

DREDGE ALL RIGHT

Test of the Chinook a Great Success.

WORKS WITHOUT A HITCH

Tremendous Capacity of the Vessel for Her Work Completely Demonstrated—Starts North for the Columbia River.

SAN FRANCISCO, Oct. 31.—(Special).—The big Army dredge Chinook, formerly the Army transport Grant, was given her first test today off Hunter's Point, in San Francisco Bay, and so pleased with her work were the United States Engineers in charge that they decided she needed to give no further demonstration of her capability, and ordered that she sail immediately for the Columbia River, where important work awaits her.

It was originally planned that the Chinook should spend three days in preliminary tests, but it required but half an hour to convince Captain J. C. Sanford that she is superior to any other dredge in the service.

Naval Constructor Zahn was in charge on the vessel when she showed her worth and without a hitch the gigantic machinery began to move and tons of silt and earth were pumped from the bay with the ease and regularity of the ticking of a clock. Captain J. T. Hubbard left this afternoon in charge of the vessel for the Columbia River. He took as first mate O. C. Rodé, and a crew of 75 men. Hubbard was formerly captain of the dredge Cumberland on the Atlantic Coast.

Later in the season, it is thought Captain Lyman, with First Mate Dunbar, will be put in charge.

So successful was the work at the Navy-yard and so great a saving was effected for the Government, that it will be recommended that \$70,000 be appropriated to place new engines in the Chinook. The Chinook is equipped with suction pipes 36 feet long, capable of dredging 45 feet below the water line of the vessel.

M'INTYRE ON THE STAND.

San Francisco Inspectors Investigate South Portland Wreck.

SAN FRANCISCO, Oct. 31.—Inspectors Bolles and Bulger are probing deeply into the cause of the recent loss of the steamer South Portland, and accordingly Captain J. B. McIntyre, master of the wrecked vessel, is being compelled to answer numerous pointed questions about his reasons for hurrying away from the ship while subordinate officers, most of the seamen and some of the passengers were still aboard.

The captain is also closely questioned about his unwise management of the ship after she had struck the reef and about the carelessness or lack of skill that resulted in the capsizing of one boat while it was full of passengers and men, and the loss of the second one by allowing it to get adrift. Captain McIntyre and First Officer Charles C. Bruce were the witnesses of the hearing, and the main facts brought out were as follows:

When the small boats were being lowered Captain McIntyre knew that the engines were running and that it increased the danger. He did not order the engines stopped. Captain McIntyre was the first officer to leave the ship, and he went away in the first officer's boat, not by request of the first officer, as has been charged.

The hearing will be resumed at 10 o'clock Monday afternoon.

Captain H. C. Nelson, of the steamer Arctica, reports the disappearance of the vessel yesterday that at 8:30 o'clock last Sunday morning he saw the wreck of the South Portland. The vessel was lying in 15 fathoms of water, about 1 1/2 miles westerly from Cape Blanco Light-house, Northwest Rock, Port Orford reef, bears south by east from it. One of the cargo-booms of the South Portland was about two feet out of the water and had the leading block attached.

OCTOBER LUMBER SHIPMENTS

Heavy Exports, Coastwise and Foreign, During the Month.

Lumber shipments were heavy from this port in the month just ended, a total of 1,346,139 feet going out by water to foreign and coastwise ports. Of the total shipments, 8,641,139 feet went foreign, the cargoes being as follows:

Table with 2 columns: Destination and Feet. Includes entries for British bark Saxon, German steamer Erna, British steamer Yeddo, etc.

Of the domestic shipments in October, the cargoes given below were sent to San Francisco and San Pedro:

Table with 2 columns: Ship Name and Feet. Includes entries for Steamer Charles Nelson, Barkentine John C. Meyer, etc.

STUCK ON THE WAYS.

Launching of the Manchuria Has to Be Postponed.

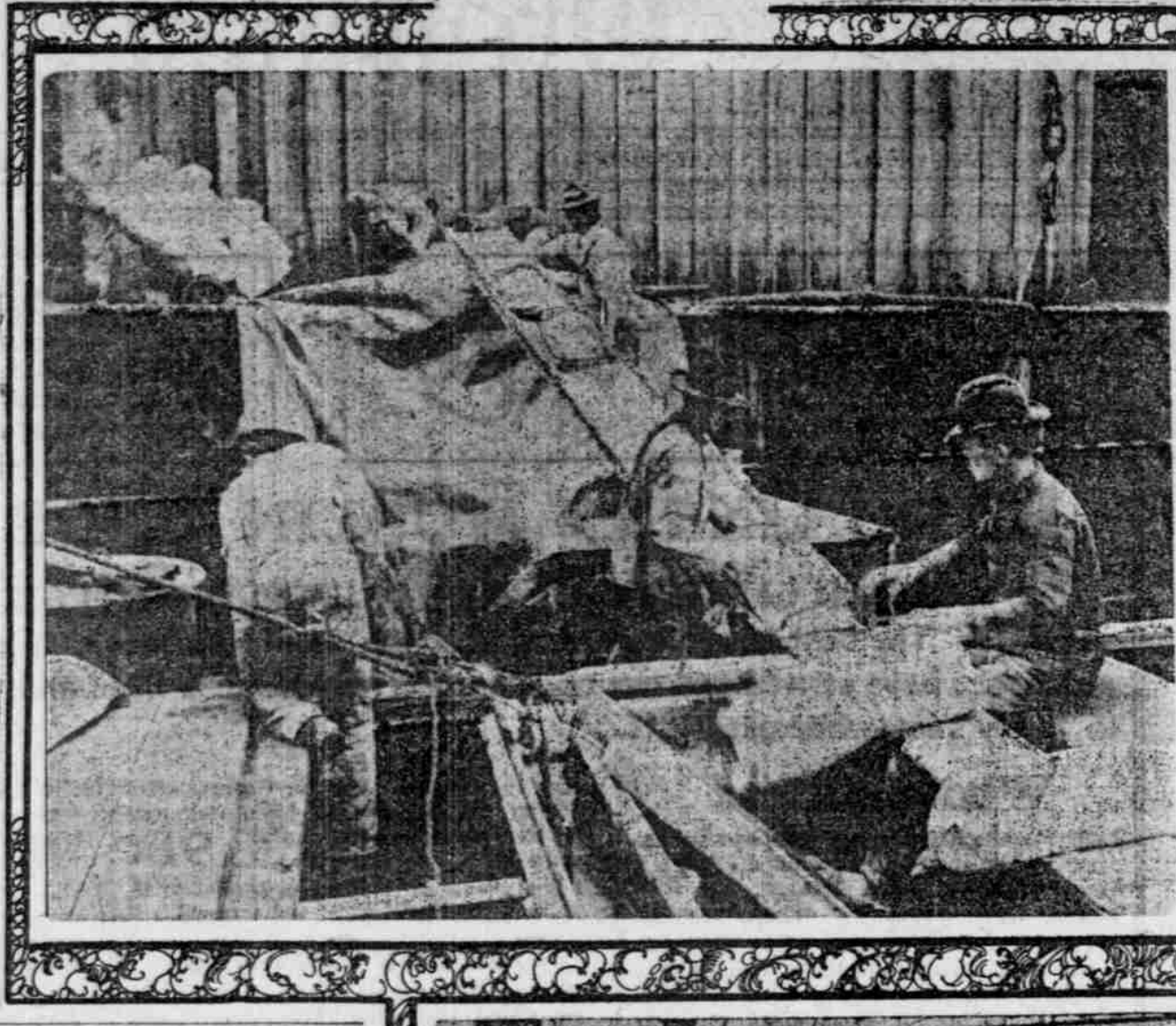
PHILADELPHIA, Oct. 31.—The steamship Manchuria, built for the Pacific Mail Steamship Company, stuck on the ways as she was being launched today at the New York Shipbuilding Company's yard in Camden, N. J. Every effort was made to launch the vessel, but without success. At noon the tide had receded, and it was found necessary to postpone the launching.

The Manchuria is a sister ship to the Mongolia, which was launched on July 25, and which is now nearly ready for her trial trip. The Manchuria and Mongolia are intended to run between San Francisco, Hawaii, China and Japan. The dimensions of the Manchuria are 325 feet over all, 65 feet beam, 31 feet deep, with a displacement of 16,520 tons, and dead weight carrying capacity of 14,000 tons. Her indicated horsepower will be about 12,000, and the average speed will be about 18 knots.

GRAIN AND FLOUR SHIPMENTS.

Eight Cargoes Cleared From Portland Last Month.

The fourth month of the cereal year saw light grain cargoes cleared from this port. The vessels sailing were the Emelle Galliene, Windsor Park, Arctica, Ella, Duns Law, Vermont, Grande Duchesse Olga and County of Inverness. The total wheat shipments amounted to 83,316 bushels and the combined wheat and flour shipments 1,322,512 bushels, as compared with 2,256,223 bushels in the month of October last year.



was the heavy movement of wheat to South Africa, over half of the quantity exported going to that quarter. Flour shipments in the past month were heavier than in any October for three years.

HARD SAND AT DRYDOCK.

Slow Work Preparing Site at St. Johns.

The dredge Portland is putting in full time at the Port of Portland's drydock site at St. Johns, but is not making as rapid progress as is desired. The material is found very hard to work, even with a dredge of the class of the Portland. Much of the sand and gravel now being pumped out was deposited there formerly by dredges of the port while digging the river channel and as it packed hard, this second handling is found to be no easy undertaking. The material excavated is being deposited around the drydock berth and will provide dry land for the shops, powerhouse and other buildings needed there.

Contractor Wakefield is Keeping up with the Dredge's Operations and would only be too pleased if the digging could be prosecuted faster.

He has already driven several hundred piles around the berth to form the berth for the dock. Engineer Cummings, who has just inspected the work at Vancouver, reports that the progress of the contractors on the piers is entirely satisfactory. They will all be completed on or before the first of the year and the machinery can be installed in them on short order. It looks now as if the piers will be ready some time before the berth is in shape to receive the dock. It is not probable that things will be in shape to commence the docking of vessels much before February 1. Among the first vessels docked will be the O. R. & N. steamers Columbia and Geo. W. Elder. The salmon ship C. F. Sargent will also require a cleaning and overhauling before she goes to Alaska in the Spring.

Catch of Two Whalers.

SAN FRANCISCO, Oct. 31.—The steam whaler Jeanette and the whaling bark Gayhead, have just arrived in port. The whaler Jeanette, which left Victoria to tour the world with a lone mariner, J. C. Voss, and which made the trip to Australia, has been reported in letters received from Voss, dated at Tanu, New Hebrides, on September 18. He is en route to Thursday Island, and to Africa, whence he intends to cruise to London.

Long Trip of a Canoe.

VICTORIA, B. C., Oct. 31.—The Tillicum, an Indian canoe converted into a yacht of four tons, which left Victoria to tour the world with a lone mariner, J. C. Voss, and which made the trip to Australia, has been reported in letters received from Voss, dated at Tanu, New Hebrides, on September 18. He is en route to Thursday Island, and to Africa, whence he intends to cruise to London.

Changing Astoria's Water Line.

ASTORIA, Or., Oct. 31.—(Special).—Preparations are being made to mark the present harbor line along the water front of the eastern portion of the city, as well as the place where the relocation of the harbor line is desired, so that Major Langhitt, when he arrives here next Wednesday, will be able to confer with the citizens and business men, can see just what the proposed change would mean. Soundings are also to be made in that vicinity in order to show the changes that have taken place in the channel since the last Government survey was made in 1890.

No Trace of Missing Vessel.

SYDNEY, N. S. W., Oct. 31.—The British cruiser Mildura, with which the British cruiser Eryadus and four merchant steamers, sailed from here Thursday in search of the British steamer Ovalau, then eight days overdue from Norfolk Island, with 25 passengers on board, has returned to this port without having found any trace of the missing vessel.

Nelson May Tow Two Brothers.

ASTORIA, Or., Oct. 31.—(Special).—Arrangements were practically completed by Captain Dearborn today for the steam schooner Charles Nelson to tow the ship Two Brothers to San Francisco. The Nelson is loading lumber at Westport, and is expected to be ready to go to sea Monday.

Marine Notes.

The steamship Algoa loaded flour at the O. R. & N. dock yesterday.

The steamship Kobe will shift from Montgomery dock to the O. R. & N. dock today to load flour.

No word had been received from Astoria last night of the tug Sampson, which is towing the barge Washtuck down from Ladysmith. The barge is laden with 150 tons of Wellington coal.

The Regulator steamer Bailey Gatzert carried out a good crowd of excursionists yesterday bound for Goldensale, in addition to her regular list of passengers for The Dalles and river points. The Goldensale excursionists will return to Portland Monday.

The steamer Mascot is lying at Kamm's dock receiving some extensive repairs to her boiler. The steamer Walker is being run in her place on the Lewis River route. As more potatoes, prunes and other freight is offered than the Walker can carry, it is probable that a larger boat will be put on the run tomorrow.

Domestic and Foreign Ports.

ASTORIA, Oct. 31.—Arrived down at 5:45 A. M.—British steamer Intransit. Arrived down at 9 A. M.—French bark Grande



PHOTOS BY H. SMITH.

WILL MAKE TIME CARDS

HARRIMAN SYSTEM OFFICIALS TO MEET IN SALT LAKE.

New Cut-Off Being Built by Union Pacific in Utah Will Change Schedules in Oregon.

A meeting of officials of the lines comprising the Harriman system will be held in Salt Lake tomorrow, and it is expected that some action will be taken there which will materially affect Oregon branches of the system. A new time card will probably be arranged that will change that of the O. R. & N. and Short Line, and it is expected that improvements will be decided upon for the lines between Portland and Ogden will be altered cannot be prophesied at present.

The contemplated changes will not affect the time card of the Oregon branch of the Southern Pacific, any local officials of the road, and it is likely that this road will not be affected to any great extent by any of the proceedings of the meeting.

Another matter affecting the O. R. & N. that will probably be up for consideration by the officials will be that of new engines on the Short Line and O. R. & N. It is stated that a number of the new ones are to be put into service on the road.

Freight rates will also be discussed, but it is stated that nothing more than routine business in this connection will be dealt with. No special alterations either one way or the other are anticipated by local officials.

What changes are determined upon will probably not go into effect before the first of next year, as it is hardly probable that the remarkable piece of road across Great Salt Lake will be in condition for use before that time. At present there remains quite a gap to be filled up and under the most favorable conditions the work cannot be accomplished in less than two months.

1903-4 GRAIN FLEET FROM PORTLAND.

Table with columns for Wheat, July, September, October, and Summary for October. Includes sub-tables for Flour and Wheat reduced to wheat measure.

completed. The construction of this piece of road across an arm of Great Salt Lake will shorten the route between Ogden and the coast by 100 miles or more, and will do away with some heavy grades that have to be dealt with now.

A great saving of time will be made, and as a consequence some decided changes in the time card will have to be made. This change will make the through trains arrive at Ogden at different times from the present schedule, and this, of course, will necessitate a change in the time cards of the Short Line and O. R. & N. to make satisfactory connections. An effort will be made to make this change a beneficial one. To what extent the schedules of the roads between here and Ogden will be altered cannot be prophesied at present.

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Convention Here.

It was with the determination to fight to a victorious finish that the local delegates to the convention of the American Association of Traveling Passenger Agents boarded the train last night for New Orleans. They go armed with a plentiful supply of literature with which to boom Portland and with money to spend in advertising the "convention city." They will meet the Mexican delegations on the field of battle and with much confidence of success they will enter the fray.

The party of local railroad men who will represent Portland at the convention which meets in New Orleans on November 11, 12 and 13, is headed by J. P. Jones, of the Southern Pacific; W. C. Seachrest, of the New York Central; lines; James Casey, of the Chicago, Milwaukee and St. Paul; and M. J. Roche, of the Rio Grande Western. Those who left last night were accompanied by their wives, and it was a jolly party that set forth on the long journey. The local delegation will be joined in Seattle by the delegation from Washington, and the California contingent will be met at Birmingham, Ala. The party went provided with any number of invitations from the officials of the state and city and from the various civic organizations of Portland. The Chamber of Commerce gave \$300 to be used in advertising the city in the Southern metropolis.

A strong fight is to be made by the City of Mexico, but the Pacific Coast delegates are united and their battle cry is "Portland '04."

NINE THOUSAND TONS OF OREGON FLOUR WILL GO TO JAPAN ON THE BIG STEAMSHIP ALGOA—SIXTY MEN ARE STOWING AWAY THE CARGO IN THE VESSEL AT THE O. R. & N. DOCK.

Mellen is Elected President. NEW YORK, Oct. 31.—Charles S. Mellen was today elected president of the Board of General Appraisers has decided adversely the protest of Atleto Salvotti against the Collector of Customs at New Orleans. The decision finds that marble vases, bases and pedestals for statues are not statutory and must not be admitted to the ports under the duty against the latter.

Last Pesos to Be Colored for Time. SAN FRANCISCO, Oct. 31.—The Superintendent of the Mint has turned over a shipment of 1,500,000 pesos to the War Department, the last that will be coined here for a long time. A guard of 20 soldiers escorted the coin to the transport Sheridan for transportation to Manila.

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