

WHO PAYS THE BILL?

Port of Portland Commission Again Divided.

MINORITY EVENS ACCOUNTS

Pays Up an Old Score by Refusing to Confirm Thomas' Expense Account—Dock Engine Changed.

Bad feeling again cropped out at the Port of Portland meeting yesterday. It was a sort of reminder of, or rather, sequel to the political trouble incident to the organization of that body last May. The whole thing hinged on the payment of Commissioner Thomas' expenses on his recent trip East. For the first time the minority had a chance to get even, and it did not let the opportunity slip by. Commissioner Adams was absent, or the result might have been different.

Before Mr. Thomas made his Eastern journey to buy machinery for the drydock power plant the commission voted him \$250 to pay his expenses. This was at the suggestion of John Driscoll and against the protest of Captain Pease, who thought a more businesslike way would be for Thomas to render an expense account on his return, which the board could pay. At the last moment, finding all the necessary transportation could not be secured, the clerk of the board drew a warrant for an additional \$15, which President Swigert and Secretary Driscoll indorsed. It was on the confirmation of the action of these officials in signing the warrant that the meeting split yesterday.

In order to dispose of the question Mr. Driscoll moved that the \$15 warrant be confirmed. No one would second the motion. It certainly was not Mr. Thomas' place to do it, and the president could not. That left Captain Spencer, Captain Pease and Mr. Willis to act, but not one of them raised his voice. No doubt they remembered how they were turned down when the board was organized by the other faction. Neither the persuasive arguments of Mr. Thomas nor the voice of Mr. Driscoll were availing. The minority stubbornly refrained from helping the others out of the dilemma. With a grim smile on his face, Captain Spencer moved an adjournment. John Driscoll roused himself to a further effort. He had put his name to that \$15 warrant in good faith, for the good of the Port, and again moved that it be confirmed. Mr. Willis was inclined to argue the matter, but it was Driscoll's turn to meet with a hearty and instantaneous response.

In the meantime the responsibility for drawing the extra allowance will have to be shouldered by the two officials who signed the warrant, and a small bill of extras held by Mr. Thomas will also remain unpaid until their side have a majority present at a meeting. Captain Pease's objection was based on what he said was the unbusinesslike manner of conducting the affair. Captain Spencer had been opposed to Mr. Thomas' trip from the start. As for Mr. Willis, he did not have much to say, but appeared thoroughly to enjoy the proceedings.

Prior to this episode, considerable other matter was disposed of. Judge A. H. Tanner, representing the Montgomery heirs, was present to attempt to secure Mr. Thomas' approval of the Montgomery dock decision. Mr. Thomas at the previous meeting having voted contrary to the Judge's wishes. "As all the pilots say the dock is no obstruction," said the Commissioner, "I am willing to cast my vote with the majority."

Captain Spencer wanted to know why the pilots had changed their minds on the matter, but got no answer. Commissioner Thomas reported that the second-hand engine he had contracted for in Cincinnati could not be delivered, and he had ordered another, a new one, at about the same figure. His action was approved.

A letter was read from Ellis G. Hughes saying he had been informed the material excavated at the drydock site was being deposited on the Brazos property, and ordering the Port of Portland to desist forthwith from such practices, or suffer the consequences. The clerk was told to write to Mr. Hughes that the material was not being dumped on his property.

The question whether the Port of Portland or City of Portland have authority to establish harbor lines in the city limits was referred to the commission's attorney for solution. It came up in connection with a report made by Captain Pease on the application of the Pacific Lumber Company to extend its wharf. The Captain's report leaving this question open. Several proposals for supplying the dredges with fuel were received and considered, and a number of other minor matters were disposed of.

WILKOMMEN AT SEATTLE.

German Ship Had Voyage Full of Mishaps.

The big German ship Wilkommen, which, no less than three times, has been reported foundered or wrecked on her voyage from Europe, has reached Seattle. She was 150 days out from Hamburg with a cargo of 14,000 barrels of cement.

On June 19 the Wilkommen had to put into Rio de Janeiro, having lost her anchor, broken her compass and injured her chronometer. At that time there were grave fears for her, and reports of her bad behavior in storms encountered having been broadcast to South American ports by other vessels.

Captain Freese, the commander, got her away from Rio in ship-shape, but he was soon storm-driven in rounding Cape Horn again, and the vessel was again in danger.

There were more rumors of the ship's having foundered, but on August 23 she was spoken while crossing the equator. From that day until her arrival at Cape Flattery nothing was heard of her.

LARGEST THREE-MASTER.

British Ship Strathdon Sails for England Today.

The British ship Strathdon, which will leave port today for England, enjoys the distinction of being the largest three-masted sailing vessel in the world. She flies the flag of the White Star Line and is built at Aberdeen, Scotland. Captain J. Patterson is her master. The ship was built at Belfast in 1885 by the famous shipbuilders, Harland & Wolff. Her registered tonnage is 2038 and her dimensions are: Length, 252 feet; beam, 40 feet; depth, 25 feet. The Strathdon's cargo, which was loaded at Seattle, consists of 14,000 bushels of barley, and is worth \$7,920, and is dispatched by Balfour, Guthrie & Co. The ship will start down the river this morning in tow of the steamer Ockla-hama.

TRANSPORT IN TYPHOON.

Thomas Reaches San Francisco After Rough Passage.

SAN FRANCISCO, Nov. 12.—The transport Thomas, in charge of Captain Balfour, reached this port last evening, having on board troops G and H, of the Fifteenth Cavalry, numbering 115 enlisted men, 123 casuals, 47 discharged soldiers and 23 prisoners. Ninety-four were cabin passengers and 29 were in the steerage. There are 45 sick and 2 insane persons on the Thomas.

The voyage from Manila lasted 23 days.

From Nagasaki the run to this port was made in 25 days and 16 hours. The transport now calls at Honolulu and the Thomas left there 7 1/2 days before reaching San Francisco. Three deaths occurred on the voyage. In Asiatic waters the Thomas encountered a typhoon, which damaged some of her boats and frightened those on board, but did no serious injury.

LINCOLN ROCK LIGHT.

New Station in Alaska Will Be Established About December 1.

A circular notice issued by Admiral Read, chairman of the Lighthouse Board, states that on or about December 1 a fixed white light of the fourth order, illuminating the entire horizon, will be established in the structure now being completed on Lincoln Rock (submerged at high water, easterly side of the northerly end of Clarence Strait, about ten miles east-southeasterly from Point Neblitt).

The focal plane of the light will be 57 1/2 feet above the water, and 4 1/4 feet above the base of the tower, and the light will be visible 12 miles in clear weather, the eye of the observer 15 feet above the sea. Vessels should not attempt to pass to the northeastward of the light.

The approximate geographical position of the light, as taken from Chart No. 509 of the United States Coast and Geodetic Survey, will be: Latitude, North, 56°33'; longitude, west, 124°43'. Small island off Point Stanhope, right tangent, east thirteenth-sixteenth south, 4 1/2 miles; Coffman Island, right tangent, southwest, one-eighth west. Blashke Island, left tangent, west eleven-sixteenth south, 7 1/2 miles; Marsh Island, left tangent, northwest nine-sixteenth north.

On the same date there will be established in the structure a Daboll trumpet, operated by compressed air, to sound, during thick or foggy weather, blasts of three seconds' duration separated by silent intervals of 27 seconds.

The structure consists of a concrete pier surmounted by a white, two-story, wooden building, with a brown roof, a square tower rising from the roof at its southerly end, and the trumpet projecting from the westerly side, near the northerly end of the building. The tower is surmounted by a circular lantern, gray with black roof.

An all-house is located a few feet northerly of the lighthouse, and a derrick at the extreme northerly end of the pier.

On the same date the temporary fixed white lens-lantern light, located on a small island northeasterly of Lincoln Rock, will be permanently discontinued.

Alaska Steamer Overdue.

EVERETT, Wash., Nov. 12.—The steamer Discovery, belonging to the American Tugboat Company, still fails to put in an appearance on her homeward trip from Alaska, where she has been running between Cape Nome and Gollan Bay. Captain Ramwell, of the tugboat company, disclaims any apprehension for the safety of the steamer, but he admits that she is several days overdue.

The steamer left Dutch Harbor October 25, intending to take the inside passage. "Picking up the usual run, she should have arrived last Saturday. Instead of that, nothing has been heard of her except the report of another steamer that she was all right when sighted a few days out of Dutch Harbor. The Discovery has on board 15 passengers and a quantity of freight. She will be the last boat to reach home from Nome, if she arrives."

Hamburg Harbor Improvements.

The Senate of the free City of Hamburg has asked the Burgerschaft (House of Burgesses) to approve an appropriation of \$300,000 marks (\$1,975,767) recommended for making certain improvements upon the river and harbor. It is expected that the House will vote that this amount be expended. In Germany commercial harbors and seaports are a matter for the state governments in which they are located to look after. This is perhaps not exactly the case in any other country formed by the union of a number of separate states.

Sealing Schooner Wrecked.

VICTORIA, B. C., Nov. 12.—The sealing schooner Libbie, which was storm-bound on the Vancouver Island coast, returned today, bringing news that the schooner C. D. Hand was wrecked at Kuyquak, where she drove on a reef during the recent gales. No lives were lost. The schooner Penelope lost her foremast, and the Hand was wrecked at Kuyquak. The Libbie brought the skins of both vessels, about 1000 in number.

Claims Against Telephone Settled.

The claims for building material amounting to \$2,000 against the new river steamer Tanager were paid off yesterday, and the boat has been turned over to the Arrow Navigation Company, free of all claims. The new craft, which was built by Joseph Paquet, now lies at the Hassetine dock.

Will Locate Sunken Wreck.

VICTORIA, B. C., Nov. 12.—H. M. S. Grafton, which has been delayed since Monday, owing to heavy weather, left for Barkley Sound today to investigate an alleged wreck reported to have been wrecked there by fishermen, and which it was believed might prove to be that of the lost warship Concor.

Marine Notes.

The lumber schooner Virginia and J. A. Gaird left down the river yesterday in town of the Harvest Queen. The Alameda, lumber-laden for Sydney, dropped down below the bridges yesterday from the Portland Lumber Mills. Her cargo, broken and scattered, was being taken to the Port of Portland. The steamer Rosecrans is at Linton, discharging 15,000 barrels of crude oil, brought up from San Francisco by the Union Oil Company. The oil is being pumped to the big tank recently built by the company at Linton.

Seventy-five lives and six vessels lost in the disaster record of the Gloucester fishing fleet in the 12 months just ended. The financial loss, including value of cargoes, is \$22,500, with \$27,000 insurance. The 75 men lost left 30 wives and 49 children. Names of schooners lost: George Edmunds, Annie Weylson, Dreadnaught, Harriet Danne, Gloria and Scythia.

Domestic and Foreign Ports.

ASTORIA, Or., Nov. 12.—Conditions of the bar at 5 P. M., moderate; wind southwest; weather cloudy. Yokohama-Sailed Nov. 10.—British steamer Indravelli, for Portland. Vancouver, Nov. 12.—Sailed—British steamer Asot, for Portland. New York, Nov. 12.—Arrived—Amsterdam, from Rotterdam. Antwerp, Nov. 12.—Sailed—Huyland, from Philadelphia. Havre, Nov. 12.—Arrived—La Touraine, from New York. New York, Nov. 12.—Arrived—Amsterdam, from Rotterdam. Sailed—La Gascona, for Havre; Deutschland, from Hamburg, via Plymouth and Cherbourg; Mongolian, from Glasgow. Liverpool, Nov. 12.—Arrived—Cedric, from New York. Seattle, Nov. 12.—Sailed—Steamer Portland, for Unalakleet; steamer Lora, for Tacoma. Arrived—German steamer Loomis, from Vancouver; British ship Crompton, from San Francisco.

San Francisco, Nov. 12.—Arrived—Steamer Geo. W. Elder, from Portland.

Oregon Kidney Tea eliminates all impurities. It is a perfect Spring medicine.



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142-144 Sixth Street

The largest tailoring house on the Pacific Coast. Our working capacity is in such shape now that we can get out your suit or overcoat on short notice. Every garment made to order in our own workshops here in Portland. No sweatshop work for us. Nothing but the best of skilled workmen employed. We carry the largest line of woolsens on the Pacific Coast for a tailoring house. Suits or overcoats made to order for \$15.00. We draft paper pattern for every garment. Five thousand different styles of the woolsens to select from. Our motto "Please Customer." If you are not satisfied, your money back.

\$15



SCOTCH PLAID TAILORS

142-144 SIXTH STREET

LANDSLIDE ON O. R. & N.

TRAINS DELAYED NEAR BINGHAM SPRINGS.

Heavy Rain Loosens a Mountain Directly Overhanging the Track.

The storm of Wednesday caused a landslide near Bingham Springs yesterday that blocked the line of the O. R. & N., causing all trains from the East over that line to be delayed. The tracks suffered considerable damage, being covered by a large quantity of earth and rock. The morning train was held up more than 12 hours on account of the accident. No train from that direction reached Portland before nearly midnight last night.

At the place where the slide occurred the O. R. & N. tracks skirt the Blue Mountains. The heavy rain of Wednesday loosened a portion of a mountain rising directly from the railroad. Yesterday morning, a few hours before time for the Portland-bound train from Ogden to reach that point, a great mass of the loosened mountain slid down and went across the track, which was considerably damaged and completely blocked so that it was impossible to get trains past.

As soon as the slide was discovered a force of men was set to work clearing it away, but it took them until afternoon to get the line cleared sufficiently for trains to pass. The train that should have arrived in Portland yesterday morning was held up at the slide until afternoon, and the evening train was also held because of the obstruction.

When the slide was cleared away the morning train was started through ten minutes ahead of the afternoon train, and they arrived in Portland late last night.

Colonel Crooks, assistant to President Mohler, stated yesterday that the slide had not done much damage to the tracks and that delay in traffic was practically the only manner in which the road had suffered from the accident. Soft tracks are reported all along the line swept by the storm, but no serious consequences are anticipated from this source.

The Astoria & Columbia River road is beginning to recover from the effects of the slide at Bugby, and it is expected that through train service will be established between Portland and Astoria, today. No more fresh slides have occurred since the blast was fired to move the hanging portion of the mountain, and the officials of the road believe that the source of trouble has now been removed.

The force of 200 men that was at work clearing away the debris from the tracks was augmented yesterday by 200 more men from the quarries, and they made good headway on the obstruction.

Other railroads running into Portland were on time yesterday and no further difficulty from the effects of the storm was reported.

Visit of A. B. C. Dennison.

A. B. C. Dennison, general Western

passenger agent of the Great Northern at Seattle, was in Portland yesterday on tour of inspection. He reports the business of his road as in the best of condition and says that the Portland office is doing well in the matter of securing local traffic.

LOSING FIGHT AT NEW ORLEANS

But Portland Railroad Men Will Try Again for the Convention.

The news that the Coast delegation failed in its fight to get the next convention of the American Association of Traveling Passenger Agents for Portland was a keen disappointment to the local railroad men. The plans laid by the delegates from the Coast to secure the meeting for the "Convention City" were so thorough that when the delegates left here for New Orleans, every one had the utmost confidence in the outcome of the fight. The local railroad men were banking strongly upon securing the meeting, and to lose it was a bitter fate for them to accept.

However, with characteristic energy, they expect to make another trial for a future date, and it is said that an effort may be made to secure the convention for 1905. The fact that the City of Mexico won in the fight is attributed by local railroad men to the fact that the Mexican city had been in the field for so long that it was almost entitled to recognition this time.

Director-General Goods Due Soon.

Director-General Goode, of the Lewis and Clark Fair, will be home from St. Louis on Monday, and as soon after that as possible a called meeting of the Board of Directors will be held to hear his report. No meeting was held yesterday, in order that more intelligent action might be taken. Among matters that will come up before the State Commissioners, is a suggestion from a prominent Native Daughter that a special and permanent collection of Indian curios, canoes, baskets, utensils, etc., be made and installed in the Memorial building. This would mean states in a letter to the commissioners that such a collection could be easily made of Oregon curios, and would constitute a unique feature, especially valuable not only to advertise Oregon, but to instruct the young men and women in the history of the territory. For some time the commissioners have been endeavoring to get hold of a complete and perfect exhibit of Oregon grains. Yesterday Secretary Giltner received a letter from the Wasco Warehouse Milling Company stating that they would collect and ship to the Fair samples in any quantity desired of all Oregon grains. This offer will be thankfully accepted, and it is now certain that through the efforts of this company, every section of the state will be represented in this exhibit. It is proposed to arrange it in half-bushel lots, carefully marked.

Visitors to Portland. Should not miss the delightful trips up and down the Columbia River. Particulars at O. R. & N. city ticket office, Third and Washington.

Persons whose occupation gives but little exercise are victims of torpid liver and constipation. Carter's Little Liver Pills will relieve you.

PRISONERS ON A STRIKE

COUNTY ROCKPILE GANG OBJECTS TO WORK.

Confinement of Messenger Boy in a Dungeon is Given as Excuse for Refusing to Leave Cells.

The members of the county rockpile gang went on a strike yesterday, and, as a consequence, they are all confined in the dungeon in the County Jail, on a diet of bread and water. This punishment will be continued until they decide to call the strike off and return to work.

When Guards Johnson and Briggs reported at the jail yesterday prepared to escort the men to their place of employment, the whole contingent balked and would not leave their cells. Joe Sauter, who acted as spokesman, informed the guards that the cause of the rebellion was the imprisonment of Thomas Stevens in a dark cell. Stevens is a messenger boy who was sentenced to 25 days by Judge Hogue for running down a well-known business man with a bicycle and striking the man when he objected to such treatment. Stevens escaped from the chain gang and was retaken. He was given an opportunity to resume work without any punishment being inflicted upon him for running away, but he would not listen to reason and proved troublesome. He broke off his shackles with the hammer furnished him to break rocks with, declined to labor and tried to persuade the other prisoners to revolt. Finding that fair means were unavailing, Stevens was placed in the dungeon. This fact was used by the other prisoners yesterday as an excuse for refusing to work. Sauter told the guards they would not go to the rockpile until Stevens was released from close confinement, and the other prisoners confirmed his statement with nods of approval. The men comprising the gang are as follows: Joe Sauter, Bob Lucas, Charles Stanley, Alex McGill, Reuben Near, Jim Hall, Harry Thomas, John Brodie, C. Duncan, Tony Jurich, John C. Fabrics, Ed Lundy.

The men were ordered placed in the dungeon by the County Commissioners. It is a dark and cheerless place, devoid of all comfort, but is well ventilated; therefore, there is no danger of the men suffocating for want of fresh air.

Bob Lucas, who is serving a sentence of one year for stealing a hat in a Third-street military store, was a leader among the strikers. Several weeks ago Chief Houghton incited a strike among the rockpile crowd, and Houghton would have been cast into a dark cell had not his attorney obtained a stay of proceedings in his case in the Supreme Court. The attorney intends to test the question in the higher court of the right of county officials to work prisoners on a rockpile.

Hood Street in Bad Condition. Hood street, which is the main avenue traveled by teams coming into the city from the south, is reported to be in a terrible condition, nearly its entire length, and is especially bad from Caruthers

street north. Loaded wagons mire to the number of farmers' teams have been stalled there, and some wagons broken down. The ravine under the bridge on Hood street, at Caruthers, is being filled. The earth taken from the surface of Madison street, between Second and Fifth streets, where it is to be paved, is being hauled out Hood street to this fill, and aids materially in cutting up the street. Some of the teamsters employed on this work have decided to drive out Front street to Caruthers and try getting down a steep hill to Hood street by locking their wheels.

Hood street was to have been improved last Summer, but at the last moment a man who owned only one or two lots on it circulated a petition and defeated the scheme. The improvement was to have been a stone-paved pavement on a concrete foundation, and to be paid for by a district assessment. Those who favored it are now very sorry that it was defeated. The route along Hood and Water streets is the only level one in that section, and is, therefore, followed by all team and carriage travel as long as it is passable. The improvement of it would have been a great benefit to travel, and may be carried out next season.

Surveyors Lived on Grouse.

Twelve members of the party which Emory Oliver has had employed in surveying Government land in Idaho during the Summer have arrived here to spend the Winter. They have been working on the Boise River, some 75 miles from Boise City, and they brought out their pack-horses and camping outfit over the mountains through quite a fall of snow to the Snake River, where there is an excellent

range, on which the horses will have good pasture for the Winter. The men say they enjoyed the Summer spent in an unsettled region, where game was plenty. Grouse were so numerous that, after the season for shooting commenced, they shot all they wanted, and for a month fairly lived on grouse, shooting often a dozen a day, and one day 25. The birds were the genuine blue grouse, which has become scarce in this section. There is a large species found in sage-brush sections called "sage hens," or "fool hens," which is not so good, but which is so stupid that it can be caught with a noose on the end of a stick; but, as may be imagined, they are not so numerous as they used to be.

Saloon Near a Church. Some time ago attention was called by The Oregonian to a decaying old shack on Taylor street, opposite the M. E. Church, which had been for years a notorious opium joint, and where finally a Chinese woman had been murdered and the place half-burned down. The result was that this disgrace to the city was torn down and a neat two-story brick building put up. This, it appears, has been leased for a saloon. A correspondent has made a voluminous complaint because the leasing of the building for a saloon was not remonstrated against. As opposite a church on a side street is not a desirable location for many kinds of business, and as even a saloon is such an improvement on what occupied the property before, it was not imagined that a remonstrance against it was necessary or reasonable. It is now learned that there is to be another liquor store on the same block, at the northeast corner of Third and Taylor streets, and the correspondent will have a fresh cause for complaint.

Split and Toast. Crispy toast is made by splitting the biscuit lengthwise with a sharp knife and placing in oven for a few minutes.

SHREDDED WHEAT BISCUIT

Dr. S. R. Harris, 76 Summer St., Worcester, Mass., says: "One of the very best things in health and in sickness, and as a preventive of sickness. A Godsend in every family."

FOR SALE BY ALL GROCERS