

MAY RESULT IN ANOTHER TIE-UP

Attitude of the Longshoremen Causes Concern in the Shipping Circles.

MAY AFFECT LOCAL UNION

Stevordors of San Francisco and Eureka Have Decided Not to Work Any Vessel Employing Nonunion Men.

In spite of the fact that steamships have been moving in and out of the coastwise ports with some degree of regularity in the past month or so, even though manned by nonunion crews, shipping men say it is likely that there will be a serious tieup of most of the lines.

This new drawback to coastwise shipping will be caused by the action of the San Francisco and Eureka longshoremen, who may be joined in the very near future by their brethren in this city or Seattle. They have refused to assist in any manner whatever towards aiding in the mooring of vessels carrying nonunion crews.

This decision, while technically only embracing the landing of the vessels, has a far wider scope, for their notice served on the shipowners states that in action they will refuse to assist in the unloading of cargo, and that they will employ nonunion men at this work, and as the crews of the coastwise vessels are usually called upon to assist, the decision practically means that the majority of vessels plying in the coastwise trade will be forced to secure nonunion men to unload and load their cargoes, which, in view of the strength of the Longshoremen's Union, will undoubtedly prove a hard task for the shipowners to solve in a satisfactory manner.

The local branch of the Longshoremen's Union is noncommittal as to its attitude toward this movement, and while the members do not openly show any intention of following the lead of the San Francisco union, it is generally believed that they will do so.

In case the longshoremen at all the Coast ports are a unit on this proposition, it will effectively force the vessels carrying nonunion crews to tie up, at least for a time, or will cause such a general reluctance to shipping by delay as though the lines were temporarily discontinued.

In the event that they adhere to this method, the longshoremen are likely to force an issue very suddenly with the Shipowners' Association as regards the sailors' strike, which has been in effect for more than three months.

Only coastwise shipping is to be affected by this action of the longshoremen, and the already poor service between Portland and San Francisco seems likely to be made even worse.

HILONIAN IS DUE TODAY.

Matson Liner Coming With Cargo From Islands and San Francisco.

With a large cargo consigned to this port from Hawaiian ports and San Francisco, the Matson Navigation Company's liner Hilonian is due to reach her dock in this city some time today.

Agents of the Matson Navigation Company have notified the local merchants of the arrival of the Hilonian, which will be a means of transporting the merchandise to the city.

In addition to the San Francisco consignments, the Hilonian is bringing a cargo from the islands consisting principally of sugar, coffee, and other products. It has been learned that there are a few passengers for this city who have made the journey from the islands by this vessel.

Agent Lindsay has received several inquiries for passage on the outward voyage, but so far no one has booked for the islands. In the matter of outward-bound freight there are over 600 tons already on the dock for shipment, and this may be increased to 800 or 1000 by the sailing date. Twenty-five head of horses are also to be shipped to the islands by this steamer. There are consignments to Hawaiian plantations, and stails are to be erected between decks tomorrow to accommodate the animals. The cargo will also be sent along to look after the wants of the livestock on the voyage.

JETHOU ADDED TO THE LIST

Another Large Steamship Coming to Load Lumber for the Orient.

The Pacific Export Lumber Company has added another large steamship to the list of vessels coming to load lumber at this port. The latest steamer is the Norwegian tramp Jethou, which is on her maiden voyage from Antwerp to San Francisco with a general cargo of cement and building material. After discharging at the Bay City she will proceed north to load lumber for some ports in the Orient. This steamship is a large craft of about the same capacity as the Norman Isles, which has been listed as coming to Portland, but according to recent dispatches, sailed from San Francisco for Seattle.

In addition to the above-named vessels, the British steamships Apollo, Fulham, Vistoth, Elaine, Wandsworth and Knight of St. George are listed to load lumber at this port. The last-named vessel is expected here on Monday, and all of them are large carriers, with an average capacity of nearly 3,000,000 feet.

STEAMER KITSAP DISABLED

Portland-Built Vessel Breaks Propeller Blade While on Run.

SEATTLE, Wash., Aug. 18.—(Special.)—The steamer Kitsap lost one of her propeller blades yesterday while en route to Tacoma on the run of the steamer Flyer, which had been laid up for her regular Friday overhauling. Both vessels were built in Portland, and the Kitsap started on a regular run last month. There is an intense rivalry between the Flyer and the Kitsap as to speed qualifications. The two boats recently raced for several miles to a dead heat.

CAPTAIN FILES CHARGES.

Commander of Fearless Proceeds Against Men Who Fired on Vessel.

ABERDEEN, Wash., Aug. 18.—(Special.)—Captain Lilliquist, of the schooner Fearless, just returned from Mexico, has placed in the hands of the Prosecuting Attorney the case of the men who fired on the Fearless just before her departure from the lower harbor some time ago. Captain Lilliquist has the bullet which lodged in the vessel's sides.

PRETORIA GROUNDS IN ELBE.

HAMBURG, Aug. 18.—The Hamburg-

American line steamer Pretoria, Captain Schrotter, from New York via Plymouth and Cherbourg, grounded in the Elbe at Finkenwarder, while on her way to this city. Tugs are assisting the steamer.

Stanford is Nearly Loaded.

ASTORIA, Or., Aug. 18.—(Special.)—The loading of the barkentine Jane L. Stanford will be completed on Monday and the vessel will then be ready for sea after a long stay in port for repair of the damage sustained in the collision with the steamer J. B. Stetson off the mouth of the Columbia River several weeks ago.

Marine Notes.

The new river steamer Beaver has been secured by John E. Band for a river excursion to Washougal today.

Inspectors Edwards and Fuller will inspect the steam yacht El Primero before the vessel departs on her voyage to Puget Sound.

The British bark Zanita has been engaged by A. Carpenter & Co., of San Francisco, to load a general cargo at Astwerp for this port.

The O. R. & N. bar tug Wallula was placed on the dry-dock yesterday to be painted and overhauled, previous to the opening of the Fall shipping season.

The Oriental liner Numantia is still discharging at the Alasworth dock. She will finish next week and will commence loading for the outward voyage immediately.

The California & Oregon Coast Steamship Company's steamer Alliance is due to arrive here from Eureka and Coos Bay next Wednesday. She has the usual full cargo of freight and passengers.

The Luther College Band and Chorus

GOLDEN WEDDING AND GENUINE MARRIAGE CELEBRATED TOGETHER

David Groubeck was born in the Green Mountains of Vermont, and his wife was raised in Ohio. They were married at Iron Mountain, Wis., and about 1888 came West to Oregon, where they have had their residence since. Ten children have been born to this union, nine of whom are still living.

The golden wedding of Mr. and Mrs. David Groubeck was celebrated at Crowell, Or., August 10. Friends and relatives of the aged couple gathered from miles around, and a pretty ceremony was performed at the house of the aged people. The house was beautifully decorated and in one corner was suspended a wedding bill of gold and green. Rev. Straiford made a happy talk to the party assembled and afterwards a poem written especially for the occasion was recited by Mrs. Edith Morris. The old people then stepped from their place under the wedding bill and their positions were taken by their youngest daughter, Gertrude Lillas, and Edson L. Barnett, who were then themselves united in wedlock by the Episcopal service. This part of the programme was a surprise to some of those present, but congratulations were all the more sincere.

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from Detroit, Mich., left on the steamer Telegraph yesterday for an excursion to Astoria and Seaside. The party will spend today at the beach and return Monday.

The French ship Ville de Mulhouse is coming to Portland, judging from the mail being received by French Consul Labbe for the members of the crew of the vessel. The vessel has been listed in the North as coming to Seattle.

Arrivals and Departures.

ASTORIA, Aug. 18.—Condition of the bar at 5 P. M., smooth, wind northwest, weather clear. Arrived down at midnight and sailed at 2:30 P. M., schooner Carrier Dove, for San Francisco; sailed at 2:30 P. M., steamer J. B. Stetson, for San Francisco; sailed at 2:45 P. M., brigantine Lurline, for San Francisco.

San Francisco, Aug. 18.—Arrived—Schooner P. S. Redfield, from Astoria; British steamer Fowles, from Astwerp; U. S. S. Thomas, from Manila. Sailed—Steamer San Jose, for Astorp.

Delgoza Bay, Aug. 18.—Arrived August 18th British bark Hadson Hall, from Portland.

San Francisco, Aug. 18.—Arrived—Schooner Albert Meyer, from Bellingham; schooner P. S. Redfield, from Astoria; steamer Costa Rica, from Portland. Sailed—Steamer Watson, for Seattle; Norwegian steamer Terje Vitset, for Nanaimo.

Milwaukie Grange on Rate Bill.

Milwaukie Grange, Patrons of Husbandry, yesterday afternoon discussed railroad rate regulation, pure-food laws, meat inspection and postal savings banks during the lecturer's hour. Mrs. Mary Gatchell, lecturer, was in charge. Richard Scott, a prominent farmer, opened the discussion of railroad rate regulation and gave his experience. He said that it would take time to carry out the policy of the President and that he must have the backing of the people. The pure-food law called out wide discussion, it being the consensus of opinion that such laws should be sustained. Meat inspection was fully discussed. The postal savings bank was explained by several speakers. Nearly all who spoke on that subject favored its adoption. Mrs. Gatchell read the purport of this law. Much information was brought out in this discussion, and the majority of the Grange went on record as favoring all these measures, and that the Patrons of Husbandry as a body should begin a campaign of education along all these lines.

Aged Swiss Reported Missing.

Rudolph Meyer, a native of Switzerland, 75 years of age, left his home near Ethel, Lewis County, Washington, July 25, intending to come to Portland or else go to North Yakima. He has not been heard of since, and the County Court of Lewis County has offered \$100 reward for information leading to his location. He is 5 1/2 feet tall, has red hair and blue eyes, and does not speak English. When last seen he wore a white linen shirt and every-day clothes. He had no money to speak of with him. He left his wife and two sons at his home on the farm near Ethel. J. Lost, of 213 Jefferson street, is his son-in-law. Mr. Meyer resided in Portland for about ten years, but has lived at Ethel ever since.

MOUNTAIN RESORTS.

The most attractive mountain resorts in the world are in the Canadian Rockies, less than 48 hours' ride from Portland. The Canadian Pacific has made a very low rate to these resorts, which include Glacier, Field, Laggan and Banff. Round-trip rate, \$8. Tickets good for 30 days, with stopovers. Double daily train service.

COST OF THE ROADS

Washington Commission Employs New York Engineer.

GILLETTE BEGINS HIS TASK

LAW REQUIRES BOARD TO ASCERTAIN THE AMOUNT OF MONEY SPENT IN CONSTRUCTION AND EQUIPMENT OF EVERY LINE IN STATE.

OLYMPIA, Wash., Aug. 18.—(Special.)—The Railroad Commission announces that it has employed Halbert P. Gillette, a prominent civil engineer of New York City, as engineer for the commission, for the purpose of ascertaining the cost of construction of the railroad lines in this state. Mr. Gillette is already at work, with a force of assistants, in the head offices of the Northern Pacific and Great Northern at St. Paul, and it is probable that Commissioners Fairchild and Lawrence will

PERSONAL MENTION.

Leon Cohen, a merchant of Roseburg, is a guest at the Perkins Hotel.

J. Lindstrom, Mayor of Aberdeen, Wash., is a guest at the Perkins.

Mrs. J. Fox and son have left the city, to spend a few weeks at Newport.

George Hughes, of Pittsburg, Pa., arrived in Portland early in the past week.

W. L. Robb, Collector of Customs at Astoria, is registered at the Imperial Hotel.

Mrs. John E. Wood, of the East Side, left this week for Long Beach, to remain several weeks.

Miss Anna Lang, reeve of the United States Land Office at The Dalles, is registered at the Hotel Portland.

D. R. Ladd, chief clerk at the Imperial Hotel, left for Seaside yesterday on his vacation. He is accompanied by Mrs. Ladd.

R. Robinson, of Tillamook, one of the largest cheese manufacturers on the Pacific Coast, is a guest at the Perkins Hotel.

Fruit Commissioner J. H. Reid and Mrs. Reid, of Milwaukie, who have been at Willott Springs for several weeks, have returned.

Phil Metcher, proprietor of the Imperial Hotel, returned Friday from a trip to Alaska. He was accompanied by Mrs. Metcher.

Tom Richardson, manager of the Commercial Club, will return today from a trip to Klamath Falls with the business men's excursion.

Jay Rial, advertising contract man, and Mrs. Rial, who went to Portland, Ore., both of Forepaugh & Sells Bros.' circus, are guests at the Oregon Hotel.

J. B. Small, one of the contractors on the North Bank railroad construction work, is registered at the Perkins Hotel. Mr. Small's home is at Columbus, Wash.

Mr. and Mrs. H. Levy announce the confirmation of their son, Louis, to take place at 10 o'clock Tuesday morning at Congregational Avenue, between Park and Clay streets.

Mrs. C. F. Russell, of Spokane, Wash., who had been spending a few days in Portland a few weeks ago from Colusa, Cal., is so well pleased with the conditions here that she and her family have determined to make this city their permanent home, and accordingly have bought a residence from John J. Read at 804 East Madison street.

On Tuesday last C. F. Tigard, of Tigardville, received the sad intelligence that his son, William, had been killed in a fall from a tree at Astoria, Ore., last Fall, was drowned a few days before in a lake near Saksaton.

This son and Frederick L. Gault, who went with him from Washington Hotel, late last Fall, became British subjects and took up government land. The father left on the 15th instant for the scene of the disaster.

Willis S. Miller, of Palo Alto, Cal., has taken up residence in Portland, and will establish himself in business here. Mr. Miller was manager of the Co-operative Land & Lumber Company, in Portland, the largest real estate and brokerage firm in the Santa Clara Valley. Hearing of the wave of unprecedented prosperity which has swept the coast, he has decided to locate here. Mr. Miller had several offers from local brokerage firms, but he has not yet chosen a permanent location.

Martin W. Wright, of Leloceter, England, proprietor of the Shoe Manufacturers' Monthly, spent a portion of the past week in this city in looking up old acquaintances, having been a resident of Portland most of the time from 1880 to 1894. He recalls very vividly the extension of the city, and says that he had after his arrival here in the year mentioned above. Being badly in need of work, he sought L. P. Thompson, who was then in charge of construction on the O. R. & N. Company in the vicinity of the Cascades. Mr. Thompson engaged him to cut brush along the right of way, and Wright paid out his last coin for transportation to the point on the Columbia River where this work was to be performed. After this job was finished, Wright found employment in the printing office of George H. Ilmes, and there acquired a partial knowledge of the "art preservative," which led him, after his return to England, to fully qualify himself to carry on successfully the publishing business.

At the Women's Union.

Miss M. Newlen was one of this week's transients.

Miss Preston, from Denver, is making her home here this week.

Miss Sarah L. McNeil, of Boston, Mass., is one of the latest names on the register.

Miss Bertha Taylor, from Los Angeles, arrived on Tuesday for an indefinite stay.

Miss Frances Reed, of Albany, is here on a visit to her cousin, Miss M. Fayerweather.

Miss Rebecca Williams paid us a flying visit on Friday on her way from Beaverton to Skamokawa.

Mrs. Mary E. Shinkle, of Gooding, Idaho, arrived last Sunday on a visit to her daughter, Miss May Shinkle.

Miss Kate Corrigan, who has been here for some time, left early in the week, changing her name to Mrs. Coventry.

NEWEST, CORRECT STYLES

In popular-priced millinery always on hand at Le Palais Royal, 95, Washington street.

SHREVE & Company

will occupy about September first, their temporary building at Van Ness Ave. and Sacramento Street

Complete stock of DIAMOND and GOLD JEWELRY, WATCHES, SILVERWARE, GLASSWARE, STATIONERY, ETC., now on sale at Post Street and Grant Avenue SAN FRANCISCO

There is a strong probability that at some future time the figures submitted by Mr. Gillette may be reviewed by the courts. It is in this prospect that is taking the Commissioners to St. Paul. At the present time Mr. Gillette is employing some assistants who have brought with them from New York. Owing to the possibility of this work getting into the courts of this state, the Commissioners desire personally to inspect the work being done and discuss with Mr. Gillette the advisability of sending men from this state to assist him. Then, if the figures are questioned in the courts at any time, there will be witnesses on the ground

who can defend them; otherwise it will be necessary to send to New York for the men who prepared them.

Mr. Gillette expects to leave St. Paul with the Commissioners on their return here, leaving the office work there in the hands of his assistants. He will begin making surveys of selected portions of the road-beds in this state as soon as he arrives, and his completed estimates will be in the hands of the Railroad Commission in time to be incorporated in the annual report which will be made by the commission to the Governor prior to the meeting of the Legislature in January.

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Eclipse Steel Ranges

Deposit secures one of our great "Eclipse" Steel Ranges in your home. Then, if it is entirely satisfactory, you pay us \$1.00 a week. You run no risk in buying an "Eclipse." We take all the risk. We are able to refer you to thousands of Portland people who use the "Eclipse."

A carload of six-hole and four-hole Eclipse Ranges unloaded Friday. A Four-Hole Eclipse,

\$1.00 a Week; \$40.00

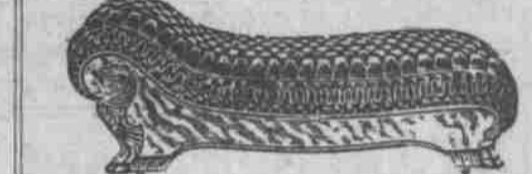
Dining-Room Special



Here is a fine example of the Furniture bargains we are giving these days. This beautiful weathered-oak Dining Table for \$12.00, Serving Table \$9.00, China Closet \$25.00, Buffet, with its fine leaded art glass front, \$35.00. This whole set priced at only \$81.00

New Carpets and Rugs Arriving

Our Fall stock of Carpets and Rugs now rolling in, and we are daily offering some beautiful specimens to choose from. And the prices—we cut them to the lowest possible margin of profit. Gevurtz & Sons will make the price right, and we are confident our exclusive designs will suit your taste.



No. 604—This splendid chaise leather Couch looks like the cut. Genuine steel construction, diamond tufted, concave shape, full size and we've cut the price to only \$20.00 \$1 Down, \$1 a Week.

GEVURTZ & SONS

173-175 FIRST STREET 219-227 YAMHILL

FRED HARRIMAN TO BLAME

BOARD OF TRADE MEMBERS REPORT ON FREIGHT SITUATION.

Portland & San Francisco Steamship Company Indifferent; Southern Pacific Did Its Best.

Harriman's water line between Portland and San Francisco is held responsible for the recent inadequate freight service by the transportation committee of the Board of Trade, which made its report yesterday.

Neither does the committee believe that the present transportation facilities are able properly to handle the growing demand of trade between the two cities.

Concerning the freight congestion at San Francisco, the committee believes that the Southern Pacific is in no way responsible, and the report states that the officials did everything in their power to relieve the situation.

The committee is composed of the following members of the Board of Trade: T. S. Townsend, Frank C. Barnes, J. F. O. Shea, W. B. Glafke and T. J. Armstrong. The report is as follows:

We, your committee on transportation, to whom was referred the subject of interrupted service by rail and water with San Francisco, beg to submit the following report:

First—That after careful inquiry into the matter we find that liability on the part of the Southern Pacific Company to handle freight from this city to San Francisco has seriously affected Portland's commerce, especially the firms con-

signing heavy and bulk shipments, such as lumber and other building materials.

That inquiry developed the fact that these conditions are wholly due to the inability of consignees at San Francisco to remove goods from the sheds and siding of the railroad company on account of lack of available warehouses and storage rooms, as a result of the recent disaster in that city.

That the Southern Pacific Company's policy in the nonremoval of demurrage penalties is actuated by humanitarian and sound business motives, and that the entire situation is an inevitable result following in the wake of the recent disaster.

We further find that the management of the railroad company has used every effort to relieve the congestion and to secure the release of some 5000 freight cars now tied up and unavailable for traffic purposes. As the railroad company interests are most vitally affected by present conditions, the genuineness of their effort to clear up the embargo may be relied upon to produce satisfactory results speedily.

In reference to the operation and handling of freight by the Portland & San Francisco Steamship Company, we have to submit that in our judgment the company showed indifference and a lack of appreciation of the seriousness of the freight situation affecting the two cities.

This course is particularly applicable in the case of the Burracotta, which, after a number of serious delays, finally brought a heavy cargo of merchandise to this city, which remained in the hold of the vessel over Sunday, presumably for economic reasons affecting the company.

That the Portland & San Francisco Steamship Company has inadequate shipping facilities to meet the ever-growing coast commerce, and we therefore respectfully recommend that the board make suitable representation to the company for the purpose of securing a better service and greater frequency of sailings.

Completing Springwater Road. The new road between Estacada and Springwater is being completed. Only a short stretch remains to finish.

Confectionery Stand

Good location for confectionery and branch bakery at Front and Gibbs streets. Living-rooms in rear; low rent. Fixtures cheap.