

NEW-CROP SHIPS NOT IN DEMAND

Exporters Are Making No Fixtures at Rates Demanded by Sailing-Ship Owners.

FLOUR TRADE LOOKING UP

Reduction of Rates by Regular Line Steamship Companies Will Increase Exports of Foodstuffs to the Orient—Marine Notes.

Chartering of sailing craft for new crop loading has subsided and since the charter of the German ship Aster was announced several days ago, there has been additions to the list of vessels coming this way. As yet there has been no steam tonnage engaged for the new season business and all the sailing craft are for October or November and, with the exception of the Aster, the rate has been the minimum of the association (25 shillings 5 pence).

During March and April, last year, there was not a single charter for outward loading of new crop grain and even as late as June the exporters would not take a vessel at even 25 shillings. The charter business this season is a matter of much concern to the exporters. Last season the rates went as high as 35 shillings and 8 pence for sailing craft and over 40 shillings for steamers. What the steamer business will develop this year is a matter of conjecture.

Flour business between Coast ports and the Orient will be better than ever, owing to the cut in rates made by the regular lines and the offerings of outside vessels at low rates. Officials of the Portland & Asiatic Steamship Company say that there is a large amount of space reserved in their vessels for flour and that each steamer will go out fully loaded. The first of the fleet which will take out flour under the new tariff will be the Arabia, which is due to reach Portland about the middle of the month. The Arabia will sail with close to 90,000 barrels. The Numanilla, the next vessel of the fleet, will proceed from Yokohama to San Francisco and discharge the overland freight at that port before proceeding to Portland.

COMPLETES CABLE TRENCH

Dredge Portland Digs 20-Foot Ditch for Telephone Company.

The dredge Portland has completed digging a trench in the bed of the Willamette River from the foot of Washington street to the foot of East Stark street. The trench is 20 feet deep, starting from the riverbed, and will hold the new cable of the Pacific States Telephone & Telegraph Company. The work of laying the cable will begin Monday morning.

The dredge Portland will be out of commission for the next two weeks, during which time repairs will be made to her machinery. The Portland will then be employed at the Willamette River bridge of the Spokane, Portland & Seattle Railway Company, in deepening the channel. The railroad company has a contract to maintain a channel 100 feet in length on the upper side of the bridge.

PLACES LARGE COAL ORDER

H. H. Buhne, of Eureka, Buys 1000 Tons at Coos Bay.

H. H. Buhne, of Eureka, Cal., is in Portland on a business trip. Mr. Buhne arrived from Marshfield on the steamer Alliance and will remain here for several days. He came north from Eureka on the first trip of the steamer Eureka and stopped off at Coos Bay. While there Mr. Buhne contracted for 1000 tons of Beaver Hill coal and the fuel will be sent to the California port on the steamer Eureka, which is now operating on a regular run between Portland, Coos Bay and Eureka.

FRANCOIS MEZARD DEPORTED

Donkey-Engine Driver Sent Home on the Bark Hoche.

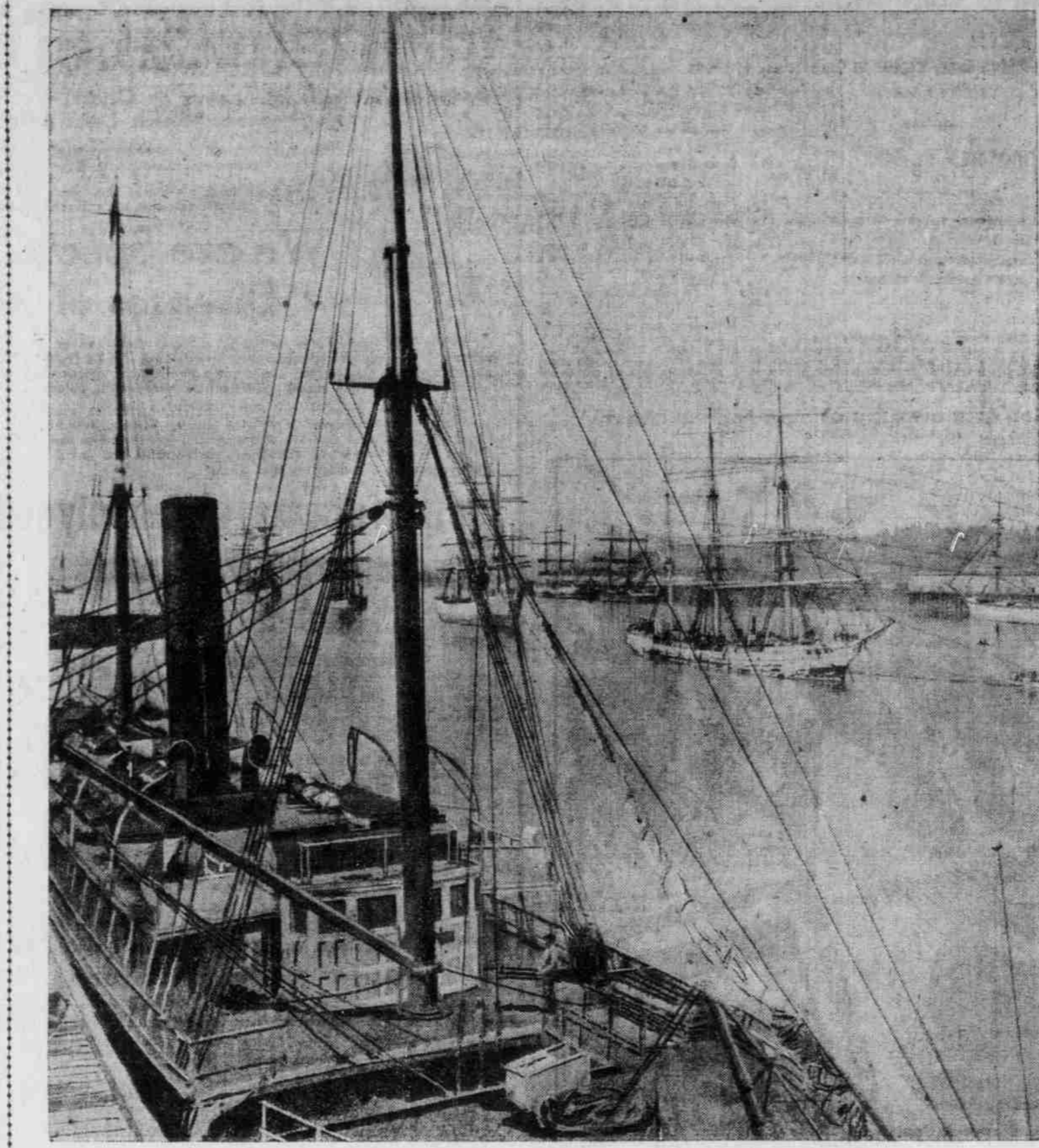
Francois Mezard, donkey engineer of the French bark Alice Marie, who was brought to Portland on the mate's boat of an attack he made on the mate with a knife while the ship was off the California Coast, has been sent on board the French bark Hoche for deportation. He will be taken to France and there held to answer before a French tribunal.

Will Build Huge Drydock.

SAN FRANCISCO, April 4.—The Union Iron Works are about to let a contract for the construction of a floating sectional dry dock which will accommodate, with four exceptions, any vessel now entering San Francisco. It will lift 7000 tons, will be 330 feet eight inches in length and will cost about \$225,000. It is expected that the dock will be ready for use in seven months and will be located at the Union Works.

Pomona Is Rapidly Breaking Up.

Word received yesterday, from private sources, says that the wreck of the steamer Pomona, which went ashore near Fort Stevens several weeks ago, is rapidly breaking up and that all hope of saving the craft has been abandoned. The Whitehall Wrecking Company made two trips to the vessel and saved a quantity of gear as well as some of the baggage and cargo.



BUSY SCENE IN PORTLAND HARBOR.

San Pedro Shipping Notes.

SAN PEDRO, April 4.—The schooner John A. Campbell, Captain Wilson, completed the discharge of a lumber cargo and sailed today in ballast for Astoria for orders.

Seattle Marine News.

SEATTLE, April 4.—The codfish schooner Fanny Dillard sails for Belling Sea tomorrow.

STEAMER INTELLIGENCE

Name	From	Date
Alliance	Coos Bay	April 5
Rose City	San Francisco	April 7
Honolulu	Los Angeles	April 7
John A. Campbell	San Francisco	April 10
B. D. Inman	San Francisco	April 10
Senator	San Francisco	April 12
Geo. W. Elder	San Francisco	April 14
Arabia	Hongkong	April 20
Nicomedia	Hongkong	April 27
Alesia	Hongkong	May 25
Numanilla	Hongkong	Indef.
Sue H. Elmore	Tillamook	Indef.

Name	To	Date
Alliance	Coos Bay	April 5
Breakwater	Coos Bay	April 5
Rose City	San Francisco	April 10
B. D. Inman	San Francisco	April 10
Senator	San Francisco	April 12
Geo. W. Elder	San Francisco	April 14
Arabia	Hongkong	April 20
Nicomedia	Hongkong	April 27
Alesia	Hongkong	May 25
Numanilla	Hongkong	Indef.
Sue H. Elmore	Tillamook	Indef.

Alaska cable, 115 miles north of Sitka, and is now repairing another break ten miles further north. An earthquake severed the strands two weeks ago and the Burnsides sailed from Seattle to mend the cable. The United States Geodetic Survey steamers Gedney, Captain W. C. Dibble, and Explorer, Captain G. T. Ruddy, goes on the Portland next Friday to take charge of the Taku, now at Orono. She will go into the survey in Prince William Sound. The other survey boat, McArthur, is still overhauling, but is expected to be able to get away next week.

The British steamer Ferndene has been chartered by Jebsen & Ostrander to carry flour and lumber to Japan, Shanghai and Hankow. She will sail about April 20. The vessel is undergoing repairs to damages sustained while carrying ties to Guaymas for Waterhouse & Co. The Ferndene is now in opposition to the Waterhouse firm, for she will be taking freight against the regular liners operated by Frank Waterhouse and the big shipping companies who declared war on the tramp ships a few days ago. The investigation into the wreck of

the Alaska Steamship Company's steamship Saratoga, off Buaby Reef, near Valdez two weeks ago will open Monday. The underwriters have not yet decided whether they will attempt to save the Saratoga or abandon her.

Marine Notes.

The steamer Sue H. Elmore sailed yesterday for Tillamook.

The oil tank steamer Maverick, Captain Daniels, left down yesterday.

The steamer Alliance will sail tonight for Coos Bay ports with passengers and freight.

The steamer Breakwater is due to arrive this evening from Marshfield and North Bend.

The British steamship Strathairn shifted from the stream to the Eastern and Western Lumber Company.

The American bark Astoria will finish loading at the Portland Lumber Company's mills within the next two weeks.

The steam schooner Wellesley completed her cargo of wheat yesterday and moved to Linton to take on a deck load of lumber.

The British bark Jordanhill, loading lumber at Linton, will finish the last of next week. She will clear for the United Kingdom.

The Norwegian steamship Minerva sailed for Eureka yesterday. She will take on a full cargo of lumber at the California port for Melbourne, Australia.

Arrivals and Departures.

PORTLAND, April 4.—Sailed—Steamship Sue H. Elmore, for Tillamook; steamship Northland, for San Francisco; Norwegian steamship Eureka, for Eureka; steamer Maverick, for San Francisco.

Astoria, April 4.—Condition of bar at 5 P. M.: much wind, southeast; light weather, cloudy. Arrived down at 1:30 A. M. and sailed at 1 P. M.—Steamer Aker, for Yokohama by way of Puget Sound. Arrived down at 7:30 A. M.—French bark Hoche and British bark Calluna. Arrived down at 8:30 A. M. and sailed at 2:25 P. M.—Steamer Senator, for Eureka. Sailed at 5:30 A. M.—Steamer Senator, for San Francisco. Arrived at 2:15 P. M. and left up—Steamer None City, from San Francisco. Sailed at 2:15 P. M.—Steamer Cascade, for San Francisco.

San Francisco, April 4.—Sailed—Steamer Rose City, for Portland; steamer Allak, for Crook; ship Star of Russia, for Kaituki; steamer Mexican, for Honolulu, via Seattle; steamer Enterprise, for Hilo; steamer Rose, for Portland; steamer Olam and Mahoney, for Grays Harbor; steamer Chehalis, for Grays Harbor; schooner Gamble, for Grays Harbor; steamer Tahoe, for Grays Harbor; schooner Olive, J. Owen, for Grays Harbor.

North Bend, Ore., April 4.—Sailed—Steamer Breakwater, for Portland.

San Francisco, April 4.—Arrived at midnight—Steamer Washington, from Portland. Sailed at 1 P. M.—Steamer Rose City, at 1:30 P. M.—Steamer Honolulu, for Portland.

Falmouth, April 4.—Arrived, April 2.—French bark Turgot, from Portland.

Lisard, April 4.—Passed—French bark Homeward Bound, from Portland from Queens-town.

Tides at Astoria Sunday.

High	Low
8:20 A. M., 8.8 feet; 10:12 A. M., 9.1 feet	4:20 P. M., 1.1 feet; 10:08 P. M., 1.0 feet

Testimony Completed in Ely Case.

Taking of testimony was completed late yesterday afternoon in the suit of Ben C. Ely against Louis J. Wilde, to collect the sum of \$1875.20, alleged to be due in commissions on the sale of bonds of the Home Telephone Company. Ely testified that he was to receive a commission on all sales but that in three instances his commissions were not forthcoming. Wilde explained this by saying that the sales fell through, the buyers demanding return of first payments on the grounds that they had been deceived.

George H. Worthington, of Cleveland, O., has a stamp collection that experts estimate is worth \$200,000.

S.S.S.

PURELY VEGETABLE GREATEST 'OF ALL TONICS

The healthful vegetable ingredients of which S. S. S. is composed, and the method of combining and preparing them so that they build up and strengthen every part of the body, make it the best of all Spring tonics. S. S. S. is nature's medicine, free from all strong mineral mixtures, and made entirely of the healing, cleansing juices and extracts of roots and herbs; a safe and pleasant tonic for persons of any age.

Almost every one feels bad in the Spring. Some have no particular ailment, but are debilitated, run-down and weak, and their systems are in a state of general disorder. The change in the seasons produces a like change in our bodies, and more is required from the blood, from which source we receive our physical nourishment and strength, at this particular time than at any other.

The refuse and impurities which naturally accumulate in our systems are not properly expelled in Winter, because those members whose duty it is to perform this work of drainage do not receive sufficient stimulation from bodily exercise, and therefore grow dull and sluggish in their action; nor is the skin as active in eliminating waste matters in cold weather.

These Winter accumulations pollute the blood, and destroy its nutritive qualities to such an extent that when Spring comes, and everything takes on new life, and we change our method of living, the circulation is so weakened that it is unable to supply the increased demands of the system, and we suffer in consequence.

Our physical machinery seems to get "out of gear," and suffers from weakness, nervousness, loss of appetite, lassitude, etc.; sleep is not refreshing, there is a constant worn-out feeling, and we do not feel able to perform the ordinary duties of daily life. This disordered condition demands the use of a tonic which has the additional qualities of a first-class blood purifier, for to restore health and strength the blood must be purified and built up to its normal, rich condition.

S. S. S. is not only the best Spring tonic, but its ability and worth as a genuine blood purifier, is universally recognized. It goes right down into the circulation and meets every demand for a tonic and blood purifier. S. S. S. removes all accumulations, impurities, and waste matters from the circulation, enriches and purifies the blood, and brings about a healthy change throughout the entire system. S. S. S. rids the body of that worn-out, run-down feeling, improves the appetite and digestion, reinvigorates every fibre and tissue of the body, and imparts healthy energy and strength to those who are suffering from the unpleasant conditions which always come with Spring.

S. S. S. does not contain any form of mineral ingredient, and those who are in need of a tonic, whether for old or young, would do well to remember this. S. S. S. is for sale at all drug stores.

Last Spring I used S. S. S., and I believe it to be a very fine remedy indeed. My blood was weak and impure, and my general system in a run-down condition. I had dizzy spells, my appetite was not good, and I had but little life and energy about me. Feeling so badly I decided that something had to be done, so I commenced the use of S. S. S. I began to feel better from the start. My appetite picked up, the dizzy spells left me, and I gained six pounds in weight. It gave me rich, pure blood and built up my general health. It is an excellent remedy, and worthy of all praise.

W. E. CRABB,
319 E. Elm St., Lima, Ohio.

PLAIN TALK

About Present Day Bond Investm'ts

The difference between a certificate of stock and a bond is important. A bond is a definite promise to pay with a definite rate of interest. To insure payment of the bond as well as the interest, the assets of the company issuing the bond are pledged. The property of the company is mortgaged; the mortgage is placed in trust and the bonds are issued by the trust company, holding the mortgage of the company as a guarantee of the payment of the bonds and the interest thereon. A certificate of stock is merely a participating interest in the company issuing the stock. The stockholder is frequently liable, to the full amount of his stock, for the payment of bonds issued by the company in which he is a stockholder. A striking difference between the holding value of a bond and stock is the fact that the Government, during the recent stringency, was willing to and did take railroad bonds as security for money loaned by the National Treasury. Stock in a railroad company was not dignified by such confidence. A still more convenient feature about a bond is not always true of stock; it is readily convertible into cash. Still more, bond interest is due and collectible at stated times; it must be paid and usually is paid promptly. Dividends from stock are manipulative and a dividend declaration is entirely at the discretion of a board of directors. Not so with bonds. This interest must be paid or the assets forfeited.

OCEAN SHORE RAILWAY CO. BONDS

ARE NO EXCEPTION TO THE GENERAL RULES

If you had a note, bearing 5 per cent interest, extending over a period of 35 years, interest payable semi-annually, backed by all of the assets of the OCEAN SHORE RAILWAY COMPANY, signed by its proper officials, you could have no better security on earth for your money. That, in substance, is the proposition in a nutshell. Such is an OCEAN SHORE BOND. These bonds are \$100, par value, and can be purchased from us at \$92 for cash in full or \$96 on terms, payable \$16 down and \$10 per month. The terms are such that any man whose income will permit him to invest \$10 a month can own RAILWAY BONDS, drawing splendid interest. No matter who you are, where you live, what your occupation or why you do it, an investment in bonds is the most certain security for your idle funds that you can find. The leading financiers of the United States will tell you so. Better call or send for free information about this excellent investment.

MORRIS BROTHERS

ROOM 6, CHAMBER OF COMMERCE



THE SWIFT SPECIFIC CO., ATLANTA, GA.