

CARGO IS VALUABLE

Inrapura Loaded Down With Freight for Orient

SHIPMENTS UNUSUALLY VARIED

Seven Deported Chinese Sent Back by the Steamer—Arrival of the Telephone—Strike of the Vermont.

The China liner Inrapura, of the Portland and Asiatic fleet, completed her cargo at the O. R. N. pier last night and at an early hour this morning will leave down stream bound for the Orient. The Inrapura takes out one of the largest cargoes she has ever carried and has been exceeded in value by but few shipments from Portland. The total value of her freight is \$234,650. The bulk of the cargo consists of four, amounting to 52,574 barrels worth \$130,275. This shipment exceeds by 124 barrels the largest cargo the same steamer has heretofore carried, that of August, 1901, but is 2996 barrels less than the Inrapura carried outward in December, 1902, and only three barrels less than the Indrasama took last October. The four shipments by this trip of the Inrapura are destined for Yokohama, Kobe, Shimotsu, Moji, Nagaasaki and Hong Kong.

Flour is not the only cargo carried on the steamer by any means. An unusual and at the same time important shipment is a lot of 1519 boxes of Oregon apples that are going to Hong Kong, Shanghai, Tien Tsin and Japanese ports. Apples have heretofore been shipped to those ports in such a large quantity. The Hong Kong cargo also contains two lots of lumber measuring 24,908 feet. Other items on the steamer's manifest are 129 cases of cigarettes for Hong Kong and Shanghai, 33 bushels of tobacco for Chemulpo, 31 bundles of wire mattresses for Osaka, 27 bundles of leather for Yokohama, 20 packages of provisions for Niu Chwang, and four cases of tea, one package of plug tobacco, one package of books and two bundles of empty sacks.

Twenty-five Chinese passengers will travel across the Pacific in the Inrapura's stowage, seven of them much against their will. These unfortunate Celestials had hoped to make their fortune in this country, but the powers that be held them undesirable. Gin Fung, Wong Gee and Wong Nang are the names of three of them that came in by way of Portland in the Inrapura, but did not prove their right to remain. They are being deported by the United States Marshal. Leong Fay came in on the Inrapura last month and was refused admission after appealing his case. He is being returned at the steamship company's expense, as are Lee Sung, Lee Pan and Wing Pin, who came over on the Inrapura but never even set foot on shore, being turned down by the Immigration Inspector.

EXPECT HEAVY FREIGHT TRAFFIC

Regulator Line Preparing for Fall and Winter Business.

The Regulator line is preparing for a heavy movement of freight this Fall and Winter from points on the Upper Columbia reached by its boats. The steamer Hercules, which has been permanently as a freighter, running on her own schedule. On the upper river, arrangements are being made for a small boat to take the lumber formerly covered by the Meko, from the Cascades to the Dalles and return. Speaking of this part of the business, General Manager Campbell said yesterday: "We will probably conclude an arrangement with Captain Taylor, of Hood River, to take care of this run until we have about 20 cargoes of lumber to come down from Goldendale to Lyle which will be transferred to the O. R. & N. at the Dalles during the Winter. In addition to this business, there is a satisfactory movement of wheat from the Klickitat country to tide-water and every boat of our line is bringing down full cargoes.

The passenger business holds its own in a manner entirely satisfactory to the officials of the company. Both boats left out yesterday with large lists for the Dalles. Next Saturday the Bailey Gatzert will carry a special excursion of the Grange of Klickitat Valley. About 500 farmers will board the boat at Lyle and after a trip down past the rapids will be returned to Goldendale. The Dalles City will make the trip Saturday up the river in place of the Gatzert.

ARRIVAL OF THE VERMONT.

Big Freight Steamer Comes for a Mixed Cargo.

The British steamer Vermont, W. C. Haynes master, arrived up at 1:30 yesterday afternoon and dropped anchor in the stream off the elevator dock. She has come for a general cargo of lumber, wheat, wheat, canned fruit and canned salmon for South Africa. T. M. Stevens & Co. are the charterers. The first part of the cargo will be taken on at the elevator. The Vermont is from San Francisco, from which port she sailed last Friday. Captain Haynes reports an uneventful passage up the Coast. The boat was very soggy all the way and nothing was sighted from the time the vessel left the Golden Gate until she made Tillamook light.

STRIKE OF THE TELEPHONE.

Carpenters Quit Work Because They Are Not Paid.

A strike of carpenters has brought work nearly to a stop on the steamer Telephone. The new sternwheeler, which is the property of the Arrow Navigation Company, of Seattle, is lying at the dock of the Willamette Iron Works, where she was to receive the final touches. As their pay was in arrears for five weeks, some say seven—the carpenters packed up their tools and walked ashore. There was not much work left for them to do, but still the boat is not in condition to enter service, even if her machinery were completed. This work is in the hands of the Willamette Iron & Steel Works. They also have an unpaid bill against the Arrow Company, but their machinists were still at work on the boat yesterday, so they evidently expect to be paid. It is said there are other bills against the boat for labor, lumber and other material.

Domestic and Foreign Ports.

ASTORIA, Sept. 29.—Arrived at 7 and left at 11 A. M.—Steamer South Portland. From San Francisco. Condition of the bar at 5 P. M. smooth; wind southwest; weather clear. SAN FRANCISCO, Sept. 29.—Arrived—Barkentine Cleon, from Knappa. Arrived—Schoner W. F. Clarke, from Portland. Sailed at 2:30 P. M.—Steamer Charles Nelson, towing schooner Borealis, for Portland. Arrived—Schoner W. F. Clarke, from Portland. Sailed at 2:30 P. M.—Steamer California, Tacoma; steamer City of Poughkeepsie, Victoria; steamer Centralia, Gray's Harbor; schooner William F. Garza, Portland; steamer Marblehead, Bremerton; steamer Wyfield, Nainimo; steamer Hatie Gale, Port Wrangell; schooner Spokane, Port Gamble; schooner Minnie A. Cairns, Seattle. Sailed—Schooner Alice Cook, Port Gamble; schooner James H. Bruce, Gray's Harbor; schooner Lily, Umpqua; schooner Borealis, Gray's Harbor; steamer Charles Nelson, Astoria; steamer Signal, Coos Bay. LIVERPOOL, Sept. 29.—Sailed—Uthonia, for Boston. YOKOHAMA, Sept. 29.—Sailed—Indrasama, for Hong Kong, etc.; for Portland, Or. LONDON, Sept. 29.—Arrived—Minnetonka, New York. TACOMA, Sept. 29.—Arrived—Norwegian bark Abyssinia, from Seattle. LONDON, Sept. 29.—Arrived—Lancastrian, Boston. NEW YORK, Sept. 29.—Arrived—Main, Bremen. Sailed—Kaiser Wilhelm der Grosse, Bremen via Plymouth and Cherbourg; Carpathia, Liverpool; Sardinia, Naples and Genoa; Victorian, Liverpool. HOQUIAM, Wash., Sept. 29.—Sailed—Schooner William Bowen, of Aberdeen, for San Francisco. Arrived—Steamer Newburg, San Francisco, for Aberdeen. BREMEN, Sept. 29.—Arrived—Kaiser Wilhelm II, New York, via Plymouth and Cherbourg. QUEENSTOWN, Sept. 29.—Arrived—Oceanic, New York, for Liverpool and proceeded. NEW YORK, Sept. 29.—Arrived—Civic, Liverpool and Rotterdam. HAVRE, Sept. 29.—Arrived—La Gasconne, New York. SEATTLE, Sept. 29.—Sailed—Steamer Di-

OLD DIRECTORS CHOSEN

O. R. & N. STOCKHOLDERS HOLD FORMAL MEETING.

War Between Chicago-St. Paul Lines Comes to an End.

OLD RATE IS RESTORED.

ROCKEFELLER MADE PEACE.

Significance of the Ending of the Keene-Harriman Row.

CINCINNATI, Sept. 29.—The Times Star says:

It is learned authoritatively in legal circles that John D. Rockefeller, operating through his brother, William, and others settled the controversy between the Harriman and the Keene interests in the Union and Southern Pacific Companies, and that the ending of the litigation is

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WILL RAISE THE MONEY

WASHINGTON FAIR COMMISSION AGREES ON ACTION.

Pledges \$10,000 as Preliminary Fund for Lewis and Clark Exhibit—Johnson Collection Bought.

The Washington commission of the Lewis and Clark Exposition will commence the work at once of raising \$10,000 as the basis of a working fund to be expended in getting the Washington State exhibit in shape. All the commercial organizations of the state will be interviewed by members of the commission as to what they will do in the way of cash donations and in raising subscriptions.

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FLORIDA AND CUBA FAILED.

Perhaps too much was expected.

A wealthy New Yorker writes as follows:

"I had read with interest all the booklets sent out by the different hotels in Florida, and with a glad heart started South in search of health, but at Tampa was taken down with Malaria fever. A sea voyage to Key West did not improve me, and at Havana, Cuba, I developed Chronic Dysentery. Started for home, reaching The Polyclinic Hospital, New York City, April 10th, having lost thirty pounds on the trip; had no appetite; my liver was apparently dead. The small intestines were inflamed and caused constant pain. "All this is on record at the Hospital. Your Abbey's Salt of Fruits has cured me after all else had failed. Most surprising to me is the pleasant taste, and lack of all gripping pains, which usually follow a dose of pills or other laxatives. I am now in better health than I have been since I can remember. My digestion is good, my eyes are bright, the bowels have been restored to their normal condition, my brain is clear and hard work does not bother me at all. "I am thoroughly convinced that Abbey's Salt of Fruits contains some marvelous powers, unlike anything I have ever tried. Please do not publish my name, for I will tell all of my friends about it. I believe that stomach and bowel troubles will be a thing of the past when Abbey's Salt is used in every home." Send your name for a free sample today. Address The Abbey Effervescent Salt Co., Ltd., 9-15 Murray Street, New York City; 144 Queen Victoria Street, London, England; 712 Craig Street, Montreal, Canada.

"Let the GOLD DUST TWINS do your work"

GOLD DUST advertisement featuring an illustration of a man and a woman, and text describing its benefits for various ailments.

Columbia River between this city and Astoria.

The report is based on soundings made by the committee and while the improvement suggested is for the purpose of improving Astoria's harbor, the information is of importance to the city at the same time of great benefit to shipping that goes up the river, as it would result in a saving of time and avoiding the dangers of a tortuous channel. The report says in part: "It is the opinion of this committee that but little dredging is required to make this channel navigable for deep ships. That its enlargement would send more ebb water to the channel around Tongue point to Astoria and draw more flood along the city front, thus better scouring the harbor channel of the city. In crossing the very deep water about Tongue point, immediately before entering the Astoria channel, less much of the sand is suspended and less the possible deposit along the city front in the harbor below Smith's point."

Threatened the Skipper's Life.

The skipper of the Italian bark Ninfa, Captain Laurio, reports having had some trouble with his sailors on the passage. A short time after he left London for this coast two of the seamen asked that he permit them to leave the ship upon arrival here. They threatened his life if he did not draw up papers as they wished, and otherwise prepare to discharge them here. The "skiff" was met at firmness, and when the men evidently thought better of the intention to force matters, and settled down quietly to life aboard the ship. Their conduct since that time has been such that Captain Laurio did not hand in a report of it to the Italian Consul here, Dr. Candiani, but has concluded to allow the acts to go unpunished.

Classed as Overdue.

SAN FRANCISCO, Sept. 29.—The stranded bark Gifford is virtually an overdue now, as she has not reached her destination port, and was classified and quoted as such on the overdue bulletin board at the Merchants' Exchange today, the figure opposite her name being 75 per cent. Efforts are still being made to save the vessel.

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