NATIVE FARE FOR OREGON GIRLS

Journal Party Enjoys Rare Feast of Good Things Cooked a la Hawaii.

PIG ROASTED WHOLE ON RED-HOT STONES

And Inside the Pig, Chickens and Fish and Sweet Potatoes—Some of Young Women Follow Custom and Eat Poi With Fingers.

By Miss Molly Proebstel.
(Special Correspondent of The Journal.)

Honolulu, March 4.—On our return to Honolulu an invitation awaited us to be the guests at a Hawaiian luau. This invitation was given by the hostess as a courtesy to Edward Dekum, to whom The Journal's party owe much for the kind interest he has taken in planning and perfecting plans for our pleasure. The occasion was a birthday anniversary of the host, Henry Kauauanuiamahi Defries, given by his wife, Princess Emma Alexandria Kalanikauikaalaneo Kiloulanfnuiafhamao Defries. These hospitable people hold a high position among the Hawaiian nobility, Mrs. Defries belonging to the family of King Kamehameha I, while her husband is descended from a line of chiefs who were long near the kings, the descriptive clan name Kauauamueamahi, meaning chamberlain or treasurer of the king.

The Table a Mat.

The feast was conducted according to ancient customs. The table was a lauhola or pandanus mat laid on the floor and covered with green ti leaves, which in olden times served as plates. The guests sat on the floor and in front of each was a wooden bowl or calabash of poi and a plate containing luaued pig, chicken and fish. The native way of cooking meats is with an imu. A shallow hole is dug and filled with fuel, which is covered with stones. When the stones are sufficetntly hot those in the bottom of the pit are covered with green banana and ti leaves, after which the dressed whole pig is laid thereon, and the chickens and fish wrapped in ti leaves are placed inside the pig together with some of the hot stones. Sweet potatoes are placed around and on top of the meat, then more green banana leaves heaped on, wet cloths are placed over these and six or eight inches of dirt put on top of all. In one or two hours, according to the size of the pig the dirt is removed, the clothes turned back and the cooked product brought forth. The pork fairly melts in your mouth, the chicken tastes better than any you ever ate before, and after partaking of the fish you declare it is simply delicious.

Edible Seaweed Enjoyed.

Dishes containing various kinds of limu or edible seaweed and a much prized shell fish were within easy reach. A delicious pudding or blanc mange of young cocoanuts and yams cooked in the cocoanut milk was served, while the American ice cream and cake were also on the menu. The drinks were water, soda and rootbeer.

Upon being seated on the floor, grace or pule was asked by the kaneka keolioli and during the meal he chanted about the loyalty and deeds of prowess done by the chiefs of the line from which the host descended. Bread or anything made from flour is displaced by poi, which is eaten by thrusting one or two fingers into the calabash, giving them a twist or two, and then conveying them gracefully to the mouth. Knives and forks were not in evidence except at the plates of the Oregon girls, several of whom disdained to use them and "did in Rome as the Romans do," to the evident delight of the entertainers.

Both before and after the supper, the guests were entertained by native and hapahaole performers on the mandolin, violin and piano, and also by the singing of Hawaiian and popular mainland songs. The Hawaiians, both men and women, have sweet, melodious voices and music is an almost universal recreation.

Rooms Tastefully Decked.

The decorations of the rooms consisted of numerous beautiful and valuable kahilis. These are standards made from the feathers of birds, and are borne before chiefs when on a journey or during religious or state ceremonies. War spears and tabu sticks occupied the place of honor. The right to declare any certain thing tabu or reserved to their own special use was possessed by very few of the chiefs, and was the highest honor the king could confer, and to remove a tabu stick from before an object so set apart was a crime punished by death.

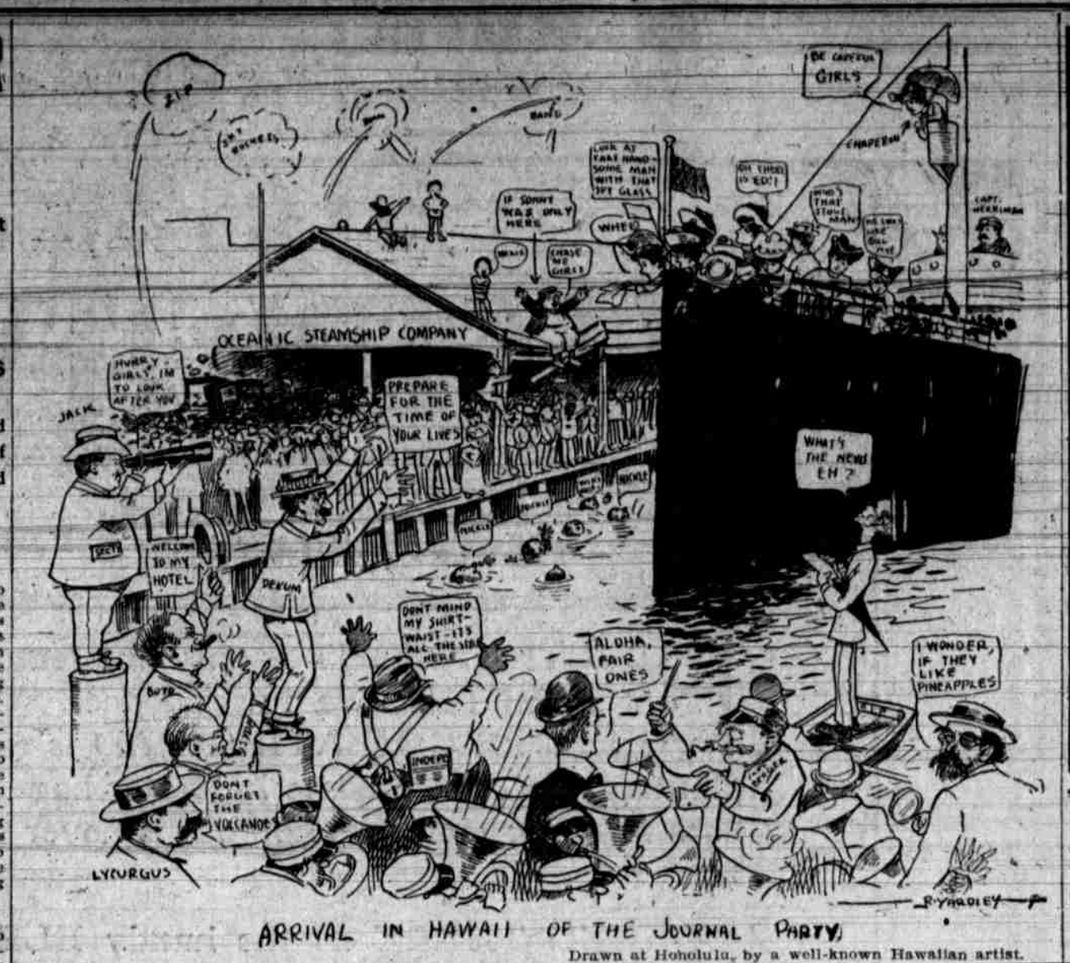
As an expression of appreciation, The Journal party took a token of remembrance, which was presented by Mrs. Weatherred in well chosen words. When our conductor, Mr. Dekum, announced we had only three minutes left in which to catch the last car it was with regret we bade goodnight to our hospitable host and hostess, and with a feeling of deep appreciation we returned to our hotel.

Trip to the Pali.

As the guests of Mr. Dekum, The Journal party made the trip to the Pali, one of the most noted historical spots on the island of Oahu. It was here where, in the last great battle of the early Hiwaiians, the ill-fated Oahuans met their tragic fate. Over this rugged and precipitious pass in the Hawaiian range they were crowded by the triumphant warriors of Kamehameha I and met death by being dashed to pieces on the jagged rocks below, rather than suffer the ignomy of captured defeat.

The trip was made in a four-seated tallyho drawn by six horses. The day was perfect, not a threatening cloud in the sky, while over the mountains floated clouds fleecy white. The ascent to the Pali is gradual and of sufficient grade to make fast driving impractical; therefore the sightseer has ample time to wonder and admire the beautiful and ever-changing scenes. Honolulu in all her tropical beauty lies behind with her noble harbor enhanced in picturesqueness by the masts of ships floating flags of all nations, and ever-to-be-seen Diamond Head in the distance.

Without warning and most unexpectedly the Pali in all its historic scenic and poetic grandeur breaks upon the vision. No human pen can do justice in attempting a description. The panorama spread out before the spellbound admirer is tropical plains, valleys, mountains, forests; rocky pinnacles are viewed from a dizzy hight, and far beyond rests the ocean, looking like a huge mirror. Our party remained for some time and kodaks were busy, each hoping to secure a picture of one of the grandest works of nature.



ARRIVAL IN HAWAII OF THE JOURNAL PARTY.
Drawn at Hoholulu, by a well-known Hawaiian artist.

PIONEER WHO ROUNDED HORN IN 1852 IS DEAD

Mrs. Clara A. Bacon Lived on Site of Chamber of Commerce Building.

Mrs. Clara A. Bacon died at 1 o'clock this morning at the home of her daughter, Mrs. George Weidler, 616 Lovejoy street. She was 78 years old and for the past four years has been in failing health, but had gone out constantly till the last three or four months. Besides her daughter, she left a son, Charles H. Bacon of San Francisco.

Mrs. Clara A. Bacon.

Mrs. Bacon was born in the little village of Warren, near Thomaston, Maine. In 1852 she came to the coast around Cape Horn, and in Portland met Charles P. Bacon of Sherlock & Bacon, liverymen. She was married in 1855. Besides the two living children there was a younger daughter who died. Mr. and Mrs. Bacon used to live where the Chamber of Commerce building now stands and at the time of its erection moved out to Nineteenth and Kearney streets, where they built a home. Six years ago they went to live with their daughter, and Mr. Bacon died a year later. Both were members of Trinity Episcopal church.

The funeral will probably be arranged to take place Monday from the residence and burial will be at Riverside cemetery.

MUCH GRAIN FOR CALIFORNIA

Two or Three More Steamers Will Be Placed in Coast-Carrying Service.

CHEAPER AT PORTLAND THAN SAN FRANCISCO

Will Be Sent to San Pedro From Portland and Distributed Thence Throughout Southern Part of State by Rail, According to Plans.

Kerr, Gifford & Co. are completing arrangements for making heavy shipments of grain from Portland to southern California by way of San Pedro. As soon as they have matters in proper shape, it is said, the business will be of sufficient importance to justify two or three more steamers being placed in the coast service. The trade for which the firm is negotiating has hitherto been supplied by San Francisco houses, but it has been ascertained that the shipments can be made direct from this port and a big saving effected.

While members of the firm decline to make any statement about the new business which has been promised, they admit that the report is true. They also assert that more steamers will undoubtedly have to be chartered to take care of the increased traffic. It is understood that the firm will ship grain to all of the leading dealers in San Diego and other southern California cities. Much will be carried to San Pedro and sent from there by rail. If satisfactory arrangements can be made, much will be sent direct to San Diego by steamer.

It is estimated that fully two thirds of the old grain crop still remaining in Portland territory will be either exported or sent down the coast, the other third being required for home consumption. Of the amount which can be spared for shipment it is said the major portion of it will be disposed of to California buyers. That being the case, it is admitted that a large number of cargoes will be sent to California before the new crop grain is placed on the market. Only one steamer, the Roanoke, is running regularly between Portland and San Pedro at present.

WILL BE FINE BOAT.

Work On New Steamer Kitsap Progressing Favorably at Shipyards.

Work on the new steamer Kitsap, which is under construction at the Supple shipyards for the Kitsap Transportation company of Puget sound, is being rushed with all possible haste. It is planned to have her ready for service by the middle of May. The keel has been laid and the craft will soon begin to assume definite shape. The framework will be up by the latter part of next week. The machinery for the steamer is in transit from New York. Mechanics employed on the job say she is going to be one of the finest steamers ever turned out in Portland. Her cost will approximate $75,000.

The last two barges built for the Northern Pacific Railroad company for use at the site of the proposed Columbia river bridge will be launched from the Supple yards this afternoon, and will be taken over to Vancouver at once. No new contracts have been received recently by any of the shipbuilding companies, but a large number of men are employed on the jobs now under way. It is said there will be a great deal of repair work to do in the yards this spring.

TO LOAD AT ASTORIA.

Nome City Expected to Fly Regularly Between That City and San Pedro.

By the first of the week it is probable that a deal will have been closed for the charter of the steamer Nome City to ply regularly between Astoria and San Pedro in the lumber trade. The vessel belongs to the California & Oregon Coast Steamship company, and F. P. Baumgartner, the local agent, says there is scarcely any doubt that she will be secured for this purpose. She is now at San Francisco, and before coming to the Columbia river she will carry another cargo of lumber from Puget sound to a California port.

Few of the coasters are able to get lumber at Portland on account of the large number of vessels which are being supplied with cargoes for foreign ports. Had it not been for this condition the Nome City would undoubtedly have been fixed to load at Portland for the south. The local mills are running to their full capacity, but are far behind in filling foreign orders. The only craft now in port loading coastwise are the schooner Annie Campbell and steamer Johan Poulsen. The latter will sail this evening. The regular passenger boats, such as the F. A. Kilburn, Aurelia and Redondo, take out small lumber shipments each trip. Two months ago two or three schooners were at each of the mills all of the time loading for San Pedro and San Francisco.

Because of the limited capacity of the Portland mill plants nearly all of the coasters which were formerly calling at Portland regularly are now loading on the sound for San Francisco and San Pedro. Representatives of the coasters say that Portland's greatest need is more sawmills.

CRESCENT OFF DRYDOCK.

Has Been Cleaned and Painted and Will Load Fir for Shanghai.

After being cleaned and painted, the schooner Crescent, Captain Olsen, was lowered from the drydock at noon and came up to Inman, Poulsen & Co.'s mill to take on a cargo of lumber for Shanghai. It is estimated that she will be able to handle about 1,700,000 feet of fir. The Crescent has the distinction of being one of the largest commercial vessels ever built on the Pacific coast. She was launched from the Eureka yards only two years ago. During the greater part of her short career she has been engaged in the offshore trade. She is one of the few five-masted schooners owned on the Pacific coast. At the same mill where she will load, the barkentine Koko Head and the British steamship Sutherland are taking on cargoes for the orient.

KILBURN NOT HELD.

Report That Steamer Was Detained in Quarantine Incorrect.

Contrary to the reports sent out by the San Francisco newspapers, the steamer F. A. Kilburn was not held in quarantine, as she sailed from the Bay City yesterday afternoon for Portland. She will stop at the various way ports and arrive Monday. Advices received by the local agent state that she is bringing a full cargo of general freight and the usual passenger list. The news that she was not detained proved of more than ordinary interest to the shippers, as the coasters now on the route are inadequate to handle the growing traffic with the dispatch desired.

ALONG THE WATERFRONT.

A number of owners of small steamers would take their craft to the upper Columbia river and place them in service this season if there were some feasible plan for getting them above the Celilo obstructions. Some are even thinking seriously of employing housemovers.

Laden with 750,000 feet of lumber, the steamer Johan Poulsen will leave down this evening bound for San Francisco.

The steamer Undine was hauled out on the ways at the Portland shipyards this morning so that an examination might be made of the bottom of her hull. For the past month or two she had been running between here and The Dalles in place of the Dalles City. The latter went in service this morning.

Loaded to the hatches with freight, a part of which had to be piled on the deck, the steamer Aurelia, Captain Erickson, arrived last night from San Francisco. She also brought 25 passengers. On the return trip the steamer will take out a deckload of lumber and probably grain in the hold.

The French bark Jules Gommes shifted this morning from Columbia No. 2 to the Oceanic dock.

United States Inspectors Edwards and Fuller inspected the steamer Nellie yesterday afternoon.

So that she might be loaded with lumber to greater advantage the American bark Harry Morse was turned around this morning at the Portland mill.

F. J. Hall, who arrived on the steamship Aysgarth from Comox, British Columbia, as a stowaway has signed articles to ship on the vessel on the outward voyage.

Carrying 3,049,016 feet of lumber, valued at $26,704, the British steamship Ilford, Captain McKechnie, left down this morning bound for Taku, China.

On Monday the steamer M. F. Henderson will be taken on the ways at the Portland shipyards for an overhauling.

A. B. Wollaber, local forecaster, returned this morning from a three weeks' vacation, which he spent in California.

Balfour, Guthrie & Co. have chartered the French bark Geneleve Molinos to bring a corga of cement from London to Portland. The vessel will carry about 17,000 barrels of the product.

MARINE NOTES.

Astoria, March 17.—Arrived at 6 and left up at 8 a. m., steamer Daisy Mitchell, from San Francisco; left up at 6:30 a. m., French ship Crillon.

Point Lobos, March 17.—Passed, at noon, steamer Whittier.

San Francisco, March 17.—Sailed, barkentine Gleaner, for Astoria, and steamer Argyll, for Portland, via Port Harford.

Astoria, March 17.—Sailed at 5 a. m., American ship C. F. Sargent, for New York. Arrived down at 6 p. m., British bark Haddon Hall arrived down at 7 p. m., British ship Eskasoni.

San Francisco, March 17.—Sailed last night, steamers F. A. Kilburn and Despatch for Portland.

Newcastle, Aus., March 14.—Arrived, British steamer Ellerie from Portland.

Astoria, March 17.—Condition of the bar at 8 a. m., smooth; wind, east; weather, clear.

PLAYED HIS PART IN THEATRE OF THE WORLD

(Journal Special Service.)

London, March 17.—Collectors of epitaphs will find few more interesting than the following inscription on the headstone of Thomas Jackson, an actor of considerable prominence on the English stage in his day, and who died on this date in 1796 and is buried in a little churchyard not far from London. The epitaph reads:

"Sacred to the memory of Thomas Jackson, who was engaged the 21st day of December, 1741, to play a comic cast of characters in the great theatre, the world, for many of which he was prompted by nature to excel. The season being ended, his benefit over, the charges all paid, his account closed, he made his exit in the tragedy of death on the 17th of March, 1798, in assurance of being called once more to rehearsal, where he hopes to find his forfeits all cleared, his cast of parts bettered, and his situation made agreeable by Him who paid the great stock debt, for the love of performers in general."

Colonel Hall Retires.

(Journal Special Service.)

Washington, D. C., March 17.—Having reached his 64th birthday, the age limit for active service, Colonel John D. Hall of the medical department of the army was placed on the retired list today. Colonel Hall is a native of New Hampshire and a graduate of Harvard university and the medical department of Columbia university. He entered the army as an assistant surgeon in 1868.

Irrigon Irrigator Sold.

(Special Dispatch to The Journal.)

Irrigon, Or., March 17.—A. Bennett, who has conducted the Irrigon Irrigator for the last three years, has sold that paper to C. C. Hutchinson, superintendent of the Oregon Land & Water company, of Portland. Mr. Bennett made a success of the Irrigator, and was the editor of the Rabbitville news in that paper, which has been quite famous over the state. Mr. Bennett has not decided just where he will locate.

Named as O. R. & N. Surgeon.

(Special Dispatch to The Journal.)

Baker City, Or., March 17.—Dr. E. B. McDaniel of this city today was notified of his appointment as surgeon of the O. R. & N. Co. for the Baker City district, succeeding Dr. Taylor N. Snow, lately deceased. Dr. McDaniel has been practicing his profession in Baker City for a number of years.

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AT THE THEATRES.

Reilly and Woods Tomorrow.

Reilly and Woods' big burlesque show will open next week's engagement at the Baker tomorrow afternoon. The two farces to be presented are called "Simon Simple and Simple Simon," and "A Hot Time at Reilly's." The company is headed by that quaint comedian, Pat Reilly, known all over the east. Special effort has been made in choosing the chorus of pretty, shapely girls.

Seats Now Selling.

The marvelous spectacle, "The Sleeping Beauty and the Beast," now touring America, after its remarkable run of an entire season at the Broadway theatre, New York City, and announced to appear at the Marquam Grand theatre next Tuesday and Wednesday nights, March 20, 21, with a special price matinee Wednesday, continues to meet with phenomenal success. It is a beauty show having many pretty and chic maidens, and a host of popular comedians. The advance sale of seats began this morning. The box office will be closed all day Sunday, open again Monday at 10 a. m.

Alberta Gallatin in "Cousin Kate."

Alberta Gallatin, who will be pleasantly remembered by theatre-goers of this city, will appear at the Marquam Grand theatre, next Friday and Saturday nights, March 23-24, with special matinee Saturday, in "Cousin Kate," the Hudson theatre, New York, opening success, one of the cleverest, purest and most wholesome society comedies ever put on the stage. Miss Gallatin's work as an emotional actress is well known here. Her humor, gaiety and wit are spontaneous. Advance sale next Wednesday.

"Scotty" Opens Sunday Night.

"Scotty's" engagement at the Empire will start tomorrow night. There will be no matinee. There will be two week-day matinees, Tuesday and Thursday at which every one will have an opportunity to go onto the stage, become closer acquainted with the famous Death Valley miner and view his mule "Slim" and the pack of Alaskan dogs that is carried with the production.

"Resurrection" Tonight.

"Resurrection" will be given at the Empire for the last time tonight. A great many people who were desirous of seeing this great dramatic masterpiece have postponed doing so from night to night hoping for a decided change in the weather. The Empire is always warm and comfortable. "Resurrection" is a strong play in the hands of a capable company.

VAUDEVILLE AND STOCK.

Winning Bill at Star.

Tonight and the continuous performances tomorrow will be the last of the present vaudeville bill at the Star, which has proved a winner during the past week. "The Waif's Appeal" is the most pathetic, and at the same time, the most artistic sketch that Portland has seen in a vaudeville theatre. There is a quantity of comedy on the bill to counteract the pathos of "The Waif's Appeal."

Continuous Sunday at Grand.

Tomorrow at the Grand the performances will run without intermission from 2:30 to 10:45 p. m. Ted E. Box, the eccentric comedian from the London music halls, has songs and stories. The program provides mirth and melody and will be found thoroughly pleasing and enjoyable in every respect. Gherine and her radium girls will be the feature next week, with Josephine Gassman and her "picks."

New Company Incorporates.

Salem, Or., March 17.—The Greyloo Manufacturing company with A. A. Cunningham, F. A. Loomis and N. Cunningham as incorporators, filed articles of incorporation yesterday with the secretary of state. The capital stock is $1,000 and Salem will be the main office.

American Restaurant
Cor. Third and Couch Sts.
OPEN DAY AND NIGHT.

Salmon salad, Mayannaise dressing	15¢
Boiled salmon, cream sauce	15¢
Columbia river smelt	15¢
Fried razor clams	15¢
Boiled pig hocks and cabbage	15¢
Pork tenderloin, Creole sauce	25¢
Lamb pot pie	15¢
Chipped Beef in cream	20¢
Head cheese potato salad	15¢
Corn beef hash and poached egg	15¢
Codfish balls, cream sauce	15¢
Baked pork and beans	15¢

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