SPECIAL MEETING NEXT WEDNESDAY

Port of Portland Commission Will Decide on Bids.

PILOT SCHOONER TO HAVE ENGINES

Superintendent Campion Returns From Astoria With Report Favoring Installation of Machinery—Will Soon Engage Pilots.

Next Wednesday afternoon the Port of Portland commission will hold a special meeting to decide upon the question of who will be the successful bidder for the contract to build one or two tug boats for service at the mouth of the Columbia river. The commission has two firms to chose from, one being the Willamette Steel & Iron Works of this city and the other the Craig Shipbuilding company of Long Beach, Cal.

Bids for the work were opened at the last regular meeting of the board 10 days ago and the Craig Shipbuilding company's proposition was found to be the lowest in dollars and cents but the Willamette Steel & Iron company was a close second and since it is public money that is to be expended it was deemed advisable to consider fully the matter before sending the work to outsiders when it can be done by an established concern of the highest reputation at home. The Craig company is said to be a new concern, branched from a plant on the great lakes.

The California company offered to build one tug for $104,000 while the local company asked $112,000 for one. Both allow material reduction should the board conclude to have two tugs built.

The question of purchasing the bar tug Wallula from the O. R. & N. company will also be brought up, it having been decided at the regular monthly meeting to make an offer for the tug. This offer will probably be made Monday. It will probably be in the neighborhood of $55,000, as that is all the craft is considered worth, although the railroad company asked $80,0000 when requested to set a price.

Superintendent Campion who went to Astoria during the week to see if the pilot schooner Joseph Pulitzer which the board has agreed to purchase for $9,000, can be equipped with auxiliary power in the shape of a gasoline engine, has brought back the report that this can easily be done and it will probably therefore be decided at Wednesday's meeting to have machinery installed at once.

The question of engaging pilots to handle shipping at the mouth of the Columbia has not yet been discussed in the board meeting but it will be taken up at an early date, since the board intends taking charge of the service on July 1.

Bids for the construction of a steel hull river towboat have been invited, to be opened at the regular monthly meeting, the second Thursday in April.

LEIGHTON GIVES UP JOB

Leaves Steamer Requa in Shelter at Coos Bay.

(Special Dispatch to The Journal.)

Astoria, Or., March 20.—The little river steamer Requa is supposed to be safe as a bug in a rug at Empire City, in Coos bay. Captain Leighton arrived in Astoria today, after taking the Requa that far, and he reports all safe as far as he knows, unless she has started out since his departure on the Eureka from Coos.

The Requa left here a week ago last Friday and made a fast and good trip to Coos bay, where she put in to see if everything was all right. The storm then blew up and she was held for better weather. Pilot Leighton left the job, however, and will not go back.

The Requa is a small river boat, with very wide guards, which makes her unsafe for sea going, and it is considered a ticklish job to try to get her to San Francisco. Pilot Leighton says her owner had waited 40 hours for clear weather when Leighton left, but as there was no one on her to take her out, it is presumed she is still at Coos bay.

The Requa was built at Vancouver, Wash., for Fay Bros., of Oakland, Cal., to ply on the river there. Pilot Leighton said upon leaving that it would be no trouble to deliver the boat and the fact that he has abandoned the job is therefore taken to indicate that it will probably be some time before she reaches her destination, if at all. She left Astoria with a crew of six, including one of the owners. Pilot Leighton is regarded as one of the most fearless navigators on the coast.

EXPORTERS ARE CAUTIOUS

Delay Engaging Wheat Carriers Until Later in Year.

While five windjammers were chartered during the week to load new crop barley at San Francisco for Europe, no charterers for new crop wheat from this port have come to light as yet and it is believed that none will be made until well toward the beginning of the season.

The reason for this belief is that last year grain exporters all along the coast were caught with all the vessels they could handle when freights took a heavy fall. Had they held off chartering until the crop began moving thousands of dollars that went into the coffers of the shipowners would have been theirs instead.

Fearing a repetition the exporters will probably wait till the last minute this year to engage carriers. But this scheme has been introduced before, sometimes with disastrous results in that rates leaped skyward just when it was hoped ships would go begging.

The assembling of a large fleet of foreign tramp steamers on the Pacific coast had much to do with the low rates of last fall as their owners were anxious to get freights to help pay the way home. These tramps came to the coast with coal for the Atlantic fleet on its voyage around the world. The owners were well paid for that service and they could afford to accept low return freights.

But so far there is nothing in sight to bring a fleet of tramps to this coast the coming summer.

WILL BRING COAL CARGO

French Bark Brenn to Load at Newcastle, N. S. W.

The French bark Brenn, which has been lying idle for some time at San Francisco, has been ordered to proceed to Newcastle, Australia, to load coal for Portland. The charterers have option of sending the fuel cargo to San Francisco should they so desire when it comes to the sailing date.

The Brenn is believed to be the first vessel engaged to bring coal from Australia to this port this year, but it is believed that quite a number will follow since the stocks of Australian coal will be pretty well thinned down by next fall, very little having been brought here during the winter. Two cargoes started for the Columbia river from Newcastle last fall went to the bottom of the Pacific ocean, one with the American bark Emily Reed and the other with the British bark Fifeshire. The Emily Reed piled up on the Oregon coast within three days' sailing of her destination, and the Fifeshire ran aground on a bunch of coral reefs in the South Pacific. In the neighborhood of 40,000 tons of coal are imported here annually from Australia but last year the quantity was much less, owing to the fact that 60,000 tons brought here the year before had not been worked off. Domestic coal is also entering more extensively into competition with the Australian product than a few years ago when the Pacific coast coal mines were in their infancy.

DREDGE COLUMBIA REPAIRED

Repairs to the Port of Portland dredge Columbia have been completed and in a few days the dredge will resume work digging a 25-foot channel to the wharf of the Standard Oil company at Portsmouth. The dredge has been at the drydock for repairs for a number of weeks.

The dredge Portland has also been out of commission for quite awhile but when she comes out again she will be much betier equipped than when the repair crew took charge. The hull has been practically rebuilt and the machinery has been renewed in many parts.

ALONG THE WATERFRONT

The steamer Eureka arrived at Martin's dock last night from Eureka by way of Coos Bay.

The steamer Breakwater is due to arrive at Ainsworth dock this evening with freight and passengers from Coos Bay.

The steam schooner Daisy Mitchell arrived here last night from San Francisco with general freight.

The sailing schooner R. W. Bartlett is under charter to come to the Columbia river for a cargo of lumber for Honolulu. This will be the first schooner cargo of lumber shipped from the river to the islands for several months.

The bark W. B. Flint, 746 tons net, built in 1885 at Bath, Maine, has been sold by F. W. Van Sicklen to Peter Nelson, both of San Francisco.

The British steamer Croydon is loading lumber at the mills of the Inman, Poulsen Lumber company for Manila and Calcutta.

The British ship Carmanian will clear for England Monday with a cargo of 1,500,000 feet of lumber. She is completing the cargo at the dolphins.

The oriental liner Numantia is due to arrive here from Yokohama direct with a large quantity of freight.

MARINE NOTES

Astoria, Or., March 20.—Condition at the mouth of the river at 5 p. m., rough; wind southeast 24 miles; weather, light rain. Arrived at 7:30 and left up at 10 a. m.—Steamer Eureka from Eureka. Arrived at 9 a. m. and left up at 3:20 p. m.—Steamer Daisy Mitchell from San Francisco. Arrived at 9:35 and left up at 11:50 a. m.—Steamer Atlas from San Francisco. Sailed at 9:45 a. m.—Steamer Senator for San Francisco. Sailedat 10:25 a. m.—Steamers Nome City and Olson & Mahony for San Francisco.

San Francisco, March 20.—Arrived last night—U. S. tug Snohomish, from Baltimore, for Puget Sound.

Antwerp, March 20.—Sailed March 18—Norwegian bark Skjold for Puget Sound.

Tides at Astoria Sunday—High water—0:32 a. m., 8.7 feet; 0:35 p. m., 9.2 feet. Low water—6:42 a. m., 1.2 feet; 7:00 p. m., 0.2 feet.

Lesh May Be Candidate.

(Special Dispatch to The Journal.)

North Yakima, Wash., March 20.—D. E. Lesh today affirmed the statement that he might be a candidate for the office of international revenue collector, provided B. D. Crocker retires. He said today that it is possible that he will try for the place. He said he had heard that Crocker is slated for retirement.

STORE REBUILT

New Establishment a Credit to First Street and the Firm.

The changes that are going on among the mercantile houses on First street indicate the dawn of a new era for that thoroughfare. One of the best examples is the complete transformation worked out in the rebuilding of the salesrooms of the New York Outfitting Co., belonging to N. & S. Weinstein, located between Morrison and Yamhill streets. The entire front was ripped out and new show windows with prismatic glass overhead were installed, which throws a beautiful soft light throughout the entire store. New decorations adorn the walls and new fixtures that cost a small fortune have been put in. The store as remodeled is not only a leader for First street but would do credit to a larger city than Portland. The firm has been the recipient of many congratulations on the attractive appearance and fine stock of the store. Doubtless, others will follow up with similar improvements.

"Watch the Movement

Down the river." See Harbertbn adv. Page 2, Sec. 2.

HOME FROM CLEARWATER

A. D. Charlton Rode on the First Train Over New Railroad.

A. D. Charlton, assistant general passenger agent of the Northern Pacific, is back in Portland, after having been a passenger on the first through train to operate the entire distance over the Clearwater-Grangeville branch on the joint track owned by the O. R. & N. and the Northern Pacific. Others on the train were Howard Elliott, president of the Northern Pacific; C. M. Levy, third vice-president; H. C. Nutt, general manager; Henry Blakely, general western freight agent, and B. E. Palmer, general superintendent of the Northern Pacific.

The party left Spokane Tuesday afternoon, going over the Palouse-Clearwater branch into Stites, Wednesday was on the Grangeville branch as far as Camas and Friday took the Snake river line into Pasco. Following the trip Mr. Levy left for St. Paul, while Mr. Elliott and Mr. Nutt went on to the sound and will come to Portland some time this week.

Arrangements have been completed by the Northern Pacific for its new Seattle-Spokane limited train, which will leave both termini at 7 p. m. and arrive at the other end of the line at 9 a. m. The train goes into effect one week from today.

BUYS LAND FOR A RIFLE RANGE

Adjutant General Finzer, O. N. G., Gets Ground Near Clackamas Station.

Adjutant General W. E. Finzer, O. N. G., yesterday concluded the purchase of a rifle range at Clackamas station on the Southern Pacific line for the joint use of the regular army troops and the Oregon National Guard. The new range is 300 yards broad and 5200 feet long and has for a butt, a heavily wooded hill with a slope somewhat better than 45 degrees, demanded by the army regulations.

While the price paid for the range property has not been made known, it is believed to have been between $25,000 and $30,000. General Finger spent yesterday on the range superintending the clearing up of the property and getting the range ready for the annual target practice of the national guard. A large force of men is now at work on the ground, and with the coming of better weather, this force will be materially increased.

The tract lies east and west and the firing will be to the east. On the land are a number of farm buildings which will temporarily be used as headquarters and storage rooms.

Once a year the entire national guard of the state will be assembled on the range for a 10 days' rifle practice, while it will be available at all times for the use of the Portland companies and the one company at Oregon City. It is not to be understood that the federal government is purchasing the range, as the money used in its purchase is a portion of the annual appropriation made by the government for the support of the various national guards.

General Finzer selected the range several months ago and has been negotiating for its purchase and having abstracts of the title made. These abstracts have been forwarded to the war department for approval, but as they have been carefully examined by competent attorneys, it is not doubted that the Washington officials will approve the purchase. Troops from Fort Vancouver will have the use of the range and will be allotted certain time for target practice which will not conflict with dates set for target practice by the national guards.

SOUTHERN OREGON IS TO BE SHOWN

The Rogue and Umpqua valleys farming demonstration train operated by the Southern Pacific company and the Oregon Agricultural college will begin its trip at Ashland tomorrow morning. The train will work its way north from Ashland, making 14 stops for demonstrations and lectures between Ashland and Drain. Officials of the railroad left Portland last night and will join the train at Ashland this afternoon.

Prospects for the success of the demonstration train are excellent and a great amount of interest has been displayed by the farmers wherever stops will be made.

NEWSPAPER MAN WILL TAKE UP FARMING

(Special Dispatch to The Journal.)

North Yakima, Wash., March 20.—A. E. Evans, a brother of Gilbert Evans, managing editor of the Brooklyn Eagle, has purchased 26 acres of land under the Henry Literary colony project, near this city, and will hereafter devote his time to fruit raising. Mr. Evans is a well-known newspaper man of the east. He came west several weeks ago to see the country and decided to locate in Yakima.

PURCHASES SITE FOR APARTMENT

Edward Boyce Will Erect $60,000 Building on King's Heights.

Another handsome building is to go up on the new King's Heights apartment house district as the result of the sale of the lot on the northeast corner of St. Clair and Wayne streets, announced yesterday by Van W. Anderson. The property, a 60x100 foot lot, was purchased by Edward Boyce, a wealthy Idaho mine owner, who is largely interested in the Hercules mine. W. F. Fieldner, manager of the Blumauer-Frank Drug company, was the former owner of the lot and sold it for $16,000.

Mr. Boyce will at once have plans prepared for a five or six story brick apartment to cost about $60,000 prepared.

The Ames Mercantile company has sold to Charles T. Reid the property at the southwest corner of Seventeenth and Glisan streets for $45,000. The sale was negotiated by J. H. Shields. Mr. Shields reports the sale of 200 acres on the Salem Electric line for $19,000. Also four pieces of east side property aggregating $10,900.

Portland capitalists associated with Oscar Vanderbilt of Hood River have just closed a deal with the Stanley-Smith Lumber company for the purchase of 1000 acres of logged-off land in the Hood river valley, six miles south of the famous apple town. While the price is not known, it is believed to be in the neighborhood of $85 or $90 an acre, making the total consideration involved in the transaction about $90,000.

It is the announced intention of the purchasers to place the property on the market in small tracts.

FEARS STRIKE MAY MEAN REVOLT

(Continued from Page One.)

break is hourly increasing. Local riots have been numerous all day and as darkness fell upon the city the gravity of the situation was increased by a strike of the electricians who supply the postoffices with light. Army electricians were hurried to the stations in automobiles and the situation temporarily relieved. A strike of the electricians of the entire city is threatened and would increase the already grave danger of a serious uprising.

The strikers held three sessions today to perfect arrangements for active resistance should the government carry out its threat to end the strike at any cost. The few letter carriers today marched side by side with soldiers carrying loaded rifles.

Help From Across Channel.

The striking linemen have cut the wires east, south and north of Paris, while the telephone lines within the city have been tampered with to an extent that they are practically useless. The government today hired 800 girls to take the places of the telephone strikers. They have been threatened with serious injury by the mobs and nearly all of them quit after a few hours.

The local unionists have received assurance of unlimited financial assistance from English unionists and show no signs of yielding.

Meanwhile, the financial situation growing out of the strike is increasing in gravity. It is estimated that not less than $200,000,000 is tied up in undistributed mail, and the withdrawal of this sum from business channels is threatening many business houses with ruin.

Actual Revolution Threatened.

Back, however, of the threat of bloody riots, paralysis of business and enormous loss to French trade, is the apparent menace to the very existence of the republic. The anti-republican organs proclaim that beginning today the beginning of the end of the republic is at hand. No matter how the fight ends, they say, the nation has entered into a contest with the proletariat which can only end with the fall of the republic.

The government has attempted to minimize the extent of the strike in the provinces but tonight it is known that the strike has become general in nearly all of the interior cities and the grave conditions there have been kept secret because of the paralysis of all means of wire communication. Troops are out in the provincial cities to guard the wires and protect the strikebreakers from violence.

Pangs of Famine Felt.

The pangs of famine are already beginning to be felt and a continuation of the present paralysis of business for a few days will make the situation more than critical. Trains are still running but the ordinary means of communication being closed, the forwarding of food supplies for the city has been prevented.

Following the threat of the government to end the strike by force, President Fallierres and Minister of Public Works Barthou held a long conference today. Their decision is not known and the authorities have taken no new steps to end the trouble. Unionists say any attempt to end the strike with force will precipitate the general strike of all unionists for which the workers have been preparing.

TAFT FAVORS ACCEPTANCE

(Continued from Page One.)

required revenues to run the goverpment.

It is understood that Senator Aldrich complained that the Payne bill was not sufficiently clear as to what was meant by maximum and minimum rates. Presumably Senator Aldrich himself will submit a rewritten maximum and minimum clause.

Aldrich's Working Program.

It was developed at the conference that neither Senator Aldrich nor Secretary MacVeagh is altogether satisfied that the bill is the sufficeint revenue producer it is claimed to be by Mr. Payne, and that advantage may have to be taken of the proposition to issue treasury certificates, which are in all respects tantamount to a bond issue.

The feeling is general, however, that no extraordinary means, even those provided for in tre bill, will be necessary, because it is believed the bill has within itself the possibilities and probabilites of a largely increased trade, and therefore of revenue.

Senator Aldrich stated that the bill would be disposed of in the senate finance committee as rapidly as it was disposed of in the committee of the whole in the house. Whenever a schedule is argued and disposed of by the house it will be taken up on the same day by the Republicans of the finance committee and got out of the way in time for the discussion of the next article taken up in the house.

PLAN MEMBERSHIP CONTEST IN A. O. U. W.

A contest is being arranged by the Ancient Order of United Workmen in which all the lodges of the city are to enter. Prizes are to be given to the lodge initiating the largest number of candidates from April 1 till the first meeting in June. Crescent lodge No. 10 is one of the lodges planning entering the race.

The eleventh anniversary of the founding of Port Indus lodge No. 57, of the Degree of Honor, the ladies' auxiliary of the A. O. U. W., was celebrated last Wednesday evening. Music and refreshments were furnished.

A pound of copperas and eight ounces of carbolic acid to a gallon of water will make a cheap and effective disinfectant.

DEPARTMENT HAS NEEDLESS RUN

Three Fire Alarms Turned in for Small South Portland Blaze.

Isaac Winestein of 672 First street, who conducts a candy store two doors north of his residence, was a bit too careless last night with the result that he will on Monday have to order a new roof built on the Winestein domicile. After Winestein wiped his toil-worn hands last night he hung the family towel within easy access of the blaze of a gas jet. It was but a short time before the cloth was on fire.

The flames failed to stop with the towel, however, and the next thing to go was the wall paper. This started a fierce blaze and before the department was able to stop its progress the fire had burned the roof off the house. Mrs. Dell Whalen owns the house.

The sight of the flames quickly eating up the roof of the Winestein home proved too much for his near neighbors, who brought out most of the west side apparatus in response to two alarms and a telephone call. It was a long climb for the downtown department and needless at that as the fire was out by the time it arrived.

INDUSTRY IN PERIL

(Continued from Page One.)

must necessarily mean reduction in wages and hard times because 75 per cent of the value of all products in the two states is vested in the lumber business.

Will Not Save Forests.

"From the standpoint of saving the forests Chief Forester Gifford Pinchot has stated that the waste in the woods must increase twofold because the manufacturer will be compelled to leave two-thirds of the tree in the woods against one-third at present. The people of the Pacific coast well remember the experiment with free trade in lumber during the operation of the Wilson bill in 1894 when banks in every city on the coast failed, industries were destroyed and the Coxey army was moving toward Washington with the entire coast paralyzed.

"We hope that congress will be fairminded enough to give us a hearing before deciding the question.

No Lumber Trust.

"To my certain knowledge there is no lumber trust in the United States. The Bureau of Corporations has investigated for two years and has made no report as yet. The lumbermen of the country invite an investigation any time because there are 30,000 sawmills and 2,000,000 loggers in the United States and therefor it would be impossible to form a combination in restraint of trade. No industry has been more maligned on this trust question and with no semblance of truth than the lumber industry."

DEAFNESS CURED

By New Discovery

"I have demonstrated that deafness can be cured."—Dr. Guy Clifford Powell.

The secret of how to use the mysterious and invisible nature forces for the cure of Deafness and Head Noises has at last been discovered by the famous Physician-Scientist, Dr. Guy Clifford Powell. Deafness and Head Noises disappear as if by magic under the use of this new and wonderful discovery. He will send all who suffer from Deafness and Head Noises full information how they can be cured, absolutely free, no matter how long they have been deaf, or what caused their deafness. This marvelous Treatment is so simple, natural and certain that you will wonder why it was not discovered before. Investigators are astonished and cured patients themselves marvel at the quick results. Any deaf person can have full information how to be cured quickly and cured to stay cured at home without investing a cent. Write today to Dr. Guy Clifford Powell, 4559 Bank bldg., Peoria, Ill. and get full information of this new and wonderful discovery, absolutely free.

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Permit entitles holder to attend five Concerts for $3, best seats, or five Concerts for $2, next best seats.

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Specialist in Advanced Therapeutics and the Rational Treatment of all

Chronic and Nervous Diseases

Modern electric and electric light treatment will cure many diseases which medicines will not touch, so if you have some condition for which you have given up hope of relief do not despair.

There Is Hope for You

In these new methods of treatment.

EQUIPMENT—My office is fitted up with the latest appliances and apparatus for the production and use of electricity in its various forms, including static and high-frequency currents; of different kinds of light, violet rays, ultra-violet rays and X-rays, as well as the intense radiant heat and chemical or actinic rays from high-power electric lamps of 500 to 3000 C. P., and of mechanical vibratory effects.

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A New Home Cure That Anyone Can Use Without Operation, Pain, Danger or Loss of Time.

I have a new Method that cures rupture and I want you to use it at my expense. I am not trying to sell you a Truss, but offer you a cure that stays cured and ends all truss-wearing and danger of strangulation forever.

No matter whether you have a single, double or navel rupture or one following an operation, my Method is an absolute cure. No matter what your age nor how hard your work, my Method will certainly cure you. I especially want to send it free to those apparently hopeless cases where all forms of trusses, treatments and operations have failed. I want to show everyone at my own expense, that my Method will end all rupture suffering and truss-wearing for all time.

This means better health, increased physical ability and longer life. My free offer is too important to neglect a single day. Write now and begin your cure at once. Send no money. Simply mail coupon below. Do it to-day.

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Send 10 cents in stamps to The Herpicide Company, Dept. 11, Detroit, Mich., for sample and booklet. One Dollar bottles guaranteed. At Drug Stores. When you call for Herpicide, do not accept a substitute. Applications at Prominent Barber Shops.—FOR SALE AT ALL DRUG STORES.