

## ORIENTAL STEAMERS

Between Portland and China and Japan.

START FROM HONG KONG MAY 1

To Be Derived From Direct and Ample Steamer Service Between This City and the Orient.

PORTLAND, March 29.—The Oregon Railway & Navigation Company has entered into a contract with Samuels & Co., of Yokohama, by which the latter will put on a steamship line between Portland and China and Japan, to be operated in connection with the O. R. & N. Co.'s lines. All of the papers have received the signatures of the parties in interest, and the line is assured. The first steamer is expected to leave Hong Kong May 1, and will leave Portland on the outbound trip June 1. Another steamer will leave Hong Kong June 1, making a monthly service between Portland and the Orient. All steamers will run via Yokohama, and during the winter months via Honolulu, taking the northern route, however, in summer. The vessels to be put on have a carrying capacity of from 3000 to 3500 tons each.

This line will supply a long-standing need of this city, which has been handicapped in its Oriental trade by not having a direct line to and from that market. The new line will afford ample service for the accommodation of Portland exporters and importer, and it offers an opportunity for them to show their desire to have this very important outlet for their products and inlet for their importations by confining their patronage exclusively to this line and promoting its interests in every way. The line will probably be known as the O. R. & N. steamship line, and will probably be operated much as the San Francisco steamers of that company at present.

It will be remembered that a few years ago the Upton line of ocean steamers plied between China and Japan and this port. No steamship line between this coast and the Orient can be successful unless operated in connection with a rail line, over which can be transported to and from Eastern and Central states a considerable portion of the cargoes carried by the steamers.

The Canadian Pacific's steamship line between Vancouver, B. C., and Japan and China, is operated in connection with the rail lines of that company, and the Northern Pacific steamship line between Tacoma and the Orient, while not owned by the Northern Pacific Railroad Company, is operated under a close traffic agreement with it, and has all the assistance the railroad company can render it.

The Upton line to Portland depended upon the Union Pacific for assistance. This it did not receive, and failed in consequence. The Union Pacific was under agreement with the Southern Pacific, which placed the latter road in position to dictate that all Oriental shipments should come via San Francisco, given to the Union Pacific from the Central Pacific at Ogden, and as a consequence the Upton line was unable to make traffic arrangements with the Union Pacific Company, which then operated the O. R. & N. line under lease.

The result was the Upton line was withdrawn, and the present Northern Pacific Steamship Company emerged from it with close connections at Tacoma with the Northern Pacific railroad.

When the O. R. & N. became divorced from the Union Pacific system and Receiver McNeill adopted his policy of rebuilding its business by many and radical changes, the re-establishment of an Oriental steamship line naturally suggested itself. A little later traffic ar-

rangements were entered into with the Great Northern Railway Company. This gives a thorough rail service, regardless of the action of the Union Pacific on the proposition, and, besides, the Great Northern was as anxious as the O. R. & N. for an Oriental steamship connection. That road has already tried to run a line between Seattle and the Orient in the interests of its line, but it had found it unprofitable, and had to abandon the idea, so it welcomed the prospect of the O. R. & N. joining hands with it for such a line from Portland.

The principle article of export from this coast to the Orient is flour, and Portland being the greatest of the supply markets for that product on the North Pacific coast, is naturally the best fitted for the initial American port of such a line, so far as location is concerned. In 1893 112,926 barrels of flour were exported from this city to China and Japan.

All of this went first either to Tacoma, Vancouver or San Francisco, and was then reloaded onto the Oriental steamers. The flour export has been greatly increased by the war between China and Japan, and it is reasonable to suppose that all of this staple leaving this port for those countries will be shipped via the new line from Portland when it is established, as it will thus save the unloading and loading onto the steamers now required at Tacoma and Vancouver. Besides the proportionate exportation of flour from here as compared with other ports may be expected to increase materially on account of the more direct service.

A large percentage of the flour shipments to the Orient at present comes from the mills located in the wheat-growing sections of Eastern Washington. A part of this is shipped via the O. R. & N. to Portland, and thence via the steamer Signal to Vancouver, where it is given to the Canadian Pacific Company's steamers, but the bulk takes the more direct route, via the Northern Pacific to Tacoma, thus saving the handling required in the extra loading and unloading on the Signal.

**A Great Conspiracy Brought to Light.**  
SAN FRANCISCO, March 29.—After many delays the internal revenue department has finally succeeded in landing one of the biggest gangs of counterfeiters that have operated in California since the days of the Boyd-Ciprico gang. That combination sold red certificates issued to the Chinese by the customhouse in China and reaped a fortune. Boyd ran away to Australia, came back and turned state's evidence against Ciprico, and afterwards shot himself. Ciprico was acquitted, Kip never came to trial and Whaley fled the country. Another of the gang died before his case was called. There were five conspirators in the Boyd-Ciprico gang, and there are five in the one just landed. Like its predecessor, it also dealt in fraudulent certificates.

The names of the men arrested are: H. L. Foss, freight clerk of the Oceanic Steamship Company's dock; James H. Sullivan, formerly deputy county clerk; Max Katzner, a new arrival from Victoria, and said to be the leading smuggler of Puget sound; Fernando D. Ciprico, the man who was tried and acquitted for complicity in the Boyd-Ciprico ring, and M. Greenwald, a brother of Louis Greenwald, the man now serving time in San Quentin for being mixed up in the operations of the Emerald smuggling ring. They are all charged with conspiracy in attempting to land Chinese in the United States by means of forged certificates.

The counterfeiters were caught in a room down town which had been a rendezvous, and in which many of their operations took place. The officers had to break in the door, and when they secured admission they found one man tearing up documents, while another was caught throwing a package of certificates out of the window, where they were caught by a waiting detective below. Marked photographs for certificates were seized and also seals, rubber

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## Counterfeits

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stamps and other paraphernalia used in counterfeiting.

All the members of the gang were landed in the county jail.

The band had already established agencies at Vancouver, Boise City, Helena, Lincoln, Denver, Chicago, Philadelphia, New York and Victoria, and had laid plans to do business, not only with the Chinese they intended to import, but with as many as possible of the 80,000 unregistered Chinese supposed to be in the United States. Estimating that they could have reached twenty per cent of the unregistered residents, or 16,000, they beheld the profit of their enterprise running far into the millions, and they believed that their fabulous profits would soon be enough to enable them to bribe officials, buy juries, influence politics and otherwise escape the penalties of their crimes.

Seven Chinese firms in this city were in partnership with the forgers, and they had agreed to take 15,000 of the certificates without much delay.

The band is supposed to have begun operations in Philadelphia, where there is a large paper factory and printing office, the proprietors of which are believed to have undertaken the contract of making the paper.

"Perhaps you would not think so, but a very large proportion of the diseases in New York comes from carelessness about catching cold," says Dr. Cyrus Edson. "It is such a simple thing and so common that very few people, unless it is a case of pneumonia, pay any attention to the cold. New York is one of the healthiest places on the Atlantic Coast and yet there are a great many cases of catarrh and consumption which have their origin in this neglect of the simplest precaution of every day life. The most sensible advice is, when you have one get rid of it as soon as possible. By all means do not neglect it." Dr. Edson does not tell you how to cure a cold but we will. It will relieve the lungs, aid expectoration, open the secretions and soon effect a permanent cure. 50 cent bottles for sale by Blakely & Houghton, druggists.

Exposure to rough weather, dampness, extreme cold, etc., is apt to bring on an attack of rheumatism or neuralgia; chapped hands and face, cracked lips and violent itching of the skin also owe their origin to cold weather. Dr. McLean's Volcanic Oil Liniment should be kept on hand at all times for immediate application when troubles of this nature appear. It is a sovereign remedy. 25c, 50c and \$1.00 per bottle.

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