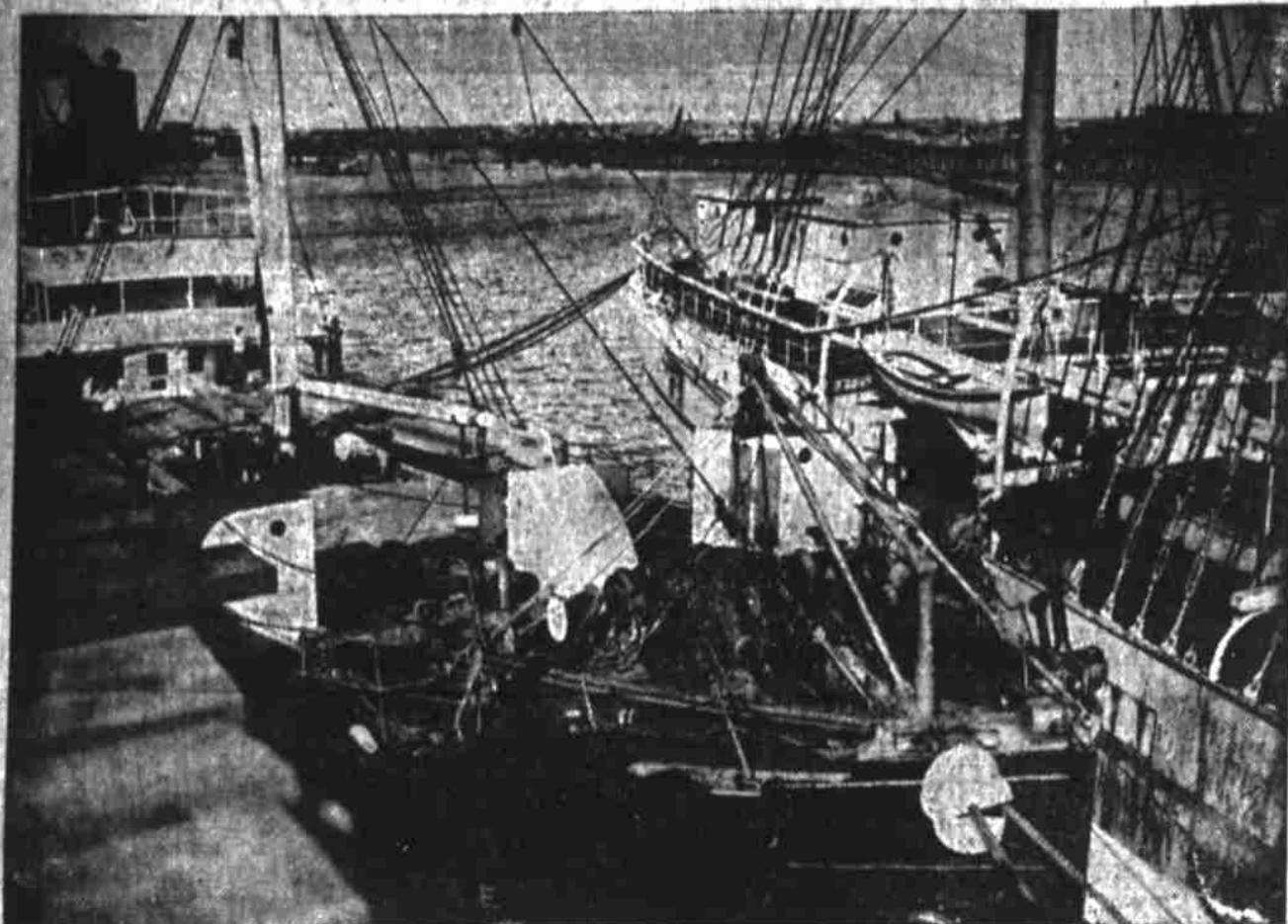


LOADING LUMBER AT ONE OF THE PORTLAND MILL WHARVES.



Foreign lumber shipments have picked up rapidly during the past few weeks and half a dozen large steamers are under charter to load here soon. There are four large tramp steamers in the river now loading lumber.

TARS WIN STRIKE ON FRENCH BARK

Chief Mate Trehondart Leaves Position on the Amiral Cornulier.

VESSEL STARTS ON LONG TRIP

Captain Touchet Does Not Mind Leaving Down the River on Friday, the 13th, but Says He Would Not Go to Sea.

The strike on board the French bark Amiral Cornulier was called off last night, and this morning the vessel left down the river, in tow of the steamer Ocklahoma. The sailors won out, in that Chief Mate Trehondart rowed ashore with bag and baggage, after having exhausted every means of persuading the balky tars to turn under his command.

Chief Mate Trehondart will start for his home in France at once, going overland at the expense of his company, which upholds his position, although it was deemed best policy to let the sailors have their way this time. He resigned temporarily, and will in all probability join the vessel again upon her arrival home, when the crew will be paid off and discharged. Effort will probably also be made to prosecute them for having caused trouble on the vessel. French marine laws are very strict in this respect, and the matter will no doubt be aired before the authorities when the vessel gets home.

Some Anglosaxons to France. The three men sent to jail Thursday night on the charge of being ringleaders in the strike, will be sent to France on the first sailing vessel going that way from Portland. The charges of insubordination will be pressed against them, but they will probably put up a hard fight to show that they were just

tified in refusing to sail under the officer, whom they accuse of cruelty. Yesterday one of them told Consul Labbe he would rather be flogged than give in and take orders from Chief Mate Trehondart.

Captain Touchet was pleased to get started this morning, but said that under no circumstances would he allow the vessel to cross out into the open ocean on Friday, the 13th.

Fights Sky of Friday, 13. He could hardly reach Astoria in time to get out tonight, and he said this suited him fine, because once he went to sea on Friday the 13th, and his vessel drifted about on her beam ends with the yards trailing in the water for 48 hours, expecting every moment she would turn turtle and carry all on board to the bottom. She finally righted, but the skipper says the call was so close that he would never again Ocklahoma's chance.

The trouble on the Amiral Cornulier is almost a repetition of the La Bretagne strike a year ago. The Bretagne was, like the Amiral Cornulier, at anchor in the stream ready to proceed to sea, when her crew refused to turn to because of the men being dissatisfied with the chief officer. They cut the hawsers when the towboat Ocklahoma came along, and finally won the strike.

Trehondart's place was taken by the second officer, whose place again was filled by the third, Captain Touchet deciding that two officers will be enough for the home run, in view of the fact that he has such a determined lot in the crew.

BUILDING NEW CRAFT.

Portland Shipyards Unusually Busy at This Time of Year. Shipbuilders in and about Portland are busier this spring than ever before and good mechanics in that line are having no difficulty finding employment. The busiest yard today about Portland is that of the Portland Shipbuilding company in south Portland, where half a dozen large jobs are receiving attention.

The company is building a large stern wheel river steamer for the government engineers to be used on the Snake and upper Columbia, a fine passenger river steamer for the Pend d'Oreille Navigation company to operate on Pend d'Oreille river, a large tow boat for the Shaver Transportation company, several large scows and a number of big repair jobs. The largest of these is the rebuilding of Captain E. W. Spencer's steamer Charles R. Spencer. The Spencer has been on the ways several weeks and when launched a week from tomorrow will look as spick and span as a new boat. The entire hull has been overhauled and the machinery

placed in first class condition.

Captain Good's steamer Columbia is on the ways receiving a general overhauling, as is also the steamer Tyler from Astoria. All told the yard employs a force of 60 men.

The Williams Iron & Steel works, which received a contract some days ago to construct a fine iron passenger steamer for a Puget sound run, will begin the installation of ways upon which the vessel is to be constructed. The building of this craft will require a large number of iron workers.

The company intends going into the steel shipbuilding business on a large scale and to handle the business with dispatch. It is understood a drydock will be built adjoining the company's new site in north Portland. Other shipyards in the city are also doing a good deal of work and a number of small port craft are being built in small boatbuilding establishments along the river front.

GOES INTO SERVICE SOON.

Steamer Chas. R. Spencer Will Carry Excursions on Sunday.

On April 1 the steamer Charles R. Spencer will go into commission on a daily schedule between Portland and The Dalles. She will in all probability be over in Portland on Fridays to give the officers and crew their weekly holiday.

Excursions will be run to the Cascades every Sunday, and Captain Spencer believes that there will be a greater excursion business this year than even during the exposition year. The upper Columbia scenery is steadily gaining its deserved reputation, the grandeur and few tourists now visit the Pacific northwest without devoting at least a day to the Cascades. Prediction has it only a matter of a few years when every tourist visiting the coast will want to view the basaltic cliffs that form the banks of the upper Columbia.

PORTLAND LEADS AGAIN.

Has More Vessels in Port and Enroute Than All Puget Sound.

Again Portland has more grain vessels in the harbor than on the en route list, and at the same time more grain tonnage en route than on the corresponding date during the years 1905, 1906 or 1907. The total tonnage en route figures for the corresponding date last year. The total tonnage in port far exceeds that of the en route tonnage, eight times as great as on the corresponding date of 1906. It is about 1,000 tons greater than the total tonnage en route, the exact figures being, in port, 29,712 tons; en route, 28,024 tons. Statistics compiled by the Merchants' Exchange of this city show that in the matter of grain vessels both en route and in port Portland is far in the lead of Puget sound, the total tonnage en route for the combined ports north being only 24,432 tons, and the total tonnage in port being 14,789, or less than half the tonnage of the fleet in this port.

PORT COMMISSION MEETS.

Request to Extend Harbor Lines in River Bend Denied.

The Port of Portland held its regular monthly meeting yesterday afternoon in its room in the city hall. Very little business outside routine was transacted, and the session was brief. Captain A. L. Pease reported adversely to the petition for the Peninsular Lumber company for permission to extend the harbor lines in front of the company's plant in the bend of the river at the foot of Swan island. Captain Pease's objection is based on the fact that the proposed harbor line would place the outside dolphins in 24 feet of water at zero, and at that narrow place would not leave room enough for large vessels to swing. The line desired by the mill people was established by the United States engineers.

MARINE INTELLIGENCE.

Table with columns for 'Regular Lines Due to Arrive' and 'Regular Lines to Depart'. Lists ship names, destinations, and dates.

Table with columns for 'Vessels in Port'. Lists ship names, agents, and locations.

Table listing various vessels and their destinations, including Verbera, Leysland, M. Turner, King Cyrus, etc.

Table listing vessels en route to load lumber, including Echo, A. M. Campbell, St. Helena, etc.

COAL SHIPS EN ROUTE.

Table listing coal ships en route, including Aker, Anclous, Mindoro, Hatunel, etc.

TRAMP STEAMERS EN ROUTE.

Table listing tramp steamers en route, including Aker, Anclous, Mindoro, Hatunel, etc.

EN ROUTE IN BALLAST TO LOAD GRAIN.

Table listing ships en route in ballast to load grain, including Alsterkamp, Celtiburn, Manx King, etc.

OIL STEAMERS EN ROUTE.

Table listing oil steamers en route, including Geo. Loomis.

Table listing various vessels and their destinations, including Catania, W. S. Porter, etc.

MARINE NOTES.

Astoria, March 13—Arrived down at 4:30 a. m., steamer Roanoke. St. Helena, March 13—Passed at 9:50 a. m., British ship Clan Buchanan. Astoria, March 13—Condition of the bar at 8 a. m., obscured; wind, south 50 miles; weather, raining and foggy. Tides at Astoria today—High water, 9:50 a. m., 7.3 feet; 11:15 p. m., 7.2 feet. Low water, 4:30 a. m., 3.7 feet; 4:46 p. m., 0.7 feet.

BURGLARS MAKE RAID ON GROCERY.

Burglars entered the grocery store of J. C. Mann, at the corner of Grand avenue and Hassalo street, some time early this morning by breaking through a thick corrugated glass window leading into the office of the store. The burglars helped themselves to several dollars' worth of pennies and a souvenir Lewis and Clark gold dollar. The contents of the store were thoroughly gone through in the search for money. A big vase that stood in front of the window through which the burglars entered the store was broken. Mr. Mann thinks the robbery must have been committed early in the morning as the cars pass the door every 15 minutes until 1 o'clock. There is a watchman at the fire station at Multnomah street and Grand avenue, but he heard no noise of any kind during the night.

POPCORN CARTS NOW ON HURRY UP LIST.

Chief Gritzmacher, acting under instructions from the city auditor, has issued orders to arrest all popcorn and peanut vendors found loitering on the street corners. As a result three men were arrested yesterday. According to the city ordinance covering this matter, the vendors cannot stop longer than five minutes in any one spot nor more than 10 minutes in one block. The object is to keep them moving along the street and Grand avenue, but he heard no noise of any kind during the night.

PERSONAL.

S. Swirsky, who was operated on at the Good Samaritan hospital over a month ago, is at his home, 466 Seventh street. He will not be able to be about for six weeks. Monte B. Gwinn, president of the Pendleton Savings bank, is at the Hotel Portland, accompanied by Mrs. Gwinn. Mr. Gwinn returned recently from a visit to Washington and other eastern cities. The conditions in this part of the country, Mr. Gwinn says, are so much better, compared with those of the east, that there is no comparison. The Pendleton banker is much pleased with the way the western people and industrial institutions have recovered from the currency famine of last October. Mr. Gwinn will be here several days.

SCHOOL BONDS VOTED.

(Special Dispatch to The Journal.) Scappoose, Or., March 12—At a special school meeting it was voted to bond the district for \$10,000, the bonds to run 20 years, to build the proposed new schoolhouse.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES

New York, March 9, 1908.

To Policyholders and Agents:

The total assets of the Society on December 31, 1907, taking the market quotations of that date for stocks and bonds, amounted to \$432,647,706.30. The liabilities (including policy reserves) were \$379,372,284.59, showing a surplus of \$53,275,421.71. The assets, taking the amortized book value of bonds, showed a valuation of \$453,928,775.06, with a surplus on this basis of \$74,556,490.47. Messrs. Haskins & Sells, Certified Public Accountants, who have continuously had charge of the auditing of the Society's accounts during the year 1907, certify that this valuation of assets correctly sets forth the true financial condition of the Society as of December 31, 1907. A copy of their certificate which shows the financial strength of the Society will be mailed upon request to any one interested.

The payments to policyholders during 1907 amounted to \$45,305,831.30. Of this amount \$18,992,079.87 was paid in death benefits. 97% of all death claims in the United States and Canada were paid within one day after proofs of death were received by the Society, a record unparalleled by any other life insurance company in the world. \$7,508,776.14 was paid in dividends to policyholders. The amount set aside to be paid in dividends to policyholders entitled thereto under their contracts during 1908 is \$8,523,342.80. \$18,804,975.29 was paid to policyholders in matured Endowments, Annuities, Surrender Values and other benefits.

Over and above these direct payments to policyholders the Society on December 31, 1907, had \$49,615,393.06 outstanding in loans to policyholders on the sole security of their Equitable policies as collateral, an increase for the year of \$14,261,097.94.

The new loans made during 1907 on first-class real estate mortgages, all well within the limit of safety, amounted to \$10,245,000, which was placed at an average rate of 5.17%. This rate of interest showed a most substantial gain as compared with an average rate on new loans of 4.93% in 1906, 4.55% in 1905 and 4.53% in 1904. The total outstanding loans on mortgages as of December 31, 1907, amounted to \$95,008,970 and yielded 4.53% average rate during 1907 as against 4.47% in 1906, 4.32% in 1905, 4.32% in 1904.

On securities in which the Society may legally invest there was loaned \$11,412,000 during 1907, always with an ample margin of collateral, at an average interest rate of 5.44%.

The earnings of the Society from interest and rents was \$1,151,064.27 greater in 1907 than in 1906. The average rate of interest realized during 1907 amounted to 4.39% as against 4.26% in 1906, 4.03% in 1905, 3.90% in 1904.

The Directors and Officers of the Society are co-operating with singleness of purpose to advance the best interests of the policyholders. The Society is complying with the spirit as well as with the letter of the new insurance laws of the State of New York.

Existing financial and commercial conditions make life insurance absolutely necessary to many men at the present time, the great prosperity and inflation of the past ten years having made them careless of the indispensable service which it performs. That the insuring public recognizes these conditions as well as appreciates the effort of The Equitable Life Assurance Society to satisfy its present policyholders and to appeal to people wanting life insurance, is proved by the fact that the Society's new business for January, 1908, showed an increase of 44%, and for February, 1908, an increase of 50%, over the corresponding months of 1907.

Handwritten signature of the President.

President.

The Big Store With the Little Prices

SPRING HATS

WE JUST RECEIVED

A complete line of John B. Stetson Hats in all the new shapes and colorings for Spring of 1908

WE SOLICIT EARLY INSPECTION

SALSBURY HATS

in every new shape and every new shade

We Are Sole Agents \$2.50 We Are Sole Agents

EVERY HAT GUARANTEED

HAT BRUSH FREE WITH EVERY HAT

SEE WINDOW DISPLAY

FAMOUS CLOTHING COMPANY Corner Morrison and Second Sts.

Store Open Saturdays Until 10:30

Store Open Saturdays Until 10:30



Our regular Spring Opening of everything for men's and boys' wear will take place soon, but already we have all the striking patterns in single and double-breasted suits. Styles that will interest men who are not satisfied with the common-place.

LION Clothing Co Gus Kuhn Prop 166-168 THIRD STREET