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The famous Chickering quarter-grand.



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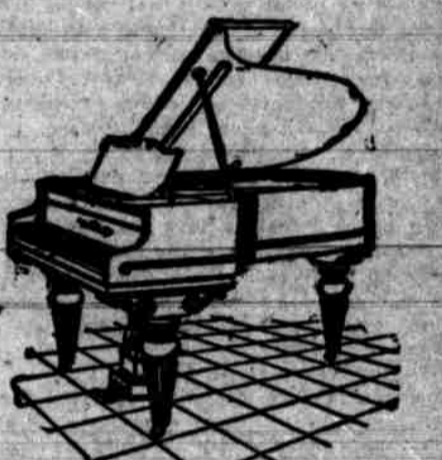


## BABY SHOW

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## JETTY IS PROVING A SUCCESS

Season's Work Will Take the Government Improvement to the Point Proposed.

COLUMBIA RIVER BAR BEING SWEEPED TO THE SEA

Officials Satisfied With the Progress Made and Before Long the Way Will Be Open to the Largest Ships Afloat.

Before the fall storms set in the government jetty at the mouth of the Columbia river will be extended the full distance expected by the engineers. It is out six miles, and it is the intention to give it an additional length of 1,000 feet before the season's work is discontinued.

Rock has been delivered from the quarries at the rate of 3,000 tons a day for the past three months. United States Engineer Barnall, who has been superintending the work for the past two months, returned to Portland this morning on a short official trip, and says the project will prove all that was expected of it. While no sounding of the bar has recently been taken, it is believed that the sand and gravel which has been accumulating there for ages are gradually being swept to sea. When the survey was made in June the water at the shoalest point on the bar was 25 feet deep, and from that it ran to almost 40 feet.

This survey showed an increase in depth of about two feet since the previous soundings. With the completion of the jetty to the point contemplated this year there is believed to be no doubt that a sufficient depth of water will be secured to accommodate the crossing in and out of the biggest ships that frequent the Pacific coast ports, or which go to any other quarter of the globe, for that matter. With a 30-foot

depth on the bar it will be possible for a vessel drawing 35 feet of water to enter the Columbia river, as the tide will give it an additional depth of 10 feet.

### BIG LUMBER CARGOES.

Pinnore and Comerie Ready for Sea With Millions of Feet.

This afternoon the British ship Pinnore, Captain Muller, will clear for Melbourne, Australia, with 1,494,482 feet of Oregon fir and 5,000 feet of redwood lumber from California. She is getting a crew and will probably leave for the sea tomorrow.

The Pinnore has been in port since July 1, when she brought a general cargo from Europe by way of San Francisco. Shortly after her arrival she was chartered by the North Pacific Lumber company, but the work of supplying the cargo has been slow, due to the many orders which it was necessary for the company to fill at the same time. In addition to a large number of coasters several ships have loaded at the mill of late for foreign ports.

The cargo of the British steamship Comerie will be completed this afternoon at the Victoria docks and she will also very likely leave for the sea tomorrow, bound for Taku Bar, China. She is under charter to the Pacific Export Lumber company and will take in the neighborhood of 3,500,000 feet of lumber. She had quick dispatch, as she reached port on August 21. A carrier of her capacity is frequently detained in port more than a month.

### MORE STEAMERS EXPECTED.

Spokane May Return and Newport Likely to Be Put on Coast Run.

Word is expected today that the steamer Spokane will be sent back to Portland by the Pacific Coast Steamship company to make another trip to San Francisco. There is still a heavy passenger traffic down the coast and the regular steamers are inadequate to handle the business.

Officials of the San Francisco & Portland Steamship company say that early this month they expect to have the steamer Newport plying on the route regularly in connection with the Columbia and St. Paul. She belongs to the Pacific Mail fleet, and until lately has been operating on the Panama route. A



British Steamship Comerie Loading Lumber Here for China.

few days ago she returned to the Bay City from the south and in less than a week it is believed an official announcement will be made that she has been placed in the Portland and San Francisco service. She is about the same size as the Columbia, and with her in regular commission it is said that the passenger and freight traffic between here and the Bay City could be handled easily.

It is estimated that a greater quantity of wheat than usual will be carried to California ports this fall and winter, and for that reason it is held that it will be necessary to increase the fleet from Portland very materially. The Newport is capable of carrying about 3,000 tons of freight and a large number of passengers, and shippers are anxious to see her on the route. Even with a substantial increase of the coast fleet it is thought it will be necessary to charter tramp steamers to take grain cargoes to San Francisco.

### MARINE NOTES.

Astoria, Sept. 5.—Condition of the bar at 5 a. m., smooth; wind northwest; weather partly cloudy.

Astoria, Sept. 5.—Outside at 7 a. m., three-masted ship in ballast, 10 miles west. Arrived at 7:30 a. m. and left up at 5 a. m., steamer Whittier, from San Francisco.

San Francisco, Sept. 5.—Arrived, schooner Alpha, from Astoria. Sailed, steamer Rosnoks, for Portland. Arrived, at 5:46 a. m., steamer Cascade, from Portland.

### ALONG THE WATERFRONT.

Notwithstanding the delay she experienced before the mouth of the Willamette yesterday, the steamer Tele-

graph reached Portland at 8:30 last night on the return trip from Astoria. It appears that an even heat could not be maintained with the coal used and a stop was made to make slight changes to the furnace. It is the intention of the owner to equip the vessel with an oil plant.

More than 600 people left for the hopfields on the upper Willamette this morning on boats operated by the Oregon City Transportation company.

This morning the steamer Albany arrived from Lyle with 125 tons of wheat, which were discharged at the Portland Flouring mills. The craft is being operated by the Regulator line and will probably be kept in the grain trade all season.

In tow of the Elmore the German ship Oregon is en route from Astoria. She arrived at the mouth of the river yesterday from San Francisco and is bringing part of a European cargo consigned to Meyer, Wilson & Co.

A three-masted ship in ballast was sighted off the Columbia river this morning waiting for a tug to bring her inside. It is supposed that she is one of the French vessels known to be en route to this port in ballast.

to Eureka to give a performance at the Humboldt county fair. The Kilburn arrived last night from San Francisco and way ports with a full passenger list and the usual amount of general merchandise. On the return trip she will take out a full cargo of wheat.

In about a week the steamer G. W. Walker, belonging to the Kamm line, will be placed in commission on the upper Lewis river, connecting with the Mascot from Portland. She is getting a general overhauling at the Portland shipyards, and when launched it is said she will be in better shape than she has been for years. The Walker has been idle for the past two months.

## PROPOSED ROAD WILL TAP BEAUTIFUL COUNTRY

Dr. Haydon Says Coos and Curry Counties Are Ideal for Summer Resorts.

"The route of the proposed extension of the Southern Pacific railroad from Drain into Curry and Coos counties runs through the most picturesque country in the world," said Dr. Walter Haydon of Marshfield, who is in Portland this week. "Penetrating Coos county from north to south, one of the surveys runs close to the Ten-Mile lakes, a collection of water gems set in the emerald hills of the coast region adjacent to the coast range."

In these lakes the water is very deep, clear and cool, and game fish abound, he says. The hills are good hunting grounds and the whole region is an ideal place for summer resort enterprises. The country is rich in agricultural and timber resources, but a considerable population, but a vast country remains uninhabited owing to the enormous timber holdings of Elijah Smith and others who are doing nothing for development of the country. He says Mr. Smith holds about one third of the vast timber acreage of Coos county.

"The Simpsons, who are extensive sawmill owners, are operating many mills, employing hundreds of people and shipping large cargoes of lumber out of Coos Bay," he said. "J. J. and A. M. Simpson employ about one fourth of the working class of the county. They are doing much to open up the country compared to the other holders of large timber tracts. Nearly every week from two to four of their vessels are at the docks to be loaded with lumber for shipment to Pacific coast ports. The country is rich in coal and mineral resources, timber and agriculture. It is the most beautiful country to be found anywhere for the lover of picturesque and romantic scenery."

## ENGINEER DIES AS RESULT OF INJURIES

(Special Dispatch to The Journal.) Albany, Or., Sept. 5.—John Hamlett, the engineer who was on Saturday noon brought down from the Cascade mountains with his head crushed as the re-

sult of an accident in the logging camp at Berry, died in the hospital in this city at 11:30 o'clock last night, without regaining consciousness. Hamlett was operating a donkey engine, and the chain broke, throwing the cable against his head, crushing his skull.

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