

### GOVERNMENT TO SPEND LARGE SUM AT INDEPENDENCE

#### Major McIndoe Corps of Engineers U. S. A. Returns From Washington, Where Appropriation for Repairs Secured.

An allotment of \$5000 for repairs to the levee at Independence was secured by Major J. F. McIndoe, corps of engineers, United States army, who returned Saturday night from Washington, where he was called in regard to the proposed purchase by the government of the Oregon City locks. He was accompanied from Washington by Major J. Jay Morrow, corps of engineers, who will have charge of the first Oregon district.

Major McIndoe, when seen this morning, said that he was in no position to say anything in regard to what action would be taken in regard to the locks around the falls of the Willamette, as he remained in Washington only two days and during that time nothing was done about the matter except to receive his report.

He was called to Washington to lay certain information concerning the locks before the authorities there and during the time that he was at the capital he secured an allotment of \$5000 for repairs to the government work at Independence, which was put in 1905. It has been somewhat damaged by freshets since then and the allotment will be used up in remedying that damage. Rock and other necessary material will be placed on the ground as soon as possible and as soon as the river has gone down sufficiently at that point the repairs will be made.

Major J. Jay Morrow, who returned with Major McIndoe, will take charge of the first Oregon district, or the Coast district as it is called. This comprises everything on the Oregon coast, with the exception of the jetty and the fortifications, and the Columbia river down to the mouth of the Willamette river. The second district, which will be in charge of Major McIndoe, includes the lower Columbia, fortifications and jetty and the Willamette river.

Major Morrow has been stationed in Washington for the last six years and until December 1 he was engineer commissioner there, after which he was placed in charge of the Washington aqueduct and water supply, and the Potomac, Rappahannock and other rivers in the District of Columbia.

He seemed to be very much impressed with the Oregon climate and the first thing he asked was if this was the usual weather here at this time of the year.

#### SURVEY CELLO CANAL

#### Assistant Engineer Schubert Returns From Government Project.

F. C. Schubert, assistant engineer, corps of engineers, United States army, has returned from the upper river.

where he made a survey of the lower end of the Dalles-Cello canal. Mr. Schubert said this morning that from the time that he left here March 1, the finest kind of weather prevailed, which assisted him materially in making the survey. Borings were made and data collected upon which to make estimates for a new contract to be let for the work on the canal. He said that he also took soundings of the canal at the Big Eddy entrance and found everything in good shape.

#### ISLAND DISAPPEARS

#### Ebrill Island Off West Coast Passed Over by Barkentine Georgia.

According to a report received at the first branch hydrographic office by John McNeill, nautical expert, Ebrill Island, of the west coast of South America, has disappeared. The report was sent out by Captain A. Anderson of the American barkentine Georgia, who passed over the island on the way to Mollendo. The following notice to mariners has been sent out by McNeill:

Captain A. Anderson of the American barkentine Georgia reports from Mollendo, Peru, that on his passage from Tacoma, Wash., to Mollendo, he passed over Minerva reef off Ebrill Island, latitude 22 degrees 45 minutes south, longitude 123 degrees 35 minutes west, at 10 a. m. of a clear day; had excellent observations both in the forenoon and afternoon; found chronometer to be correct upon arrival at Mollendo. A heavy swell was running and kept a sharp lookout for breakers from the masthead, but no signs of reef or island were observed.

#### PEOPLE WANT SERVICE

#### Upper Columbia Towns Want Regular Service of Inland Empire.

Captain W. S. Buchanan, superintendent of the Open River Transportation company, who returned from a trip to Celilo yesterday, says that the repairs on the steamer Twin Cities are progressing rapidly, but that the rise in the river will necessitate them launching her in 15 days or so and finishing the repairs while she is in the water. There will be no difficulty in this as all of the repairs to the hull have been made. The steamer Inland Empire has made two round trips as far as Hanford and White Bluffs, and Captain Buchanan says that the people in that section are very anxious for a regular service.

#### MARINE NOTES

Astoria, March 21.—Arrived down and sailed last night steamer Squaw, for Grays harbor. Arrived at 8:40 and left up at 10:30 a. m. steamer Rose City, from San Francisco. Arrived at 9 and left up, steamer John Paulsen, from San Francisco.

San Francisco, March 21.—Arrived at 6 a. m. steamer Coaster, from Astoria, and steamer Kansas City, from Portland.

### HORSE SMULATES PROVERBIAL CAT BY COMING BACK HOME



No place like home for this horse.

Portland has a horse that will not stay stolen. It is the property of J. A. Graef, 355 East Fifteenth street North. Yesterday afternoon Mr. Graef hitched up his buggy, loaded it with a bundle of feed and his family and started out for a little pleasure trip. After driving about for some time it was decided to visit a friend living at Mount Tabor, and a stop was made at a drug store near Union avenue and Burnside street to telephone the news of the intended visit. The horse is somewhat restive, and Mr. Graef tied it to a ring in the curb, while he and his family went to the store a few steps away. When they returned at the end of 15 minutes, there was nothing left to mark the spot but the hitching strap and the ring in the sidewalk.

Mr. Graef at once notified the police and the sheriff's office, and the officers received reports of having seen a horse and buggy answering the description going down Burnside towards the river. No further trace was found.

This morning, however, the absent pet suddenly put in an appearance by trotting up the street, jumping the fence and going into its stall in the barn, where it was calmly munching hay when Mr. Graef, answering the excited calls of his little boy, went to investigate.

The horse, which still wore its bridle, was covered with mud and as wet as though it had forded some stream, showing that it had traveled a long distance to get back home. Mr. Graef has offered a reward for the recovery of his buggy and the arrest and conviction of the thief.

#### WOULD BUILD LIGHT PLANT IN HILLSBORO

E. H. Corbett, of Portland, has made application to the council of Hillsboro, Ore., for a franchise allowing the operation of a new light and power plant. It is understood that the manner in which the present light and power plant at Hillsboro is being operated is not satisfactory to the citizens of the city, and that the new company was invited to enter the field. A complete plant modern in every respect, will be installed if the franchise is obtained.

Six weeks ago Mr. Corbett made application for a light and power franchise in Forest Grove, Ore. His offer was rejected by the council, which decided to install a municipal lighting and power plant. Since that time so many complaints have been made about the service, that it is understood Mr. Corbett may make another attempt to obtain a franchise.

It was Mr. Corbett who brought about the final organization of the Coos Bay Gas & Electric company, which resulted in its purchase by the H. M. Byllesby company.

Two Frenchmen have perfected a method of seasoning wood by subjecting it to electric currents while immersed in a bath of a weak solution of borax, resin and carbonate of soda.

#### MAKE SURVEY OF COLUMBIA

#### River Pilots Will Inspect Bars Below Portland.

In another week or so pilots will make a survey of the river from Portland to the mouth of the Columbia, according to Captain Grove, Port of Portland pilot.

The survey will be made on the Port of Portland tug McCracken, and all of the principal bars in the river will be surveyed, it is thought that some of them may have been shallowed in the unusual rise of the Columbia, as there was a great deal of sediment in the water. The precaution of making the survey is occasioned by the large number of big ships due to go down in the near future.

Although it was expected that the Port of Portland dredgers would be started to work taking down the shoals about the first of April, they will not get out until the last of the month or the first of May because of the high water. They will begin work at the anchorage in the lower harbor.

#### ALONG THE WATERFRONT.

It is expected that the British ship Postleth, Captain Armstrong, will finish her cargo of lumber for Sydney at the North Pacific mills this afternoon. Carrying a full cargo of lumber for San Pedro, the steam schooner Shasta, Captain Hildner, will sail tomorrow from Inman-Poulson's mill.

At the North Pacific mills the British ship Max King, Captain Cannell, will begin loading lumber for Adelaide tomorrow. She is under charter to J. J. Moore & Co.

In order to take on supplies, the lightship tender Armeria will arrive up this afternoon from Astoria. On her way down again she will replace lights and buoys in the river, destroyed by high water and low.

Commander J. M. Elliott, lightship inspector for the Thirteenth district, is at Salem today making an inspection for the location of buoys and lights that have been asked for there.

Carrying nearly 300 tons of New York and European freight, the American-Hawaiian steamer Falcon, Captain Schrage, arrived at Albers dock No. 3 last night, from San Francisco.

The American barkentine Retriever has been fixed for a cargo of lumber from the Columbia river to San Pedro, carrying a full cargo of cheese, the steamer Golden Gate, Captain Parsons, will be due to arrive at Oak street dock tonight, and will sail again tomorrow.

With 25 passengers and a cargo of miscellaneous freight, the steamer Sue H. Elmore, Captain Schraeder, arrived at 7 o'clock this morning from Tillamook. She will sail again tomorrow night.

Carrying 60 passengers and 50 tons of general freight besides a carload of cash and doors for shipment to Chicago, the steamer Ramona, Captain Nelson, arrived yesterday afternoon from Coos Bay.

#### Wireless Messages.

(Via United Wireless.)  
S. S. Santa Clara, March 20, 8:30 P. M.—Twenty miles north of Silver Cove, light southeast wind; rain; long westerly swell; barometer 29.80; all well.  
CAPTAIN OSCAR NOREN.

#### MARINE INTELLIGENCE.

#### Regular Liners Due to Arrive.

Ronoko, San Pedro	March 20											
Ramona, Coos Bay	March 20											
Teacup, San Francisco	March 21											
Santa Clara, San Francisco	March 21											
Alliance, Coos Bay	March 22											
George W. Elder, San Pedro	March 23											
Ronoko, San Pedro	March 23											
Ramona, Coos Bay	March 23											
Santa Clara, San Francisco	March 24											
Kansas City, San Francisco	March 24											
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Hood shaped headgear has been devised for torpedoes boat crews, affording protection for the eyes and shielding the ears from the wind caused by the vessel's high speed.

### ANOTHER FLOOD IS THREATENED

#### Due to Backwater From Columbia; Water Over Ash St. Dock by Friday.

Flood conditions are again possible on the Willamette river, due to the unusual backwater from the Columbia river for this time of the year, and at its present rate of rising it will be over the lower Ash street dock by Thursday or Friday, according to District Forecaster E. A. Beale.

During the last 24 hours the Snake river at Lewiston rose 3.2 feet, which is rather an unusual rise for this time of the year, while at Umatilla the Columbia rose 1.7 feet. At Wenatchee and The Dalles the rise in the river was 0.3 of a foot, and at Portland the Willamette came up 0.2 of a foot, making a stage of 11.2 feet.

It is very unusual to have the backwater from the Columbia bring the Willamette up like this at this time of the year," said Mr. Beale this morning, "and I look for a further rise of three or four feet in the next three days. There has not been a similar rise at this time of the year for many years, if at all."

Mild weather and melting snow is given as the cause for the unusual rise in the Columbia, and all of the tributaries to that river in the Bitter Roots, Cascades and Blue mountains are feeding it rapidly. The rapid rise at Lewiston is attributed largely to the Clearwater river, which empties into the Snake at that point.

Mr. Beale predicts a rise of about three feet tomorrow at The Dalles, and about four feet at the same place on the following day. This will give a rise of about three or four feet at this point by Thursday. He said that he had thought that it would reach the flood stage, but that under the present weather conditions it is very difficult to tell what it will do.

#### Home-seekers for Umatilla.

(Special Dispatch to The Journal.)  
Hermiston, Ore., March 21.—Dr. Coe, of the Columbia Land company, states that there will be a carload of home-seekers arrive at Stanfield and Hermiston Tuesday.

### RAILWAY WOULD ABSORB PARKING

#### Property Owners Enter Protest Against Encroachments on East Side Streets.

The latest encroachment of the Oregon Railroad & Navigation company to be reported officially is that which is indicated by the protest of E. Gunderson, who visited the office of the city engineer this morning to give the information that the railway surveyors have set stakes for a switch on East Third street, which will, if constructed on the line indicated by the stakes, take away three feet of parking bordering the cement sidewalk between Oak and Ash streets.

The demonstrator is agent for a number of property owners who have holdings on East Third street, abutting on the proposed switch of the railway company. He was told by Mr. Hurlburt to take the matter up with City Engineer Morris, personally.

#### FISHERMEN DIE IN STORM IN PORTUGAL

Lisbon, March 21.—Four fishing boats, carrying 32 men, were lost today in a storm that is raging along the Portuguese coast. Five bodies have been washed ashore. There is little chance that any of those aboard escaped. Life savers stationed along the coast have been attempting to render aid to the survivors, but it is believed the task is hopeless. The storm has caused considerable property damage.

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That Spring is the most trying season on the health is a fact well known to every one. It is the time of year when our constitutions are required to stand the greatest strain, and unless the system receives the proper amount of blood nutriment the health is bound to be affected. The general bodily weakness, tired, worn-out feeling, fickle appetite, poor digestion, etc., come directly as a result of weak, watery blood.

If you need a tonic, you need a medicine that has real blood purifying properties. A great many so called tonics are mere nerve stimulants, often producing instantaneous exhilarating effect, but acting with decided injury on the system. If your system is weak and run-down you can only tone it up by supplying an increased amount of blood nutriment, and this can come only through pure, rich blood.

Any tonic which does not purify the blood is dangerous, because it leaves the impurities in the circulation to constantly prey upon the health.

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Boonton, N. J.

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BLOOD ALIEMENTS—Treatment for only a short time cures rash, swellings, sore throat, pains, aches, removes every taint and symptom—it stays cured and I can show you the treatment is not ordinary mercury and potash. Like other signs of premature decay, bone pains, hair loose, sore throat, etc? If so, I can promise you a permanent cure or no pay.

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