

CHURCHES, SUNDAY SCHOOLS, COLLECT FOR CHINESE TODAY

Not All of Them, However, and Ben Selling Wishes the Rest Would Remember Starving Thousands.

This is the day for the churches and Sunday schools to see what they can do towards adding to the fund being collected by Ben Selling for the thousands of starving Chinamen around Harbin. Mr. Selling has made a direct appeal to every church and Sunday school in the state of Oregon.

"I know of several churches," he said, "that are going to take up collections. I wish every church and every Sunday school in the state would try to help increase the fund."

Mr. Selling figured up the contributions last night and found that he had received \$2850 in all, \$1850 being on hand now, the first \$5000 collected having been added immediately to China. One hundred and fifty dollars in small contributions was received by Mr. Selling yesterday.

One man who has not been able to leave his bed for months sent in a check for \$20. A proud father carried his baby a year and a half of age, up to Mr. Selling's office at Fourth and Morrison streets yesterday afternoon. The child laid a dollar on Mr. Selling's desk.

"My Auntie's a missionary in Siam," piped the child, "and she wants to give a dollar for the Chinamen." Her name went down on the books as a banner contributor.

"I am still waiting," Mr. Selling said, "for those \$20 pieces that local men in the state were to send to me. If they knew how many lives that coin would save I believe they would not hesitate."

Mr. Selling will keep up the work all of this week. He expects to complete the second \$5000 fund in that time. As soon as he does complete it he will send the money to China by cable. He thinks that the state of Oregon should give at least \$20,000 for the relief of the stricken Chinamen.

TULSA GIRLS FIND WEST IS GENEROUS

They'll Have \$25 Left When They Reach California— and Then Some.

The Tulsa girls just hate to leave Portland, which, by the way, is exactly what they are going to do tomorrow night.

"Heck," said Orales List to Olive Adair, as she spread a runaway tear on her cheek with her handkerchief, "I never hated to leave a town so much in all my life. Anyway, I never cried about it before."

"Ditto," said Olive Adair to Orales List, "I tried to find a dry side to her pocket napkin."

The two plucky, beskirted newsgirls sold their last Journals last night, changed their pennies into nickels and dimes and quarters and counted up to see if they would have enough to get to San Francisco. But everything is all right, folks. They'll have all of \$25 left when they get to San Francisco and continue their journey round the world.

"We made an awful lot of money in Portland," said Miss List. "We did better than we have done for some time. And we met so many dandy people. And so many people from Tulsa."

Tulsa, to be exact, is in Oklahoma and seems to be chiefly noted as the home of Olive Adair and Orales List, who started out six months ago to sell papers around the world.

EVENING OF FUN FOR CAR MEN

Employees of the Portland Railway, Light & Power company will hold a reunion tomorrow evening at the Oaks. It will be a family affair with wives, children and sweethearts invited to join in the festivities.

President B. S. Josselyn and all the other officers of the company, too, will be among those present and all with a view of having a real good time. It is two years since the last big reunion festival of the company officials and employees was held at the Oaks and in the meantime the number has been increased materially so that it is estimated that fully 2000 will attend Monday evening, not counting wives, children and the aforementioned sweethearts.

Several hundred are unable to attend because if they did the city would not only be left in darkness, but the good people of Portland would have to walk instead of patronizing the company's cars.

The festivities at the Oaks will begin in the big dining pavilion at 8 o'clock. There will be dancing to the music of a big orchestra and roller skating. Between dances officials and employees of the various departments will be called on for speeches.

The employees who are unable to attend the reunion will be given first chance at the annual excursion given by the company every summer.

DR. FOULKES WILL BID FAREWELL TO Y. M. C. A.

When Dr. William Hiram Foulkes, pastor of the First Presbyterian church, leaves to take up his new work in New York City, the Portland Young Men's Christian Association will lose one of its most active supporters, and this afternoon Dr. Foulkes will deliver his farewell message to the association.

He will be the chief speaker at the usual Sunday afternoon meeting for men to be held in the auditorium at 3 o'clock. Dr. Foulkes has not announced his subject. The Y. M. C. A. orchestra will play at the meeting and Dr. J. W. McMichael will lead the singing.

Journal Want Ads bring results.

VETERAN SALMON CANNER IS BURIED

Charles A. Dueber Overtaken by Death on Board Str. Beaver at Sea.



Charles A. Dueber, whose funeral was held yesterday.

Funeral services over Charles A. Dueber, who died on board the steamer Beaver Wednesday, were held at the St. Francis Catholic church, East Twelfth and East Pine streets, yesterday morning at 10 o'clock. Rev. James Black conducted the services.

Mr. Dueber was one of the best known cannery men of the coast. He was born in Newport, Ky., April 18, 1852, and crossed the plains in a prairie schooner in 1867, with his parents, settling in Portland. He went into the salmon canning business while hardly more than a boy and owned canneries in Alaska, on Puget sound and at Dallas. A few years ago he retired. He was a member of Portland Council, Knights of Columbus, and of Multnomah lodge No. 3, Exempt Firemen.

Mr. Dueber had been in Pasadena for some time for his health, and was coming home when death overtook him. His Portland home was at 461 East Alder street. He is survived by his widow and four sons, Dr. W. C. Dueber, E. A. Dueber, L. P. Dueber and H. E. Dueber. Six brothers survive him. Two of them live in Spokane, one in Winlock, Wash., another in Centralia, one in Bellingham and the sixth in Mexico City, Mexico.

Interment will be in Mount Calvary cemetery.

PUBLIC IS STRONGLY WITH COUNTY COURT

If public sentiment counts for anything in the bridge draw fight between the county court and the federal officers, it is pointed out that the county officials should win easily in the contest. The mail of County Judge Croston daily also received their cheering and Hart each day contain personal expressions in their favor. Booster and improvement clubs have endorsed their stand. Business houses have taken votes among their employees and sent the result which is almost entirely unanimous in favor of the court. Word came daily from other cities, wishing the county victory. Letters have been received even from persons outside the state.

The members of the county board are under the criminal charge of violating the federal regulation governing the closing of draw bridges on navigable streams. They were recently arrested, and their case is now pending in the federal court. They were released on their own recognizance.

In view of this volume of correspondence and general interest, the county court yesterday afternoon decided to make a public acknowledgment of this feeling. Robert Shaw, clerk of this court, has answered many letters and expressions, but the court adopted a resolution authorizing the following statement:

"Owing to the great number of citizens, organizations, clubs, and associations that have expressed their commendation of the stand taken by the county court with reference to closing the draw, and the many kind and generous offers of assistance and assurance of good-will in our threatened prosecution by the government, we take this method of expressing our sincere thanks to all, and to assure them that we appreciate this support, realizing that it is only by the combined effort of all organizations and citizens that we can hope to be successful in bringing about a reasonable regulation of the draw bridge question."

D. J. CLEETON, County Judge, W. L. LIGHTNER, D. V. HART, County Commissioners.

U. S. ENGINEERS BEAR CASKET OF CO-WORKER

The funeral of the late Alfred Downing, who was for over 20 years employed by the United States Engineer's office in this city, was held from the undertaking parlors of Finley & Son yesterday. Interment was at Lone Fir cemetery.

Mr. Downing died at Salem Thursday at the age of 62 years. He was born in England and came to this country in 1872, landing at New York. Subsequently he moved to Oregon. His wife passed away several months ago.

The pallbearers, all of whom were from the United States engineer's office in this city, were: J. T. Polhemus, Robert Warrack, A. H. Hedley, H. K. Finch, J. F. Bauman and J. F. O'Connor. The officiating clergyman was Rev. H. R. Talbott. Mr. and Mrs. E. J. Coffey, nephew and niece, respectively, of the deceased, attended the funeral.

Surviving Mr. Downing are two sons: A. E., a millman of this city, and Charles, a newspaper man of New York, who was formerly connected with newspaper work in this city.

Among the floral offerings was one from the former co-workers of Mr. Downing here.

NEW PASSENGER LINE INAUGURATED ON PACIFIC APRIL 20

Balfour, Guthrie & Co. to Join With British Concern; Fifty Vessels to Be Operated in Transocean Trade.

(Special Dispatch to The Journal.) San Francisco, March 11.—Trans-Atlantic shipping and steamship companies are already preparing to enter the Pacific through the Panama canal and to make San Francisco their chief western port, and within a month the first of the fleets will be under steam bound for San Francisco Bay.

The Harrison line, a British company operating a fleet of 50 vessels, will on April 2 inaugurate a line of 10,000 ton, 12 knot steamers in connection with Balfour, Guthrie & Co. On that date the steamship Centurion will start from Antwerp with its ultimate destination San Francisco. The Centurion will sail from Glasgow about April 7, Liverpool, April 15, and Swansea, Wales, April 20, arriving in San Francisco about June 20. San Pedro, Portland, Tacoma, Seattle, Victoria and Vancouver will also be ports of call.

Thirty Day Schedule. The Harrison line steamers will operate on a 30 day schedule, and will make the run from England around the horn to California in 60 days. This line will supplant the Balfour line now being operated between San Francisco and Liverpool and Glasgow on a 60 day schedule and a 75 day run. The Centurion will be followed within 30 days by a ship of like speed and tonnage. This express service will continue to the opening of the Panama canal, when a fortnightly service will be installed and the vessels will make a 30 day run between San Francisco and Liverpool. A feature of the new line is the low rate of insurance which will obtain and the regularity of the service.

The shipping company has established branch offices at Los Angeles, Portland, Tacoma, Seattle and Vancouver to handle the shipping business which will be developed. The leading brokers in Europe are to be Prentice, Service & Henderson, Glasgow; Richard Bulman & Co., Liverpool, and Jones & Co., Antwerp.

Build New Vessels. New vessels are now being built on the Clyde to meet the development of the Pacific trade. The advent of the Harrison line into the Pacific is one of the signs of the passing of the sailing ship.

The sailing vessel made a five months' voyage between San Francisco and the British ports, while the 13 knot steamers will make the journey in 60 days.

The Harrison line now operates from Glasgow to Atlantic ports of North and South America, the West Indies and the Gulf of Mexico and East Indian ports via the Suez canal.

According to men who are informed on the shipping situation at the coming of the Harrison line to San Francisco is the beginning of a general Pacific movement. Within a few months it is expected that agents for the Cunard, the Hamburg-American, the North German Lloyd and the White Star lines will be in San Francisco to prepare for the coming of their vessels in the freight and passenger trade after the Panama canal is opened.

Charles Schwab, owner of the Union Iron works, which now holds Hunter's Point, is making a general statement, saying that there will be an extensive system of docks established at Hunter's Point to accommodate the increased shipping which will come to San Francisco with the opening of the Panama canal.

SAYS REVOLUTION IS REAL THING

"Conditions in Mexico are much worse than the press dispatches would lead one to believe," said E. M. Gephart, of Dayton, Ohio, who is in Oklahoma, saying that there will be an extensive system of docks established at Hunter's Point to accommodate the increased shipping which will come to San Francisco with the opening of the Panama canal.

"My wife and I left for the City of Mexico last winter," said Mr. Gephart. "We had heard a lot of the revolution, but thought it amounted to little. We found the Diaz government had set to cope with the trouble that was springing up on all sides, and business conditions in the country, so far as Americans and other foreigners are concerned, at a standstill."

"I sent my wife into the states again, and remained to arrange some business affairs myself, so that I gained a fairly good idea of what is taking place there. The northern part of the country is all in armed rebellion against the Diaz government, and the rest of the country is in such a state of unrest that it is hard to say what turn affairs will take next. To attempt to minimize the serious character of the rebellion is foolish, I believe. The rebels are not a few marauding bands of bandits, but have a very considerable part of the country with them."

"American enterprises, which mean, broadly, mining and railroads, insofar as northern Mexico is concerned, have been hard hit by the revolution, and all Americans are losing money by it. The worst of it is that from the outlook while I was there, these conditions seem bound to continue for some time to come."

Mr. Gephart was unable to say what the effect of the American demonstration along the border would be upon the conditions in Mexico further than that it would stop filibustering across the line, and in that way cut off one source of aid to the insurgents.

H. D. JUDSON, C. B. & Q. MAN, IS DEAD

News of the death of H. D. Judson, general superintendent of the C. B. & Q. railroad, was received last evening by his son, Howard Judson, who is in the employ of the Pacific Bridge company of this city. Mr. Judson died at Rockport, Texas, while en route to Mexico. His death resulted from acute indigestion. Howard Judson will leave for the East today, to attend his father's funeral.

BAYOCEAN'S KEEL LAID FOR ERDA AT SUPPLY YARD

Work on New Passenger Boat for Portland-Tillamook Run Starts; To Be Speediest on the Coast.

The keel of the largest passenger boat to be built in Portland shipyards for some time past was laid at the Supply yards yesterday, it being that of the Bayocean, which is to be ready for service between Portland and Tillamook by June 1.

The timbers which compose the keel of the boat are three in number, one of them being 60 feet long and the other two 40 feet and 38 feet, but they are scarfed so that the length is brought down to 112 feet. The keelson, which will be laid next, is composed of three pieces of timber 60 feet, 48 feet and 32 feet long. From now on the work on the boat is expected to progress rapidly, as it will be necessary to rush it because of the fact that less than three months remain in which to complete the craft.

The Bayocean is to be a passenger yacht type of boat with gasoline engines as the motive power and she will be provided with triple propellers. It is estimated that she will be the speediest craft of her kind on the coast and under ordinary circumstances she is expected to make the run between Portland and Tillamook in less than an hour without being crowded in the least. Her engines will develop nearly 500 horsepower and she will have accommodations for about 100 passengers.

When completed the Bayocean will be placed on a summer run between Portland and Tillamook by her owner, T. B. Potter, and will have an estimated speed and the fact that she will carry nothing but passengers she is expected to be particularly popular during the season. She is to cost about \$100,000.

OLSON & MAHONEY COMING

Steamer Will Tow Barge Amy Turner Up to River. At high tide yesterday afternoon the steamer M. F. Henderson towed the barge Gerard C. Tobey up from the lower harbor through the bridges to the Supply dock, where she will discharge 40,000 sacks of cement from San Francisco. She was drawing 24 feet but the Henderson had no difficulty in getting her from the main channel to the deep channel in front of the dock, although it was thought that that might be the case.

The next one of the Ocean Barge & Towing company's craft to come here with cement will be the Amy Turner, which will also have about 40,000 sacks aboard. It is expected that she will leave the Golden Gate in tow of the steamer Olson & Mahony, which will sail from there March 25 with cargo for this port, according to I. W. W. Brown, agent of the Olson & Mahony Steamship company here.

LOOK FOR RACE

Brush Expected Between Two Outward-bound Windjammers. The local waterfront is watching with interest to see whether the German ship Kilo which left down for Astoria yesterday morning, will get out to sea today, as if she does they are expecting an interesting race between that grain carrier and the British bark Invermay, which got to sea yesterday morning at 10 o'clock. Both windjammers are bound for the same port, for orders, and although the Britisher will have about a day's start, if the German gets out this morning, it is thought that the Kilo will have a good chance to get around the Horn and into Queenstown or Falmouth as soon as the Invermay.

CARLSON PROMOTED

Harbor Patrolman Is Made Sergeant of That Branch. H. L. Carlson, who has been acting sergeant of the harbor patrol, was made sergeant by the police commission Friday. Carlson has been on the police force for the last eight or nine years and during the last three and a half years has been doing duty on the waterfront. Until the harbor patrol was increased to its present force he was Harbormaster Speller's only assistant. Since that time he has been acting as the harbormaster's chief assistant.

MARINE NOTES.

Astoria, March 11.—Sailed at 7 a. m., steamer Casco, for San Francisco. Sailed at 8 a. m., steamer Alliance, for Coos Bay and Eureka; steamer W. S. Parker, for Monterey. Arrived down at 8:30 a. m., British steamer Suveric. Sailed at 8:30 a. m., steamer Johan Poulsen, for San Francisco. Arrived last night, gasoline sloop Condor, from Newport. Sailed last night, steamer Nehalem, for San Pedro. Sailed at 9 a. m., British bark Invermay, for Portland. Sailed for orders. Arrived at 3 p. m. and left up, steamer Elmora, from Tillamook.

San Francisco, March 11.—Arrived at 6 a. m., steamers Rose City and Roanoke, from Portland. Arrived at noon, steamer Bear, from San Pedro. Sailed, schooner Victoria, for Columbia river. Sailed at 7 last night, steamer F. S. Loop, for Portland.

Coos Bay, March 11.—Sailed, steamer Breakwater, for Portland. Tatoosh, March 11.—Passed out at noon, Norwegian steamer Skogstad, from Victoria, for Portland.

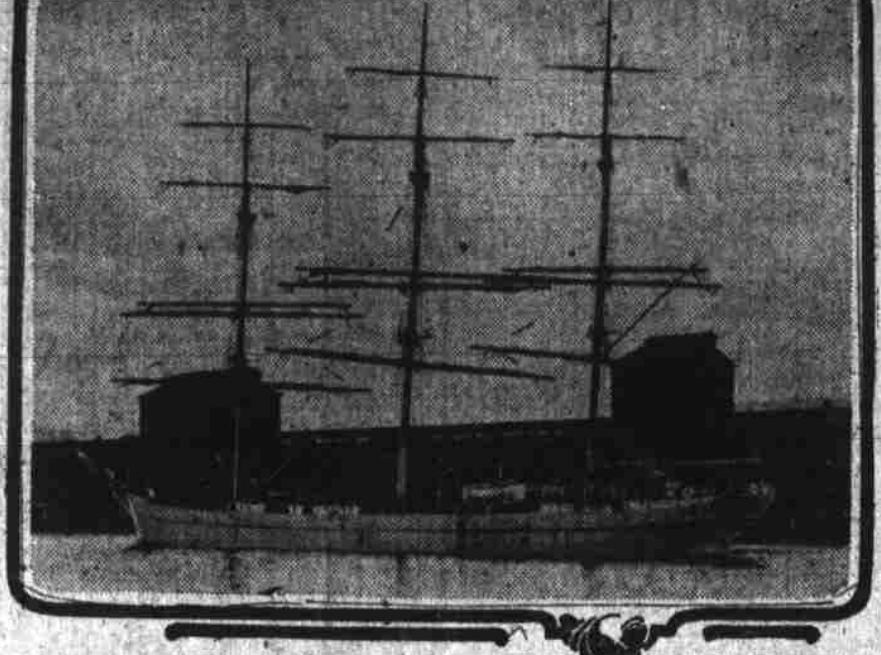
Point Lobos, March 11.—Passed at 1 p. m., steamer Shasta, from San Pedro, for Columbia river. Bandon, March 11.—Sailed yesterday, gasoline schooner Anvil, for Portland. Sailed at Astoria Sunday—High water, 11:05 a. m., 8.5 feet; low water, 5:23 a. m., 2.5 feet; 2:53 p. m., 0.4 feet.

ALONG THE WATERFRONT

To begin making repairs preparatory to going into the log-towing service for her new owners, the Monarch Lumber company, the steamer Charles R. Spencer came up to the dock at the foot of Main street yesterday morning. The United States Engineer's steamer Arago came in to the Supply shipyards yesterday afternoon to have new guards fitted. The old ones were badly mashed during her recent survey work at the mouth of the Columbia.

A barge painted green was recovered from in under the dock at the Portland Lumber company's mill by the harbor patrol yesterday morning. Two gangs will be put at work getting under the hold of the British bark Nalad at the Irving dock Monday

GERMAN SHIP KILO IS READY TO GO



The German ship Kilo, 1571 tons net, Captain Hammer, lying in the stream off the North Bank dock, awaiting her turn to go down the river. She has aboard 99,370 bushels of wheat, valued at \$82,500, and she was taken down the river to go to sea yesterday morning. Her cargo is being shipped by Kerr, Gifford & Co.

LOW RATES APPLY TO FAT STOCK FAIR

Show Should Be Popular; No Entry Fees Charged, Admittance Free.

All railroads entering Portland have granted a special rate of one and one-third fare from Oregon, Washington, Idaho and points in California north of Reedville to the Fat Stock Show that is to be held at the Union Stockyards in North Portland, March 20, 21 and 22. Tickets will be sold on the certificate plan and will be on sale March 16 to 22 with return limit of March 29 to 24.

The program as now outlined for the show will be very interesting as well as instructive, and judging from the interest taken by stockmen the attendance promises to be very large. Features that will add particularly in making the show popular are that in the first place it will not cost anything to enter stock and in the second place admittance will be free to the public. The show is not a money-making enterprise but is arranged to stimulate interest in the livestock industry.

The program as now outlined, follows: March 20, 1 p. m., students' judging contest; March 20, 4 p. m., lectures; March 21, 10 a. m., judging car lots cattle; March 21, 11 a. m., judging single steers; March 21, 1:30 p. m., judging car lots swine; March 21, 2 p. m., judging hogs in pens of five; March 21, 3 p. m., judging sheep, car lots; March 21, 4 p. m., judging sheep in pens of five; March 21, 4:30 p. m., judging wethers, single animals; March 22, 9:30 a. m., sale of fat cattle; March 22, 10 a. m., awards on killing contest announced; March 22, 11 a. m., judging draft horses in harness; March 22, 1 p. m., sale of registered cattle.

CHILD LABOR LAW AS STRICT AS EVER

The board of Child Labor commissioners was called together at the committee rooms of the Y. W. C. A. Friday for the first time since the amendment to the child labor law was enacted. The amendment makes no material change in the law, except to make its exactions slightly more rigid. The important feature was that the last legislature made an appropriation of \$5000 for the use of the commissioners, allowing a salary not to exceed \$1500 per annum, for the secretary. For eight years the members of the commission have worked without even expenses being allowed by the state, and, at times it has required, the entire time, and frequently the traveling expenses of the secretary.

The meeting was organized by the reelection of H. C. Kingler, chairman, who has served in that capacity since the commission was created eight years ago. Several applications were read for the place of secretary, and while each was carefully considered, the letter and spirit of the law made it incumbent upon the board to elect one of the members, and Mrs. Millie Trumbull was unanimously chosen. Mrs. Trumbull has also served as secretary since the law went into effect. It is understood that when the new law becomes effective in May, and the salary becomes available, Mrs. Trumbull will resign her position with the Board of Associated Charities. The commission will secure an office in some business block in a more central part of the city, where it may be easily reached by children who apply for permits to work.

Senator Chase's bill for the protection of minors will very materially aid the enforcement of the child labor law. The members of the Child Labor commission are H. G. Kundret, Stephen Smith, Millie R. Trumbull and Sarah A. Evans of Portland and Mrs. Turner Oliver of La Grande.

morning. She was brought up from the Linnart ballast dock yesterday morning. To take on canners supplies for Alaska, the bark Berlin will shift from the Pacific Coast coal bunkers to Albers dock Monday and the bark Levi G. Burgess, now loading lumber at Linnart, will come up for supplies about the middle of the week. Both ships will sail for Nushagak about April 1.

Carrying passengers and freight, the steamer Breakwater, Captain Magenn, is scheduled to arrive today from Coos Bay, and the steamer Sue H. Elmora, Captain Schrader, is due to arrive from Tillamook with passengers and freight. The old shaft having been removed from the steamer Lurline, she was towed from the Willamette Iron & Steel Works yesterday to the dock at the foot of Salmon street, where she will undergo an overhauling. She will go back to the steel works for a new shaft in about two weeks.

A grading outfit consisting of 30 horses and mules was brought from Deer Island on the steamer Joseph Kellogg yesterday. Scrapers and other machinery pertaining to a grading outfit were also included.

REDMOND'S FOURTH HAS DOUBLE VIRTUE

Redmond, which calls itself "the metropolis of central Oregon," is going to have a Fourth of July celebration for which it has sent out invitations printed in bright red, just the color of a firecracker. The Redmond Townsite company is backing the celebration. The invitations say the celebration will commemorate not only the freeing of the American people from the British yoke, but for the people of central Oregon long-looked-for freedom from isolation and an opening of resources and opportunities. Redmond is on the Dechutes and the Oregon Trunk railroads.

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WEALTHY WOMAN LOOKS AFTER JACK

Mrs. Russell Sage Gives \$25,000 for Home for Merchant Sailors in N. Y.

(Publishers Press Leased Wire.) New York, N. Y., March 11.—Two very different classes of workers will profit by a action announced today by two of America's richest women. Mrs. Russell Sage has given a preliminary \$25,000 to afford a proper home for the thousands of merchant seamen who ship from this port, and receive them from the crimp, the divekeeper and boarding house runner, who mainly look after Poor Jack when he is home.

Mrs. Sage will do this work through the Seaman's Friend society, which already has a home in this port. She has become