

GIVEN QUICK DISPATCH

FRENCH BARK GENERAL MELLINETT MAKES NEW-SEASON RECORD.

Discharged Inward Cargo and Loaded Outward in Less Than Two Weeks—More Ships Coming.

The French bark General Mellinett finished loading yesterday and went out into the stream, after securing the best dispatch that has been given any vessel this season. It has been but a few days over four months since the vessel sailed from Dunkirk, France, having called at that port on the trip to Portland from Hamburg. She brought about 700 barrels of cement, and all of it was discharged and 20,000 bushels of wheat loaded in 12 days after her arrival in Portland. The General Mellinett was loaded by the Portland Grain Company, and goes to Queenstown or Falmouth for orders. She will leave down the river tomorrow, and will be back at Astoria ready for sea again after a stay in port of but little over two weeks.

Other vessels of the grain fleet which are ready for sea are the British ships Barillian and Crown of India, which were cleared yesterday by Kerr, Gifford & Co. for Queenstown or Falmouth for orders, with nearly 250,000 bushels of wheat. The Barillian proved a pretty big carrier for her tonnage, and takes out the largest cargo that has left port this month. She has on board 153,372 bushels of wheat, valued at \$77,322. The Crown of India is a smaller vessel, but she has aboard 107,880 bushels of wheat, valued at \$52,868. Both of the ships will leave down today or tomorrow. The Barillian is drawing 22 feet 4 inches of water, but will probably get through all right as far as Astoria by working the bars. Following the Barillian and Crown of India and General Mellinett, the Europe is the nearest to a finish, although the Danish bark Prinsesse Marie is not far behind her.

THE SEVEN-MASTED.

Keel for This Wonderful Craft Laid Last Week.

The keel for the seven-masted schooner, regarding which shipping circles here so much, was laid by the Fore River Ship & Engine Company, at Quincy, Mass., last week. This monster sailing craft will be of the following dimensions: Length over all, 40 feet 4 inches; water line, 38 feet; beam molded, 30 feet; depth from top of keel plate to top of upper deck, 14 feet 6 inches; draught to load water line, 20 feet 6 inches. She will be constructed of steel, and will have a sail area of immense proportions. She was designed by H. B. Crowninshield, and is being built for a syndicate including Thomas W. Lawson, Captain J. G. Crowley, and others.

It is expected that she will be ready for launching next February. There will be two decks the entire length of the vessel, and a double bottom four feet deep. There will be a poop deck and forecastle deck, which, with the upper deck, will be planked. The stern mast boom will be 23 feet long. The seven masts will be 125 feet in height, and will be steel cylinders 28 inches in diameter. The booms of the first six masts will be 45 feet long, and of the stern mast will be 75 feet long, and will be of Oregon pine. The stern stay will be 25 feet on the starboard side, and the leach, 67 feet at the hoist, and the other mainmasts 45 feet on the boom, 83 feet in the leach and 72 feet at the hoist. She will also be rigged with a fore-stay, a fore-topmast stay, and three jibs, and topsails, making a spread of 30,000 square feet of canvas. She will have a steam windlass and capstan, and the stockless anchor, and the heavy working machinery on board will be manipulated by steam power. Her gross tonnage will be 7000, with a displacement when loaded, of 10,000 tons, and she will draw 25 feet 6 inches of water when loaded. Her extreme length will be from the bowsprit to the end of the after boom, 488 feet. The cost of the vessel completed will be \$250,000.

ANOTHER "BEK" LINER.

Mammoth German Ship Chartered for Wheat Loading.

The German ship Reinbek is reported under charter for wheat loading at this port. The vessel was formerly the British ship Lord Rosbery, and prior to taking that name was the Wanderer. She is the largest vessel in the well-known "Bek" line, operated by Knorr & Burchard, of Hamburg, and is, with one exception, the only one of the line that has not been loaded at Portland. The firm owns vessels, one of which, the Schwarzenbek, is now in port under charter for wheat loading, and another, the Terpenbek, is nearly due from Hamburg with general cargo. Nearly all of the vessels are British-built craft, and were bought by their present owners at low prices during the recent depression in shipping a few years ago. The Schwarzenbek was the British ship Annie Maug, and the Terpenbek the British ship Naworth Castle. The Reinbek, which is out about three months from Hamburg for Portland, was formerly the Gibraltar, and the Schiffbek, now under charter for Puget Sound loading, was the British ship Ellensmeer. The Wanderer was chartered in this port as the British ship Anycra, and the Ellbek was formerly the Moreton. The Reinbek was the Loderak, the Osterbek was the Orlin, and the Capin, was the Senator Peterson. The Fliotbek is a five German, and has always borne the name and flag which she is now sailing under. The Reinbek, which is the latest addition to the line, is now on the way from Port Tampa, Fla., for Yokohama with a cargo of phosphates. On discharging she will come across the Pacific in ballast.

FOR GUANO CARGO.

Bark Ceylon Sails From Port Townsend for Lyson Island.

PORT TOWNSEND, Wash., Nov. 12.—The bark Ceylon, Capt. E. W. Ewer, sailed from this morning for Lyson Island, a small island in the Hawaiian group, for a cargo of guano for San Francisco. Lyson Island is about midway between Honolulu and Japan, and is seldom visited by vessels. It is a small island, two miles long and 1 1/2 miles wide, and is surrounded by a dangerous reef with a narrow entrance, through which vessels can enter a channel which runs around the island between the reef and the land. Captain Weller has been engaged in the guano trade for many years. The island is covered with vegetation, but is alive with sea fowl of various kinds. According to Captain Weller, when traversing the island fowls have to be kicked out of the way, and a person cannot step without treading on eggs. In order to load a cargo, a gang of Hawaiians are taken on the vessel, who dig guano, and it is transported to the vessel in small boats. This is Captain Weller's 20th trip to the island.

LOG OF THE TRAVANCORE.

Made a Good Passage of 56 Days From Concepcion Bay.

Captain John Jones, of the British ship Travancore, which arrived in port yesterday from Concepcion Bay, furnishes the following extract from his log: "Left Concepcion Bay September 14, 1901, with light southerly winds, which prevailed more or less to latitude 23 degrees south, where the southeast trade wind was found. Had moderate trade to 4 degrees north latitude, thence to 13 degrees north southerly and westerly winds. Oc-

tober 13, 11 degrees north latitude, 125 degrees west longitude, spoke the Spanish bark K. C. P. D., from San Francisco for Queenstown, 12 days out, all well. Experienced the usual equatorial current, setting about north 45 degrees west in 1 degree 50 north latitude; rate, 30 minutes per day. Also the counter current, setting to the eastward, between 8 degrees and 10 degrees north latitude, 50 minutes per day. Took northeast trade wind in 13 degrees north, and parted with it in 24 degrees north. Wind north, 26 degrees east; force, 4. The wind, shifting to southwest, gradually increased to 10 degrees north, and eastward in 33 degrees north. October 20, 21 degrees north, 132 degrees west, passed four-masted schooner, lumber-loaded, bound south-east, from latitude 23 degrees north had southerly and westerly winds, with moderate weather generally. Arrived off the port on Saturday, November 10, and entered the river on November 11, and the port on the 12th. Baffling light airs were experienced, with frequent rain squalls."

NOTICE TO MARINERS.

Numerous Changes to the Buoy Between Astoria and the Sea.

Notice is hereby given of the following changes in the buoyage of this district, which affect the list of beacons and buoys, Pacific Coast, 1901.

Columbia River ship channel across the bar as far as Astoria, Or.:

Outer buoy, a black and white perpendicular striped first-class nun; position verified October 15, and buoy found in 25 feet of water; North Head lighthouse, N.E. by N. (northerly); Cape Disappointment lighthouse, N.E. by E. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E.

Bar buoy, a black and white perpendicular striped first-class nun; position verified October 15, and buoy found in 25 feet of water; North Head lighthouse, N.-NE. by N. (northerly); Cape Disappointment lighthouse, N.E. by E. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E.

Clatsop Spit buoy, No. 6, a red, first-class nun; position verified October 16, and buoy found in 25 feet of water; North Head lighthouse, N. by E. 1/2 E.; Cape Disappointment lighthouse, N.E. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E. (easterly).

Inner buoy, a black and white perpendicular striped, first-class nun, was moved October 15 into 25 feet of water; Cape Disappointment lighthouse, N. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E.; North Head lighthouse, N.-NW. 1/2 W.

Peacock Spit buoy, No. 1, a black, first-class nun, was moved October 15 into 23 feet of water; Cape Disappointment lighthouse, N.E. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E. (easterly); North Head lighthouse, N. 1/2 W. (westerly).

Clatsop Spit buoy, No. 2, a red, first-class nun, was moved October 16 into 25 feet of water; Cape Disappointment lighthouse, N. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E.; North Head lighthouse, N. by W. 1/2 W.

Clatsop Spit buoy, No. 4, a red, first-class nun, was moved October 15 into 23 feet of water; outer end of wharf, Fort Columbia, N.E. by E. 1/2 E.; Point Adams lighthouse, old tower, E.-SE. 1/2 E.; Cape Disappointment lighthouse, N.E. 1/2 E. (easterly); North Head lighthouse, N. 1/2 W. (westerly).

Peacock Spit buoy, No. 12, black, first-class nun; position verified October 16, and buoy found in 30 feet of water; Cape Disappointment lighthouse, N. 1/2 E. (northerly); Point Adams lighthouse, old tower, E.-SE. 1/2 E.; North Head lighthouse, N.-NW. 1/2 W.

Clatsop Spit buoy, No. 6, a red, first-class nun; position verified October 15, and buoy found in 41 feet of water; outer end of wharf, Fort Columbia, E.-NE. 1/2 E.; Fort Stevens wharf post light, E. 1/2 S. (easterly); Cape Disappointment lighthouse, N.-NW. 1/2 W.

Clatsop Spit buoy, No. 8, a red, first-class nun; position verified October 16, and buoy found in 25 feet of water; outer end of wharf, Fort Columbia, E.-NE. (northerly); Fort Stevens wharf post light, E.-SE. 1/2 E.; Cape Disappointment lighthouse, N.W. 1/2 W.

Clatsop Spit buoy, No. 8, a red, first-class nun; position verified October 16, and buoy found in 25 feet of water; outer end of wharf, Fort Columbia, E.-NE. (northerly); Fort Stevens wharf post light, E.-SE. 1/2 E.; Cape Disappointment lighthouse, N.W. 1/2 W.

No change in the objects for which these buoys were established, as given in the column of remarks, but the position of the buoy list, is involved in the foregoing. By order of the Lighthouse Board.

W. P. DAY, Commander U. S. N., Lighthouse Insp. Office of Inspectors, Thirteenth Lighthouse District, Portland, Or., Nov. 12, 1901.

SWEEP BY STORM.

Steamer Al-Ki Arrived From the North With Tale of a Gale.

PORT TOWNSEND, Wash., Nov. 12.—The coast of Southeastern Alaska continues to be swept by storm, according to reports brought by the steamer Al-Ki from Sitka, Alaska, on her arrival here yesterday. Strong winds and snow storms have prevailed almost continuously during the past two weeks, and considerable floating ice is in the channels. The Al-Ki, in attempting to reach the port of Sitka, was forced to turn back, owing to the fury of the gale and high seas. Her decks were swept with immense waves, and Pilot Bradley, who has been continuously on the Alaska route during the past 13 years, says the storm on Queen Charlotte Sound was the most furious he had witnessed during that period. Ice floes, he says, are much larger than ever known before, and he accounts for it as being the result of the severe earthquake of two years ago, which shattered various glaciers, after which has been very great and channels are filled with them, which renders navigation hazardous during the long dark nights of winter.

The Al-Ki brought down a remarkably big cargo, consisting of 600 tons of concentrates from the Treadwell mine on Douglas Island and 700 tons of salmon from the fishing stations, and this cargo practically cleans up the pack along the lower coast of Alaska. The Al-Ki brought 90 passengers, most of whom were from fishing stations. She also brought \$8,000 in treasure.

AMERICAN ROUTE THE BEST.

British Mails for Australia to Go by Way of United States.

NEW YORK, Nov. 12.—According to officials of the New York Central Railroad, the British Government has decided to send Australian mails for London by way of San Francisco and New York instead of, as formerly, by way of the Suez Canal. It has been demonstrated that the Pacific and American route is slightly over three days faster than the old route through Sydney to London by way of Colombo, Aden, Brindisi and London.

Grain-Handlers' Request.

The dock grain-handlers, having secured satisfactory wages from their employers, are now asking that none but union men be employed on the docks. They have presented the employers with a petition to that effect, and request an answer by November 15. Employers decline to discuss the matter at present, but it is probable that differences will be adjusted without a strike, as the wages now paid the men are enough higher than those paid on Page's Sound to prove very alluring for union and nonunion men alike. There is enough wheat to be moved this season to afford steady employment to grain-handlers for many months, without some of it being diverted to other ports.

More Ships Coming.

The German ship Emilie arrived off San Francisco Heads Monday night, and received orders instructing her master to proceed to Portland, where she will load

THE PLACE TO SAVE MONEY 144-146 THIRD STREET

Commencing Friday, November 15th 40 to 50 per cent Saving

YOU MAY NOT BELIEVE IT. Half price for goods at a needed time seems too good to be true. But a trip to the store will cast away all shadows of doubt and show you a money-saving place for future trading.

Never Again Will Such Values Be Offered in Portland. Simply because we cannot always buy goods for half.

BEST NEWS YET. So read every word as carefully as you would a will that told you of a heritage.

A Few of a Large Storeful of Such Bargains

Ribbons. 3c instead of 20 to 35c. Taffetas, satins, silks, stripes, checks, etc. All the new style colors. While they last, 18c per yard.

School Handkerchiefs. Fine hemstitched borders, regular 5c kinds, elsewhere 3 for 5c.

Sacques. All sizes regular 35c sort at any store, to go at 19c each.

Embroidery. A fine lot with good edge, both wide and narrow, would sell readily at 20 to 25c, but we'll sell them quick. Yours for 12c yard.

Ten-quarter cotton Blankets. Call and see them early. Only 20c each.

Towels. At half price. A large-size, good quality, 15c sort, at 7c each.

Toweling. Good crash 18 inches wide, sold anywhere at 5c a yard, to go at 2c yard.

Damask pattern Toweling. A good 12 1/2c grade in most stores, to go at 6c yard.

HANNAHAN'S

Phone Clay 965 NEW STORE Phone Clay 965

I have purchased the well-known stock of John Cran's at about 50 cents on the dollar, which will be sold in same proportions. All who buy here this week buy first-class Dry Goods, Gents' Furnishings, etc., at 40 to 50 per cent less than elsewhere.

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Toweling. Good crash 18 inches wide, sold anywhere at 5c a yard, to go at 2c yard.

Damask pattern Toweling. A good 12 1/2c grade in most stores, to go at 6c yard.

Cashmere. A good 26-inch Regular 30c grade in black only, to go at 19c each.

Soleils. In all colors, sponged and shrunk 4 1/2 inches wide, regular value at \$1.25, to go at 87c yard.

Ladies' fine Wrappers. Such as you pay elsewhere 75c to \$1. While they last, at 43c each.

Ladies' fancy Hose. In stripes, drop stitch and chocolate. Regular 25c to 35c, and we won't stop to assort them. All at 12c pair.

Ladies' black Hose. Fine seamless black hose, fast dyes, well shaped, at 3 for 25c.

Only 50 ladies' black Jackets. In plain and pebble chevrons, usually sold at \$5 to \$6. Come early and get one for \$1.12.

A friend asked me why on earth we did it; just because we could.

Shirt Waists. A special lot in all wanted colors and designs. Regular 75c to \$1, and we won't stop to assort them. At 39c apiece.

Ladies' fleece Underwear. Fine ribbed, natural gray, usual 40c to 50c sort, to go at 23c apiece.

Ladies' wool Fascinators. In any wanted color, usual 25c and 35c sort, to go at 17c each.

Men's white Kerchiefs. Worth 10c each, to go for 3 for 10c.

Up-to-date Coats Capes and Jackets. at attractive prices. Call and see them before purchasing elsewhere. It means a saving.

Men's blue Overall. Well made and riveted, such as you usually pay 50c for, going at 25c apiece.

Boys' blue Overall. Riveted and well made, same as sold elsewhere at 35c. While they last, at 15c.

THE PLACE TO SAVE MONEY 144-146 THIRD STREET

Commencing Friday, November 15th 40 to 50 per cent Saving

THE store puts on its gala attire and bids all Portland welcome to its formal, yet informal, opening. This is paradoxical, but it is the only way of saying we're at home to our hundreds of friends.

Petticoats at Half. A fine lot of Roman striped, with double ruffle, well made. Plain ones as well. You pay 39c and take your choice.

Men's fleece-lined Shirts or Drawers. Usually sold at 50c. Vicuna or gray, go at 27c each.

Men's fine all wool Underwear. In natural wool, that sells elsewhere at \$1.50 to \$1.75, to go at 98c each.

Men's fine Suspender. Such as you've paid many times 35 cents for, to go for 15c.

A rare chance Men's Shirts. We shall be "run out" of these special shirts at about half price, by Saturday night, or the sun will set in the West. There are four sorts of shirts in this collection. Regular 50c grade at 25c; regular 75c grade at 40c; regular 1 1/2 grade at 50c; regular 2 1/2 grade at 65c.

Men's Winter Underwear. Ribbed plain or fleece-lined, worth 75c. While they last, at 39c apiece.

Men's Maco fine cotton Sox. Black or colors, worth 30c. 2 for 10c.

Puff ties, string Ties. Club bands, bows and four-in-hands worth 50c, all to go at 19c apiece.

NEW BURLINGTON BOARD

HILL SAID TO HAVE A MAJORITY OF ITS MEMBERS. Darius Miller to Be Traffic Director of Northern Combination, and Vice-President of Burlington.

CHICAGO, Nov. 12.—The Tribune will say tomorrow regarding the meeting of the stockholders of the Burlington Road on Thursday: "The Burlington Road is a company of men that George Gould is interested in the Salt Lake, Los Angeles & San Pedro Railroad, and that R. C. Kerens, first vice-president of the company, and a St. Louis capitalist, is a representative of the Gould interests in the board of directors. The Times says: "If the conclusions of railroad managers are correct, the purchase of Rio Grande control was forging a connecting link in the plan for a trans-continental system, such as Jay Gould speculated upon as a possibility of the future, and which his son seems about to accomplish. In connection with the Clark road, the Rio Grande system, Missouri Pacific and Wash-burn will give the Gould lines a direct route from the Pacific through Pittsburg, with ramifications to the principal cities of the Middle States and the Mississippi Valley."

RAILROAD MEN IN CONVENTION. National Association of Traveling Passenger Agents at Los Angeles. LOS ANGELES, Cal., Nov. 12.—The twenty-ninth annual convention of the American Association of Traveling Passenger Agents met here today. One hundred and six delegates were present and 250 applicants were admitted to membership during the meeting. Secretary Van Dusen read the report for the past year, showing a total membership of 741, with 102 applications for membership since the last meeting, all of which, with two exceptions, were admitted. The insurance feature of the association came up for discussion soon after the meeting got down to business. It appeared that the innovation did not take well with the members, and only \$20 was collected for the insurance fund during the year. After some discussion a motion was carried to rescind all action taken at previous meetings relating to the insurance feature. Philadelphia was unanimously agreed upon as the place for the next meeting. The date will be fixed by the executive committee. Nominations for officers of the association for the ensuing year then came up. T. F. Fitzgerald, of the Texas Pacific, with headquarters at Los Angeles, and John C. Clair, of the Illinois Central, at Boston, Mass., were placed in nomination. Mr. Fitzgerald's name was withdrawn and Clair's election was made unanimous. T. F. Fitzgerald was then unanimously elected vice-president. L. W. Landman, of the Hocking Valley Railroad, Detroit, Mich., was elected secretary-treasurer without opposition.

Union Pacific and St. Paul. Rumor that Harriman Has Acquired Pull for Burlington. CHICAGO, Nov. 12.—The Daily News says: "The Union Pacific will control the St. Paul. This news is not to be regarded as official, though it is imparted by one closely related to the Harriman syndicate. Negotiations to the end indicated, it is said, have been concluded, and the Harriman party will take charge of the St. Paul line some time before next January. Details of the deal are not ascertainable, but it was intimated that the Union Pacific people had agreed to pay \$50 a share for a majority of the common issue of the St. Paul Company. If the above information be confirmed, it is submitted with due reservation—the financial stroke may be regarded as something a part from the Northern Pacific compact, although it coincides in a general way with the community of interests plan, and it solves the question to the big St. Paul will find place in the big scheme of bringing the principal roads of the West into a syndicate ownership."

GOULD'S RAILWAY PLANS. May Have a System Branching From Atlantic to Pacific. DENVER, Nov. 12.—The Times today says that it is believed by well-informed railroad men that George Gould is interested in the Salt Lake, Los Angeles & San Pedro Railroad, and that R. C. Kerens, first vice-president of the company, and a St. Louis capitalist, is a representative of the Gould interests in the board of directors. The Times says: "If the conclusions of railroad managers are correct, the purchase of Rio Grande control was forging a connecting link in the plan for a trans-continental system, such as Jay Gould speculated upon as a possibility of the future, and which his son seems about to accomplish. In connection with the Clark road, the Rio Grande system, Missouri Pacific and Wash-burn will give the Gould lines a direct route from the Pacific through Pittsburg, with ramifications to the principal cities of the Middle States and the Mississippi Valley."

Coal Schooner Sunk. VINEYARD HAVEN, Mass., Nov. 12.—The schooner Douglas Hayes, of Bath, Me., with a cargo of coal, is sunk between Shoveloff and Polk Pier shoals. Captain Blaisdell and her crew of five men were rescued, after having suffered terribly from exposure.

Domestic and Foreign Ports. ASTORIA, Nov. 12.—Arrived down at 1 P. M.—German ship Nassa. Left up at 4 P. M.—British ship Travancore. Condition of the bar at 5 P. M., rough; wind southeast; weather cloudy.

A Lake Disaster. DETROIT, Nov. 12.—A telegram received here today states that the schooner Chamberlain and consort, H. Webb, are on the rocks at Dutch Island, Georgian Bay. The crews are safe, but the vessels are in bad shape. Reports from various Lake ports tell of great damage to shipping by the gale. The schooner Sweetheart arrived in Detroit late today and the captain was very much surprised to learn that his vessel had been reported afloat.

Everett Youth Shanghaied. EVERETT, Wash., Nov. 12.—Tom Sercy, an Everett youth, was being shanghaied in Seattle by the crew of a lumber schooner bound for South Africa. The thing reached the boy's mother today in a letter which the lad was permitted to write before the departure of the ship on her long cruise. Young Sercy says he was drugged with liquor, and while in a helpless state carried aboard.

Warship-Launching Postponed. LONDON, Nov. 12.—The armored cruiser Monmouth was to have been launched on the Clyde today, but the storm obliged a postponement of the ceremony. This is the first time in history that the launch of a warship has been postponed on the Clyde.

Gasoline Launch Elf Sailed. ASTORIA, Nov. 12.—The gasoline launch Elf was sailed today by Captain John Reid to J. T. Baron, manager of the Thilcock Packing Company, of Portland. The consideration is said to be about \$250. The

STRICTLY RELIABLE Dr. Talcott & Co. Specialists Diseases and Weakness of Men Only. VARICOCELE Without Regard to its Extent Should Be Cured. PORTLAND OFFICE, 250 1/2 ALDER STREET, CORNER THIRD