

MAY PUT BOAT ON UPPER RIVER

Captain Spencer Ready to Build One for Service Above Portage Road.

ATTITUDE OF SHIPPERS WILL DECIDE QUESTION

They Must Give Assurance of Need of Boat, Says Captain—Is Going With Family for Extended Trip Through East.

If given sufficient inducement, Captain E. W. Spencer, owner of the steamer Charles R. Spencer, will build a boat for commission on the upper Columbia river between the portage road and the head of navigation. He says he has machinery for a vessel suitable for that route. Whether he puts on a vessel or not, he explains, depends altogether on the attitude of the shippers. If they give him assurance that they need an additional boat up that way he will build and have one ready for operation by early spring.

After a most busy and profitable season, the Charles R. Spencer has been taken off the Dalles route, but the captain says she will resume service as soon as the traffic conditions warrant it. In the meantime she is being overhauled thoroughly and placed in the best of shape for active work. For eight months she was operated regularly without missing a single trip. During the season it is estimated that she covered a distance of 50,000 miles, a record that no other boat in local waters has to her credit. Those in a position to know say that during this period she netted her owner no less than \$25,000 in clear profit.

LADS ARE HUSTLERS.

Twelve Farmer Boys Make Short Work of Loading Tropic Bird.

Twelve sturdy farmer lads, none of whom is more than 20 years old, are loading the barkentine Tropic Bird at St. Helens with a lumber cargo. F. P. Baumgartner, local agent of the vessel, who was down there yesterday, says the boys are superlatively industrious and are showing lumber into the craft at the rate of 50,000 feet a day. The eager crew are to make a good showing that they hardly wait for the dinner hour to pass away before they resume their task. It is said that experienced longshoremen will not perform a greater amount of work in a day than these husky boys from the farm. Not enough cargo ships go to St. Helens to justify longshoremen in living there and following that line of work and occasionally great difficulty is experienced in securing crews for the few vessels which do visit the port.

The boys loading the Tropic Bird are paid 40 cents an hour, regular union wages, and they are talking of forming an organization with the intention of trying to get the job of loading every vessel that drops in there this winter.

DOG HAS BANK ACCOUNT.

Saved Sailors on Sinking Vessel by Swimming to Them With a Line.

In the northern part of Scotland lives a dog believed to be the only canine in the world having money deposited in a bank to his credit. His name is Pope and he has a history.

Captain Blance, master of the British ship Falls of Dee, now at Portland, knows all about this famous dog and how he earned his bank-roll. In fact, Pope's master, John Tait, is a relative of the captain. In speaking of the dog and how he happened to spring into prominence the skipper told the following story to a group of interested listeners:

About five years ago a small brig was wrecked in the English channel. She had been blown against a rock, had sprung a leak and was sinking fast. Eight men were on the brig, and although they were only about 100 yards from shore it looked as though they

were doomed to drown like rats in a trap. The sea was rough and it would have been foolhardy for any one to attempt to swim ashore. The predicament of the men was observed finally by their friends, who immediately began to plan for their rescue. The faithful Pope was among them. A strong attack was made in his mouth. To this was tied one end of a ball of twine. The dog was shown the wreck and told to swim to it. He did so and his fighting his way through the tossing billows and finally reaching the ship too weak to stand. But he had hung tenaciously on to the ball of twine. By means of this string a larger line was hauled aboard connecting with the shore and every man was soon saved. This deed was heralded all over the British isles and a collection was taken up and placed in a bank to the credit of Pope, the rescuer. The dog is a cross between a Newfoundland and retriever, and Captain Blance says he can do everything else but talk.

FLEET TOO LARGE.

Not Enough Dock Space for All the Ships That Want to Load.

Two grain ships have completed their cargoes and will leave down the river in a day or two bound for the United Kingdom. They are the French bark L'Hermite and the British ship Euphrosyne, the aggregate cargoes of which comprise close to 100,000 bushels of wheat. The work of loading the Frenchman was completed last evening and this morning she moved out into the stream, while the Euphrosyne finished at about noon. Including those which have reached Astoria bound for Portland there are 24 ships in the river suitable for grain loading and all but about three of them are under charter. In fact, the fleet is too large for the dock facilities, and it is impossible to give all quick dispatch. It is necessary for vessels to await their turn in going into certain berths, and they are shifting continuously from the docks to the stream and then back again.

Shippers admit that the greatest need of this port is more docks. Since last season three of the structures have been destroyed by fire, and the work of rebuilding them has not yet been completed. It is said there will not be a sufficient number of docks to answer the requirements of such a busy port as Portland.

Twenty-three ships which will carry grain from here are on the en route list and will be dropping in about as rapidly as those which are in the harbor get ready to leave. So the indications are that the harbor will not be depleted of its large fleet until late in the spring.

MADE QUICK PASSAGE.

French Bark David d'Angers Beats Other Sailing Vessels From Europe.

While she did not break any records, the French bark David d'Angers, which arrived yesterday afternoon from Southampton, enjoys the distinction of having made the swiftest passage of any of the cargo ships to reach Portland this season from Europe. She completed the trip in 130 days and the captain says he was battling with wind and waves a good part of the time. The vessel was discharged for the wind-jammers this year has been about five months. The David d'Angers brought a cargo of pig iron and fire clay consigned to Meyer, Wilson & Co. The freight was made for the vessel at Columbia dock.

The French bark Emma Laurens and British bark Hyderabad, which reached the harbor at the same time, dropped anchor in the stream, but the former will move to the Mersey dock this afternoon. Both of these vessels came from San Francisco in ballast and are under charter to take out grain cargoes. Notwithstanding the fact that she had been lying idle at the Bay City for more than two years, the bottom of the Hyderabad is comparatively clean and it will not be necessary for her to be placed on the drydock.

RUNS AGROUND IN FOG.

Pomona Strikes at Jennings' Landing—Other Accidents Narrowly Averted.

In the dense fog last night the steamer Pomona got out of her course while bound from Corvallis and went aground near Jennings' landing on this side of Oregon City. The Oregon was sent this morning to bring the freight and passengers to Portland. When the stranded vessel can be hauled out into deep water, it is said that the steamer is not damaged and will be ready to resume her run up the river either to-night or tomorrow morning. The fog which overhung the river yesterday came near causing a number of serious collisions. The Lurline ran into a log raft which was in tow of the Sarah Dixon, but fortunately escaped with only a few scratches. The incident occurred near the mouth of the Willamette.

Shortly afterward the steamer's Irada and Undine missed colliding by only a few feet while both were under a full head of steam. Reversing their engines in just the nick of time it is said to have been all that saved the craft. Steamboat men say there has been more fog on the river this season than

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That Scott's Emulsion should act so quickly and satisfactorily in all cases of lost flesh and continued wasting is not surprising when its food value is understood. With pure Norwegian cod liver oil, hypophosphites of lime and soda and glycerine, there is combined in Scott's Emulsion the best elements of nourishment and strength building known to medical science. Any physician will tell you this. The use of these ingredients in the proper proportions; the employment of only the purest grade of each, and to combine them perfectly is the secret of the success of Scott's Emulsion. You will not find a more certain way to stop waste, build flesh and strength and supply nourishment than through Scott's Emulsion.

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ever before. The fog has caused the boats to arrive all the way from several hours to a day late. The coast liners have been subjected to the same inconvenience.

CAN BREAST STORMS NOW.

Costa Rica's Arrangement for Comfort of Passengers a Hindrance to Work.

Altered somewhat in appearance, the steamer Costa Rica arrived last evening from San Francisco. While lying at the Bay City the open space between her upper and lower decks was enclosed by means of buttricks, and from now on she will not ship so much water while breasting the turbulent seas. Before being placed on the Portland run, the Costa Rica was operated in the placid waters of the south and the open space was made so that passengers might be fanned by the cooling breeze. The steamer brought 1,000 tons of general merchandise and will sail tomorrow night with a full cargo of freight. The Senator of the same line sails tonight.

MARINE NOTES.

Astoria, Or., Dec. 7.—Arrived at 8 a. m. and left up at 11 a. m.—Steamer F. A. Kilburn, from San Francisco and way ports, arrived down at 4:30 and sailed at 10:20 a. m.—Steamer Redondo, from San Francisco. Left up at 3:40 a. m.—British ship Wray Castle and French bark La Rochejaquelein, sailed at 10:30 a. m.—Schooners Eric, for San Pedro, and Volunteer, for San Francisco. San Francisco, Dec. 7.—Arrived at 8 a. m.—Steamer Cascade, from Columbia river. Astoria, Dec. 6.—Arrived at 11 a. m.—British ship Wray Castle, from San Diego. Arrived at 4 p. m.—British bark Invergray, from Coquimbo. San Francisco, Dec. 6.—Sailed at 2:30 p. m.—Steamer Ancon, for Portland. Arrived at 11 p. m.—Steamer Aurelia, from Portland. Yokohama, Dec. 6.—Arrived—British steamer Knight Errant, from Portland and Puget sound. Bandon, Dec. 7.—Sailed—Steamer Elizabeth, for Columbia river. Astoria, Or., Dec. 7.—Condition of the bar at 8 a. m., moderate; wind southwest; weather cloudy.

ALONG THE WATERFRONT.

Carrying 12,000 barrels of fuel oil, the steamer Whittier, Captain Dixon, arrived last night from San Francisco. Nine thousand barrels of the product were discharged into the Portsmouth tank and the balance was brought to Portland. While the steamer was turning around at the gas dock this morning a hawser line got mixed with the propeller and a diver had to be sent down to extricate it. The steamer Redondo and Eureka sailed for San Francisco last night, the former carrying 800 tons of wheat and 300,000 feet of lumber and the latter 2,900 tons of grain. Towing 12,000 feet of piling, the steamer Resolute arrived last night from Stella. The timbers were consigned to the Oregon Railroad & Navigation company and will be used in the

AN AUTOMOBILE WEDDING IN GOLDEN GATE PARK

Hymen Wears Chauffeur's Uniform—Vows Heard and Knot Tied in Gasoline Wagon.

(Journal Special Service.) San Francisco, Dec. 7.—Hymen donned a chauffeur's uniform last night and attended the wedding of Miss Eva Stern and Calvin S. Elbe, which was performed in the coziness of an automobile at Golden Gate park. Justice of the Peace Thomas F. Dunn heard the lovers' wedding vows and tied the marriage knot in the gasoline wagon. After the novel ceremony was over the blushing bridegroom and bride, sitting together in the front seat of a big motor car, went speeding down town, where a party of friends were waiting to congratulate them. Miss Stern and Mr. Elbe, although they have known each other for more than two years, declare theirs was a case of love at first sight. Both being ardent motorists, the automobile played an important part in the courtship. Mrs. Elbe is a daughter of Dr. C. Stern and her husband is employed as salesman for the Pioneer Automobile company.

HOME RULE DEMANDED OF LIBERALS BY THE IRISH

(Journal Special Service.) Dublin, Dec. 7.—If today's proceedings of the Nationalist convention are to be taken as a guide, the only condition by which the British Liberals can gain the Irish support is for the former to declare for home rule.

All compromise ideas were rejected and the Moderates howled down, and their speakers forced to leave the platform. Resolutions denouncing the government of Ireland were passed and outlawing William O'Brien and his supporters unless they signed the party pledges, pledging absolute support to John Redmond as leader of the Irish parliamentary party. The purport of the resolutions passed means continued opposition until absolute home rule has been granted Ireland by the government.

Rumors of an authoritative nature convey the information that Lord Aberdeen is to be appointed lord-lieutenant of Ireland and that Sir E. Gray has been offered and accepted the post of foreign secretary.

Fifth Night Tug-of-War.

Fourth night was best of tournament crowds. Increasing nightly. Three contests tonight. An enthusiastic howl of approval greeted last night and men and women of all nationalities yelled themselves hoarse, encouraging their respective teams. The five pull was made so that passengers might be fanned by the cooling breeze. The steamer brought 1,000 tons of general merchandise and will sail tomorrow night with a full cargo of freight. The Senator of the same line sails tonight.

There will be a social dance on Friday evening, immediately after the tournament at 10:30 o'clock. Ray's full orchestra will furnish music. Ladies are especially invited to witness these contests. They are to be as well as a test of strength, science and endurance of well-trained men of different nationalities meeting in friendly competition. Admission 25 cents tonight and tomorrow night.

Albina dock. The tug will leave down this afternoon for the second raft. The steamer Elizabeth sailed from Bandon, Oregon, this morning for Portland. It is supposed that she is coming after a cargo of lumber. With 250 tons of freight and 50 passengers the steamer Alliance arrived last night from Eureka and way ports. Tomorrow the oil plant of the steamer Ottawa will be inspected by United States Inspectors Edwards and Fuller, and on Saturday the vessel will be placed in the general towing trade. Local agents of the line report that the steamer Humboldt has been taken off the Alaska route for the season, leaving only the Cottage City and Al-Ki in service. It is the intention, however, to increase the fleet in a couple of weeks.

Football.

One of the season's best games, Oregon Agricultural college vs. Multnomah, Saturday, December 9, Multnomah field, 2:30 p. m., rain or shine. Admission 50c. Get tickets at Schler's, Nau's, Rowe & Martin's and Hotel Perkins.

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Final Cleanup Sale of Millinery



Wonderful opportunities are presented during this sale, as this is the final cleanup of bright, clean and desirable millinery. Throughout the stock, choose as you will at prices in many instances far below cost of manufacture. Our object AT THIS TIME is to clean up the entire millinery stock before your thoughts and time are devoted entirely to the holiday needs. Therefore don't hesitate any longer for your winter hat.

LOT 1—Misses' and Children's Hats, in a variety of styles, felt hats, ready-to-wear hats, etc. All colors; regular prices up to \$1.50. Sale price..... **39c**

LOT 2—Women's Ready-to-Wear and Trimmed Hats, embracing all the new and natty shapes, fully trimmed; former prices \$2.50 to \$3. Sale price..... **75c**

LOT 3—Women's high grade hand made Hats, some chiffon with velvet crowns, others of Jap silks, etc. A full variety of leading colors; former prices to \$5. Sale price... **\$1.45**

LOT 4—A great assortment of Silk Velvet Hats, including only the most desirable shapes and colors. These are without question the biggest bargain offered this season; former prices to \$6. Sale price..... **\$2.69**

LOT 5—Felt Hat Shapes. The balance of this stock, including small, medium and large shapes; mostly all French felt; also misses' flats of best quality French felt; all colors; former prices to \$3. Choice..... **79c**



Doll Hats, on sale in Millinery Dept., 75c

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A Suggestion For A Sensible Present

If you have been dissatisfied in years past for having paid good money for foolish Christmas presents, read this— For \$25 we will sell a certificate which entitles the holder to a \$30 suit made to his measure. The holder may have his suit made up right away or next summer, just as he pleases. Our \$30 suit-to-your-measure cannot be duplicated in Portland for less than \$45. We will make up the suits on these certificates from our regular \$30 stock. The holder of the certificate may choose from our stock or ask for a duplicate of any \$30 suit we have ever turned out.

Our regular \$30 suit is a long Australian wool—latest patterns—lined with imported Venetian cloth—hand padded—hand sewed with silk. Our certificate is a work of art. It is hand illuminated—hand tooled and is inclosed in a neat, tasty cover. The certificate will please on Xmas morning. The splendidly tailored suit which it will secure will please with its faultless fit and wearing qualities for many a long day after.

Fit, Finish and Fabric guaranteed.

The price will suit and The suit will fit.

Columbia

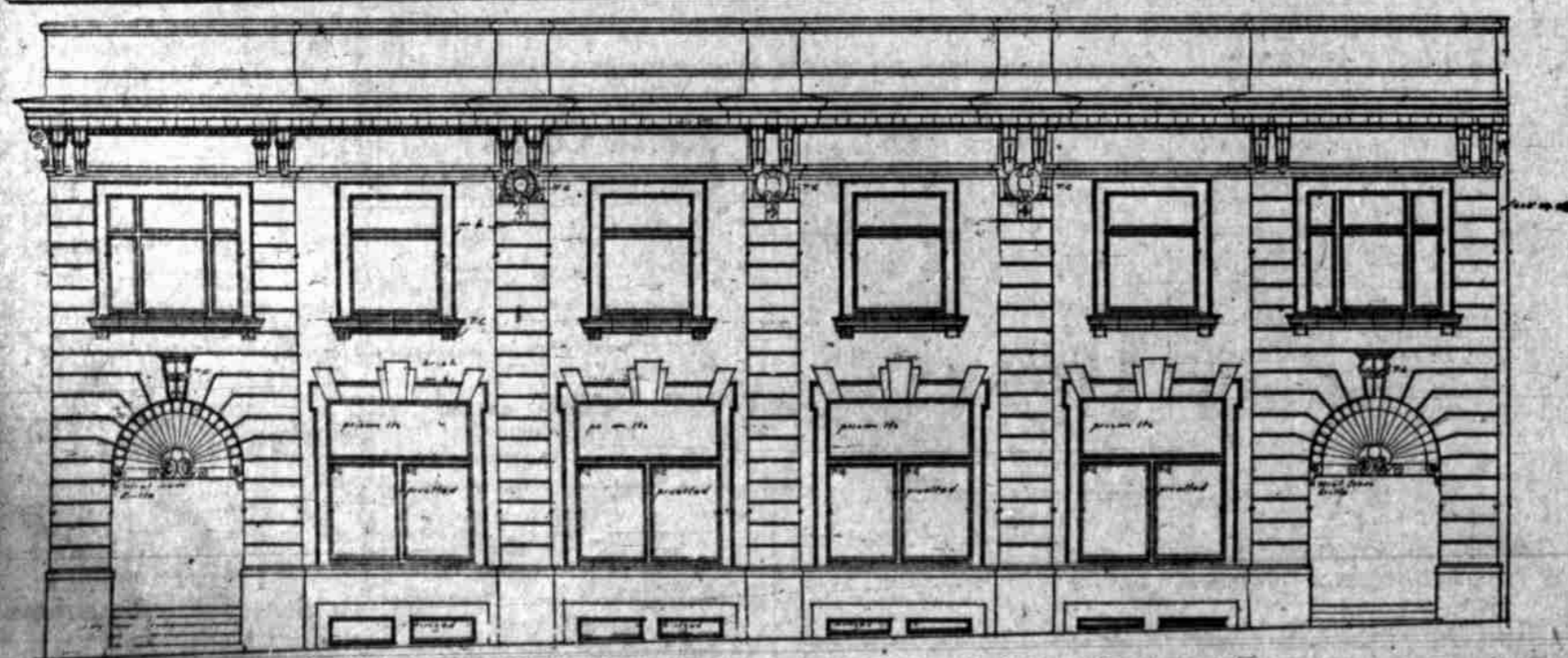
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WHERE THERE ARE NO "HELLO" GIRLS



Plans have been drawn by Richard Martin, architect, for the Home Telephone Company's headquarters building at the southwest corner of Burnside and West Park streets. It is to cost about \$100,000 and will be hurried to completion. It is to be two stories with basement, of pressed brick, with terra cotta ornaments. The first floor will contain the general offices, which will be fitted much in the style of a bank. On the upper floor will be the rows of tables used by the automatic telephone system instead of the ordinary exchange with girls to attend to the wants of patrons. Manager Stowe says that the company is making every possible effort to rush its work of installation of cables and getting ready for connections when the system begins business next year. Large forces of men have been employed in all parts of the city, and solicitors have been busy obtaining signatures to orders for telephones. They report good success, and the manager