

STEAMBOATING PROSPECTS GOOD ABOVE PASCO

Open River Transportation Co. Looks for Large Amount of Business on the Upper Columbia.

Prospects are good for steamboating on the upper Columbia river, according to Captain Buchanan, superintendent of the Open River Transportation company, who returned yesterday afternoon from Celilo, and says that when the steamer Inland Empire started on her trip to Pasco and Kennewick and points above, she had more freight than she could carry.

Captain Buchanan went to Celilo the early part of last week to oversee the first sailing of the Inland Empire and also to superintend the hauling out of the steamer Twin Cities for repairs. The latter was taken out onto temporary ways Friday and will undergo extensive repairs preparatory to going on the run between Celilo and Lewiston. Her bottom was somewhat splintered by the rocks in the upper Snake river, when she was running on the low water last fall and several new planks will be put in in place of the old ones.

It is expected that the Twin Cities will be on the ways for about two weeks after which she will be floated and made ready to go on the upper Snake river. According to the present intentions of the management of the Open River Transportation company, the Twin Cities will leave Celilo for Lewiston about April 1.

The Inland Empire, which left Celilo last Thursday on her first trip to Pasco and Kennewick, had as much freight as she could carry for those places and also for Priest Rapids and other points above Pasco. She will continue to make tri-weekly trips between Celilo and Pasco and whenever she has freight for landings above she will make a night trip in order not to break the regular schedule.

Captain Buchanan is very sanguine in regard to the prospects for steamboating on the upper Columbia and he says that if the necessary support is received here, it will be only a question of a short time when the boat will have to make regular trips to Priest Rapids in order to handle the business which can have its source in Portland.

OFFICE FORCE MANS STEAMER

Cascades of Shaver Fleet Has Queer Crew This Morning.

When she leaves the Oklahama more the Norwegian steamer Elv this morning the Shaver Transportation company's steamer Cascades will have a unique crew, which will be composed of the entire office force.

As matters stood last night, Captain J. Shaver and Captain Del Shaver had not decided whether to toss up a quarter or draw straws to see who would pilot the steamer. The matter will probably be amicably adjusted this morning, however. As for Ernest A. Tabor, the head bookkeeper, he has decided that life aboard ship would have no charms for him unless he could "stand by to cast a line," so he has chosen the position of head deckhand.

At 7 o'clock the Norwegian steamer Elv, Captain Marussen, will be towed through the bridge by the towboats Oklahama and the Cascades, from the Inman-Poulsen mills to St. Johns, where she will finish loading. She is under charter to the China Import & Export Co., for a full cargo of lumber to China, and will probably finish about the end of this week.

MARINE NOTES.

Astoria, March 12.—Condition at the mouth of the river at 5 p. m. obscured: wind southwest, 4 miles; weather foggy. Arrived from the steamer Elv, Captain Marussen, from St. Johns. Sailed at 5:30 a. m. steamer Elv, for San Francisco; at 10:30 a. m. steamer Rose City, for San Francisco; at 11:30 a. m. steamer Howland, for San Francisco. Arrived at 1:30 p. m. up at 1:15 p. m. steamer Shina Yak, from San Francisco. Arrived at 1:40 p. m. steamer F. S. Loop, from San Francisco. Outside at 5 p. m. steamer Rosecrans and schooner Monterey, from San Francisco. Arrived at 10 a. m. steamer Westley, from Portland. Sailed at 12 noon, steamer Kanas City, for Portland. Sailed last night, steamer Thos. L. Wand, for Portland.

TALKS ON TEETH

By THE REK DENTAL CO., Dentists

KNOWLEDGE IS THE PARENT OF POWER

Without the knowledge one is not apt to have the power. Quality in dentistry is like gold and water, it seeks its level. A dentist with dental knowledge gets value for his skill and his services. The dental parlors bargain counter artist who offers you dentistry at half price or less does not, cannot, give you value received. He has neither the ability nor disposition to let you get away with his money's worth. We beg of you, decide yourself, or allow a faker to deceive you into buying cheap dental work. Good work costs money, and if you get it you must pay for it.

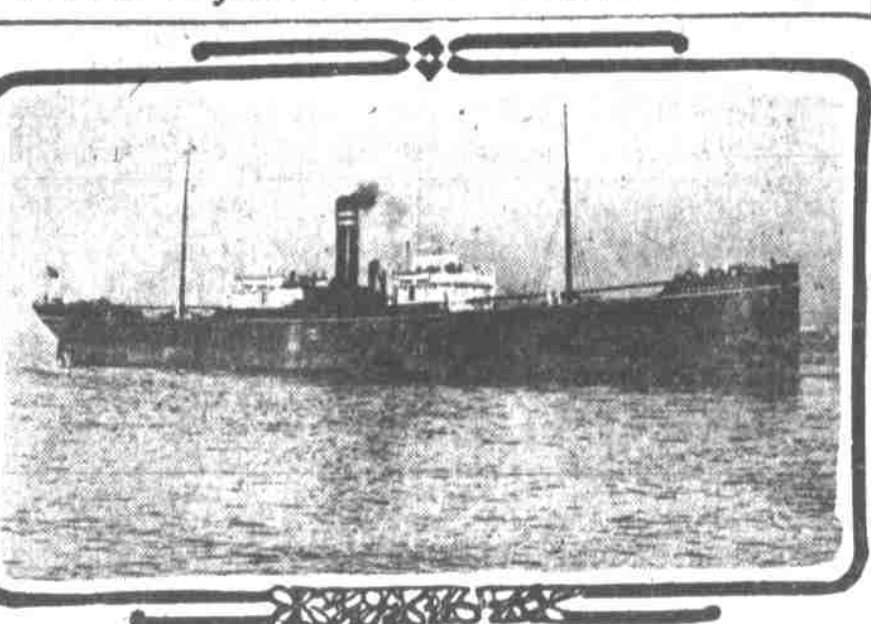
Alveolar Teeth, Where Bridgework Is Impossible.

If only your front teeth are left, say three or four or more, we can replace all those that have been lost on both sides clear back with perfect Alveolar teeth, whilst bridgework would be impossible even if you had eight or ten teeth to fix in. If you have only two back teeth on each side, say molars, we can supply all the front teeth that are missing with beautiful, so-called Alveolar teeth. This could not possibly be done by the bridge route. And where bridgework is possible, there is no comparison between the two. A very large percentage of our work is taking out bridge work put in by supposedly high class dentists and replacing it with the beautiful and artistic Alveolar teeth. And unlike bridge work in another respect, it is practically painless. No boring or filling into the gums, nothing to be dreaded. Now then, please, bring equal, which would you choose?

Curing Pyorrhea (Gum Teeth), a disease given by other dentists as incurable. Is another of our specialties. We cure it absolutely. It's a beautiful statement to make, but so we have nothing that is possible in dentistry, and what we do is always of the very high class. Our booklets, Alveolar Dentistry, are free. Write for one if you cannot call. We have samples of our work to show at all times.

THE REK DENTAL CO., DENTISTS.
211 to 214 Abington bldg., 106 1/2 3d st.
Sundays, 10 to 12. Keep the address. Terms to reliable people.

Tordenskjold to Take Lumber Cargo



In the above cut is shown the Norwegian steamer Tordenskjold, which is finishing her cargo of lumber at the Portland lumber company's mills. This is her first trip to this port, although she has been on this coast for some time.

She is in command of Captain Hansen and is a large carrier. The Tordenskjold is under charter to the American Trading company and will take a full cargo of lumber to Australia. A part of her cargo is redwood, taken on at Sitka before she came here to load.

HORSES MAKE LONG TRIPS.

Go to Coos Bay After Coming Half Way Across Continent.

After a trip half way across the continent by rail, during which they had their experience with the snow slides, five horses and two Shetland ponies, belonging to J. V. Smeaton were shipped to Coos Bay last night on the steamer Alliance.

In spite of the long journey taken by the animals, which were shipped to Portland from Ashland, Wis., they were in fine condition when taken down to the dock last night, especially two blooded drivers. They were 17 days on the road, because of the trouble with snow slides in the mountains, but during that time there was plenty of opportunity to take them out for exercise. Besides the horses, were a cow and a dozen chickens, one of which made its escape on the way and that was the only thing lost.

J. V. Smeaton, owner of the animals, is the manager of the C. A. Smith Lumber company at Marshfield, and as he is now living there, had the animals shipped to that place.

VIOLATES PILOT RULES.

Charles Homeyr Also in Trouble With Harbormaster.

Violation of the pilot rules got Charles Homeyr into trouble last night with the government, and added to that he is in trouble with the harbormaster, Captain J. Spier who has a charge of larceny against him.

Homeyr was arrested last night at 7:15 as he ran his launch into the slip at the foot of Salmon street by one of Collector of Customs Malcolm's men and the harbor patrol. He came into the slip without lights, which is a violation of the pilot rules, and is punishable by a fine of \$250 for which the launch is being held by the collector of customs, and it is now tied up at Merrill's boat house. He was also wanted by Harbormaster Spier on a charge of river piracy.

When arrested Homeyr made a show of fight but was soon subdued by the men of Harbormaster Spier and Collector of Customs Malcolm after which he was taken to the police station.

I. M. WILLEY RESIGNS.

Former Auditor of Open River Company to Go Into Business.

J. M. Willey, auditor of the Open River Transportation company, has resigned his position with that company, and he will leave their employ Monday night. He will be succeeded by E. F. Rutledge, who will assume the duties of auditor on that day.

Mr. Willey has severed his connection with the company in order to take the position of secretary treasurer of the Clark-Chambers Auditing company, which he is a silent partner. The company was incorporated a month ago and has offices in the Lumbermen's building.

ALONG THE WATERFRONT.

Carrying passengers and general freight, the steam schooner Northland, Captain Erickson, will be due to arrive at Couch street dock Monday from San Francisco.

With a fair passenger list and a full cargo of freight, the steamer Santa Clara, Captain Noren, sailed for Eureka and San Francisco yesterday afternoon.

The lighthouse tender Ameria is on her way around Puget sound with coal supplies for the different lightships.

Laden with 100 tons of hay, the steam schooner F. S. Loop was due to arrive at the North Bank dock this morning from San Francisco. She discharged 50 tons of hay at Astoria before leaving up.

Having come from San Francisco 12 days, the schooner Mable Gale is expected in at any time, to load 900,000 feet of lumber at Prescott for San Francisco.

At 6 o'clock last night the steamer Rosecrans and the schooner Monterey were outside the Columbia river bar. A bell buoy has been established at Gray's Harbor to mark the Whitcomb Flats. It was placed inside of the bar by the tender Heather, at the point where vessels turn to the northward to proceed to Hoquiam.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.
Ranona, Coos Bay, March 13
Kansas City, San Francisco, March 14
Alliance, Coos Bay, March 17
Rosario, San Pedro, March 20
Rose City, San Francisco, March 21
Santa Clara, San Francisco, March 23
George W. Elder, San Pedro, March 27

Regular Liners Due to Depart.
Ranona, Coos Bay, March 16
Kansas City, San Francisco, March 17
George W. Elder, San Pedro, March 18
Alliance, Coos Bay, March 19
Rosario, San Pedro, March 22
Rose City, San Francisco, March 25
Santa Clara, San Francisco, March 26
Sue H. Elmore, Tillamook, Indefinite

Vessels in Port.
F. S. Loop, Am. ss., North Bank
Shina-Yak, Am. ss., On way up
Monterey, Am. ss., Outside
Santa Clara, Am. ss., Outside
Talia, Am. ss., Willamette
Elv, Nor. ss., Inman-Poulsen
Tordenskjold, Nor. ss., Port, Lbr. Co.
Bosquet, Fr. bk., Columbia I.
Virginia, Am. sch., Prescott
Clifton, Fr. sch., Stream

BIG DECREASE IN EXPORTS IS CAUSE FOR ALARM

May Disturb Monetary System in Payment of Foreign Debts—Increase in Rail Manufacture in United States.

By Preston C. Adams.

(Publishers' Press Leased Wire.)

New York, March 12.—The fact that our exports for the seven months ending January 31, exceeded our imports by only \$19,000,000, as against \$344,000,000 for the parallel period in 1908-9, and \$432,000,000 for 1907-8, is giving no little concern in the financial district as to how we are going to meet our obligations abroad without disturbing our own monetary system. At a glance the fact that we are selling more than we are buying by some \$325,000,000 a year would indicate that the shoe was on the other foot and Europe should be worried by the balance. As a matter of fact this balance does not take into consideration the interest on American securities held abroad, which runs away up into the millions, nor does it include the hundreds of millions we are compelled to pay for freights and insurance and the expenditures of American travelers abroad. It is estimated conservatively that these two items alone will amount up to \$600,000,000 at the least, so that instead of having a balance of a third of a billion in our favor, the balance against us reaches pretty nearly if not quite that figure. In speaking of the situation Vice President John E. Gardin of the National City bank, an authority on foreign exchange, said:

"The condition of affairs is one that is well worthy of thought. The population of this country is increasing by immigration and by births to an extent that has never been equaled, consequently the power of consumption and the standard of living of the people are becoming greater and greater, so that sooner or later we will find ourselves in the position of consuming the entire output of our natural resources. The United States will then be placed upon the plane of an importing nation absolutely. What would be the result of such a condition of affairs?"

"Europe's power over the United States in the possession of so many of our securities is almost appalling and in times of stress abroad naturally these will find their way back to this country and will have to be disposed of at a price, which, however, would affect all other securities. Now, having nothing to export other than the manufactured articles, it simply means that we will have to send over our gold in liquidation of our indebtedness. But where is the gold to come from? Our production annually does not exceed \$100,000,000, and if, within the next ten years, we would have to liquidate a debt of from three to five hundred million dollars in money, where is it to come from? It possibly may mean the export of our manufactured products at greatly reduced prices in competition with the European manufactured articles. The whole question is a proper subject of thought and ought to be well considered at the present time."

Europe's Power Over U. S.

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To Segregate Deposits.

The New York State Banking Department is about to ask the legislature to enact a law requiring all commercial banks that accept savings deposits to segregate them from their commercial deposits and restricting the investing of these funds in the same manner that savings banks investments are now restricted.

The new movement was initiated by A. H. Cheney, state superintendent of banking, who also declared that there is no demand for postal savings banks from the citizens of the empire state, while savings institutions contain more than one-quarter of the entire savings of the United States.

Increase in Rail Manufacture.

The American Iron and Steel association reports the production of all kinds of rails in the United States in 1909 amounted to 3,062,582 tons, against 1,921,611 tons in 1908, an increase of 1,140,971 tons, or over 59.3 per cent. The maximum production of all kinds of rails was reached in 1906, when 2,677,887 tons were rolled.

Concerning the business outlook Willis L. King, vice-president of the Jones & Laughlin Steel company, says:

"There is every reason to believe that 1910 will be a year of large consumption in steel products; in fact, there is a strong probability of a record production."

"There has been for the last month or more some reductions in the amount of new business, which can be accounted for, first, because buyers have large tonnage due and on ship on old contracts; second, because of the severe winter; third, because of the fear on the part of some that legislation at Washington may injure railroads and other corporations and make it impossible for them to do business with profit. The first reasons are natural and logical, but the third is sentimental and without foundation in fact."

Railroads Pull Together.

In the coming summer the Colorado & Southern of the Hill system is to make improvements that will cost \$2,000,000 and the campaign of extension and betterment planned will be the greatest this road has carried on in years. It includes the building jointly with the Denver & Rio Grande of new lines from Pueblo to Walsenburg, 55 miles, or a total of 112 miles at cost of \$5,000,000, and the extension of the main line from Greeley to Cheyenne.

Possibly a new line will be built between Denver and Pueblo, this being said to be contingent upon a renewal of an agreement by which the tracks of the Santa Fe between Denver, Colorado Springs and Pueblo are now used and have been for 10 years. It expires next August. If renewed it is proposed as a condition that these two companies unite with the Denver & Rio Grande for the use of two tracks to be exclusively for northbound freight and passenger traffic and the other southbound. The track from South Denver to Pueblo is owned by the Santa Fe, and it is just as badly handicapped for an entrance into Denver as the Colorado & Southern is for getting into Colorado Springs. It has no terminals in Denver, while the Hill line is well provided in that respect.

Customs Authorities Answered.

Leading Chinese Importers at New York, San Francisco and other ports believe that the government should effect a radical change in the methods followed by the customs authorities in the appraisal and classification of merchandise from China. It is alleged that for years the procedure in ascertaining values and making classifications is faulty and unjust, not only to exporters, but to the receivers of the merchandise in this country. While it is not charged that the American customs administration has any deliberate intention of hampering the Chinese in the entry of goods, the general policy has had this effect. It is said from time to time, representations have been made through the Chinese legation at Washington on the subject, but so far as can be learned, nothing has been done to correct conditions. Latterly, however, there has developed what appears to be a growing disposition to treat Chinese importations in a more liberal manner. The tendency, while by no means pronounced, is regarded by many importers as foreshadowing the dawn of a more liberal era. None of the chief importers of Chinese goods cared for obvious reasons to have his name used in print in connection with the matter.

Much Silk Imported.

Imports of unmanufactured silk into the United States made their highest record in the calendar year just ended, their total value having been \$75,500,000, against \$73,000,000 in 1907, the previous high value record while the quantity imported in 1909 exceeded that of 1907 by over 40 per cent.

Figures recently prepared by the bureau of statistics of the department of commerce and labor indicate a remarkable growth in the domestic silk industry. In 1870 the importations of raw silk amounted to but 738,381 pounds; in 1880, 2,500,000; in 1890, 4,500,000, and in 1900, about 8,250,000, while during the decade beginning with 1900 the importations averaged 15,000,000 pounds per annum, the figures for 1909 being 22,250,000 pounds. Measured by values, the growth has been from less than \$1,000,000 in 1870 to \$11,500,000 in 1900, \$18,500,000 in 1900 and \$31,750,000 in 1909 and \$74,000,000 (exclusive of waste) in 1909. The smaller rate of growth observable in imports when measured by value in comparison with that shown in quantity is explained by the gradual lowering of average import prices of raw silk. In 1870 the average price per pound of raw silk brought into the country was \$5.28; in 1880, \$4.41; in 1890, \$4.05, and in 1900 \$3.87. During the decade ending with 1909 the average annual import price per pound was \$3.39, with fluctuations as low as \$3.22 in 1901 and as high as \$4.57 in 1907, while in 1909 the average import price was \$3.33, a decrease of 7 1/2 per cent, compared with the average for the preceding decade and of 37 per cent compared with that of the year 1870.

An Italian priest has patented a pocket wireless telegraph instrument and a method for destroying submarine mines or torpedoes by Hertzian waves.

LEADER OF NEW YORK DEMOCRATIC ORGANIZATION



William J. Conners.

New York, March 12.—Having made good his boast that he would serve out his time as chairman of the New York state Democratic committee, William J. Conners of Buffalo has returned to Palm Beach, Fla., to finish out his interrupted vacation. While Mr. Conners will continue as state chairman until the expiration of his term in April, it was as the result of a compromise, and on condition that he would retire gracefully at the end of his term.

FRANCE WANTS NO TARIFF WAR

France Has a "Mrs. Russell Sage"—"Jack the Ripper" Terrorizes Paris.

By Paul Villiers.

(Publishers' Press Leased Wire.)

Paris, March 12.—The suggestions which have appeared in some sections of the American press, according to the cables, that France was endeavoring to build up a tariff combination against the United States is laughed at here. France has tariff troubles of her own and is seeking war with no one, least of all the United States. She realizes that she would have much more to lose than to gain in such a contest and as I have previously pointed out in these letters every effort will be made to meet the requirements of the American tariff.

President Taft is fully acquainted with the difficulties in securing a satisfactory tariff legislation, remarked a member of the government recently, "and he knows that the French chamber of deputies must work and compromise to perfect a measure as much as the American congress does. I can say there has been no disposition shown by the American government to hamper us in our tariff work or to continue the American law to the disadvantage of France. All in due time these matters will be settled in a perfectly friendly way and you may put down all this talk of a tariff war as pure nonsense."

Woman Endows Hospital.

France has her Mrs. Russell Sage in Mme. Barantin, who has just given 4,000,000 francs to St. Germain. An only daughter whom she has lost was fond of that historical place. The bereaved mother gives now what she had intended for Mlle. Barantin's dowry. The memory of the departed child is to be kept alive in a hospital and a building devoted to workshops for women and girls. It is Mme. Barantin's wish that Sisters of Charity should act as overseers, but she does not make it an absolute condition. All her foundations are to be named after her daughter. A large fortune remains to her. She will, as she sees her way to act with good judgment, spend the best part of it in similar good works, for her feeling is

that harm may be done by injudicious philanthropy.

The Vaugirard district of Paris is being terrorized by a young madman whose insanity takes a form similar to that which made "Jack the Ripper" notorious in London. The individual, instead of selecting women as his prey, makes night attacks on men and boys, wounding them dangerously with a long knife.

So far this man has attacked half a dozen people, two of whom lie in hospital in danger of their lives. These are the last two cases, but the first attacks of this kind were reported at the end of January. The maniac would shadow schoolboys going home late in the evening, or shop assistants, and pounce upon them when they were near the fortifications. Happily in each case he succeeded only in cutting their clothes and wounding them slightly.

FAIRBANKS SAILS FOR HOME ON MAURETANIA

(Publishers' Press Leased Wire.)

London, March 12.—Happy in the thought that he would soon be home, Charles W. Fairbanks, former vice president, sailed today for New York on board the Mauretania. Mr. Fairbanks and Mrs. Fairbanks were given a rousing sendoff by a number of American residents of London. The former vice president spoke with deep feeling of cordiality on his reception. He spoke warm words for King Edward and other English statesmen.

The total refrigeration capacity of the cold storage plants of the United States is in excess of 200,000,000 cubic feet.

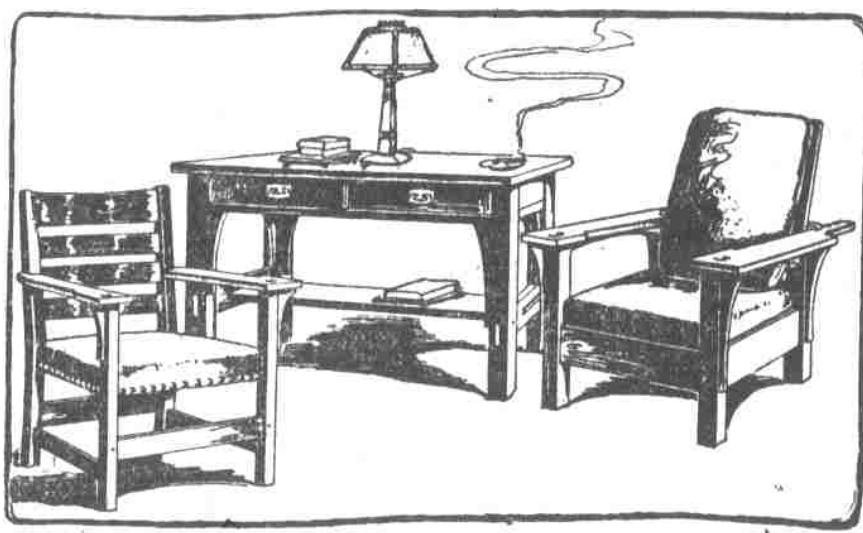
Wanted: 16 Drummer Boys

The new Holton Band is now organized, but there were so many applications for position of drummer that we want an auxiliary drum corps. Apply at once to

MR. SETH STORY

Graves Music Co.

111 FOURTH STREET.



Spring Showing of the New Lanark Rugs

These rugs look like the imported Scotch rugs, but are somewhat thinner and much cheaper. They are fast in color and are extremely durable. The designs are distinctive. Nothing like them can be seen elsewhere. We show them this season in grays, tans, browns, greens, pinks, blues, etc., in styles suitable for bedroom, dining room and sitting room. Sizes range from 30x60 inches up to 12x15 feet. Nothing else so attractive and durable can be had at the price. Size 9x12 \$21.00

Fifth and Stark

J. G. MACK & CO.

Fifth and Stark

Spring Exhibit of Quaint Furniture

Stickley Bros.' Fumed Oak Furniture is the standard wherever good oak furniture is known and used. It is especially popular in Portland, where we have used it during the past two years in hundreds of homes. Every piece is quaint and out of the ordinary in design, yet beautiful and comfortable. It's rich and lustrous nut-brown, is fumed in, and therefore permanent. In making Stickley's Furniture only the finest American white oak, seasoned for years, is used. The leather is genuine Spanish morocco. The cabinet work is perfect and every piece bears our personal guarantee. Our spring showing includes the best of last season's models and many new ones. This week our windows contain a representative selection of pieces for the living room, library, hall and dining room. It will pay you to see them, or, better, to come in and look through the displays which occupy more than five thousand feet of floor space. You will be cordially welcome.

Arts and Crafts Draperies

We are prepared to design and execute rooms or entire houses in the Quaint or Arts and Crafts style. In our Drapery Section are shown Monk's Cloth, Friar's Cloth, Russian Gauze, Alyth Cloth, Poplin and a dozen other distinctively Craftman fabrics, suitable for hangings, portieres and furniture coverings. We do stenciling and applique work. We carry Japanese Grass Cloth, Leather Papers and similar wall coverings, and are equipped for any sort of work in the Craftsman style. Suggestions and estimates gladly supplied.