

MARINE MEMORANDA

Steamship Captains Stand in on Their Health Bills.

THOUSAND DOLLAR BET OPEN

Docks and Dockmen—Sails and Sailors—Craft of all Sorts, Coming and Going and Waiting—Breezy Items From Bar, Bay and River.

The British steamships Imaum and Oceano seem, from their records ashore and afloat, to have been pretty much in collusion in the matter of their bills of health on their last trips to this port from Kuchinotzu, China. The collusion is buoyed by the following similarities incident to the procedure of both vessels:

First:—They belong to the same charter parties.

Second:—They left the same port, Kuchinotzu, for the same port of destination, Portland.

Third:—They left the Orient within a few days of each other.

Fourth:—They both hail from Shanghai, China, an infected port and cleared from there; Kuchinotzu being but an outer coast point and not a port of clearance.

Fifth:—Both ships failed to secure health-bills from Shanghai, knowing they would not pass at American ports since Shanghai is scheduled as an infected port.

Sixth:—Both secured bills of health from Nagasaki, in irregular form and not applicable to their clearances nor conditions.

Seventh:—Both ships were charged with this irregularity on their arrival here (and they reported within two week's time) both were quarantined and compelled to go to sea to discharge their Shanghai water-ballast; both were fined in the sum of \$5000 by Collector of Customs W. L. Robb.

Eighth:—Both filed protests against the fines and pleas in abatement thereof.

Ninth:—Both affidavits and pleas were identical in terms save for the signatures of the respective masters, Penberthy and Davies.

The plea of the Imaum's captain prevailed, her fine was remitted, but in the case of the Oceano, the following letter received yesterday by Collector Robb, from L. O. Murray, assistant secretary of the Department of Commerce and Labor in relation to the Oceano, would indicate that the "stand-in" was pretty nearly a success:

"The department understands from your statement and the correspondence submitted that certificate of health officer has been granted under the act of February 15, 1903. Your report shows a different state of facts than those reported by you in the case of the Imaum. In that case it was not shown apparently that there was any intent to evade the law. You may accept a fine of \$50, provided the amount remains subject to the department's control, or if not received, that the mitigated penalty be paid within a reasonable time from this date. On such payment, you will refrain from proceedings for the enforcement of any further fine in the case. If the money has been deposited to the credit of the treasurer, you will please specify the place of deposit and the number and date of the certificate."

Voyage Par Excellence.

Chicago, Oct. 25.—The steamer Indianapolis left here today on a voyage of 18,300 miles.

The voyage of the craft will not end until March, then it will plow its way into Puget Sound on the North Pacific coast.

The Indianapolis was purchased from the Indiana Transportation Company by the Puget Sound Navigation Company, for \$160,000. The vessel will be put on the long sea route between Seattle and Alaskan ports.

Captain George Joyhnson of Seattle and his officers came overland to Chicago several days ago. They have provisioned the vessel for five months and enlarged its coal capacity.

In Toledo, Ohio, a salt water condenser will be installed. This work will require ten days. They will then go through the chain of lakes, using the Welland canal, and down the St. Lawrence river.

Business Is Business.

A group of men stood about in the of-

ice of the Columbia River Bar Association, last evening, discussing the last reported findings of the government surveyors and the conclusions of Portland shippers, based thereon, that ships and steamers loaded with twenty-seven feet will cross the bar without trouble. During a lull in the discussion, Captain George Woods, a pilot on the bar, of thirty-seven years' continuous and successful service, made this open statement, (and made it quite voluntarily): "I will bet any man on earth \$1000 that no vessel drawing twenty-five feet will cross the Columbia river bar this winter, without 'scooping.'" And this man is not only a pilot and a dean of pilots, but an engineer and surveyor, hydrographic and geodetic, whose early life work was devoted to the government surveys on this coast, from Behring's Sea to San Francisco.

Old and Honored.

The pilot schooner Sana Jose lives forlorn, deserted and silent in the winter-quarters on the shore side of the O. R. & N. piers. She will reach her majority in another year or two and may vote herself out of commission. If she could only talk like the rest of her alleged sex, what an interview she might afford the appreciative reporter! What tales she could tell of idle pleasuring hours on both sides of the bar at the mouth of the great Columbia; of hours, and days, of struggle, suspense and sacrifice; of moments that wrought for human life and destiny; of men and deeds and climaxes, heroic and commonplace; of storm and calm, hope, elation, despair and death! Tales her log will but hint; all told once, perhaps, but susceptible of a richer interest in the re-telling if it were but possible.

FLOTSAM AND JEISAM

The ship Clan McFarland arrived down from Portland yesterday, and crossed over for Flammoth, England, on the evening tide.

The Alliance came down from Portland yesterday morning and after loading sixty tons of freight at the Callender pier and some oil at the Kinney dock, left for Coos Bay, Eureka and San Francisco; U. S. Senator C. W. Fulton and Collector of Customs W. L. Robb being on board, bound for Marshfield.

The steamship Roanoke came down from Portland yesterday morning, with a big crowd of passengers, including the half hundred Igorottes and a number of other "stars" from the "Trail" of the late Lewis and Clark exposition. She docked at the Callender piers, took on several hundred tons of freight and left down for the bar at 5:30 p. m. She went to sea on the early night tide.

The steamship Costa Rica is due at the O. R. & N. docks this morning, from San Francisco. The company is still looking for a steamer of the tonnage and appointment of the unfortunate St. Paul, to replace that steamer permanently on the run between Portland and San Francisco. Rumor has been busy with the names of the Olympian and the Ohio, but there is nothing to rely upon as to them or any other steamer as yet.

The Oklahoma got down from Portland yesterday morning, with the Clan McFarland and will leave up this morning with 9000 cases of salmon from various points on and contiguous to this harbor.

The steamer Sue H. Elmore left out on the afternoon tide yesterday, for Tillamook City.

The Gerald C. will clear this morning for Alsea if the bar is calm enough for her.

The steamer Undine left up for Portland at 7 o'clock last evening, well equipped with freight and passengers. Among the latter, the following were registered: H. H. Zapf, M. Sprague, C. W. McDonald, W. E. Schimpff, E. Grieb, J. E. Wood, Joe Smolle and H. W. Blood.

Tacoma's waterfront is all agog with a stevedore's strike. The issue is based on 2½ cents an hour overtime. The local warehousemen are involved, as well as the steamers Elibu Thompson and San Mateo, but the matter will reach early and satisfactory adjustment.

The British steamship Knight Errant is due down from Portland this morning. She carries a miscellaneous cargo and will clear for Japan today.

The steamship Agincourt, 2769 tons, Captain Worsnop, commanding, is due at the Columbia river bar this morning. She is from the Orient, sulphur laden, and consigned to Mitsui & Co., at Portland.

The French bark L'Hermite, from Antwerp, Captain Gillon on the bridge, arrived at the bar last evening, and crossed in under tow of the Tatoosh at

once. She is of 1783 tons and will load grain outward, from Portland.

Work on the sunken Manzanita is progressing slowly as all such work does, but she will be on the "top side" in a few more days.

The German Ship Arthur Fitger should be down from Portland today. She is lumber laden for Port Pirie, Australia.

The steamer Northland, with 900,000 feet of lumber, is due to cross out this morning from Portland, bound for San Francisco.

The pilots reported a half dozen "wind jammers," barkentines and fore-and-afters, at various distances off the bar at sun down and low tide, last evening, all rounding into view within two or three hours. These, and the four steamers due here today from San Francisco, the F. A. Kilburn, Eureka, South Bay, and Redondo, (with perhaps the Cascades,) ought to make things lively in the harbor and river for the next twenty-four hours.

San Francisco, Oct. 25.—The license of Captain Thomas Rdyd of the steamer Gypsy, wrecked by running ashore off Monterey on September 27, has been revoked.

PERSONAL MENTION

H. M. Bransford, the oyster man, was looking for business in the city yesterday.

Carl Brakke left on the Roanoke yesterday, for an extended visit to California.

William Ross received a telegram last evening from his brother, J. T. Ross, stating that the latter would be home tomorrow. J. T. Ross has been in Alaska for the past two months and reached Seattle yesterday on his way out.

New Cure for Cancer.

All surface cancers are now known to be curable, by Bucklen's Arnica Salve. Jas. Walters, of Duffield, Va., writes: "I had a cancer on my lip for years, that seemed incurable, till Bucklen's Arnica Salve healed it, and now it is perfectly well." Guaranteed cure for cuts and burns. 25c at Chas. Rogers' drug store.

GAVE AWAY CITY TILE

Contractor Goodin Hauled Away Sewer Pipe and Caused Trouble.

CLAIMED SEWER WAS NO GOOD

Property Owners Respond by Asking Why It Was Built, and Why City Property Should Be Given Away—Goodin to Return the Tile.

Property owners along Twelfth and Fourteenth streets, between Commercial street and the waterfront, are incensed at the action of the city authorities, in allowing the tiling in the surface sewer drains to be removed by W. A. Goodin, a contractor, and appropriated to his private use. Last week Mr. Goodin hauled the tile to Thirty-fifth street, where he has a city contract, and was all but ready to use it in the work there. He was given permission to take the tile, he says, by members of the Street Committee, who excuse their action on the ground that the sewer was out of repair. This excuse, however, does not satisfy the property owners who paid a heavy assessment to have the sewer installed a few years ago, and they now demand to know, in the first place, why the sewer was allowed to get out of repair, and in the next, what right members of the Street Committee, have to give away property belonging to the city.

Mr. Goodin says he was told to take the tile, by certain members of the Street Committee of the Council, but which members he declines to say. He found the tile buried in the mud, he says, where it was worthless and doing nobody any good. He is now holding it subject to the orders of the Street Committee, and will dispose of it, as they may dictate.

Councilman J. H. Hansen, Chairman of the Committee on Streets, stated last evening that he would consult City Attorney Smith in regard to the Twelfth and Fourteenth street sewers, and that until then he did not know just what action would be taken. He admitted that Goodin had been told to take the pile by members of the committee, and that he did not suppose that any objection would be raised. The sewers, he declared, had long been out of repair, and that the tile was in the mud where it was of no service to anyone.

"I shall consult City Attorney Smith," said Mr. Hansen last night, "and ascertain whose duty it shall be to keep the sewers in repair. If this duty falls on the city, the city will have to look after it, but if it belongs to the property-owners, an assessment will have to be levied. In any event Goodin will have to surrender the tile. The sewer was built some ten years ago and the majority of the tile had fallen from the super-structure into the mud below. It was disconnected at Commercial street, some time ago, when it became clogged, and since then it has gone to ruin."

The property owners, however, talk in a different tone of voice, and declare that they propose to see that not only the tile is returned, but that the sewer is kept in repair hereafter.

"We paid \$1.50 per foot when those sewers were built," declared one of them yesterday. "We were told that it was imperative that the surface drain be carried to the waterfront, and in order that this might be done, the sewers were constructed. When they became clogged with refuse, the Street Superintendent broke them open at Commercial street, instead of cleaning them, as he should have done, and since that time the improvements for which we spent our money has been of no public good."

"Further than that, we would like to know for whom it is to give away the property of the city. This contractor hauled away those tile and was going to use them in a job for which he had a contract from the city. We have consulted a lawyer, and will see if this thing is allowed to go on."

"F. A. Fisher, one of the property-owners, who is aroused over the proposed donation of the tile, encountered Councilman Jens Hansen, Chairman of the Street Committee, on the street last evening, and a somewhat stormy scene ensued. In response to a question as to where Goodin received his authority to take the tile, Hansen practically admitted that it had been given him by members of the Committee. "The sewer was out of repair, and of no use," Mr. Hansen concluded.

"Yes, and that is another thing we want to know about," replied Mr. Fisher. "Why aren't the sewers kept in repair. As a matter of fact the Street Commissioner went up to the corner there, and knocked a hole in them, when they became clogged, instead of getting



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a hose and cleaning them as they should have been cleaned."

Superintendent of Streets Kearney stated last night that he had broken open the sewer some time ago, but that he did so at the instigation of the Street Committee. He stated that as far up as Franklin avenue, the drain was allowed to fall into the mud flat below, and that under the present system, there was no attempt to corral it, and pipe it to the waterfront. He stated that both the sewers were constructed a number of years ago, when it was considered advisable to pipe the surface drains to the waterfront.

The Occident.

HOTEL ARRIVALS.

- G. W. Lerner, Portland.
- P. E. Grenold, Portland.
- W. S. Zimmerman, Portland.
- H. E. Withee, San Francisco.
- S. B. Lunkpins, San Francisco.
- R. S. Smith, Warrenton.
- M. A. Lynch, Portland.
- F. C. Brandshagen and wife, San Francisco.

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Saturday, Dec. 23

In order to introduce to our patrons the quality of stoves and ranges we are handling and at the same time boom business in our Dry Goods and Crockery Departments, we are going to give, commencing, Monday, October 23rd, one coupon with every dollar in cash you spend in either of the two departments mentioned and on Saturday, December 23rd we will have a drawing contest at the store and the person holding the lucky number will be presented with one Nickel Plated Malleable Steel Prize Range absolutely free.

This Range is one of the prize ranges that was on display at the Lewis and Clark exposition and is the finest specimen that thus far brains and workmanship have been able to produce.

Remember every dollar you buy here makes your choice for drawing the lucky number that much better. Some one will hold the lucky number—will it be you? No employee of the store will be allowed to participate in the drawing.

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