

HARRIMAN LINE

Northwestern Steamship Co. Will Place Vessels on the California Run.

NOW RUNNING TO ALASKA

Merchants Assured Seattle Company Will Invaade Harriman Field for Time at Least—Orizaba and Victoria Are Named.

According to representatives of the local commercial organizations which have been agitating the establishment of an opposition line of steamers between this port and San Francisco, the Northwestern Steamship Company, which is operating steamers between Seattle and Alaska points, will bring at least two of these vessels to Portland after the close of the home season next month, and through the Columbia River to San Francisco run. The vessels most likely to be placed on the local run are the Victoria and Orizaba, both of which are large carriers and are on the Seattle-Nome route at the present time.

Representative Portland business men have been in Seattle, where they held conferences with the management of the steamship company. They were given assurance that at least two of the vessels of that company will be sent here as an experiment.

The Orizaba is a 250-ton tramp steamship which was built by the Delaware River Company at Chester, Pa., in 1890 for J. E. Ward & Co., of New York and is now being chartered to the Harriman line. The Victoria is a much older vessel, built by the Spanish-American War, when the Government needed vessels to transport troops to the Philippines, and afterwards to Alaska, where she has been engaged for the better part of the time since coming to the Western coast. The Victoria is a much older vessel, built by W. Denny & Bros., at Dunbarton, Scotland, in 1870, and is under charter to the Northern Pacific Steamship Company of Tacoma. She is an iron-hulled steamship of 242 tons register, and is capable of making about 14 knots.

The vessels now on the Nome route are usually tied up all winter months, and the operators seem willing to listen to the arguments placed before them, and, no doubt, will send these two steamers here next month in opposition to the Harriman line, which have given anything but satisfactory service in the past. The present company has repeatedly been engaged by the service between Portland and San Francisco, but the local merchants have found to their sorrow that promises do not land their merchandise at its destination, and have been agitating the establishment of a competitive line for some time.

Just at present it has been found difficult to secure steamers, for all the available craft on the coast are engaged, and the only thing to be done is to wait the closing of the home season, when the vessels now employed there will be at liberty.

Previous experiments in establishing an opposition line to the Harriman interests have always met with failure, even though starting off under the most favorable conditions, but it is to be hoped that the new line will find favor from the start and that it will be found advisable for the Northwestern Steamship Company to operate its vessels out of here for a considerable longer period than the off season at Nome.

The steamship service between Portland and San Francisco has been miserable, for the Harriman line have been operating on no regular schedule. The vessels on the run are of ancient type, and hardly possess the speed of the average mail-boat. The Orizaba, the Costa Rica and Barracouta, both of which sailed for this port from San Francisco yesterday, and will probably reach Portland some time within the next few days, are the only ones which have been operating, providing they have good luck. The Columbia, which is the only suitable vessel the Harriman system ever sends here, is undergoing repairs at San Francisco, where she was badly damaged by overturning in the drydock during the earthquake last April. She has been out of commission ever since. The company has promised repeatedly to have this vessel in operation within a short time, and the latest date set for her resumption of service is September 1.

ARRIVALS AND DEPARTURES

ASTORIA, Aug. 21.—Condition of the bar at 5 P. M.—Smooth; wind, southeast; weather, cloudy.

Arrived at 10:30 A. M. and left at 11 P. M.—British steamer Knight, of St. George, from San Francisco. Arrived down at 11 A. M. and sailed at 2:30 P. M.—Schooner Virginia, for San Francisco. Arrived down at 11 A. M.—Barkentine Amelia, arrived at noon—Schooner Bender Brothers, from Unalakleet.

San Francisco, Aug. 21.—Sailed at 8 A. M.—Tug Dauntless, for Portland. Arrived at noon—Steamer F. A. Kilburn, from Portland and way ports. Sailed—Barkentine Georgia, for Columbia River. Sailed at 8 P. M.—Steamer Ametia, for Portland.

Point Lobos, Aug. 21.—Passed—Steamer Whittier, from Fort Harford, for Portland.

Port Pirie, Aug. 21.—Arrived August 18—British ship Clackmannan, from Portland.

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FAIRVIEW REALTY SALES

Realty sales at Fairview in the past two weeks have been considerable. Town of Lents, purchased the United Artisans' Hall and the old feed mill from A. T. Axel for \$1500. He also purchased the residence of A. H. Moore, paying \$1000 for it. H. W. Gode, of Portland, bought the Teget block, paying \$1300 for it. E. Smith sold his cottage to C. E. Cross. J. W. Cross is erecting a residence east of Fairview, and A. L. Turner is having a dwelling put up. The prospects are excellent for the future of the locality, and the extension of the O. W. P. Railway to Fairview. W. P. Keedy was in Fairview the other day adjusting the right-of-way for the spur which will connect with the O. R. & N. Railway track.

REMEDY FOR DIARRHOEA, NEVER KNOWN TO FAIL

I want to say a few words for Chamberlain's Colic, Cholera and Diarrhoea Remedy. I have used this preparation in my family for the past five years and have recommended it to a number of people in York County, and have never known it to fail. I feel that I cannot say too much for the best remedy of the kind in the world. It is Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remedy is for sale by all druggists.

HILONIAN SAILS TONIGHT

Hawaiian Liner Ready to Leave for Islands With Large Cargo.

With a cargo almost five times greater than the first one she took from this city, and with a number of passengers, the Hawaiian liner Hilonian is scheduled to sail for Honolulu and Hilo at 8 o'clock this evening.

Agent Lindsey, the local representative of the steamship company, is exceedingly pleased at the increased freight offered this trip, and entertains high hopes of the business getting better each voyage. For her present visit the steamer brought representatives of island firms, who came to Portland to investigate the conditions and order certain quantities of merchandise desired by the merchants there.

In addition to 200 tons of general merchandise the Hilonian will take 25 head of horses, which were purchased in Eastern Oregon for the Hawaiian Plantation Company by James McQueen, the agent for that company, who was sent here to buy the animals and ship them to the islands. Mr. McQueen will be a passenger on the Hilonian on the voyage to the islands, and expects to return to Portland soon for the purpose of buying more of the Oregon animals for the island plantation.

BIG STEAMSHIP ARRIVES

Knight of St. George on the Way Up the Columbia With Cement Cargo.

The large British tramp steamship Knight of St. George is on her way up the Columbia River and should reach the local harbor this morning. She is carrying a cargo of cement, which will be discharged at the Mersey dock. The big carrier brought a full cargo of cement, but a good portion of this was discharged at San Francisco, which she left six days ago for Portland, which no doubt means that she experienced considerable weather on the way to the trip up the coast. This is regarded as probable since the steamship Hilonian, which reached port Monday, ran through heavy weather on her way up the coast, and was delayed some on that account.

The Knight of St. George is a larger vessel than the Hilonian, and was delayed longer on account of being higher out of the water. The big vessel has not as yet been chartered for the local run, but it is undoubtedly loaded a cargo of lumber for the Orient, as vessels of her class are in great demand as lumber carriers.

YACHT EL PRIMERO DEPARTS

Chester Thorne, of Tacoma, Takes His Pleasure Craft to Sound.

The steam yacht El Primero, with her new owner, Chester A. Thorne, of Tacoma, aboard, sailed yesterday for her new home on Puget Sound. She was accompanied by Local Inspectors Edwards and Fuller, and found to be in excellent condition. In charge of Pilot Pope, the service between Portland and San Francisco, but the local merchants have found to their sorrow that promises do not land their merchandise at its destination, and have been agitating the establishment of a competitive line for some time.

MARINE NOTES

The Italian ship Brasimo, which has been loading lumber for the better part of past month, will finish about Saturday.

The British steamer Beckenham will probably leave down for Astoria tomorrow, but it is to be hoped that the lumber cargo and is preparing to sail for the Orient.

The work of painting the hull of the steamer George W. Elder was commenced at the drydock yesterday morning, and arrangements are being made to float her about the first of the month.

The California and Oregon Coast Steamship Company's steamer Alliance is due tomorrow from Coos Bay and Eureka. She is bringing a full cargo and will have all the freight she can carry on the outward voyage.

The time ball, which is being placed on the roof of the Custom-house building, will soon take its first plunge, according to the official plan of the hydrographic office. The contractors have been slow in arranging the mechanism of the contrivance, but it is now almost ready for operation.

Harbormaster Biglin and a customs inspector were called upon yesterday to quell a small-sized riot among the Chinese crew of the big steamer Tyrin, who had become engaged in a fight over the possession of a mess of fish that had been caught by one of the fishermen on the vessel.

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REALLY BOARD IN SESSION

Passes Resolution Indorsing East Third Franchise and Fill Benefit.

The Realty Board of Portland met in regular session yesterday afternoon in the Chamber of Commerce here, and cleared itself in favor of the East Side street franchise, although not without dissenting voices. President W. H. Moore was in the chair, and J. O. Rountree acted as secretary.

The secretary read resolutions favoring the granting of the East Third street franchise to the Oregon Railroad & Navigation Company, which he moved should be adopted as the sentiment of the Realty Board and that a committee

PICKERS AND HOPPS

Growers Offer Many Inducements to Attract Workers to the Fields.

Ho, for the hopfields! The call for harvest has gone forth, the tocin has been sounded, and far and near youths and maidens, mothers and fathers, and even those of childhood's tender years are making their preparations for the greatest of all warm weather outings, three weeks of camping and fun, and money-making under the blue skies of Oregon. Hundreds have engaged with the agents of the many Willamette Valley yards to begin the season September 1, but hundreds more are needed and in downtown districts and in the advertising columns of the daily papers is proclaimed the fact that great numbers are in demand.

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The second case is of the same nature, but in this B. B. Bowman is made co-defendant with the Tafts. It is claimed that Bowman, who is the complainant, Taft was the reputed owner of the premises in question, but it is understood that an interest has since been transferred to W. H. Taft.

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Inventory Shows Real and Personal Property Worth \$86,616.

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To Register Title Under Torrens Act.

Newton McCoy and Kate Nicholas yesterday filed an application in the State Circuit Court to register title under the Torrens land act, to certain lands in section 31, township 3 north, range 1 west.

Milwaukie Country Club.

Eastern and Seattle clubs. Take Sellwood or Oregon City car, starting from First and Alder streets.

CAUGHT IN THE GOALS

Railroad Detective Arrests a Boxcar Thief at Troutdale.

MAKES FULL CONFESSION

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Rosa De Cicco Released on Promise to Remove to Sound.

Mrs. Rosa De Cicco, who has made so much trouble for her divorced husband, Antonio De Cicco, that he fears for his life, was released from the County Jail yesterday upon her promise to remove to Tacoma and remain there. She was sentenced several months ago to a term of one year in the County Jail for striking Antonio on the head with a brick. She was released on probation, and while at liberty threatened to kill Antonio with a revolver because he had remarried. She was arrested in Tacoma, and taken to the county jail. She is now in the Reform School. Mrs. De Cicco is a hard-working woman, but is possessed of a very violent temper. Once she followed Antonio to San Francisco