WILL RETURN FROM EUROPE

French Bark Genevieve Molinos Booked to Bring General Cargo Here.

SHOULD MAKE QUICK ROUND TRIP PASSAGE

Left Here Last Fall With Cargo of Wheat and Reached Falmouth About a Week Ago—Oregon Grain to Be Milled in Shannon.

The French bark Genevieve Molinos, which reached Falmouth March 7 from this port with a cargo of wheat, will return here with a general cargo as soon as she can be dispatched. According to advices received here this morning by the Merchants' Exchange the bark left Falmouth yesterday for Limerick, where the Oregon wheat will be turned into flour. One of the largest flour mills in the world is located on the Shannon and considerable wheat is supplied by vessels from the Columbia river. After discharging the wheat the vessel will load for Portland.

The report does not state at which port the Frenchman will receive her cargo, but possibly she will be ordered to Newcastle-on-the-Tyne, where one or more cargoes for Portland are said to be waiting for transportation. Three or four other Frenchmen have been picked up for return loading immediately upon their arrival on the other side from Pacific coast ports.

It is expected that freights from Europe to the coast will be high in the future, since the prospects of profitable rates back home are poor, owing to the big demand for wheat in the orient and the delay in getting the wheat to the wharves.

The German ship Arthur Fitger cleared today for Port Blakeley in ballast and the French bark Marechael de Villers has sailed in ballast for Sydney Heads, Australia. This leaves only one disengaged vessel in the harbor, the Russian ship Fennia, which lost her lumber charter because of making such a tedious run from Shields. Exporters say there is little likelihood of the Fennia being taken for grain unless her owners are willing to hold her here a while in idleness because wheat is still coming very slowly from the interior.

The French bark Asie is expected to finish loading this afternoon. She is entitled to do so because from time to time cargo has been received on her since the first of the year. The owners have been complaining loudly because of the detention, but the charterer does not propose to pay demurrage because she has been detained by causes over which he had no control. Washouts on the railroads are blamed for the slow arrival of the wheat.

DR. N. J. FULTON, Naturopath.

WATCH THIS SPACE!

After July 1st Will Be at Long Beach Washington Until October 1st

Dr. N. J. Fulton

NATUROPATH.

315 TWELFTH STREET

Corner Clay, one block from M. G. car, one from 13th street car, 2 from Jefferson car. Telephone Main 2123.

Foster & Kleiser-Signs.

NOTICE TO MARINERS

Lighthouse Inspector Reports Re-establishment of Lights.

P. J. Werlich, lighthouse inspector of this district, has issued the following notice to mariners relative to lights and signals: The following affects the List of Lights and Fog Signals, Pacific coast: Upper Gauge Pile Light, page 30, No. 104 (List of Lights, Buoys and Daymarks, Pacific Coast, 1907, page 59)—Located in 15 feet of water, on the northerly side of the channel of the Columbia river, and about 7-8 mile west by north from Tongue Point Light. The structure from which this light was shown, heretofore reported carried away and the light extinguished was rebuilt and the light reestablished March 8.

Taylor Sands Light, page 30, No. 106 (List of Lights, Buoys and Daymarks, Pacific Coast, 1907, page 60)—Located on the southerly side of the channel of the Columbia river, about one mile northerly of Tongue Point. The structure from which this light was shown, heretofore reported carried away and the light extinguished, was rebuilt and the light reestablished March 8.

Beacon 1 Light, page 30, No. 108 (List of Lights, Buoys and Daymarks, Pacific coast, 1907, page 60.)—Located in 10 feet of water, on the end of the sand spit on the northerly side of the channel of the Columbia river, and about 2 5-8 miles north northeast ¼ east from Tongue Point light. The structure from which this light was shown, heretofore reported carried away and the light extinguished, was rebuilt and the light reestablished March 8.

Beacon 2 Light, page 32, No. 109 (List of Lights, Buoys and Daymarks, Pacific Coast, 1907, page 60)—Located in six feet of water, on the southeasterly side of the channel of the Columbia river and about 2 3-8 miles above Tongue Point, Or.

The following affects the List of Lights, Buoys and Daymarks, Pacific Coast, 1907:

Yaquina Bay Entrance, page 51—Channel Rock Buoy, O, a red, second-class nun, heretofore reported adrift, was replaced March 9.

Columbia River, page 56—Middle Ground South Side Buoy, 13, a black first-class can, found out of position March 6, was replaced the same day.

Grays Harbor Entrance, page 76—Outer Buoy, a PS first-class can, reported dragged off its station and in a misleading position in the breakers on the North Spit, March 7, will be replaced by another buoy as soon as practicable.

Wrangell Strait, page 100—Turn Point Buoy, 9, a first-class spar, reported out of position March 8, will be replaced as soon as practicable.

WOODFORD BELIEVED SOLD

Steamer Gets Order to Proceed to Nanaimo, B. C.

It now appears as if the British steamer Woodford was really sold to the British Columbia-Mexican Steamship company as reported through the press several days ago, although neither her agents here nor the captain has received any information along that line from her owners in England. Today Taylor, Young and company, agents, received a cable ordering the steamer to proceed to Nanaimo, B. C.

The Woodford is at the bunkers of the Independent Coal company, where she has just finished discharging a cargo of coal brought from Moji, Japan. She will take on enough coal to take her to the northern port and proceed down the river without delay. Since her arrival here the Woodford has been spoken of as likely to be chartered by the American government to carry coal to the naval stations but it is believed that this deal fell through and that she was purchased by the British Columbia-Mexican Steamship company which is working hard for the establishment of a large line of steamers between Victoria and Vancouver and the Pacific terminus of the Tehauntepec railroad.

PILOTS ARE IN DEMAND

Norwegian Steamer Thyra Sails After Several Hours Delay.

The Norwegian steamer Thyra left down this morning at daylight, bound for the orient with a cargo of lumber. She was to have sailed yesterday afternoon but could not get away because of there being no pilot available, the whole force being busy down the river. Pilot Bailey returned last night and started her for the sea this morning in hopes of catching the favorable tide tonight.

The Norwegian steamer Mathilda is booked for the orient tomorrow, but she will possibly not get away before Monday morning. The cargo will be finished this afternoon in time to clear it through the custom house. She will carry away about 3,500,000 feet or about the same quantity as the Thyra.

The oriental liner Numantia sailed yesterday afternoon for Hongkong via Yokohama with a cargo valued at $225,000. The Arabia is due to arrive here in a few days from the orient.

ALONG THE WATERFRONT

The British steamer Aymeric shifted to the flour mills this morning, after having filled her bunkers at Davidge's dock.

The American ship St. Nicholas was lifted on the drydock yesterday afternoon, and the American ship John Currier will be raised as soon as the St. Nicholas is lowered.

The schooner Lettitia went to Rainier to load a cargo of lumber. The steam schooner Nome City is also loading at Rainier. Both go to San Francisco.

The Port of Portland is securing some sawdust from the Peninsular Lumber company, so that the dredge Columbia will be able to operate for a while despite the strike of the mill workers.

The Harriman liner Columbia sails tonight for San Francisco with a full cargo and a large number of passengers. The potato shipments this time amount to 1,300 sacks.

Captain J. Zumwalt will command the Charles R. Spencer when she starts for The Dalles next Monday morning. Charles Spencer will act as pilot. Chief Engineer Bilyeu will have charge of the engine room.

It now seems impossible to float the schooner Solano, which drifted on North Beach some weeks ago, and it is believed that she will be a total loss.

The schooner Zampa cleared today for San Francisco with 475,000 feet of lumber.

The steam schooner Redondo arrived at the Eastern & Western Lumber company this morning to load a return cargo of lumber for San Francisco.

MARINE NOTES

Astoria, March 16.—Arrived down last night, steamer Washington and bark Agate. Sailed at 10:45 a. m., steamer Alliance for Coos Bay. Sailed at 11:30 a. m., steamer Helena for San Francisco.

Yokohama, March 16.—Arrived March 9, German steamer Nicomedia from Portland.

San Francisco, March 16.—Arrived at 8 a. m., steamer Casco from Columbia river. Arrived, steamer Roanoke from Portland and way ports.

Astoria, March 15.—Sailed at 12:20 p. m., schooner Melrose for San Pedro. Sailed at 1:55 p. m., French bark Marechal de Villars for Sydney and steamer Pleiades for San Pedro. Arrived at 2:15 and left up at 4:50 p. m., steamer Redondo from San Francisco.

San Francisco, March 15.—Sailed at 6 p. m., steamer George W. Elder for Portland. Arrived, steamer Johan Poulson from Portland.

Falmouth, March 15.—Sailed, French bark Genevieve Molinos for Limerick.

Astoria, March 16.—Condition of the bar at 8 a. m., rough; wind north; weather clear.

Unknown Man Murdered.

(Journal Special Service.)

San Francisco, March 16.—The body of an unidentified man with his throat cut was found at the Presidio this morning. He had evidently been murdered.

SEE PAGE 11.

CAMPBELL MAY RUN FOR MAYOR

New School Director Urged to Try for Republican Nomination.

DIRECTOR WITTENBERG ANOTHER POSSIBILITY

Federated Trades Council Indorses Coffey for Mayor, and This May Mean the Subsequent Indorsement of Newly-Organized Labor Party.

Homer C. Campbell, former general manager of the City & Suburban Street Railway company and present member of the city board of education, is a possibility as a Republican candidate for the nomination for mayor. Mr. Campbell himself seems to be undecided, as he is understood to have stated several days ago that he was considering the probability of his entrance into the political arena, though he has since apparently changed his mind and is coy in discussing the matter. Mr. Campbell, however, is being urged by many friends to enter the contest and make an attempt to capture the prize.

The breath of gossip has also taken up the name of Herman Wittenberg and he is being mentioned very frequently as a possible candidate for the nomination. Wittenberg is looked upon as a strong man and his friends are confident that he could make Auditor Devlin show some fancy paces to win. They are urging the school director to get into the harness and assure him of their support. It is possible that Mr. Wittenberg will announce himself as a candidate before the time limit has elapsed.

Trades Council's Indorsements.

The Federated Trades Council indorsed John B. Coffey for mayor, William R. McGarry for city auditor, Ed T. Hatch for city auditor, M. J. Driscoll, William Elliott and William Cuddy for councilmen at large and George L. Baker for councilman from the fourth ward at the meeting of the federation held last night.

For some time it has been rumored that Mr. Coffey was working for the support of the labor vote in his candidacy for the Republican nomination. While the action of the trades council last night does not carry with it the indorsement of the new labor party it will have some weight in all probability with that party when the matter of final indorsement comes up for consideration.

Shows Sentiment of Unions.

To be indorsed by the labor party, according to the rules of procedure adopted, it is necessary for the name to be approved by the executive council of the party, composed of representatives of all the unions in the city. After the indorsement of the executive council the name or names reported favorably are to be taken before each union and voted upon there. Then if the man secures the majority support of the union he is to be declared the choice of the labor party and so marked upon the ballot at the election for nomination or the final election.

While it is true that the indorsement of last night has nothing to do with the labor party indorsement, yet the voice of the federation shows the sentiment of the laboring interests and the final indorsement will perhaps come in time.

Coffey was suggested to the council by a representative of the teamster's union, McGarry by the carmen's union, Hatch by the freighthandlers' union.

MERELY PROPOSES NAMES

Action of Federated Trades in Suggesting Men for Office.

P. McDonald, secretary of the Federated Trades council, explains the action of the central body on candidates for city offices. He says the use of the word "indorsement" is slightly misleading, in that it might indicate that the council is trenching on the authority of the labor party. Mr. McDonald says:

"The Federated Trades' council merely occupies the position of any of the organizations affiliated with the Labor party, and has an equal right to propose names as candidates for nomination by the referendum vote of the local unions, that is, after names have been submitted to the central body or central committee of the Labor party, and they have been approved by the investigating committee.

"Let it be clearly understood that the Federated Trades' council does not attempt anything like a dictatorial position in relation to the Labor party. The names coming before the council last night will be referred to the central committee, and it rests with that body whether these names shall appear on the ballot for referendum vote."

SPECIAL TRAIN OF SEATTLEITES

Large Excursion Is Bound on Invasion of Southern California Cities.

Bound for San Francisco, Los Angeles and other southern California winter resorts, a party of about 100 Seattleites arrived in Portland at 3 o'clock this afternoon in a special train, over the Northern Pacific, and will leave tonight at 11 o'clock over the Southern Pacific. They will be entertained while here by the Portland Commercial club.

The train consists of an engine, baggage car, five or six vestibuled Pullman sleeping cars, a dining car and an observation car. S. L. Lemmon, chairman of the arrangements committee, and W. R. Williams, secretary of the Seattle Commercial club, are in charge of the party, which is composed of the following persons:

Mrs. J. B. Allen, Mrs. D. R. Abraham, Miss Elizabeth Abraham, J. Barberis, G. B. Bowden, Mrs. Erastus Brainerd, Mrs. J. W. Buxman, Mrs. W. S. Burnett, Seattle; J. B. Berlin, Kent, Wash.; W. C. Bartlett, J. L. Byrne, Seattle; Mrs. J. C. Center and daughter, Vancouver, B. C.; Mrs. Francis Clarno, Portland; J. H. Closson, Mrs. J. H. Closson, S. B. Collins, Mrs. S. B. Collins, Seattle; Herbert Cuthbert, Victoria, B. C.; Mrs. William Dickson, Tacoma; Mrs. E. Emerson, G. F. Evans, Mrs. G. F. Evans, Miss Adeline Evans, Seattle; H. S. Elwood, Ellensburg, Wash.; R. J. Foote, W. L. Ferard, Seattle; H. Fox, Victoria, B. C.; W. A. Gordon, W. A. Gordon, J. W. Goodwin, D. R. Himelhock, Mrs. Frank Hurd, Miss Grace Hurd, Seattle; J. W. Haskins, Mrs. J. W. Haskins, Victoria, B. C.; Henry Howard, Anacortes, Wash.; J. W. Irvine, J. D. Jones, R. B. Kellogg, Seattle; F. M. Kenney, Olympia; Frederick C. Lee, Seattle; Miss Little, Vancouver, B. C.; Charles Marshall, Everett, Wash.; G. R. Martin, Centralia, Wash.; Mrs. Alexander McLean, R. W. McCoy, Seattle; Dr. J. C. McCauley, Ellensburg; M. Morrice, Kent, Wash.; E. L. Mann, Mrs. E. L. Mann, Mrs. P. B. M. Miller, J. C. Maple, Seattle; Fred Ornes, Mount Vernon; M. W. Peterson, W. M. Pease, Thomas W. Prosch, Mrs. Thomas W. Prosch, Seattle; Mrs. A. S. Pattulla, Portland, W. B. Robertson, Mrs. W. B. Robertson, W. Robinson, Seattle; P. H. W. Ross, Ellensburg, Wash.; Dr. H. H. Rust, Mrs. Dr. H. H. Rust, Enumclaw; Miss Emma M. Schultz, J. W. Stetson, G. F. Stone, E. J. Sprangle, Dr. Nathan H. Smith, Seattle; William Stark and wife, F. R. Stewart, Vancouver, B. C.; Howard Tilton, Hrs. Howard Tilton, Miss Mida Waller, C. L. Wilson, W. R. Williams, Seattle; Dr. George S. Wright, Mrs. Dr. George S. Wright, J. P. Wilson, Friday Harbor.

CUT DOWN WIDTH

(Continued from Page One.)

on these streets 12 feet from lot line. The roadway should not be more than 24 feet wide on streets of 60 feet or less.

Want District Improvements.

The space between the sidewalk and curb line should be sodded or planted with flowers and hedges of roses. The roadways should be from 18 to 28 feet wide, according to the demands of traffic, excepting where street car lines occupy some portion of the roadway. The roadways should be paved or treated with hard surfacing. In the matter of paying for improving of roadways, we would recommend the system of paving a section of territory at the same time. That is, to pave two or more streets running parallel, and the cross streets, at the same time.

The paving of a single street for any distance, leaving the streets on either side unimproved, will naturally attract all the heavy traffic to the improved street and soon ruin the pavement, to the detriment of those who have paid for it. Gas and water mains and telephone conduits should be laid in the sodded spaces on hard-surfaced streets in preference to tearing up the pavements.

Make Sprinkling Easier.

The committee setting forth the advantages to be derived from its recommendations, said: "We would get more paved streets, and at less cost; a sprinkling cart can cover a 24-foot roadway with one passage over it, and the same argument applies in the sweeping; a green sward without dust is more healthful as well as beautiful; the wider boulevard affords more soil, air and moisture for the streets; narrow paved roadways present less surface for accumulation of dirt; and a place is furnished for gas and water mains without cutting the pavements open.

A letter from President McKenna, with reference to his resignation, was read, in which he said:

"Several months ago I brought before the Initiative One Hundred a resolution recommending an increase in the liquor license and a strict regulation of the liquor traffic in the city of Portland. The society adopted the resolution as a whole and authorized the committee on legislation to draft an ordinance accordingly. When this draft was brought before the society it adopted all the principal features including $1,000 license per annum, Sunday closing and the provision excluding music, women, boxes, screens, etc., from the saloons and then passed a resolution to indefinitely postpone further action. As author of the proposed ordinance, I feel that I cannot consistently go out and advocate the passage of that ordinance in defiance of the action of the society and continue as president of the society, therefore, I have filed my resignation of the office of president with the secretary, which will be in effect from date of its reading at next meeting.

"The impression has gone forth that there is serious friction in the society and is likely to disintegrate. This must not be so. There is no friction, no personal ill feeling, only an honest difference of opinion. The history of the society is too important to be allowed to come to an end at this time, through any false impression or misunderstanding. There is too much big work to be done for the city by an organization of this kind to think of relaxing our energies. No one man is of sufficient force to be missed from a body of such men as compose the Initiative One Hundred. My last words are to urge you to go to the meeting Friday night, elect another president and do your best for a greater, cleaner, and more beautiful Portland."

The meeting postponed consideration of President McKenna's resignation, and appointed J. Frank Watson and F. J. Perkins as a committee to ask him to withdraw his resignation and accept reelection.

"Keep Dr. Graves' Tooth Powder

and use it twice every day. It preserves, brightens and whitens good teeth, and keeps the bad ones from getting any worse." That's what the dentists say.

In handy metal cans or bottles. 25c.

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In the Coldest Days of the Past Winter the Houses Heated by Our Furnaces Were Always Warm

THAT'S "McPHERSON" SYSTEMS! IF YOU WANT YOUR HOUSE HEATED—IF YOU WANT IT COMFORTABLE IN ANY KIND OF COLD WEATHER, WE CAN SUPPLY YOUR NEEDS. WE DON'T MERELY "PUT IN A FURNACE," WE INSTALL THEM SCIENTIFICALLY—THAT'S WHY "McPHERSON" SYSTEMS ARE A SUCCESS!

The W. G. McPherson Co.

EILERS' HOLDS A HOUSE-WARMING

Concert in Recital Hall the Culmination of Reopening of Establishment.

The reopening of Eilers' piano house, which extended over the afternoons and evenings of Thursday and Friday, was brought to an effective close last night with a grand concert in the handsome new recital hall on the second floor. The room was packed to the doors and visitors in large companies wandered about the rest of the building all evening.

In the recital hall some splendid selections from the masters were given in the style of leading pianists and the instrument caused much admiration and wonder. Other mechanical selfplayers were displayed in other parts of the building. One room was devoted to a rare collection of violins; another to electric pianos; orchestrelles and pianolas; the main show room to a splendid line of upright pianos where selections were played throughout the opening season. In the parlors on the main floor was the talking machine department and in the art parlors a display of concert and baby grand pianos. There were organ recitals in the balcony on the second floor.

But the central place of attraction was the recital hall, ornamented with good paintings of leading musicians and musical subjects. There an exceptionally good program was given last night presenting the artists, Mrs. Walter Reed, Miss Kathleen Lawler and Dom J. Zan in solos, and adding J. W. Belcher, W. A. Montgomery and Louis P. Bruce in the "Lucia" sextette. Frederick W. Goodrich gave a pipe organ number and there were program selections on the Welte player.

Souvenirs were given to all comers on the first floor. The rooms were decorated with cut flowers and potted plants and assumed a festive appearance. The employes acted as hosts and ushers and everyone was well taken care of and introduced to the house.

Y. M. C. A.

The Dunbar Company.

Through no fault of the association, the Dunbar company reached Portland on the twelfth, too late for the play they were to give at the White Temple. The management has at last succeeded in getting a matinee engagement for Tuesday afternoon, March 19, at 2 p. m. in the Y. M. C. A. auditorium, Fourth and Yamhill. This place was selected because of its nearness to the business center so that many could drop in from their work. The association regrets that the Dunbar company could not arrange to appear on an evening in Portland but the only resort was to accept an afternoon date or none.

CANADA BUILDS HER OWN TELEGRAPH LINES

(Journal Special Service.)

Winnipeg, March 16.—Premier Roblin today announced a new portfolio, that of telephones and telegraphs, which will begin at once the construction of 1,000 miles of lines in pursuance of the policy of public ownership recently adopted.

A Fine Spring Showing.

Our suits win reputation on many points of excellence. Of course quality is preeminent. But style, workmanship and finish receive the amount of attention their importance calls for.

A neat spring suit of unusually fine quality can be bought of us at a very reasonable price. For the young man who wants something swagger in a suit we are showing spring styles that will make you open your eyes. It will be to your interest to visit our establishment. J. C. Schaefer & Co., Raleigh building, Sixth and Washington streets, Rooms 10 and 11.

WOMAN'S PRELIMINARY HEARING IN JAIL CELL

(Journal Special Service.)

Chicago, March 16.—Mrs. Flora McDonald, wife of Gambling King Mike McDonald, was given a preliminary hearing in her cell today. She is held to the grand jury charged with killing Webster Guerin, the artist. The woman continues her raving and was unable to be taken to court.

Isaac Stephenson, the wealthy Marinette lumberman who appears to lead in the race for the seat made vacant by the resignation of United States Senator Spooner, is a native of New Brunswick. He went to Wisconsin in 1841 and has served in the legislature of that state and also as a member of congress.

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Contains no oils or fats or any drug that is injurious or liable to produce a habit.

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