

TRADE IS TO SWING NORTH

Robert Dollar Declares Portland and Puget Sound Will Show Greatest Increase.

Robert Dollar, the senior of steamboatmen on San Francisco bay, is in Portland, and said today that the future of the China trade would see the business come to the Pacific northwest. Mr. Dollar made this impartial statement despite the fact that he operates three steamers out of San Francisco in the trade with the orient. Speaking of the future of ocean commerce on the Pacific coast, Mr. Dollar said:

"While I believe that the future of the China trade is to come to the northwest, San Francisco will not be a loser thereby. She is bound to be benefited by the increasing volume of trade between the two countries.

"My reasons for believing that the northwest is to become the leader in the future is based upon two reasons—first, because of the ease with which large vessels can enter the Puget sound ports; and, second, because Portland has the products which demand the entrance of vessels to this port."

Mr. Dollar did not stipulate whether Puget sound would exceed Portland or not, but his statement that Portland was the center of inland shipments whereby vessels were compelled to enter this port because the products are here has been taken to mean that Portland's superiority as a port of entry will be recognized by all the commercial interests dealing in the growing trade with the orient.

"Shanghai," said Mr. Dollar, "is the chief port in China, and will continue so because of the advancement her people have made in civilization. She has steadily advanced in this point until she is now at the head of the Chinese ports.

"In regard to the coastwise trade, conditions are very satisfactory at present, and there seems to be no reason why there should be any great development at present. The trade between Portland and San Francisco is being well taken care of by the present lines of steamers, although they seem to be having all they can take care of. Times are prosperous and business is firm.

"So far as other points along the coast are concerned, conditions pertaining to Portland and San Francisco hold good. We are operating nine vessels all told. Three of these are in the China trade, and the remainder are plying between Puget sound and Grays harbor and between San Francisco and San Pedro."

Mr. Dollar showed great interest in the strike at the sawmills in Portland and inquired into the details of the situation at the present time. He has been on Puget sound investigating his interests there, and will return to San Francisco tonight. Mr. Dollar has been one of the most successful navigators on the Pacific coast, and his views on matters pertaining to marine affairs have always been of great interest to mariners. He is at the Portland hotel today.

ALONG THE WATERFRONT

For the first time she has been loading in the Columbia the schooner J. B. Stetson will come to Portland for her cargo. Heretofore she has loaded lumber at Tongue Point, just above Astoria. She is coming to the Eastern & Western mill.

The cargo of the steamer Costa Rica which leaves down tonight for San Francisco are 1,000 sacks of flour and 125 sacks of potatoes.

The steamer E. A. Kilburn will reach Portland this afternoon from San Francisco and way ports, chuckablock with freight and passengers, largely from Coast Bay.

The steamer Roskoke left down last evening, and crossed out this morning, bound for San Francisco and San Pedro.

UP TO WERLICH SOON

Lighthouse Keepers Expected to Make Demand for Higher Pay.

(Special Dispatch to The Journal.) Seattle, Wash., April 10.—Four pay and better opportunities in other lines of work caused 25 men to strike on board the government lighthouse-tenders Columbian, Armeria and Heather, with the result that new men were engaged at a monthly salary of \$50, the amount asked by the strikers, who had been drawing only \$30 a month. Workers in all branches of the lighthouse service are dissatisfied, the poor pay being the principal objection. Lighthouse-keepers of Washington, Oregon and Alaska are alleged to be organizing for the purpose of demanding increased wages, a refusal to grant which may mean a strike. Captain P. J. Werlich, inspector of lighthouses in Washington, Oregon and Alaska, is aboard the lighthouse-tender Heather, now in Ketchikan during the present high winds, and with his arrival in this port it is expected that the subject of increased pay to lighthouse-keepers will be broached. The methodical manner in which 25 men on three different vessels struck a concerted blow and the speedy manner in which they gained their point is taken as an indication of how strongly others in the same service may be organized. It is alleged that for months previous to striking the sailors discussed the situation and planned carefully before striking.

FAIR WEATHER COMING

Willamette Has Almost Reached Its Highest Stage.

It appears that the rainy season of had weather is over for a time at least. The storm for which warnings were displayed yesterday morning showed up as per schedule and blew itself out. Today the forecast is for better weather all over the district. The embryo flood in the Willamette will end its short career tonight with a stage of 15 feet, according to the weather bureau.

Yesterday was a windy one on Puget sound and throughout Washington. At Seattle the velocity was 26 miles and at Walla Walla 25 miles per hour. At North Bend and Tatous island, two of the most exposed points on the Pacific coast, the velocity was 56 miles.

MEDAL FOR LIFESAVING

Captain Nilsen Presented With Token by French Government.

Captain E. Nilsen of the Norwegian steamer Hornelen has been presented by the French government with a diploma and a gold medal for saving the life of the first officer of a French vessel which was lost in the Atlantic last September. This expression of gratitude was sent to Portland and has been awaiting the arrival of the Hornelen. The man rescued by the Hornelen was the sole survivor of the vessel. He had been astride a spar for 25 hours

when picked up. Captain Nilsen was formerly on the pilot schooner doing duty at the mouth of the Columbia, and has sailed under almost every flag. He is the nephew of Endre M. Cedarburgh, vice-consul of Sweden and Norway in Portland.

The Hornelen brings a part cargo of 14,500 barrels of K. B. & S. cement to Balfour, Guthrie & Co. The remainder of her cargo was discharged in Port Los Angeles. After unloading here the Hornelen will proceed to Puget sound.

On account of his experience at the mouth of the river Captain Nilsen did not hesitate to bring in the steamer without a pilot Monday. The pilot schooner was not in sight and although the water was rough the Hornelen came in. Three huge seas came aboard but no damage was done.

NEW LINE ON YUKON

Reported Columbia River Boats Will Go to Alaska Soon.

Seattle, April 10.—A new line of steamboats is to be operated on the Yukon river this year by the Merchants & Miners Transportation company. Options have been taken on two Columbia river vessels and one at San Francisco. It is understood in shipping circles that the boats will be taken over within a few weeks. The Merchants & Miners company will be represented by the John J. Seaton company. Seaton is one of the larger Nome operators. The new line will make connections at St. Michaels with the ocean steamships and will deliver freight to all points on the Yukon.

A dozen or more fishing vessels are storm bound in Neah bay. The prospects are that they may remain there for a day or two. Storm winds are still displayed and their efforts to get to the fishing banks off Cape Flattery are likely to be blocked for several days.

FLOOD TAKES LAUNCHES

Three Boathouses Broken From Moorings—Boats Inside Saved.

Three boathouses containing three fine launches broke away from their moorings at the foot of Stark street yesterday and went sailing down the river, carried along by the tremendous sweep of the swollen Willamette. Nearly as such boathouses are kept at the Stark street landing, and this was the first time any of them has broken loose.

Two of the boathouses, containing Chester Murphy's launch and the B. J. Ford launch, were rode up a short distance below the steel bridge. The third, the floating home of Roderick Macleay's launch Mercury, went on further but was finally captured.

Mercury is one of the expedient private launches on the river, and represents an outlay of about \$4,000.

MARINE NOTES

Astoria, April 10.—Arrived at 6 and left up at 10:15 a. m.—Steamer P. A. Kilburn, from San Francisco and way ports. Arrived at 6 and left up at 11 a. m.—Steamer J. B. Stetson, from San Francisco. Sailed at 7:30 a. m.—Steamer Aurelia, for San Francisco. Sailed at 7:45 a. m.—Steamer Roskoke, for San Pedro and way ports. Arrived down last night and sailed at 9:15 a. m.—Steamer Cascade, for San Francisco. Sailed at 8:45 a. m.—Schooner Muriel, for San Francisco. Sailed at 10 a. m.—French bark Jacques, for United Kingdom for orders. Sailed at 10:15 a. m.—Barge Rufus E. Wood, in tow of the S. S. Rover, for San Francisco. Sailed at 10:25 a. m.—British steamer Skogstad, for Shanghai. Sailed at 10:35 a. m.—German steamer Arabia, for Hongkong and way ports. Sailed at 10:45 a. m.—British steamers Ardmore, for Port Pirie, and British steamer Quilo, for Orient. Sailed at 10:45 a. m.—Japanese steamer Fukui Maru, for Yokohama and way ports. Outside at 11 a. m.—A three-masted bark, a four-masted barkentine and a four-masted schooner. San Francisco, April 10.—Arrived—Steamers Johan Poulsen and Coaster, from Columbia river. Sailed yesterday—Schooner Alice McDonald. Sailed—British steamer Kirklee and Norwegian steamer Silda, for Portland.

Astoria, April 10.—Condition of the bar at 8 a. m. moderate; wind southeast; weather clear.

OAKS RINK TONIGHT

Backward and Forward Amateur Races. Tonight will be amateur race night at the Oaks rink, and several interesting and amusing races will be run. If you want to hear good music, see the races and enjoy a pleasant evening skating, don't fail to visit the Oaks tonight. That special sale of skate books will close soon, and if you would save money, you had best buy a skate book now. The beginners classes are just as large as ever, and hundreds are graduating every week, now is the time to learn. Don't forget the summer season will soon be here and to go to the Oaks is to skate.

HERMANN FOUND JOBS

(Continued from Page One.)

Hermann insisted that he could not recall any of the circumstances connected with the affair.

Instructions from Brownell. The government read a letter written by George Brownell to Hermann in 1907, in which Brownell said he wanted Edward Dixon, a Democrat, reappointed special agent, giving as his reason that the Republicans had had a hard fight to elect five members of the legislature; that they needed to utilize all possible political resources; that Dr. W. E. Carl, Democrat, chairman of the Clackamas county central committee, was a warm supporter of Brownell always and of Mitchell too.

Hermann replied to Brownell that he would try later to provide for Dixon. The government experienced difficulty in getting from Hermann a statement as to when the legislature of Oregon meets. Hermann said he could not be sure when the date was changed from fall to winter; that he was not sure whether they met in August, 1905, or the previous year in January.

Prosecution claims victory. The government claims it has broken down Bling Hermann's defense, utterly discredited him and involved him in contradictions which destroy his credibility as a witness. The best through into the camp of the defense was a telegram discovered by Levin Kittenhouse, Henry's private secretary, never before known by the government to exist, which it is asserted proved Brownell's testimony that Hermann wired a "tip" three days in advance to F. P. Mays as to what particular lands would be included in the Blue Mountain forest reserve. The telegram to Mays was:

"July 25, 1902.—Fifteen patents timber land entries forwarded Roseburg land office. I recommended withdrawal original Strawberry mountain and later additions to the secretary. He has approved them."

The government alleges that these 75 claims were the same that were brought out in the Portland cases, in which checks were produced showing that Fred A. Krobe paid Mays \$14 for putting through each claim and Mitchell \$25 for each claim. It is claimed that

the telegram was based on a previous arrangement with Mays, who understood from it that the lands they had selected together had been included. Today Hermann admitted he sent the telegram saying:

Hermann Admits Sending Telegram. "I did so, because I knew Mays was interested in the creation of forest reserves. I sent it as I might have sent it to any citizen. I had previously told a Portland newspaper correspondent about Strawberry mountain being included."

The government asserts that he merely told the correspondent in general terms, so as convey no specific information to anyone not in a previous arrangement. The government, in view of the revelations of today, and to admissions by Hermann, asserts it has positively broken down the defense. The official reporter gives the following as the testimony of Hermann on direct examination by his counsel on the previous day:

Question: "There have been statements made here about what Mr. Mays said to various people; I do not care to hunt them all up and go over them, what Mr. Mays had said to Sorenson or Dan Tarpley or Pater or somebody that you were in collusion with Mr. Mays about this forest reserve business. I want to ask you the question, whether or not, was any such arrangement understood between you and Mr. Mays?" Answer: "I have already resented such a proposition as that. I want to say to every member of the jury and to his honor, that at no time, under no circumstances, did I ever have a conversation with Mays, with regard to any of his business dealings, direct or indirect, forest or otherwise. I had no communication with the man, to him direct, or from him, or through anybody else for the man."

Never Knew Mays' Business. "I never had any dealings with F. P. Mays, not even political dealings. There was no relationship between us which would prompt me, or which would relate to the man, to take any interest in his affairs or to know what his business was. I wish to say that as emphatically as the human language can say it, and I invite proof to the contrary wherever it may come from."

Today the government asked Hermann if he ever wrote or telegraphed to Sorenson, but he refused to state positively, saying one's memory might at any time, be faulty, and hence might make a mistake as he did in saying he never remembered communicating with Mays with reference to the forest reserve land matters.

It is understood that more sensations are in store by the government.

Bryan at Chattanooga. Chattanooga, Tenn., April 10.—Governor M. R. Patterson, John Temple Graves of Atlanta and a number of other men of note are among the invited guests to the banquet here tonight in honor of William J. Bryan.

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THURSDAY AND FRIDAY



This building is to be overhauled and partly reconstructed and rebuilt. In order to prepare properly for the great work of enlarging our present quarters we must begin at once to arrange so as to give over the major portion of our store to the workmen. Our present store space will be entirely reconstructed and over 6,000 square feet of selling space will be added. The first step to be taken will be a sacrifice sale of our \$75,000 fine stock of Men's and Boys' Spring Suits, Overcoats, Pants, Hats and Furnishings. It is positively necessary that this stock be sold before the dirt and dust begins to fly. Besides the contractor requires most all our present stores for propping and bracing, as the contemplation of two more stories for store purposes compels us to practically cease doing business for a time. Closed tomorrow and Friday, while an extra force of salespeople will handle, arrange and mark down the prices on the immense big stock. Saturday next we begin a rebuilding sale by throwing our entire fine stock on sacrifice at the lowest bona fide price reductions ever seen in this city. We must sell within a short time the stock now on hand. It's not a matter of choice, it's a case of have to. Prices will be cut so desperately that no man, woman or child can help but appreciate the great saving to be made here during this rebuilding sale. The class of goods sold by the John Dellar store is equal to the best and largest stock on the coast from Seattle to Los Angeles. Fifteen years of honest valuing and fair treatment of the people is our record.

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The H. Jennings & Sons store is the Portland agency for the famous Victor Extension Dining Room Table, which for its simplicity of arrangements make it sell on sight. The illustrations show the old and the new method of lengthening the dining room table. The Victor carries a storage compartment for the table leaves right where you want them. You don't have to hunt in the garret, cellar or closet for the leaves—they are right at the top of the table.



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