

KEEP THE LIGHTS ON STREETS

Movement Among Merchants to Continue Extra Illumination of Thoroughfares.

SEVERAL AGREE TO LIGHTS ON MORRISON

Others Are Expected to Follow—Light Company Offers a Reduction in Price if Lamps Are Kept Burning After This Month.

Prospects are good for continuing the brilliant illumination of Portland's principal business streets with the 5,000 incandescent lights that have been burned during the summer every night from 8 to 12 o'clock.

Several prominent merchants on Morrison street seen today favored retaining the street illumination at least for several months.

To encourage the movement the Portland General Electric company has offered to reduce the cost of the electricity furnished to 55 per cent of the sum paid during the summer, and also to increase the time the lights shall burn one hour, each day, if the proposal be accepted, the incandescent will burn from 7 to 12 instead of from 8 to 12. The contracts with the General Electric company expire November 1.

San Selling Favors Plan.

"I believe the merchants will agree to maintain the lights," said Ben Selling today. "We held that it will be profitable to keep the special street lighting for an indefinite period, and that it will assist in maintaining the impression that Portland is just as strong financially and doing just as good a business as was transacted while the exposition was in progress. From conversations had with several other merchants I think I am justified in saying that the lights will be retained and that our streets will continue to be illuminated as they have been during the summer."

Mr. Selling was the first merchant to move in the matter last spring and it was largely through his enterprise that the illumination was procured, although the other business men joined heartily and cooperated in maintaining it.

Electric Company Will Help.

"The company feels that it can afford to contribute that much toward the enterprise," said Ben Selling, "and we are anxious that our proposal be accepted. My idea is that no one should take the view that the cessation of some of the transient business of the summer means that we are suffering any therefrom. The fact is that the city is doing vastly more business today than it did a year ago, and no one would have denied that the business houses of Portland were not on the upgrade."

ROOSEVELT RECEIVES

(Continued from Page One.)

will see, within the next few years a policy set on foot similar to that so fortunately carried out in the high Sierras of the west by the national government. All the higher Appalachians should be reserved either by the states or by the nation. I much prefer that they should be put under national control, but it is a mere trivium to say that they will not be reserved either by the states or by the nation unless you people of the south show a strong interest therein.

Paying Investments.

"Such reserves would be a paying investment, not only in protection to many interests, but in dollars and cents to the government. The importance to the southern people of protecting the southern mountain forests is obvious. These forests are the best defense against the floods which, in the recent past, have during a single twelvemonth destroyed property officially valued at nearly twice what it would cost to buy the southern Appalachian reserve.

Maintenance of your southern water power is not less important than the prevention of floods, because if they are injured your manufacturing inter-

ests will suffer with them. The perpetuation of your forests, which have done so much for the south, should be one of the first objects of your public mind.

Madison Regulation.
The old laws and old customs which were adequate and proper to meet the old conditions need radical readjustment in order to meet these new conditions. The railway is in the hands of private owners, whereas the old highway, the wagon road, was in the hands of the state. I do not believe in government ownership of anything which can with propriety be left in private hands, and in particular, I should most strenuously object to government ownership of railroads. But I believe with equal firmness that it is out of the question for the government not to exercise a supervisory and regulatory right over the railroads for it is vital to the well-being of the public that they should be managed in a spirit of fairness and justice toward all the public.

Government Supervision.

"Actual experience has shown that it is not possible to leave the railroad uncontrolled. Such a system, or rather such a lack of system, is fertile in abuses of every kind and puts a premium upon unscrupulous and ruthless cupidity in railroad management."
Government Supervision is needed quite as much in the interest of the big shipper and of the railroad man who want to do right as in the interest of the small shipper and the consumer. "What we need is to have some administrative body with ample power to forbid combination that is hurtful to the public, and to prevent favoritism to one individual at the expense of another. In other words, we want an administrative body with the power to secure fair and just treatment as among all shippers who use the railroads—and all shippers have rights to use the railroads."

"This is not a revolutionary proposal on my part, for I only wish the same power given in reference to railroads that is now exercised as a matter of course by the national bank examiners in regard to national banks. My object in giving these additional powers to the administrative body representing the government—the interstate commerce commission, or whatever it may be—is primarily to secure a real and not a sham control to the government representatives."

A Square Deal.

"When I say a square deal I mean a square deal; exactly as much a square deal for the rich man as for the poor man; but no more. Let each stand on his merits, rich or poor, and be judged according to his desert. To more he is not entitled, and less he shall not have."

MURDER FEARED

(Continued from Page One.)

limp body of his victim, turn the corner at First street.
Then she called to persons who were passing and told them of the crime, pointing out the highwayman, who was rapidly disappearing with his victim, and begging them to notify the police. One man started in pursuit and another said he would notify headquarters. However, the captain in charge of the station received no message of the crime.
"I would have followed myself," said Mrs. Piggott, "but I was attired only in my night clothing, and the man said he would call up the station at once."
"I fear the man has been murdered," for he did not utter a sound after he was struck. He fell on his face, and lay there as if he were dead. His feet dragged the ground as the highwayman carried him around the corner. I did not have a weapon of any kind in the house, or I would have shot the man as he stood within a foot of me, robbing the other man. I think the man who was struck must have been partly drunk when he was assaulted."

Home made

Have your cake, muffins, and tea biscuit home-made. They will be fresher, cleaner, more tasty and wholesome.

Royal Baking Powder helps the house wife to produce at home, quickly and economically, fine and tasty cake, the raised hot-biscuit, puddings, the frosted layer-cake, crisp cookies, crullers, crusts and muffins, with which the ready-made food found at the bake-shop or grocery does not compare.

Royal is the greatest of bake-day helps.

ROYAL BAKING POWDER CO., NEW YORK.

SAW FATHER SHOT, ELOPED WITH MURDERER

This is Story Young Girl Tells Police, But Later Denies Truth of Confession.

May Pierce, a 16-year-old girl of Hillsboro, California, has proved a conundrum to the police. On being taken into custody she told City Detective E. H. Hawley, detention officer of the juvenile court, that she sat in a buggy while a young man entered her father's house, a few feet away, and shot him, afterward riding away with the murderer. The latter was convicted of the murder and executed on the gallows at San Quentin penitentiary. This occurred last June. The girl has told the officials many other stories that conflict.

L. C. McPherson, the son of a prosperous farmer of Wasco county, went to California on a visit some months ago. Later the girl accompanied McPherson to Portland with the intention of visiting her parents, who live near The Dalles. Rooms were secured at the Imperial hotel last Thursday night and the two were later arrested there by Detective Hartman and Acting Detective Hellyer.

"In court this morning the girl denied to Deputy City Attorney Fitzgerald and Judge Cameron several stories she had told and denied the story she told Detective Hawley about sitting in a buggy in front of her home while a man murdered her father, and declared that she was seven miles away when the deed was committed."
"They tried to connect me with the crime," she said, "but they couldn't do it."

The girl is pretty and dresses neatly. McPherson's father has retained Attorney Davis and Wolf to defend him. The hearing has been postponed and the girl given temporarily into the custody of the Boys' and Girls' Aid society.

CAPTAIN CARTER CLAIMS HE IS VICTIM OF PLOT

(Journal Special Service.)
Chicago, Oct. 13.—Captain Oberlin M. Carter, who was convicted of embezzling from the United States government at Savannah and served a term in prison, makes the sensational charge before Special Commissioner Wyman that he was the victim of a conspiracy by army officers to convict him and send him to prison. He openly charged that General Otis, the presiding officer of the court-martial, and the other members plotted with the prosecuting attorney to cause his conviction and said the trial was an infamous farce.

COMMANDER HALSTED IS EXPERT WITNESS

(Journal Special Service.)
Vallejo, Cal., Oct. 13.—Lieutenant-Commander Halsted of the flagship Chicago was on the witness-stand all morning in the Young court-martial. He examined the Bennington at San Diego and is an expert witness for the defense. He is laying the ground for future testimony and nothing new was brought out.

ABERDEEN COMES NEAR LOSING HER CARGO OF TANKER

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

OCEANO DRYDOCK

Big British Tramp Steamship Leaky After Having Been Repaired Twice.

SIDE WAS DAMAGED BY RUNNING AGROUND

Effort Will Be Made to Get Vessel Into Shape Tomorrow, in Order That She May Not Lose Her Charter.

For the third time within the past two weeks it has been necessary to place the British steamship Oceano on the drydock at St. Johns. When floated yesterday afternoon it was believed that the repair work which had been done to her would answer the requirements, but no sooner had she touched the water than she began to leak. She was again raised and an effort will be made to get her in seaworthy condition by tomorrow.

While being towed to the quarantine station at Astoria less than a month ago the Oceano went aground and damaged one side of her hull so badly that she was ordered to go into the drydock and have three of her steel plates replaced with new ones. The St. Johns Shipbuilding company was awarded the contract for doing the work. After the repairs had been made the steamer was lowered into the river and it is said that water poured in in steady streams through the rivet holes. Pumps had to be kept in operation for about eight hours.

She was again raised the next morning and the Willamette Iron & Steel works was called on to make the repairs. The contract was rushed with as possible haste, as the skipper was anxious to get the steamer in shape to begin loading wheat and flour for Japan. It was announced yesterday that she was ready to be taken from the dock and that she would be in Portland harbor in the afternoon. But it turned out that the repair work was again faulty and the big tramp had to go back on the pointons for the third time.

The Oceano is under charter to Mitsui & Co., and if she is not soon put in shape to receive cargo it is believed that the firm will make arrangements to get another vessel.

BIGGER HARBOR PROJECT.

Dredges Columbia and Portland Will Be Available for Improvement Work.

By November 1 the dredges Columbia and Portland, belonging to the Port of Portland commission, will have completed the work laid out for them to do during the season. If the waterfront property-owners agree to build bulkheads in front of their docks and grant permission for dredged material to be placed underneath them it is the intention of the commission to make this one of the best inland harbors in the United States.
It is explained that the dredges will be available at an early date, and it rests with the property-owners as to whether or not the contemplated improvements are made. If they show a disposition to assist in the matter, both dredges will be set to work and a channel the full width of the river will be dug to a depth of 30 feet at the low water stage.
The proposed channel will be more than twice the width of the present one and five feet deeper. With the bulkheads in place and the material removed from the bed of the stream deposited underneath the docks almost a continuous seawall will be formed from one Eureka tomorrow. The other bulkheads will be completed by the end of the season. It is also asserted that the appearance of the docks will be decidedly improved. The tall piling on which they stand will supply the framework for the solid wall which will be built.
Members of the Port of Portland commission say that all the property-owners are asked to do is to build the bulkheads and grant permission for sand and gravel to be placed under the docks. When the work has been completed it is declared that preparations for securing a greater harbor will be started without delay. It is asserted that this is the best time to get the work under way. The dredges did not have to work on the lower river as long this season as usual and consequently they will soon be idle. If the proposed plan is postponed until next year, fear is felt that the dredges will not be available, as it is likely they will have to be kept in service in the lower Willamette and Columbia rivers.

W. M. LADD RESIGNS FROM THE WATER BOARD

Text of His Letter to Mayor—No Action Taken Upon the Resignation Yet.

W. M. Ladd has tendered his resignation as a member of the municipal water board to Mayor Lane, which has been accepted. No action has been taken in the resignation. The mayor stated today that he had not had the time to give the matter consideration. The resignation follows:
"To His Honor, the Mayor of the City of Portland, Oregon—It has been called to my attention that there may be some technical question as to whether the bid of the Oregon Iron & Steel company for iron pipe for the peninsula extension of water mains is valid by reason of my occupying the position of president of the company. As I am also a member of the board of water commissioners, I desire to promptly relieve the situation of any possible question and your administration of any embarrassment, and as I cannot relinquish my duties to the corporation I hereby respectfully tender to you my resignation as a member of the board of water commissioners."
W. M. LADD.

Mayor Lane said today that Mr. Ladd had acted entirely on his own motion. Reports have been circulated that no inspector of the city was employed to inspect the pipe from the Oswego plant, but they are erroneous. The city's inspector inspects every piece of pipe for the city which is made at the Oswego foundry before it is delivered.

BUSINESS MEN

(Continued from Page One.)
ardson made short addresses, which were enthusiastically received. Following the reception the visitors were taken in hacks and driven about the city, visiting Whitman college, Fort Walla Walla, the penitentiary and other interesting points.
The trip from Pendleton to Walla Walla was one continual round of ovations. At Athena, a big crowd was at the depot and the excursionists left the train and met many merchants and citizens. At Freewater a big booth filled with fruit and grains of the valley was erected on the depot platform.
About 300 people were on hand to greet the visitors. In the evening a banquet was presented with a plate bearing fruit, and as a parting courtesy each was presented with a buttonhole bouquet. The weather was ideal for the trip, the sun shining brightly affording an excellent view of the country as the train sped through.
The special train left at 4:30 o'clock for Dayton and Waitburg, and will reach Moscow tonight, whence it will proceed to Lewiston, arriving tomorrow morning.

SCHOOLS TURN OUT.

Athens Gives a Cordial Greeting and Cheers Governor Speak.
(Special Dispatch to the Journal.)
Athens, Oct. 13.—The Portland excursionists reached this thriving town on time and found a big delegation, including all the school children of the town, to greet them at the depot. The delegation accorded the liveliest of receptions and Governor Chamberlain was called on for a speech. He made an enthusiastic one, which was loudly cheered. He was introduced by Attorney Peterson. Later the visitors were taken over the town and shown some of the remarkable wheat country of which the people here are so proud.

CAPTAIN COVERDALE FOUND DEAD IN OFFICE

(Journal Special Service.)
Bakersfield, Cal., Oct. 13.—Captain D. E. Coverdale, 79, a veteran of the civil war, of the Second Minnesota volunteers, was found dead in his office at Delano this morning. He was a native of Wisconsin and has been a resident of Delano for 15 years. He was a prominent politician and Mason.

WIND WAS STRONG.

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ABERDEEN COMES NEAR LOSING HER CARGO OF TANKER

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

TO INSPECT WORK.

Major Roessler Will Examine New Buildings at Cascade Locks.
Major A. W. Roessler left for Cascade locks this morning to inspect the government work being done in that vicinity. Five new buildings are being built at the place for the occupancy of the employees up that way. The dipper dredge No. 2 is also deepening the channel at the entrance to the locks. It is said that the buildings will not be completed until next spring.

WIND WAS STRONG.

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ABERDEEN COMES NEAR LOSING HER CARGO OF TANKER

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ALONG THE WATERFRONT.

Government dredge W. S. Ladd was placed on the drydock this morning for repairs. It is said that she will not have to remain there more than 24 hours.
Steamer Tahoma, in command of Captain Copeland, has been placed on the Lewis river run for a few days in place of the Mascot, which will have a small amount of work done on her.
Laden with 2,100 tons of wheat, the German ship Elbeik will leave down tomorrow bound for the United Kingdom. Her cargo was completed yesterday afternoon and the vessel moved out into the stream and dropped anchor.
Thirty-five people left on the steamer Undine this morning for Westport, where they will take passage on the steam schooner Cascade, scheduled to sail this evening for San Francisco. The Cascade will take a lumber cargo from Westport.
The British ship Durbridge, recently chartered by the Portland flouring mills to load grain at Portland for Europe, reached the harbor at noon from Astoria, where she has been lying for the past two weeks.
The American ship Henry Villard shifted this morning from the sand dock to the Eastern & Western mill, where

RAISING MANZANITA.

Crew of Sixteen Men Employed to Float Lighthouse Tender.
Sixteen men, divided into three classes—skilled mechanics, house-movers and common laborers—will be employed on the job of raising the lighthouse tender Manzanita, now at the bottom of the river near Westport. S. H. Roberts, who has been awarded the contract of raising the vessel, left this morning for the scene of the accident with his crew and a wrecking outfit. The tools and material which will be used in the work were taken on a government barge in tow of the steamer Glenola. By the terms of the contract Mr. Roberts is given nine days in which to get the tender to the government mooring at Astoria. He expects to complete the job in five days.

MARINE NOTES.

Astoria, Oct. 13.—Left up at midnight, steamer urella. Arrived at 5:10 a. m., British steamer Volga, from San Francisco. Arrived down at 3 a. m., steamer Costa Rica and sailed at 11:40 a. m. for San Francisco. Sailed at 11:15 a. m., barkentine Tam O'Shanter, for San Francisco.
Eureka, Oct. 13.—Sailed at 1 p. m., steamer Alliance, for Portland.
San Francisco, Oct. 13.—Arrived at 7:20 a. m., steamer Eureka, from Portland. Sailed at 11:30 a. m., steamer Columbia, for Portland.
St. Helens, Oct. 13.—Passed at 7:10 a. m., British ship Durbridge.
Astoria, Oct. 13.—Left up at 12:30 p. m., British ship Durbridge. Arrived down at 3 and sailed at 3:30 p. m., United States torpedo-boat Paul Jones, for San Francisco. Sailed at 2:30 p. m., British steamer Coniston, for Tokelau. Arrived at 2:25 p. m., schooner Hansa, from San Francisco. Arrived at 5 p. m., steamer Aurelia, from San Francisco.
Eureka, Oct. 17.—Sailed, barkentine Georgia, for Portland.
Redondo, Oct. 18.—Sailed, schooner Eric, for Portland.
St. Johns, Oct. 19.—Passed at 8:55 a. m., British ship Durbridge.
Astoria, Oct. 19.—Condition of the bar at 3 a. m. smooth; light east wind; weather clear.
Reform Work in Congress.
Rev. O. R. Miller of Washington, District of Columbia, will give an address at the Centenary Methodist church this evening on "Reform Work in Congress." Mr. Miller is the field secretary and legislative superintendent of the National Temperance society.

W. M. LADD RESIGNS FROM THE WATER BOARD

Text of His Letter to Mayor—No Action Taken Upon the Resignation Yet.

W. M. Ladd has tendered his resignation as a member of the municipal water board to Mayor Lane, which has been accepted. No action has been taken in the resignation. The mayor stated today that he had not had the time to give the matter consideration. The resignation follows:
"To His Honor, the Mayor of the City of Portland, Oregon—It has been called to my attention that there may be some technical question as to whether the bid of the Oregon Iron & Steel company for iron pipe for the peninsula extension of water mains is valid by reason of my occupying the position of president of the company. As I am also a member of the board of water commissioners, I desire to promptly relieve the situation of any possible question and your administration of any embarrassment, and as I cannot relinquish my duties to the corporation I hereby respectfully tender to you my resignation as a member of the board of water commissioners."
W. M. LADD.

BIGGER HARBOR PROJECT.

Dredges Columbia and Portland Will Be Available for Improvement Work.

By November 1 the dredges Columbia and Portland, belonging to the Port of Portland commission, will have completed the work laid out for them to do during the season. If the waterfront property-owners agree to build bulkheads in front of their docks and grant permission for dredged material to be placed underneath them it is the intention of the commission to make this one of the best inland harbors in the United States.
It is explained that the dredges will be available at an early date, and it rests with the property-owners as to whether or not the contemplated improvements are made. If they show a disposition to assist in the matter, both dredges will be set to work and a channel the full width of the river will be dug to a depth of 30 feet at the low water stage.
The proposed channel will be more than twice the width of the present one and five feet deeper. With the bulkheads in place and the material removed from the bed of the stream deposited underneath the docks almost a continuous seawall will be formed from one Eureka tomorrow. The other bulkheads will be completed by the end of the season. It is also asserted that the appearance of the docks will be decidedly improved. The tall piling on which they stand will supply the framework for the solid wall which will be built.
Members of the Port of Portland commission say that all the property-owners are asked to do is to build the bulkheads and grant permission for sand and gravel to be placed under the docks. When the work has been completed it is declared that preparations for securing a greater harbor will be started without delay. It is asserted that this is the best time to get the work under way. The dredges did not have to work on the lower river as long this season as usual and consequently they will soon be idle. If the proposed plan is postponed until next year, fear is felt that the dredges will not be available, as it is likely they will have to be kept in service in the lower Willamette and Columbia rivers.

W. M. LADD RESIGNS FROM THE WATER BOARD

Text of His Letter to Mayor—No Action Taken Upon the Resignation Yet.

W. M. Ladd has tendered his resignation as a member of the municipal water board to Mayor Lane, which has been accepted. No action has been taken in the resignation. The mayor stated today that he had not had the time to give the matter consideration. The resignation follows:
"To His Honor, the Mayor of the City of Portland, Oregon—It has been called to my attention that there may be some technical question as to whether the bid of the Oregon Iron & Steel company for iron pipe for the peninsula extension of water mains is valid by reason of my occupying the position of president of the company. As I am also a member of the board of water commissioners, I desire to promptly relieve the situation of any possible question and your administration of any embarrassment, and as I cannot relinquish my duties to the corporation I hereby respectfully tender to you my resignation as a member of the board of water commissioners."
W. M. LADD.

BIGGER HARBOR PROJECT.

Dredges Columbia and Portland Will Be Available for Improvement Work.

By November 1 the dredges Columbia and Portland, belonging to the Port of Portland commission, will have completed the work laid out for them to do during the season. If the waterfront property-owners agree to build bulkheads in front of their docks and grant permission for dredged material to be placed underneath them it is the intention of the commission to make this one of the best inland harbors in the United States.
It is explained that the dredges will be available at an early date, and it rests with the property-owners as to whether or not the contemplated improvements are made. If they show a disposition to assist in the matter, both dredges will be set to work and a channel the full width of the river will be dug to a depth of 30 feet at the low water stage.
The proposed channel will be more than twice the width of the present one and five feet deeper. With the bulkheads in place and the material removed from the bed of the stream deposited underneath the docks almost a continuous seawall will be formed from one Eureka tomorrow. The other bulkheads will be completed by the end of the season. It is also asserted that the appearance of the docks will be decidedly improved. The tall piling on which they stand will supply the framework for the solid wall which will be built.
Members of the Port of Portland commission say that all the property-owners are asked to do is to build the bulkheads and grant permission for sand and gravel to be placed under the docks. When the work has been completed it is declared that preparations for securing a greater harbor will be started without delay. It is asserted that this is the best time to get the work under way. The dredges did not have to work on the lower river as long this season as usual and consequently they will soon be idle. If the proposed plan is postponed until next year, fear is felt that the dredges will not be available, as it is likely they will have to be kept in service in the lower Willamette and Columbia rivers.

TO INSPECT WORK.

Major Roessler Will Examine New Buildings at Cascade Locks.
Major A. W. Roessler left for Cascade locks this morning to inspect the government work being done in that vicinity. Five new buildings are being built at the place for the occupancy of the employees up that way. The dipper dredge No. 2 is also deepening the channel at the entrance to the locks. It is said that the buildings will not be completed until next spring.

WIND WAS STRONG.

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ABERDEEN COMES NEAR LOSING HER CARGO OF TANKER

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

TO INSPECT WORK.

Major Roessler Will Examine New Buildings at Cascade Locks.
Major A. W. Roessler left for Cascade locks this morning to inspect the government work being done in that vicinity. Five new buildings are being built at the place for the occupancy of the employees up that way. The dipper dredge No. 2 is also deepening the channel at the entrance to the locks. It is said that the buildings will not be completed until next spring.

WIND WAS STRONG.

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ABERDEEN COMES NEAR LOSING HER CARGO OF TANKER

Strong westerly winds came near blowing overboard a portion of the tank-bark which was carried by the steamer Aberdeen from Needle Rock, California, to Portland. The vessel arrived last night and the bark, which had been listed in layers on the windward side, had been shifted from its position. Captain Kelly says there was a strong blow all the way up the coast to the mouth of the Columbia river. The steamer brought 300 cords of tank-bark, which is being discharged on lighters at the Couch street dock. After the work has

ALONG THE WATERFRONT.

Government dredge W. S. Ladd was placed on the drydock this morning for repairs. It is said that she will not have to remain there more than 24 hours.
Steamer Tahoma, in command of Captain Copeland, has been placed on the Lewis river run for a few days in place of the Mascot, which will have a small amount of work done on her.
Laden with 2,100 tons of wheat, the German ship Elbeik will leave down tomorrow bound for the United Kingdom. Her cargo was completed yesterday afternoon and the vessel moved out into the stream and dropped anchor.
Thirty-five people left on the steamer Undine this morning for Westport, where they will take passage on the steam schooner Cascade, scheduled to sail this evening for San Francisco. The Cascade will take a lumber cargo from Westport.
The British ship Durbridge, recently chartered by the Portland flouring mills to load grain at Portland for Europe, reached the harbor at noon from Astoria, where she has been lying for the past two weeks.
The American ship Henry Villard shifted this morning from the sand dock to the Eastern & Western mill, where

MARINE NOTES.

Astoria, Oct. 13.—Left up at midnight, steamer urella. Arrived at 5:10 a. m., British steamer Volga, from San Francisco. Arrived down at 3 a. m., steamer Costa Rica and sailed at 11:40 a. m. for San Francisco. Sailed at 11:15 a. m., barkentine Tam O'Shanter, for San Francisco.
Eureka, Oct. 13.—Sailed at 1 p. m., steamer Alliance, for Portland.
San Francisco, Oct. 13.—Arrived at 7:20 a. m., steamer Eureka, from Portland. Sailed at 11:30 a. m., steamer Columbia, for Portland.
St. Helens, Oct. 13.—Passed at 7:10 a. m., British ship Durbridge.
Astoria, Oct. 13.—Left up at 12:30 p. m., British ship Durbridge. Arrived down at 3 and sailed at 3:30 p. m., United States torpedo-boat Paul Jones, for San Francisco. Sailed at 2:30 p. m., British steamer Coniston, for Tokelau. Arrived at 2:25 p. m., schooner Hansa, from San Francisco. Arrived at 5 p. m., steamer Aurelia, from San Francisco.
Eureka, Oct. 17.—Sailed, barkentine Georgia, for Portland.
Redondo, Oct. 18.—Sailed, schooner Eric, for Portland.
St. Johns, Oct. 19.—Passed at 8:55 a. m., British ship Durbridge.
Astoria, Oct. 19.—Condition of the bar at 3 a. m. smooth; light east wind; weather clear.
Reform Work in Congress.
Rev. O. R. Miller of Washington, District of Columbia, will give an address at the Centenary Methodist church this evening on "Reform Work in Congress." Mr. Miller is the field secretary and legislative superintendent of the National Temperance society.

</