

### FREIGHT RATES TOO HIGH TO ORIENT

Portland's Exports Said to Be Falling Off Because of Excessive Charges.

### REGULAR LINERS WILL MAKE NO REDUCTION

Only Solution to the Problem is the Chartering of Tramp Steamers.

The steamships Numanita and Ellerie are expected to reach the mouth of the river in a day or two from the coast. So far, the local officials of the Portland & Asiatic company they will load at Portland for the return trip. It was stated this morning, however, that the Ellerie may possibly complete her cargo at San Francisco, although as yet nothing of a definite nature is known about it.

The importers in the far east are not making the inquiries for flour and other products that they were a short time ago. It is understood that the principal reason for the apparent depression is because they are reluctant to pay the price demanded by the Pacific coast exporters. If the latter were in a position to get cheaper freight rates they declare that they could get all the business that it would be possible for them to handle. The regular rate on all of the liners plying out of Pacific coast ports is \$5 a ton on flour and wheat, and if they could get a \$4 rate the exporters believe that commerce with Japan and China would again assume its former proportions. But it is not thought that any of the operators of the regular freighters can be induced to lower the tariff, and the only solution to the problem now seems to be to charter tramp steamers.

Although the firm directly interested denies the report, other shippers who ought to be in a position to know state that Balfour, Guthrie & Co. have chartered the British steamship Ellamy to load flour and barley at Portland for Japan at \$4 a ton. The steamer sailed from Manila for the Columbia river two weeks ago. She is a small carrier, but will probably be able to take care of 3,000 tons.

T. M. Stevens of the firm of T. M. Stevens & Co. says that other tramp steamers are being offered at a rate less than \$4 a ton, and the general impression appears to be that plenty of tonnage outside of the regular liners will soon be engaged to carry shipments as being offered at this port.

### READY FOR BOAT RACE.

Shells Will Celebrate Thanksgiving With Contest on the River.

Some money will probably change hands on the boat race which is to be pulled off in the harbor this afternoon. Several of the sea captains are taking a deep interest in the affair, and are offering to back their favorite craft with liberal wagers. Captain Bushnell, master of the British ship Oweene, offering to bet from \$50 to \$100 that the boat manned by the crew of the Gloucester will win the contest. In order to provide some diversion out of the ordinary for Thanksgiving the race was arranged by the management of the Seaman's institute. All of the small boats from the various clubs will be in the harbor, but probably be entered in the contest. Each is supposed to be manned by the crew belonging to the ship from which the boat is prepared. The race will start at 2 o'clock, and will probably be over by 4 o'clock. The contestants will be started by Captain J. A. Anderson. The race will start promptly at 2 o'clock, and the following ships will probably be represented in it: The Ruthwell, Gloucester, Dumfrieshire, No. 1, and the draw race of the Morrison street bridge to float down the river. The company promised to comply with the request. It is the intention to place all of the old timbers in the form of a raft, and have them drawn down the river. The complaint was lodged at the solicitation of the ship captains now in port. They claimed that the logs drifted down the harbor and in the way of the sound lodgment against their vessels. It was feared that a big accumulation of the stuff around the ships would cause some damage to them. For the past week there has been considerable drift going down stream from the bridge.

### WILL LEAVE IN BALLAST.

Many Ships Unable to Get Out of Harbor May Go Light to Australia.

It is said the British ship Falport will soon leave Portland in ballast for Australia, where her owners will endeavor to secure for her a grain cargo to carry to the United Kingdom. Many other ships will leave in ballast for foreign ports before long if the owners do not receive assurances that they can get cargoes here.

### Winter Rates to Yaquina Bay.

The Southern Pacific Co. will sell, on Wednesday and Saturdays of each week, trip tickets to Yaquina, limited to 48 days from date of sale. The rates of these excursion tickets during the winter months is a new departure and has been brought about through the desire of our local sportsmen to enjoy the exceptional fine hunting and fishing privileges of that section.

### OBJECT TO FLOATING PILES.

Quantities of Drift Wood Go Down the River and Menace Shipping.

United States Engineer Fries and Harbormaster Ben Biglin instructed the Pacific Construction company yesterday afternoon not to permit any more of the old piling which is being removed from the draw west of the Morrison street bridge to float down the river. The company promised to comply with the request. It is the intention to place all of the old timbers in the form of a raft, and have them drawn down the river. The complaint was lodged at the solicitation of the ship captains now in port. They claimed that the logs drifted down the harbor and in the way of the sound lodgment against their vessels. It was feared that a big accumulation of the stuff around the ships would cause some damage to them. For the past week there has been considerable drift going down stream from the bridge.

### PUT TO THE TEST

Portland People Appreciate a Good Thing.

Everybody has his hour of trouble. But people having any itches of the skin. Have many hours of trouble. Nothing so annoying. Nothing so irritating. Borstach it, it becomes worse. Leave it alone and you can hardly stand the misery. Itchiness comes in many forms. Eczema and horrid itching piles. Relief and cure are here at last. Portland has put it to the test. Doan's Ointment cures every form of Itchiness of the skin. People at home are learning that this is so.

### EDWARD SHIELDS IS ADVERTISING COAST

Edward Shields, formerly manager and proprietor of Shields park, on Washington street, who went east with a picture machine some weeks prior to election, under contract with the national Republican committee, to assist in the campaign, has taken an engagement with the Chicago Daily News as one of its free lecture entertainers.

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The capture was made by J. Sharninghausen, roadmaster for the district; J. Sharninghausen, Jr., M. Quisenberry, W. Grimshaw, W. H. Herring, Loss Lovelace, J. Sigbee and Leslie Bell. When Harent was searched three revolvers, two of .38-caliber and one of .32-caliber, were found on him. He also carried nine extra cartridges in his pockets.

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"Ninety per cent of these apples are shipped abroad and cater to the palates of the people of other countries," said Mr. Hering. "The bulk of them go to London. Only 10 per cent of the Oregon Newtowns remain in the United States."

This being true, and the total apple exports from Oregon this year being about 700 cars, it is not likely that many Americans discover the excellence of Oregon apples by actually eating them. It has been said that the Armour line controls the shipments of fruit in this country. The Fruit Growers' express handles nearly all the fruit of Oregon, but the Northern Pacific and the Oregon Railroad & Navigation lines have a few of their own cars for this purpose.

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The output of Oregon apples is steadily increasing. The rate on apples from Portland to New York is \$100 per car, and there are about 400 boxes in a car.

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### RAILING INVOLVES MUCH PROPERTY

Many Residents of Harrison, Idaho, Have Built Homes on Government Land.

### GENERAL LAND OFFICE REVERSES DECISIONS

Mrs. Sala is Allowed the Forty Acres on Which She Has Been Living.

(Special Dispatch to The Journal.) Harrison, Ida., Nov. 24.—Homes and business property to the value of \$100,000 are said to be involved as a result of a ruling by the general land office at Washington, D. C., in the case of John A. Dirks against A. A. Crane, showing 50 residents of Harrison as having their homes built on government land.

Notice from the land office at Coeur d'Alene has been received telling of the reversal by the general land office of two decisions rendered by the register and the receiver at the Coeur d'Alene land office about a year ago. One of the cases was that of John L. Dirks against Addison A. Crane, contesting Crane's homestead entry adjoining the Harrison townsite on the northwest. The other was the case of Kate S. Sand, widow, against Addison A. Crane involving 40 acres of land claimed by both homestead claimants.

The commissioner, in his order to the Coeur d'Alene office, ordered Crane's homestead entry to be cancelled in the Dirks case and in the Sala case he gives the 40 acres of land to Mrs. Sala.

The decision in the Dirks case is of unusual interest from the fact that about 50 dwellings have been erected by purchasers and tenants on the land Crane claimed as his homestead. The houses on this piece of land are supposed to be the best in the town of Harrison. Some of the homes on the land which the government has recalled are worth from \$5,000 to \$6,000.

Crane has been charging wharfage for the right to land water craft on the lake in front of the townsite by representing to the citizens that his property was in the front of the town where the boats landed.

The Sala case is one of a peculiarly pathetic nature. Mr. and Mrs. Sala came here from Austria, their native land, several years ago and by hard work endeavored to educate their daughter. She graduated from the local high school in 1897 and the father then determined that she should have a college education, and he started to Buffalo, N. Y., to work in the mines. Since then he has never been heard of and it is thought that he was murdered. Mrs. Sala has worked like a slave carrying water a great distance and raising strawberries for market, earning enough to support her family a little house, the lumber for which she carried on her back from the mill. Two years ago she went to file on her land, to which her husband had purchased a squatter's right, and it was then discovered that the land was claimed by Crane, who is prominent in legal and political circles here.

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**Buffum & Pendleton**  
Clothing, Hatters, Furnishers  
311 Morrison St. Opp. P. O.

OUR PHONE IS MAIN 966

We have removed to our new quarters, corner Thirteenth and Irving streets, and are prepared to offer the trade the largest variety of Stoves and Ranges to be found on the Pacific coast. We carry in stock Hotel Ranges, portable and brick-stove, 4 feet to 13 feet, with single and double ovens; Portable Cabinet Ovens for Bakers, Restaurants and Logging Camps; copper and re-enameled Hot water, Kitchen Utensils, Tinware, Colonial, Imperial and Amethyst enameled ware, etc. We solicit your patronage.

**Loewenberg & Going Co.**  
TAKEN 'EM CAR NORTH. THIRTEENTH AND IRVING STS.

**JAPANESE AND CHINESE CURIOS**

WE ARE OFFERING A LARGE SHIPMENT OF GOODS TODAY, INCLUDING A GREAT VARIETY OF

**...Holiday Merchandise...**

Just the thing for Christmas presents. Persons having friends in the east will find most appropriate novelties in our store to send them as Christmas reminders, and if our friends will call, now and make their selections before the rush, is on, we will be able to give them the very best attention. **WE HAVE THE VERY BEST GOODS TO BE HAD** at the very lowest prices—a fact we can demonstrate to all who favor us with a call.

**WE ARE MANUFACTURERS OF LADIES' AND CHILDREN'S FANCY UNDERWEAR, WHICH WE MAKE TO ORDER.**

**The Western Importing Co.**  
Tel. Main 5048. 100-170 21st Street, Opposite P. O. Square. Chas. B. Young, Pres. James M. Kan, Gen. Manager.

Dry short slab wood, stove lengths, per cord ..... \$3.00

Dry short cordwood, stove lengths, per cord ..... \$4.50

Same Kind of Wood—What's the Difference? Per cord ..... \$1.50

**Banfield, Veysey Fuel Co.**  
Phone Main 353 80 Third St., Cor. Oak

**CHINESE SUBSCRIBE TO AID JAPANESE**

Over Four Hundred Dollars Raised Here on Behalf of Soldier's Families.