

MAKING SURVEY OF UPPER RIVER

Engineers Will Ascertain Cost of Making Channel Navigable the Year Around.

BIG ROCKS CONSTITUTE EXPENSIVE OBSTACLE

Survey Will Be First Complete One of That Part of River—Granges to Be Asked to Help Secure Appropriations.

Under the personal supervision of Captain A. Fries a force of 10 United States engineers is making a survey of the upper Columbia river between the mouth of the Snake and the Portage railroad in order to ascertain the cost of improving the channel so that it will be navigable the year around. It will be the first complete survey that has ever been made of that stretch of the Columbia.

The men are now employed near Umatilla and from that point will conduct operations down stream. It is estimated that it will require about three months to complete the task. The data secured will be forwarded to Washington and congress will be asked to make an appropriation for the improvement of the channel.

A couple of houseboats built for the purpose are being used by the engineers as living quarters. On an average they will not be able to cover more than one and a half miles a day. There are a number of bad rapids on which considerable work will have to be done, it is believed, before the channel can be put in the best of condition. In these many large boulders are lying and will be a menace to navigation until they have been blasted out and removed. The engineers are of the opinion that this line of work will involve the greatest cost of opening up the channel.

In its efforts to secure a 46-foot channel from Portland to the sea the local board of trade will ask for the co-operation of the state granges of Oregon, Washington and Idaho. At a meeting of the board yesterday an offer of assistance was received from Grange No. 27 of this county, which will be accepted. The state organizations will be corresponded with on the subject and it is thought that they will agree to assist in bringing about the desired result. In the past it is said that the granges have taken a deep interest in river and harbor affairs.

The board of trade also decided to request Major S. W. Roessler to make a survey of the Columbia river bar at the earliest possible date, so that it may be learned definitely as to the accuracy of the recent statements of the pilots concerning the depth of the water in that locality. Surveys cannot be made there with any accuracy until the bar is perfectly smooth. The major recently de-

clared that soundings will be taken as soon as the weather conditions are favorable.

MAY SELL TENDER.

It Is Expected the Government Will Recoup Repair Manzanita.

While the matter has not been given out officially, it is declared by those who say they know that the government has decided to abandon the lighthouse tender Manzanita. As soon as she has been raised it is said that she will be sold to the highest bidder. To replace her it is declared that the government will purchase a steam schooner of about 60 tons carrying capacity. A vessel that is ready for service is required, so it is stated, and the good price will be paid for a suitable craft.

At the last session of congress the sum of \$40,000 was appropriated to be used for making repairs to the Manzanita and it is claimed that this amount will be applied toward the purchase of another vessel. It is believed that the cost of steam schooner needed will cost at least \$100,000.

GERMANY LEADS.

Exports Great Britain in Tonnage Exceeding Portland Port.

German tonnage to visit Portland during the fiscal year ending with June 30 was greater than that represented by British vessels by 87 tons, according to a tabulated statement which has just been prepared by German Consul Lohan for forwarding to his home government. It is the first year that the British have not been far in the lead in this respect.

During the period mentioned 15 steamers and 7 sailing vessels flying the German flag visited Portland and they aggregated 56,935 net register tons. The British vessels were comprised of 3 steamers and 17 sailing craft, representing 56,898 net register tons. Included in the list are the Hamburg-American liners which are operated by the Portland & Asiatic Steamship Company.

Twelve French ships of 25,229 tons were here during the year and in point of number and tonnage occupy third place on the list, so far as foreign vessels are concerned. There were 338 American ships having an aggregate carrying capacity of 301,525 tons, but the big majority of them were coasters.

SWEPT BY STORM.

British Ship Loses All Her Sails in a Tornado.

Getting in the path of a tornado in the north Pacific on September 13 almost proved fatal to the British ship Durbridge, Captain Wainwell, which reached port this morning from Port Natal, South Africa. All of her sails were carried away and for eight hours the ship stood on her beam ends. Fortunately, the storm only continued a part of one night and an inventory the next morning showed that no one had been lost and everything was intact excepting the sails. Another set, which had been placed on board for a case of emergency, was soon put in place and the vessel completed the

passage to the Columbia river without further accident.

The Durbridge was here a year ago, and was fitted out with a lumber cargo for the late continent. She came here in search of a grain charter and was engaged by the Portland Flouring mills to transport wheat to the United Kingdom. The vessel is now out in the stream, but will discharge her ballast on Monday to discharge her ballast.

RUSHING CANAL WORK.

Cello Canal Project Reported to Be Progressing Satisfactorily.

United States engineers who have returned recently from the upper Columbia river say that the work on the Cello canal project is progressing satisfactorily. The contractors, Smith & Jones, have a couple of steam drills in operation and much material already has been blasted out and the gravel taken out of the bed of the river. The work is utilized for building the wall of the canal next to the stream. Only 40 men are now employed on the job, but this number will be considerably increased as the work progresses. The contractors are required to do \$300,000 worth of work on the canal by December 31, 1906, or receive no pay. As the river is at an exceptionally low stage, it is said that no more favorable time to push operations could be had. The channel through Three Mile rapids is reported to be in excellent shape. A steamer laden with freight made the trip through the rapids last week after night and experienced no difficulty.

BIG TRAMP ARRIVES.

British Steamship Volga Will Carry Lumber to China.

Another big tramp, the British steamship Volga, reached port at about noon from the orient by way of the sound, docking at the Inman-Poulsen mill, where she will receive a cargo of lumber for Tsingtau, China. She had been in port less than an hour when the work of loading her was begun. The steamer is under charter to the Pacific Export Lumber company and will be given quick dispatch. She will take out in the neighborhood of 3,600,000 feet of Oregon fir.

The Volga, Captain Pattie, arrived at Vancouver on October 1 from Java, with a cargo of sugar. After it had been discharged she went to Comox to coal and from there sailed for the Columbia river on Wednesday. She had an uneventful passage. It is expected that she is ready to sail on the outward trip about 10 days. This is the first big lumber carrier that has been in port for almost a month.

WAREHOUSES INADEQUATE.

River Steamers Now Bringing All the Wheat That Docks Can Handle.

Four thousand sacks of wheat are being brought to Portland daily from the portage road, The Dalles and Lytle by the steamers Bailey Gatzert, Joseph Kellogg, Dalles City and Regulator. Were there more dock space here it is said they would bring most of the wheat. On account of the recent fires on the waterfront two of the largest grain docks were destroyed and until they have been rebuilt the warehouse facilities will be inadequate to take care of the shipments which could be made from points on the upper Columbia. Mechanics are rushing the new buildings to completion with all possible speed, and it is expected that they will be ready to use by the early part of next month. Until then no heavy grain shipments will be made to Portland from east of the Cascade mountains.

SWEDISH SHIPS LOADED.

May Wait Another Week, However, to Sell Cargo.

Although she completed her grain cargo yesterday afternoon for the United Kingdom, the Swedish ship C. MacFarlane probably will not sail for another week. Balfour, Guthrie & Co., the charterers, are endeavoring to sell the cargo before the vessel leaves for the sea. In the event that she goes through the ship will clear for a direct port instead of proceeding to Queenstown or Falmouth for orders, as is usually the case. If she is sent to a direct port the exporters will have to pay only a charter rate of 26 3/4, but otherwise the union tariff of 27 1/2 will be exacted by the owners of the vessel. Early after her arrival two sailors deserted from the ship and a vigilant search is still being made for them.

ALONG THE WATERFRONT.

The work of loading the British steamship Auchenblae was resumed yesterday afternoon at the Cascade dock. The Norwegian-Swedish Consul Cederberg has received letters of late, addressed to his care, for Captain Elide of the Norwegian bark Ingoborg, which would indicate that the vessel is bound for this port. She is not among the ships listed for Portland.

In some unknown manner a pile of rubbish lying at the north end of the Ash street dock caught fire this morning and the flames came almost completely with the dock. The fire department was called out and soon extinguished the blaze.

Captain A. Ross, who has been here for the past week, inquiring into the lighthouse service, left this morning for San Francisco. From there he will return to Washington, D. C.

Lighthouse tender Heather left for Willapa bay this morning to replace a whaling buoy.

Major S. W. Roessler returned from Cascade Locks this morning and says the frames for four of the buildings being constructed for the keepers at that point are erected and that the foundation for the fifth has been laid. Dipper dredge No. 2 is employed deepening the upper canal leading to the locks.

Balfour, Guthrie & Co. chartered the British ship Garnet Hill this morning to load wheat at Tacoma for the United Kingdom at 25 1/2.

British steamship Oceano was brought up to the flour mills yesterday afternoon from the drydock and will be fitted out with a cargo of wheat as possible to make up in a measure for her long detention in port.

Tonight the British steamship Alga, among the biggest tramps afloat, will reach the harbor from San Francisco. She arrived at Astoria this morning at 9 o'clock and three hours later left up for Portland. She is under charter to the Portland & Asiatic Steamship Company to transport flour to Japan. She will dock at the Pacific Coast bunkers and take on a supply of fuel before beginning to receive cargo.

MARINE NOTES.

Astoria, Oct. 20.—Arrived at 9:10 a. m., British steamer Alga, from San Francisco, and left up at 12:30 p. m. Arrived down and sailed during the night, steamer Cascade, for San Francisco. Sailed at 7 a. m., steamer South Bay, for San Francisco.

RUSH CONTINUES UNABATED

Yesterday's Sales Numbers Are Over Fifteen.

The Great Sacrifice Sale of Exposition and Used Pianos, Pianola Pianos, Pianolas and Organs the Talk of the Town and Continues to Draw People From Everywhere. You'll Have to Hurry to Get in on This Sale.

The great clean-up sale of the Exposition and used Pianos, Pianola Pianos and Organs at the Eilers Piano House is the talk of the town and it will be the last time we have disposed of the history of Piano selling here such values being offered. The truth is that the share advertising has been received in this sale are the purchasers themselves.

They are bound to tell their friends and neighbors of the great values that are to be found at the Eilers Piano House.

Now is the time to purchase whether you can afford it or not, for never again will you obtain such rare values, and this sale cannot continue forever and will be the last time we have disposed of this Exposition and used Pianos, Pianola Pianos, Pianolas and Organs. If you have a Piano already take advantage of this sacrifice sale and purchase a Pianola, practically new, and add thereby to the musical charms of your home.

Another Big Day. Fifteen instruments found new owners yesterday. Mr. John Everett of East Eleventh street, purchased a beautiful Kimball Piano, cased in rich San Domingo Mahogany.

Mr. A. C. Conant, of Millard avenue, secured a most exquisite Schumann and another beautiful Schumann will hereafter grace the home of F. B. Hume and charm the people of Suburban Oregon. George W. Bateman of Covello, Wash., secured one of those wonderful Auto Pianos.

Mrs. T. L. Bailey of Cambridge, Idaho, purchased a magnificent Kimball Piano. Mrs. V. V. Smith of Vernal, Idaho, was another purchaser of a beautiful Kimball.

Other keen judges of Piano values in Portland and vicinity who appear on yesterday's buyers list are: Mrs. J. L. Clemens secured a sample Eilers Piano, the third one ever made. A fine Kimball to Mr. Ed S. Melton; another fine Kimball to Mrs. C. E. Kimball; a fine little Parlor Organ to Mr. Ike Davis; a Wessner Orchestral, the same as used by one of the Idaho commissioners, selected by Mrs. H. H. Drew; a fine Stuyvesant upright, in the new walnut case, went to the home of Andra Peterson; a beautiful Pianola was purchased by Mr. A. D. Grow; a fine Kimball Parlor Organ was purchased by Mrs. E. A. Wood.

All of them to Go. Please bear in mind that all the many fine pianos—grands, uprights, Pianolas, Pianola pianos and Orchestrals—used in our glorious Exposition, in the Oregon, California, Massachusetts, Washington, Illinois, New York, Idaho, Maine, and other states, are being disposed of at Eilers Piano House at once.

All pianos rented by the commissioners and their families are also included in this sacrifice.

Used Pianos for a Song. Our sale of "exchanged" pianos will also be continued during this special event. In the collection may be found upright pianos of the latest designs, of various high-grade makes, that have come to the end of their useful life. New Pianola pianos, baby grands and fancy exhibition styles of upright pianos. Among these used pianos may be found:

Another Knabe, fine, \$225; Kimball, elegant genuine mahogany, \$292; Pease, Dolan, \$125; Vox, also fine, \$125; mottled mahogany, \$215; another fine Vox, walnut, \$192; Wing & Son, \$145; DeLong, \$125; another Knabe, like new, \$172; another Hamilton, like new, \$155; Starr piano, mahogany, \$200; another Starr, grand new, \$215; Ludwig, latest size, \$163; another, \$123; Emerson, fancy mahogany, \$200; J. P. Hale, mahogany, \$115; Newbury, \$65; Kingsbury, largest size, new, \$131, and numerous others.

Good Organs, Also. Excellent parlor and chapel organs will also be sold at this sale at less than half price. An Ebers, \$25; Sears, \$10; \$23; Kimball, very fine, \$48; Newman Brothers, \$38, etc., etc.; all on easiest of easy payments.

Buy Now, Pay Later. Remember, we offer during this sale a bona fide reduction of from over 50 to 70 per cent on the very lowest cash retail prices that these and other same grade of high-class instruments regularly retail for in this or any other city. Any instrument in this sale may be purchased on time payments. Three years allowed to complete the purchase at cash prices, plus simple interest on deferred payments.

Easy Payments for All. Bear in mind that our easy-payment plan applies to the purchase price of any of the above instruments. Pay from \$5 to \$10 down, balance at the rate of \$5 or more each month, with simple interest added at a per cent per annum. Every instrument sold during this sacrifice sale is positively guaranteed. Money back if your purchase is not absolutely satisfactory to yourself after delivery.

Eilers Piano House is the place, 351 Washington street, near center, near Eighth (Park) street. The biggest, busiest and best piano dealers—in the "quarter-block of fine pianos."

m. United States torpedo-boat Paul Jones, from Portland. Sailed, steamer Daisy Mitchell, for Columbia river.

Astoria, Oct. 19.—Arrived at 12:50 and left up at 2:40 p. m., steamer Northland, from San Francisco. Left up at 2:30 p. m., British steamer Volga.

San Francisco, Oct. 19.—Sailed at 3 p. m., steamer Roanoke, for Portland and way ports, from Port Los Angeles.

St. Johns, Oct. 20.—Passed at 8:55 a. m., British steamer Volga.

Astoria, Oct. 20.—Three-masted ship on course, arrived at 12:50 and left up at 8 a. m., smooth; light east wind; weather clear.

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Plays Four Disk Records at One Time, Having Four Different Outlets, and Is to Be on Exhibition Over Saturday at the Columbia Phonograph Co.'s Store, on Washington Street, Before Being Shipped East.

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Unmatchable bargains in Suits, Overcoats, Cravenettes and Pants for Men, Boys and Children. A vast stock of good and extra fine Shoes, Hats and Furnishing Goods, embracing everything that man wears, at positively the lowest prices ever seen anywhere. Prices that no man that earns his dollars can afford to miss; and every day hundreds of dollars' worth of this great stock is sold to city and out-of-town dealers at exactly the same prices as you can buy it for here.

UNPARALLELED BARGAINS

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- \$4.90 FOR \$15 SUITS, OVERCOATS & CRAVENETTES
- \$6.90 FOR \$20 SUITS, OVERCOATS & CRAVENETTES
- \$9.90 FOR \$25 SUITS, OVERCOATS & CRAVENETTES
- \$11.90 FOR \$30 SUITS, OVERCOATS & CRAVENETTES
- \$14.50 FOR \$35 & \$40 SUITS, OVERCOATS, CRAVENETTES

3,000 Pants

- 59c, 89c, \$1.39, \$1.89, \$2.39, \$2.89, \$3.89
- WORTH \$1.50 TO \$10.00

Wool or Fleece Underwear

- TEN THOUSAND PIECES
- 25c, 39c, 49c, 67c, 79c, 99c, \$1.39
- Worth 50c to \$3.00

Open Saturday Till 10 P. M. Other Days 8:30 P. M.



EASTERN OUTFITTING CO

390 WASHINGTON The Store Where Your Credit is Good

Wish to hear it and were unable to, at their local salesrooms at 371 Washington street Saturday afternoon and evening a special concert being given on this occasion. This is certainly a wondrous instrument, weighing with horns and equipment three hundred and ten pounds; there is but one other like it in size in existence, which is owned by the Shah of Persia and made especially for him by the above-named company some twelve or thirteen months ago. The Shah also owns the smallest machine in the world, made by the same company. It is too odd and complicated a machine to describe only to say that four separate plates or discs are placed on the machine and that, when the mechanism is started, they all play as if it were one plate instead of four, the music coming from the four great horns which are grouped together and point outwardly like the muzzle of four great cannons.

Mr. Smith extends an invitation to all who desire to attend the concert, either in the afternoon or evening, or both, when the grand old multiplex will play its last concert to the Portland public.

LOOKED IN MIRROR TO SEE SURGEONS CUT BRAIN

(Journal Special Service.) New York, Oct. 20.—Herman Frank, an old apothecary, sat before a mirror in order to see a surgeon cut down into his brain. He would have none of anaesthetics, evidently being so curious as to what had ailed him for these many years that he wanted to see as soon as any one the first fact that the scalpel should reveal. His curiosity is not to be wondered at, for the doctors had also been mystified by the old druggist's disease. When the knife had done its work and the surgeon removed a cyst whose growing had pressed on his brain and his organs of vision, so that he walked as one having locomotor ataxia, it must have been very gratifying for him to learn what had been the matter as well as to feel that his troubles from it are over.

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We are after permanent customers, that's why we double our efforts to satisfy you. The secret of our ability to sell on credit at prices lower than cash stores is why we claim to be

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