

TELLS OF OLD CITY

Isaac A. Manning Writes From Cartagena.

NOW OCCUPIES CONSULATE

Delay in Freight Shipment Down Coast Leads to Complaint Regarding Methods of Charging by Steamship Companies.

The following interesting letter from Isaac A. Manning, of this city, who was recently appointed as Consul at Cartagena, Colombia, South America, was received yesterday by Manager Tom Richardson of the Portland Commercial Club:

We reached this city on June 8 and are now getting well into its ways. It is a most interesting old place, and the ancient character of its architecture and its many ruins make it a place well worthy a visit and study. The old wall, which was constructed by the Spaniards, encloses the entire old town, and its value as a protection against the buccanera and pirates of the old Spanish main can be well recognized even at this late day. It is said that the wall is worth \$50,000,000 and that when the bill was presented to the King of Spain he went to his window and looked out towards the west to see if he could see the wall. He thought that it must certainly be a high one to have cost so much. It is about 20 feet high in the most of the contour and wide enough to make a very delightful promenade. In many places it is 30 feet through and made of cement and stone. It is under-run with immense water cisterns and many passages leading from one place to another.

Then the old fort of San Felipe stands on a rather low hill just outside the wall and these ruins are very interesting. It is distant a half mile from the old Church of San Juan de Dios, now San Pedro Claver, but a tunnel passage is said to connect them, the tunnel which communication with the fort was maintained in case of siege. Another passage of the same character connects the old monastery on the hill called the "Popa," a mile further away.

There are many buildings here that were constructed in the thirteenth century and one of the most modern houses in the city bears the coat-of-arms of Spain and the date 1778. The town is on an island, the sea being on one side and the bay magnificent harbor, and lagoons running out from the bay on the other. In fact, Cartagena is one of the best ports of the South American world, having an immense stretch of deep water, with excellent anchorage and plenty of room.

The consulate is in a very comfortable building near the sea and wall, which has been rebuilt within the past few years, has modern comforts, glassed the floors, lots of city rooms. It has 20 rooms on the first floor, with high ceilings, lots of big window-doors opening out to a balcony, for you know we live on the second floor, so that we may get the breeze that comes over the wall. The building contains five large reception rooms and is in every way a dignified place for the representation of the United States Government.

We find the people here very pleasant, and I believe we will get along all right. The sea is very fine now, but the weather here at the worst season of the year, the rainy season, but they tell me beginning with October we shall have to get used to it. The northeast trade winds, and that then it will be fine and cool. We are all keeping well so far at least, and this is a blessing.

and now I want to tell you a tale of wool, and it is something our Western steamships should look into. When we left I shipped my household goods via Portland and Pacific Mail, and the agent of the former company wrote to the Pacific Mail Company asking for the rates of freight to Cartagena, Guatemala, and would give us all the charges necessary. I said all the freight they asked, and after waiting here from June 9 to June 30, I learned that the Pacific Mail Company had held the freight up in San Francisco until July 15 (the goods having come from Portland on the steamer Costa Rica, on March 15, for extra charges, including port fees here, disembarkation here and \$2 or \$3 incidental charges. The result is the goods are not reached us as yet. American steamship lines cannot help foreign trade if they do that way with merchandise—that is a clinch.

There is quite a trade here, cosmopolitan, of course, and I have a card to it. In fact I have been received very well by the people, and a number of ladies have made my wife's acquaintance. There is a fine port, and I am sure, about which I shall take time to write you in a future letter, and also a future for the entire Colombian country. There is a lot of mining in Colombia, and a great territory undeveloped. It has all kinds of climate and everything imaginable in an agricultural way can be grown somewhere in Colombia.

INSTALLS HOSE COMPANY

Sellwood District Now Has Paid Fire-Fighters.

After today the suburb of Sellwood will be protected by the Sellwood Hose Company, which will be installed in the engine house there this morning. The company will be provided with a hose reel that has been used by the Stephens Addition Hose Company, and will have a full hose company. Captain Stokes will be in charge. In overhauling the Sellwood engine house, which was done under the supervision of Battalion Chief Holden, it was so arranged that a fire engine and engine company could be installed there without delay whenever one is needed, or when the city is prepared to advance the station. It is thought, however, that a hose company can afford excellent fire protection in that suburb with plenty of hydrants. More hydrants will have to be provided as soon as this can be done. The old Sellwood Volunteer Fire Company, which furnishes protection there for many years at a sacrifice of both time and money, now steps aside for the paid company.

Battalion Chief Holden announces that work is nearly finished on the Highland and Mississippi avenue engine houses. At the Highland Avenue Company an engine will be stationed, which will have a wild field. For Mississippi Avenue engine house, a combination chemical will be stationed. Both companies will be installed there about August 15. Chief Campbell has turned the Highland engine house over to the Northwestern Improvement Association for one night so that the organization may celebrate the installation of the engine company. The club has a committee collecting money for the expense of the installation.

BUY SITE FOR WAREHOUSE

Meier & Frank Purchase Half Block on Irving Street.

A half-block warehouse site in North Portland was purchased yesterday by Meier & Frank, the consideration being about \$40,000. The property lies on the south side of Irving street, between Fourteenth and Fifteenth and was owned by Dr. G. E. Watts, who bought

CEMENT COMING

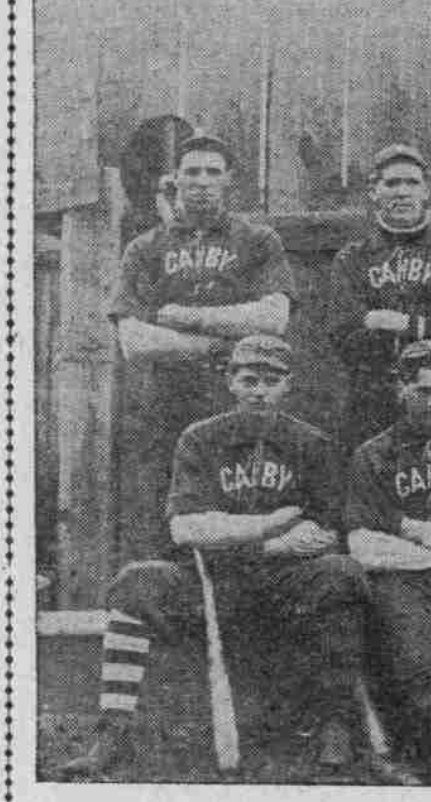
Ships Bound for Portland Carry 165,000 Barrels.

A TOTAL OF 18 CARGOES

During First Month of the Fiscal Year Shipments at Sea Are in Excess of Entire Business of Three Years Ago.

PLANS FOR CONFERENCE
Annual Convention of Oregon Methodists Meets September 24.

The programme for the annual conference of the Methodist churches of Oregon has been completed. It is to be held at the Grace Methodist Church from September 24 to 30. Large numbers of ministers and delegates from all the Methodist churches of the state will be in at-



CANBY BASEBALL TEAM HAS RECORD OF WINNING THE LONGEST SHUT-OUT GAME THIS SEASON.
CANBY, Or., July 30.—(Special.)—By defeating Greenham 1 to 0 in a 14-inning contest, May 19, Canby holds the record of winning the longest shut-out game played in Oregon so far this season.

The Canby team is going to play any amateur team in Oregon or Washington. Reading from left to right the members of the team are: Top row—R. Knight, shortstop; L. Eckerson, third base; A. Knight, second base; R. C. Knight, manager; W. Knight, centerfield; E. Krueger, right field. Bottom row—E. Smith, left field; I. Dimick, substitute; R. Baty, catcher; C. Baty, pitcher; W. Baty, first base.

tendance. The arrangements for the week are as follows:

- September 24—8 P. M., reception by Grace Church.
- September 25—8:30 A. M., devotional service. Rev. W. H. Sellen; 9 A. M., the holy communion, conducted by Bishop Moore; 2 P. M., statistical session; 7:30 P. M., Women's Home Mission Society; 7:30 P. M., Board of Home Missions and Church Extension, Dr. J. H. Coleman, W. T. Kerr, presiding.
- September 26—8:30 A. M., lecture by Bishop Moore; 9 A. M., business session; 2 P. M., missionary sermon, by Dr. Clarence Trice Wilson; 4 P. M., Women's Foreign Mission Society; 7:30 P. M., Board of Foreign Missions, J. W. McDougall, presiding.
- September 27—8:30 A. M., lecture, Dean H. D. Kimball, LL. D.; 9 A. M., business session; 10 A. M., lay electoral conference in Taylor Street Church; 2 P. M., joint meeting of lay and clerical conference; 7:30 P. M., Willamette night, M. B. Rankin presiding.
- September 28—8:30 A. M., lecture, by Dr. T. B. Ford; 9 A. M., business session; 2 P. M., —; 7:30 P. M., Board of Education, Freedman's Aid and Sunday Schools, T. L. Jones presiding.
- Sunday, September 29—9:30 A. M., conference love feast, led by Rev. John Flinn; 10:30 A. M., sermon, by Bishop Moore; 2:30 P. M., memorial service and ordination of deacons and elders; 7:30 P. M., sermon by Rev. W. F. Anderson, LL. D.
- September 30—8:30 A. M., lecture by Rev. J. T. Abbott; 9 A. M., business session; 2 P. M., temperance anniversary, E. F. Zimmerman presiding; addresses by James Moore and D. H. Trimble.

LABORERS ACT AS FIREMEN

Impressed by Policemen to Extinguish Lodging-House Blaze.

A large crowd of laborers, loitering about the bulletin board of an employment office on Second street at 1 o'clock yesterday afternoon, were pressed into service as firemen when Policemen James F. Anderson and Acting Police Detective Price ordered them to line up and help carry hose to the third story of the New House, which was on fire. The men worked with a will, making it possible to get water into the endangered building, which is located at Second and Adams streets. The fire started from sulphur candles, which were being burned to disinfect the rooms.

The fire was discovered by Patrolman Anderson, who turned in an alarm, after which he returned to the scene and rendered valuable service. Adolph J. Bettman, manager of the house, and George Reynolds, an employe, were severely cut by falling glass. The flames did damage to the extent of approximately \$5000.

Rattlesnakes in Oregon City.

OREGON CITY, Ore., July 30.—(Special.)—Rattlesnakes have appeared in this city, and yesterday City Engineer W. A. White killed a small one on Madison street at the foot of Falls View. The snake was a young one, about two feet in length, and had two rattles. A large snake was seen this week on Fifteenth and was near the residence of Ernest F. Radda.

PORTLAND CHARTER FOR ERA

Big German Steamship Will Come Here for Cargo.

Here for Cargo.

The German ship Eva has been chartered by Mitsui & Co. to bring a cargo of sulphur and miscellaneous freight from Hakodate, Japan, to Portland. The vessel will come by way of San Francisco. She sailed from Japan July 24, and it is expected that she will arrive at this port in the early part of September.

Upon her arrival here the Eva will be loaded with grain and flour for the outward voyage. She has been at this port so often before during the past two years that she is beginning to be regarded as a regular freight steamer on the Columbia River. Her net register is 2084 tons.

According to a recent revision made by the Merchants' Exchange, the 79,725 grain tonnage en route or engaged to come to Portland is 79,725 tons, while the amount in port is 7735 tons. Only 45,612 tons is on the list for Puget Sound, and at Western Washington



Water Low in the Willamette.
The Upper Willamette River is reported to be at such a low stage at present that in making the trip between Portland and Salem it is necessary to take the steamers over five shoals with lines. During this process the vessels scrape on the bottom of the river, and on a recent trip it took the Pomona five hours to reach water deep enough to float her. The Government dipper dredge was sent there to dig a channel, and more dredging will be necessary. Continuous service to Salem will be kept up by the vessels of the Oregon City Transportation Company, according to the statement of the officials of the company.

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Holt Hill Is Overdue.

TACOMA, Wash., July 30.—(Special.) Alarm is felt here over the British ship Holt Hill, long overdue from England with a cargo of cement. She has been out 221 days. The average sailing time is 125 days. Her master is Captain Parker, 70 years old, and one of the oldest men in command.

DIKE ORDERED DESTROYED

Engineers Will Remove Revetment at Coon Island.

Colonel S. W. Roessler, in charge of the local office United States Engineers, has received instructions from Washington, directing him to remove the portion of the old revetment at Coon Island which has been a menace to navigation for some time. The work will be done by contract if bidders can be secured and if not Colonel Roessler will put a force on the job.

Redondo to Bring Lime.

The steamer Redondo is to arrive

HOQUIAM SHIPPING NEWS.

HOQUIAM, Wash., July 30.—(Special.)—Today's arrivals in shipping were: The barkentine John Palmer, 30 days out from San Pedro, to load at the Hoquiam Lumber & Shingle Company. The schooner Allen A., 15 days out from San Francisco to load at the National Lumber & Box Company, and the schooner Sophie Christensen, 17 days out from San Francisco for Aberdeen. The steamer Aurelia, lumber laden, sailed for San Francisco.

Rate War Is Now On.

LOS ANGELES, Cal., July 30.—(Special.)—A freight rate war is on between the Pacific Coast Steamship Company and the Independent Steamship Company, which has resulted in the slashing of rates almost in half on all classes of freight. The Independent Company entered the field in May and the slashing of rates began then. Yesterday

STEAMER INTELLIGENCE.

Due to Arrive.		
Name	From	Date
Alliance	Los Angeles	July 31
Redondo	Seattle	Aug. 1
Breakwater	Cook Bay	Aug. 1
John Paulsen	San Francisco	Aug. 2
Geo. W. Elder	San Pedro	Aug. 3
Costa Rica	San Francisco	Aug. 3
Nurman	Hongkong	Sept. 17
Arbia	Hongkong	Sept. 17
Alesia	Hongkong	Oct. 10

Scheduled to Depart.		
Name	For	Date
Ronoke	Los Angeles	Aug. 1
Alliance	Cook Bay	Aug. 1
Redondo	Seattle	Aug. 4
Breakwater	Cook Bay	Aug. 5
Nurman	Hongkong	Aug. 9
Nicomedes	Hongkong	Aug. 9
Shanghai	Hongkong	Aug. 10
Costa Rica	San Francisco	Aug. 10
John Paulsen	San Francisco	Aug. 10
Nurman	Hongkong	Aug. 18
Arbia	Hongkong	Sept. 25
Alesia	Hongkong	Oct. 20

Entered Tuesday.
Excelsior, Am. Steamship (Erickson), with ballast, from San Francisco.

terday the Pacific Coast Steamship Company announced another cut which brings the rates down to almost one-half of what they were when the Independent Company entered the field. The rate on first-class freight between Los Angeles and San Francisco, 47 cents has been reduced to 24.

Worms Eating Ice on Rainier.

TACOMA, Wash., July 30.—In their ascent of Mount Rainier, Professor John B. Flett, of this city, and Professor Cowles and a scientific party from Chicago, discovered in the ice of Urania glacier millions of small worms. The discovery astounded the scientists, who could hardly believe their eyes until they had cut into the hard ice and removed some of the forms for microscopic examination. The worms were about an inch in length and the size of a hair, and presented a wriggling

Marine Notes.
The steamship Costa Rica, from San Francisco, sailed yesterday morning. The steamer Alliance, from Coos Bay, is due to arrive this morning. The steamer Asuncion, from San Francisco, arrived up with a full cargo of oil. The steamer George W. Elder has arrived at San Francisco, from Portland, via Eureka.

Arrivals and Departures.

PORTLAND, July 30.—Arrived—Steamship Ronoke, from San Pedro and way; steamship Asuncion, from San Francisco. Sailed—Steamship Costa Rica, for San Francisco. ASTORIA, July 30.—Condition of the bar at 6 P. M., smooth; wind, southeast, 12 miles; weather, clear. Sailed at 7 A. M.—Steamer Breakwater, for Coos Bay. Arrived in at 4 A. M. and left up at 4:30 A. M.—Steamer Asuncion, from San Francisco. Arrived down at 8:30 P. M. and sailed at 10 A. M.—Steamer W. B. Porter, for Monterey. Arrived down at 8:40 P. M. and sailed at 4:50 P. M.—Steamer Argyle, for Port Harford. Arrived down at 8:30 P. M. and sailed at 8:30 P. M.—Steamer Costa Rica, for San Francisco. Arrived at 3:15 and

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lost up at 6:30 P. M.—Steamer Alliance, from Coos Bay. Sailed at 4 P. M.—Steamer Alliance and barge B1, for Portland. San Pedro, July 30.—Arrived July 29.—Norwegian steamer Skogstad, from Murooran, via Columbia River. San Francisco, July 30.—Arrived July 27.—British ship Maudslowi, from Portland. San Francisco, July 30.—Arrived—Steamer Geo. W. Elder, from Portland. Newcastle, Aug. 1.—Sailed—Hermestheda, from Tacoma, for Hamburg. Hamburg, July 27.—Sailed—Steamer Itzart, for San Francisco. Murooran, July 29.—Arrived previously—Admiral Ory, from Antwerp, for Honolulu and San Francisco. New York, July 29.—Arrived—Potsdam, from Rotterdam.

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