

BOATS HELD TOO LOW

Lightvessel No. 50 Is Valued at More Than \$627.

BOAT FIRST ON COAST DUTY

Lighthouse Inspector Considers Gear and Material in Considering Probability of Rejecting All Offers.

Bids, opened yesterday for lightvessel No. 50, first of her kind on the Pacific Coast, will be rejected in all probability on the ground that \$627.98 is not sufficient to warrant her sale.

In taking that view, Inspector Warlock, of the 17th Lighthouse District, is not guided by any sentiment that attaches to the old ship, but reasons that, regardless of her condition and the fact that she is no longer fit to ride at anchor, the mighty Columbia as a day and night guide to mariners, material in the hull, gear, rigging and different parts yet useful aboard are appraised at more than a few hundred dollars.

However, those who viewed No. 50 and judged her value on a basis of what she could be "scrapped" for placed no high valuations on the pile of junk that would accrue when she was shorn of all semblance to a seawaterman.

There are some who would offer more for the vessel if she was delivered at certain ports designated, the Government to pay the cost of towing, but the specifications stipulated that she was lying at the Tongue point buoy station, where delivery would be made to the successful bidder.

No. 50 was the first turned out for duty on the Coast, being built by the Union Iron Works at San Francisco in 1891. Sails furnished the only once-piece means of locomotion. She once broke adrift from her station and at another time went on Peacock Spit, being saved from getting into trouble a third time when she was picked up by one of the bar tugs.

New Vessel More Economical

For more than four years the vessel has been inside and was replaced by one of the steam type. Not only is the latter regarded as being equipped for severe weather that might cause her to slip her moorings, but in these days the bureau of lighthouses has found that it is more economical to have a lightvessel steam inside to replenish her bunkers and take on stores, being replaced meanwhile by a relief lightship, than to cling to former practices of delivering fuel and supplies at sea, which sometimes is made impossible during heavy weather.

CAPTAIN PATTERSON NAMED

Legislature Fails to Confirm Fred Pendleton on Port of Portland.

STATE CAPITOL, Salem, Or., Feb. 16.—(Special.)—With only two dissenting votes, Captain William H. Patterson was elected a member of the Port of Portland Commission at a joint session of the House and Senate this afternoon. Senator Kellaher alone raised objection to Captain Patterson and voted for Fred Pendleton, whom Captain Patterson will succeed. Senator L. S. Smith then voted for Senator Kellaher.

Senator McBride, of Portland, placed Captain Patterson in nomination. He paid high tribute to his skill as a pilot, his integrity as a business man and his worth as a citizen. He reviewed his experience in guiding between Portland and the sea numerous freight vessels of great tonnage, passenger steamers with their precious human cargo and battleships, priced highly by the Government.

Senator Languth seconded the nomination. He said that Captain Patterson established the fact that the Columbia River is navigable for battleships, and declared that it was through his presentations that the Government was persuaded to permit vessels of that kind to come up the river.

WATER ROUTE USED TO CANADA

Initial Cargo of Lumber Is Shipped From Grays Harbor.

ABERDEEN, Wash., Feb. 16.—(Special.)—For the first time in the history of Grays Harbor, lumber is being loaded here for shipment to Canada by water.

The first ship to take on such a cargo is the schooner Prosper, now loading at the Lytle mill in Hoquiam, and the second ship to carry cargo from Grays Harbor to Canada will be the John C. Meyer, the chartering of which for a trip to Quebec has been announced.

ALIEN TARS LESS TROUBLE

Immigration Men Not Bothered Though Season Has Been Active.

So far this season there has been less trouble encountered by the immigration authorities with crews of foreign vessels than during any year since the Portland office was established, says J. H. Barbour, inspector in charge. At the same time several crews have created uneasy periods for the masters and owners because of their refusal to ship on a return voyage to the United Kingdom during the war. Such matters are not included in the responsibilities of the Federal officers, they being concerned chiefly with

whether alien seamen desert or are discharged, and in the latter case to insist on the collection of head tax. Mr. Barbour says he knows of no reason why there should be less work among tars coming here than before. In a number of instances sailors have been favored through being paid off on arrival, particularly when natives of England were on German vessels or Germans on British ships, and being discharged in the regular way, the head tax was paid.

TONNAGE IS AT HIGH RATE

Russian Bark Promptly Arrives With Shingle Ballast From Callao.

Cables yesterday carried information that the owners of a vessel nearing the Columbia had offered her for 55 shillings, which is the rate paid the Russian ship Port Stanley, now here. Because of the condition of the market now it was said that a firm offer of about \$250,000 might take the ship.

Captain L. Simola, of the Russian bark Prompt, entered that vessel at the Custom-house from Callao yesterday with 185 tons of shingle ballast, which she is discharging at Linnton. The vessel was 49 days making the trip, and ran into rough weather off the Oregon coast. The British steamer Betsford hauled the harbor yesterday from the Eastern E. Western wharf to Montgomery dock. The Invercauld finished loading grain at Montgomery and went to the stream. The Klimey sailed from the river yesterday and the Birith will follow as soon as Captain Larsen receives certain charts he requires to make his way to Balboa, as the ship is to go through the Canal.

TRIP UP COAST ENJOYABLE

Big Gale Off California Coast Detained Liner on Last Voyage.

Smooth seas, absence of swell and an offshore breeze were the conditions that favored the steamer Beaver on her way from the Golden Gate this trip. The vessel was 54 days making the trip, and ran into rough weather off the Oregon coast. The British steamer Betsford hauled the harbor yesterday from the Eastern E. Western wharf to Montgomery dock. The Invercauld finished loading grain at Montgomery and went to the stream. The Klimey sailed from the river yesterday and the Birith will follow as soon as Captain Larsen receives certain charts he requires to make his way to Balboa, as the ship is to go through the Canal.

BARK MORNA NOT DAMAGED

Katanga to Be Drydocked Today for Repairs to Hull.

As the result of a survey made yesterday, in company with Captain H. E. Evesy, surveyor for Lloyd's, that the Norwegian bark Morna, which slipped from the keel blocks on the Oregon coast Saturday afternoon, sustained not the slightest damage. The bark was lifted on the same dock yesterday to have the hull cleaned and painted, also the rigging repaired. Besides, most of her deck will be renewed. The fact the vessel was not damaged through the fall is regarded as fortunate, as she is an old ship.

MARINE INTELLIGENCE

Table with columns: Name, From, Date, Destination. Lists arrivals and departures of various ships.

Movements of Vessels.

Table with columns: Name, From, Date, Destination. Lists movements of various vessels.

EXPORTER'S CAREER BIG

LOSS OF HENRY HEWETT MOURNED BY MARINE WORLD.

Sending of First Walla Walla Wheat Cargo in 1874 by Pioneer Insurance Man Is Recalled.

News of the death yesterday of Henry Hewett, pioneer exporter and marine insurance man of Portland, was posted on the Board at the Merchants' Exchange and many were the expressions of sympathy by members on learning of his demise. He held such a prominent place in maritime affairs for years that he was known personally to most of the members.

The first cargo of Walla Walla wheat ever shipped to foreign markets was sent on the French bark Heurteloup, dispatched by Mr. Hewett, in April, 1874. This wheat was so different from the Willamette Valley wheat, to which the foreigners had been accustomed, that on the arrival of the Semp, the buyers called Mr. Hewett for the names of the new variety. As it had nearly all been produced in the vicinity of Walla Walla, Mr. Hewett cabled back 'Walla Walla.' From that time, the name has been known throughout the world wherever wheat cargoes were bought and sold.

He began dispatching foreign cargoes less than two years after the late John McCracken sent out the Helen Angier, the pioneer wheat ship from Portland to Europe. Mr. McCracken, who died in 1871, dispatched the Helen Angier in April, 1875, and Mr. Hewett cleared his first foreign wheat cargo on the Norwegian bark Tonnax Propolis in March, 1871. Other ships cleared by Mr. Hewett that year were the Dovenay, Skiddaw, Niobe, Bristolian and Alice Graham, all with Willamette wheat. In 1879, one of Mr. Hewett's ships, the Cathloch, made a record that has never been beaten by a sailing ship between the Columbia River to the Irish coast in 83 days.

NEHALEM JETTY OUT 1200 FEET

Work Expected to Continue Without Stop Until Next Fall.

NEHALEM, Or., Feb. 16.—Work on the Nehalem Jetty was resumed February 1, with full crew. It is expected that there will be no interruption until next fall. Work was suspended late last fall to permit the crew at the quarry to break down a body of rock large enough to permit operations on the jetty to continue without a pause. At present the jetty extends out about 1200 feet, and the crew is dumping rock into about 20 feet of water. The winter storms washed the deposit and sand from the end of the jetty and increased the depth of water in which it is necessary to work. Engineer Carroll expects to have the work advanced far enough by fall to make a good showing on the bar. The channel has been changed considerably already.

News From Oregon Ports.

ASTORIA, Or., Feb. 16.—(Special.)—The British bark Klimey and the Italian ship Loch Garve sailed today for the United Kingdom with cargoes of grain from Portland. The British ship Bay of Biscay left for Portland to load grain. The schooner William F. Jewett, with a cargo of lumber from Rainier for San Pedro, was brought down the river during last night. The steam schooner Northland arrived from San Francisco and went to Portland to load grain and lumber. The steamer Bear sailed for San Francisco and San Pedro with freight and passengers from Portland and Astoria.

COOS BAY, Or., Feb. 16.—(Special.)

The steamer Geo. W. Elder sailed last night for Eureka. The steamer Nann Smith sailed for San Francisco carrying lumber and 45 passengers. The gasoline schooner Roamer is undergoing repairs at a local shipyard. The Roamer's propeller was bent on her recent trip between the Rogue River and Coos Bay. The steamer Daisy Putnam arrived from San Francisco, and after discharging cargo sailed for Portland. The gasoline schooner Rustler is loading freight for points on the Siuslaw River.

Marine Notes.

Captain James expects that on the next trip of the steamer Sam Ramon she will carry steamer passengers, as new quarters have been provided for that class of travel. After having looked over aids to navigation on Puget Sound for several days, Robert Warlock, inspector of the Seventeenth Lighthouse District, returned yesterday. The tender Manzanita is said to be on her way up the river to attend to the Golden Gate. Word was received from Washington yesterday that the leasing of sealing grounds on Sand Island had been authorized for another year and bids will be advertised for about March 1. Having taken on part of her California cargo at the St. Helens boom the steamer Saginaw reached the harbor last night to complete loading at Inman-Poulsen's.

It Starts Promptly at 10 A. M. Today! Smoke - Water Damaged Sale of Shoes!

The Entire Stock of One of Portland's Popular Shoe Stores Goes to the Public in a Most Astounding Salvage Sale. TO THE PUBLIC: All Portland knows of the great fire that swept through the Alder Hotel and adjacent buildings Sunday. In comparison to some we are fortunate, as our stock was damaged only by smoke and water. Occupying our position as one of Portland's most popular shoe stores, we have decided to dispose of all damaged and undamaged stock that went through this near-holocaust. In nearly every instance the stock is not damaged beyond the carton, and most stores would re-box it and dispose of it at the regular prices. Not so here. For two days we have been closed, clearing away the dust, dirt and litter, and the shoes must go, too, for now as you read this there is away the dust, dirt and litter, and the shoes must go, too, for now as you read this there is hurrying to us from our headquarters in Boston an entire new stock. THE PRESENT STOCK MUST GO. AND IT GOES TO THE PUBLIC WITH LITTLE REGARD FOR WORTH. (Signed) BOSTON SAMPLE SHOE STORE. Per F. J. Glass, Mgr.

Supply Your Shoe Needs for the Entire Family Now Considering the Condition of the Shoes, the Prices Are Lowest in History.—Tell Your Friends of This Wonderful Sale, Then Come! It's the Opportunity of a Lifetime! 200 PAIRS WOMEN'S OXFORDS, PUMPS, COLONIALS, J. T. COUSINS AND OTHERS, CHOICE 25c Ladies' High and Low Shoes, values to \$4, at \$1.45 \$2 and \$2.50 Boys' Scout Shoes, the pair \$1.50 Boys' Heavy Shoes, values to \$3 the pair \$1.95 \$2.50 to \$3.50 Women's Fancy Slippers \$1.00 \$2.50 Youths' School Shoes \$1.95 200 PAIRS WOMEN'S OXFORDS, PUMPS AND COLONIALS; MOST ALL SIZES; WHILE THEY LAST 55c \$3.50 Boys' High-Top Boots, choice the pair \$1.95 Men's Dress Shoes, all sizes, to \$5 values \$2.45 Men's High Tops, values to \$4.50, all sizes \$2.45

Remember, This Sale Is for Four Days Only—and Four Days of Terrific Selling It Will Be. Store Open Sat. Till 10 P. M. BOSTON Sample Shoe Store 129 4th St. bet. Washington & Alder THIS IS THE ONLY STORY OF THIS SALE—SO ACT!

Only a Few Sets Left Come and Get Them While They Last The Oregonian will continue the distribution of this great work for a few days only. So don't wait—there's no future chance—it's NOW or NEVER, and if you don't take advantage of this offer before our present supply is exhausted YOU are the LOSER.

LARNED'S HISTORY OF THE WORLD. FIVE GREAT VOLUMES. Full Set for Our \$1.98 Coupon and Only \$1.98. Nearly 2000 Pages—Over 150 Vivid Illustrations—10,000 Page References—5000 Marginal Notes. Bound in a beautiful de luxe binding; gold lettering; fleur de lis and tracery design, rich half-calf effect. Marbled sides, with gold and colors. Full size of volumes 5 1/2 x 8 inches. IT'S A RARE BARGAIN. Out-of-Town Readers This set will be sent to you as explained in the coupon.

SINCE TAKING PERUNA

I can say my bowels are much more regular. My heart is stronger. My appetite is much better. My throat is much better.



Mrs. William H. Finchliffe, 20 Myrtle St., Beverly, Mass., writes: "I have taken four bottles of Peruna, and I can say that it has done me a great deal of good for catarrh of the head and throat. I recommend Peruna to all sufferers with catarrh. I do not think I ever felt much better. I am really surprised at the work I can do. I do not think too much praise can be said for Peruna." Those who object to fluid medicines can now procure Peruna Tablets.