

BOAT FOR SIUSLAW

Wilhelmina to Go in Regular Service From Portland.

VOYAGE EVERY TEN DAYS

Local Merchants Will Be Given Advantage of Direct Water Connection to Oregon Coast Ports.

Within the next two weeks Portland merchants will be given the benefit of a regular 10-day steamer service between Portland and ports on the Siuslaw, Alsea

arrested the mate of the French ship Crillon on a similar charge. The bail of the chief officer was fixed at \$150 and the trial set for next Tuesday.

SANTA RITA ENTERS RIVER

Steamer Is Reported to Have Veered Slightly From Channel.

ASTORIA, Or., March 12.—(Special.)—Judging from the reports of those who saw the oil tank steamer Santa Rita crossing in over the bar about an hour after high water yesterday afternoon, the vessel had a rough experience. According to the reports she veered from the channel and is believed to have struck on the bar. Her master, however, made no report of the matter on arrival here, so the vessel was probably not damaged.

The steamer Stanley Dollar is loading lumber at the Hammond mill for California. The steamer St. Helens arrived down today with a partial cargo of lumber for California and is finishing loading at the Knapperton mill.

A large amount of drift which is coming principally from the Cowitz river, is now afloat in the Columbia, especially along the north shore, and as a result navigation by small steamers is difficult. The steamer Nahcotta is laid up to-

HOME DEMAND BIG

Northeast Portland Building Up Rapidly.

SWIFT SPENDS \$15,000

Packing Company Starts Construction of Two-Story Building at Plant on Peninsula to Be Used for Office.

The O'Brien Realty Company last week sold a quarter-block on East Third and Clackamas streets for Michael O'Brien to Samuel Brown and George Batterley for \$5000 cash. The new owner will

THIS ADVERTISEMENT WAS WRITTEN BY NATHAN A. BOODY of 996 First Street AND TELLS WHY ANY PERSON SHOULD

INVEST IN OTHELLO

This advertisement was written by one of the contestants in the great Prize Contest which we have just closed. The story is one of striking interest and contains many very pointed reasons why YOU or anyone else should invest in OTHELLO at this time.

Othello property will increase in value beyond any estimate we may make. Of this we are convinced. The keen author of the advertisement which follows shows an intimate knowledge of the FACTS about Othello, and while we have not communicated with him, we presume that Mr. Boody has actually been to Othello and seen for himself just what the advantages of the remarkable young city are.

LOTS IN OTHELLO MAY BE PURCHASED ON EASY TERMS, bringing them within the reach of any person industrious enough to save a few dollars a month. And when it is considered that dollars laid aside in a lot at Othello multiply even while you are making your payments, it takes no great stretch of the imagination to see the day when the few dollars invested here NOW will mean independence. Read what Mr. Boody says about OTHELLO:

WHY SHOULD I INVEST IN OTHELLO? BECAUSE—OTHELLO OFFERS UNPRECEDENTED OPPORTUNITIES FOR PROFITABLE INVESTMENTS AND EMPLOYMENT GREATER THAN ANY OTHER YOUNG WESTERN CITY

When Horace Greeley said, "Go West, young man," etc., he realized that this great Western part of our country offered the most advantageous opportunities for profitable investment and employment, and time has proven that he was right. The purchase of realty in or near a rapidly growing city has been the foundation upon which many of the largest fortunes have been built.

The Vanderbilts, Astors and Goulds of New York. The Ladds, Corbetts and Failings of Portland, were the people who profited by the opportunities—of yesterday. Othello offers the greatest opportunities to you, to me—of today.

IDEAL LOCATION OF OTHELLO, located in the center of the greatest agricultural section of the State of Washington, on the main line of the Chicago, Milwaukee & Puget Sound Railroad, at the junction of the branch lines leading north and south.

PROLIFIC SOIL OF OTHELLO, which has been pronounced by experts and chemists to be of volcanic ash formation, is eminently suited for the raising of fruits, vegetables and grains.

OTHELLO IS A RAILROAD DIVISIONAL POINT, where the great Milwaukee R. R. system has erected immense machine shops, roundhouses, supply stations, depots, freight sheds, etc., and where all train crews are changed.

OTHELLO IS A GREAT MANUFACTURING CENTER, made so by its superb shipping facilities. Already great industries are in course of construction, and the possibilities of profitable investments along this line are unlimited.

The Liberal Policy Adopted by the Othello Improvement Co.

A strictly modern and very progressive concern, in offering a part of their extensive holdings in the City of Othello and the great adjacent fruitgrowing and farming sections at the most absurdly low prices, will bring hundreds and hundreds of people to this vicinity, seeking an ideal location for home or farm and the profitable investment of capital.

THIS IS OUR ONE BEST OPPORTUNITY—YOU AND I. I AM NOT GOING TO OVERLOOK IT. ARE YOU?

NATHAN A. BOODY, 996 First Street, Portland, Oregon

OTHELLO IMPROVEMENT CO. P. B. NEWKIRK Managing Director

219-220 Commercial Club Bldg., Portland, Or. Phone Marshall 727.

M'KINLEY MITCHELL PUTS \$45,000 INTO FINE BUILDING ON EAST SIDE.



NEW STRUCTURE ON EAST MORRISON AND SEVENTH STREETS.

Work is progressing rapidly on the three-story brick building on the northwest corner of East Morrison and Seventh streets, which is being erected by McKinley Mitchell. It covers 100x100 feet and has full basement. The first floor will contain store rooms, while the two upper floors will be fitted up with apartments.

It is announced that no expense will be spared in fitting up this part of the building and that it will be one of the finest structures of the style in the city. The cost will be \$45,000. Gevurtz Bros. has a long lease on the property.

and Yaquina Bays. Captain George Tyler, who with others recently purchased the gasoline schooner Wilhelmina from Charles Thom, at North Bend, left last night for Coos Bay on the steamship Alliance, to take charge of the vessel. The Wilhelmina will take a cargo of coal at Marshfield for Yaquina, and will proceed from that port direct to Portland. She is expected to arrive here within 10 days.

Captain Tyler and associates purchased the Wilhelmina for \$15,000. She is practically a new craft, having been built at North Bend in 1908 for service between Coos Bay ports and Bandon, on the Coquille River. She measures 55 gross and 70 net tons burden and is 80.3 feet in length, 21.3 feet beam, and 6.6 feet depth of hold. She is equipped with twin gas-oil engines and has a speed of about 12 knots an hour. For a time she operated in connection with the steamship Alliance, between Marshfield and Bandon, but recently has been tied up at North Bend.

Up to the present time there has been only a desultory water service between Portland and points on the Siuslaw. A craft would occasionally enter the port, but the sailings were not announced and the shippers not given time to send out freight. With the establishment of the regular service Portland will be given an opportunity to break into one of the richest sections of the Oregon Coast.

With the exception of the Rogus River, all ports on the Oregon Coast will have direct connection with Portland. Tillamook business is looked after by the steamer Sue H. Elmore and Golden Gate, and the steamer schooner Oakosh. The Wilhelmina will handle Yaquina, Alsea Bay and the Siuslaw, and Coos Bay ports are supplied by the Alliance and the Ramona. The Wilhelmina has been fitted for the accommodation of a limited number of passengers, but no announcement has been made as to whether any will be carried on the long run. It is probable that some arrangements will be made whereby passengers will be transferred from Yaquina ports to either Alsea or the Siuslaw.

MATE OF MATHLOMA DROWNS

Fall From Deck of Dredge Is Fatal. Body Recovered.

Fred Ott, mate of the Government snagboat Mathloma, fell overboard Friday afternoon at the Government moorings and was drowned. The body was recovered an hour after the accident and was removed to the morgue. The remains were shipped to Albany yesterday afternoon for interment.

Mr. Ott was engaged in painting and was on an elevated stage on the guard. How the accident happened is not known, as none of the crew saw him fall. The first alarm was sounded by Chief Engineer Delany, of the Arago, which was lying close to the Mathloma. Mr. Delany saw a hat and two hands above the water before any assistance could reach him. Mate Ott had been in the service of the Government for four years and rose to the position of chief officer. He was 25 years old and is survived by his father and mother at Dayton, Or. He was a man of exceptional habits and stood well with his brother officers and members of the crew.

Under the recent act of Congress the relatives of the deceased will receive his salary for one year.

CAPTAIN LETROQUER FINED

Master of Bark Bossuet Assessed \$25 in Municipal Court.

P. Letroquer, master of the French bark Bossuet, was fined \$25 in the Municipal Court yesterday on a charge of dumping refuse into the Willamette River and of disobeying the harbor rules. The fine was paid. Captain Letroquer was arrested Thursday afternoon by Harbormaster Speier and his bail fixed at \$25.

The following day Captain Speier

day on account of her wheel being broken by striking a log. A few days ago the steamer Wenona lost her wheel in a similar manner. One of the blades of the propeller of the steamer General Washington was knocked off. The oil tank steamer Rosecrans, with the barge Monterey in tow, is outside the mouth of the river, but on account of the dense fog and heavy swell, she will not attempt to cross in before 11 o'clock tomorrow morning.

Marine Notes.

From Coos Bay ports the steamship Ramona is due to arrive this afternoon.

The Norwegian steamship Eir will shift from Inman-Poulsen's mill to St. John at an early hour this morning.

From San Francisco with passengers and freight the steamship Kansas City is due to arrive tomorrow afternoon.

With passengers and freight for Coos Bay ports the steamship Alliance sailed last night from the Couch-street dock.

The steam schooner Olympic sailed at 11 o'clock yesterday from Prescott for San Francisco with a full cargo of lumber.

With 150 passengers, the greater portion of whom are for Eureka, the steamship Santa Clara sailed yesterday afternoon at 4 o'clock for San Francisco and Eureka.

Arrivals and Departures.

PORTLAND, March 12.—Sailed—Steamship Santa Clara, for San Francisco and Eureka; steamship Alliance, for Coos Bay; steamship Olympic, from Prescott, for San Francisco.

ASTORIA, March 12.—Condition at the mouth of the river at 5 P. M., obscured; wind southwest, 4 miles; weather, foggy. Arrived during the night—Steamers Bowdoin and St. Helens. Sailed at 5:30 A. M.—Steamer Falcon, for San Francisco. Sailed at 10:30 A. M.—Steamer City, for San Francisco. Sailed at 11:30 A. M.—Steamer Bowdoin, for San Francisco. Arrived at 12:30 and left up at 1:15 P. M.—Steamer Shesha Yak, from San Francisco. Arrived at 1:40 P. M.—Steamer P. S. Loop, from San Francisco. Outside at 5 P. M.—Steamer Rosecrans and schooner Monterey, from San Francisco. Left up at 6 P. M.—Steamer Loop.

SAN FRANCISCO, March 12.—Arrived at 10 A. M.—Steamer Waukegan, from Portland. Sailed at 12 noon—Steamer Kansas City, for Portland. Sailed last night—Steamer The L. Wang, for Portland.

COOS BAY, March 12.—Arrived—Steamer Itama, from Portland. Port San Luis, March 12.—Arrived yesterday—Steamer Waahenaw, from Portland. Arrived March 12.—Arrived yesterday—Steamer Shoshone, from Columbia River.

Tides at Astoria Sunday.

High. 2:14 A. M., 7:38:30 A. M., 1:04 P. M., 5:22 P. M. Low. 7:43:30 A. M., 12:07 P. M., 5:31 P. M., 9:55 P. M.

STEAMER INTELLIGENCE.

Due to Arrive.

Table with columns: Name, From, Date. Includes entries for Ramona, Golden Gate, Geo. W. Elder, Alliance, Rosecrans, Falcon, Santa Clara, Seila, Henrik Ibsen, Sue H. Elmore, etc.

Scheduled to Depart.

Table with columns: Name, For, Date. Includes entries for Golden Gate, Geo. W. Elder, Alliance, Rosecrans, Falcon, Santa Clara, Seila, Henrik Ibsen, Sue H. Elmore, etc.

Entered Saturday.

Santa Rita, Am. steamship (Conners), with fuel oil, from Port Harford.

Cleared Saturday.

Santa Rita, Am. steamship (Conners), with ballast, for San Francisco.

erect an apartment-house. Mr. O'Brien bought a quarter block on Grand avenue, near Dekum avenue, occupied with a seven-room residence, for \$5000.

A lot 50x100 on Union avenue, near Portland Boulevard, was sold to A. J. Doney for \$1500, and a quarter-block at East Seventh and Alberta streets to Anna M. Oida for \$2500. A corner in Piedmont was sold to Frank Miranda for \$2500. Mr. Miranda is having plans drawn for a handsome residence, which he will build on the quarter. There is a movement to secure property on Union avenue north on the side streets.

George F. Anderson, who recently came from St. Joseph, Mo., is having a \$5000 home erected on East Nineteenth, between Knott and Stanton streets. This lot was purchased last week for \$1800. F. E. Bowman & Co. drew the plans for this house, which will be two-story and 30x46 feet.

Gates & Young have started on the second of five residences between Thompson and Bruzee streets, 30x48 feet, and to contain eight rooms. The lower floor will be finished in San Domingo mahogany and white enamel, and hardwood floors will be laid on the upper floors. A billiard-room will be placed in the basement. The estimated cost of this residence is \$5500. Three more houses are planned by this firm, costing between \$5000 and \$7500. They have also secured several lots in Laurelhurst on which they will build residences.

The Oregon Building & Trust Company has completed plans for an eight-room house for Eva V. Kelso, to be erected in Irvington. The company has a number of contracts for buildings in Irvington on hand.

Swift & Company have started on the erection of a two-story frame building, 60x100 feet in size, at their plant on the Peninsula, which will be used as headquarters for the office force. The structure will cost \$16,000, and will be completed within 60 days. Active operations will start at the packing plant about the middle of the month. On account of the settling of the foundations of some of the buildings there has been a delay of eight months.

A. L. Quint has prepared plans for a two-story flat containing 20 rooms, which will be built near the corner of Irvington and Killingsworth avenues, by Mrs. R. T. Crookley. This building is to be 40x60 feet, and the cost will be \$2000.

Seven residences will be erected on East Twentieth street, between Alberta and Going streets by Joseph Ennis, each to cost \$2500. Mr. Ennis has erected about 70 houses in this district.

RUSSIA WILL BAR PARTIS

Ministry Declines to Recognize Women Lawyers—Duma May Act.

ST. PETERSBURG, March 12.—The Minister of Justice, to whom was referred the request of the Duma for the introduction of a law authorizing the admission to the bar of women lawyers, has declined to do this, finding that the profession is already overcrowded; that the education of women in Russia is not on a sufficiently high plane, and that this question can best be discussed in connection with the general subject of broadening the sphere of female activity, now awaiting demonstration. The Liberal members of the Duma will now introduce their own measure, using the parliamentary right of initiating legislation. The question was brought up by the recent appearance of Miss Fieischitz, whom the St. Petersburg Bar Association had accepted as a member, as attorney in a criminal case. The practicing attorney refused to proceed with the case, holding that women, under the Russian law, are not authorized to practice law, in which he was supported by the Imperial Senate.

James O'Connor, M. P., Dies.

LONDON, March 12.—James O'Connor, Nationalist member of the House of Commons for the West Division of Wicklow

since 1888, died today. He was born in 1828. James O'Connor was formerly on the staff of the "Irish People," a Fenian organ. In 1865 he, with Luby, O'Leary and Charles Kirkham, of the Irish People, was convicted of treasonable felony and sentenced to seven years' penal servitude. He was liberated before his term had expired and was subsequently connected with various journals.

Rush on to Las Vegas Strike.

SAN BERNARDINO, Cal., March 12.—According to advices that reached here today the lure of camp Alameda, the scene of a new gold strike near Las Vegas, Nev., is rapidly depopulating Barstow.

Postmaster Kendrick, of the desert town, telegraphed County Recorder Johnson today, requesting immediate dispatch of location blanks. The strike is regarded as important, the ore being black sulphite, similar to that found in the richest mines around Tonopah. The ground is said to have been staked for miles. Every sort of conveyance is being prepared into service by the people of Barstow to take them to the new field.

Consul Paul Lang, of Sherbrooke, reports that the 20-mile extension of the Quebec Central Railway from St. George, Roucou, to St. Justine, seven miles from the St. John River, has been opened to traffic. There are six steel bridges and four stations.

CHICAGO, March 12.—The price of live hogs reached the \$11 level here today. Several carloads sold at that figure, which is 10 cents above the high mark touched two days ago. The wholesale price of fresh pork in small lots also made a new high record, and was as follows: Loin, 37c per pound; butts, 15 1/2c; trim, 14 1/2c.

ST. LOUIS, March 12.—Live hogs sold at the stockyards here today at \$11 per hundred. This is the highest price ever recorded here.

Eugene Oregon—I have sold Hall's Texas Wonder for kidney, bladder and rheumatic trouble for the last five years, and have guaranteed it in many cases, but have never had a complaint. 60 days' treatment in each bottle. O. J. Hull.

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LIVE HOGS REACH \$11

Price Record Again Broken in Chicago Market.

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All Aboard!

This Summer

for Twin Rocks

The beach resort with "character" and five different roads leading to it. Take your choice—either by Wilson River stage route to Tillamook, thence up the coast on the Pacific Railway & Navigation Company's Railroad; the Sheridan route—the future direct automobile road from Portland to the beach; or if you want an ocean trip, go by steamer to Garibaldi; if you prefer to walk, strike the trail over Neahkahnie Mountain, but, after June 1, if you want a novel trip, take the Pacific Railway & Navigation Company's road at the Union Depot, go out on the West Side as far as their road will be completed at that time, take the stage they will have waiting for you, connect with the other end of the railroad, which lands you on the beach at Twin Rocks.

CAUTION

Before another week goes by come in and select your lot; you will want a place to pitch your tent or arrange with an architect to build you a cottage; the lots are selling rapidly; they range in price from \$50 to \$400. You can have one on the Beach in the sunshine, or under the shade of forest trees by the side of a babbling brook.

Twin Rocks Beach Co.

329 Lumbermens Building, Portland, Oregon