

TWO MORE MARCH SHIPS

REACH THE UNITED KINGDOM FROM PORTLAND

The Brunhansen and the Queen Victoria—Made Voyages of 126 and 142 Days Respectively.

Two other March ships from Portland reached Europe yesterday, the Brunhansen and the Queen Victoria. The former arrived at Queenstown yesterday, and the other was sighted off Prawl's Point. These make four March ships from Portland which have reached England. The last two took their time, and did not attempt any record. The Queen Victoria reached her native shore after a comfortable voyage of 142 days, and the Brunhansen occupied 126 days in the journey to Queenstown. Both are moderate-sized vessels, the former being under the command of 1317 tons. The Brunhansen took from this port 77,500 bushels of wheat, and the Queen Victoria 56,162. The Queen Victoria left the Columbia about two weeks ahead of the other ship, for the west. Thus, while four of Portland's March ships have arrived out, Puget Sound's March fleet of six vessels, with its drag of barnacles, is yet to be heard from.

HARBOR IS BUSY.

Seven Grain Vessels and Two Lumber Ships in Port.

The harbor is very busy for this time of year. Eight ships are here, and another, the Polalloch, is at Astoria. All are large carriers. Besides the two big steamships, the Thyra and the Stratlythe, there are seven grain vessels in port as follows:

Table listing ship names and tonnage: Dumfrieshire 2483, Polalloch 2254, Galgatie 2254, Polalloch 2254, Hilston 1998, Argus 1543.

The Thyra and the Stratlythe are busy receiving cargo. The latter is at the Penneyer mill in South Portland. The lumber for its cargo is being treated with creosote, a process which is a slow one, and which will probably delay the departure of the steamer. It was hoped that the ship might have 4000,000 feet of lumber, but it is not probable that she can accommodate that much, owing to the length of the timbers. The Thyra, which has less tonnage, may bear away a cargo of a more convenient length, and the space they occupy is more economically used.

This full fleet of ships will be further increased before the end of the week by the steamer Indravell, the O. R. & N. vessel due from the Orient, and by the steamer Adato, which will be loaded by the Pacific Export Lumber Company. Her cargo is expected to arrive, among them the Babloch, which has been overdue for a month.

HILSTON AND GALGATIE HERE.

Former Has a Cargo of Cement—The Latter a Frequent Visitor.

The British ships Hilston and Galgatie arrived from Astoria yesterday, in tow of the R. R. Thompson. The vessels are good sailers, and after their barnacles have been sloughed off by the fresh water of the Willamette, the ships will be very much improved in speed. The Galgatie is the ship which last year made the run from Hong Kong to Portland in 10 days, its recent trip from Callao occupied 10 days, which shows that she did little loitering on the way. She is in ballast, and is at the Irving dock. This is the fourth visit to Portland in 10 days, in four years. The vessel left here in October, 1897, for the United Kingdom, in February, 1898, and in June, 1900. The last voyage from Portland was made in 19 days, and the one before that in 15 days. The ship's cargo in 1897 consisted of 130,325 bushels of grain, and in 1898 of 131,646 bushels. She is consigned to G. W. McNear, and will, therefore, be loaded by the Northwest Warehouse Company. The Dumfrieshire will probably be the first vessel dispatched by that company this season, and the Galgatie the second.

SHIP CANAL PROJECT.

Greater New York Association Strongly Against It.

NEW YORK, July 24.—Strong opposition to the ship canal project was expressed at a meeting yesterday of the subcommittee of the Greater New York Canal Association and the Canal Committee Exchange. The purpose of the conference was to carry on the report of the deep waterway commission on the ship canal proposition. After a prolonged discussion of the subject it was unanimously decided to continue the campaign for the improvement of the waterway by the ways by the state along the lines already mapped out.

According to the statement of the chairman of the meeting, Mr. Henry D. Hebert, the sentiment of the conference was unanimously against the ship canal proposition. Principal among the reasons for this opposition, Mr. Hebert said, was the feeling that there is no certainty that New York would ever abandon her canals, or, in other words, turn them over to the National Government as was proposed, according to the commission's report, before the Government would undertake the construction of a ship canal. Mr. Hebert said that serious doubts were entertained as to whether the deep-waterway proposition could be carried out.

Opposition to the Union Scale.

The new seamen's wage scale promulgated by the union is receiving opposition at Puget Sound. The following is taken from a Tacoma paper:

"A tug was expected during the night to tow the ship John A. Briggs, Captain Balch, to Seattle, where she will endeavor to get crew. The Briggs has aboard a cargo of coal for San Francisco. Sunday she shipped a union crew, but they deserted because the master declined to meet the new wage scale of \$50 for the run to San Francisco."

Steanship on Fire.

A steamer was supposed to fire on one of the passenger steamers running to Alaska is brought by the steamer Neil, says a Victoria paper. Her master says that 10 days ago, when the Neil was lying off the creek near Port Simpson, waiting to get in to the Georgetown mill, he saw a large steamer, with tall spars, like an Alaskan steamer, steaming on from the deep-waterway island. Now and again the smoke obliterated

FEATURES FOR CARNIVAL

MANY PRIZES OFFERED FOR MILITARY COMPETITION.

Athletic Programme Includes Field Meet, Football by Electric Light and Other Events.

The Portland Carnival this fall will have features never before seen here. The various programmes submitted to the executive committee for approval are bewildering in their magnitude and novelty. At the meeting last evening the events for military week and a synopsis of athletic attractions were submitted.

The transportation companies have made concessions more liberal than ever before, as round-trip tickets good for a whole week may be had for 1-1/2 the regular fare. Heretofore round-trip tickets to such fetes have been good for only two or three days.

The programme of the Carnival will be the military maneuvers. This will be one of the greatest military tournaments ever seen on the Pacific Coast, and will be properly commensurate with the occasion. The Military Board of General Arrangements to co-operate with the Carnival Association will be: Adjutant-General C. U. Stantenben; Lieutenant-Colonel R. G. J. Third Regiment, Co. N. G. Captain R. E. Davis, Naval Reserve. The programme follows:

Wednesday, September 25.

Light battery drill between Battery A, O. N. G., and Battery —, U. S. A., showing the battery drill on the parade ground, each battery to have four pieces, with the proper mounts of four horses each, with the necessary equipment of the battery.

Batteries should not enter with less than 40 commissioned and non-commissioned officers and men. They will give a full exhibition of firing fields, artillery, etc., in accordance with the United States regulations. The first prize will be \$125; second, \$75.

Thursday, September 26.

An exhibition of a regiment pitching and breaking camp, with marching order, will be given by the military committee. Batteries should not enter with less than 40 commissioned and non-commissioned officers and men. They will give a full exhibition of firing fields, artillery, etc., in accordance with the United States regulations. The first prize will be \$125; second, \$75.

Friday, September 27.

Drill by battalions, each to consist of three companies, of three commissioned officers, a right and left guide, and 22 men, with file-closets, and to drill with not less than three companies of 20 men each. Companies outside of the Third Regiment will be permitted to form a battalion of their own and select commanding officers. First prize, \$125; second, \$75; third, \$50.

Saturday, September 28.

Competitive drill between companies from all parts of the Pacific Coast, each to consist, when entered, of three companies of 20 men each, with file-closets, 22 men and the necessary file-closets must enter. First prize, \$125; second, \$100; third, \$75.

Monday, September 30.

An exhibition cavalry or troop drill and competition between troops of the Northwest. At least two troops of 20 men each, with file-closets, 22 men and the necessary file-closets must enter. First prize, \$125; second, \$100; third, \$75.

Naval Exhibitions.

Naval exhibitions will be held at sections of the Naval Reserve. First prize, \$200; second, \$150.

Squad drill of infantry, with at least eight men and non-commissioned officers to constitute a squad. First prize, \$125; second, \$100; third, \$75.

The third exhibition will be for individual drill in the manual of arms, open to all comers. First prize, \$40; second, \$20; third, \$10.

The committee will make rules and regulations governing all entries, as well as recommendations to the Carnival committee as regards the military committee, and the Board of Appeals. The decision of the Board of Appeals will be final. This statement is, of course, subject to change by the general military committee, approved by the Carnival committee.

All prizes will be cash. Each entry must be made at a specified date. The Carnival committee will receive all entries, and will operate as far as possible in regard to transportation and subsistence. Prompt replies and active work are necessary to carry this matter to a successful issue. The committee feels that it has made the largest allowance ever given for a military tournament.

Prizes made available for the military committee.

Basket-ball—Game between women teams of the Turn Verein and Y. M. C. A.

General athletic night—Tumbling, bar work and difficult feats, juggling, comic and croquet, tennis, match, boxing, club-swinging.

Children's exhibition—Drill of hundreds of children by calcium lights, under direction of Professor Robert Krohn.

WILL HOLD PRAYER MEETING

Epworth League Rallies Abandoned on Account of Dr. Gue's Death.

Owing to the death of Rev. George W. Gue, D. D., pastor of the Epworth Methodist Church, the Epworth League rally, which was announced to take place in this church this evening, will not be held. The general committee of arrangements, W. R. Insley, Jr., N. C. Humphrey, J. L. Wells and J. B. Easter, decided yesterday that this was the best course to take under the circumstances.

Important Work Cut Out.

The Clinton Kelly Sub-board, which meets in the room of the Twenty-ninth and Powell streets, will work to secure free mail delivery for that portion of the city; also to get Powell street repaved. East Twenty-ninth street improved from Hawthorne avenue to Outram street, will ask the School Board to improve the Clinton Kelly school grounds, and will also co-operate with the other sub-boards for roads and general improvements. At the meeting held Tuesday evening, W. W. Bretherton presiding and officers will be elected next Tuesday evening, when a large attendance is expected.

Change in Leaving Time.

The O. R. & N. Co.'s steamer T. J. Potter will leave Ash-street dock Saturday, July 27, at 10 A. M., instead of 1:30 P. M., as previously announced.

SUFFOCATED BY SMOKE

OCCUPANT OF A LODGING-HOUSE MEETS DEATH.

Two Fires in a Second-Hand Store on Burnside Street in One Day—Other Lodgers Escaped.

In the second of two fires which broke out yesterday at E. Wolf's second-hand store, 231 Burnside street, Fritz Fluiger, 23 year old, who was asleep in a room above the burning store, was suffocated. The fire is supposed to have been of incendiary origin. The loss to property is about \$1000. Wolf carries fire insurance.

Wolf's store is under the Burnside lodging-house, which is conducted by John McEntee and where there is accommodation for 75 roomers. The first blaze took place at 7 o'clock, when Mrs. Wolf, according to a story she told to a Gregonian reporter, accidentally dropped the lamp she was carrying. She was standing on a chair, trying to light a gasoline hanging lamp above her, when she lost her balance, fell off the chair and the lamp fell on the floor. Mrs. Wolf was upstairs sleeping at the time. She was standing on a chair, trying to light a gasoline hanging lamp above her, when she lost her balance, fell off the chair and the lamp fell on the floor.

When the blaze was extinguished the firemen were able to find Mrs. Wolf's body in a room above the burning store. She was found dead, and the cause of death was asphyxiation by smoke. The fire was extinguished in about 10 minutes.

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UNDISCOVERABLE LAND.

City Officials Weary With Wrestling Over a Two-Foot Strip.

The Council and city officials are weary of considering the quandary as to what has become of a surplus two-foot strip of land which existed in a block on the eastern boundary of Albina where East Seventh street now runs. This street, which is the dividing line between Albina and Irvington was improved some time ago, and one of the property owners on the Albina side of it refused to pay his assessment, alleging that there was no strip of land on his side of the street, though there was nothing to show that there was any such strip there.

There was once an unknown two-foot strip in a block, and as no one can find where it is, it was held that it must be between the lot and the street. The city engineer had the ground surveyed, and the police went to the room upstairs, and after a hasty examination thought that all the lodgers had escaped. But one room, No. 11, occupied by Fritz Fluiger, was observed to be locked. This room was directly above the burning store. There is no window in this room, and in the northern wall is a glass door, which leads into a room occupied by a man named Robinson. The latter had escaped all the time, and the proprietor of the lodging-house, became alarmed, and he sent for Special Officer Hoare. With the latter's assistance, and that of John Francis and Charles Roberts, the door was forced open, and the lodger was found in bed, smothered in his sleep. The room was full of smoke at the time. Dr. Buck was sent for, as the police hoped that the man might be still remaining, but Dr. Buck said that the man had been dead for some little time.

Fluiger was employed as a blacksmith at Frank Lang's shop, Second and Salmon streets, and had roomed with McEntee for about one year. He was unmarried. He was a tall, powerfully built man. The body was taken to the morgue.

Policemen Gibson and Bailey were ordered to take Wolf's wife to the police station, where the Wolfs were subjected to a long and searching examination by Police Captain Moore. Mrs. Wolf told her story substantially as she had previously told it. She said that she knew that the fire had started, but she was away all the time, and she did not know that the fire had started until she arrived home, where they have free music. I am now most entirely well, and do all my work manages the store."

PERSONAL MENTION.

Miss C. E. Warren, a teacher of the Astoria High School, is visiting friends in Portland.

J. O. Billefeldt, of Grand Forks, North Dakota, is in this city on a visit, and like all strangers, is most delighted with our Summer weather.

Mr. and Mrs. C. H. Jasper, of Newton, N. D., are in this city on a visit, and like all strangers, is most delighted with our Summer weather.

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There were visitors present from 22 foreign cities at the meeting of the Historical Society rooms, City Hall. All expressed themselves as greatly charmed with the weather. Two women from Chicago characterized Portland as being the most beautiful city they had ever seen, and they had traveled extensively up and down the Coast.

Roscoe F. Oakes, traveling man for Neustader Bros., whose leg was broken by being thrown from a horse, stayed at home a few weeks ago, is rapidly convalescing. He has been getting around town for three weeks on crutches, chumming with the boys, and working on the road. He is able to start out on his wanderings up and down the earth in about two weeks. Hereafter he will eschew pad saddles and will try a pack saddle if a regular Mexican one is not at hand.

NEW YORK, July 24.—Dr. and Mrs. J. D. Fenwick, of Portland, who have been away from home over a month, called today at the Eastern office of the Oregonian. In spite of the heat they are both enjoying the best of health. The programme will be visiting the hospitals of Chicago and New York, and also the Johns Hopkins Hospital, in Baltimore. They sail today on the steamer City of New York, for Europe. While there the doctor will spend most of his time in the hospitals in Berlin and Vienna; he will also visit the clinic in Switzerland, and the sanatorium in Padua. They expect to be gone about four months.

QUEENSTOWN, July 24.—The White Star line steamer Majestic, from New York July 17, for Liverpool, arrived here at 7:30 o'clock this morning. The Vancouver party was transferred to a special tender to the steam yacht "Vallant," which is anchored in the harbor. Alongside the Vallant lies Howard Gould's yacht Niagara, which arrived here last night. Mr. Gould is in the city, and is visiting the Marquis of Ormonde at Kilkenny Castle. They were accompanied by an architect, who took the dimensions and made plans of the castle, will be visited to the construction of a similar mansion in the United States.

NEW YORK, July 24.—Northwestern people registered at New York hotels today as follows:

From Portland—T. R. Hirsch, at the Savoy; R. C. Baker, at the Albert.

From New York—J. H. Hill, at the Hotel New York; J. H. Hill, at the Hotel New York.

From Seattle—G. D. Phillips, J. M. Phillips, at the Broadway Central; D. M. Frazier and wife, at the Grand Union; A. P. Sawyer, at the Navarre.

VICTORIA, B. C., July 24.—The steamer Rionun Maru which arrived this morning had among her passengers Lorenzo, Prince of La Presse, Montreal, who left there July 20 on a tour around the world. He leaves tonight for Vancouver, en route home.

Not yet; but the weather man says next week will be a scorcher, all the same. Now, don't wait for it; you Kansas. Now, don't wait for it; you Kansas. Now, don't wait for it; you Kansas.

O. R. & N. Co.'s steamer T. J. Potter will land you on the ocean beach, where an important work is being done. The Potter will leave every day this week at 9 A. M. from Ash-street dock, except on Saturdays, when it will leave at 1:30 P. M. Ticket office Third and Washington.

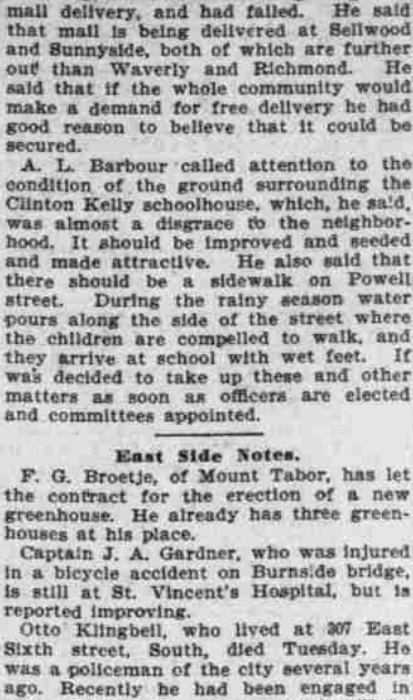
BUSINESS ITEMS.

If Baby Is Cutting Teeth.

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the inflamed parts, always brings the wind colic and diarrhoea.

After being out in the shade, delicate faces burn. Use the old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the inflamed parts, always brings the wind colic and diarrhoea.

THE PALATIAL OREGONIAN BUILDING



Not a dark office; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

Place for E. St. John.

CHICAGO, July 24.—The Record-Herald tomorrow will say:

"It is reported that E. St. John, who recently resigned the first general manager of the Seaboard Air Line, and who was formerly general manager of the Rock Island system, will be appointed general traffic manager of either the Chicago and North Western or Burlington, Great Northern and Northern Pacific—of the Southwestern group, the Gould lines and their allies. Mr. St. John has not been home since he was in Chicago conferred with executive officers of several of the big Western roads regarding the office. The place which rumor says Mr. St. John will occupy will be a position of no small importance, as it will be the Union and Southern Pacific companies."

Half a Million for Enlargement.

NEW YORK, July 24.—The American Locomotive Company has appropriated the sum of \$500,000 for the purpose of enlarging its plant at Schenectady, N. Y. It is stated that the capacity of this plant will be increased from 125 to 1600 locomotives yearly. The idea is to make this plant the central one, and it will be developed to the greatest extent, although other plans are to be greatly improved and enlarged.

Railroad Notes.

For the 11 months preceding June 1, gross earnings of the Southern Pacific have been reported at \$72,188,000, as against \$62,835,000 in 1900, and net earnings at \$24,000,000, as against \$20,200,000 in 1900. The increase in the former being \$9,353,000 and in the latter \$4,800,000.

The desired extension in time on excursion tickets from all parts of the country to the Pacific Coast, Company will show gross earnings of \$24,000,000 in 1900, and net earnings at \$24,000,000 in 1900. The increase in the former being \$9,353,000 and in the latter \$4,800,000.

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