

LARGE CARGO ON LINER RIVERSIDE

Arrives Day Late Because
of Delay at San
Francisco.

TO GET UNUSUALLY RAPID DISPATCH

Steam Schooner Hornet In From the
Bay City With 700 Tons of
Freight, Much of Which Will Find
Its Way Into the Inland Empire.

A day late because of having had to wait at San Francisco for the liner Columbia from Seattle, the American-Whitcomb steamship company's Portland-San Francisco liner Riverside, Captain Rasmussen, arrived here last night with 800 tons of freight.

The Riverside went to Columbia dock No. 1 to discharge and the work will be rushed with all possible haste in order to get her out on schedule time next Thursday night. She will go out with practically a full cargo. It is also important that she gets away in time, since connection has to be made with the liner leaving San Francisco for Seattle and Honolulu.

The cargo this time consists of a lot of European stuff shipped out by way of New York, and a quantity of manufactured articles from cities on the Atlantic coast, and a large shipment of oil in barrels. Captain Rasmussen reports having had a pleasant voyage up the coast with good weather excepting for a headwind off the Oregon coast. The steam schooner Hornet, Captain Markson, arrived at Oak street dock last night, bringing 700 tons of general freight, much of which is destined for inland Empire points. It will be shipped by the Open River Transportation company's steamers and the porters.

The Hornet will go to Hingham to load lumber for San Francisco after having discharged her San Francisco freight here.

RUSH FOLLOWED BY REST

Exporters Cease Engaging Grain Carriers and Await Developments.

No new charters for grain have come to light for several days past and it is believed that business in that line will be quiet until June when exporters will be in better position to tell which way the wind blows. At present they are somewhat at sea as to the crop outlook and refrain from speculating too freely.

Relative to the freight market, the following article from the San Francisco Commercial News, indicates that higher freight rates will probably prevail in the coming summer than a year ago.

The fixing of considerable tonnage for new ocean grain loading is shown April and at union rates shows clearly what charterers consider the prospects are. As a rule it is not before June that chartering becomes really active. Only about one third of last year's tonnage is headed this way, and this fact, taken with the promising crop prospects, indicates a good outlook for sailing ships, along toward the end of the year. The chartering so far has been done at union rates, owners are now asking a premium for northern loading. One French vessel under charter for one month from Newcastle, N. S. W., to this port at 10.40, combined with home to U. S. at union rates. The French bark Vincennes, for Portland or round lead, is now under charter for one month from Newcastle, N. S. W., to this port at 28.50 for barley. On the coast at present there are less than a dozen sailing vessels available for grain, and it is more than likely that some of them will be taken for lumber, the present situation is certainly rather grim.

WILL TRY TO FLOAT BARGE

Rhodrick Dhu Might Be Saved From Rocks at Moss Beach.

(United Press Associated Wire.) Pacific Grove, Cal., April 27.—An attempt will be made today to lift the Rhodrick Dhu from her perilous position on the rocks and deep water at Moss beach, four miles from here, where she grounded yesterday. The Dhu is listing to the west but otherwise her position is unchanged. The sea is rough, new tide water is entering but two compartments.

SENATOR GOES OFF ROUTE

Steamship State of California Will Alternate With Rose City.

With a large freight and close to 300 passengers, the Harriman liner Senator, Captain Nopander, arrived at Alameda dock at 6 o'clock this morning on her last voyage from San Francisco to Portland in the Harriman system. She will go south Saturday morning.



REPUBLICANS SHOW DIRECT PRIMARY

By placing themselves in antagonism to it, made possible the election of men whom the majority of the party do not prefer, but whom they elected because they considered the maintenance of the law more important than the success of any man.

In my judgment it is extremely unwise to further disrupt the Republican party by making the direct primary law an issue, and it becomes an issue within the party whenever attempts are made to nullify it by doing those things that are in violation of the law.

At the necessity of a harmonious party I entirely agree. It is not evidence of argument, but it is self-evident that the disruption of the Republican party antedates the direct primary law. It is not the cause of the disruption, but it is the cause of the disruption.

Again, when a party adopts a policy that is not in accordance with the law, it is not a party, but it is a faction. It is not a party, but it is a faction. It is not a party, but it is a faction.

All the above conditions have existed in Oregon to an unusual extent, but it is not a party, but it is a faction. It is not a party, but it is a faction. It is not a party, but it is a faction.

The direct primary law as it stands in the law of the state. Why is it not wiser to accept it faithfully and honestly, and if after a fair trial (which it has never had) it is found wanting, nullify the needed amendments to the voters of the state? A temporary advantage may be gained by attempting to circumvent the law, but party harmony and a united Republican party will not come about by such methods. No attempt will be made to circumvent the law, but to try to nullify it.

Much more might be said. I have only attempted in a brief and hurried manner to express what I believe to be the fundamental necessity in securing party harmony. Yours truly, W. B. AYER.

PEOPLETON FEARS FIREBOMB VISITOR

Four Fires Within 24 Hours
Startle Citizens—Millinery Store Guttled.

(Special Dispatch to The Journal.) Pendleton, Or., April 27.—Four fires have been reported in Pendleton during the past 24 hours, all of them mysterious in origin. Residents fear that another fire epidemic has come. With one exception, all the fires have occurred in the night.

The first and most costly occurred at 5 o'clock Monday morning, when the millinery store of Mrs. Chatterton, on Main street, was gutted with a loss of \$2500, partially covered by insurance.

The second fire, which occurred at about 2 o'clock, had no more serious result than the scorching of an old machine shop with a loss of a few things. The third fire, which occurred at about 10 o'clock, gutted the home of John Shull and injured his barn slightly.

The fourth fire was about midnight last night, and gutted the home of John Shull and injured his barn slightly. The promptness with which the alarm was turned in prevented a serious fire.

ADDITIONAL SUPREME COURT DECISIONS

Other cases decided today were as follows: State vs. H. M. Coon, appealed from the circuit court for Jackson county. H. K. Hanna, judge; reversed and new trial ordered; opinion written by Justice Eakin.

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Mr. Swigert is said to have circulated the first blue print for the selection of another site for the new bridge and was not in favor of building near the present site, giving as his reason the fact that the river was not wide enough at that point to construct a bascule bridge.

Bernstein said that Mr. Swigert would have to give a better excuse than that as he knew of places where the river was wider and deeper than over narrower streams than the Williams.

A committee was appointed to urge the present bridge site before the city council.

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Walter M. Pierce, a hotel man from Hot Lake, Or., is a guest at the Corvallis.

G. W. Johnston, a business man from Dufur, is at the Corvallis.

Ross Finnegan, clerk at the Corvallis, left this morning for a short stay at Shiloh Springs, near Carson, Wash.

W. D. Harney returned this morning from Washington and New York, where he has been spending several months in the interest of a sovereign book of Oregon, which is publishing. Copies of the booklet were shown by Mr. Harney while at the Hotel Corvallis this morning.

The attractions of Oregon are featured in a convincing and artistic way. Descriptions of the scenery of Oregon are interesting and dwellers at length on the caves of southern Oregon, the size and extent of which even the people of this state do not seem to appreciate.

A B. Steinbach goes east tomorrow to attend the marriage of his daughter, which will take place in New York city.

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B. M. Lombard was given a fine of \$10 for a like offense.

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MAPS FOR 40 MILES OF DE- SCHUTES ROAD NOT YET APPROVED.

Latest information received in Portland as to the chances of an early approval of the maps of the Deschutes road to the effect that official delay may tie up the law for another six months.

While the first 40 miles of the route through the canyon have been approved by the secretary of the interior, it is understood that the maps for the 30 additional miles through territory proposed for a government reclamation project are still before the general land office and have not yet reached the secretary of the interior.

Whether official practice will delay the matter three weeks or six months can only be conjectured. Local officials are anxious to see the action of the department, although they are reasonably certain of the approval of the additional 30 miles when the matter is placed before the secretary of the interior.

Engineers Henry and Hopsan of the reclamation service who made the report on the irrigation project and its relation to the railroad up the Deschutes river, are expected to return tomorrow. It is believed when they return they may be able to throw some light on the matter.

Oregon's congressional delegation has not yet made the action of the West Virginia legislature. In protesting against the new schedule, cutting the rate on lumber in half, he said there would be nothing left for the lumbermen to do but cut the wages of their employees.

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COLLUSION CHARGES FALSE, SAYS JOSSELYN

B. S. Josselyn, president of the Portland Railway, Light & Power company, declares that the charges of collusion between the company and the city of Portland are unfounded. Said Mr. Josselyn this morning:

"Our plan is simply to allow some company to bid in the contract from the city. The second step is to let us do our own work. We thus become subcontractors for the completion of our work, and we do not intend to do so. We prefer to do our own work because that work must last us for many years, and we wish to see that it is done right."

"The habit of contractors who bid in paying contracts is to allow for that portion traversed by streetcar tracks and to include the cost of its removal. In this way one man or company becomes responsible for all the work. We do our own share in the best way at least cost, and we do not intend to do so. We prefer to do our own work because that work must last us for many years, and we wish to see that it is done right."

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FIGHTS BURGALAR IN THE DARK

Kirk Hoover, a wood dealer, who lives at 309 Market street, resents the idea of any strange man entering his house at 3 o'clock in the morning and taking money out of his trousers pocket. Because of this resentment he is today nursing a black eye, a bruised arm, the loss of \$5 or so and the glass out of the kitchen door.

Mr. Hoover was awakened this morning about 3 o'clock by the stealthy movements of some one in his bedroom. In the dim light he saw a large man abstracting a purse from a pair of trousers he had left the night before on a chair by the side of the bed.

Hoover gave chase. The burglar fled towards the kitchen landing onto the floor, but dropping the trousers in his flight.

AT THE THEATRES

Last Time Norman Hackett Tonight. Tonight at 8:15 o'clock, the last performance of the favorite actor, Norman Hackett, and his splendid company of players in his latest comedy drama success, "Classmates" will be given at the Irving theatre. Fourteenth and Washington streets. Seats are now selling at theatre.

Corking Bill at Orpheum. The new bill at the Orpheum is a corker. One of those Orpheum bills that it is hard to say which merits the most praise. There is variety to the program enough to please any want and enough laughs to last most people indefinitely. The Russell brothers hand you one every second.

"The Private Secretary." "D'you know," pipes James Gleason, with Baker stock company this week in "The Private Secretary," endeavoring to explain himself out of his unfortunate predicament, and that is just as far as the two young scapegraves ever let him get. The comedy is a scream from start to finish.

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