Lack of Warehouses in Which to Store the Incoming Trains of Grain.

SHIPPING

NOT ENOUGH BERTHS FOR DEEP-WATER VESSELS

Building Must Begin at Once, if Great Crop That Will Move Toward Market by Way of Portland Is to Be Properly Handled.

Unless quick work should be shown in rebuilding the docks destroyed by firo yesterday, considerable difficulty will be experienced in securing sufficient warehouse room to store the grain which will be shipped by trainload svery day to tidewater from now on. The Elevator and Albina docks' capacity was about 60,000 bushels of wheat; this represents about one-fifth of the grain warehouse. Destroy in port. The Bess of the Pacific Coast Elevator company state they will rebuild, but just propared to say. In the meantime the company will make an effort to secure another dock for temporary use. As all firm will have to conduct operations on a finited scale until a new structure has being bushess was at its best, there were from 10,000 to 15,000 tons of whest its firm the elevator dock every day. In the mean the

were from 10,000 to 15,000 tons of wheat on the elevator dock every day. Usually the grain was shipped as fast as is arrived from the interior. The Oregon Railroad & Navigation company, which owned the Albina dock, will not be inconvenienced to any great extent by the fire. Until a new dock is built the company will use Montgomery No. I, which it has had leased for the past six months. It is said this will be affequate to answer all requirements past six months. It is said this will be adoquate to answer all requirements temporarily. Of ists the freight brought from the orient and intended for re-shapment to the east has been dis-charged at the Montgomery dock, and the goods for shipment to the orient were held on the Albins dock until load-ed on the steamers. As the Numantis was not scheduled to sail until the mid-die, of this month it is announced that the flour destroyed will soon be dupli-mated, and the steamer will get away on time.

8

UNCLE SAM SAYS STOP.

vernment Tells Steamboatmen They Must Not Put Oil in the River.

"The attention of this office has been

tmen will exercise more caution.

STEAMERS' ARE NUMEROUS.

People, Bound for Bay City.

Three with A

onted, and the steamer will got away on time. Shippers say the worst feature of the matter is that tramp steamers and "square-riggers" will soon begin to ar-rive in great numbers and that it will be hard for them to secure berths. About the only docks of any size left on the east side are those of the flour mills, the Oceanic, Montgomery, Oregon & California and the Inman-Poulsen. The Victoria dock, one of the big grain warehouses on the east side, was burned more than a year ago, and has not been rebuilt. It is estimated that the loss of the

rebuilt. It is estimated that the loss of the two sawmills at St. Johns will be the means of decreasing the monthly lum-ber shipments from Portland down the coast by about 2.000,000 feet. An aver-sse of three or four cargoes for the coasters was fitted out there every 30 days. But it will have no effect on the meanship or sailing vassel owners as days. But it will have no effect on the steamship or sailing vessel, owners, as they will send their craft elsewhere for business. Lumber tonnage is in damand at high rates at all the sorthern ports.

RAFTS CAUSE BARS.

Freat Log Drives Cause of Shoal Water

in Many Places in Joseph Supple will probably be warded the contract of building a gov-warded the contract of building a gov-Joseph Supple will probably be awarded the contract of building a gov-ernment snagboat for use on the upper Willamette and Tambili rivers. Pro-posals for its construction were re-ceived yesterday in the office of the United States engineers and Mr. Sup-ple agreed to built the craft for \$5,200. Joseph Paquet wanted \$10,980 and the 8t. Johns Shipbuilding company \$11,821. The new boat will take the place of the Methloms, which has been in serv-ice on the upper Willamette for a num-ber of years and is almost worn out. It is probable that some of her ma-chinery will be placed in the new boat. Eavid B. Ogden, assistant United States engineer, returned this morning from an inspection trip up the Willam-etic and reports that the dipper dredge No. 2 has completed work at the mouth of the Yambil. She is employed at Ash Island shoul, but will probably get



Steamer Telegraph SUNDAY EXCURSION TO ASTORIA

Round Trip Fare \$2.50. Leaves Alder Street Dock at 8 a. m. Arrives in Astoria at 18:30 p. m. and departs for Portland again at 2 p. m., reaching home at 8 o'clock. This affords a most delightful 200-mile steamboat ride at very little cost, and it is made upon one of the most delightful steamboats in North America.' It is the fastest anywhere around this country, and its crew is so exceedingly affable that its passengers feel at home the moment they see their faces. Meals served on board remind one of the very fashionable hotels of our most fashionable cities-except that you get everything your palate craves.

Come Along Tomorrow and See How Nice We'll Treat You



Steamer Lurline The Day Boat Down the Columbia

Call up MAIN 613 Leaves daily from Taylor Street Dock at 7 A. M.

OURHAL FORTLAND, SATURDAY EVENING, SEPTEMBER, S. 1400

PYCELCOLDY FOR THE CONSTRUCT WITH

I unnecessary additional superaises the . Semuel C. Blocum has a bill against consed for \$560, but "is willing to upt all that is left; that is, the gold igets, watch and chest of tools. In ment in so far as it will go of said the recommendation

in the affairs of the decedent such as to warrant a court in naming him to administer the business." Takerine Holts was an incompetent, aged 75 years. D. M. Roberts petitioned the court for appointment as guardian. E. B. Dufur, law partner of Riddell, attested the papers as notary. The pe-tition was written July 13, 1995, but was not filed until July 19; the order for the hearing was signed by the coun-ty judge July 17 and filed with the petition. Friends later interposed and caused the appointment of J. Thorburn Boss as one who really knew of the business of the aged woman, and Mr. Ross was named as guardian. It is said that Roberts knew nothing of Mrs. Holts, but that Riddell sought to secure the business for his firm be-cause he was in a position to get it.

LOOT A FORTUNE FROM MANSION IN MANHATTAN

made better then new y Davies Varno Stain Lac Old grained woodwork that has cracked or peeled can be made like handsome, expensive wood with a can of Davies' Varno Stain Lac. Imitates all woods perfectly. Used by anyone with success. Be sure to ask for Davies'-the kind that never disappoints. in he berner Poles and Varante . ne White Losd & Color Works, Detroit, Mich.) FOR SALE BY THE NEW BRA PALET & VARMER CO.

208-210 Front St.

Old Wat



DR. N. J. FULTON, Naturopat Now Open for Business in My Fine New Building 315 Twelfth Street, Cor. Clay

Better than ever prepared to cars for my patients. Every thing is spick and span here. Large, commodious spartments the elegant rooms for waiting guest. Here is a real home for those in stifletion who come to me for TREATMENT WITHOUT DRUGS OR USE OF KNIFE.

I have cured hundreds and can cure you too. Commutation and one treatment ab solutely free.



water harbor that is troubled with a sandbar, and in fact all good fresh water harbors have to combast similar obstacles that are constantly forming from tidal causes. The new Empire Steamship company is backed by man of last succession.

is backed by men of long experience in navigation affairs. The principal mem-ber of the syndicate, Jesse Hoyt, is a well-known captalist and steamship owner on the Atlantic coast. His owner on the Atlantic coast. His father was a pioneer navigator and a close ally of Jay Gould. The Hoyts have operated the steamships Henry Chauncey, Aspinwall, Morning Star, Evening Star—all Atlantic liners—and the Flying Scud, the Sea. Foam and others, among the fastest clipper ships salling between New York and the orient. Steamboatmen have been warned by Major Roessier of the corps of United States engineers not to throw any more fuel oil into the river in the following

The attention of this office has been called to the fact that oil-burning steamers and oil-carriers, by reason of carelessness in loading or in the cleans-ing of their oil tanks in the river, are respensible for the presence of oil on the surface of the water at points in the harbor of Portland. This is con-trary to the law governing the pro-tection and preservation of the naviga-ble waters of the United States, and it is requested that your company take such action as will prevent siny recur-rence of this nuisance from your boats." For the past month a great deal or complaint has been made about this inatter, but this is the first time the local representatives of the government have taken the matter in band. Most of the liquid, fuel got into the stream by carelessness, and it is said the steam-boatmen will exercise more caution.

(Journal Special Service.) New York, Sept. 2.—Cable commu-nication to Japan via Formosa was re-stored today. The wires are working



Beople, Bonne for Bay City. This morning the steamer Spokane, owned and operated by the Pacific Steamship company, sailed for San Francisco with more than 3/56 passen-shrs. She arrived from Seattle last night at 8 o'clock. The steamer Valencia of the same line arrived at Astoris this morning from the north, and will reach Portland this atternoon and is scheduled to sail for the Bay City at 8 o'clock tonight, with a full list of passengers. The steamer Columbia, which arrived last night from the Bay City, will leave on the return trip temperow night. These yeasels have accommodations for more than 1,000 people. This means that Port in succession something that has never been had before in the history of the port. The officials of the company stated

port. The officials of the company stated this morning that it is highly probable the Spokane would be sent back to Port-land io make another trip. It was the intention of the company to operate her out of San Francisco on a southern

and it will be prosecuted with expedition."

Further search of the records of the probate court reveals other cases in which action was questionable.

What the Booords Show.

What the Becords Show. In the estate of Carl Schlect, insane, H. H. -Riddell petilioned the court to be appointed guardian; the petilion stated that the property was of about \$107 value. The petilion was dated March 29, 1904. On the same day the county judge signed an order for a hear-ing to determine whether or not a guardian should be named. Neither paper was filed with the clerk until June 3, 1904. on which day the court named Riddell suardian. Guardian Riddell reported to the court that the only business transaction required in handling the estate was to pay to the county clerk \$7.50 deposit for filing fees, \$5 premium on the bond he gave as guardian, or \$12.50 in all, leaving \$97.73 in cash from the \$107.33 originally on hand. For performing this slight service and buying a certificate of deposit for the estate with the bal-ance Riddell asks the court to allow him \$35 fees. The estate has not yet ben closed.

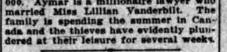
him \$35 fees. The estate has not yet been closed. In the case of P. E. Wendland, in-mane, \$1,500 is the value of the estate as set forth in the petition of W. C. North. Riddell was attorney. Neither had any interest in Wendland, but Rid-dell was given the business and North filed an application for the guardian-ship. Judge Webster signed an order appointing him, and he gave a \$1,500 bond. Friends stepped in inter and procured the dismissal of North and the appointment of Gustave Wendland, brother of the incompetent.

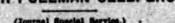
Practice Is Bad, Say Attorneys,

The theory of many who have looked into this and other cases is that the into this and other cases is that the practice of permitting any one who asks it to be appointed guardian or adminis-trator, is not calopiated to further the ends of justice. The aplication of this practice to the Jansen case and the disclosures at the many hearings prove that when lawyers and others await about the courthouse for probate busi-ness and "jump in" for business of es-tates in which they have no interest excepting that which arises from a de-size for fees, and when there is no

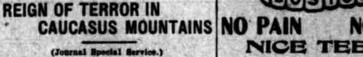
size for fees, and when there is no request from any of the relatives, unleasant results are to be expected in

to be worth \$150, but consisted of "cash in Good Sigmaritan hospital, \$17: cash in safe deposit at Portland, \$20; chesh of tools, \$2.50; watch, \$7.50, and 17 Statistics show startling mortality. The proper answer to that," states there is just, one reliable remedy. Dr King's New Life pills M. Flannery, of it Custom House Fince Chiege, save "They have no equal for constipation and billousness." He at Skidmore Drug Co. 161 Third street.





(Journal Special Service.) . Chicago, Sept. 2.—The Pullman com-pany announces that hereafter no reser-vations for sleeping-car space will be permitted on the Pacific coast. Per-nons desiring berths must pay for them. An effort is being made to extend the rule to the entire country.

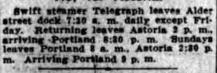


(Journal Special Service.) Tiflis, Sept 2.—It is reported that the town of Jhusha is in flames and the people have fied to the mountains. Troops are rushing to the scene. The property of Prince Muchrant in the Dushet district has been destroyed by dynamite. Prince Eristoff has been murdered near Gorl.

MRS. DEERING CHAMPION WESTERN GOLF PLAYER

(Journal Special Service.) Homewood Golf Club, Flossmoor, Ill., Sept. 2.—Mrs. C. L. Deering this morn-ing in a driving rain defeated Mrs. W. F. Anderson, 4 up and 2 to play, and ba-came champion of the Western Golf association.

Ho, for Astoria.



Redwood Bates to Whasts Springs. The Southern Pacific company has placed on sale at its Portland offices round trip tickets to Shasts Springs at a rate of SD. Beautiful, illustrated pamphiets descriptive of this resort cap be secured from any Southern Pacific agent.

Land Sorip. Land scrip for all kinds of lands, sur-Land scrip for all kinds of lands, sur-veyed and unsurveyed, for sale at very lowest prices. This scrip is within the reach of those wishing to relinquish government entries and secure imme-diate title. Fully guaranteed. Moulton & Scobey, Columbia building, 365 Wash-ington strest, Portland, Oregon.

Grown's Angenst Flower Is the most popular remedy of the globe for the cure of all shomach. dissective, liver troubles and habitual constitution, with their minerable effects. We advertised as a test in 7.680 news-papers all over the United States for any case where August Thowar was used that did not give eatisfaction. Only three cases of failure in thomsands of letters: two of these were cancer of the stamach. Price 25 and 75 cents per bot-tio at all druggiets. Get Green's Almanac.



Gournal Special Service.) Chicago, Sept. 2.—The severest storm of the season swept over Chicago Inst night. The wind blew 40 miles an hour and two inches of rain fall within two hours. There was a terrific display of lightning, accompanied by heavy thus-der, and several large office buildings ware struck. Several fires were subtoo in the outskirts of the city. Signs and evaluate were torm loose and many trees blown down.

<u>A Sn</u> to five-stre to