

TEA AND MATTING RATE RAISED

Restoration of Scale of Two Years Ago Means More Business for Oriental Liners.

SUEZ LINES CUT AND TOOK MOST BUSINESS

Have Agreed to Make Charges on Parity With Those of Lines Operating by Way of Pacific Coast Ports—Expected to Get Trade.

By an agreement just reached by the trans-Pacific steamship lines and their rail connections, the freight rates effective two years ago for the shipment of tea and matting from China and Japan to the Atlantic seaboard by way of the Pacific coast ports have been restored. The lines operating by way of the Suez canal to New York have agreed to raise their tariff, so that it will be on a parity with the charges made by way of the Pacific coast ports. Officials of the Portland & Astoria Steamship company were notified this morning of the change which was brought about by a conference recently held in New York. It will mean an increased revenue to the line operating from Portland as well as those from all of the other Pacific coast ports. The new tariff for bringing tea and matting from the far east to the Atlantic by way of Portland, San Francisco and Puget sound is as follows:
Tea, \$1.50 per 100 pounds in lots not less than a carload, and \$1.75 per 100 pounds for the transportation of quantities less than that amount; matting, \$1.25 per 100 pounds in carload lots, and \$1.50 for smaller shipments. The Suez lines agree to maintain a tariff of 25 shillings a ton for handling matting and 2 1/2 for transporting tea from the orient to New York.

Heretofore the Suez people have repeatedly declined to enter into an agreement with the Pacific coast companies, cutting their rate, and as a consequence they secured the major portion of the traffic. If they maintain the rate fixed, it is believed that most of the business will pass through the Pacific coast ports from now on. In an effort to secure a fair share of the trade, the local lines reduced their tariff a couple of years ago to such a low figure that it was impossible for them to realize profits.

Tea and matting form the principal exports of China and Japan. From this time forward it is believed that the steamers plying from Portland will handle nearly twice as much of these products as formerly. Frequently it has been necessary for them to return with rather light cargoes.

INVESTIGATING SIGNAL.

Mariners Complain That Fog Warning at Tatoosh Island Is Ineffective. After making a thorough investigation into the efficiency of the fog signal at Tatoosh island station, Major W. Roessler and Commander F. J. Werlich returned this morning. A joint report of their investigation will be made at once and forwarded to the department at Washington.

Commander Werlich announced that the subject is generally supposed that they will recommend the substitution of a siren for the whistle which is now in use at the station. Major Roessler says they were inquiring into the matter by reason of the many complaints which had been made against the signal. Many of the members of the pilots' association and captains of vessels were interviewed at Seattle concerning its efficiency. Later the Portland officials boarded the tender Columbine and visited Tatoosh station, where they conducted a personal investigation. On board the craft they steamed on all sides of the station and found that the whistle could be distinctly heard from certain points, but at other locations no farther distant it could be but faintly heard. Better results were obtained when the boat was lying across the strait toward the north. It was ascertained that some of the signals of exactly the same sort at other stations give splendid satisfaction. In British Columbia waters the siren is used altogether.

GOOD SERVICE SURE.

Regulator Line Will Run Dalles City and Capital City Out of Portland. Tomorrow the Regulator line will place two more steamers in service between Portland and points on the upper Columbia river. These will be the Dalles City and Capital City, the latter being the new boat which the company recently purchased and brought from Puget sound. The Capital City will be operated mainly as a freighter, although she will

have a license for carrying passengers. For the past three weeks a large force of mechanics has been employed overhauling her machinery and getting the vessel into shape for business. Since her arrival from the north she has been painted and tidied up in such a manner that she hardly looks like the same boat. She will be in command of Captain Alden, formerly master of the ill-fated Regulator, and Fred Smith will have charge of her engine-room. The Dalles City had to be laid up until a new shaft could be made for her. During her idleness the steamer Undine of the Kamm fleet has been taking her run. The latter will now be turned over to her owners, who will probably start her out once more on the Portland-Vancouver route. The Dalles City will run through to The Dalles, carrying both freight and passengers. The Barlow will maintain the schedule on which she has been running, and consequently the steamer service to points on the upper river will be adequate, it is expected, to take care of all of the traffic. For the past two or three weeks it has been necessary to leave much of the freight at the local dock of the line. With the Charles R. Spencer making regular trips to the same points, it is held by the steamshipmen that the regular and traveling public will have no cause for just complaint against the water transportation facilities to The Dalles and return.

LIST OF SHIPS COMING.

Many Suitable for Grain Loading Now En Route to Portland.

A revised list of the ships suitable for grain loading en route and under charter to come to Portland is as follows:
British bark Bankburn, from Hamburg; British ship Bardowick, from San Francisco; Italian ship Caterina Acomae, from Hamburg; French bark Colonel Villebois Mareuil, from Hamburg; German ship Emble, from Newcastle-on-Tyne by way of Falkland Islands and now due; French bark Empereur Menelik, from Rotterdam and due; British ship Galgale, from Rotterdam; French bark Genevieve Molinos, from London; British ship Glenalvon, from Newcastle-on-Tyne; British ship Inverness-shire, from Antwerp; French bark Jacobsen, from Dunkirk; British steamship Kelvinbank, from London; French ship Laennec, from Antwerp; French ship La Perouse, from Swansea; French bark La Tour de Auvenger, from Antwerp; British bark Muskoka, from Hamburg; British bark Freycou, from Hamburg; French bark Tivoli, from Antwerp; French bark Ville de Mulhouse, from Antwerp. The total tonnage en route and listed amounts to 26,097, while the vessels in port represent a tonnage of 8,659.

NEEDS TWO MORE.

Baltimore Expected to Complete Crew and Sail This Week.

Captain Groundwater of the British bark Baltimore is confident that he will be able to get to sea this week notwithstanding the great scarcity of sailors. He wants only two more men to make up a full crew, and he expects to get them today. Three Portland Italians signed to make the voyage in order to visit their old home near Genoa, for which port the Baltimore will sail. By holding out a similar inducement to others, it is said there is no doubt that a couple more Italians can be employed to make the trip.

C. Morocco, an able seaman who deserted from the Baltimore shortly after her arrival in the harbor and was subsequently captured and placed in the county jail for safekeeping, was taken back to the ship this morning by Harbor-master Ben Biglin. The work of loading the vessel with a lumber cargo was completed only a couple of days ago, and today mariners say that the captain will be extremely fortunate if he gets to sea this week.

CHANGES IN SIGNALS.

Commander Werlich Announces Replacement of Several Buoys. Commander F. J. Werlich has issued the following notice to mariners:
"Coast of Oregon—Tillamook rock mooring buoy, a white, first-class nun, found out of position April 5, was replaced the same day.
"Yaquina Bay Entrance—Channel rock buoy, No. 0, a second-class nun, reported adrift March 19, will be replaced as soon as practicable.
"Willamette River—Clackamas rapids buoy, No. 2, a red, third-class spar, reported adrift March 31, will be replaced as soon as practicable.
"Willapa Bay—Channel starboard side buoy, No. 2, a red, second-class spar, reported adrift March 31, will be replaced as soon as practicable.
"Admiralty Inlet—Colvos rocks buoy, No. 2, a red, second-class nun, heretofore reported out of position, was replaced March 28.
"Tala point buoy, No. 1, a black, first-class spar, heretofore reported adrift, was replaced March 26."

FRENCH BARK SAILS.

Jules Gomme's Anchor Arrives and She Leaves With Grain Cargo. With 121,860 bushels of wheat, valued at \$68,800, the French bark Jules Gomme left down this afternoon, bound for the United Kingdom, being the first grain vessel to clear in April. The anchor for which the skipper had been waiting arrived from Pittsburg last night, and the greater part of the morn-

ing was spent in shipping it and getting the craft ready for the sea. Prior to this arrangements had been made to borrow an anchor from the other French ships in the harbor. The next grain vessel to clear for Europe will be the French ship Crillon. She is now being supplied with her cargo by Balfour, Guthrie & Co. When she had been loaded with about 1,300 tons of wheat there was talk a few days ago of sending her to the sound to complete the cargo, but the probabilities now are that the entire shipment will be taken on at Portland. However, it is said that the matter has not as yet been definitely settled. The Francois d'Arbaix is also under charter to load grain for the United Kingdom and will begin receiving her cargo just as soon as the work of discharging her cargo has been completed. These three vessels will comprise the grain fleet from Portland for the month.

ALONG THE WATERFRONT.

On Monday the steamer Altona of the Oregon City Transportation company's fleet will resume service between Portland and points on the upper Willamette river. Officers of the steamer Mascot report that the Columbia river has a muddier color than they ever saw it before so early in the season, presumably due to the high water and to a landslide which occurred a few days ago.

The steamer Nome City is expected to sail from San Francisco in a day or two for Portland. She will load lumber at the North Pacific mill for San Pedro. Of late she has been running between Seattle and San Francisco. In tow of the Resolute the houseboat belonging to the Portland Rowing club which sank several weeks ago at the foot of Stark street was taken to a point above the bridge this morning to be repaired.

After a stormy passage from San Francisco the steamer Despatch arrived last night nearly two days late. Captain Emble, from Newcastle-on-Tyne by way of Falkland Islands and now due; French bark Empereur Menelik, from Rotterdam and due; British ship Galgale, from Rotterdam; French bark Genevieve Molinos, from London; British ship Glenalvon, from Newcastle-on-Tyne; British ship Inverness-shire, from Antwerp; French bark Jacobsen, from Dunkirk; British steamship Kelvinbank, from London; French ship Laennec, from Antwerp; French ship La Perouse, from Swansea; French bark La Tour de Auvenger, from Antwerp; British bark Muskoka, from Hamburg; British bark Freycou, from Hamburg; French bark Tivoli, from Antwerp; French bark Ville de Mulhouse, from Antwerp. The total tonnage en route and listed amounts to 26,097, while the vessels in port represent a tonnage of 8,659.

MARINE NOTES.

Astoria, April 5.—Arrived down at midnight and called at 5:30 a. m., steamer Redondo, for San Francisco. Arrived down at 2 and called at 11:30 a. m., steamer Bee, for San Francisco. Sailed at 6 a. m., steamer Elmora, for Tillamook.

Astoria, April 5.—Condition of the bar at 8 a. m. smooth; wind, light north; weather cloudy.

San Francisco, April 5.—Sailed, schooner Lewis, for Astoria.

TO PARALLEL HILL ROAD.

(Continued from Page One.)

ning work Monday. An official made the following statement:
"We are going to build the road regardless of plans of any other company. This has been decided by the majority of the stockholders of the Wallula Pacific, who reside in the east. The Wallula Pacific and the Columbia Valley are practically one and the same company. We will advise the railroad down the north bank despite reports to the contrary, and all talk of the Wallula Pacific being a paper railroad will be disproved in due time."

New York Men Backers of the company? "I would not say the public any good to know that," he replied. "They are New York men. We will announce their names later."

L. Gerlinger, president of both companies, is equally non-committal. The identity of his associates. It has been repeatedly intimated that the Wallula Pacific project was a Harriman undertaking, organized for the purpose of obstructing the building of the railroad line of the Hill roads from Kennewick to Portland. Mr. Gerlinger emphatically denies that the Harriman companies have any connection with the Wallula Pacific. He alleges that he is acting under the instructions of New York capitalists, who have ample funds to build the proposed road, but further than that he disclaims any knowledge of their plans and purposes.

MUST DISCLOSE BACKERS.

Senator Rands Will Be Required to Say Who Are the Promoters. (Special Dispatch to The Journal.) Vancouver, Wash., April 5.—Judge W. W. McCredie last night decided, after deliberating several weeks, that E. M. Rands, an officer of the Columbia Valley Railroad company, must answer questions in regard to who is back of his company. This decision is considered by the Portland & Seattle people a decided victory, as they believe they can secure evidence by this decision that will show the Columbia Valley company to be a blocking company.

At an examination before Court Commissioner Frank E. Vaughn some time ago, Senator Rands refused to answer these questions, on advice of his counsel, Judge M. L. Pipes of Portland. It was held by the court that Rands was material to the point at issue. This, Judge McCredie has decided, is not the case. Rands will be brought up before Commissioner Vaughn within a few days, the exact time not having been set. The questions which the Portland & Seattle officials desire Senator Rands to answer are: Who are the backers of the road? Who are the board of directors? Where is the money to come from to build the line? Senator Rands could not be seen this morning in regard to Judge McCredie's decision.

LUMBER IS UP.

(Continued from Page One.)

situation as to cuts is again tightening and the mills are complaining that they cannot fill a large part of their eastern orders because they cannot get cars from the railroad companies. Washington millmen are said to be inclosing in

A DANDY FOR BURNS.

Dr. Bergin, Paris, Ill., writes: "I have used Ballard's Snow Guard always recommended it to my friends, as I am confident there is no better made than a dandy for burns. Those who live on farms are especially liable to many accidental cuts, burns, bruises, which heal rapidly when Ballard's Snow Guard is applied for Senator Rands be kept in the house for cases of emergency. 25c, 50c and \$1.00. Sold by Woodard, Clark & Co.

Always Ready

THE HUB

Corner Third and Burnside Streets

THIS HOUSE IS ALWAYS FULL OF ACTION

The Hub never lacks vigilance—always on the alert. The corps of buyers and department managers always see that this store is provided with the best of everything in men's wearing apparel and sold at prices under all competition, handling the best reliable grades and selling them at a working man's price.

Big Easter Sale Commences Tomorrow

SPRING SUITS



\$7.50 For Black Unfinished Worsteds, Clay Worsteds, All Wool Tweeds and Cassimeres in single and double breasted sacks that beats any \$10.00 Spring Style Suit shown in this city.

\$9.50 A pivotal price that gives you an exact saving of \$3.00 of the very latest fashions in Suits in double and single breasted sacks, in Unfinished Worsteds, Thibets, Fancy Worsteds, Cassimeres and Tweeds.

\$12.50 Gives you a choice selection of Hand Tailored Suits with self-retaining fronts and haircloth shoulders. The very best of \$18.50 qualities.

\$15.00 The choice of imported materials in all Hand Tailored Serges, Unfinished Worsteds, Cassimeres, Silk Mixed Worsteds, Tweeds and Cheviots. The Silk, Venetian and Serge lines are equal to the best tailored products of America.

HATS

\$1.35 The choice of twenty styles and colors in the very newest Spring Styles of \$2.00 Hats.

\$1.85 The choice of twenty-five styles of Soft and Stiff Hats in the very newest Spring shapes and colors. Regular \$2.50 values.

\$2.50 For the world renowned Hamilton \$3 Hat. The Portland public has paid \$3 for the Hamilton Hat. It was made to sell at that price and it is as good a \$2 Hat as the sun has ever shown on, but The Hub controls the entire agency for the Hamilton Hat, which enables us to sell it in the future at \$2.50.

PANTS

\$2.35 Tomorrow will be a great day in the \$2.35 section. We have about 500 pairs, Spring Styles, in Worsteds, Cassimeres, Cheviots, etc., in all sizes from 30 to 50 waist and 29 to 38 in seam, making a variety of over 50 styles, in \$3.50 and \$4.00 pants.

Furnishing Goods

SHIRTS

50c For a Golf or Negligee in the very handsomest Spring styles. Madras, penang and mohair. Extraordinary value.

UNDERWEAR

35c For a 50c quality in natural color. Balbriggan. All sizes.

5c For the 8c quality; **8c** for the 12 1/2c quality; **12 1/2c** for the 20c quality; **19c** for the 35c quality.

NECKWEAR

19c For Tecks, Four-in-Hands, Strings, Auto and other spring novelties in pure silk 35c Neckwear.

39c For the latest of Silk Imported Novelties. The handsomest line ever shown in this city under 75c.

NOTE

Shoes



The Hub's preparation for the enormous spring business is completed. The counters and shelves creak beneath the immense load of Spring Suits, Overcoats, Pants, Hats, Shoes and Furnishing goods that has been collected for the greatest Spring trade that The Hub has ever known. It is an unwritten law, but has never failed, that The Hub undersells any concern in the city on high quality and dependable merchandise. It reaches out for the trade of the thrifty class. The Hub is the store that satisfies. Satisfies in everything it sells in both quality and price.

\$2.65

We will place on sale 12 styles of toe in vici, patent colt, calf and velour, \$3.50 Spring styles for tomorrow (Saturday) only.

OPEN SATURDAYS TILL 11 P. M.

Announcement

Saturday Morning, at 9 o'Clock, Sharp

OPENING DAY

Of the

Davis-Patterson Co.

343 WASHINGTON STREET

Exclusive Ladies' Furnishing Goods

NEW STORE, NEW GOODS, NEW PRICES

Each Department Will Be Represented With a Great Special Bargain

NEW MINING COMPANY—QUARTER MILLION STOCK

The following articles of incorporation were filed in the office of County Clerk Frank S. Fields this morning: Oregon Amusement company, by F. O. Downing, E. R. Hellig and Hugh C. Gearin; capital stock, \$5,000.

Portland-Arizona Mining company, by F. H. Schulerman, J. G. Stearns and

their acceptance of eastern orders a statement to the effect that the mills at the state of Washington are short about 1,000 cars and that the filling of all orders is contingent on the securing of cars for eastbound shipments.

Orient Lumber.

The demand for Oregon Lumber from the Orient and from Pacific coast ports is constantly growing. More lumber is being shipped by water from this port than ever before.

"One of the principal causes of the advance of lumber prices is the heavy demand from railroad builders," said a mill man. "There is an immense demand for timbers, and the mills are busy sawing that class of stuff."

It is said railroad construction all over the United States is practically dependent upon Oregon and Washington lumber mills, as there is no other place in the country where large dimension stuff can be longer secured from the standing timber. The forests of Wisconsin, Michigan and Minnesota are almost denuded of this class of timber, and the south has never furnished it to any considerable extent. The virgin forests that cover vast tracts in the Pacific northwest will, within a few years, furnish every stick of timber that enters into large construction projects in this country.

Our Spring and Summer OXFORDS

AT

\$3.50

Either black or patent (shiny) leather, newest styles produced, now on sale. Most houses add 50c pair for patent leathers. We do not.

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