

SECOND SHIP FOR MEDITERRANEAN

Balfour, Guthrie & Co. Charter Kelvinbank to Carry Flour and Grain.

SHORTAGE OF RUSSIAN CROP GIVEN AS REASON

While Chartering of Vessels to Carry Foodstuffs to Mediterranean Sea Is Not Common, Shippers Expect Several More Will Be Engaged.

Balfour, Guthrie & Co. chartered the British steamship Kelvinbank this morning to transport a cargo of grain and flour to ports on the Mediterranean sea. The steamer is about due at Yokohama from Portland with a cargo of wheat which was shipped by G. W. McNear. As soon as it has been discharged she will sail for the Columbia river and is expected to arrive the latter part of next month. She is in command of Captain Ryder.

This makes the second tramp steamer chartered in the last two weeks to load at Portland for the Mediterranean. The first one was taken by Kerr, Gifford & Co. and will reach here about the time the Kelvinbank puts in an appearance. Her name has not yet been learned, but members of the firm say that she is a 7,000-ton carrier. On her last trip from Portland the Kelvinbank took out 127,130 bushels of wheat, valued at \$122,000.

It has been almost five years since the last shipments of wheat and flour were made from this port to territory which is supplied with foodstuffs almost entirely by Russia. There is said to be a shortage of crop over there and local exporters are of the opinion that a number of other tramps soon will be engaged.

The French bark Grand Duchess of Olga was taken this morning to load grain at Portland for the United Kingdom. She is due at San Francisco from Newcastle, N. S. W., with a cargo of coal, having sailed from the latter port on August 5. She is expected to reach here the first of the year. Other vessels reported chartered today to load at Portland with the option of securing cargoes on Puget sound are as follows: British ship Samoena, French bark Rene Kerviler, French ship Piere Loli and British ship Travancore.

A telegram from San Francisco states that the British ship Buteshire, now lying at that port, has not been chartered as was reported a few days ago, but that her captain has received instructions to proceed either to Astoria or Port Townsend in search of business. From the same source it is learned that the British ship Wayfarer was engaged yesterday to load at Tacoma for the United Kingdom and the British bark Criffel to transport a cargo of lumber from the sound to Australia.

ALONG THE WATERFRONT.

Laden with a cargo of barley measuring 2,550 tons, the German ship Adolf



Consuelo, Duchess of Marlborough, Formerly Miss Vanderbilt, Photographed Leaning Over the Steamer Rail on Her Departure for Europe.

moved out into the stream this morning and probably will leave down Sunday bound for the United Kingdom. The cargo is being shipped by Balfour, Guthrie & Co. The ship has been in port since September 8, coming here from Antwerp with a general cargo.

In the absence of proof that Captain Wageman, master of the Nicomedia, did not exercise due precaution in preventing the Chinese quartermaster making his escape from the vessel, the case against the skipper was dismissed yesterday afternoon by United States Commissioner Gladen. The Chinaman is still at large.

In tow of the Harvest Queen, the French bark Europe left this morning from the mouth of the river. She is under charter to take out a cargo of grain.

With a shipment of wheat and general merchandise the steamer F. A. Kilburn is scheduled to sail for San Francisco tonight.

Steamer Rosanoke has cleared for San Pedro with 13,050 sacks of grain and a quantity of general merchandise which will be discharged at way ports.

The work of loading the French ship Yauban with a grain cargo was started this morning at Montgomery dock No. 2. The French bark Touraine began taking on grain this afternoon at the Oceanic dock.

British bark Owensie, which reached the harbor yesterday afternoon from the mouth of the river, is at Martin's dock, where her ballast will be discharged.

Report to the Merchants' Exchange states that the American ship Roderic Dhu left San Francisco last night for Portland in tow of the steamer Danthelion. It is supposed that she has been chartered to carry a cargo of grain to the Bay City.

Steamer Despatch has cleared for San Francisco with 25,000 feet of lumber. The cargo is being completed at Car point and she will not sail until tomorrow.

Steamboatmen say that the navigable tributaries of the Willamette and Columbia rivers are at a lower stage than ever before and that unless rain comes soon the boats will have to be taken out of commission.

CLEAR FOR EAST.

Nicomedia and Abergeildie Will Carry Valuable Cargoes to Orient.

With barley, wheat, flour and miscellaneous freight valued at close to \$500,000, the oriental liner Nicomedia and the British steamship Abergeildie will clear for the far east this afternoon and leave down the river at daylight in the morning. The Nicomedia is supplied principally with flour, which will comprise in the neighborhood of 25,000 barrels. A lot of machinery will also make up a good portion of her cargo, as well as a large assortment of general merchandise.

The Abergeildie's cargo is composed wholly of barley and will measure about 5,700 tons, which is being shipped by Mitsui & Co. Captain Keith says he will be back here in a couple of months, as the same firm has the vessel chartered to make the second trip. She will clear for Yokohama, but a portion of the grain she carries will be discharged at one or two other Japanese ports. The steamer arrived on October 23 and has been given quick dispatch. The Agent, court, which reached the harbor on the same date, is still loading and probably will be ready to sail for Japan the first of the week. She also is under charter to Mitsui & Co.

MAKES FAST TRIP.

Columbia Comes from San Francisco in Forty-eight Hours Actual Running.

Had there not been a heavy fog on the river this morning the steamer Columbia would have arrived at the Almsworth dock at noon today after a passage of just 48 hours from San Francisco, almost equal to railroad time. But notwithstanding the fog, she arrived at 1:30 this afternoon, nearly seven hours ahead of her schedule time.

The Columbia left San Francisco at noon Wednesday and arrived at Astoria at 4 o'clock this morning. After lying there one and one half hours, discharging a part of her cargo, she left up the river for Portland. The weather was thick and it was necessary for her

THE OREGON SHIPPERS ARE ADOUS

Secretary Sides With Cordage Manufacturers and Postpones Remedial Legislation.

NOT ENOUGH AMERICAN VESSELS ARE AVAILABLE

Extension of Coastwise Shipping Laws to Philippines Is Opposed and May Not Go Into Effect for Four Years.

(Washington Bureau of the Journal.) Washington, Nov. 10.—A lively fight between Secretary Taft and the American shipping interests is in prospect for the coming session of congress. After years of struggle for recognition, the American shippers finally secured from congress an act extending the coastwise shipping laws to the Philippines. This was bitterly contested by a combination of cordage manufacturers, who are not content with a rebate of \$1.50 per ton on hemp, which is charged as an export duty on all hemp exported from the Philippines to other countries, the United States alone being exempt. Maintaining their position with foreign manufacturers unless they were able to import their hemp in tramp steamers operated under a foreign flag. Secretary Taft adopted the view of the case finally obtained a postponement of the date on which the law should take effect from July 1, 1905, until July 1, 1906. Now the plea is advanced that American shipping will not be able to handle the Philippine export trade on July 1 of next year, and therefore the time should be extended from July 1, 1906, to July 1, 1909.

Mr. Alexander R. Smith of New York, formerly superintendent of the maritime exchange of this city, and now commissioner of the merchant marine league of the United States, with headquarters in Cleveland, Ohio, is in Washington and takes issue with Secretary Taft and predicts that his efforts to have the time extended will be bitterly opposed by the maritime interests of this country. Mr. Smith has just returned from an extensive trip through the New England states and will make a tour of the south before congress opens. In the interest of his organization, "American vessel owners," said Mr. Smith, "are keenly alive to the danger to their interests which is threatened by Secretary of War Taft's announced intention to secure a postponement until 1909 of the extension of our coastwise laws to the Philippines. Secretary Taft," continued Mr. Smith, "who is an expert on American shipping affairs, claims that there are not enough American vessels available to do our carrying to the Philippines. Doubtless he believes this, nevertheless it is not so, as there are many more vessels now available for that carrying than there is business for them to do. Secretary Taft's intention to postpone the date of the proof of this assertion from the only source that proof is possible—American vessel owners—can readily obtain it in convincing abundance."

to proceed cautiously, or she would have set a pace almost equal to that of the Southern Pacific's through passenger train. Deducing the time that she was forced to lay at the city by the sea to discharge freight, she completed the long run from port to port in 48 hours actual running time. The trains make but a little better showing. When the Senator, one of the crack steamers of the Pacific coast, which was chartered yesterday by the San Francisco & Portland Steamship company, goes into service Monday along with the Columbia, Costa Rica and Homer, it is believed that there will be a material increase in the passenger traffic between here and San Francisco. It then will be possible for a person to make the down trip on the Columbia and after remaining in the city a day take passage on the Senator and reach here on the return trip about as quickly as by patronizing the railroad company. As it is generally conceded that traveling on first-class steamers is far more comfortable than on a train, it is held that the water route soon will become the most popular.

TOO MANY BARNACLES.

Euphrosyne Spends Twenty-four Days Coming from San Francisco.

With the bottom of her hull covered with barnacles, which accumulated during her two-years' stay in the saltwater harbor of San Francisco, the British ship Euphrosyne, Captain Thompson, reached port yesterday afternoon. It required 24 days to complete the passage up the coast. The captain says the weather was fine, but try as he would he could not make his craft show a speed of more than four knots an hour. Under ordinary conditions, he asserts, that she is capable of reeling off 19 knots an hour.

Her small pace is held to be entirely due to the foul condition of the bottom of the ship. The captain is expecting to receive a cable from the owners instructing him to have the vessel placed on the drydock for cleaning and painting. He already has received word from them asking why he was so long in making the trip from San Francisco. The Euphrosyne has a number of excellent passages to her credit, and they were cited by the captain to show that she can sail when in the proper trim. In 1897 she made the run from Portland to Queenstown, England, with a cargo of wheat, in 106 days, two months less time than is consumed by the average windjammer. The following year she completed the same trip in 117 days. While these are not record-breaking passages, they come close to being.

Three years ago the Euphrosyne was at Portland and loaded a cargo of wheat for Melbourne. After the grain had been delivered she went to Newcastle and took on a cargo of coal for San Francisco, arriving there a couple of years ago, where she remained ever since, until she sailed for Portland, waiting for a charter. She is under contract to Taylor, Young & Co. to transport a cargo of wheat to the United Kingdom.

MARINE NOTES.

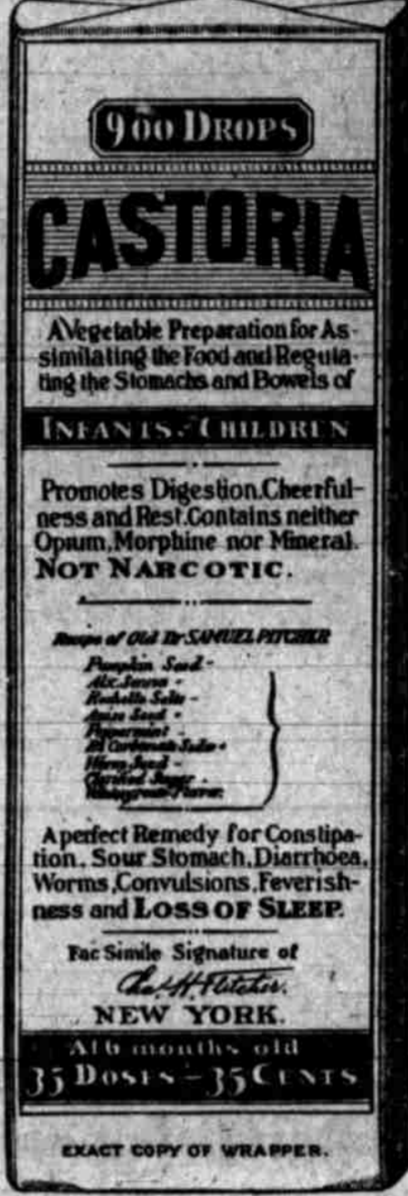
Astoria, Nov. 10.—Arrived at 4 and left up at 5:30 a. m.—Steamer Columbia, from San Francisco. Left up at 7 a. m.—French bark Europe. Sailed at 9:40 a. m.—Steamer Despatch, for San Francisco. Arrived at 10:40 a. m.—A four-masted schooner. Outside at 12:40 a. m.—A four-masted schooner. Arrived at 11:05 a. m.—Steamer Alliance, from Eureka and way ports.

San Francisco, Nov. 10.—Sailed last night—Schooner Monterey, in tow of steamer Roscoran, for Portland via

The Kind You Have Always Bought.

THIS is the caution applied to the public announcement of Castoria that has been manufactured under the supervision of Chas. H. Fletcher for over 30 years—the genuine Castoria. We respectfully call the attention of fathers and mothers when purchasing Castoria to see that the wrapper bears his signature in black. When the wrapper is removed the same signature appears on both sides of the bottle in red. Parents who have used Castoria for their little ones in the past years need no warning against counterfeits and imitations, but our present duty is to call the attention of the younger generation to the great danger of introducing into their families spurious medicines.

It is to be regretted that there are people who are now engaged in the nefarious business of putting up and selling all sorts of substitutes, or what should more properly be termed counterfeits, for medicinal preparations not only for adults, but worse yet, for children's medicines. It therefore devolves on the mother to scrutinize closely what she gives her child. Adults can do that for themselves but the child has to rely on the mother's watchfulness.



CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of Chas. H. Fletcher.

The Kind You Have Always Bought In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY ST., NEW YORK CITY.

Ten Dollar SUITS AND OVERCOATS

We've raised the standard of Ten Dollar Suits and Overcoats by offering our trade better Suits and Overcoats for Ten Dollars than can be had elsewhere for the same price.

OUR TEN DOLLAR SUITS AND OVERCOATS

Rather dwarf the values of others. The fabrics, the style and the tailoring of our Ten Dollar garments at once stamp them as unusual for the price. Now, Sir, if you want a good Suit or Overcoat at a moderate price, we say in all frankness and sincerity

Hold On to Your Ten Dollars

With a firm grasp until you see our line. Then, as if to clinch your security, we say to you, "Money back if you want it, Sir." See our window display of Union-Made Suits and Overcoats at \$10.00—then come in and try some on—we'll not urge you to buy—the good values will do that.

LION CLOTHING @ Gus Kuhn-Prop.

Outfitters For Men and Boys, Etc.

166 AND 168 THIRD STREET, NEAR YAMHILL.

Teeth--No Pain

Marvelous is what all the dentists say about the wonderful system of Alveolar Dentistry, original and practiced exclusively in Portland by Boston Dentists, 291 1/2 Morrison street. We save teeth if only a good root remains. We restore old decayed teeth to usefulness and beauty.

We replace lost or absent teeth without plates.

We extract teeth without pain free of charge.

We treat and tighten loose teeth, and soft or bleeding gums are made sound and healthy.

We guarantee our plates to fit.

We give you the best dental work for the lowest cost, consistent with first-class work. Come and have free examination and consultation and learn for yourself what we can do for you.

Boston Painless Dentists

291 1/2 Morrison St. Opp. Moler & Frank and Postoffice.

HOURS—8:30 a. m. to 8 p. m. Sunday, 9:30 a. m. to 12:30 p. m.

Monterey. Sailed last night—Steamer Wasp, for Portland.

Port Harford, Nov. 10.—Sailed last night—Steamer Whittier, for Portland.

Astoria, Nov. 9.—Arrived at 5 p. m.—A four-masted schooner.

Astoria, Nov. 10.—Condition of the bar at 8 a. m.—Smooth; wind, east; weather, cloudy.

"Little Colds" neglected—Thousands of lives sacrificed every year. Dr. Wood's Norway Pine Syrup cures little colds—cures big colds, too, down to the very verge of consumption.

MRS. PRISCILLA HUFFMAN CROSSES GREAT DIVIDE

(Special Dispatch to the Journal.) Egin, Or., Nov. 10.—Mrs. Priscilla Huffman, one of Oregon's pioneers, died at her home near Egin Monday, November 6, 1906, at the age of 88 years. Mrs. Huffman crossed the plains to Oregon, in company with her husband, in 1865, emigrating from Missouri, and has resided in this section ever since. Her husband, John Huffman, died 11 years ago. She was the mother of 14 children, seven of whom survive her. Besides seven children, most of whom reside in this county, she leaves 37 grandchildren and 18 great-grandchildren.

G. P. Rummelin & Sons

126 SECOND STREET Bet. Washington & Alder Sts.

EXCLUSIVE FURRIERS

We Make a Specialty of CHOICE FURS

Alaska Sealskin, London Dye; Persian Lamb, Leipsic Dye; Royal Ermine, Chinchilla, Sable, Natural Dark Mink, Alaska Bear, Alaska Foxes. Fur Ties Fur Muffs Fur Coats

Leading and Reliable Furriers

Established 1870. Send for Catalogue.

If You Are

A careful reader of JOURNAL ads you are working for your pocket and even if it is a little bit selfish, it is better than working for other people's pockets most of the time.

Foster & Kleiser—Signs