

CRAFT CLEAR FOR
DISTANT HARBORSBark Desaix and Steamer
Yeddo Ready for De-
parture.SAILER HAS WHEAT
FOR EUROPEAN PORTForeign Fleet in Harbor Thinning
Down to Five Disengaged Wind-
jammers and a Few Vessels Load-
ing Lumber.

With 109,128 bushels of wheat on board the French bark Desaix cleared yesterday through the local collector of customs office for Queenstown or Falmouth for orders. She will in all probability be the only grain carrier to clear here for a foreign port this month. The cargo is valued at \$108,500, or a little less than \$1 a bushel.

The Desaix finished loading last night at Montgomery dock No. 3 and is now at anchor in the stream waiting for a tow down the river. She will probably leave down this afternoon. No delay will be caused her by reason of lack of sailors as she has practically the same crew that brought her here from Europe several months ago.

With the departure of the Desaix there remain five sailing vessels in the river available for grain, all of these being British. They are the Leyland Bros. Brablock, Neotfield, Glenalvon and Donna Francesca, the latter at anchor in the bay off Astoria. The Glenalvon is discharging cement at Montgomery dock No. 3 and the Neotfield, Brablock and Leyland Bros. are lying idle at the O. W. P. dock. The Glenalvon is expected to join them in a few days.

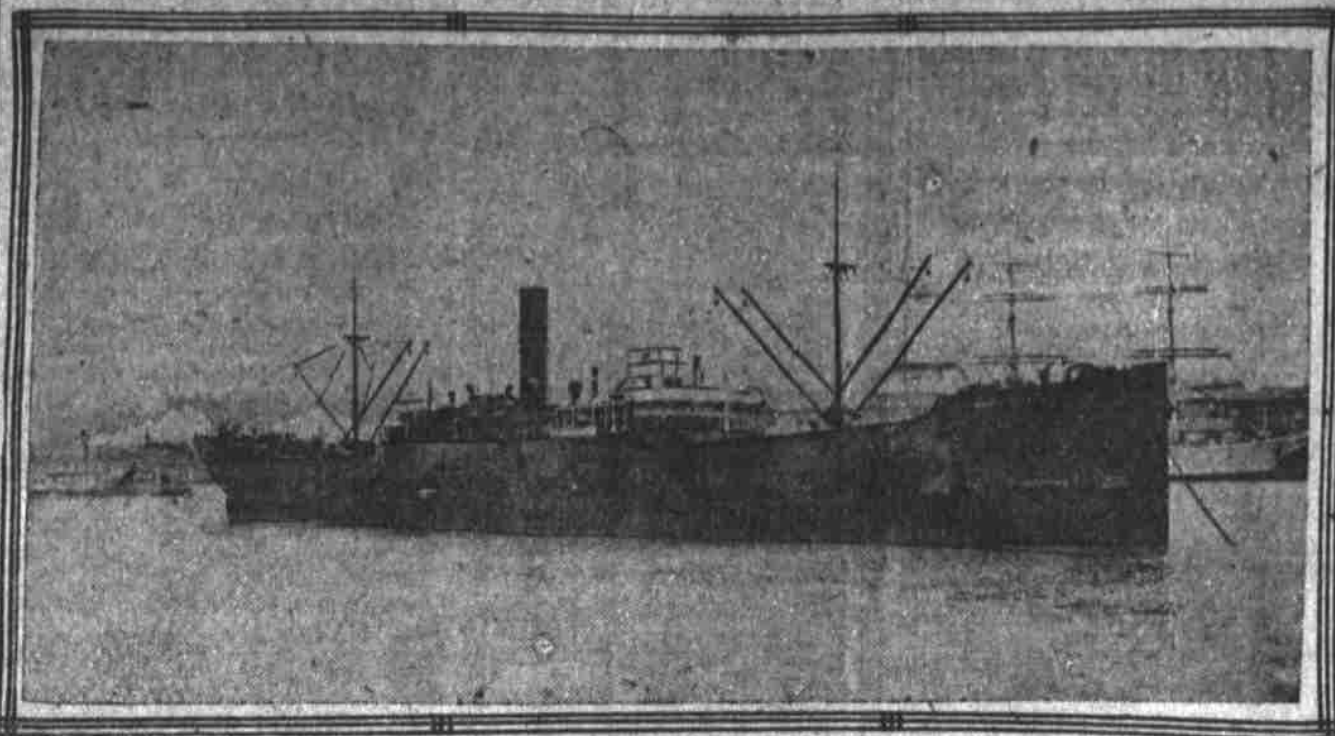
There are two other foreign sailing vessels in the local harbor and two down at Tongue Point, but they are loading or under engagement to load lumber. The two at Tongue Point are French, the barks Ameres and Eugene Schneider and the Ameres will sail sometime this week. Her cargo was completed yesterday. She goes to Melbourne, Australia, her cargo measuring 1,600,000 feet. The Eugene Schneider loads for Europe, but will not be ready for departure until the latter part of this month.

The British steamer Yeddo has finished loading lumber for Sydney, Australia, at the mill of the Portland Lumber company. The shipment taken on her measures approximately 1,000,000 feet. She came here by way of Bureka, Cal., where she took on about 1,000,000 feet of redwood lumber. Being one of the Frank Waterhouse regular Australian liners, the Yeddo will stop at San Francisco for mail and general cargo, and then sail down today although she had not cleared last night.

The Norwegian steamer Christian Bors will take the Yeddo's place at the mills in a few days. The large British steamer Agapanthus is loading lumber for Callao, Peru, at the mill of the Portland Lumber company. At the mill of the Inman-Poulsen Lumber company the British ship Germanian is loading lumber for Europe.

How to use rent money. Page 11, section 5.

ONE OF THE STEAMERS HERE LOADING LUMBER FOR AUSTRALIA



The Norwegian steamer Christian Bors will begin loading lumber at the mill of the Portland Lumber company for Australia in a few days. She arrived here early last week and has been at anchor in the lower harbor waiting for orders to begin to receive cargo. The steamer is under charter to the American Trading company of San Francisco. The cargo will measure 3,500,000 feet.

NOME CITY ENGAGED

Will Take Place of the Alliance on
Coos Bay Route.

The steamer Alliance, Captain Parsons, sailed from Coos street dock at 9 o'clock last night for Coos Bay, carrying freight and passengers. Upon her return she will go on the drydock for annual overhauling and inspection. It was announced last night that arrangements have been made to have the steamer Nome City, Captain Hansen, take the run to Coos Bay next Saturday night in order not to interfere with the service by the docking of the Alliance. The Nome City will be here from San Francisco during the week. She is of about the same dimensions as the Alliance with accommodations for about 50 passengers.

ALONG THE WATERFRONT

The steam schooner George W. Fenwick will be here in a few days to load a cargo of wheat for San Francisco under charter to Balfour, Guthrie & Co.

The French bark Gael, which made a record run of 31 days from the Columbia river to England, will probably return here next fall with general cargo. She reached the European port Friday afternoon with a cargo of lumber.

The steamer Breakwater, Captain Macginn, is due to arrive here this evening from Coos Bay.

The North Pacific Steamship company's steamer Roanoke will go on the drydock at San Francisco on her way north to have new boilers installed. It will take several weeks to complete the work.

The steamer H. B. Kennedy, which is being built at the yards of the Willamette Iron & Steel Works, will be given a trial trip in the near future. The machinery has been turned for several days and is now said to be working practically in perfect shape.

The oriental liner Arabia, Captain Neumann, is scheduled to sail from Alhina dock for Hongkong and way ports Wednesday. She will go out with a full cargo, the bulk of which will consist of flour.

An arsenic smelter at Everett, Wash., makes enough of the poison each week to kill every man, woman and child in the western hemisphere.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Breakwater, Coos Bay, March 7
Rose City, San Francisco, March 8
Aro, San Francisco, March 9
Sue H. Elmore, Tillamook, March 9
Alliance, Coos Bay, March 11
Eureka, Eureka and way, March 15
Senator, San Francisco, March 15
Riverside, San Francisco, March 15
George W. Elder, San Pedro, March 18
Numantia, Orient, March 18
Alesia, Orient, April 15
Ryga, Orient, May 1
Arabia, Orient, June 1
Roanoke, San Pedro and way, Indefinite

Regular Liners Due to Depart.

Argo, Tillamook, March 9
Breakwater, Coos Bay, March 10
Arabia, Orient, March 10
Sue H. Elmore, Tillamook, March 12
Rose City, San Francisco, March 12
Numantia, Orient, March 15
Eureka, Eureka and Coos, March 17
Riverside, San Francisco, March 18
George W. Elder, San Pedro, March 18
Senator, San Francisco, March 19
Alliance, Coos Bay, March 20
Alesia, Orient, April 15
Ryga, Orient, May 1
Roanoke, San Pedro and way, Indefinite

Vessels in Port.

Leyland Bros. Br. sh., O. W. P.
Donna Francesca, Br. bk., Astoria
Churchill, Am. sch., Astoria
Alvena, Am. sch., Astoria
W. F. Jewett, Am. sch., Astoria
Berlin, Am. sch., Drydock
Aberfoyle, Br. bk., Oceanic
St. Nicholas, Am. sch., Astoria
Berlin, Am. sch., Astoria
Neotfield, Br. bk., G. W. P.
Brablock, Br. bk., G. W. P.
Eugene Schneider, Fr. bk., Tongue Pt.
Desaix, Fr. bk., Stream
Carmanian, Fr. bk., Inman-Poulsen
Asnisen, Fr. bk., Tongue Point
Wrestler, Am. bktn., E. & W. Mills
Glenalvon, Br. sh., Greenwich
Henry Villard, Am. sch., Astoria
Agapanthus, Br. sh., Linton
Arabia, Br. sh., Nor. ss.
Arabia, Ger. ss., Albina
Francis H. Leggett, Am. ss., Astoria
Yeddo, Br. sh., Portland Lbr. Co.
Nebraska, Br. sh., Portland Lbr. Co.
Argo, Am. ss., Oak St.
F. S. Loop, Am. ss., Rainier
En Route to East Coast
Annie E. Smala, Am. ss., Hongkong

CELLO-LEWISTON SERVICE IS
TO BE INAUGURATED MARCH 9Open River Navigation Com-
pany Will Begin Opera-
tion of Steamers.

The Dallas, Or., March 6.—The Open River Transportation company will inaugurate its steamboat service between the state portage road at Celilo and Lewiston, Idaho, next Tuesday when the steamer Inland Empire leaves Celilo on a special trip to the city on the Snake. March 25 the steamer Twin Cities will go into commission on the Celilo-Lewiston run while the Inland Empire will operate regularly between Celilo and Pasco.

The Inland Empire is now on her way to Pasco on her first regular trip, but will return to Celilo in time to take departure for Lewiston Tuesday morning. The Twin Cities is ready for her first regular trip, which will be made in a few days. When in regular service she will make round trips between Celilo and Lewiston every five days, taking three days for the up voyage and two days returning. The Inland Empire will make a round trip between Celilo and Kennewick and Pasco every three days.

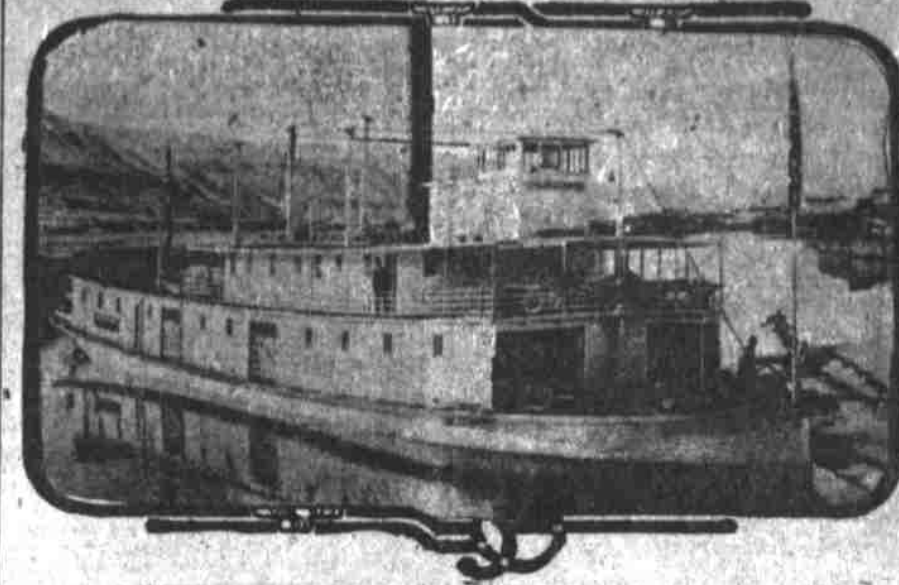
The Twin Cities will not be the first boat to ply on the upper Columbia. In 1863 the river was navigated by the steamer Col. Wright, 104 tons; Tonino, 150 tons; Okanogan, 150 tons; Natchez, 150 tons; Lewis and Clark, 150 tons; and the schooner James Buchanan, 50 tons; Humming Bird, 40 tons; Victor, 50 tons; Schooner, 50 tons; sloop, Mount Hood, 60 tons and Sarah Gray, 40 tons. The fuel problem to be solved in steamboating on the upper Columbia in early 60's was that of fuel, for in the early days there was not a single tree of any size growing on the banks of the Columbia between Deschutes and Priest Rapids. On the Snake river there was one pine tree on the south bank of the stream, 40 miles above the mouth, which gave the name to the rapids at that point. There were three pine trees just below Almo creek and 10 near Tree Rapids, 11 miles below Lewiston.

There was considerable driftwood scattered along the banks which was cut up by the Indians and white men and sold at 10 and 15 a cord. The supply of driftwood was partially renewed by the freshets every summer but not to a satisfactory extent.

The boats today do not have this difficulty to contend with for all may be burned in place of wood. The inauguration of the service of the Open River Transportation company between Celilo and Lewiston marks an important epoch in the history of the inland empire.

The people of the inland empire will have the greatest fleet of boats than that they have had since the early days of the river in the early 60's. The operation of these boats between Celilo and Lewiston marks an important epoch in the history of the inland empire. The people of the inland empire will have the greatest fleet of boats than that they have had since the early days of the river in the early 60's. The operation of these boats between Celilo and Lewiston marks an important epoch in the history of the inland empire.

As soon as the river cleared of ice this winter, the government boat Umatilla began clearing the Columbia river channel above Celilo, of all obstacles to navigation. At Homeley rapids, the channel was dredged to a width and depth that has made it navigable there.



Steamer Inland Empire.

for the largest steam boats afloat. Boulders in the upper Columbia which have been a source of great annoyance to river men, have been blown to pieces by dynamite. Much dredging has been done at several points and the Columbia is in fine shape for navigation. The Umatilla was built at Celilo at a cost of \$60,000 and is exceedingly easily handled in swift water. It is equipped with the latest steering apparatus and can be moved about among rocks without any trouble. The take attachment of the boat stirs up the sand and gravel shoals and after the surface of the river is stirred up, the swift water carries the debris on to swifter water. Gravel bars along the Columbia can be removed easier and to better advantage in this manner than in any other way employed. The craft is equipped with apparatus for blasting and has several other devices in addition, that can be used to advantage in opening the river to the navigation of river boats.

The opening of the upper Columbia to navigation and the installation of the service by the Open River Transportation company means that the dream of the producer of the inland empire has come true, that his farm product can reach the Portland market by water route.

Construction work on the Walla Walla & Columbia Traction company's proposed electric line, from Dayton, Wash., to the Columbia river has been commenced and it will not be long until the people of that part of the wheat producing section will have water transportation direct to ocean liners. This

has been the dream of such well known men as J. N. Teal and N. G. Blacklock and many others. When the new road is completed, it will give the farmers of Walla Walla valley a road of their own for the transportation of wheat from the southeastern Washington to the Open River Transportation company's boats for Portland. The electric road will practically be a farmers' line, 74 miles long and will connect Walla Walla, Dayton, Wapinitia, and other points in the Walla Walla valley with the Columbia river, both at Pasco and at Walla Walla. There are about 5000 farmers in the Walla Walla valley, who have \$3,000,000 lying in the Walla Walla banks and who are interested in the road. It is estimated that it will cost \$2,500,000 to build the road. There are about 8,000,000 bushels of wheat transported from the Walla Walla valley each year, it is estimated.

"The College Widow" Tomorrow.

On account of the immense demand for seats to see "The College Widow" at the Bungalow, Manager Baker announces that the well known play which has made such an immense hit during the past week, will be repeated four more performances, starting with tomorrow night and including Monday, Tuesday, Wednesday and Thursday nights. Today and tonight, however, the Paul Armstrong comedy, "Society and the Bull Dog" will be the attraction. It will also be placed on the boards again Friday and Saturday, as well as Saturday matinee.

All Gas and Electric Fixtures,
Art Domes and PortablesAT
One Half Price

Western Electric Works

No. 61 Sixth St. Portland, Oregon.
Phone Main 1696, A-1696.

"The California of the Northwest"

Then Ask—Why is it that nine-tenths of the whole Northwest and practically all of the newcomers are looking toward "The Columbia River EARLY FRUIT BELT"

IT'S AMERICA'S VALLEY OF THE NILE

LEADING CROPS AND THEIR PROFITS

APPLES
COLUMBIA RIVER
BEST DISTRICT

It has become a well known fact that Columbia river apples are the best on earth, have the best color and are the most sought after. The Washington and the Hood River on the other have made fortunes for the owners of apple orchards.

RICHLAND
ORCHARDS

are producing today apples that have no superior. There are a few orchards that were watered by private ditches before the building of the big Columbia river and now reclaiming this fertile valley, and these older settlers have proved beyond question what the new settlers say. Many of the oldest apple men from North Yakima and Wenatchee are selling their land in these valleys and moving to Richland to start anew. Because they know this "Columbia River Early Fruit Belt" is destined to be known far and near as the greatest of all fruitgrowing sections. A 10-acre apple orchard here, after it is five years old, will allow you to live in luxury the rest of your life and you can get started for less money than anywhere else on earth.

Free pamphlets on application. For additional information call on, write or phone M. and A1743

POULTRY
Fancy Chickens

Fancy chickens are now recognized as one of the chief industries of many districts. It is a well-known fact that a good chicken ranch is a safe and quick road to wealth.

There is probably no district to be found north of Southern California that can in any way compare with the warm belt of the Columbia River for the raising of poultry. Within a radius of 10 miles of Richland there are several chicken fanciers, who in the last three years have won more than one-half of all the first prizes given at state and interstate fairs.

It is not hard for one to understand that with our mild Winters, almost perpetually green alfalfa fields and the clean, dry ground, free from mud, slush and with an atmosphere free from fog, that Richland is the natural home of fine poultry.

PEACHES
CHERRIES

And What They Will Do

Peaches from orchards in this vicinity for the last few years have controlled the markets of the entire Northwest for weeks before any other Northwestern peaches were ripe, and the average net profit per box to the grower is consequently double the amount received by orchard owners in later sections. That "the early bird catches the worm" is an established fact. Therefore every man in selecting his future orchard home, should not select a place where he not only has to grow the fruit under trying climatic conditions, but must almost beg for purchasers after he has raised it. Finally take a low figure for his products, because people are already tired of that kind of fruit. Such conditions do not exist in Richland. The California of the Northwest.

Peaches and Cherries

are fruits of nearly the same class as far as marketing is concerned. They are both excellent money-makers and come into bearing early, but to be successful they must be from the early district. A word to a wise man should cause him to investigate.

EUROPEAN
GRAPES

A Fortune in Ten Acres

Growing the European and California varieties of grapes has become a science. They are the most profitable crop grown (barring no kind of fruit). It is a peculiar fact that the comparative area of the Northwest where successful grape culture is possible is very limited. In fact, only the most secluded spots of the Snake river bottoms, and the Columbia River Early Fruit Belt have seasons suitable enough to really ripen this almost tropical fruit. That is why

RICHLAND
GRAPES

pay a yearly income of from \$500 to \$1200 yearly. Another beauty of this crop is the fact that it is a good shipper and being early in this favored section can be sold for exclusive prices on the markets of the Northwest, frequently bringing from 10c to 15c per pound, and when one considers that each vine at three years old will yield from 40 to 50 pounds, and that there are 800 of these vines to the acre, it will give you a subject for thought to find anything surer or better.

Strawberries

Strawberries from "The Columbia River Early Fruit Belt" are put on the markets of the Northwest from the 25th of April to the 4th of May, thus giving us exclusive control of the markets for at least 20 to 25 days. The first crates usually bringing from \$15 to \$20 and have a ready sale, being the only berries on the market. The average net price for the season paid to the grower in this early section is about \$4 per crate, against less than \$1 per crate in later districts. A well cared for patch has been known to pay \$300 to \$500 per acre on land one year out of sagebrush, so one does not have to wait years for returns.

ASPARAGUS

is another crop that yields here to the acre. The first cutting, being the first new hay on the market, usually brings a very large price and is eagerly bought up by the commission men. Richland is excellently located and can ship her products in every direction, like a wheel. Asparagus can be planted in the early spring and will yield on new land the first year from three to six tons per acre.

POTATOES

AS A FIRST YEAR'S CROP.

One of the first questions generally asked by the purchaser of a new tract is, "What can I put this into this year to make it pay for my time?" That is an easy question to answer in this long season country. It only takes a few days to take off the sagebrush, then clear and level the land. Many times 10-acre tracts are cleared of the brush and in less than two weeks from the time the first payment is made the new owner would have planted either potatoes or Rocky Top cantaloupes, either of which will pay an income the first year equal to the value of almost any of our land. If the potatoes are planted early in the spring, you can put early potatoes on the market at from 2 to 4 cents per pound, and then plant another crop for fall digging. This is being done every year—two crops in one season.

ALFALFA

cuts four times every year, averaging about eight to ten tons to the acre. The first cutting, being the first new hay on the market, usually brings a very large price and is eagerly bought up by the commission men. Richland is excellently located and can ship her products in every direction, like a wheel. Alfalfa can be planted in the early spring and will yield on new land the first year from three to six tons per acre.

FINE STOCK
RAISING

It is only a matter of a few years when this valley will be the home of more livestock than any other one point in the United States. Every natural condition is to be found here. Very little care need be taken on account of the mild Winters. The pasture, on account of the nature of the soil, is never muddy, and the alfalfa fields remain green for grazing nearly all Winter, while the best of water is available at all times.

DAIRYING

That a large dairy industry will soon be promoted here is an assured fact, and for any man or firm who is expecting to start such an enterprise surely Richland offers an ideal location. Its perfect location on one of America's greatest rivers and several lines of transcontinental railroads makes it possible to reach all markets quickly and cheaply.

THE RICHLAND AND CO.

STIVERS & VERNON, Managers

110 Second Street, Portland, Oregon

OTHER OFFICES:
Walla Walla, Seattle, Tacoma North Yakima, and Spokane, Washington