

HARRIMAN LINE IS AFTER TRADE

Will Shortly Have Four Steamships on Portland-San Francisco Route.

INCREASE GRAIN SHIPPING

Three Docks Have Been Remodeled to Accommodate Traffic, and Steamer Columbia Will Be Placed on the Run.

STEAMSHIPS ORIZABA AND SARATOGA. The steamships Orizaba and Saratoga of the Northwestern Steamship Company are the vessels selected to be placed on the Portland and San Francisco run in opposition to the vessels of the Harriman line, and both steamers will be sent to Portland after the close of the home season next month.

With the securing of the steamship Astec as an additional carrier on the Portland and San Francisco run, the San Francisco & Portland Steamship Company is figuring on handling the largest shipments of grain in the history of the line.

Heretofore the dockage facilities of the local port have handicapped the grain shipments to the southern port to a marked degree, but this year in addition to the carrying fleet and the remodeling and reconstruction of several of the docks will assist materially in advancing the interests of the shippers.

Four of the docks fronting the river have been increased in capacity and are ready to accommodate almost double the tonnage of grain that was handled there last season. These enlarged docks are the O. R. & N. dock in Albina, the Pacific Coast Elevator dock, and the Irving dock, all of which have an increased capacity for grainhandling, which, with the late announcement of the increased steamship service between Portland and the California metropolis, will greatly assist the grain-transporting trade between the two ports.

The agents of the San Francisco & Portland Steamship Company are confident that they will increase the grain-shipping business between the two ports mentioned quite materially, and they have received communications from the O. R. & N. to the effect that the company is prepared to supply a greater quantity of wheat from the inland country to the southern port.

This communication was the principal incentive to the ordering of the steamship Astec on the local run. The Harriman system expects to place the steamer Columbia in commission within the next two weeks, which, with the two steamers, Barracouta and Costa Rica, on the run, will make four vessels on the Portland and San Francisco route, and the Columbia and Costa Rica, will carry passengers in addition to their freight traffic.

The local representatives of the company point to the Seattle line of the Pacific Coast Steamship Company as an evidence that they are discriminating against Portland, for they claim that the combined tonnage of the steamers Queen, Umattila and City of Puebla, running from Seattle to San Francisco, is much greater than that of the steamer Astec. The Sound port has the independent vessels Buckman and Watson, in addition to the Pacific coast line, and with these two, the Harriman agents claim that the tonnage will not equal that of the four boats of their system on the local run, and they are not worrying over the coming of the steamers Orizaba and Saratoga, of the Northwest line.

The palatial passenger and freight steamer Columbia will be ready for operation as soon as her new rudder post, which was ordered in the East, arrives and is installed at San Francisco. All four of the vessels mentioned will be kept on the Portland and San Francisco run as long as the trade conditions warrant their operation, and if the trade falls off slightly, the first vessel that will be taken off will be the Costa Rica, which is the smallest of the fleet.

"We are determined to set ourselves right with the Portland merchants," said a representative of the Harriman system yesterday, "and all four of these vessels will be operated out of here as long as the trade warrants it. We have tried our best to get the steamers for the route, and have eventually succeeded in procuring the steamer Columbia, in addition to the other vessels, and will shortly have the Columbia on the route. With this fleet and the added dockage facilities, we expect to beat all previous records in grain handling on the southern run."

It was announced yesterday that the steamer Astec would leave San Francisco August 25, and would leave Portland on the return trip September 8. This vessel is a large carrier having a capacity of over 2000 tons, and is expected to handle a large portion of the grain shipments to California.

AGENT IS HELD FOR TRIAL

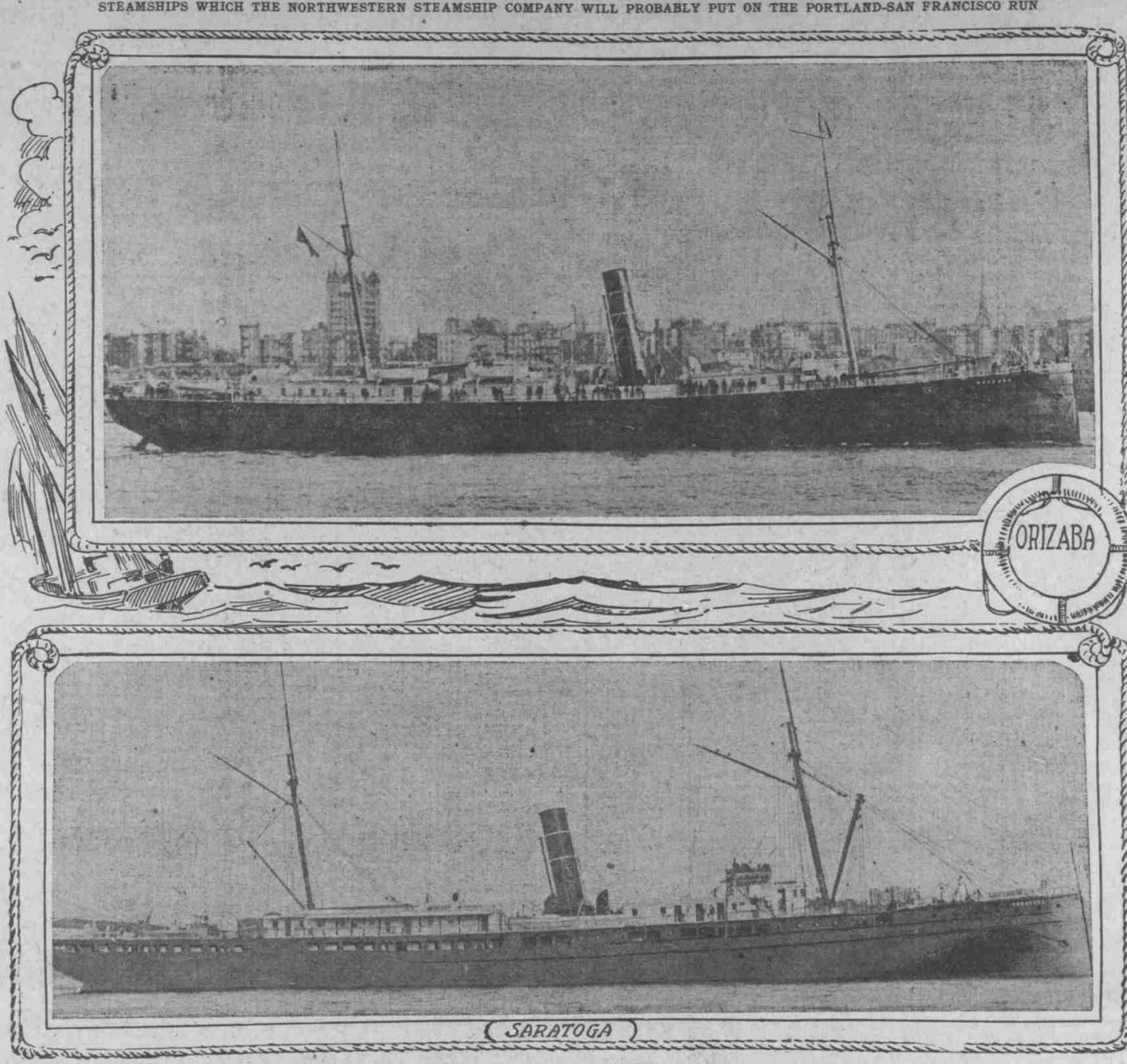
Union Representative Remanded at Preliminary Trial at Aberdeen.

ABERDEEN, Wash., Aug. 25.—(Special.)—William Gohl, agent of the Sailors' Union, was today, after a preliminary examination, held for trial in the Superior Court on the charge of using arms and trying to intimidate the crew of the schooner Fearless prior to her voyage to Mexico. Gohl was the only witness for the side. Captain Hanson, of a small launch, testified to having taken Gohl to the schooner's side. Captain Lilliquist, of the Fearless, will be detained from sailing on a boat which he gave for an appearance at the trial. He was ready to go with his ship to Valparaiso. Gohl's bond was fixed at \$500.

CHANCE TO SAVE TWICKENHAM

Stranded Vessel May Be Pulled Off San Juan Rocks Shortly.

VICTORIA, B. C., Aug. 25.—The latest advices from the stranded steamer Twickenham on San Juan Island are that the chances of salvage are good. The vessel is held fast under No. 1 hold, which is full of water, though the other three holds are dry. The wrecking steamer Salvor is standing by and divers are down investigating the extent of the injuries. Their report will be made this



ORIZABA

SARATOGA

TO BE CALLED THE RELIEF

NEW OPEN RIVER STEAMER HAS NAME CHANGED. Was to Be the Columbia but New Name Decided Upon Yesterday—Will Be Launched Soon.

The Open River Transportation Company is preparing for the launching of its new steamer Relief, which will take place earlier than advertised, for she is expected to reach Portland Monday and Captain Merriam desires to leave on the Southern trip Wednesday evening.

The vessel reached Marshfield yesterday and was somewhat light as compared to her former trips, and should get away from that port this morning, which would bring her into Portland about tomorrow afternoon.

In response to an urgent message from the local agent for the immediate placing of another vessel on the coastwise run by the Watsonville Navigation Company, Agent Greenough received a reply to the effect that it was impossible to secure another craft and that the F. A. Kilburn would have to do for the present at least.

This vessel, as well as other coasting craft, has found it impossible to care for all the freight that is available for shipment, and the agents of this steamer as well as the other lines have been endeavoring to secure vessels to relieve the situation.

Several days ago it was found necessary to refuse freight for the coming voyage of the Kilburn, for already there is more than enough freight on her stock to tax her utmost capacity on the outward trip, and the same conditions prevail on the Couch-street dock, from which the steamer Alliance is scheduled to sail tomorrow evening.

MANCHURIA RESTS EASIER

Stranded Liner in Better Position and Officers Are Confident.

HONOLULU, Aug. 25.—The steamer Manchuria has shifted to a slightly better position and the agents and Captain Saunders are more confident. Five hundred bags of flour have been damaged by water. The vessel is sunk from six to seven feet in the bed of the ocean. It is now believed that the removal of the Manchuria's engines may be necessary before she can be floated. This is considered a very difficult feat.

STEAMER FOR LEWIS RIVER

A gasoline sternwheeler is being built at Supple's boatyard for Horace Campbell. It will be 60 feet long by 11 wide and 2 feet 8 inches hold. It is intended for navigation of Lewis River. It will have a 30-horsepower engine.

VERMONT CLEARS WITH LUMBER CARGO

ASTORIA, Or., Aug. 25.—(Special.)—The British steamer Vermont finished loading 1,400,000 feet of lumber at the Hume mill this morning and left for Portland, where she will complete her cargo for Shanghai.

ITALIAN CRUISER OFF FOR PORTLAND

SAN FRANCISCO, Aug. 25.—The Italian cruiser Dagali, which had been in this harbor for several days, sailed this afternoon for Portland, Or.

GUY HOWARD TO BE REPAIRED

The Guy Howard, Government Engineer's craft, was moored at Supple's shipyard for several days, while estimates were being made for repairs on her. She left down the river yesterday. Estimates will be submitted to the department for approval.

HOLMAN GIVES \$200 BAIL

FORMER ONTARIO PASTOR MUST ANSWER CHARGES.

Judge Gantenben, However, Suggests That Settlement Be Reached Outside of Court.

Mr. Holman, formerly a minister of the gospel, and at the present time engaged as agent for a life insurance company in Portland, gave bail in Judge Gantenben's court yesterday in the sum of \$200 to answer to a charge of beating a board bill due Patterson & Goddard, hotel-keepers at Ontario, Or. Mr. Holman was arrested Friday by Sheriff Odell, of Multnomah County, on a warrant issued by the Justice of the Peace at Ontario, which was endorsed by Justice Olson, of this city, as good for service in Multnomah County. Sheriff Odell did not lock Mr. Holman up, but permitted him to go on his own recognizance.

The matter came up before Judge Gantenben on a petition for a writ of habeas corpus. Rev. Mr. Holman was represented by F. S. J. McAllister, attorney, and Deputy District Attorney Moser appeared for Sheriff Odell.

Mr. McAllister attacked the endorsement on the warrant as improperly made and illegal. He also read telegrams from Patterson & Goddard offering to release the accused on payment of \$400, and a second telegram said \$27 would be sufficient for a full settlement.

Mr. Holman admits that he stayed at the hotel, and says his bill was \$46, of which he paid 7, and he subsequently boarded at a private place at Ontario. He left these to go to New Holms to secure an insurance agency. He says he always promised to pay the bill. Mr. McAllister declared that it was an attempt at extortion, and to use the criminal law to collect a civil debt. Mr. McAllister demanded the right to introduce evidence.

STILL PAYING NO MONEY

St. Johns Treasurer as Skeptical as Ever About Mayor's Two Jobs.

Affairs of St. Johns have assumed a more complicated situation. City Treasurer G. M. Hill refuses to cash warrants signed by Mayor Valentine on the grounds that he is not sure that his signature is legal, because he holds two jobs.

BUILD NEW OIL CARRIER

NEWPORT NEWS, Va., Aug. 25.—The oil carrier W. S. Porter, being built by the Newport News Shipbuilding & Drydock Company for the Associated Oil Company, of San Francisco, was launched today and was christened by Miss Jacqueline Bickford. The steamer will be an oil-burner and is 400 feet long, with about 5000 gross tonnage. The hull stuck on the ways just before reaching the end, but the steamer was successfully floated unharmed with the rising of the tide.

VESEL TOWED TO SEA

Barkentine Amella Which Anchored Off North Beach Taken Out.

ASTORIA, Or., Aug. 25.—(Special.)—The barkentine Amella, which has been at anchor off Long Beach since yesterday morning, was towed to sea by the tug Tatoosh this morning. Before the tug returned for the schooner, which was at anchor farther up the beach, the north-west wind had freshened and the schooner was able to work her way off shore unassisted.

PERSONAL MENTION

George Schultz, a Milwaukee brewer, is a guest at the Perkins. Frank Lee, a woolbuyer of Heppner, is a guest at the Imperial Hotel.

M. U. Gortner, a McMinnville mining man, is registered at the Perkins. E. M. Baldwin, a Prineville hotel proprietor, is registered at the Imperial Hotel.

J. H. Atken, a merchant and politician of Huntington, is a guest at the Perkins Hotel. H. R. Kincald, of Eugene, ex-Secretary of State, is a guest at the Imperial Hotel.

A. C. Dixon, of Eugene, secretary of the Booth-Kelly Lumber Company, is registered at the Imperial Hotel. Dr. Frank J. Sladen, son of Captain J. A. Sladen, Clerk of the United States Circuit Court, left for Baltimore, Md.

ARRIVALS AND DEPARTURES

ASTORIA, Aug. 25.—Condition of the bar at 8 P. M. obscured; northwest wind, weather cloudy. Left up at 2 A. M.—Steamer Barracouta, for Gray's Harbor. Arrived at 10 A. M.—Steamer Elmora from Tillamook.

San Francisco, Aug. 25.—Sailed at 4 P. M.—Steamer Rosanoke, for Portland and way ports. Sailed—Italian cruiser Dogalia, for Portland. Arrived—Steamer Sonoma, from Port Harford; German steamer Andra, from Seattle; Sailed—Steamer Meteor, for Seattle; steamer Umattila, for Victoria; Norwegian steamer Thiala, for Nanaimo; steamer Rosanoke, for Portland; steamer Acme, for Gray's Harbor. Arrived—Steamer City of Panama, from Ancon; steamer Ashabua (British) from Harwood, Soura, Bay and Moll; steamer Asama (German), from Hamburg; schooner Aloha, Dabal and Kanapaha.

Victoria, Aug. 25.—Sailed—British ship Aristonone from Iquique. Hongkong, Aug. 25.—Arrived previously—Minoseta, from Seattle, via Yokohama, Hong Kong and Shanghai; Aragonia, from Portland, Or., via Yokohama. St. Vincent, Aug. 25.—Arrived previously—Steamer Kilburn, from Portland, Or., via Comox, Courtenay and Genoa. Lisard, Aug. 25.—Passed—French bark Francois de Amboise, from Portland. Redondo, Aug. 25.—Arrived—Steamer J. B. Betsaco, from Astoria, and schooner Irma, from Portland.

The steamer Mountain Gem is lying at Blalock awaiting the opening of the season, when she will be impressed into service handling a portion of the grain crop between the upper river points and the portage road. This road has been overhauled, and will be in fine condition for the fall season. A considerably larger portion of the wheat output is expected to be handled by the water route this year than ever before, and on this account the Open River Transportation Company is using every endeavor to have all its available vessels ready for the traffic that will shortly be inaugurated.

Announcement of the date for the handling of freight for the upper river country will be given out next week, and about that time the transportation companies will be ready to handle the grain shipments from the other end of the line.

"I do not think Mr. Valentine is entitled to hold two paying offices under the law," said Mr. Hill, "and for that reason any warrant signed by him may not be legal. I want to be sure I am right before I continue to pay out money, as I am under \$50,000 bonds. All I ask is for someone to convince him that he is not entitled to hold the two offices. If I am convinced that Mr. Valentine can sign the warrants legally I shall cash them."

Councilman Hewitt thinks the Council proceedings are not legal and that there will be a cloud on whatever business the body may transact. The Mayor has said that he will not resign the Mayorship until he is compelled to. Under the situation most of the municipal business must be suspended until the momentous question whether Mr. Valentine can hold two jobs or not is settled. This means probably that the only way to ascertain the status of Mayor Valentine is to take the matter into court and get a decision that will be effective. City Attorney Greene yesterday expressed the opinion that Mr. Valentine cannot legally hold the two offices, but that the condition does not affect the legality of Council proceedings, and he thinks that City Treasurer Hill would be safe in cashing warrants when presented for payment, and that the only way to oust the Mayor is through the courts.

Movable scenery was first used in theaters in 1508. It was invented by Baldassar Peruzzi, and displayed in Rome before Leo X.

LOOKING FOR COLLEGE SITE

Swedish Lutheran Synod Has Offers From Three Northwest Points.

The Columbia Conference of the Swedish Lutheran Augustana Synod of North America will hold its annual meeting at Washington, Idaho and British Columbia. Following are the officers: Rev. Martin L. Larsen, of Seattle, president; Rev. G. E. Rydquist, of Astoria, secretary; Rev. C. J. Renhard, of Portland, treasurer. Ministers of the conference and lay delegates will be present from the district included in the conference territory.

One of the most important matters to be considered will be the location of a college at some point in the conference of the Swedish Lutherans. Tenders of land and cash have been received for this college. Tacoma makes an offer of ten acres and \$500 in cash; Moscow, Idaho, six acres and \$300; Coeur d'Alene, Idaho, ten acres and \$25,000, on condition that the conference raise \$75,000. It is also reported that a wealthy man offers \$50,000 for the institution if the conference will give it his name.

Portland will have a large delegation in attendance at the conference, and will have say where this college shall be located, if it is decided to build, but so far no special effort has been made to get an institution for Portland. In the course of the discussion the advantages of Portland will be set forth as a great educational and industrial center, and it is thought probable that it might be secured if sufficient inducements were offered. There are three centers—Portland, Seattle and Spokane.

Belgium will soon send a mission to Abyssinia in order to negotiate a treaty of commerce. The envoys will carry as presents to Emperor Menelik arms and ammunition of British make, various scents and a silver toilet set.

WANTS GOOD ENGINEERS

Reclamation Service Calls for Men Experienced in Construction.

OREGONIAN NEWS BUREAU, Washington, Aug. 24.—The Reclamation Service has need of several competent engineers of experience in construction, earthwork, tunneling, concrete masonry and similar operations. It has called upon the Civil Service Commission for an examination to be held on October 1, to secure eligibles.

This in the general form is similar to a previous examination held on April 1, 1904, from which a large number of engineers have been selected. The examination does not necessitate the appearance of the candidates at any particular place, but papers are to be prepared and sent to the Commission, to be received by it before October 1. Markings will be made on the basis of this paper, special weight being given to experience in one or more lines of construction work.

The salary at first is from \$150 to \$250 per month, determined according to the basis of this paper, special weight being given to experience in one or more lines of construction work.

Mr. Holman admitted that he stayed at the hotel, and says his bill was \$46, of which he paid 7, and he subsequently boarded at a private place at Ontario. He left these to go to New Holms to secure an insurance agency. He says he always promised to pay the bill. Mr. McAllister declared that it was an attempt at extortion, and to use the criminal law to collect a civil debt. Mr. McAllister demanded the right to introduce evidence.

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YOUR CHANCE

To get a GOOD PIANO at a low figure.

In order to make room for new stock soon to arrive, we are offering a few slightly used PIANOS AT \$155.00, \$165.00, \$175.00 AND \$180.00 AND CECLIAN PERFECT PIANO PLAYERS AT \$125.00.

These goods are not trash that is generally offered by unscrupulous dealers, but downright good instruments, that we fully guarantee. Call and see us early Monday morning, you will certainly not regret it. Payments can be made to suit you should you not wish to pay cash. Special attention paid to country orders.

MANUFACTURERS' PIANO COMPANY

350 ALDER STREET, PORTLAND, OR. FREDERICK G. W. PAIGE, MANAGER.

Sole Agents—Sohmer, Decker and other leading makes, and CECLIAN PERFECT PIANO PLAYER, the player with the metal action.

New Fall Fabrics for Men

Hundreds of patterns—yes, thousands—to choose from. Cheviots, Tweeds, Worsteds, Vicunas and Casimeres.

SUITS To Your Measure \$17.50 to \$40

TROUSERS To Your Measure \$4.00 to \$10

We have increased the capacity of our shops, so that now we are equipped to turn out 100 suits a week, and on time to the very minute we promise them. In the past few months we have many times been unable to deliver suits promptly. We have never turned out any hurried, careless work, and we believe our patrons will understand and appreciate the situation with which we were confronted. You will not be forced to wait henceforth a single minute after the time your suit is promised.

Inspect our new workshops. Look over our stock. We have over 2000 patterns to show you—a finer, more fashionable assortment than any ever before shown in Portland, we believe.



to the work to be done and the ability of the eligibles. The general theory of the examination is based upon the assumption that the men who have had practical experience in construction will probably be rusty upon mathematics and theoretical lines of engineering outside of their immediate practice. It is not desired to obtain scholars or professors of engineering, but on the contrary, to pick out men who, whatever their theoretical education may have been, have shown ability in handling the men and materials and in producing results.

An excellent opportunity is offered to competent and experienced men, particularly those of middle age who have had ten years or more experience on construction.

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