facilities in San Francisco are in the heart of the city, and are so convenient that there is considerable talk about transforming it into a union depot for all roads entering San Francisco. No railroad line in the United States has so much to show for the money invested, or more valuable assets for the capitalization than the Ocean Shore Railway Company.

## ITS MAGNIFICENT PROSPECTS

The several coast towns along the right of way of this line are already making great plans for the reception of the new line. Over 20,000 lots have been sold between San Francisco and Half Moon Bay. Manufacturing plants are being enlarged; farmers are planning for larger crops; hotels are being enlarged and improved; beach resorts are building where they never existed before; mineral resources are being exploited; the oil fields and deposits of bitumen are being worked to produce greater yields, and the people of the shore country look forward to greater things than ever before. All of this phenomenal activity forecasts freight shipments that will yield the company earnings that will assure the most conservative.

## ITS SPLENDID PROFITS

The best calculations of the most experienced traffic men of the United States unite in stating that the earnings of the Ocean Shore Railway Company, from the first year of its operation, will approximate ONE MILLION DOLLARS. Traffic experts are amazed at the possible future profits to be derived from the operation of the road. The tremendous demand for building material in San Francisco, coupled with the unlimited supply found in the legitimate territory of the Ocean Shore, promises wonderful things for this company. All of this points to the corresponding splendid profits to be derived from the \$5,000,000 bond issue. Such earning capacity, such security, indicates that the bonds will easily be worth from 10 per cent to 20 per cent above par within a reasonably short time.

## ITS LIST OF OFFICERS

To accomplish all this, a corps of officers has been selected that guarantees integrity, profit and security. People in Portland know many of these gentlemen, and know them to be the leading men of San Francisco. The officers are as follows: J. DOWNEY HARVEY, President; Director of First National Bank and First Federal Trust Co. J. A. FOLGER, Vice-President; President J. A. Folger & Co., San Francisco, tea and coffee importers.

CHARLES C. MOORE, Director; President C. C. Moore & Co., Mechanical engineers. HORACE D. PILLSBURY, Director, Second Vice-President; Attorney for the Santa Fe Railroad. PETER D. MARTIN, Director; Vice-President Eastern Oregon Land Company. BURKE CORBET, Secretary and Treasurer; one of San Francisco's leading Attorneys.

## ITS PROPOSITION

Of the gold bond issue of \$5,000,000, a few have been allotted for Portland for sale. If you cannot afford to buy these bonds and pay \$92 each for them in cash, perhaps you would be willing to take from one to five at \$96 each, paying \$16 down and \$10 per month. Many people take one bond a month, adding a new one whenever the old one is paid for. To fully satisfy yourself of the substantiality of this proposition, call or write for free booklets and information.

## CAST OF A BIG METEOR

W. Hampton Smith Theorizes on Metal Visitor From the Stars.

PORTLAND, March 28.—(To the Editor.)—I noticed a news report in last Wednesday's Oregonian stating that a plaster cast of a meteor which fell near Oregon City, Ore., in 1906.

The statement that "the meteor fell near Oregon City in 1906 is an error. The meteor has evidently been on the earth many thousands of years. It did not fall where found. It is a glacial drift, carried to its location by floating ice, and there dropped with drift not at all belonging to this region of the country. It belongs to glacial drift and other ancient rocks, igneous and stratified, its bedding was of fragmentary angular basalt, interbedded with glacial loess. The meteor lay bottom side up when found with a part of the flange edge protruding from the debris. Where or when it fell is not known as to time, but certainly prior to our last glacial period. It may have been an angle of 75 degrees horizontally. The region of contact with the earth was about an angle of 75 degrees horizontally. The meteor was covered with a thick deposit of silt, perhaps many feet thick, and it rested on a foundation of boulders which in turn rested on a smooth bedrock. What has been written by experts in explanation of its peculiar form is erroneous. The meteor weighs something over 15 tons, and is practically 50 per cent iron.

Science owes a debt of gratitude to the discoverer, Mr. Hughes. He erred in thinking that the meteor was his by right of discovery, and laboriously took it from the ground on which it was found to his own home. Had he not accidentally discovered it, however, it might have never been known, because, being the largest stone in appearance in sight, it would have been made the nucleus of a permanent heap of stones. I am informed that he has never been rewarded for his discovery and all the work he put upon it. From my point of view this is wrong. It is perhaps the most interesting sample of metal that ever came to earth from the starry depths that has been recovered except it be the golden meteorite found in Australia. It should have been kept here.

## CONTINUE WORK IN VALLEY

OREGONIAN NEWS BUREAU, Washington, March 28.—The agricultural appropriation bill reported to the House March 11 contains an item of \$150,000 for irrigation and drainage investigations, to be carried on by the office of experiment stations, under Dr. A. C. True, director of that office. This is a continuation of the present appropriation for similar work. During the past year a large part of this appropriation has been spent in Oregon, the work carried on being in the Willamette Valley, under the direction of A. P. Stover, whose headquarters have been in Portland.

Mr. Stover has been carrying on experiments in cooperation with the State Experiment Station at Corvallis and at Philomath, Albany and Hillsboro. Reports of this work have not yet been published, but largely increased yields have been secured by irrigation at all of the points where experiments have been made.

At Albany the drains have been put in on a large tract of white lands, in the hope that thorough drainage, combined with irrigation, will make it possible to raise alfalfa and other crops on these

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# MORRIS BROTHERS

Room 6 Chamber of Commerce, Portland, Oregon

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## J. L. JONES WILL SPEAK

Two Lectures in Portland by Noted Chicago Clergyman.

Rev. Jenkin Lloyd Jones, of All Saints' Church and of Lincoln Center, Chicago, will spend Wednesday, April 1, in Portland and will speak at the Church of Our Father (Unitarian), Seventh and Yamhill, both afternoon and evening; in the afternoon at 3 o'clock under the auspices of the Women's Alliance, and in the evening

at 8 o'clock in the church. Both meetings will be open to the public without charge for admission. In the afternoon Mr