

Direct From the Foundry to Your Kitchen

NO MIDDLEMAN'S PROFITS HERE

\$ Down
and
\$ Only a
Week

Iron Advancing in Price

New York, November 9, 1905.
Pig iron markets are exceedingly firm, notwithstanding the enormous output and the conviction in the iron trade is that still further advances in the price of iron and steel is inevitable. Steel rails have advanced \$1 this week. Iron is higher in England, the London market being firm with indications of early advance.—Associated Press Dispatch.

All our Eclipse Steel Ranges are built especially for us, according to our specifications. We are, therefore, MORE than agents.

Ranges at Wholesale Prices

Our own private advices indicate a great advance in the price of steel. This means AN ADDED COST TO US on our "ECLIPSE" STEEL RANGE, and at an early date we shall be compelled to increase the retail price. Our next order for Ranges will cost us much more, but while the present stock lasts we shall not increase the price. This is your opportunity. Call in and investigate. Your stove taken in part payment. We are wholesalers in this line, and when you buy an ECLIPSE RANGE here YOU PAY THE WHOLESALE PRICE.

Hot Biscuits
20 minutes
after striking
the match

Warranted for
15 years

\$45.00 STEEL RANGES
During This Sale \$37.50

173-175
FIRST ST.

I. GEVURTZ & SONS

219-227
YAMHILL ST.

STOOD 24 HOURS ON BEAM ENDS

French Ship Europe Narrowly Escapes Going to Bottom in South Pacific.

CARGO SHIFTED SO SHE LAY ON SIDE IN WATER

Crew Was Forced to Cling to Rigging and One Fell Into Sea—in Spite of Mishap, Vessel Beat Asie to Tasmania.

While bound from Portland for the United Kingdom, the French ship Europe, which reached the harbor yesterday on the return trip, came almost capsizing and adding another horror to the long list of sea casualties. For 24 hours she stood on her beam ends and Captain Rollier says that he thought every minute the vessel would go to the bottom. One of the sailors was swept overboard and drowned. The accident occurred in the south Pacific in latitude 35 degrees. A small blow came up and later turned into a hurricane. But the ship would have been able to weather the storm without difficulty, declares the skipper, had she been weighted down with a greater amount of cargo. She carried wheat and barley, but not a sufficient quantity to make her sit well down in the water. For when she was struck by the storm she began to roll and the cargo shifted. When the wind was at its height the vessel heaved over and lay flat on the surface of the water on her port side. During this time the officers and crew were forced to hang on to the rigging. One of the men lost his hold and fell into the sea. Others became exhausted and fell from their positions, but fortunately did not go overboard. When the storm had spent its force it required several days to get the cargo properly stowed so that the ship would set on an even keel. The Europe left here on April 16 and the French bark Asie the following day, both bound for Queenstown for orders with grain cargoes. Notwithstanding her mishap the Europe arrived two weeks to the lead. After their cargoes had been discharged the vessels left for Hobart, Tasmania, the Asie having 10 days the start. But when the Europe

had left there for Portland the Asie had not put in an appearance. Captain Rollier says he heard that she reached there a couple of weeks later and while entering the harbor ran into a rock and was damaged. He did not learn the extent of her injuries. The Asie sailed on October 25 for Portland. It is supposed that she was put in good repair soon.

On the voyage from Hobart the officers of the Europe say that nothing out of the ordinary occurred. The ship is under charter to carry grain to the United Kingdom and this time it is the intention to supply her with a full load, so that she will be able to ride the waves without hopping over. She was engaged early in the season at 25 shillings by Balfour, Guthrie & Co.

GRAIN STEAMERS DELAYED.

Croydon, Den of Crombie and Labuan Are Long Overdue.

Three of the tramp steamers under charter to load grain and flour at Portland for the far east this month will not arrive in time to get away before December if they do not sail soon. The ports at which they are now lying. The British steamship Croydon, taken by the Portland & Asiatic company, is still at San Francisco, although she arrived there more than two weeks ago from Ocean Island. When she was chartered it was with the understanding that she would arrive in October. No one appears to know the reason for her long detention. At the last accounts the steamship Den of Crombie, which was chartered for Portland loading a month ago, had not left the orient, and the Labuan was at Mofl. It was supposed that both of them would be here in time to be fitted out with cargoes and sail this month. Business with the orient has fallen off during the past month and it is thought that no additional charters will be effected to transport foodstuffs to the east for some time to come, with the exception of an occasional tramp which will be dispatched by Mitsui & Co. The Cape Antibes, recently taken by the Portland & Asiatic company, is the last vessel engaged. It is believed that several other tramps soon will be chartered, however, to carry wheat and flour to ports on the Mediterranean sea.

SENATOR TO SAIL.

Will Be One of Four Fine Steamers on San Francisco Route.

The steamer Senator, a handsome vessel chartered a few days ago by the San Francisco & Portland Steamship company to place in regular service between here and the Bay City, will leave the California metropolis tomorrow for Portland on her first trip. She belongs to the Pacific Coast Steamship company, but if she gives satisfaction it is believed that the Harriman interests will buy her. With the Senator added to the fleet,

the company will have four vessels on the route—the others being the Columbia, Costa Rica and Homer. It is said that one of them will be sailing from here for the south every three days, and perhaps more frequently. It is declared they will afford a better service than ever before.

FOR HARBOR RACING.

Three Skippers Arrested on Charge of Exceeding Speed Limit.

On complaint of Harbormaster Ben Biglin warrants were issued yesterday afternoon for the arrest of Captains Joseph Allyn, Arthur Riggs and Sid Seaman, respective masters of the steamers Charles R. Spencer, Telegraph and Dallas City, on the charge that they exceeded the speed limit of six miles an hour while passing through the harbor Friday morning. In his complaint, which was filed in the police court, the harbormaster al-

leges that the boats backed out from their docks into the stream at exactly 7 o'clock in the morning, and that 21 minutes later they had reached the Portland flouring mills, a distance of five miles. At this rate the boats were covering at least 15 miles an hour, nearly three times as fast as the law permits a vessel to run while in the harbor limits.

The heavy swells they created almost broke the British ship Aberfeldie from her moorings, and it is declared that slight damage was done to the big tramp. It is asserted also that the Nicomedia came almost being set adrift. Sea captains are much worked up about the matter and say that if racing is not prohibited here it will injure the port. Should any serious damage occur to their vessels they aver that the city will be held responsible and will be obliged to foot the bill for repairs.

The river skippers on whom warrants were served gave bonds to appear at the police court tomorrow morning at 10 o'clock, when they will be given a hearing. This is the second time that the captains of the Spencer and Telegraph have been charged with a similar offense. Recently Captain Baughman of the Telephone was arrested on a charge of racing in the harbor and was fined \$50. Ben Biglin says he is determined to put a stop to the racing prac-

ALONG THE WATERFRONT.

In the heavy fog yesterday morning, the steamer Star, belonging to the Star Sand company, got out of her course and went aground near St. Johns. It was expected that she would be floated at high tide last night. The steamer had a barge and derrick scow in tow at the time.

Officers of the steamer Iona, which arrived from the upper Columbia yesterday, report that a team which was hitched at the Washougal dock broke loose and ran away, one of the horses getting killed by striking his head against a lamp post.

The German ship Tarpenbek shifted from the Banfield dock to the Weidner mill yesterday afternoon and the berth vacated was taken by the French bark Europe, which had just arrived from Hobart, Tasmania.

British ship Blythwood, which arrived at Astoria yesterday from Newcastle, New South Wales, has a cargo of coal consigned to the Holmes Coal & Ice company. Arrangements have been made for placing the vessel on the dry dock for cleaning and painting as soon as the coal has been discharged.

Laden with 1,000,000 feet of lumber, which was supplied by the Portland mill, the schooner Louis will leave down this morning, bound for San Francisco.

The schooners Mabel Gale and Virginia will leave up from Astoria this morning for Seaside, where they will be fitted out with lumber cargoes for California ports.

German ship Adolf cleared for Ipswich, England, yesterday afternoon with 118,783 bushels of brewing barley, valued at \$44,150. The vessel probably will leave for the sea tomorrow.

PRICE ON TRUSTY WHO DROPPED RAKE AND RAN

Twenty dollars reward has been offered by Sheriff Word for the arrest of George Loffel, alias George Spoon, who walked out of the courthouse yard last Wednesday without bidding jailer Harry Grafton good-by. Loffel was

sentenced to the county jail last June to serve nine months for larceny. He was a trusty and ran away last Wednesday afternoon while raking the courthouse yard. He is 26 years old, 5 feet 10 1/2 inches tall, and has dark hair and light eyes.

Natural Question.

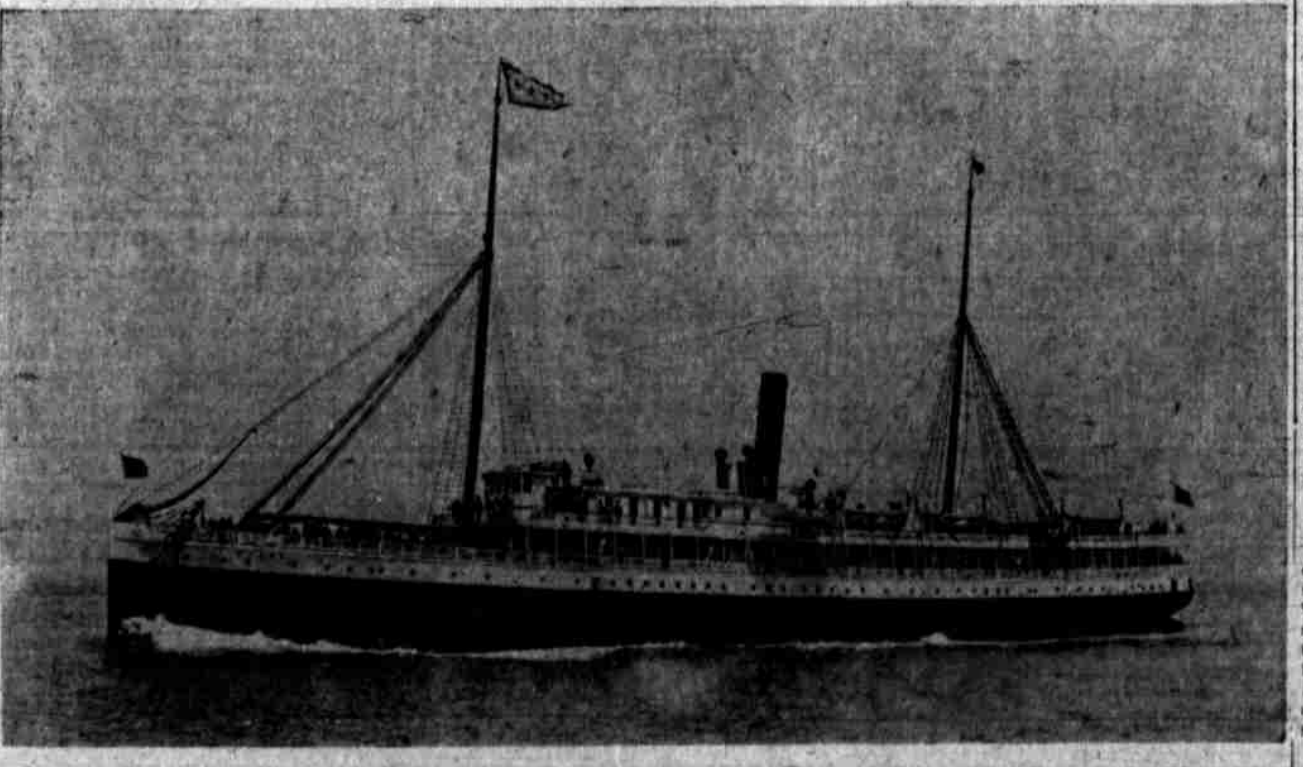
A lady while visiting a convict prison said to one of the prisoners, a fat, good-looking person: "My good man, what are you in here for?" "For robbery at a seaside hotel." "Were you the proprietor or the head waiter?" asked the lady.

Empty.

Little Girl—Please, have you a sheep's head? Faeolious Butcher—No, my dear; only my own. Little Girl—It won't do. Mother wants one with brains in it.



George Loffel.



Steamer Senator, the New Coaster Added to the San Francisco & Portland Steamship Company's Fleet.