

SOLICITS TRADE OF NORTHWEST

Harriman Line Appoints Traveling Freight and Passenger Agent for Vessels.

F. A. FREEMAN IS NAMED

New Agent Is to Secure Business for Steamers to San Francisco and Orient Only—Large Increase Expected.

Awakening to the fact that Portland and all Oregon are justified in their unanimous demand for a better steamship service between Portland and San Francisco, General Manager Schwern, of the Harriman steamship lines, of which the San Francisco & Portland Steamship Company is one, yesterday notified W. Dewson, the local agent of the system, of the appointment of F. A. Freeman as traveling freight and passenger agent in the Pacific Northwest for the line out of Portland.

Furthermore, the agent of the company has been instructed to prepare for the handling of the largest business in the history of the company's transactions in this city, for the steamers Aztec, Baracosta, Columbia and Costa Rica will be continued on the run and in addition, the steamers Carina and Breakwater are available for use by the San Francisco & Portland Company if the trade demands.

The Harriman interests are also said to have an option on several of the Northwestern Steamship Company's fleet for charter for use in the coastwise service if occasion requires.

The appointment of a traveling agent is the first real intimation that the local public had of the good faith of Harriman's promise made at the time the steamer Aztec was placed on the run between this port and San Francisco, and according to the terms of the company, the new appointee will not only solicit trade for the Portland & San Francisco steamers, but will also secure business for the big Oriental liners in the service of the company between Portland and the ports of China and Japan.

Within the next two weeks the company will have two passenger vessels in operation, for the Columbia is now ready to resume her run, and about that time the Costa Rica will receive a permit to engage in the passenger traffic between the two cities, while the Aztec, denied her by reason of the inexperience of her crew, with two passenger boats the company hopes to accommodate all who desire to make the trip by the water route.

The placing of the steamer Aztec on the run was at first looked upon as merely the securing of an extra vessel to relieve congested conditions on the local docks, but the selection of a traveling agent and the fact that the steamer is to sail Monday evening, with the largest cargo ever sent from one American port to another on the Pacific Coast makes it look as if the vessel is now permanently in the trade.

The Aztec will take over 500 tons of freight from Portland when she sails Monday evening, and several hundred more tons are awaiting at Astoria, which will also be taken if her capacity will admit of placing it aboard.

F. A. Freeman, the newly appointed traveling agent of the system, has been in the employ of the O. R. & N. Co. for several years, and is rated as one of the best men in the Northwest. He will assume the duties of his new position immediately and will cover the Northwest thoroughly. The Harriman interests are evidently in earnest in this matter, and the growing trade of this section of the country has at least impressed itself upon them to such an extent that they are determined to go after it, instead of waiting for the trade to come to them as in the past.

Since the visit of General Manager Schwern a few months ago, when he promised that the service of the company would be improved, the company has added another dock to its accommodations for steamships, and has improved the others, so that now the Alaska and Alsworth docks on the West Side and the Albina dock on the East Side are amply able to accommodate the different liners of the company.

ON NEW SCHEDULE MONDAY

Steamer Spencer Will Co-Operate With Open River Line Next Week.

Commencing Monday the steamer Charles R. Spencer will start running on a specially arranged schedule to the portage road, where she will connect with the steamers of the Open River Transportation Company, and co-operate with them in the handling of the wheat crop of the Inland Empire that is to be sent to the seaboard by the water route.

The Spencer will leave Portland at 7 o'clock on the mornings of Monday, Wednesday and Friday each week and return to this city on the alternate days. The upper river boats of the Open River Company have commenced operation and by the middle of next week the grain will commence moving at a lively pace, and all the vessels, including the steamer Relief, which is to be launched today, will endeavor to handle the crop above the portage, while the Spencer will take care of the shipments on this side of the road.

On her trip up river Monday morning the Spencer will take a large cargo of general freight consigned to the towns of Kennewick, Hovey and Arlington, and on the return trip she expects to have the first shipment of the new grain.

COASTERS ARE ON THE WAY

Roanoke and Kilburn Due to Arrive From Southern Ports.

The steamer F. A. Kilburn is due to reach Portland next Tuesday or Wednesday. She is coming from San Francisco and coastwise ports and has been delayed one day by having to undergo some slight repairs while at San Francisco, where she was placed on the drydock early in the week. As usual, the vessel is bringing a full cargo of freight and passengers, most of which is coming from Eureka and Coos Bay. She is scheduled to sail from Portland next Thursday, but on account of the delay at San Francisco and the storm along the coast, she may not get away until Friday.

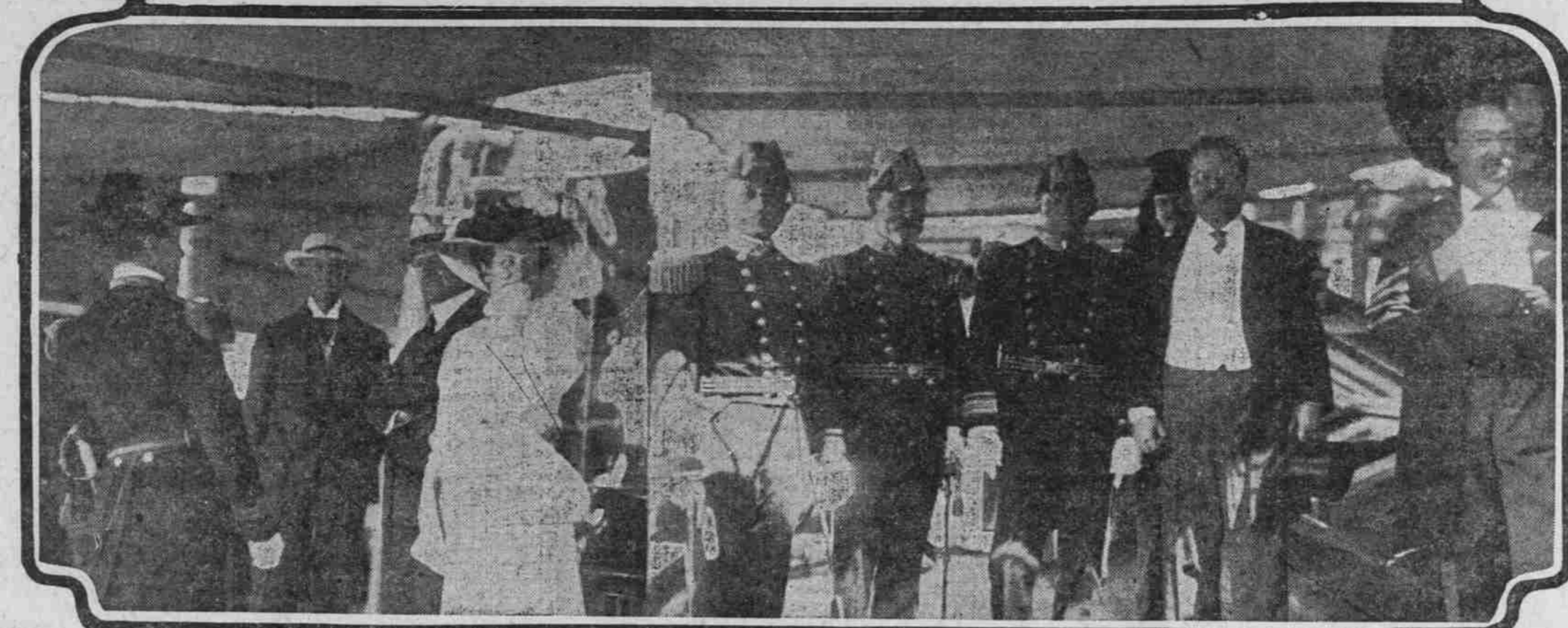
The steamer Roanoke is also on her way to Portland and should reach Astoria tonight or tomorrow.

ALLIANCE IS IN THE DRYDOCK

This Vessel and the Elder Take Up Dock's Capacity.

The berth on the two forward pontoons of the Port of Portland drydock, which were vacated by the lowering of

SCENES AT THE REVIEW OF THE UNITED STATES NAVY BY PRESIDENT ROOSEVELT LAST MONDAY



READING FROM LEFT TO RIGHT: MRS. ROOSEVELT, REAR-ADMIRALS BRONSON, DAVIS, EVANS, THE PRESIDENT AND SECRETARY OF THE NAVY BONAPARTE.

the former lighthouse tender Manzanita after her repairs were completed, was taken yesterday by the California & Oregon Coast Steamship Company's line, and with this vessel and the Geo. W. Elder on the dock at once the place is pretty well filled.

The Alliance is having a new propeller blade put in and will be on the dock for a couple of days, and about the time she is ready to be launched a similar amount for the same purpose.

FEAR FOR THE TUG DARING

Anxiety Felt at Aberdeen Over the Safety of Vessel and Her Tow.

ABERDEEN, Wash., Sept. 8.—(Special.)—Captain Harrison, of the steamer Fearless, was fined \$10 twice this week for violating the marine laws. Captain Erickson, of the tug Cohady, was fined a similar amount for the same offense. Fears are entertained for the safety of the tug Daring, which recently towed two steam schooners to San Francisco, and was returning with another tow. There was a severe storm last night and the Daring has either been blown out of her course or perhaps foundered. If she does not put in an appearance tomorrow a searching vessel will be sent out.

Leggett to Tow Big Raft.

ASTORIA, Or., Sept. 8.—(Special.)—The steamer Francis H. Leggett cleared at the Custom-House today for San Francisco with 1,100,000 feet of lumber and 4,600,000 shingles, loaded at Eureka, and a raft containing 10,000,000 feet of piling from Shelia. The steamer Cascade also cleared today for San Francisco. She carries 520,000 feet of lumber loaded at Westport.

Lumber Cargoes for August.

ASTORIA, Or., Sept. 8.—(Special.)—During the month of August, 24 vessels, carrying 16,838,447 feet of lumber, were loaded at the mills in the Lower Columbia for Portland. Of these three vessels, carrying 3,941,051 feet of lumber, went to foreign ports and the balance went to California.

Heavy Gale at Astoria.

ASTORIA, Or., Sept. 8.—(Special.)—A southwest gale of unusual severity struck this city about midnight last night, and for a time the wind reached a high rate. So far as reported, there is no damage, either on shore or to shipping.

Tiverton Clears With Lumber.

ASTORIA, Or., Sept. 8.—(Special.)—The steamer Tiverton cleared at the Custom-House today for San Francisco with a cargo of 625,000 feet of lumber, loaded at the Tongue Point Lumber Company's mill.

Marine Notes.

The French ship Laennee shifted from the O. W. P. dock to the Montgomery dock, where she will commence loading grain for Kerr, Gifford & Co. on Monday.

The schooner Prosper left down from Vancouver yesterday for Astoria. She is laden with a cargo of lumber for San Francisco, and will leave out tonight or tomorrow morning.

The steamer Prosper left down from Vancouver yesterday for Astoria. She is laden with a cargo of lumber for San Francisco, and will leave out tonight or tomorrow morning.

The Harriman liner Aztec moved down to the Portland Flouring Mills yesterday where she is to take on a few thousand barrels of flour to round out one of the largest cargoes sent out of this port this season.

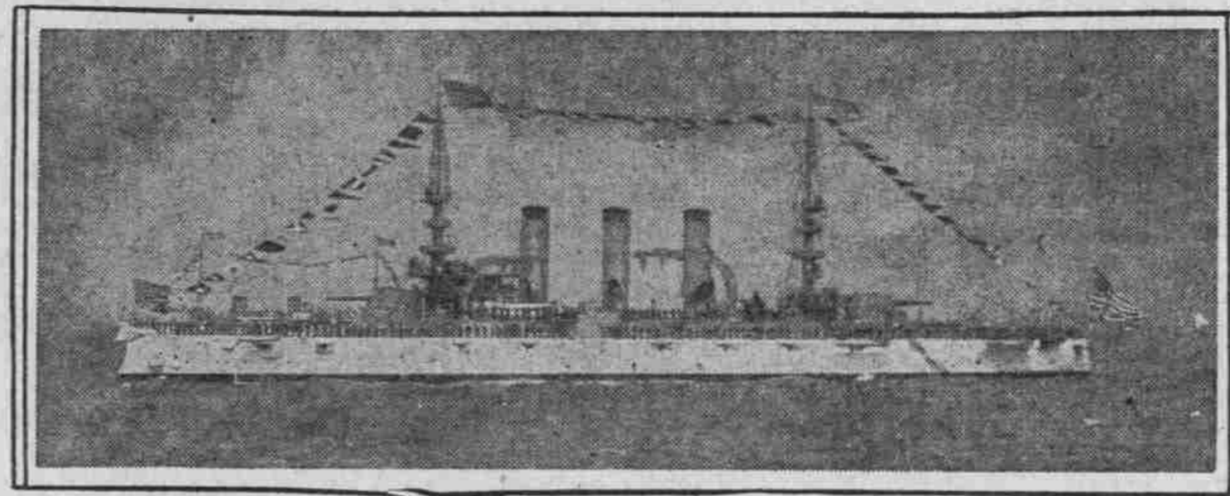
The British steamer Vermont moved out into the stream yesterday and will complete her cargo of lumber from lighters. She expects to finish Monday and will depart for China with a cargo of over 3,000,000 feet Monday.

The big Norwegian tramp Norman Isles was towed by the steamers Ocklaha and Ruth from the Willamette Iron Works dock to the Tamm-Poulsen mill yesterday, where she will commence loading lumber for China.

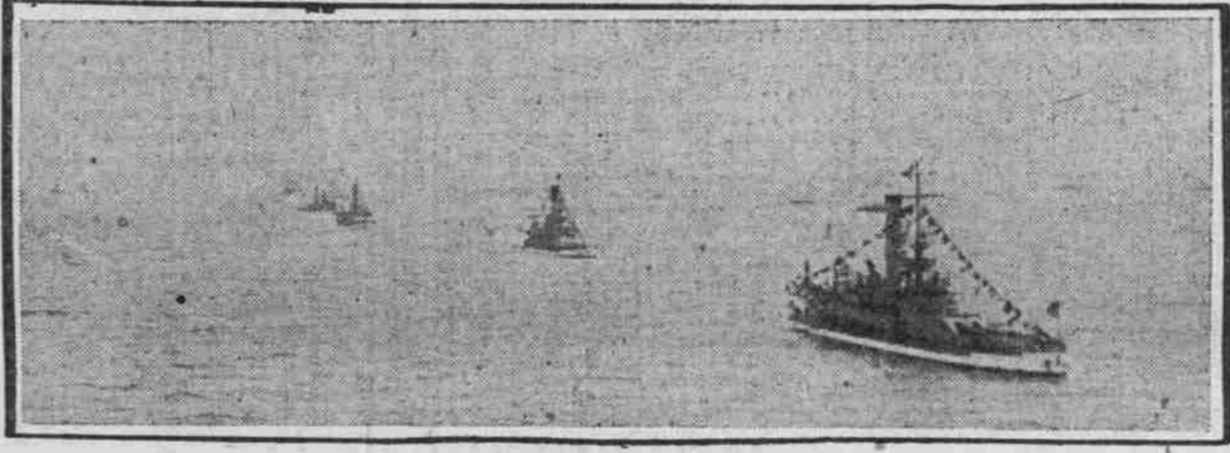
The river steamer Capital City, of the D. P. & A. line, which was recently fitted with oil-burning furnaces, started on her regular trip last evening. She was given a trial trip in the morning and gave every satisfaction.

Arrivals and Departures.

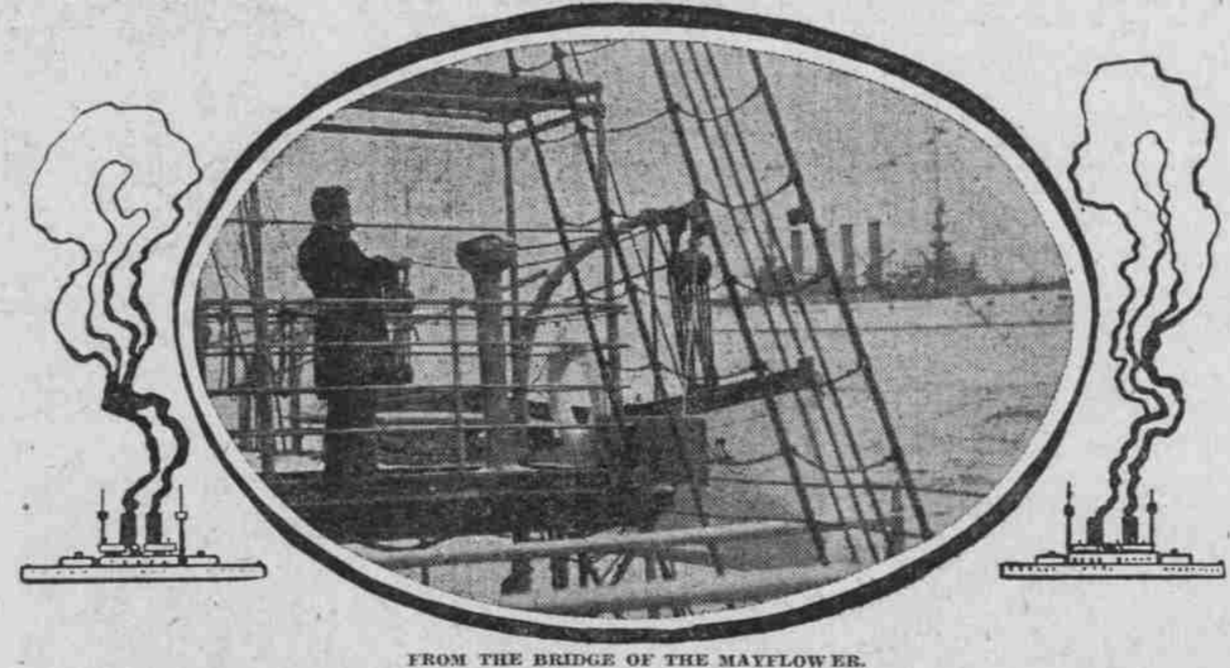
ASTORIA, Sept. 8.—Condition of the bar at 5 P. M., smooth; wind, northwest; weather, cloudy. Arrived at 9:40 A. M.—Steamer F. H. Leggett, from Eureka. Arrived at 3:30 P. M.—Schooner Helena, from Monterey. Sailed at 2 P. M.—Steamer Tiverton, for San Francisco. Sailed at 2 P. M.—Italian cruiser Ducale, for Puget Sound. Outside at 5 P. M.—Two four-masted schooners. Left up at 5:50 P. M.—Barkentine Roderick Dhu, in tow of the Defiance. San Francisco, Sept. 8.—Sailed at 2 P. M.—Steamer Noma City, for Portland. Sailed at 5 P. M.—Steamers Roanoke and Northland, from Portland. Sailed at 3:30 P. M.—Steamer Anacosta, for Portland. Manila, Sept. 7.—Arrived—Barkentine Anacosta, from Portland. Arrived—Barkentine Eboha, from Portland. Guayquil, Sept. 8.—Sailed 4th—Denderah, from Hamburg, for Tacoma. Sydney, N. S. W., Sept. 8.—The reported sailing August 20 of the steamer Thyra for San Francisco was an error. Sept. 8.—Sailed 25—San Francisco, for San Francisco. San Francisco, Sept. 8.—Arrived—Steamer Housatonic, from Seattle; steamer City of Paris, from Ancon and Manzanita; ship Star of Italy,



REAR ADMIRAL EVANS' FLAGSHIP, THE MAINE.



THE LINES OF SHIPS FROM CROW'S-NEST OF THE MAYFLOWER.



FROM THE BRIDGE OF THE MAYFLOWER.

from Nushagak; steamer Anacosta, from Astoria. Sailed—Steamer Enterprise, for Sino and Honolulu; steamer Acapulco, for Ancon; schooner Forest Home, for Seattle; schooner Natively, for Coos Bay; steamer Northland, for Portland; steamer Roanoke, for Portland; steamer Coquille River, for Coquille River; Noma City, for Astoria; steamer Aurelia, for Astoria; steamer Costa Rica, for Portland; bark Serra, for Kariak; Norwegian steamer Terje Viken, for Nainaimo. Yokohama, Sept. 8.—Sailed 7th—Empress of India, from Hongkong, for Vancouver. Barry, Sept. 8.—Sailed—Franklin, for San Francisco. Victoria, Sept. 8.—Arrived—Steamer Blockhead, from Montreal. San Blas, Sept. 8.—Sailed 4th—Steamer San Juan, for San Francisco.

TO A. A. COOK.

Friend Cook has crossed the Great Divide, Beyond our mortal ken, And when he reaches that fair land, And when he reaches that fair land, They'll rank him with the men, Whose deeds of love can't be told, Whose hearts on earth were hearts of gold. A warm hand on his forehead, He never had a foe, And when he found a friend in need, He got there with the "dough." "Old Care" was always scared of him, He laughed at Death, the monster grim.

Along the rugged road of life He walked with courtesy tread; He listened just to benefit The living, not the dead. "For out beyond the dark unknown 'Will reap," he said, "what we have sown." And so he passed from earth one day, Into that dreamless sleep, That kisses down his eyelids still, Never to wake nor weep. And who who knew him best while here, Pay this our tribute none a tear.

B. A. CHILDERS.

MR. AND MRS. FRANK KANE. We wish to extend our heartfelt thanks to our many kind friends for their tender sympathy and kindness during the illness and after the death of our loving daughter Lillian Kane.

RANSDELL COMING HERE

PORTLAND WILL ENTERTAIN VISITING CONGRESSMAN.

Is Chairman of the Rivers and Harbors Congress and Member of House Committee.

To familiarize himself with the needs of Oregon and the Pacific Northwest in the way of river and harbor improvements, Congressman Joseph E. Ransdell, of Louisiana, will arrive in Portland next Thursday. He will be received and entertained by the Chamber of Commerce and trips to Celilo and the Columbia River jetty have also been arranged. Friday night a big meeting of the members of the Chamber and the general public will be held at which Congressman Ransdell, Governor Chamberlain and others will speak. Congressman Ransdell is a member of the House committee on rivers and harbors and is also chairman of the Rivers and Harbors Congress, which meets in Washington to urge National appropriations for waterways. He is a strong advocate of having the Government make large appropriations to improve rivers and harbors and has always been a strong friend of Oregon in securing National aid in this respect. He will arrive in Portland Thursday from Puget Sound and will be met by a special committee of the Chamber of Commerce Friday morning, in company with a large delegation from the Chamber and citizens who have taken an interest in river and harbor improvements, he will go to Celilo. The party will have luncheon at The Dalles, where Mr. Ransdell, Senator Gearin and Senator Ankeny will deliver addresses. The party will return to Portland in the afternoon and that night a mass meeting will be held in some large hall, which has not yet been selected. Members of the Chamber and others who are interested in the subject will at-

tend and it is planned to make the meeting a monster affair.

The purpose of the assemblage will be to show Congressman Ransdell the great interest the people of Portland and Oregon take in the improvement of the Columbia and adjacent waterways. It will demonstrate that the people of the Northwest are thoroughly awake to the need of improvement and that they realize how vital it is to the growth and development of this section of the country.

Among those who will speak besides Congressman Ransdell and Governor Chamberlain will be W. D. Wheelwright, Colonel S. W. Roessler, of Portland, and Congressman Jones, of North Yakima, Wash.

Saturday morning a trip will be made to Astoria, where a special train will be in waiting to take the party to the Columbia jetty. After a thorough inspection of the work there the party will return to Astoria where a meeting of the citizens will be held. Senator Fulton and Senator Piles are scheduled to speak there in addition to the others. Among the other trips that are contemplated for the benefit of Congressman Ransdell is one to Oregon City.

At the Women's Union.

Mrs. E. P. Meier, of San Francisco, has taken up her residence here.

The Misses Mida and Mabel McCoy, of Albany, came on Monday for an indefinite stay.

Patrick Moran was a guest at lunch on Tuesday.

Mrs. W. H. McCoy, of Reardon, Wash., accompanied by her little daughter, Mildred, were guests at lunch on Monday.

Mrs. Myrtle Young was one of this week's newcomers.

Miss Dorothea Hehren was here a few days in the first of the week. Miss Harriet Brown, of Chester, Mo., registered on Wednesday, and anticipates remaining for some time. Miss Elsie Francis is one of the latest names on the register. Miss Alma E. Stone, of Gresham, is here visiting her sister. Miss Lulu Abstin returned on Friday from her vacation. Miss E. B. Rhodes returned to her home at Albany on Friday.

DISCUSSES NOME HARBOR

H. D. STALEY WRITES OF PRESIDENT DISADVANTAGES.

Wharfage Improvements and Lighters, Such as Proposed in Portland Project, Needed.

H. D. Staley, a mining man of Nome, Alaska, who is now in Portland, is much interested in the Portland-Alaska steamship project. He has interested himself in the proposition and has written a letter to the steamship committee of the Portland Board of Trade expressing his views on the Nome harbor and the system of handling the freight proposition. Mr. Staley's letter is as follows:

Having left home within the last 15 days, I have been requested to say what my impression was of the harbor facilities at home and the methods employed in handling her commerce.

One can only say that they are ancient and inadequate to meet her growing commerce. The harbor at Nome is an open roadstead, shoal and unprotected. Vessels anchor in the roadstead two to two and one-half miles off shore. Cargo is unloaded on small 50-ton lighters, handled with small tugs to within 1000 feet of the beach and from there with shore lines. The loss of time changing lighters and the expense of manning them are two items of expense that are well worth considering.

The present lighterage system at Nome has absolutely no protection. A notable example of this fact was witnessed July 8 to 14, this season, when the whole system was at the mercy of the wind and waves for six days; the result, lighters strewn along the beach, sunk and disabled. During such times vessels seek shelter and safety behind Sledge Island, a few miles distant from Nome, comparatively light winds render shore water choppy, so that the small lighters bob around like corks, where larger ones could be moored in connection with the proposed harbor improvements with perfect safety.

As the season is short, time is the essence of every commander's anxiety while in Nome harbor. A few hours lost each trip may involve the loss of an entire trip at the end of the season, which means to a ship the loss of thousands of dollars.

I left Nome August 20, on the steamship Ohio, bound for St. Michael's, to unload 1400 tons of freight at St. Michael's. The cargo is of 500 tons capacity and covered, so the 1400 tons were unloaded with one change of lighters, as one lighter was on each side of the ship. Compare this with the lighters at Nome, where 28 changes would be necessary.

We left St. Michael's August 22, for Nome to pick up passengers for Seattle. Arrived in Nome the same day at noon, with a light wind blowing from the southwest, which rendered the sea choppy. The lighters were all bobbing around a mile off shore, and their moorings, unable to bring the passengers aboard. The ship's officers went ashore in doxies, which were handled with perfect ease and safety, several times between the ship and the shore during the 30 hours we waited for the sea to calm so the lighters could be handled.

Incidentally I will say that the Ohio is trying to establish a record of eight trips during the open season. One can readily imagine what the loss of 30 hours, unnecessary, means to the profit and loss account of transportation companies.

The completion of the Snake River harbor, and the supply of large and safe lighters is the obvious remedy for all these troubles.

PLAN BIG CELEBRATION

Emancipation Day Will Be Observed at Exposition Grounds.

The colored citizens of Portland are preparing to celebrate September 22, the anniversary of the Emancipation Proclamation, in true Southern style. To that end they have secured the use of the Lewis & Clark Exposition grounds and have invited several noted speakers to address them.

An organization known as the Emancipation Celebration Association, of which J. C. Logan is president and McCants Stewart secretary, has been formed to arrange for the festivities.

Hon. George H. Williams, ex-Mayor of Portland, and the only living member of President Grant's cabinet, will deliver the principal address. Judge John P. Caples, Senators Fulton and Mulkey, Judge H. H. Northrup and others will be present and

Sovereigns From Antipodes.

SYDNEY, N. S. W. Sept. 8.—The Sonoma, which sailed from here yesterday for San Francisco, took \$200,000 in gold.

Some of them will deliver short addresses.

The committee has taken steps to secure the attendance of Edward Morris, a colored orator of Chicago, but if he is not secured some other colored speaker from the East will deliver an address. Various athletic contests will be held. Pierre Traglia, an expert climber, will give a performance. A genuine Southern barbecue will be held. The beef will be roasted in the open air and dinner will be served in one of the buildings. A minstrel troupe will give an entertainment in the evening and following the rendering of a few plantation songs, prize cake-walk and a grand ball will take place. All the exercises will be held in the auditorium on the Exposition grounds.

A \$40 SUIT Made to Your Measure for \$25.00

Tomorrow, September 10, we will make a Fall weight, dark blue Washington navy serge to your measure for \$25.00.

This same fabric, linings, finish, etc., cannot be duplicated by any tailoring establishment in the city for less than \$40.00.

Come in and get a sample of this cloth whether you intend to buy or not.

This serge is Fall weight. It will make you a handsome, durable business suit and is rich enough for wear on any occasion which does not require evening dress.

Your choice of a Mohair Serge or Imported Venetian lining.

Remember, We Press Your Clothes for One Year—Free.

A \$50 SUIT Made to Your Measure for \$30.00

We will make an unfinished worsted, black or dark blue, to your measure for \$30.00.

One of the handsomest fabrics ever offered in Portland. We have never known of this grade of cloth being made up for less than \$50.

Will never wear smooth nor shiny. We give you choice of a Mohair lining or an imported Venetian cloth. You could not buy a richer, more tasty dress fabric if you paid twice our price.

Come in and ask for a sample. We will be glad to have you compare it with any cloth in Portland. Ask any tailor in town what he will duplicate it for.

Columbia TAILORS ELKS' BLDG. Seventh and Stark

S.S.S. HEALS OLD SORES. Every old sore exists because of a polluted condition of the blood. This vital fluid is infected with some germ or old taint, or perhaps has been left in an unhealthy condition from a long spell of sickness, or the trouble may be inherited. The poisonous germs and matter with which the blood is saturated force an outlet on the face, arms, legs or other part of the body and form a sore or ulcer. This being continually fed by a polluted blood supply, grows red and angry, festers and eats into the surrounding flesh until it becomes what is very aptly termed an "old sore." The relief produced by external treatment is only temporary. The only treatment that can do any real good is a blood purifier that goes to the very root of the trouble and removes the cause, and for this purpose nothing equals S. S. S. It drives out from the circulation all morbid matter and germs, even reaching down to hereditary taints, and by cleansing the blood, heals old sores permanently. S. S. S. not only removes all taints and poisons from the blood but builds it up by supplying it with the rich, health-sustaining properties it needs to keep the system in health. S. S. S. makes pure blood and a sore must heal if the blood is pure and healthy. Book on Sores and Ulcers and medical advice free. THE SWIFT SPECIFIC CO., ATLANTA, GA.