NEW CHARTER HINTS FLOUR TRADE SPURT

Reported Re-Engagement of British Steamer Abbey Sets Exporters Agog.

DROP IN RATES IS NOTED

Pacific and Erroll Are Signed by Kerr, Gifford & Co.—Grain Tonnage Being Offered Is Reported Small.

Exporting circles were agog yesterday over the reported recharter of the British steamer Margam Abbey by M. H. Houser to the Portland Flouring Mills Company to load flour, presumably on Puget Sound, for Europe.

Following on the heels of the engagement Monday of the new steamer Pacific, being finished at San Francisco, to load flour on Puget Sound under engagement to Kerr, Gifford & Co., and the development yesterday that the same firm had the British steamer Erroll fixed, and the report that she would work a flour cargo, the latest charter was taken to indicate that there will be a brisk movement in flour, though it is not known how extensive it will be.

The Margam Abbey was engaged some time ago and was last reported sailing from Newcastle, N. S. W., for Honolulu, November 2, bound here.

Rate Less Than for Pacific.

She is of 2778 tons net register and is said to have been fixed originally at about 37s 6d., while the new charter, according to going rates, is probably close to 39 shillings higher. This is much less than was paid for the Pacific, her freight in American money being $2.25 a long-ton.

The Erroll sailed from San Pedro Tuesday for San Francisco and will go thence to Puget Sound, she being loaded with corn from Buenos Ayres that is consigned to Albers Brothers. She is of 2592 tons net register and will get away on her European voyage early in December.

One British steamer in port, the St. Dunstan, which arrived late Tuesday night from Vladivostok via Muroran, will receive cargo as soon as she is ready. The vessel was 18 days from Muroran to Portland and that is looked upon as good time for one of her class.

Succession of Gales Reported.

Captain McLean reported a succession of gales were contended with and the steamer had a lonely trip, no other ships being sighted en route.

There are two others listed for Portland from Vladivostok, the Norwegian steamer Sommerstad, which was at Barbados October 18 on her way from Norfolk for the Russian port, and the Norwegian steamer Wascana, that reached Port Said November 3 and proceeded to Vladivostok. The two Norwegians are consigned to Balfour, Guthrie & Co. and are intended for Portland loading.

Exporters say there is little grain tonnage being offered, though every few days a ship hobs up in the charter market that was not known generally to be available.

SEASON IS OPENED LATER

Steamer Resumes Run to Corvallis After Suspension Since June.

Records of past seasons show that the Oregon City Transportation Company customarily inaugurates the Portland-Corvallis schedule with its Yellow Stack Line between November 10 and 15, so considering the exceptionally long time the Upper Willamette River has been at a low stage, rains of the past few days have brought the river to such a height that the steamer Grahamona will inaugurate the Corvallis service this morning, not far behind the former period. The last trip to Corvallis was made in June.

The steamer Oregona is being overhauled at the Taylor-street dock following a decidedly severe season for her, as the vessel was kept in service to Salem during the low water that at times was alarmingly "thin" and she has bumped her way over shoals a number of times in making the round-trip. The Pomona is in the Portland-Salem service. The extension of the line to Eugene awaits the completion of work on a bridge draw at Harrisburg so it may swing to permit the passage of vessels.

HONOLULU RATE IS EQUAL

American-Hawaiian Lifts Differential on Direct Sailings.

Inquiries were received at the office of the American-Hawaiian fleet yesterday for space on the steamers Panaman, Kentuckian and Georgian, which are to proceed to Honolulu, the Panaman by way of Puget Sound and the others direct from Portland, and announcement was made that the extra charge of $1.50 a ton that has applied on cargo from Portland for Honolulu, via Puget Sound, would be eliminated and the same rate made applicable from both ports.

The tariff of $1.50 was fixed originally to take care of part of the expense of loading freight here and reloading it on Puget Sound aboard steamers bound for the Island, which have not made Portland in the past. Some firms expect to obtain Honolulu orders in advance of the sailing of the Kentuckian and Georgian by reaching patrons there at once.

ANNIE COMINGS IS TO RUN

Second Steamer Ordered Out to Supply Material for Paper.

After being out of active commission a year, though she had been in service for short periods in that time looking after odd jobs, the steamer Annie Comings is to come out tomorrow and ply on the pulp route to supply the Oregon City paper plant. The Georgia Burton, of the same flag, the Western Transportation & Towing Company, is towing cottonwood rafts, and with the Comings put on to take care of the pulp movement the Burton will not be rushed.

Some towboats usually engaged in supplying sawmills with log rafts have been laid up for long periods and steamboatmen do not look for a marked improvement in that class of traffic until Spring, by which time it is expected more plants will be operating both as to mills and logging camps.

GRACE WILL ADD TO FLEET

Two New Steamers on Lines of Santa Clara Authorized.

SAN FRANCISCO, Nov. 17. — (Special.)—J. H. Rossiter, general manager of W. R. Grace & Co. at San Francisco, announced today that the New York management had authorized the building of two new steamers on the lines of the steamer Santa Clara.

Rossiter said that it had not been decided where the vessels would be built. He said, however, that the sturdy and satisfactory type of the "Santas" would doubtless recommend themselves to his company. The Cramps already have three of these new vessels under construction. These, with the two contemplated, will make a fleet of five new vessels to be added to the rapidly growing Grace squadron.

Four of the "Santa" fleet have been operated to Portland steadily from New York, the Santa Catalina, Santa Cecilia, Santa Clara and Santa Cruz, while the Santa Barbara was launched at the Cramp yard about two weeks ago and work is under way on two others there. The placing of orders for two more carriers means that the Grace flag will fly from nine liners in the New York service in another year. The Santa Barbara is to be ready in the Spring and the two others at the Cramp plant are to be turned over to the company in the early Fall.

Besides it is understood the company is shortly to award contracts for two steamers, probably on this Coast, of the type of the Colusa, which was operated between Portland and South American ports until the outbreak of the war created such a demand for nitrate.

In the Panama Canal trade the Grace line has been in direct competition with the American-Hawaiian fleet, which numbers 25 general cargo steamers, while another is being completed in the East and two are under way that are to be exclusive lumber carriers.

SHIP ACT IS UNLIKELY

TAMMANY REPRESENTATIVE IS OPPOSED TO MEASURE.

Republicans, With Aid of Few Democrats in House, Will Be Able to Kill Purchase Bill.

OREGONIAN NEWS BUREAU, Washington, Nov. 17.—"I voted against the ship-purchase bill last session; I shall vote against it this Winter. In my opinion sentiment in New York is overwhelmingly against this proposed legislation."

Representative Fitzgerald, of New York, chairman of the committee on appropriations, and now regarded as the leader of the 16 Tammany men in the lower branch of Congress, is the man who uttered the words quoted when he arrived in Washington for the coming session of Congress.

If Mr. Fitzgerald was voicing the views of all the Tammany men in the new Congress, the Administration's ship-purchase bill is dead, for Tammany holds the balance of power in the House. The Republican minority is opposed to the ship-purchase bill and with the Tammany men have enough votes to prevent the passage of the bill.

Furthermore, the stand of Mr. Fitzgerald against the ship-purchase bill but emphasizes the fact that the two biggest and presumably the two strongest Democrats on the floor of the next House disagree with the President on the ship-purchase bill, for Representative Kitchin, of North Carolina, Democratic floor leader, also is opposed to the bill.

ICE EXPECTED SOON IN SNAKE

Spokane Sent Into Winter Quarters at Lewiston Yesterday.

Fearing an early appearance of ice on the Snake River, "Captain" Budd, of the O.-W. R. & N. fresh water lines, ordered the steamer Spokane shifted from Riparia to Lewiston, and she was moved yesterday under the command of Captain Works, of "Captain" Budd's staff. The steamer Lewiston is engaged in carrying wheat, and she will be continued in service to handle grain already ordered, unless ice conditions prevent.

The Camas Prairie road, owned jointly by the O.-W. R. & N. and the Northern Pacific, has begun work on the construction of an incline at Crum, where wheat will be carried from the Judkin and Mayview territory and there loaded direct into cars for shipment to Portland and Puget Sound. The new facilities will eliminate a long river trip and add to the zone from which business can be drawn.

Marine Notes.

"Admiral" W. L. Kearns, one of the waterfront press representatives, wore a beaming grin yesterday because of the receipt from Salem of official documents that sent him as one of three members of the Oregon State Sailor Boarding-home Commission. The others are Herbert Holman, operating the steamers Inalda and America, and I. C. Sanford, of the Northern Grain & Warehouse Company. The commission is expected to organize at once and take over the responsibilities of their predecessors, D. C. O'Reilly, J. W. Gaggin and Andy Madsen.

District Forecaster Beals reports last night that while there had been a maximum wind velocity of 60 miles from the south at North Head, yesterday, the gale blew itself out and at 5 o'clock yesterday afternoon the wind swung to the westward, the sea fell, the barometer rose. It is thought the blow is over, though there was no warning Tuesday night of the gale that manifested itself yesterday.

With a shipment of Alaska salmon from Ketchikan, the North Pacific steamer Yucatan reached the river at 10:30 o'clock yesterday. On being discharged, the vessel is to project here for a full cargo of wheat for San Francisco.

Carrying a cargo of lumber she loaded here under charter to W. R. Grace & Company, the steamer Melville Dollar arrived at Balboa yesterday, she being reported by the Merchants' Exchange.

As the French ship Andre Theodore, grain laden, for the United Kingdom, arrived down at Astoria at 6:30 o'clock Tuesday night, she was only 11 hours on the way from Portland in tow of the tug Onsonta.

It has been decided by Major Williams, Corps of Engineers, U. S. A., to move a drill now operating on the Snake River, into the Columbia, probably working at Hominy Rapids, while the steamer Austin goes from the Snake River to Squally Hook. The change is due to the fact the Snake River improvement fund is almost expended.

Bringing the first of this season's shipments of new-crop California oranges, the steamer Rose City, of the "Big Three" flag, is due in the harbor today. With other cargo aboard, she has a total of 700 tons. Her passenger list includes 325 names. The Beaver, sailing yesterday, had 275 guests and 2400 tons of cargo.

On the steamer Grays Harbor, which made the river yesterday from the south, are 400 tons of general cargo for the Parr-McCormick service that she is to discharge today at Couch-street dock. The steamer Wm. H. Murphy, of the Arrow Line, has 90 tons of plaster for Couch-street dock.

Aboard the gasoline schooner Mirene, which cleared yesterday for Waldport, were shipments aggregating 62 tons. She entered with a miscellaneous assortment of freight.

San Francisco is the destination of the McCormick steamer Yosemite, which was cleared yesterday with 850,000 feet of lumber. She brought a cement shipment from San Francisco amounting to 570 tons.

On the arrival yesterday of the Associated Oil Company's steamer W. F. Herrin, with 42,000 barrels of crude oil and 1850 barrels of gasoline, her sailors were put through their paces by United States Inspectors Edwards and Fuller as to their qualifications as able seamen. On the last visit of the ship her crew was certified as lifeboatmen.

To have a new wheel fitted, which has arrived from the East, the steamer America is to be lifted on the Oregon dry dock tomorrow. The work will be carried out so she will depart on schedule in the afternoon.

On the North Pacific liner Hanalei, which departed last night for California harbors, were a number of passengers and full cargo.

Preparations have been made aboard the steamer Hunter for her annual inspection today, which will be conducted under the direction of the United States Inspectors Edwards and Fuller.

Lumber laden for Australia, the schooner Forest Home is to leave St. Helens tomorrow in tow for the lower harbor and will proceed outside in a day or two.

Tides at Astoria Thursday.

High.	Low.
10:28 A. M....8.7 feet	4:27 A. M....2.2 feet
11:20 A. M....6.9 feet	5:23 P. M....0.2 feet

SEATTLE HAS WAIL

Portlander Gets Contract for $80,000 Steamer.

SPEED FIRST REQUISITE

Vessel Must Make 22 Miles an Hour—Sound Builders Unable to Exceed 20 Miles—New Hull Design Is Adopted.

It is said there is wailing and gnashing of teeth in Seattle because the Seattle spirit lost for once when the task of building a steamer that would reel off 22 miles an hour, entailing an expenditure of $80,000, was given to a Portlander. Joseph Supple has successfully negotiated for the job with the Kitsap Transportation Company.

Mr. Supple admitted yesterday that overtures had been made to have him build the vessel at Seattle, but he said he could not afford to consider such a proposal and that he entered his bid with the expectation of using his Portland plant, where he built the steamers Reliance, Ilyak and Kitsap, now under the flag of the Kitsap Transportation Company.

It does not appear that the question of the cost of the vessel entered into the bidding as much as that of speed and the best offer of Seattle builders was that the vessel would make 20 miles an hour. Mr. Supple promised 22 miles and says he does not feel that he is backing an experiment by any means, though he will not follow the model of the other steamers constructed for the line, but will introduce an innovation in steamboat hulls by adopting the pattern of speedy motorboats, the same as have been tried by the United States Navy Department in 40-mile gasoline scouts on the Atlantic Coast. He says the hull will be given as much buoyancy as possible, consistent with strength, and while it will be a large racing hull, being 150 feet long, it will be strengthened in every way possible.

As to the machinery he says the engines and boiler will be of the Senbury type, which have already been ordered by telegraph from the East. The engine selected is one of two that were originally in the yacht Sovereign, of New York, which were in the vessel about six weeks and developed a speed of 36 knots. They were removed and turbines installed to give the vessel 40 knots, and with that class of machinery she only has 4000-horsepower the combined strength of the other engines having been 4400-horsepower.

As the new steamer is to be ready May 1 it will give work during the Winter to 25 or 30 skilled men. Orders are being placed for lumber for most of the job here, though Eastern white oak will be used for the frames and such parts to add strength. It is said that under a Puget Sound license the steamer will carry 500 passengers and she will be fitted in the latest mode for a daylight run. The contract does not include the furnishings complete, as the owners are to install certain cabin equipment, mattresses and bedding, in the crew quarters, and the like.

TURBINER'S SAILING IS LAST

Great Northern Leaves Saturday Night and Enters Honolulu Service.

Due to delayed sailing at 9:45 o'clock yesterday from Flavel, on account of a gale, the steamship Great Northern will sail at 7 P. M. Saturday evening instead of 1:30 P. M. The steamer express, carrying passengers for California via this line, will leave Portland at 3 P. M. instead of 9 A. M., and dinner will be served aboard ship, which is scheduled to reach San Francisco at 9 P. M. Sunday evening, a few hours behind her regular schedule.

The Northern Pacific will leave San Francisco again on the regular run northbound at 10 A. M. Saturday. Saturday will be the Great Northern's last sailing from the Columbia River until after her Honolulu cruises. She probably will reach Flavel at 6 A. M. Saturday, getting away from San Francisco about 1 A. M. Friday.

There is a big freight accumulation at the Flavel docks and a large passenger list for the southbound trip Saturday.

MARINE INTELLIGENCE.

Steamer Schedule.

DUE TO ARRIVE

Name.	From	Date.
Rose City	Los Angeles	Nov. 18
Great Northern	San Francisco	Nov. 19
Northern Pacific	San Francisco	Nov. 21
Geo. W. Elder	San Diego	Nov. 21
Bear	Los Angeles	Nov. 23
F. A. Kilburn	San Francisco	Nov. 23
Beaver	Los Angeles	Nov. 28
Roanoke	San Diego	Nov. 28

DUE TO DEPART.

Name.	For	Date.
Klamath	San Diego	Nov. 18
Wilmington	San Diego	Nov. 19
Great Northern	San Francisco	Nov. 20
Yosemite	San Francisco	Nov. 21
Rose City	Los Angeles	Nov. 22
Multnomah	San Diego	Nov. 22
Northern Pacific	San Francisco	Nov. 23
J. B. Stetson	San Diego	Nov. 24
Geo. W. Elder	San Diego	Nov. 24
F. A. Kilburn	San Francisco	Nov. 24
Sellte	San Diego	Nov. 25
Bear	Los Angeles	Nov. 27
Wapama	San Pedro	Nov. 27
Tamalpais	San Francisco	Nov. 29
Roanoke	San Diego	Dec. 1
Beaver	Los Angeles	Dec. 2

Portland-Atlantic Service.

DUE TO ARRIVE.

Name.	From	Date.
Iowan	New York	Dec. 9
Santa Cecilia	New York	Dec. 10
Panama	New York	Dec. 20
Kentuckian	New York	Feb. 13
Georgian	Honolulu	Mar. 3

DUE TO DEPART.

Name.	For	Date.
Iowan	New York	Dec. 12
Santa Cecilia	South America	Dec. 14
Panama	Honolulu	Dec. 23
Kentuckian	Honolulu	Feb. 16
Georgian	Honolulu	Mar. 6

News From Oregon Ports.

COOS BAY, Or., Nov. 17.—(Special.)—The steam schooner Hardy sailed for San Francisco this forenoon shortly before 11.

According to orders from the United States Engineer's office at Portland, the Government dredge Col. P. S. Michie, which has been employed here all Summer, will sail for Portland tomorrow, where, it is said, she will remain during the Winter.

A strong southerly storm prevailed this afternoon on Coos Bay, but there are no tidings of damage anywhere. The coastal section did not report any increase in wind conditions. Rain fell during the most of the afternoon.

ASTORIA, Or., Nov. 17.—(Special.)—The steamer Great Northern, which was delayed yesterday on account of the storm, sailed this morning for San Francisco with a capacity freight and a fair list of passengers.

After lying in the lower harbor over night, the steamer F. A. Kilburn sailed for San Francisco with freight and passengers via Coos Bay and Eureka from Astoria and Portland.

With a cargo of lumber for San Francisco, the steam schooner Santa Monica arrived from Westport, but will not sail until the weather conditions improve.

The tank steamer Atlas, with barge No. 91 in tow, and the lumber-laden steam schooner Tamalpais are rarbound in the lower harbor.

The steamer Yucatan arrived this morning from Southeastern Alaska, bringing 31,000 full cases of canned salmon for Sanborn & Co.

With freight for Astoria and Portland, the steam schooner Grays Harbor arrived from San Francisco.

The French bark Andre Theodore, grain-laden for the United Kingdom, arrived from Portland last evening, but will not go to sea until the weather conditions improve. The bark was brought down the river by the tug Onsonta.

Captains McNaught and Genereaux made a survey of the crippled Peruvian bark Judith this afternoon, but their report, with recommendations, will not be announced before tomorrow.

Movements of Vessels.

PORTLAND, Nov. 17. — Arrived — Steamer Grays Harbor, from San Francisco. Sailed—Steamers Beaver, for San Francisco and San Pedro; Roanoke, for San Diego via way ports; W. F. Herrin, for San Francisco; Norwegian bark Hiawatha, for United Kingdom.

Astoria, Nov. 17.—Sailed at 9:45 A. M., steamer Great Northern, for San Francisco. Arrived at 10:30 A. M., steamer Yucatan, from Ketchikan. Arrived at 10:40 A. M. and left up at 1:30 P. M., steamer Grays Harbor, from San Francisco.

San Francisco, Nov. 17.—Arrived at 7 and sailed at 11 A. M., steamer Wapama, from Portland for San Pedro, Nov. 16.—Arrived at 3 P. M., steamer Daisy Putnam, from Portland.

Balboa, Nov. 17.—Arrived—Steamer Melville Dollar, from Portland.

San Pedro, Nov. 16. — Sailed — British steamer Erroll, for San Francisco; steamer Geo. W. Elder, for Portland via way ports.

Astoria, Nov. 16.—Arrived down at 6:30 P. M., French ship Andre Theodore.

San Francisco, Nov. 17.—Arrived—Steamers Wapama, from Astoria; Norwood, from Grays Harbor. Sailed—Steamers Wilhelmina and Hilonian, for Honolulu; Nann Smith, for Coos Bay; Cleone, for Topolobampo; Queen, for Seattle; Fifield, for Yaquina Bay.

Auckland, Nov. 17.—Arrived—Steamer Makura, from Vancouver.

Sydney, N. S. W., Nov. 17. — Arrived — Steamer Cycle, for San Francisco; Ventura, from San Francisco.

Arica, Nov. 17.—Arrived—Steamer Suecia, from San Francisco for Malmo.

Shanghai, Nov. 15.—Sailed—Steamer Shidzuoka Maru, for Tacoma.

Hongkong, Nov. 16.—Sailed—Steamer Hawaii Maru, for Seattle.

Seattle, Nov. 17.—Arrived—Steamer Col. E. L. Drake, from San Francisco. Sailed—Steamers Alameda, for Southwestern Alaska; Redondo, for Southeastern Alaska.

Coronel, Nov. 12.—Arrived—Steamer Elsveston, from Seattle, for Norfolk.

Montevideo, Nov. 16.—Arrived—Steamer Hackensack, from St. Helens, Or., for London.

Marconi Wireless Reports.

(All positions reported at 8 P. M., November 17, unless otherwise indicated.)

Rose City, San Francisco for Portland, 15 miles south of Heceta Head.

Atlas and barge 91, Portland for Richmond, harbound in Columbia River.

Congress, Seattle for San Francisco, 266 miles south of Tatoosh.

Porter, San Francisco for Seattle, 521 miles north of San Francisco.

Great Northern, Flavel for San Francisco, 225 miles south of the Columbia River.

Kilburn, Portland for Coos Bay, 80 miles south of the Columbia River.

Herrin, Linton for San Francisco, 67 miles from Linton.

Celtic, San Francisco for Seattle, 35 miles north of North Head.

Mills, San Pedro for Seattle, 198 miles from Seattle.

Columbia, San Francisco for Callao, 800 miles south of San Francisco.

Hattie Luckenbach, Balboa for San Francisco, 89 miles south of San Pedro.

Chatham, Antofagasta for San Pedro, 243 miles south of San Pedro.

Pennsylvania, Balboa for San Francisco, leaving Manzanillo at 10 P. M., November 16.

Kroonland, San Francisco for London, 1125 miles south of San Pedro, November 16.

Mongolia, San Francisco for London, 2025 miles south of San Francisco, November 16.

Chatham, Mexican ports for San Francisco, 364 miles south of San Pedro, November 16.

Bear, San Francisco for San Pedro, 22 miles south of Point Sur.

Queen, San Francisco for Seattle, five miles north of Point Arena.

Aroline, San Francisco for San Pedro, off Cliff House.

Hilonian, San Francisco for Honolulu, 128 miles out.

Wapama, San Francisco for Port San Luis, 75 miles south of San Francisco.

Nann Smith, San Francisco for Valparaiso, 100 miles south of San Francisco.

Adeline Smith, San Francisco for Coos Bay, 340 miles north of San Francisco.

Minnesota, Seattle for Europe, 72 miles south of Blanco.

Buck, Point Wells for Monterey, 312 miles from Point Wells.

Grace Dollar, San Francisco for Tacoma, 248 miles north of San Francisco.

Centralia, harbound at Eureka.

Asuncion, Powell River for Port Angeles, 90 miles from Port Angeles.

J. A. Chanslor, Monterey for Everett, 76 miles from Everett, November 16.

Pavlof, Amacortes for Alaska, north end Greenville Channel.

Vessels Entered Yesterday.

American steamer W. F. Herrin, cargo of oil, from Gaviota; American steamer Yosemite, cargo of cement, from San Francisco; gasoline schooner Mirene, general cargo, from Coast ports; British steamer St. Dunstan, ballast, from Vladivostok.

Vessels Cleared Yesterday.

American steamer Roanoke, general cargo, for San Diego and way ports; American steamer W. F. Herrin, ballast, for San Francisco; American steamer Yosemite, cargo of lumber, for San Francisco; gasoline schooner Mirene, general cargo, for Coast ports.

COLLEGE SHEEP WINNERS

O. A. C. ENTRIES AT SAN FRANCISCO RECEIVE AWARDS.

Oregon Exhibit, Though Limited, Is Successful in Competition With Big Idaho Stock Ranches.

OREGON AGRICULTURAL COLLEGE, Corvallis, Nov. 17. — (Special.) — Important winnings have been made by the sheep entered at the Panama-Pacific Exposition by the Oregon Agricultural College animal husbandry department. A telegram received from O. M. Nelson, in charge of the college stock at the exposition, gives the following awards as received in the different classes:

Pen of pure-bred Shropshire yearling wethers, first, second and third; pen of three pure-bred Shropshire yearling wethers, first and champion-ship; pure-bred Shropshire fat lamb, second, fifth and sixth; grade lambs, third, fifth and sixth; carload of fat lambs, third.

Interest centered largely in the carlot contest, which was won by the Nolan & Finch firm, of Soda Springs, Idaho, winners of this class in the great Chicago and Denver shows. Second was also won by an Idaho firm, the Butterfield Livestock Company, of Weiser. These firms have thousands of lambs to select their show stock from, while the College had but few head. Fourth and fifth places in the contest were won by the University of California.

Mr. Nelson reports the sale of four pure-bred Shropshire ewe lambs at $50 apiece to the Nolan & Finch Company. Also the sale of the wether lambs at 10¾ cents per pound as fancy mutton.

CASE ONLY LACKS EVIDENCE

"On Certain Date, Boy Got Drunk in Certain Place," Information.

Charles W. Robison, Deputy District Attorney, is looking for "a certain boy of a certain age," who "on a certain date got drunk in a certain place."

That's all the information he has. From that he is supposed to work out a criminal case that will mete out justice to those who may have contributed to the "certain boy's" delinquency.

A woman, somewhat timid but anxious to see justice done, called at District Attorney Evans' office yesterday and gave Mr. Robison this information. She knew the boy's name and his age, she said, but she didn't want to tell because she knew his parents.

Woman Nominated for Mayor.

TROUTDALE, Or., Nov. 17.—(Special.)—At the mass meeting held last week, Mrs. Clara Larrson was nominated unanimously for the office of Mayor of this place. There was no other candidate for the place. The other candidates are: Recorder, J. S. Hudson; Treasurer, Fred Strasser; Marshal, Louis Kummer; for Councilmen, Lou Harjow, William Rogers, R. Bailey, R. Jennings, C. L Baker. Three Councilmen are to be elected. The election will be held Monday, December 6.

Peru is the size of Spain, France, Germany and Italy put together.

RAFT RULES EASIER

Present Equipment May Be Enlarged Under New Act.

STEAMER'S CAPACITY CUT

Federal Inspectors Decide That Liners Will Not Need New Devices if Alterations Pass Tests. Order Means Saving.

Life rafts carried on passenger steamers that fall short of the requirements of the new seamen's law as to the deck area demanded for each person it is to accommodate may be enlarged, and if they pass the test set forth in the act as to buoyancy, will be accepted, according to a ruling of Captain J. K. Bulger, supervising inspector for this district.

Information bearing on that feature was received late yesterday by United States Steamboat Inspectors Edwards and Fuller, and if it works out satisfactorily in a majority of cases, will save steamship lines considerable expense and temporary loss of passenger capacity.

The inspectors had taken the position that as life rafts were built under strict specifications, the same as lifeboats, and officially passed on after being tested and permitted to be utilized, they should not be altered to conform to the seamen's law without authority from district or department heads.

As a consequence, the steamer Beaver, which sailed yesterday for California ports, had her passenger list reduced to 351 persons, which did not work a hardship, as the total number to take passage on her was 275. Her license under the old law was for 571 passengers. The license capacity of the Rose City was lowered somewhat for the same reason, and both will be restored when the life rafts are passed.

The law stipulates that rafts shall have not less than three cubic feet of air cases or equivalent buoyancy for each person whom it can accommodate, and shall have a deck area of not less than four square feet for each person, while the platform shall not be less than six inches above the water level when the raft is loaded.

SCHOOL WELFARE DESIRED

State Superintendent Wants Parent-Teacher Move Extended.

SALEM, Or., Nov. 17.—(Special.)—To assist in the organization of Parent-Teacher Associations in Oregon and thus unite more closely the home and the school is the purpose of J. A. Churchill, State Superintendent of Public Instruction, in a pamphlet which he has just issued.

Subjects of practical value are suggested for the rural associations' discussions, among which are: "Construction and Care of Buildings on the School Grounds"; "Pure Drinking Water"; "The Hot Lunch," and other topics pertaining to betterment of school conditions.

Superintendent Churchill has suggested a plan for the formal organization of associations in rural communities.

STOCK BUYING RECORD SET

Canby Man Purchases and Ships 26 Carloads During October.

ESTACADA, Or., Nov. 17.—(Special.)—C. E. Lucke, of Canby, undoubtedly has established a record for individual livestock buying in Oregon, having purchased, loaded and shipped 26 carloads of hogs and cattle from Estacada, Canby and Molalla during the 26 working days in October.

Two carloads were shipped from the Estacada yards this week, making a total of 27 cars from these yards in the past 11 months. The Estacada stockyards were installed by the Portland Railway, Light & Power Company last December, with the expectation that six carloads would be handled within the first year, which has been more than eclipsed.

LUMBER PRICES SOARING

Fir Up From $1 to $3 a Thousand Over Mark of 60 Days Ago.

SEATTLE, Wash., Nov. 17.—Lumber and shingles have moved upward in price during the past few days. Fir lumber is now selling at from $1 to $3 per thousand higher than 60 days ago.

Conditions in the market are better than for months and possibly for two years. Drop-siding, quoted a short time ago at $12 to $13.50 per thousand feet, is in demand at $14 and up. An advance of $1 per thousand has been made on all lines shipped from Washington and Oregon coastwise to California points.

Logs are reported scarce at Puget Sound mills. There is a limited supply of No. 1 logs and Puget Sound mills have about quit selling to brokers and middlemen.

TWO LODGES ENTERTAIN

Vancouver Elks and Oddfellows Hold Meetings.

VANCOUVER, Wash., Nov. 17.—(Special.)—Both the Elks and Oddfellows held big meetings in their halls here last night and more than 200 attended each.

The Elks held their first annual homecoming. During the afternoon an auto patrol arrested various members of the lodge and haled them into the lodgeroom. All of the past exalted rulers possible were present.

The Oddfellows held an open meeting and invited their families and friends to attend. Deputy Grand Master Westbrook, of Portland, for the jurisdiction of Portland, spoke.

POSTAL CLERKS ON STRIKE

Fairmont, W. Va., Office Gets Aid From Nearby Towns.

FAIRMONT, W. Va., Nov. 17.—Clerks from neighboring towns were rushed here late today to take the places of the 25 clerks and carriers in the local Postoffice, who struck, it is said, as a protest against the discharge of W. H. Brand, assistant postmaster, and three other employes.

Postmaster Charles E. Manley said tonight that the work of relieving congestion was progressing rapidly and that conditions would become normal by tomorrow.

Douglas Educated to Meet.

ROSEBURG, Or., Nov. 17.—(Special.)—The Schoolmasters' Association, of Douglas County, will meet in Roseburg Saturday. An elaborate programme has been arranged for the occasion and it is predicted that the session will prove profitable from an educational standpoint. Only superintendents of schools are eligible to belong to this organization.

MOTORCYCLIST BADLY HURT

Boy of 15 Has Skull Fractured in Auto Collision.

His motorcycle smashing squarely into the radiator of an automobile going in the opposite direction on Prescott street, near East Twenty-fifth, yesterday afternoon, Gus Wollerman, aged 15, of 1086 Alberta street, was flung upward and through the glass windshield of the auto, sustaining a fractured skull and many cuts and bruises. He was rushed to the Good Samaritan Hospital, where his condition was reported to be serious.

The automobile collided with was a delivery machine of Enke's City Dye Works, driven by Max Bojanower.

Gresham to Have Two Tickets.

GRESHAM, Or., Nov. 17.—(Special.)—There will be two tickets in the field at the coming municipal election here on Tuesday, December 7. The two factions will be regulars and insurgents. At a mass meeting Monday night George F. Honey, William Thom and Ray H. Todd were nominated by the citizens and their names will appear on the ballot as the citizens' nominees. Mr. Honey and Mr. Todd at present are members of the Council and will retire if not re-elected. Mr. Thom was chosen in place of Joseph Pateneaude, who refused again to be a candidate. Another mass meeting has been called for Saturday night, November 20, at which time the insurgents will nominate their candidates, who will appear on the ballot as independent.

Track Connection Wanted.

SALEM, Or., Nov. 17.—(Special.)—Declaring that the need is urgent, 127 residents of Molalla, Or., have petitioned the Public Service Commission to direct the Southern Pacific and Willamette Valley Southern railways to connect their tracks at Mount Angel for the through passage and exchange of cars between the two lines. The petitioners also ask that rates for traffic via this route be named. The request is made in accordance with a resolution favoring physical connection between the two roads, which was recently adopted by Mollala Grange No. 310, Patrons of Husbandry.

Married Man Has Guardian.

NORTH YAKIMA, Wash., Nov. 17.—(Special.)—Although Lincoln Hackett has a wife, Judge Preble, of the Superior Court, held yesterday that it was necessary in connection with settlement of an estate to have a guardian for him because he is not yet of legal age. Attorney Fred Parker was appointed guardian ad litem.

Teachers Meet at Pendleton.

PENDLETON, Or., Nov. 17.—(Special.)—Over 400 teachers from Gilliam, Morrow, Wheeler and Umatilla counties are in Pendleton to attend the teachers' institute, which is being held today, tomorrow and Friday. A large number came in advance to attend the lecture of Richmond P. Hobson on "National Defense" at the high school on Tuesday night. A fine programme has been prepared for the week.

Gresham Club Plans Year's Study.

GRESHAM, Or., Nov. 17.—(Special.)—The Tuesday Study Club has decided on a course of study for the coming year and will hold their next regular meeting in the library on Tuesday evening, November 23, at which time Mrs. George F. Honey will conduct a drill in parliamentary law. It is expected to give a brief drill of this kind before the meeting every night this year. The club meets on the second and fourth Tuesday of each month. The programme for the December 7 meeting will be a study of education in Oregon, which will be presented as follows: "Oregon Pioneer School," Mrs. J. N. Clanahan; "Schools and Colleges of Oregon," Mrs. W. E. Bates; "Public Institutions of Oregon," Miss Pearl Durst.

Yakima Valley Canal Case Up.

NORTH YAKIMA, Wash., Nov. 17.—(Special.)—Judge Edward Mills, of Walla Walla, yesterday heard the evidence in the suit of stockholders in the Yakima Valley Canal Company against Sheriff Murphy and Carl Berg to enjoin execution sale of the Congdon Canal to satisfy a judgment of $18,500 held by Berg. The case will be submitted on briefs.

Dallas Levy Is 15 Mills.

DALLAS, Or., Nov. 17.—(Special.)—The City Council of Falls City at its regular meeting last night adopted its budget for the following year, and levied a tax of 15 mills. The tentative budget prepared two weeks ago called for an 18-mill levy, 3 mills less than last year, but in the formal resolution making the levy the amount was reduced to 15 mills.