3 MORE VESSELS ARE TAKEN FOR LUMBER CARGOES

W. H. Talbot, Ariel and Luzon to Come to This Port; Talbot to Be First to Arrive in the Columbia.

Activity still continues to manifest itself as far as the sailing schooners are concerned, three more having been taken yesterday for offshore cargoes. They were the W. H. Talbot, Ariel and Luzon.

The first vessel to be taken for a cargo from the Columbia river for a nitrate port since last year was the schooner Luzon, 512 tons net. She has been fixed by Balfour, Guthrie & Co. for a cargo of lumber to a direct nitrate port at 52 shillings 6 pence. She is now at Valparaiso.

The schooner W. H. Talbot has been chartered by Comyn, Mackall & Co. for a cargo of lumber from Portland to New Zealand. She arrived February 20 at San Pedro with 900 piles from Eagle harbor for the Santa Fe.

With the option of going either to Mexico or the Hawaiian islands, the schooner Ariel has been chartered by the Charles Nelson company for a cargo of lumber from this port, Puget sound or Grays harbor. She received a rate of $5.50 for the voyage to Mexico or $6.75 for the Hawaiian islands. The Ariel, which sailed from the Columbia river with a lumber cargo on November 26, is now at Antofogasta.

NEW TRANSPORTATION CO.

Oregon City Concern Begins Business; Two Steamers to Make Run.

(Special to The Journal.)

Oregon City, Or., Feb. 22.—The Willamette Transportation company, which yesterday purchased the steamers Ruth and N. R. Lang, began business today. The steamers will run between this city and Portland, and will handle only freight until a public dock is established in this city. The government refused to allow the company to change the name of the Ruth, which was purchased from the O.-W. R. & N. company to Oregon City, so the officers of the company have decided to call it "The Ruth, Oregon City." R. J. Young has been named port captain of the company and Charles W. Evans is chief engineer. William Pierce Johnson is president of the company and Franklin T. Griffith is vice president. B. T. McBain, mill manager of the Willamette Pulp & Paper company, is secretary and manager. It is thought that the new service will give a greatly reduced freight rate between this city and Portland.

ALASKA SALMON FLEET

Ships Will Begin Getting Ready for Trip About March 1.

About March 1 ships of the Alaska salmon fleet from here and Astoria will begin repairing for their voyages to northern waters although they are not expected to sail for Alaska until early in April.

Supplies for the cannery points at Nushagak, Chignik and Kogglung are now being made ready and it is expected that within a week or so the stevedores will be putting supplies and material aboard the eight vessels of the fleet which will sail from the Columbia river. Nearly all of them will carry a supply of coal for the canneries and in addition to this and other supplies large amounts of piling will be carried by the vessels as it is necessary to rebuilt the docks every year because of their being carried out by the ice during the winter.

MARINE NOTES

Astoria, Or., Feb. 22.—Arrived at 9:15 and left up at 8 a. m.—Steamer Bear, from San Pedro and San Francisco.

San Diego, Feb. 21.—Arrived—Schooner Alvena, from Columbia river.

Astoria, Feb. 21.—Sailed at 11:30 a. m.—Steamer Claremont, for San Francisco; steamer Shasta, for San Pedro. Sailed at 1:30 p. m.—Steamer Breakwater, for Coos Bay. Arrived down at 11 p. m.—Steamer Beaver.

San Francisco, Feb. 21.—Sailed at 5 p. m.—Steamer Klamath, for Portland.

San Pedro, Feb. 21.—Arrived—Steamer Geo. W. Fenwick, from Columbia river; steamer Yosemite, from Portland. Sailed—Steamer Aurelia, for Columbia river.

Astoria, Or., Feb. 22.—Conditions at the mouth of the river at 8 a. m., obscured; wind south 24 miles; weather, raining.

Tides at Astoria Friday—High water, 3:55 a. m., 8.6 feet; 4:30 p. m., 6.7 feet. Low water, 10:24 a. m., 0.9 feet; 10:09 p. m., 2.4 feet.

LAND BOARD AFTER FAULTY LOANS

Carelessness in Handling Papers Cause of Trouble in Lincoln County.

(Salem Bureau of The Journal.)

Salem, Or., Feb. 22.—The state land board has been having considerable trouble in various parts of the state in straightening out the securities given for state loans. This is particularly true in Lincoln county where many of those who have taken out loans failed to deposit with the state land board's attorney in the county the necessary abstract of title for the property mortgaged.

Recently the land board appointed a new attorney to represent the board in Lincoln county, a woman. She has been having trouble getting the abstracts, many of those who had loans saying they paid the former land board attorney for an abstract and supposed one had been made.

One of the Lincoln county farmers wrote to the secretary of the board wanting to know what the stir was all about, and incidentally called the woman attorney an "old hen" whom he couldn't please.

"The board resents the tone of your letter relative to its attorney in Lincoln county," replied Clerk Brown of the board. "She is a lady in every sense of the word, and in notifying you relative to your abstract she only followed the instructions of the board.

"You can either forward your abstract to Miss Crahen at once, or send the full amount due on your loan to the state treasurer. It is immaterial to the board which you do."

MONTREAL BANK LOOT WENT TO FINANCE HAN REVOLUTION IN CHINA

Evidence Got by Detectives Leads to Belief That Chinese Either Committed Robbery of Branch or Engaged White Persons to Do It.

(United Press Leased Wire.)

Vancouver, B. C., Feb. 22.—It is reported that detectives working on the Bank of Montreal robbery at New Westminster, in which $380,000 was stolen, have followed sensational clues nearly to completion which point to the fact that most of the stolen money went to Chinese Republicans to finance the now successful revolution. The evidence already secured is said to be so convincing that there is little doubt but Chinese either did the robbery themselves or engaged white yegggmen.

Practically every discovery of money since the robbery has been connected with an oriental. Shipments of large sums of bills and coin are said to have been traced to orientals closely associated with the men whose trail the detectives have been following. It is also reported that some bills have been discovered in a Chinese city which was for a time rebel headquarters.

ALONG THE WATERFRONT

Orders have been issued for the towboat Ocklahama to bring the British ship Port Stanley up from the Linnton ballast dock this afternoon to Montgomery dock No. 2, where she will begin loading wheat for the United Kingdom.

The British steamer Suveric was shifted from the Portland Flouring Mills dock to the Albina dock at 3 o'clock yesterday afternoon.

With general freight from Tillamook, the steamer Sue H. Elmore, Captain Schrader, arrived at 5 o'clock yesterday afternoon.

Bound for Taku Bar and Chemulpo the British steamer Hazel Dollar left down the river from St. Johns yesterday afternoon at 5:30. She had aboard 3,451,077 feet of lumber, valued at $34,020.27 in addition to which she had 30,000 sacks of flour, valued at $26,250, and 625 cases of condensed milk.

A fine of $10 for each side for not having her name painted on the sides of her bow, which was assessed against the owners of the steamer F. B. Jones by Collector of Customs Malcolm, was reduced to $5 a side by the secretary of the treasury.

Charles R. McCormick of the Charles R. McCormick Lumber company arrived from San Francisco yesterday afternoon and is visiting the company's mills at St. Helens today. He confirmed the report that there would be a shipyard established there.

IMPROVEMENT BONDS OBLIGATION OF CITY?

The report recently circulated to the effect that the attorney general of the United States had ruled public improvement bonds of Portland not to be a direct obligation of the city and that for that reason these securities could not be accepted as collateral by the postal savings banks is incorrect.

It is true that the bonds are not being received as collateral, but the attorney general has made no ruling whatever, as yet. Eastern bonding companies raised the question as to whether the bonds are, or are not, a direct obligation of the city and the attorney general is now investigating the matter.

This much was ascertained by City Attorney Grant, who wrote to Washington for the information.

In a letter addressed to the attorney general today Mr. Grant asks that he be permitted to submit a brief on local improvement bonds before the federal official renders any decision on them.

"The city is vitally interested in the result of your investigation," reads Mr. Grant's letter, "as the bonds are now selling at large premiums and an adverse decision on your part would greatly depreciate these securities."

President Taft, the first Yale man to become chief executive of the nation, has the help in running the government of 15 Yale men who are members of the sixty-second congress, according to a canvass just made. Of these Yale men four are in the senate and 11 in the house of representatives.

Journal Want Ads bring results.