

RIVER STEAMERS USING FUEL OIL

PERMITS BEING GRANTED REGULARLY TO CONVERT VESSELS INTO OIL BURNERS—ROSECRANS DUE FROM BAY CITY MONDAY WITH 25,000 BARRELS.

Of late F. A. Ballin, marine architect, has presented many applications to the government on behalf of the steamboat owners to have vessels converted into oil-burners. Many permits for making the alterations have been granted, and in the course of a short time the probability is there will be but very few steamers using wood and coal as fuel on the Willamette and Columbia rivers.

A large fleet has already been converted into oil-burners, and the owners are elated with the success met with by the change. They claim that it is not only cheaper than wood or coal, but there is considerable time saved. They do not now experience long delays in making frequent stops to take on fuel. It is also said that the old-time wear and tear of a vessel has been largely eliminated.

A list of the river steamers, either being equipped with oil-burning plants or which will be in a short time, is as follows: The Glenora of the Oregon Round Lumber company, the No. 10 of the Shaver line, the Republic of the United States line, the Sadie B., owned by G. Simonds; the Ione of the Washougal Transportation company, and the E. B. Jones of the Willamette & Columbia River company's fleet.

Rosecrans Coming.
Next Monday the oil-carrier Rosecrans is due to arrive at Linnton with 25,000 barrels of fuel oil from San Francisco. The new tank at that place has capacity for storing 55,000 barrels. It already contains 16,800 barrels and the amount coming will make a good supply on hand.

From this depot of supplies the paper mills at Oregon City, which have recently had oil plants installed, will receive their fuel. The steamer Glenora has been chartered to keep them supplied.

The Rosecrans and the tank at Linnton are owned by the National Oil & Western Transportation company of San Francisco. J. S. Boyle, the local agent of the company, says:

"The Rosecrans is fitted with the most modern appliances for rapid work. She will be able to discharge her big cargo of 25,000 barrels in 12 hours. In transferring the oil from the tank into other steamboats or barges a well-equipped plant will make it possible to handle 1,000 barrels an hour. Any big river steamer can secure all the fuel she will need during the day in 15 minutes."

The Rosecrans plies regularly between San Francisco and the Sandwich Islands. She takes oil on the outward trip and returns with miscellaneous freight.

ABUSED HER FOR STRIKING A STUMP

Myrtle Brown, a former Portland school-teacher, instituted proceedings yesterday in Judge George's court to secure a divorce from her husband, George Brown, a prosperous Clackamas county rancher. The defendant seeks separation from her spouse on the ground of extreme cruelty.

Mr. Brown is but 22 years of age, and is the daughter of H. T. Griffin, a professor of phrenology of this city. The couple were married about five years ago and have no child. The complainant testified that Brown has mistreated her from the date of their marriage. On the very day that their marriage ceremony was solemnized she declared that they drove out to the farm and she was handling the reins. The vehicle ran into a stump and Brown abused her terribly for her carelessness. Ever since then she has been subject to similar indignities.

The defense claims that the suit for divorce is the result of a conspiracy.

FREIGHT SITUATION FAST IMPROVING

"The freight situation is very much better than it was a month ago," said L. E. Gogham, general agent of the Rock Island, this morning. "I am informed that locally the roads have abundant cars for all the needs of the shippers and that in the East there is a general improved tone that is enabling all the roads to handle their business. The relief has come, in my opinion, from the flurry on the stock market that sent prices of many commodities down to bedrock. While the market was coast and in the West generally, did not care to purchase more than their immediate needs demanded, since they might face a lower market in two weeks' time and lose by a big purchase. This slackness in buying enabled the roads to catch up with their orders and by this time throughout the country traffic men are taking a breath."

"The past season has been the busiest ever known in American railroad circles, the work done by the companies and the amount of shipments offered by shippers was simply phenomenal, it was a perfect landslide and most of the railroads were buried and are only beginning to emerge. I look for another big rush during the latter part of January. The markets are growing better, prices are firmer and coast houses will soon be placing large orders for next year's shipments, these will begin to move in from 40 to 60 days and the return business back east will be large."

"From what I can learn the country is generally prosperous, industrially and agriculturally, not only the coast, but the entire country is in a highly satisfactory state, and the railroads that have been investing largely in improvements have no cause for fear as to returns."

COOS COUNTY AT LEWIS AND CLARK

Coos county, under the guidance of its new Push club, is doing things. Yesterday the state commission of the Lewis and Clark fair received a letter from the club asking if it would be possible for the county to exhibit its products in a building erected by the county at the St. Louis fair. G. Y. Harry, state commissioner, today replied that though the commission would gladly further any plans Coos county might have for their own and the state's good, still under the regulations of the St. Louis fair the exhibits of the county would have to be placed in the buildings devoted to that purpose.

The commission suggested that the county build an exhibit pagoda inside the stockade of the Oregon building where all the specimens and exhibits of the county could be placed.

Coos county, since the inauguration of its Push club, has been aiding the commission materially by its work. Though the club was started only a few weeks ago by Commissioner Harry, it has already secured a big exhibit for the St. Louis fair, another for the state fair and generally is preparing to exploit its resources as but few other Oregon counties have yet done.

POLICE COURT NOTES.

After a lengthy examination in the police court, M. Curry, employed in a bakery shop, was yesterday held to the grand jury on a charge of assault and battery preferred by W. J. McGinnis, a mailcarrier. The trouble occurred Thanksgiving on an "S" car, when the two men became engaged in a quarrel. McGinnis was either pushed off the car or fell, striking his head on the ground and receiving a serious injury. The examination had to be postponed until the injured man could appear in court. The original charge of assault with intent to kill was dismissed. Curry was represented by Dan Malarky, while McGinnis' case was pushed by Attorney Claude Strahan.

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