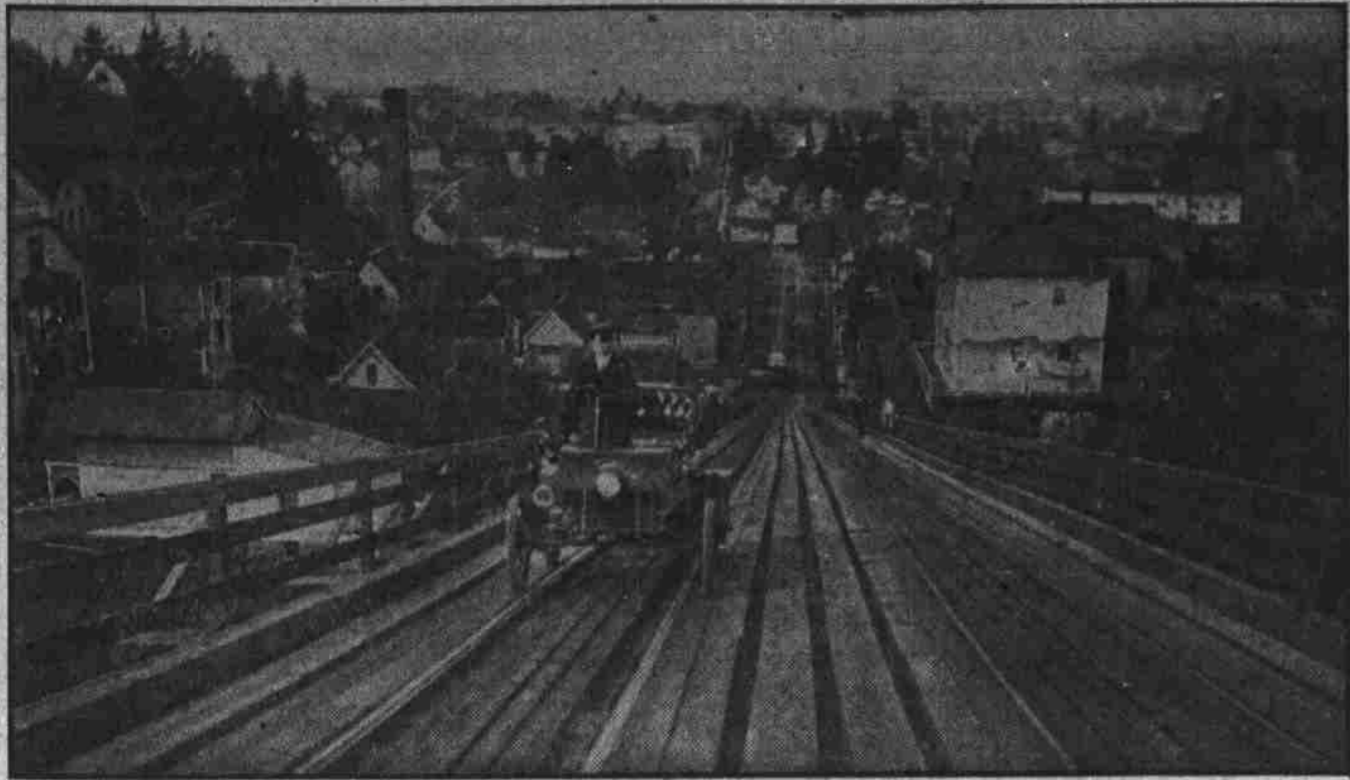


CLIMBING PORTLAND HEIGHTS INCLINE IN A MOTOR CAR



PERILOUS ASCENT OF A 26 PER CENT GRADE MADE BY D. M. LEE.

BIG LUMBER FLEET NOW ABOVE BRIDGE

EIGHT DEEP-WATER CRAFT WITH CARRYING CAPACITY OF NEARLY EIGHT MILLION FEET NOW IN PORT—MILLS RUN FULL CAPACITY TO SUPPLY THEM.

For the first time in several weeks every lumber carrier in port is above the bridges, where cargoes will be received. There are now eight in that locality, the fleet being increased this morning by the arrival of the barkentine James Tuft, which was towed to the Inman-Poulsen mill. Bunched around the dockers at this mill there are five deep-water crafts, while just across the river at the Portland lies three big drougthers. These vessels have a combined carrying capacity of nearly 8,000,000 feet, as shown by the following table:

Name	Feet
Schooner Alice McDonald	125,000
Schooner Henry Wilson	650,000
Schooner W. E. Garms	1,200,000
Schooner Zampa	500,000
British bark Cromartyshire	1,200,000
Schooner J. M. Weatherwax	650,000
Barkentine James Tuft	1,200,000
Italian ship Cressington	1,200,000
Total	7,325,000

Until within the last year or two rivermen say that it was very seldom that a deep-water vessel was ever seen above the bridges. But this year the reverse seems to be true, and those interested declare that it shows the feasibility of the oft-repeated statement that the commercial enterprises of a shipping port invariably work down stream. To substantiate the truth of their statements they point to the little forest of masts that may be seen in the vicinity of the Portland and the Inman-Poulsen mills. Below the bridges there is not a lumber carrier in port.

Until a few days ago the barkentine Louisiana and the schooner A. F. Coats were above the bridges, but are now en route down the river with cargoes. The Cressington is loading for Callao, and will soon be ready to sail. The Cromartyshire goes to South Africa, the Garms to China, the Tuft to the orient and the others to various points down the coast. To get lumber for them the mills are kept running to their full capacity. For several days at a time it occasionally happens that the vessels are compelled to lay idle on account of a shortage of lumber.

STEAMER ROSECRANS SAILS.

Oil Carriers Will Make Another Round Trip to the Bay City.

Early this morning the oil carrier Rosecrans sailed for San Francisco. She will return with another cargo of crude oil as soon as the round trip can be made. She will bring 24,000 barrels, the same amount that was brought this trip, which will be discharged at the Linnton tank. Pilot Patterson is making a trip on her down the coast and will return with her. He usually pilots her up and down the river and as she is coming back so soon concluded to make the round trip voyage.

Since so many of the Columbia and Willamette steamers have begun to use fuel oil rather than coal, as well as the paper mill at Oregon City, the Rosecrans will be kept in steady commission this season. In addition to partially supplying the Portland demand for crude oil she also carries the product to Nome and the Hawaiian Islands. On the re-

CHIEF TELLS A CROOK BY HIS SOFT HANDS

Seventeen hearts were made glad by "Judge" Charles H. Hunt, who also occupies the position of chief of police, this morning. It was a motley throng that lined up before the bar of the kangaroo court and showed hands to the self-appointed magistrates. All were set free by the "kind old man," and went away light-hearted.

The process by which Hunt determines a prisoner's innocence or guilt is most unique, and demonstrates his great ability to judge of crime by means of the human hand. "I can tell by looking at a man's hand whether or not he is a criminal," says the head of Portland's police department. "If a prisoner's hand is hard and calloused, he's not a criminal, but if it's soft and white, he may be."

Every one of the prisoners released by "his honor" the judge of the kangaroo court, this morning, must have

turned from the latter place she usually brings a cargo of bananas and other tropical fruit.

MEASURES MANY BOATS.

Deputy Barnes Finds Light Draught Vessels in Demand. Deputy Collector Barnes has gone to Independence, Or., where he will take government measurements of a gasoline launch, which has been built at that place by Capt. George Skinner. The craft will be operated as a freight and passenger boat on the upper river.

During the past year, including gasoline launches, Mr. Barnes has measured 18 boats. In stock they run from 10 to 300 tons' carrying capacity. The new steamer Telephone is the largest in the list. All of these vessels have been built for operation either on the Willamette, Columbia or their tributaries. It will be seen that, despite the already large number of boats, the fleet has been growing at the rate of almost two a month.

Mr. Barnes states that there seems to be more demand for light-draught vessels than any other kind. They are intended mostly for use in the shallow waters, where it is impossible for the larger craft to be operated. Some of them draw less than a foot of water. A short time ago three of the mill-lanes were moved from the mill to Irving to the Oceanic dock, where she will complete her cargo in two or three days.

NEW FISH BOAT.

Richard Leathers of Astoria has designed a new model fish boat for fishermen. The use of gasoline motors in the ordinary fish boats has proven

After having been in port since January 26, the French bark La Fontaine left down this afternoon, wheat-laden for the United Kingdom. The cargo is being dispatched by Balfour, Guthrie & Co. A short time ago three of the mill-lanes were moved from the mill to Irving to the Oceanic dock, where she will complete her cargo in two or three days.

TO COLLECT WAGES.

First Mate Justensen of the schooner Gem which was wrecked off Tillamook bay in February, writes Charles Hammerin, local agent of the seamen's union, that he is stranded at Tillamook. He says he has written the owners of the vessel, but as yet he has been unable to collect his wages. Three of the other members of the shipwrecked crew are at Portland in the same predicament. The union will take the matter up and endeavor to induce the Gem company to pay the sailors the amount of money they have coming to them.

BIG ANCHORS.

Ten anchors and 90 fathoms of chain brought from Antwerp by the French bark La Bruyere have been discharged at the sand dock. They were purchased by the Charles Beebe company, and are the largest anchors ever shipped to Portland. The largest weighs 6,240 pounds, the next in size an even two tons, while the smallest tips the scales at one ton. Including the chain which runs from two to a quarter inches in diameter, their cost approximates \$5,000.

MARINE NOTES.

Astoria, March 15.—Arrived down at 3 a. m., steamer George W. Elder. Left up last evening, schooner Virginia. Astoria, March 17.—Arrived at 11:45 a. m., schooner Virginia from San Francisco. San Francisco, March 18.—Sailed at 11:50 a. m., steamer Oregon for Portland. Astoria, March 18.—Condition of the bar at 8 a. m., rough; wind south; weather cloudy.

ORIENTAL FREIGHT.

The steamer Elder will sail for San Francisco tonight with a large cargo of general freight. Among it will be a large shipment of goods brought from the orient on the last trip of the In-

EAST SIDE TANK NOW PART OF JAIL

VENERABLE RECEPTACLE FOR DANGEROUS CROOKS, ONCE TEMPORARY HOME FOR SALVATIONISTS, PRESSED INTO SERVICE BY THE POLICE AUTHORITIES.

The ancient steel tank that did service for the city of East Portland as long ago as 18 years was brought to the police station yesterday and will be installed as a portion of the city jail. It is a tank 16x15 feet square and 12 feet high. It will be used for the most desperate prisoners, and Chief Hunt says it is absolutely safe.

About 15 years ago, when East Portland was a city and was governed by a separate council, Mayor Stuart held the reins of power. At that time the Salvation Army created a branch on the east side for the spreading of the gospel, and Mayor Stuart and others soon raised much objection to the open-air meetings held by the religious workers. The captain in charge of the corps refused to give up any of the privileges enjoyed, and as a result he, and his little band were arrested and thrown into the steel tank, soon to be again in active service, however.

Like Paul and Silas of old, the gospel workers refused to be silenced by arrest, and songs of praise and prayers ascended on high from the tank. There were about 15 army workers within, and they kept busy with hymns of praise as long as they were locked up. They secured some black paint, and the work they did then is still visible on the inside of the tank to this day. "Jesus is mighty to save," "Jesus can save you," and similar inscriptions, were painted on the walls and are plainly visible there now.

The army people were finally released and went back again to preach and sing on the streets, refusing to be silenced. They were frequently arrested, but after some time they won their cases and the matter was finally forgotten.

WON'T SHUT SUNDAYS

(Continued from Page One.)

will probably keep closed during the day. It is pointed out that whereas the St. Louis exposition went first to the government for authorization and later to the state of Missouri, the Lewis and Clark management first received the backing of the state and then sought governmental aid. This leaves the state as the chief authority and the element of governmental restraint is necessarily less in evidence than it was in the case of the St. Louis exposition.

S. W. GAMBLE'S THREAT.

S. W. Gamble last night informed the Taylor street Methodist prayer meeting that he was going to personally exert his power to shut the Lewis and Clark fair unless a sudden change of heart was shown by the management and a Sunday closing rule adopted. Mr. Gamble is secretary of the National Sabbath Observance association and devotes his time to the advocacy of one day in seven rest. Among other things Mr. Gamble said that he had worked in the interests of the fair for some time and had asked Secretary Shaw to push the appropriation, but only on condition that the gates be closed on Sunday. Mr. Gamble added that he had written to this effect to more than half the members of the lower house, with many of whom he was acquainted.

Mr. Gamble alleged that no fair ever made enough out of Sunday admissions to cover the expenses for that day. "Every third person who visits the fair will be a Protestant, the people who will come will not be from the slums," Mr. Gamble added.

Will Keep People Away.

"As a representative of the National Sabbath Observance association I am going to keep as many people from coming to attend the fair as I can, if you people run the exposition seven days in the week."

Mr. Gamble made a new orthodox division when he said: "There are 10,000 Protestants in this city, besides Episcopalians, Lutherans and Catholics, who are also in favor of an observance of the Sabbath."

Mr. Gamble believed street-car and railroad men had been misquoted as favoring the Sunday opening, since they would be forced to work the seventh day to handle the throngs that would go to the fair. He also asserted that the labor organizations of the coast were against Sunday opening.

NOTICE TO MARINERS.

C. G. Calkins, lighthouse inspector, has issued the following notice:—The following affects the list of beacons and buoys, Pacific coast, 1893: Oregon and Washington—Columbia river entrance, pages 45 and 61—Columbia river outside bar whistling buoy, B. & W. P. S., marked "C," heretofore reported missing, was replaced March 14, and is now moored in 102 feet of water about five-eighths of a mile W. S. W. of its former position.

North Head lighthouse, N. by E. 1/2 E. Cape Disappointment lighthouse, N.E. 1/2 N., northerly. Point Adams (discontinued) lighthouse, E. 1/2 N.

Washington—Grays Harbor entrance, page 73—Inner buoy, a P.S. first-class nun, reported adrift March 12, will be replaced as soon as practicable.

IS IT CURABLE?

A Question Often Asked by Those Afflicted With Piles.

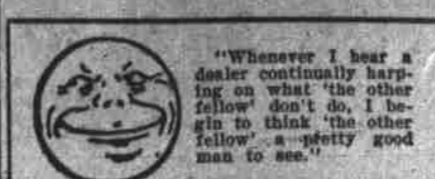
Is a strained joint curable? Is local inflammation curable. Of course, if properly treated. So is piles. Piles, often become afflicted with piles and ask some old "chronic" who has always persisted in the wrong treatment, and naturally he discourages them by telling them that their case is hopeless.

They in turn discourage others, and thus a disease that can in every case be cured by a careful and skillful handling is allowed to sap the energy of thousands who might free themselves of the trouble in a few days.

Pyramid Pile Cure will cure the most aggravated case of hemorrhoids in an astonishingly short time. It relieves the congested parts, reduces the tumors instantly no matter how large, allays the inflammation and stops the itching or itching at once.

Thousands who had resorted to expensive surgical treatment have been cured by the Pyramid Pile Cure—in a number of instances persons who had spent months in a hospital under a pile specialist.

It is a remedy that none need fear to apply even to the most aggravated, swollen and inflamed hemorrhoidal tumors. If you are afflicted with this stubborn disease you can master it and master it quickly. This remedy is no longer an experiment, a medical curiosity and is sold by druggists everywhere for fifty cents a package. Pyramid Drug Co., Marshall, Mich., for their free book on the cause and cure of piles.



To Piano Contestants

If yesterday's mail is any indication of the way the wind is blowing we are going to dispose of the required fifty pianos in no time, which means that we are tolerably safe in assuring you that the second discount will be forthcoming. During our

Big Exchange Sale

We offer to owners of old pianos and organs their life-time chance to make an advantageous exchange. As a rule, owners of old instruments demand so much for them that dealers are obliged to secure a little more than full price for the new piano to make up the difference they sell the old one for.

Now, we are doing something never before attempted in the west—reducing our prices and catering to the exchange trade. We propose to sell the new piano at a cash figure and allow for old instruments every dollar they will bring in the open market. This is as it should be. In addition to this, we offer every PIANO CONTESTANT holding our special discount letter additional advantages.

Here is a price hint or two: Regular \$475, special...\$374 Regular \$450, special...\$364 Regular \$425, special...\$324 Regular \$375, special...\$286 Regular \$325, special...\$268 Etc., etc., etc.

Send in your blanks Today

Allen & Gilbert-Ramaker Co. Oldest, Largest, Strongest. COR. SIXTH AND MORRISON STS. Opposite Postoffice.

NEW YORK MAY HAVE GIGANTIC LABOR WAR

(Hearst Special Service.) New York, March 18.—The strike of bricklayers and laborers continues to threaten to become another gigantic labor war similar to the one last summer. A conference of a joint board of arbitration and representatives of the bricklayers ended in a deadlock this morning after an all night session. Twenty thousand men are out now.

Don't Pay Exorbitant Prices

For a tailor-made suit when you can avoid it. If you will drop in and look over our stock and inspect our work you will be satisfied that we can please you, at the same time save you some money. New spring goods arriving daily. Nice business suits from \$25 up. We guarantee our \$25 suits to be the equal of any \$35 suit made anywhere.

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LARGEST CLOTHIERS IN THE NORTHWEST.
Southwest Cor. Fourth and Morrison.

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AGENTS FOR GORDON'S famous \$3 soft and stiff Hats.
AGENTS FOR QUAKER CITY \$3.50 Derbies.
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