

FOR CHINA TRADE

Four Mammoth Steamers to Be Built for Portland Line.

\$2,000,000 OR \$3,000,000 EACH

Harriman Lines Preparing to Make a Vigorous Campaign for Oriental Business Through This Port.

CHICAGO, Oct. 28.—The Record-Herald tomorrow will say: The management of the Harriman line is preparing to make a vigorous campaign for increased Oriental traffic. With this end in view, orders will be given for the construction of four mammoth ocean-going steamers to ply between Portland and Asiatic ports. The cost of the steamers will be between \$2,000,000 and \$3,000,000 each.

(This shows the faith of the Harriman people in the capacity of the Columbia River to accommodate large steamships, and in the efficacy of the improvement projects now under way. The building of the steamships will inevitably take considerable time, and the Columbia River will be ready for any ships that ply on the Pacific Ocean before that time. Mr. Hill's ships have been more than two years building, but it is expected the Harriman vessels will be ready for service in much less time.)

TWO MORE GAIN SHIPS.

Clan Galbraith and Ingeborg Arrive in the River.

The grain fleet in port was increased by two arrivals in the lower river yesterday. The Clan Galbraith was towed in at 10 A. M., and the Ingeborg followed her at 11 A. M. Both will be brought up to this city as soon as possible. There are now 23 grain ships, with a total tonnage of 44,431, in the river.

The Clan Galbraith is a British bark of 1980 tons, commanded by Captain Barker. She sailed from Alga Bay July 15, and arrived at San Francisco October 18, was ordered to this port. She is chartered by Balfour, Guthrie & Co., at 30 shillings, to load for the United Kingdom.

The Ingeborg registers 1078 tons, is in command of Captain Knas, and flies the Danish flag. She is in ballast from Guayaquil, and was 9 days making the passage up the coast. She will load flour for South Africa. Balfour, Guthrie & Co. represent the charterers. The rate is private.

The British ship Glenesslin, which came around from the Sound, also to load for South Africa, arrived yesterday in tow of the Thompson, and dropped anchor in the stream.

The Copley, having finished her wheat cargo at Montgomery dock No. 2, went into the stream, and will be the next to leave down for Astoria. She cleared at the Custom-House yesterday with 99,574 bushels of wheat, 100,000 lbs. of flour, and 100,000 lbs. of other goods. The ship is owned by the Copley & Co. are the exporters, and the ship is bound for Queenstown for orders. The Nereus, at the elevator, also completed her cargo, and will clear today.

The Madagascari, loading wheat at Irving dock, will finish this evening. Other ships taking wheat yesterday were the Magdalen, at Montgomery No. 2; John Cooke, at Oceanic, and Morven, at the elevator. Nothing new is reported in the freight market, as there is too much difference between the views of shipowners and exporters. The German ship Christel, which is discharging Antwerp cargo at the foot of Pine street, is offering at 25¢. As the market is not above 22¢, and no nominal at that, the German's offer is not meeting with consideration.

TEN CARGOES FOR AUSTRALIA.

Demand From Antipodes Continues Good—California Grain Weaker.

SAN FRANCISCO, Oct. 28.—The price of wheat has advanced so rapidly within the past few days that it is now almost inevitable, and there was a slight recession in quotations today. May opened at \$1.35, and closed at \$1.35. December opened at \$1.35 and closed at \$1.35. There is no change in the present situation, however, and no increase in receipts. It was rumored this morning that 10 more cargoes of wheat had been sold or were working for shipment to Australia, the price being given at 25¢ 6d, or 24¢ 4 d. Freight is 15¢.

The big shippers are doing their utmost to bring about a decline in the market, but the continuance of the Australian demand and the persistence of the farmers in holding back their stocks of wheat present a combination too powerful even for the "big four."

The fact has developed that early estimates of the crop of this year were far from the actual facts. The reports at first indicated a yield of about 90,000 tons. Now that the harvest is over, the crop is believed to be only 60,000 tons, or a trifle over. The extent of the wheat shortage is shown by the statement that there will be a shortage of 25,000,000 and 30,000,000 grain bushels carried over this year, against from 30,000,000 to 50,000,000 in ordinary seasons. The great drought in Australia is turning a large quantity of wheat in that direction which would otherwise be shipped to Europe from this port, though the steamer Salema has brought news that the drought was breaking in that direction. A British ship, Claverdon, Trafalgar, Glenclon, Blythwood and Vimer have all been chartered to load here for Australia, and other cargoes may be engaged before the end of the week.

BAR GAS BUOY.

Experiment Being Tried by the Light-House Board.

Commander C. G. Calkins, inspector of the 13th light-house district, issues the following notice to mariners: Columbia River, ship channel across the bar as far as Astoria or Notice is hereby given that on October 30 inside the bar buoy, P. S., showing a fixed white light during periods of 10 seconds, separated by eclipses of 10 seconds, was established in 10 feet water.

Cape Disappointment light-house, N. E. 1/4 E. (easterly); Point Adams light-house, old tower, E. S. E. 1/4 E. (easterly); and the light-house, N. by W. 1/4 W.

This buoy is to be maintained permanently, and if it does not give satisfaction will be discontinued without further notice. Masters and pilots are requested to report as to the visibility and working of this buoy.

WILL SELL JETTY PLANT.

Hale & Kern to Dispose of Tug and Barges Used on Gray's Harbor.

Hale & Kern, the contractors, having completed the jetty at Gray's Harbor, are preparing to dispose of their plant. They intend to sell the tug Samson, and the four barges that were used in carrying rock around from the Columbia River. The tug is under lease to the O. R. & N. Co., and will be taken up in its towing service for the next six months. The barges have been taken up to the Columbia quarry, above Vancouver, where they are being cleaned and repaired. Their river steamer Hercules will probably be leased.

The Hercules is doing service in the Regular Line as a freight boat, carrying railroad iron up to Lyle for the Klackit road.

The Gray's Harbor jetty has been four years building. The contract was let early in 1898, and the delivery of rock began in August that year. The contract called for its completion in September of this year, and the job was finished on time, with 10 per cent excess of material furnished. It is said to be the only contract of its size on the Coast completed within the time specified. The specifications called for a jetty three miles long, but only two miles of it were built when the appropriation was exhausted. This was because the erosion of sand necessitated more filling than the original survey indicated. As the desired depth of water, 22 to 24 feet, had been secured, the engineers deemed it unnecessary to build out the jetty any farther.

REMOVING SHIP'S BALLAST.

Crew of County of Roxburgh Discharging Chinese River Mud.

ASTORIA, Oct. 28.—(Special.)—The British ship County of Roxburgh was taken across the river to the quarantine station today, as a part of removing the ballast and freeing it from possible infection begun. Captain Leslie was allowed to come ashore last evening to attend to some business matters, which included procuring the necessary articles to assist in discharging the ballast. The work will be done by the ship's crew with hand winches and will probably require about three weeks. As the ballast comes out it will be sprayed with a solution of bromide of mercury, which will destroy any cholera germs that may exist. Of the 1000 tons of ballast about 100 tons is rock taken on board before the vessel reached Shanghai. This will be replaced after being fumigated and with the addition of a few tons of rock from the beach near the station the vessel will be able to proceed to Portland. As the greater portion of the labor is to be performed by the crew, the expense to the owners of the vessel will not be nearly so great as at first expected, the delay being the principal loss.

FOUR WHALERS IN PORT.

One From Arctic and Three From Japan Report Good Seasons.

SAN FRANCISCO, Oct. 28.—Four vessels of the whaling fleet came into port today. One of them, the schooner Arctic, came from a cruise in the Arctic, and the other three spent the season hunting blubber in the South Seas and along the Japanese coast.

The Arctic brought in her hold 3000 pounds of whalebone and 4000 lbs. of other Arctic animals. She was at Point Barrow on September 15, and there were reported the following catches of vessels in the Arctic: Alexander, 16; Jeanette, 6; William Bayley, 4; Norwal, 5; Thrasier, 2; Belvedere, 2; Penelope, 4; Karluk, 4; Beluga, none; Olga, none. The blubber-hunters were the bark California, Charles W. Morgan and Gayhead. They have all been at sea nearly 10 months, and they came to port from the Japanese coast, where they spent the last four months of the cruise chasing sperm whales. All report fairly good seasons.

DROWNED IN BEHRING SEA.

Member of Crew of Sealing Schooner Alaska, Which Has Returned.

VICTORIA, B. C., Oct. 28.—The sealing schooner Alaska, which returned today from Behring Sea, brings news of the drowning of a member of its crew. The crew of the schooner Alaska, which was at sea nearly 10 months, and they came to port from the Japanese coast, where they spent the last four months of the cruise chasing sperm whales. All report fairly good seasons.

The Coastwise Steamers.

The steamer Leelanaw, from San Francisco, having finished discharging general cargo for the O. R. & N. at Alaska dock, moved over to the flouring mills, and later will go to Oregan dock, where the R. & N. Co. will load flour for the United Kingdom.

The steamer Robert Dollar, in the Woolsey, was discharged all her San Francisco cargo of Columbia River flour, and is taking aboard return freight. She will probably be back for another trip.

The steamer Despatch, of the Gray Steamship Company, sailed north from San Francisco yesterday.

Atlantic Line Merger.

LONDON, Oct. 28.—The shareholders of the Atlantic Line and the Dominion Steamship Line were notified today that the purchase of the International Mercantile Marine Company will be completed December 1.

Lumber Schooners Loaded.

The schooner Lazie Vance, from San Francisco, was towed up yesterday by the steamer Thompson, and taken to the Enslin lumber mill, where she will load a return cargo. The Lazie Vance, and the Fanny O'Connell, have both finished loading at the same mills for San Francisco, and the latter cleared with 275,000 feet. The Metha Nelson completed her cargo for Hilo at the Portland steamer company's wharf. The British bark Addicks, which came here with a cargo of coal, is ready to go down to Rainier to load lumber for Sydney.

Korea Breaks Pacific Record.

SAN FRANCISCO, Oct. 28.—The Pacific Mail Company's new steamer Korea arrived at noon today from Yokohama, breaking the record across the Pacific. The steamer made no stop between the coast of Japan and her home port, and came flying through the water at the average of nearly 500 miles a day. Yokohama, in a direct line to San Francisco, is 2200 miles. The Korea sailed from the Japanese port on the 17th, making a passage in 10 days, averaging 470 miles a day.

Deep Ship Crosses Humboldt Bar.

SAN FRANCISCO, Oct. 28.—The big sailing vessel City of Hankow, loaded down with an immense cargo of redwood lumber, and drawing 22 feet of water, came up the river today from the Columbia River, and over the Humboldt bar, demonstrating to the shipping world the truth of the claims of the citizens of Eureka that their harbor can be visited safely by the largest kind of deep-water vessels.

Sailor Gets His Hand Crushed.

ASTORIA, Oct. 28.—(Special.)—Johnnie Sander, a sailor on the barkentine Addicks, met with a very painful accident this morning, while assisting to load her with lumber at Knappa. His left arm got caught in a winch and it was badly crushed and mangled. He was brought to the hospital here, where it was found necessary to amputate the thumb, but it is believed that the rest of the hand and arm can be saved.

A New Port of Call.

SAN FRANCISCO, Oct. 28.—The Australian mail steamers will in future call at Fanning Island. The Sonoma, which

has arrived today, Sydney, stopped at the new cable station, and Captain von Oetern sent a message to the owners of the vessel. "The island lies very low," said Purner Hodson, of the Sonoma, "but the people who are working there say it is the most healthy spot they ever lived on."

Captain Thompson Badly Burned.

TACOMA, Oct. 28.—Captain Thompson, master of the schooner Mary E. Foster, burned his face and hands badly while lighting a gasoline stove with alcohol. He is not expected to go out with his ship, which sails Friday for Honolulu.

Lindenhall Passes to Vancouver.

VICTORIA, B. C., Oct. 28.—The over-due sugar steamer Lindenhall, which was stranded off the coast of Japan, en-route from Java to Vancouver, and was 27 days out from Moji, passed up to Vancouver this morning.

Last of the Salmon Fleet.

SAN FRANCISCO, Oct. 28.—The ship Oriental, the last of the salmon fleet, came into port today from Pyramid Harbor with a light catch of fish. Her crew of fishermen reported a poor run during the season.

Marine Notes.

The G. W. Wolff moved into the coal

NOTED SHIPBUILDER FOR WHOM SHIP IN PORT WAS NAMED.

G. W. WOLFF, ESQ., M. P.

The British ship G. W. Wolff, which is now in Portland discharging a cargo of wheat and other goods, was named after the well-known British shipbuilder, who has built the ship, also hundreds of other vessels engaged in the merchant trade in various parts of the world and several war vessels for the British Navy.

The ship was built by G. W. Wolff, Esq., M. P., of London, and was named after him.

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TO ENJOIN DOCK CLOSING

OWNERS SUE AGAINST CITY AND BOARD OF PUBLIC WORKS.

Objections Are Made to Closing Approach to Wharf at Foot of Morrison Street.

John Roberts Mead, Anna L. Lee, William Wesley Mead, Stella B. Mead, William Wesley Mead, Stella B. Mead, deceased, Jeanette Mead, Francis Frank, Julius L. Meier and A. Meier yesterday filed suit in the State Circuit Court against the City of Portland, W. C. Elliott, City Engineer, and A. L. Mills, R. Williams, William MacMaster, A. H. Brynner, C. A. Cogswell and W. C. Elliott, constituting the Board of Public Works, to enjoin the closing of the approach to the lower wharf at the foot of Morrison street.

The plaintiffs set forth in their complaint that the wharf and wharfing privileges, with the right of access to and egress from, by Morrison street, are property and property rights which they own.

The plaintiffs ask for an accounting, and that G. W. Miller, trustee, be restrained from further dealing with or collecting the assets of the Union Savings and Loan Association. The plaintiffs are stockholders in the Union Savings and Loan Association, and Billings, McArdle, Baldwin and C. W. Miller are directors and officers of the same. Mrs. North owns 10 shares of stock, for which she paid \$1000, Scott \$1000, Carter \$1125, Trummer \$400, and other stock for less each.

They want to recover their money, and allege among other things that the Union Savings and Loan Association has transferred its assets and property to the Co-operative Investment Company, a corporation organized by the officers of the former company, for their individual benefit, and so that plaintiffs cannot realize on their investments.

John H. Hall, attorney for the defendant, argued in support of the demurrer that the Union Savings and Loan Association had a right to dispose of its property as it saw fit, and that the plaintiffs had no right to sell some of its cars or anything else it owned. He said there was a misjoinder of plaintiffs, as each was asking a different relief, and that the complaint could not stand. Mr. Hall further argued that the plaintiffs should not come into court, but should apply to the board of directors of the Union Savings and Loan Association for relief, and that the complaint should be dismissed.

John F. Logan, George C. Stout and William H. Reid appeared as attorneys for Mrs. North et al., and argued in favor of the complaint. Mr. Logan stated that it would do no good to apply to the board of directors of the Union Savings and Loan Association for relief, or to the stockholders, because the board of directors owned the majority of the stock and controlled things, and was guilty of the fraud complained of. Counsel said the courts do not require the doing of a useless thing. The attorney further referred to the fact that the Union Savings and Loan Association is insolvent, and in the hands of a trustee, G. W. Miller, and that the plaintiffs would do well to seek aid from the board of directors or stockholders.