

FRENCH LINE OUT OF PORTLAND

Representative of Chargeurs Reunis Company of Havre, Coming to Investigate.

FIRM OWNS FORTY FINE STEAMSHIPS

Likely That Steamers Will Be Operated Between Portland and the Far East, Stopping at the Sound on Each Trip.

Foreseeing the possibility of great trade relations being established between the Pacific coast and the orient, one of the largest steamship companies in France is inquiring into the advisability of starting a line between Portland and the far east. The company is the Chargeurs Reunis line of Havre, which has about 40 steamships in service plying between ports in various parts of the world.

A representative of the firm is on his way to Portland from Havre and probably will reach here the latter part of next week. If he finds it impossible to get enough freight at this port to justify a line being established he will go to San Francisco and Puget sound to acquaint himself with the situation at those ports. It is said the probabilities are strong that he will make a recommendation to the owners for the steamers to be operated from Portland and stop at the sound on both the outward and return trips.

The company has had an agent in the field making an investigation into the matter. He is G. L. Favargues, who represents the firm at San Francisco. After having spent a number of days here looking over the local field, he left yesterday for the Bay City.

When the French ship subsidy act went into effect several years ago, the Chargeurs Reunis company was a small affair. Its fleet consisted of three or four sailing vessels and a like number of steamers. Recently it disposed of the windjammers and embarked in the steamship business exclusively. The 40 steamers owned by the line now range all the way from 1,185 tons, not registered, to 3,600 tons, just the size to get in and out of the Columbia and Willamette rivers at the low water stage without any danger of going aground. The majority of the fleet are now running from France to South Africa, South America and the orient. The firm has a business built up in China and Japan, and all that is needed now is to get a foothold on the American Pacific coast in order to make the proposed venture a success.

SUCCEEDS STEELSMITH.

F. L. Greenough, New Agent of Kibburn, Says Another Boat Is Probable. F. L. Greenough, formerly with the

Oregon Railroad & Navigation company, has been appointed local agent for the steamer F. A. Kibburn in place of C. E. Steelsmith. He will have his office at the Oak street dock, from which point the steamer will be operated at this end of the line. The vessel will leave for San Francisco and way ports tonight with a full cargo of general freight and the usual number of passengers.

Mr. Greenough says that his company is thinking seriously of putting another steamer on the route to run in connection with the Kibburn. He reports that a suitable craft for this purpose is available and that a deal is likely to be closed for her any day. Speaking of the increased traffic by the water route down the coast he said:

"Business never looked more promising than at present. On the down trips we are offered more freight than we can possibly handle. There is now plenty of traffic for a boat and the company has about decided to increase the fleet. When this arrangement has been brought about we will be in a position to give better than a weekly service between here and San Francisco with both steamers stopping at Intermediate ports, the same plan as is now followed by the Kibburn."

The Kibburn is owned by the Watsonville Transportation company. When she was put on the route about a year ago she was operated by Russell & Rogers, owners of the steamer Aurelia. When taken over by the late owners it was generally supposed that after the Lewis and Clark fair she would be taken out of service. But the closing of the exposition did not appear to have any effect on the business of the line. In fact, the local agent says the freight business has increased since then.

ALMOST A COLLISION.

Eskasoni Nearly Runs Into Bow of Falls of Des Off Mouth of River.

While beating around off the mouth of the Columbia river waiting for the weather to moderate so that she could cross the bar the British ship Falls of Des narrowly missed having a serious collision with the British ship Eskasoni, which also was out there for a like purpose.

The Falls of Des reached port last evening and Captain Blance, her master, says that the Eskasoni came almost running across his bow. The craft were lying in company for nine days off the bar. Both had pilots on board. One night the Eskasoni got to drifting and came almost within a yard of striking her big companion. Had they come together it is thought that at least one of them would have been badly disabled. Frequently the vessels were so close together that the pilots could easily carry on a conversation.

It was early last April that the Falls of Des set sail from Hamburg for Portland with a general cargo. When near Cape Horn she was struck by a gale which carried away all of her sails and yards. After surviving this experience she got in the path of a hurricane and in her disabled condition drifted rapidly towards the shore. Before she had proceeded far, however, the wind changed its course and the ship managed to beat back up the coast to Montevideo, where she was repaired. She arrived there on July 3 and on August 22 she resumed again the voyage to the Columbia river, completing the passage in 80 days. Another delay of 10 days resulted waiting to get into the river. Had it not been for this detention the vessel would have arrived at Portland on almost a record run from Montevideo.

She is anchored in the stream, but

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Our well-known druggists, Woodard, Clarke & Co., are enthusiastic over the delicious cod liver oil preparation, which contains no oil. In referring to the matter, said a member of the above firm, we sell many tonics, and we handle all kinds of remedies that claim to be invigorators and strength-creators. We do this because we are druggists, and it is our business to supply the public with what they want.

When our advice is asked, however, in regard to a tonic, body-builder or strength creator we invariably recommend Vinol, as we know of nothing that can compare with it.

In Vinol modern science has given us all of the tonic, body-building and curative properties of that famous old remedy, cod liver oil, actually taken from fresh cods' livers, without a drop of the obnoxious and system-clogging grease which characterizes old-fashioned cod liver oil and emulsions, and which has proved such a drawback.

Vinol is not a patent medicine, as the label on each bottle tells everything it contains, therefore you know exactly what you are taking.

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will move to the Columbia dock to discharge her cargo as soon as a berth has been made for her.

LONG-NAMED SHIP.

Blackmannanshire, Now at Salina Cruz Chartered for Portland Loading.

Balfour, Guthrie & Co. have chartered the French bark Edmond Rostand to load grain at Portland for the United Kingdom. The vessel sailed from the sound yesterday for the Columbia river and is expected to show up in a few days. The British ship Blackmannanshire, 1,482 tons, also has been chartered for Portland loading. This steamer enjoys the distinction of having the longest name of any vessel ever engaged to come to the Willamette river metropolis. She is at Salina Cruz, Mexico, and if it takes her proportionately as long to complete the passage as it does for a person to spell and pronounce the name she bears she will arrive here some time in the spring.

The tonnage now under contract to come to Portland comprises 67,321 tons. Should all the carriers take out wheat their aggregate cargoes would amount to 2,244,266 bushels. This does not include the shipments which are handled every month by the regular oriental liners.

CHANGE OF CARRIERS.

Liford Will Be Loaded With Lumber Instead of the Tottenham.

Instead of loading the British steamship Tottenham with a lumber cargo for the orient, as was the intention, published more than two weeks ago, the Pacific Export Lumber company will load the British steamship Liford. The owners made a proposal to substitute the Liford for the Tottenham, which was agreeable to the charterers, as she is of about the same carrying capacity and will be able to reach here as soon as the former would. Representatives of the company say they have secured no new orders from the far east since they closed a deal some time ago for the Tottenham, but they are of the opinion that business soon will revive.

NO MORE FEAR OF MINES.

Those in Harbor of Hakodate Either Have Been Exploded or Removed.

Submarine mines in the harbor at Hakodate, which were placed there during the war, either have been exploded or removed and ships can go in and out of that port now without engaging the services of a native pilot. Word to this effect was received at the custom house this morning from United States Consular Agent King, who is located at Hakodate.

ALONG THE WATERFRONT.

The work of loading the French ship

Cambronne with a grain cargo will be completed tomorrow and she will leave down the following day bound for the United Kingdom.

The steamers Senator and Costa Rica are scheduled to arrive tomorrow from San Francisco.

Before long the steamer Aurelia will be plying again between Portland and San Francisco. The damage she sustained in a collision with the steamer Umatilla in the harbor at the Bay City is about completed at a cost of \$4,000. Both captains have been exonerated.

In tow of the M. F. Henderson the schooner Virginia left down this morning bound for San Francisco with a cargo of lumber. The Henderson will pick up the schooner W. F. Jewett at Linton and take her to Westport.

Laden with lumber for Manila the American ship Henry Villard left down this morning in tow of the Oklahama. Oriental liner Numanzia moved across the river this morning from the Montgomery to the Alaska dock, where the work of discharging her cargo will be completed.

The following steamers have cleared for California ports with lumber cargoes: Despatch for San Francisco with 600,000 feet, Redondo for San Francisco with 200,000 feet and also 500 tons of wheat, and South Bay for Redondo with 47,000 feet.

The work of loading the British ship Kynance with a wheat cargo was started this morning and an effort will be made to have her ready for the sea by next Wednesday, as her laydays expire at that time.

W. A. Gordon has chartered the steamer Francis H. Leggett to load grain at Portland for San Francisco. The Leggett has made a number of trips here this season and on the down trip usually took out a log raft from Stella. The last one she had in tow went aground below Astoria and is lying there still.

MARINE NOTES.

Astoria, Nov. 24.—Arrived at 3:35 a. m. British ship Brablock, from San Diego, and British steamer Blackheath, from Sourabaya, via Victoria. Arrived down during the night—Steamers Redondo, Homer and Rosecrans. Sailed at 8 a. m.—Steamer Homer, for San Francisco. Arrived at 9:15 a. m.—British bark Edmond Rostand, from Newcastle, Australia, via Puget sound. Sailed at 10:10 a. m.—Steamers Columbia and Olympia, for San Francisco, and British steamer Agincourt, for Japan.

San Francisco, Nov. 24.—Arrived at 4 a. m.—Steamer Eurka, from Portland. Astoria, Nov. 23.—Arrived down at 1:20 p. m.—British ship Durbridge. Left up at 2:10 p. m.—British steamer Labuan. Arrived down at 4:25 p. m.—Steamer Columbia. Left up at 4 p. m.—British ship Blythwood and French bark Alice Marie.

San Francisco, Nov. 23.—Sailed at 6 p. m.—Steamer Costa Rica, for Portland.

Eureka, Nov. 24.—Sailed yesterday—Steamer Francis H. Leggett, from San Francisco, for Portland.

Hamburg, Nov. 22.—Sailed—British bark Procyon, for Portland.

Astoria, Nov. 24.—Steamer Rosecrans towing barge Monterey sailed this morning for San Francisco. Four-masted barkentine arrived at 11:50 a. m.

Astoria, Nov. 24.—Condition of the bar at 8 a. m.—Moderate; wind southeast, light; weather cloudy.

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Like all our furniture—they're built to wear.

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