

HAZEL DOLLAR TO BRING OAK

Large Shipment of Hardwood Booked to Arrive Here Soon.

STEAMER CROYDON TO CARRY LUMBER

Frank Waterhouse Line Will Dispatch Large Freighter to Calcutta in March—Much Lumber Will Go Foreign in Near Future.

It was announced yesterday that the British steamer Hazel Dollar will begin loading hardwood logs in Japan soon for this port. She will bring about 1,500,000 feet of the timber for the Pacific Lumber and Manufacturing company, which operates a hardwood mill in North Portland. This will be the second large importation of oak timbers made here within a year's time, the first cargo having been brought on the Japanese steamer Sakai Maru last fall.

The Hazel Dollar is kept steadily engaged carrying lumber from Pacific coast ports to the orient and she was therefore found an exceptionally suitable vessel to bring a return cargo of hardwood back from Japan. It is understood that the vessel will begin loading in a few days off the island of Hakkaido. The logs are rafted out to the steamer through the breakers as there are no harbors open to such large craft in that part of the northern island.

ESTABLISHES NEW RECORD

Steam Schooner Rainier Comes From San Francisco in 46 Hours.

The steam schooner Rainier established a new record for fast traveling yesterday by reaching Astoria exactly 46 hours out from her wharf in San Francisco. This is said to be the fastest trip ever made by a steam schooner in the coasting trade. She was assisted by a strong southerly breeze all the way out.

To set his record still one better, the captain took the vessel right through to Portland after having telephoned the agent at Oak street dock to have a gang of longshoremen at the dock at 1 o'clock this morning to discharge the 100 tons of freight he brought from the Bay City. He stated it his wish to have the craft ready to begin loading lumber without delay.

BAR AT NEWPORT DEEPENS

High Tide and Big Storm Send Sands Far to Sea.

Newport, Or., Jan. 30.—Captain Welander of the lifesaving station has been taking soundings at the mouth of the harbor this week to determine whether the recent gales and high tides had changed the course of the channel or left any deposits of sand.

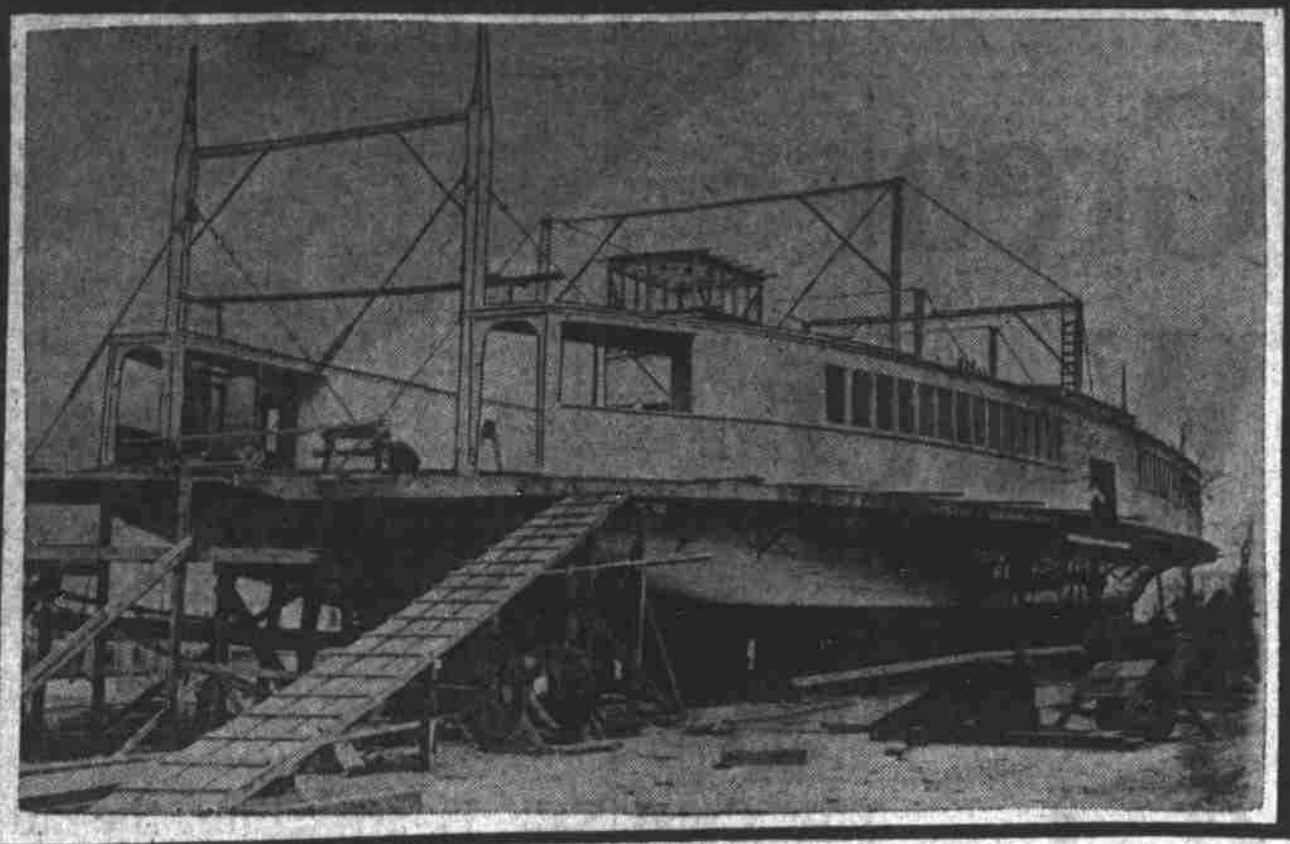
He found the harbor conditions very satisfactory. The channel had not changed and there was 15 feet of water on the bar at dead low tide, which makes a maximum depth of 22 1/2 feet. This is a greater depth of water on the bar than it was estimated would result from the completion of the jetties to their present length. Since the jetties were built no sand has collected in the channel, everything is carried outside the bar and drifted southward along the beach.

The gasoline sloop Condor, which has been in the bar for the last 24 hours waiting for the high seas to quiet down, came into the harbor last night.

MARINE NOTES.

Astoria, Jan. 30.—Condition of the bar at 5 p. m., moderate wind southeast 40 miles; weather cloudy. Sailed at 7:40 a. m., steamer Roanoke; at 8 a. m., steamer Rose City, for San Francisco. Arrived down at 8:20 a. m. and sailed

NEW VANCOUVER FERRY BOAT IS LAUNCHED AT ST. JOHNS



Vancouver Ferryboat on the Ways Just Before the Launching.

Within 60 days from today the new Portland Railway, Light & Power company will have the new ferry City of Vancouver in commission between the Oregon shore of the Columbia river and Vancouver, Wash., in connection with its electric line from this city. Officials of the company yesterday expressed it as their hope and opinion that they will have constructed across the Columbia a substantial bridge for streetcar and general traffic before the life of the new ferry is at an end.

Amid enthusiastic cheers from the thousand or more people assembled on shore and the shrieking of whistles, the new ferry City of Vancouver was launched yesterday from the ways of the St. Johns Shipbuilding company. The large boat made a slide of nearly 200 feet without a quiver and hit the water as gracefully as a swan.

Not a hitch occurred to mar the auspicious event and Foreman Thomas Thompson and his force of shipbuilders were given many compliments for the splendid launching. The cradle started on its downward flight instantaneously with the cutting of the heavy hawser that held it in place. Miss Velma Phillips, daughter of H. C. Phillips, registrar of the United States land office at Vancouver, broke the bottle of champagne over the ferry's starboard bow at the critical moment and she did it so successfully and forcibly that the shipcarpenter whose duty it was to sever the hawser, got a veritable shower bath of the sparkling fluid.

"I christen thee the City of Vancouver," exclaimed the pretty Vancouver girl, when she heard the ax fall, and the next instant she was the bottle against the side of the moving craft.

Nearly 100 invited guests enjoyed the thrilling ride down the ways. Among them were a number of Portland councilmen and other officials, and prominent St. Johns and Vancouver residents.

President B. S. Josselyn, of the Portland Railway, Light & Power company, entertained the guests with a buffet luncheon on board the ferry, after it had been moored, and at 4 o'clock the guests from this city and Vancouver returned to their respective destinations in special cars that had carried them there.

A brief program was carried out on a platform erected for the purpose just prior to the launching. The exercises began at 3:30 o'clock with an address by President Josselyn, who stated that it would always be his aim to give the public the best transportation service possible. He then introduced Vice President F. L. Fuller of the company, who drew a comparison of the dimensions of the new boat and the old ferry which it is to replace. He said the dimensions of the new ferry are: Length, 145 feet; beam, 34 feet and depth of hold, 5 feet, whereas the old ferry is but 105 feet long and 32 feet wide. The new boat, he explained, will have seating accommodations for 200 passengers.



Miss Velma Phillips, daughter of H. C. Phillips, registrar of the United States land office at Vancouver, Wash., who christened the new ferry.

whereas the old one has seats for only 40. And the new boat will be much faster than the old, so that it will be possible, if necessary, to make more than 50 trips a day, the number now being made by the old ferry.

Incidentally, in concluding his remarks, Mr. Fuller stated that he was quite certain that before the new ferry has served its days of usefulness, the traffic between the twin cities, Portland and Vancouver, will have demanded the building of a bridge across the Columbia, giving an uninterrupted electric car service between the two points without the necessity of a transfer.

Tom Richardson of the Portland commercial club threw some bouquets at the people of St. Johns, Vancouver and Portland and drew attention to the remarkable development going on in every direction.

Mr. Richardson was followed by J. H. Etwell of Vancouver, who spoke on behalf of that city. He gave a historical review of the evolution of the means of transportation across the Columbia river from the days of the Indian in his canoe to the present time. He said the first franchise for operating a ferry across the Columbia river at Vancouver was granted in 1860, but it was not put into use until some 20 years later when the steam ferry Black Maria was placed in commission. That boat was eventually replaced by the Salm No. 2, Beto and Beto No. 3, Albina and finally the Vancouver, which is to be replaced by the new ferry.

President Josselyn announced that the ferry was purely a home product, in that the hull, machinery and equipment had been designed and built here. The hull was designed by J. H. Johnston and the machinery by W. R. Phillips. The boilers were built by James Monks and the machinery by the John Wood Iron works.

At midnight, steamer George W. Elder, for Portland. Tides at Astoria Sunday—High, 8:59 a. m.; 8:4 feet; 10:46 p. m., 4.9 feet; low, 2:58 a. m., 3.5 feet; 4:16 p. m., 0.1 feet.

San Pedro, Jan. 30.—Sailed January 28, schooner Luzon, for Portland. San Francisco, Jan. 29.—Sailed at

OPEN RIVER IS ROAD TO WEALTH

Merchants Will Save Thousands of Dollars Annually.

John Schermerhorn, editor of the Columbia Journal of Commerce of Pasco, Wash., says people in general have no idea of what a great benefit the navigation of steamers on the upper Columbia river is to the inland empire and to Portland. He says they have only a very vague understanding of what it really means to have an open river from the great crop producing fields of the inland empire to the markets of the world.

Mr. Schermerhorn was in Portland this week in the interest of his publication and Pasco. He says the opening of the river above Celilo and the placing in commission of the Open River Transportation company's two steamers, Inland Empire and Twin Falls, will mean the saving of thousands of dollars annually to the people and it will divert an immense volume of trade to Portland.

"Just think," said Mr. Schermerhorn, "Pasco merchants saved \$346 in freight on the load brought up by the steamer Inland Empire alone when she made her trial trip some weeks ago. With two steamers making a trip a week each, it can readily be seen that close to \$1000 will be saved the consumers every week in freights alone. This means \$4000 a month or approximately \$50,000 a year. Now that is no small item, but it will double and treble as the country develops and traffic increases.

The opening of navigation on the upper Columbia is going to mean much to Pasco. We have a fine dock there now, the finest on the upper Columbia, and with such splendid transportation facilities Pasco will become a large wholesale center. There we have branch railroads leading in all directions and the rivers lead three ways. Up the Columbia is to be one vast garden, hundreds of acres of which are now being rapidly developed. Within a radius of 14 miles of Pasco within 10 years will be vast tracts of irrigated lands. About 80 miles up the Columbia is Priest Rapids, one of the largest water powers in the United States. Even today this is being harnessed to pump water to turn the dry acres into gardens. The population supported on these irrigated tracts will be a thrifty class and will be good sellers and good buyers."

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