

THE MULTNOMAH AMATEUR ATHLETIC CLUB'S FOOTBALL TEAM



Standing—Manager Frank E. Watkins. Panels—Right, Chester Murphy; left, John A. Moran. Front Row, Left to Right—Ross, Keller, Captain Dowling, Gault. Second Row—Stow, Jordan, Stetson, Kerrigan, Rintoul, Pratt. Back Row—Dolph, Blanchard, Crieve, Corbett, Dr. J. C. Zan, Seeley and Kirkley.

Photo by McAlpin.

THE AMPHIBIOUS STEAMER POMONA

Her Weird Performances, as Related by Some of Her Veracious Officers.

WHEN WATER IS LOW SHE MOVES ON LAND

Crafts Have Much Difficulty in Navigating the Bars of the River.

With her hurricane deck covered with small pebbles thrown up by the wheel along the bottom of the river, the steamer Pomona of the Oregon City Transportation company's fleet arrived in port last night from Salem. Owing to the low stage of the water, the officers state that the vessel had to plow through gravel a good portion of the distance.

Although she draws but 17 inches when fully loaded the steamer bumped along the bottom at all the numerous sand bars that had to be crossed. The greatest difficulty was encountered, say those in command, at Lambert, Wheatland and Salem bars. It is claimed by steamboatmen that the water at those places is shallower than has ever been known since the boats have been on the run. Had not the government dredge done some work there a few weeks ago the assertion is made that it would be impossible for any of the boats to be operated in those waters.

In a number of places, it is declared, the water is not more than 14 inches deep. While going through these places the Pomona's wheel swept the bottom and threw gravel up at every revolution. Some of the stones were as large as a hen's egg, and frequently they were thrown in such showers that the men on deck were obliged to seek places of safety. One of the men boys narrowly escaped being struck yesterday afternoon by a stone which is described as being sufficiently large enough to cause under the blow of a full steam engine.

Had he not dodged just in time, it is asserted, that the lad would have been badly hurt by the missile.

Knowing from past experience that he would likely have to contend with the low water problem this fall, Captain Graham, owner of the line, had iron protectors placed on the wheel buckets of his boats several weeks ago. Had this precaution not been taken he states that the Pomona would have to be supplied with a new wheel after almost every trip.

Some of the tributaries of the Willamette are navigable only with great difficulty. Among these are the Yamhill, the Cowlitz and the Lewis rivers. However, there is but one boat tied up at Portland on account of low water. This is the steamer Northwest, owned by the Kellogg Transportation company. The steamer navigating the Cowlitz are compelled to wait for high tides, and then it is possible for them to go up the stream but a short distance, as compared with the runs formerly made. Frequently the Altona has difficulty in getting up the Lewis river, although she draws but 15 inches of water. The stream is lower than it has ever been known to be since steamers have been operating there, according to the owners.

FIRE STILL SMOULDERS.

Many Tons of Coal Destroyed in the Nicomedia's Hold.

Fire is still smoldering in the coal on board the oriental liner Nicomedia. Great quantities of water were poured on the burning embers yesterday afternoon. An effort will be made to extinguish the flames without the necessity of removing the coal. Men have been at work in the hold scattering the burning fuel and extinguishing the fire as best they could. By the time they complete the task it is estimated that several hundred tons of the product will be destroyed.

The work of discharging the cargo from the Nicomedia was begun shortly after her arrival in port yesterday morning. When the freight is all out the Alaska dock, on which it is placed, will be thickly strewn with far eastern products of almost every description. There will be tea and matting, tapoca and curries, Chinese groceries and many articles of handwork from the land of the rising sun. In the entire shipment there are 7,000 tons.

According to present arrangements the Nicomedia will sail on her outward trip on November 17. All of her freight was unloaded several weeks in ad-

vance, and she will go out loaded to the guards. Among the goods she will carry to Japan will be a consignment of several hundred sewing machines. It is supposed that these are for the use of the women in the land of the mikado, who are kept busily employed making clothes for their lovers and husbands, who are at the front fighting for their country. The last two steamers to sail from here carried sewing machines, but the present shipment is one of the largest orders so far sent. Until the war began it is declared that nearly all the clothes over there were manufactured by hand.

A flour shipment of 47,500 barrels will be made on the vessel, a major portion of it being consigned to Japanese ports. The balance of the cargo will be made up of 362 tons of tinplate, 200 tons of plate iron, 400 tons of nails, 400 bales of cotton, wire and a big assortment of other goods. It will be noted that a good portion of the material is held by Russia to be contraband of war, but there appears to be no longer any dread of her battleships on the part of those who are engaged in the business of transporting freight across the Pacific.

SHIPOWNERS' COMBINE.

Exporters Are Now Confident That They Have Succeeded in Breaking It.

With the charter of the British ship Ruthwell yesterday afternoon by Bal-four, Guthrie & Co. to load flour at Portland for Cape Town, South Africa, at 21s 3d, the exporters are confident that they have the ship owners' combine broken. The Ruthwell is owned by a member of the union or combine, and since her arrival in port she has been held at 17s 6d. While the agreement entered into by the various owners did not apply to South African business, the fact that such small figures were accepted, it is declared, is conclusive proof that the owners are ready to admit their defeat.

It is understood that the association will have another meeting next Wednesday at London and once more carefully consider the situation. Just so long as the demand for grain remains strong in the eastern states it is pointed out that there is no possible likelihood of any great amount of wheat being sent from the Pacific coast ports to Europe. It is supposed that this phase of the matter will be fully discussed at the London conference, and a determination may be reached to lower very materially the rates that were fixed by the union during the latter part of last winter. Many

of the local shippers are of the opinion that they will be able very shortly to get all the tonnage they need at as low as 17s 6d.

ALONG THE WATERFRONT.

The steamer Redondo sailed for San Francisco yesterday afternoon with 500 tons of wheat in her hold and 500,000 feet of lumber on deck. She also carried 50 passengers. It is one of the largest lists of passengers ever taken out on a steam schooner from this port. These small coasters are cutting into the traffic of the regular liners. If the Oregon Railway & Navigation company does not soon put on that extra steamer about which there was so much talk when General Manager Schwerin was in Portland it is said that the business of the small craft will continue to grow by leaps and bounds.

Disappointed in getting cargo as quickly as he expected the captain of the Aurelia says that his steamer will not be able to sail for San Francisco before 12 o'clock today. Her regular sailing date was last night. She will carry a cargo of wheat and lumber.

Captains Edwards and Fuller spent yesterday at Astoria inspecting the steamer Canby.

After changing the buoys and inspecting the stations in the vicinity of Coos Bay, the lighthouse tender Heather returned yesterday afternoon to Astoria.

Captain Hellner, inspector of the district, who made the trip on the Heather, reached Portland last evening.

completed in 75 days, about a week longer than is usually required to make the run. Contrary winds were encountered during a great portion of the trip. The vessel is in command of Captain Smith, who is well known at this port. As yet the Dunreggan has not been chartered to transport an outward cargo.

MARINE NOTES.

Astoria, Nov. 12.—Arrived at 12:45 p. m., French bark Jules Gomme, from Hull.

Condition of the bar at 5 p. m., rough; wind southeast, weather cloudy with rain.

St. Helena, Nov. 12.—Passed up at 1:45 p. m., British bark Dunreggan.

Many Sheep For Portland.

Three hours after her arrival in port last evening the steamer Charles R. Spencer once more pointed her nose for The Dalles. From that town today she will bring a load of 1,200 sheep to Portland. It was the intention to have the boat run all night and get up to The Dalles by the break of day, so that the animals can be put on board in ample time for the steamer to reach this city before nightfall. The steamer lone of the Washougal line will also bring a band of sheep down from Shaw's island today.

Steamboat men returning from the upper Columbia report that the east wind was sweeping down the Cascade canyon yesterday morning at almost a hurricane rate. Although no damage was done, the boats made very poor time breasting the storm.

DIES AT WILBUR.

(Special Dispatch to The Journal.) Wilbur, Wash., Nov. 12.—Mrs. J. W. Siebert, aged 72 years, and a pioneer of this county, died yesterday from pneumonia. She had been a sufferer from paralysis for two years.

A Sure Thing.

It is said that nothing is sure except death and taxes, but that is not altogether true. Dr. King's New Discovery for Consumption is a sure cure for all lung and throat troubles. Thousands can testify to that. Mrs. C. B. Van-Metre of Shepherdstown, W. Va., says: "I had a severe case of Bronchitis and for a year tried everything I heard of, but got no relief. One bottle of Dr. King's New Discovery cured me absolutely. It's infallible for Croup, Whooping Cough, Grip, Pneumonia and Consumption. Try it. It's guaranteed by the Red Cross Pharmacy, 606 Sixth and Oak streets, on the corner of the postoffice. Trial bottles free. Since 1860, 11,000.

MIXTURE OF PIPES, PILLS AND CHINESE

Eleven Chinese Appear in Court to Answer to the Charge of Opium Smoking.

There was so much evidence in the shape of seized "lay-outs" from opium dens when the cases of the 11 Chinese charged with smoking "dope" were called, that Justice Reid's court resembled a full fledged "joint" yesterday afternoon. It was the purpose at first to hear the case of Ah Yen et al and Lai Tai et al, but only the first defendants were heard and the cases taken under advisement. The others will be heard next Saturday.

All of the Chinese were rudely torn from their pipes and "pills" by Deputy Sheriff's Cordano and Moreland on the night of September 22, when their "den" at 126 1/2 Second street was entered by the officers and raided. Chinese and paraphernalia were taken to the county jail. Yesterday all of the defendants gathered in Justice Reid's court to listen to what was said against them. Before the court were spread the pipes and the "dope," known among the Chinese as "eng-shue." This is simply cooked opium, used by the Chinese poorer smokers, because of its cheapness.

An expert chemist was first placed on the stand by the prosecution, which was conducted by Deputy District Attorney Bert Haney. He testified to the character of the "dope." He was not asked any questions by Leslie E. Crouch, attorney for the defense, except as to the length of his services as a chemist. He said 10 years, and that he had many times analyzed opium and eng-shue.

Deputy Sheriff's Cordano and Moreland said they had raided the establishment and made the arrests. They arrested only those caught with pipes in their possession and actually engaged in the act of smoking.

With Thousands Looking On.

Thousands of people have seen Barba since she was arrested. It cures all rheumatism, cures rheumatism in the joints, cures rheumatism in the muscles, cures rheumatism in the bones, cures rheumatism in the nerves, cures rheumatism in the blood, cures rheumatism in the system. Price, 10 cents per bottle. Trial bottles free. Dr. A. C. Crawford.

MR. M'ALLEN DENIES HE WAS AN ADVENTURIST

Dan of That ilk Notified He Has Some Land in California.

Dan McAllen, formerly of the good county Killarney, or some adjacent part of Ireland inhabited by those whom their friends term the "Permanently Disestablished," has fallen heir to a fortune, according to a letter received by him yesterday. The letter was sent from Monterey, Cal. It says:

"The records show that many years ago, while you were bishop of the Seventh-Day Adventists' church, you bought as such 320 acres of land, but as we thought the world would soon come to an end, no use was made of it. But now that we find we were mistaken about the end we thought of putting another church on it, so as to make room for more people to reach our plans about the end being postponed, etc."

"Now, will you consider an offer of \$5,000 for the land?"

"An old resident of San Francisco told me that you had quit our church and gone into partnership with a man named Mellick and went into the trade of dry goods, in which I hope you are doing well, but don't forget our doctrine of the seventh, and close the store always on Saturday. Very faithfully yours, 'E. P. MOCK'."

"P. E. 117th District of California." Mr. McAllen says he will ignore such jesting as is contained in the letter. He never bought the land, he says, nor was he ever a member of the Seventh-Day Adventists' church. He prefers to maintain a dignified silence and refuses to be interviewed on the subject of his reported wealth.

However, he asserts that he is afflicted with friends who gain something of a livelihood by writing for newspapers. One of them, he says, went to Monterey from this city, and he fears that the letter may be the result of an attempt at a joke on the part of his friends. He says, he says, he says.