

KLEK FOR THE CAPE Six Thousand-Ton Steamship to Load at Portland.

WHEAT AND FLOUR FOR AFRICA Trade With Dark Continent Breaking All Records—Southwest Grains Ships.

GRAIN FLEET ARRIVES. Southwest Gale Brings Up Four Good Sized Carriers.

MANY FRENCH SHIPS. The Colonel de Villebois Mareuil Coming to Portland.

CHOLERA DECIMATED ARMY History of Rajah Brooke's War in Sarawak.

SLIGHTLY MISLEADING. Tacoma Shipping Lists Are in Need of Revision.

NEW LIGHTHOUSE TENDER. The Heather Will Be Christened Today by a Portland Girl.

new craft. The Heather, which is to relieve the Columbine and Mananita of some of the rapidly increasing work of the light house, is under the supervision of Harry Lord, well known in this city as chief engineer of the Mananita, and later of the Columbine. Unless he is able to do his duty, the Heather will probably join the new craft as chief engineer.

The Heather is constructed throughout almost entirely of steel. She is known as a steel steam-propelled lighthouse tender of the first class, and is 178 feet 6 inches in length with a molded beam of 28 feet 6 inches and a depth of hold amidships of 14 feet 2 inches. The cost of construction alone will approximate \$200,000. The contract was awarded to Moran Bros. & Co. nearly two years ago and 90 days after launching the tender will be in commission.

In everything pertaining to construction and machinery the Heather will be fitted out with the best. She has one vertical shaft acting, open front, surface condensing, fore and aft compound engine, with cylinders 23 and 43 inches in diameter and a stroke of 30 inches. Steam will be furnished by two Scotch type boilers, with a working pressure of 160 pounds to the square inch. The mean diameter is 12 feet 6 inches and length 12 feet.

PREPARING TO FIGHT. Harriman's Oriental Line From Portland May Bring on War With Hill.

The reported intention of Mr. Harriman to give Portland a first-class steamship service to the Orient is exciting considerable interest in shipping circles all over the coast. Noting the numerous changes in the plans of the magnate in this city, but the San Francisco Examiner sees in the proposed line a coming fight between Harriman and Hill. In commenting on the matter it says:

E. H. Harriman and James J. Hill, whose fight for the control of the Northern Pacific caused the Blue Thursday of West street about two years ago, are preparing for another battle royal. Each wants to control the bulk of the Pacific Ocean traffic between the Orient and the West coast of the United States. Hill is using Seattle as his port. Harriman will use Portland. Hill evidently has no designs on Harriman's control of San Francisco's Oriental traffic and to divert all of it to Seattle.

At the present time the Hill roads are handling Oriental business in connection with a big Japanese steamer line. Mr. Hill, however, is having built at Graton, opposite New London, Conn., two leviathans of the deep. They will be modern freight-carriers, aiming to take freight in full cargo boats to California on a regular schedule. Passengers will also be carried.

Harriman's Union Pacific system has an entrance into Portland over the Oregon Short Line and the Oregon Railroad and Navigation Company. It owns the two latter, the Oregon Short Line being the legal owner of the Oregon Railway. A few weeks ago the charter of the Oregon Short Line was amended so as to permit it to own, build and operate an Oriental steamship line.

For a number of years tramp steamers have been running between Portland and the Orient in competition with Hill and the Northern Pacific. Harriman is now figuring on two modern freight and passenger steamships that will in every respect equal those built for Hill. It is said that the plans Harriman has in view will call for an expenditure of about \$2,000 on each of the proposed steamers.

While the proposed Portland service will strengthen Portland as a competitor with Seattle and San Francisco, it will not interfere with the efficiency of the Oriental service in and out of this port.

JETTISON OR WRECK. Large Quantity of New Lumber Sighted Off Flattery.

PORT TOWNSEND, Wash., Nov. 15.—The schooner Transvaal, which arrived Saturday from Hilo, reports passing through a large quantity of new lumber. The lumber, which was evidently part of a vessel's deckload, was seen thirty miles west of the bar at 5 P. M. on October 12. Most of the lumber seen was 2x12, 2x6 and 2x4.

The Transit reports having experienced very heavy weather on the passage from the Hawaiian Islands.

Domestic and Foreign Ports. ASTORIA, Nov. 16.—Sailed—At 8 A. M., schooner G. W. Watson, schooner Roy Somers, for Vancouver, B. C. Arrived—At 3 P. M., bark Asterling from Salaverry, German ship Aster from Valparaiso, French bark Nantes from Yokohama. Arrived—At 1 P. M., bark Asterling from Salaverry, German ship Aster from Valparaiso, French bark Nantes from Yokohama.

HOQUIAM, Wash., Nov. 15.—Sailed—15th, steamer C. C. Hester for Newburg. Arrived—15th, steamer Newburg from Astoria.

QUEENSTOWN, Nov. 16.—Arrived—Steamer Quito from Portland, steamer Arcata from Coos Bay, steamer Wyfield from Nainaimo.

HAMBURG, Nov. 15.—Arrived—Steamer Abydos from Tacoma and San Francisco via Valparaiso, Montevideo and London.

MAJOR SEARS AGAIN REPLIES TO THE WILLIAMSON COUNTERBLAST ON IRRIGATION.

And Introduces Exhibits Designed to Put the Congressman-Elect in an Unfavorable Light.

THE BEGINNINGS OF THE ST. LOUIS WORLD'S FAIR.

PUTTING THE STAFF FINISH AND DECORATIONS ON THE BUILDING OF INDUSTRIES.

Portland, Nov. 15.—(To the Editor.)—The Oregonian of the 12th contained a special from Prineville professing to report the proceedings of an ass meeting held in that town by Judge J. Edgar Barnes, an aspiring one-horse politician of the region, who has never been a Judge, nor is likely to be. At first it seemed dreadful, though flattering, that Crook County should go into a meeting on my account, and the adjectives used in blood-thirsty I had secret apprehensions of assassination by one of the thieving crew of landgrabbers whose little game of pre-empting the public lands of this

THE BREAD CAME BACK LUCK OF ROSSLAND MINER WHO WENT BROKE.

Man Whom He Had Early Befriended Puts Him in a \$10,000 Job in St. Louis.

CANADIANS ARE SCARED. Fear United States Will Put Duty on Lumber.

FOREIGN STOCK EXCHANGES. German Bourse Watching Wall Street With Interest.

SOLDIERS UNDER ARREST. Held for Attempting Destruction of Fort Stevens.

FATAL SHOTGUN ACCIDENT. Resulted in Death of Young Man Near La Grande.

region for the free pasturage of their sheep and cattle seems in danger of forfeiture. Those fellows will endeavor to pack the irrigation congress with cattlemen. They threaten to send 40 delegates, just the number in the old Arabian story, all experienced in the free use of the National domain, which is now in danger of being opened to settlement and cultivation by homesteaders under the benign Carey act.

When I learned that "Judge" Barnes constituted just 25 per cent. of the ass meeting, I was glad. It is not a lawyer in Portland knew the "Judge" or had ever heard of him, I confess to having kicked him.

As to the opinions of the citizens of Crook County, the following extract from an editorial of the Deschutes Echo in the issue of November 5 may be taken as a fair indication of the popular sentiment on the matter:

Mr. Williamson has jumped into the matter hurriedly. Irrigation has never interested him before, but now he enters at an opportune moment to secure for himself a perpetual political seat as the defender of the people's rights.

On the surface of events he believes the hue and cry of denunciation comes from the lips of the people in his birthplace.

So they do. No one will deny that. Evidently, he believes he is successful in driving out the private companies and securing National irrigation 20 years hence in Crook County he will have accomplished a meritorious and patriotic deed.

Who is Mr. Williamson backing up, or rather who are the people who desire private industry and the development of the country retarded for a period of years?

Are they enterprising citizens of the county? No.

Are they men who want progress and development of any kind to take place? No.

Are they men who will aid and do all in their power to secure population, growth, new industries and general business progress, every other means of making Crook County and Eastern Oregon as productive and fertile as any region in the state? No.

But on the contrary he is shouting the slogan of a concourse of people who have let the desert lands of Crook County lie idle for years; who have never lifted a hand in the way of internal development and never will who are opposed to progress of any kind; who oppose a railroad coming into the county on the grounds that it will be a detriment, rather than an advantage, to all the world known; who have lived in the country 30 years, who have seen it stand stationary, while outside interests have advanced it a step in every step in progress which can be placed before them, and who are now using every effort to shut out private capital, enterprise and industry, which will benefit the county. They do not desire National irrigation; it is only a blind; they want nothing, absolutely nothing, which will in any way jeopardize the few personal interests which they control.

Those are the men who have lifted their voices in opposition to you, Mr. Williamson. They are not progressive citizens in the true sense of the word, but to the reverse; they want Crook County known as a district which will not tolerate a forward march.

This is from a paper which supported Williamson's candidacy for election to Congress. Gentlemen, you may resolve "till the cows come home." The people of Oregon are onto your outrageous game.

An editorial in The Oregonian of the 10th inst. holds the following language: "It has been repeatedly stated that the companies do not get titles to the land, but merely hold lien upon the land for the cost of reclamation." The statement is utterly untrue and exposes the ignorance of the writer who is persisting in writing on a subject which he has not the slightest superficial knowledge.

The other department of the market were very dull, this condition being attributed to the Wall street situation and the fall in Kaffirs on the London Stock Exchange.

Decline of Silver in London. LONDON, Nov. 16.—While money was reasonably abundant last week, the slight improvement in the situation on the Stock Exchange and an attempt to force a boom in home rails resulted in a few advances and a small amount of so-called investment buying took place, but the break in American securities and Kaffirs left the market as spiritless and uninteresting as it has been for weeks past. The record fall in the price of silver was one of the features of the week, and this decline was in proportion more to the current than to the home market. The explanation offered here for this collapse was the lack of any Eastern demand, coupled with the forced liquidation in Wall street and a gold standard. The general outlook in India, however, is improving, and it is thought that a period of prosperity in that country will tend to check any further decline in silver.

All Depends on the Motive. Hillsboro Argus. Governor Gebel has decided that he will call no extra session. It will not be a session. It will be an extra session. Once upon a time, when he thought of calling an extra session, it was up to the Portland people to impugn his motives.

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New Style of Golf Balls. New York Times. Golfing circles are discussing with much interest the new rubber-filled golf ball, which can with less force be driven much further than the old-fashioned solid rubber ball. The Haskell and the Kempall are so far the only kind of rubber-filled balls before the public. Both balls are of similar construction, the main differences being that in the Haskell ball the rubber which is wound round the center core is no larger than the elastic threads used in the sides of elastic side boots, while in the Kempall it is like tape half an inch wide. The only difference in the course of the old and new balls when hit with the same kind of blow is that the rubber-filled ball describes a longer parabola. It travels many yards further than the ordinary rubber ball, but it strikes moderately hard, but the curious thing is the difference of its action when struck by a good or a bad player.

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FATAL SHOTGUN ACCIDENT. Resulted in Death of Young Man Near La Grande. LA GRANDE, Or., Nov. 15.—(Special.)—Frank Radford, a young man formerly employed at the McCullister stock farm, east of town, was killed today by the accidental discharge of a shotgun. Radford and Arthur McCullister, the 15-year-old son of ex-Sheriff A. D. McCullister, had started out to hunt ducks, and the boy, in poking his gun through a fence, discharged it, and the contents, at a distance of 10 feet, struck Radford in the abdomen, tearing a hole two inches in diameter. Dr. Richardson arrived in an hour, but Radford died in 15 minutes thereafter. The young man was 23 years old and a resident of Union. He had been employed recently near Union, and was on a visit to

Electric Company's Improvements. HOQUIAM, Wash., Nov. 15.—(Special.)—The North Shore Electric Company has recently equipped its new plant with a 2400 Reynolds Corliss engine and new 39 K. W. Stanley two-phase alternating generator. It has also added new poles, new wire circuits and transformers, and now furnishes a primary current of 2300 volts and a secondary current of 110 volts.

Sunnyside Boy Found. OREGON CITY, Nov. 15.—Henry Ott, 13 years old, ran away from home at Sunnyside yesterday, and was brought here last night from the Government salmon hatchery, on Clear Creek. The boy is crazy, and has run away from home three times. A brother came after him this afternoon and took him home.

New Style of Golf Balls. New York Times. Golfing circles are discussing with much interest the new rubber-filled golf ball, which can with less force be driven much further than the old-fashioned solid rubber ball. The Haskell and the Kempall are so far the only kind of rubber-filled balls before the public. Both balls are of similar construction, the main differences being that in the Haskell ball the rubber which is wound round the center core is no larger than the elastic threads used in the sides of elastic side boots, while in the Kempall it is like tape half an inch wide. The only difference in the course of the old and new balls when hit with the same kind of blow is that the rubber-filled ball describes a longer parabola. It travels many yards further than the ordinary rubber ball, but it strikes moderately hard, but the curious thing is the difference of its action when struck by a good or a bad player.

Attorney Committed Suicide. Was Under Murder and Embezzlement Charges. SALT LAKE, Nov. 15.—A special to the Tribune from Salt Lake City says: Mr. Attorney R. C. Sneed, who last Summer made an attempt to kill H. V. Platt, agent for the Oregon Short Line at this place, who is now occupying the same place, from which he was removed in a London paper some months ago. He knew nothing of it.

Polk County Prisoners Escape. Saved Prison Bars—Must Have Had Outside Aid. DALLAS, Or., Nov. 15.—(Special.)—R. G. Marsland and Fred Weatherax, two inmates of the Polk County Jail at this place, were released last night by sawing off two bars of the steel cage and one bar of a basement window. Discovery of the prisoners' flight was made by Sheriff Ford at 3:30 this morning. At 10:15 a. m. he went to the jail to feed them. The frame of a bracket saw, with the saw missing from it, was found by the Sheriff on the basement floor, near the window from which they had made their escape, showing beyond doubt that they had received aid from outside parties. Marsland is the same fellow who escaped from the same jail on October 11. R. G. Marsland is 30 years of age; height, 5 feet 2 inches; weight, 165 pounds; Roman nose,