

THE SIBERIAN TRADE

Russia Contemplating a Duty on American Products.

MAY GO INTO EFFECT JANUARY 1

Pacific Coast Exporters Would Be Affected—Delayed Grain Fleet Sails—Marine Notes.

Portland exporters who have been working up a line of trade with Siberia are somewhat concerned over the possibility of a much-taxed duty on American goods entering Russian territory will be enforced after January 1. This matter has been under discussion for several years, and periodical threats of its enforcement have been heard from time to time, but thus far no decided action has been taken. The probability of something being done is greater now than ever, on account of the new ports in the Pacific provinces being much better supplied with American goods than ever before. American lumber has been used in ties, bridges, and for other building purposes in connection with the great Siberian Railroad, Pacific Coast wheat, flour, oats and other products have also found a big market among the thousands of the czar's subjects who have swarmed into the ports of Vladivostok and Port Arthur and the surrounding country, which is being tapped by the great trans-Siberian Railroad.

The levying of this duty is a matter of deep concern to Portland, as well as to other ports on this coast, as it is from this port that most of the large shipments of lumber and flour have been forwarded, and already a start has been made in other lines. Exporters who are in touch with the situation are not disposed to discuss the matter very freely yet, and think that the issue will be again postponed, as it has in the past; but the fact that a number of hurry orders for flour have been received by parties who are supposed to be in very close touch with the ruling power in Vladivostok and Port Arthur, would indicate that there is more than usual cause for alarm at the present time. Russia has recently established a steamship line between Odessa and Vladivostok, and it is expected that if the duty is enforced, it will probably be with a view to shutting American lumber and flour out of the Siberian ports in order that the same commodities from the Black Sea will be given the preference.

BLOCKADE LIFTED.

Half a Dozen Grain Ships Get Away From Astoria Sunday and Monday.

Half a dozen of the delayed grain ships which have been held up at Astoria by the gales which have been raging off the coast got away in a bunch Sunday and Monday. The Crown, of England, W. J. Pirie and Dechmont left Sunday, and were followed yesterday by the Kilroy, Sirius and Conway. All of the fleet are bound for Queenstown or Plymouth for orders, and if the kind of weather is encountered, there will be some fast time made, as there are a number of clippers among them. The County of Edinburgh made one of the fastest runs on record between New York and Shanghai. The Kilroy about a year ago made the fastest run on record from Liverpool to Portland by way of Honolulu, and the W. J. Pirie is also a very fast ship. The other three are of the same type, and their performances to their credit, but will endeavor to keep close to the leaders. The German ships Philadelphia and Noida arrived yesterday, and the Dalmata and Albatros are still there ready for sea, but with favorable weather will probably cross out today. The Amiral Courbet left today yesterday. None of the rest of the fleet is near the finishing stage, except the Dechmont, which needs but 26 tons to complete her cargo.

LAKES TO LIVERPOOL.

Andrew Carnegie's Experimental Fleet en Route for Europe.

PITTSBURGH, Pa., Nov. 5.—Five vessels of Andrew Carnegie's new venture are expected to sail from Cincinnati, O., today, each loaded with 1000 tons of steel from Pittsburgh on Carnegie's own railroad, the Pittsburgh, Bessemer & Lake Erie. The vessels are loaded to the West draught, the greatest permitted in the Welland Canal. The vessels will each tow a barge loaded with 1500 tons of wood pulp, and will go through the canal to the St. Lawrence. At Montreal the wood pulp will be loaded on the steamers, which will then sail for Liverpool.

SALE OF STEAMSHIP LINE.

American Company to Be Bought by Steel & Wire Trust.

CHICAGO, Nov. 5.—The Tribune tomorrow will say: "The American Steel & Wire Company will buy the American Steamship Company, which is owned by John W. Galt and his business associates. The latter concern has a capital of \$3,000,000, and the steel & wire company is to pay \$15,000,000 for the stock. All the details of the deal have been settled. The steamship company was formed to operate a line of steamers which carry the product of the larger corporations in mines and mills. It has been in the control of the steel & wire interests since the company was formed."

Four Boats Building.

Four boats are being completed in East Side shipyards. In the old shipyard of Hale & Kern, south of East Clay street, the new tug for the Nehalem Lumber Company is about ready for launching, the engine having been set. The big lumber barge, under construction alongside for the same company, is well along. Both will be used by the Nehalem Lumber Company in the transportation of lumber, and are to be used for the same service. In the shipyard of Johnston, on East Water and East Madison streets, the handsome propeller for Jacob Kamm and others is nearing completion. The engine for this propeller have just been received from the East, and are on the dock, ready to be placed aboard. This steamer will be one of the finest of her class on the Willamette and Columbia rivers. Near where the steamer is building is the big barge for Hosford Bros. This barge is 130 feet long and very strongly constructed for carrying heavy loads.

Less Water at Independence.

INDEPENDENCE, Or., Nov. 5.—The river has commenced to fall at the rapid rate. At one time last week it reached the 12-foot mark. The steamer City of Eugene passed by the river Sunday evening, presumably after sailing.

Marine Notes.

The British ship Flory Cross has sailed from Victoria for Europe, with 1,235 cases of salmon.

The Norwegian Steamer Skarpno

went down to the four miles yesterday to take on a part of her outward cargo for the Orient.

The Lighthouse Department has issued a notice that line of gales has been driven south of the Sylvia de Grand Reef in Astoria harbor, and a white light will be shown there at night.

The British ship Leicester Castle arrived in Astoria Sunday, after a fast passage of 23 days from London. The excellent time made by this vessel would indicate that some of the other ships on

LIQUID FUEL FOR WARSHIPS

RESULT OF INVESTIGATION BY THE UNITED STATES.

Found to Possess Many Advantages Over Coal—Other Features of the Report.

WASHINGTON, Nov. 5.—The question of liquid fuel for warships, and in merchantmen, is one that is yearly receiving more serious attention with some to be meting with almost universal favor. An investigation as to the general acceptance of this form of fuel was made by the Bureau of Naval Intelligence, of the Navy Department, and the following report made:

"The great advantages to be derived by the use of liquid fuel have caused the principal maritime powers, by conducting their experiments in its use, both in their navies and merchant marine. For military reasons some of the powers have been less enthusiastic than others, while some have been satisfied to award medals. "Russia has been the most energetic, and apparently the most successful in experimenting with liquid fuel. She is interested beyond the immediate advantages of the success to these experiments, owing to her great supply of oil and scarcity of coal. Its use has increased to such an extent in that country during the last few years that it has caused a rise in price, and the demand is increasing more rapidly than the production. "The great advantages in the use of liquid fuel in the navy are the facility of handling and transportation, was often referred to by our officers during the late war as one of the possibilities of the future. The strain upon the officers and men was intense when coaling alongside ships at sea. Batteries had to be run on many ships, and in some cases guns dismantled, to clear the coilers. Frequently holes were made in them by the motion of the vessels coaling alongside, and guns were being knocked out of their carriages and thrown out of action. "Liquid fuel can be supplied with a very high flashing point, and can be contained in a tank, and the temperature of ignition depending upon the completeness of distillation. "The cost of using liquid fuel is greater than coal, both in railways and ships, but the advantages are such that it is used to a greater extent from year to year. In the Mediterranean, away from the vicinity of the wells, the cost is about twice that of coal, the advantage being outside the expense as used for naval purposes. "The United States produces an enormous supply of petroleum, but has not yet been able to utilize it for transportation for maritime purposes as some of the powers, probably owing to her great coal supply. Petroleum has been used as fuel on the locomotives of some railroads in the United States, the crude petroleum, substantially as it comes from the wells, being used. Experiments have also been carried on from time to time in torpedo-boats. "In Italy and Austria refuse of petroleum has been used. Italy, owing to her position and deficiency in coal, is peculiarly interested in the use of liquid fuel, and has been very active in experiments in this line. The Imperial Austrian navy has fitted great many of her battleships, cruisers, and torpedo-boats for its use. Up to the present time it is reported that about 20 battleships and cruisers have both been fitted with a mixture of petroleum and coal, and about 30 torpedo-boats to burn petroleum. "Germany, producing an insufficient supply of petroleum, has concentrated on experiments with a tar oil, called 'tar oil,' of which she has a greater supply, and has fitted some of her ships for burning liquid fuel and some for burning oil in mixed combustion. The Imperial Austrian navy is said to have some of her boilers altered to burn oil. The coal bunkers are to retain their former capacities, but part of the ship's double bottom will be used for its storage. "France has carried on many experiments with petroleum as fuel, in her ships rather than in her torpedo-boats, the use of petroleum and coal in mixed combustion. This system has been advocated by some of the powers for use instead of forced draft, as being less injurious to the boilers when great speed is suddenly required."

CECIL POSTS FOR FENCES.

Oregon Short Line Has Made Large Profits in Oregon.

The Oregon Short Line has just finished shipping 10,000 cedar posts from Portland to points on its line in Idaho, where the track is being fenced. The posts were gotten out in the vicinity of St. Helens and shipped to Lewiston, Col., and cost the company 75 cents each, at the terminal grounds here.

Cedar posts have come into general favor with both railroad companies and farmers in the West for the last fully years, where the ordinary fir post would rot out within eight days. Parties owning tracts of cedar in Oregon and Washington are being called to the attention of the Oregon Short Line and the price is liable to advance, according to a man well posted in the matter in Portland. "Cedar railroad ties also outlast those of any other wood, except oak," he said, "and where traffic is heavy, they are apt to become crushed under its weight sooner than the fir. The Astoria road, however, is preparing to replace a few thousand of its ties with cedar in the near future, by way of experiment. The Oregon Short Line will resume the shipment of cedar ties next Spring."

THIRD BURLINGTON MAIL TRAIN.

New Service Between Chicago and Washington.

The Burlington Sunday placed in service a third fast mail train from Chicago to the Missouri River. The new train leaves Chicago at 5:30 A. M. daily, arriving at Lincoln, Neb., at 12 P. M. the same day, then connecting with the Burlington's St. Louis-Portland express for the Northwest. Unlike the Burlington's two other fast mail trains, the new train will carry passengers.

A considerable portion of the mail for Butte, Helena, Spokane, Seattle, Tacoma and other points on the Northern Pacific westward will now be carried by the Burlington route from Chicago via Lincoln to Billings, Mont., and thence westward over the Northern Pacific Railroad.

In connection with the establishment of the new train, it is interesting to note the growth of the Burlington's mail traffic. In 1884, the first fast mail train, small for the West left Chicago for the Burlington. It was composed of one mail and one baggage car. The demands of the Pacific Department increased until a second exclusive mail train was necessary. This the Burlington placed in service January 2, 1889. With the addition of the third west-bound mail train, the Burlington will be carrying mail for the Government to the Missouri River every 24 hours.

Twelve times since the inauguration of the Burlington mail train, the United States Government has asked this railroad to shorten its time between Chicago and Council Bluffs. Every time has the Burlington completed the request. The run is now made in 18 hours and 25 minutes, the fastest fast mail train in America runs over the Burlington.

Progress of B. B. & C. Extension.

The contract for the first 12 miles of the Bellingham Bay & British Columbia extension, from Sumas to Kendall Creek, has been completed by Contractor Fairbrother, who has just completed work on the five miles between Kendall and Maple Creek. The engineers are now at work on the final estimates.

All the grading and the culverts are completed on the first division, and but a few of the large bridges remain to be finished. In Sear Creek Canyon there will be one bridge 75 feet high and 30 feet wide. The stone abutments for a stone bridge have just been finished, and the span will be placed in position. The low-water bridge is now ready for the rails whenever they arrive. The upper section is about three-fourths finished.

Omaha's Union Passenger Station.

The passenger department of the Union Pacific has issued a copyrighted souvenir of the union passenger station at Omaha in the form of a handsomely illustrated pamphlet. The frontispiece is a photograph of the station, showing the building, looking toward the business center from the High School grounds. The features of the station are attractively illustrated and described in 32 neat pages. The structure is noted for its beauty and obvious convenience. Eight railroads use the station—the Union Pacific, the Chicago, Milwaukee & St. Paul, the Chicago & North Western, the Chicago, Rock Island & Pacific, the Illinois Central, the Missouri Pacific, the Omaha & St. Louis and the Sioux City & Pacific.

Work on East Taylor Street—Other Matters.

The contractors have begun work on the improvement of East Taylor street, which will be fully improved from East Sixteenth to East Twenty-fourth street, Sunnyside. There will be a considerable fill between East Sixteenth and East Eighteenth, and the contractors for a portion of the street are already laying a concrete curb on East Twenty-sixth street to this depression which is to be filled. This tramway will permit the fill to be made very rapidly. This is in accordance with the city ordinance regarding hills. East Taylor improvement is one of the most important street improvements under way on the East Side. It cuts through the blocks between Belmont street and Hawthorne avenue, and will furnish an outlet for a well-settled district. It will also divide up the travel that now uses Belmont street exclusively. The street will be graded full width, and will be first class in every respect. The best of material will be used, laid in courses and solidly rolled.

Settlers' Rates Extended.

Both the northern lines have concluded to extend the privilege of the new settlers' rates to intermediate points; that is, making them available from points Minnesota and North Dakota, from which the rates to the West would be by the tariff greater than the new settlers' rate. When the settlers' rates were first set, the Republic and Northern Pacific secured the necessary authority to build across the Colville Indian reservation.

Chinese Celebrate.

There was begun early this morning the annual demonstration in the Chinese city with fireworks and incantations, designed to drive out all kinds and classes of devils that are supposed by the Chinese to infest their habitations. Being a holiday, the celebration was viewed with favor by many white visitors who witnessed the picturesque sights in Chinatown. The work of exorcising the devil and honoring the Chinese gods will be continued for several days.

Change of Polling-Places.

In the published list of polling-places for the Eighth Ward, polling-place 27 is placed in Kern's building, East Twenty-sixth and Second Line road. It should be East Twenty-sixth and Second Line road. Also polling-place 28 in the 21st Ward has been changed from 22 Grand avenue to 101 Grand avenue. In the room formerly occupied by Markell.

His Condition Critical.

E. Sanders, an old soldier of the Civil War, whose left hand was amputated at the wrist at St. Vincent's Hospital last week, is in a critical condition, although yesterday he was thought to be somewhat improved. Sunday he was at bed with a fever, which is quite serious. Mr. Sanders is about 57 years of age.

Slashed His Hand.

J. Hawkins, of Clackamas, is in the city having his left hand treated for a serious injury received in the machine work of a cutter Sunday evening. He held a big sharp knife in his right hand, and the meat above his left hand, in some way the knife slipped and he was cut across the wrist. It was a serious cut, and bled profusely. The hand is still swollen, and there is much pain. Mr. Hawkins is hopeful that he will recover and have a serviceable hand.

Phillipian Chastoms Receipts.

WASHINGTON, Nov. 5.—The War Department today made public the following from Judge Tamm, president of the Phillipian Commission:

"Manila, Nov. 4.—Root, Washington—October customs, \$1,885,000 (Mexican); increased to \$2,000,000; total revenue, \$2,300,000; breaks record."

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RESULTS OF ARMOR TESTS

REPORT OF NAVAL BUREAU OF THE SUBJECT.

Superiority of the Krupp Process Established—Question of the Projectile Also Investigated.

WASHINGTON, Nov. 1.—The annual report of the Bureau of Naval Intelligence, of the Navy Department, discusses briefly the results of armor tests, and the contract requirements of various nations. In speaking of armor, the report says:

"The armor trials that have taken place have still further established the superiority of the Krupp process. Firing trials have shown that Krupp armor of 30 to 35 per cent more resistance to the attack of armor-piercing shell than hardened armor, and in consequence it has been adopted by England, Germany, France, Russia, Japan and several of the smaller powers. "Certain features of the Krupp process are secret, and the secret is well kept, though in many cases it is known to Captain Orde-Brown, the process 'consists mainly in the use of chromium to such an extent that great brittleness and hardness might be expected. Sudden cooling is carried out in such a way as might be expected to ruin the metal, but the result is great toughness. It must be understood, however, that nickel is also used, and nickel has long been known to give toughness in a remarkable degree. "English, American and French armor makers have acquired the right from Krupp to use this process, paying a large sum for the same, and in addition a royalty of from 40 to 80 on every ton manufactured. In connection with a comparison of Krupp armor made by different firms, the captain says that it 'is no doubt subject to variation, and since it has been adopted in this country (England) each maker has improved and modified it.' It is a notable fact that armor made by Krupp has long been known to give toughness in a remarkable degree. "The great increase in the resisting power of Krupp has made it possible to obtain the same protection by a reduced thickness of metal; and, in consequence of the total weight of armor in a vessel of given tonnage remains the same, the protection can be spread over a much greater area without an increase in her displacement. "As it is for obvious reasons more important to know the resisting power of the armor that is being carried by foreign battleships than the place of its manufacture, the following data concerning recent firing trials are given under the name of the country owning the vessels, rather than that of the kind of armor or maker. As far as practicable the test requirements are given in the manner in which the plates were set up, and the formula regulating the striking velocities are given."

MR. HAMMOND'S CONTENTION

Everything Else Will Be Waived for Sake of the "Common Point."

PORTLAND, Nov. 5.—(To the Editor.)—Your editorial in today's issue of the Oregonian discussing the proposed extension of common rates to the mouth of the Columbia River, while conceding much, shows that in some important particulars you have not understood my contention. I maintain that Oregon will be benefited if common rates be extended by all the transcontinental roads to secure delivery at the mouth of the Columbia River, but I do not contend that the O. R. & N. Co. must use the Astoria road between Portland and Astoria in preference to delivering its freight to the contrary, you will find that in my letter published in The Sunday Oregonian, I make the following statement regarding Mr. Mellett's interview: "There is nothing in his remarks that would prevent delivery to Astoria by water, if desired." I concede the right to the O. R. & N. Co., and all other transcontinental companies, to use any line, either water or rail, that they may prefer.

COMING ATTRACTIONS.

Hoyt's "A Stranger in New York."

The presentation in the city of Hoyt's "A Stranger in New York" is announced for next Friday and Saturday evenings and Sunday matinee at the Metropolitan Grand. The piece last season enjoyed a long run in New York, both at the Garrick and at Hoyt's Madison-Square Theater, and has just returned from London, England, where it was presented at the Duke of York's Theater, scoring a most emphatic hit. This, the best work of Charles Hoyt, who is so well known to afford this popular delineator of American humor more than ordinary opportunities for displaying his remarkable versatility, and treats of a stranger in a strange land, who, in the speeded life of the metropolis, is taken against all odds of things, even the French ball, and his rusty corners are supposed to be knocked off, and he receives marked attention from everybody he comes in contact with. The piece will be presented here under the personal direction of Mr. Hoyt.

Professor Barnes' Dogs and Ponies.

The Metropolitan Theater will present a novel attraction next Friday and Saturday matinee and night in Professor Barnes' trained dog and pony show. Dogs and ponies are featured in the show. It is one of the most unique entertainments ever offered in Portland. There are 15 dogs, there is a complete street parade will be given Friday at noon.

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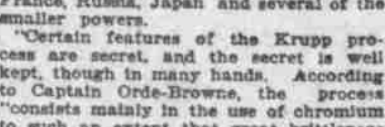
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