

THE NEED OF BARGES

Several to Be Built for North Bank Road Construction.

LOCAL YARD GETS WORK

First Order for Craft for the Portland-Seattle Railway Company Represents \$50,000, With More to Follow.

At Supple's shipyard on the East Side, the first real preliminary work toward the construction of a railway for the Northern Pacific Railway Company along the north bank of the Columbia River and the erection of a bridge across the Columbia at Vancouver, has been started in the building of about 29 barges, 15 of which are for the Portland-Seattle Railway Company, and to be used directly in the handling of material in the erection of the Columbia River bridge. These contracts already aggregate about \$50,000, with as much more work in sight.

STEAMER INTELLIGENCE.		
Due to Arrive.		
Steamer-From.	Date.	
Alliance, Eureka.	Nov. 24	
Costa Rica, San Francisco.	Nov. 26	
Homer, San Francisco.	Nov. 30	
Columbia, San Francisco.	Dec. 1	
South Bay, San Francisco.	Dec. 4	
Kilburn, San Francisco.	Dec. 4	
Due to Depart.		
Steamer-Destination.	Date.	
Despatch, San Francisco.	Nov. 26	
Alliance, Eureka.	Nov. 27	
Nome City, San Francisco.	Nov. 27	
Senator, San Francisco.	Nov. 27	
Costa Rica, San Francisco.	Nov. 27	
Northland, San Francisco.	Nov. 27	
Namania, Orient.	Nov. 28	
Homer, San Francisco.	Dec. 1	
Columbia, San Francisco.	Dec. 2	
Kilburn, San Francisco.	Dec. 4	

of which will be 7x22.4 feet and will be built with special reference to what will be required of them. The pilot-derrick barge will be 7x22.4 feet. The derrick barge will be 9x33.5, with a small one 16x19 feet. Most of these barges are now being laid out at the north end of the yard as fast as can be done.

Besides these there will be eight barges for handling material, 9x22.4 feet, which will be provided with sunken decks—booms sunk 12 inches below the girders, which will be used to handle the material. Part of these barges are to be delivered about the first of the year, and the remainder by about the middle of February. It will take more than 200,000 feet of lumber to complete this first contract, and the lumber comes from different Portland sawmills. Knees are shipped in mostly by rail, as this is a rush contract. B. W. Brady is the resident engineer. These barges are for use on the bridge across the Columbia River, and Joseph Supple said yesterday that they are but a starter. Others will be needed after the construction of this bridge starts. At this yard Porter Bros. are having a houseboat built 7x24 feet, to be used in transporting stores and provisions of all kinds to the different camps along a 30-mile stretch of track. They have the party which they are to use at Cape Horn. This firm also purchased about a dozen towing purposes. Also this week a barge was shipped to the camp of Winters. Porter & Boomer is in Grants on the Upper Columbia River knocked down, where it will be put together. Nearly all the small crafts that have been laid have been bought up by railroad contractors. About all the material that will be used by contractors on the railway will be handled by boats and barges, and when actual work starts the Portland shipyards will probably be taxed to their utmost capacity to turn out the crafts required.

LINE TO SOUTH SEA ISLANDS

Portland Men Intend to Operate a Regular Trading Schooner.

Preliminary steps are being taken by local men toward the establishment of a line of trading schooners between this city and the South Sea Islands. The intention is to start the first schooner early next summer and to add as many vessels as conditions will warrant until steady and direct communication has been established. The promoters of the project are not yet prepared to disclose their identity as this would probably interfere with the negotiations now being carried on. The promoters have obtained much data concerning the trade of the islands, and have come to the conclusion that a line of small vessels would prove profitable. Portland would send lumber and manufactured articles to the "pearls of the Pacific" and the inhabitants would pay with coconuts, sea shells, coral and other products of the tropics. There is said to be a good market here for the products mentioned and it is believed that one schooner a month could easily be handled after having pulled through the experimental stage. A smart sailing schooner of 200 or 300 tons register, if it is figured, could cover the round trip in about 90 days, so with three craft in the service a monthly schedule could be carried out.

The promoters point to the number of successful trading companies now carrying on business between the Atlantic coast and the islands, and they can see no good reason why it could not be done from the Northwest with all its natural and geographical advantages.

FLAG AT HALF MAST

British Ship Eskasoni Brings Body of Dead Master.

REPORTS HEAVY WEATHER

Captain Townsend Fell From Rigging While Attempting to Speak Passing Vessel Off Cape Horn on August 27.

Esparta Gets the Blame.

NEW ORLEANS, Nov. 25.—The local in the case of the collision between the United Fruit Company's steamer Es-

OVERDUE WINDJAMMER WHICH REACHED ASTORIA YESTERDAY WITH DEAD CAPTAIN



BRITISH SHIP ESKASONI

partia and the United States lighthouse tender Magnolia while the latter was conveying President Roosevelt to the West Virginia. The blame is put on the Esparta, Captain Fields of the Magnolia is exonerated.

Marine Notes.

The British ship Invergarry, from Coquimbó, was off the bar last night. The Oriental liner Numantia moved down to the four mills last night. The French bark Brizeux left down last night in tow of the steamer Harvest Queen. The steamer South Bay made two unsuccessful attempts to cross out over the bar yesterday. The schooner Mabel Gale left down yesterday morning bound for San Francisco, with a cargo of lumber. The British ship Dimboyne shifted to the Oceanic dock yesterday, where she will load wheat for Europe. The steamer Morrison will be brought here from Astoria and registered at the East Side shipyard. She will be repaired in the river. The British ship Clan Graham was chartered the other day to load wheat at this port for the United Kingdom. She is now at San Francisco. The American bark F. C. Sargent will be repaired in the drydock at St. Johns, by Joseph Supple, who has sent for 30 workmen to come from Seattle to do the work on her. The big British tramp steamer Croydon left San Francisco for Portland yesterday to load wheat and flour for the Orient. She is under charter to the Portland-Louisiana Company. Work on the new Willamette snapper is progressing rapidly. The hull is nearing completion. About 100,000 feet of lumber is being used in this craft. Machinery will be transferred from the old snapper to the new.

The French bark Alice Marie and the British ship Hylawood arrived in the harbor yesterday morning. The former was bound for Astoria and the latter for Astoria and the latter left to discharge a part cargo of coal from Newcastle, N. S. W. The Alice Marie comes from Hobart and reports a pleasant voyage.

Domestic and Foreign Ports.

ASTORIA, Or., Nov. 25.—(Special.)—The barkentine Northwest, which was towed in this afternoon by the tug Tootooch, she ran in close, and was compelled to drop anchor to keep from going ashore. Later, when a favorable wind came, she was forced to slip her anchor, and several fathoms of chain, in order to get off her own again. The barkentine Georgia, which has been outside for several days, was towed in this afternoon by the tug Tootooch. She ran in close, and was compelled to drop anchor to keep from going ashore. Later, when a favorable wind came, she was forced to slip her anchor, and several fathoms of chain, in order to get off her own again.

ASTORIA, Or., Nov. 25.—(Special.)—

Nearly 300 days out from Antwerp and over 50 days overdue, the British ship Eskasoni arrived in the Columbia River

this morning with the body of her dead captain aboard. The vessel encountered terrific weather off Cape Horn, and during one of these gales, while trying to speak a passing ship, Captain Thomas Townsend fell from the fore rigging and was almost instantly killed. Mystery surrounds the accident that befell the master of the ship, and the belief is held by members of the crew that his death was influenced by an attack of heart disease. He had ascended some 60 feet in the rigging only a few moments before, and apparently slipped from his footing and came down like a flash. He struck squarely on his feet, but collapsed on the deck unconscious. Everything possible was done to revive him, but he died in less than an hour. The accident occurred on August 27. Captain Townsend was accompanied on the voyage by his wife and little daughter, and at the earnest solicitation of the widow the body was not buried at sea. It was tightly encased in an iron airtight box, and will be shipped to Oakland, where the Townsend family will be notified before the vessel is sent to her destination, after a series of minor disasters. She waited off the Columbia for ten days with a pilot aboard, but was unable to get in on account of the recent storm that has swept over the Coast.

VESSELS IN CLOSE QUARTERS

Northwest and Georgina Lose Anchors in Dangerous Positions. ASTORIA, Or., Nov. 25.—(Special.)—The barkentine Northwest attempted to make the mouth of the river during the dense fog this morning, but was compelled to drop anchor just south of the end of the jetty. She hoisted distress signals, which were seen by the steamer Daisy Mitchell, and the latter was endeavoring to get a line on board when the tug Wallula made fast to her. The Northwest was not damaged, but lost an anchor.

Captain Stays With Vessel.

HOLLAND, Mich., Nov. 25.—The steamer Argo, which was wrecked in yesterday's terrific storm, is high on the beach today. The lookout at the life-saving station reported that the storm had abated and the water receded so that the greater part of the stanch ship is resting high and dry on shore. The night was spent by Captain Stewart and the members of the crew who are on board without incident. The Argo is so thoroughly beached that it will be a tremendous task to get her back into deep water.

Old Pacific Was Ugly.

Officers of the British steamers Labuan and Blackheath, which made the harbor yesterday morning, report terrific weather on the Pacific during the past three weeks. Both steamers were

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shoved along by howling gales and huge seas swept everything movable over the side. The Labuan brought a stowaway and he was missing last night when wanted by the immigration officers. It is believed that the animal overboard while the vessel was on her way up the river. The Blackheath is at the North Pacific lumber mills to load lumber for Callao, and the Labuan is tied up at the Western wharf, preparing for a cargo of wheat and flour for Japan.

Collision in the Harbor.

When coming into the harbor yesterday noon the British tramp steamer Blackheath crashed into the French bark Cambrome with the result that the latter will have to discharge a cargo of wheat and flour and go into the drydock for repairs. The Blackheath was compelled to slow down by reason of the fact that ahead of her in the straits was a small schooner of logs hidden from view by the fog. The steamer slowed down and drifted into the Cambrome, which was loading at the flour mills. Examination revealed the fact that about a section had been dented on the port bow of the Cambrome, but luckily the damage was above the water line. The Blackheath sustained only a few scratches as the blow struck a spot strengthened by heavy bulwarks. An inquiry will be held to fix the blame.

Atlantic Rate War Probable.

HAMBURG, Nov. 25.—The Hamburg-American Line has given notice of its withdrawal from the North Atlantic Association, on January 1, 1907. The arrangement referred to is the agreement of the Hamburg-American, North German Lloyd, Holland-American and Red Star lines, respecting the emigrant traffic. It is believed the Hamburg-American also intends to announce the dissolution of all its other navigation arrangements with the North German Lloyd Line, in the Cuban and Mexican business. The impression gains ground here that the strained relations between the Hamburg-American and the North German Lloyd will inevitably lead to a general war with all the lines with which they compete.

Harriman Agent Resigns.

SAN FRANCISCO, Nov. 25.—Alexander Center, general agent at this port for the Harriman steamship lines, has tendered his resignation, to take effect upon the appointment of his successor. Mr. Center declined to discuss the matter of his resignation, and offered no suggestion as to what he was going to do, or the identity of his successor.

ENGLAND'S FAMOUS BASSO



MR. WATKIN MILLS

Hotel St. Francis San Francisco
San Francisco, Cal. November 10, 1905

Lois Steers-Wynn Coman,
741 Overton Street,
Portland, Oregon.
Dear Misses Steers-Coman:

For my forth-coming concert with you in Portland on November 29th will it be possible for you to secure a Weber grand for the use of the Quartette? I greatly admire the tone quality and find the Weber very well adapted for accompanying the voice.

I shall be glad if you can arrange the matter for me.

Faithfully yours,
Lois Steers-Wynn Coman

The above request speaks volumes for the tonal qualities of the world renowned WEBER PIANO. Mr. Watkin Mills is England's most eminent basso, who, with a quartet of famous artists appears at the Marquam Grand, Wednesday evening, November 29th, under the direction of Lois Steers-Wynn Coman. The Weber Piano is sold only by Bilers Piano House, 351 Washington, Cor. Park (8th) Sts.

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Physicians pronounce drunkenness a disease of the nervous system. No "will power" can heal the stomach membranes which have been burned and scared by alcohol.

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Woodard, Clarke & Co., Portland, Or.

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While it is true that Scrofula may be acquired under certain conditions, it is usually inherited. Parents who are related by the ties of blood, or who have a consumptive tendency, or family blood taint of any character, are sure to transmit it to their children in the form of Scrofula. Swollen glands, brittle bones, poor digestion, weak eyes, Catarrh, emaciated bodies and general weak constitutions are the principal ways in which the disease is manifested. The blood has been diseased from birth, and being in this condition cannot properly nourish the body and Scrofula is the result. A hereditary disease like this can only be reached, by a constitutional remedy and nothing equals S. S. S. as a cure for it. It cleanses and strengthens the deteriorated blood, drives out all scrofulous and tubercular deposits, and there is a gradual but sure return to health. S. S. S. supplies to the anemic, lifeless blood the properties necessary to build back to strong, robust health, and does this gently and so thoroughly that no signs of the disease are ever seen in after life. Being purely vegetable, Scrofula is its harmless but healing ingredients enter into the circulation and replace wax-like, bloodless faces with vigorous strength glowing with health. Book with information about Scrofula and medical advice free.

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