

NEWS OF THE MARINE WORLD

COMES WITH TALE OF PIRATE DAYS

British Ship Arctic Stream Scene of Bloody Fight at Sea.

SUN TURNS BLACK CROSSING EQUATOR

Strange Phenomenon Visible From Deck of Vessel Far From Land Shortly After New Year's—Gales Off Cape Horn.

Christmas was celebrated on board the British ship Arctic Stream with a bloody fight among the crew, and Captain C. C. Dixon and his officers had their hands full for several days quelling the disturbance. Night before Christmas eve two of the belligerent tars were made the objects of carving knives wielded by an equal number of their shipmates and for awhile gore smeared the deck.

The Arctic Stream reached the harbor yesterday afternoon, 142 days out from Rotterdam, with a cargo of wheat and the tale of her voyage down the Atlantic, around the Horn and up the Pacific bears the flavor of olden days when pirates and mutineers marauded the sea. The vessel was surrounded by a round of sensational experiences. The hatch had been buried, however, and everything was serene and untroubled when the vessel dropped anchor in the stream preparatory to being towed to her berth at Columbia dock No. 1, where the cargo will be discharged.

Sailor Leaps Overboard.

"We left Rotterdam in the early part of December," said Captain Dixon last night, "and when three days out in the English channel a sailor threw several blankets overboard. The vessel was drifting in a calm and smooth sea and the sailor swam alongside for several minutes. Life belts and lines were thrown him but he refused to take them and when the lifeboat was put out and manned he dove and was not seen. It was a clear case of suicide, due, I believe to temporary insanity. He jumped overboard shortly after dawn, immediately after having come from his berth."

"Terrible gales were encountered in rounding Cape Horn but we went through without damage. When off the South American coast about Christmas time a row was picked up among the men and when the row began to play an ugly part two men were badly slashed and were confined in the ship's hospital for two weeks. They recovered, however, and peace has been restored."

View Total Eclipse of Sun.

"When within three degrees of the equator, on January 3, and far from land we beheld the novel sight of a total eclipse of the sun. The ship was directly in the line of the eclipse which I understand was not visible from land. It began to darken at 11 o'clock and for several minutes the sun was entirely hidden from view by the moon's shadow. At the height of the eclipse it was quite dark. The phenomenon was not attended by any particular weather disturbance but the sky was one worthy of admiration. Captain Dixon takes deep interest in astronomy and secured several views of the eclipse with the intention of presenting them to an astronomical society."

The Arctic Stream's cargo is consigned to Meyer, Wilson & Co., and the vessel is under charter to carry wheat to Europe after discharging her inward cargo.

BOATS FOR YAQUINA.

Three Gasoline Schooners Promised in Near Future.

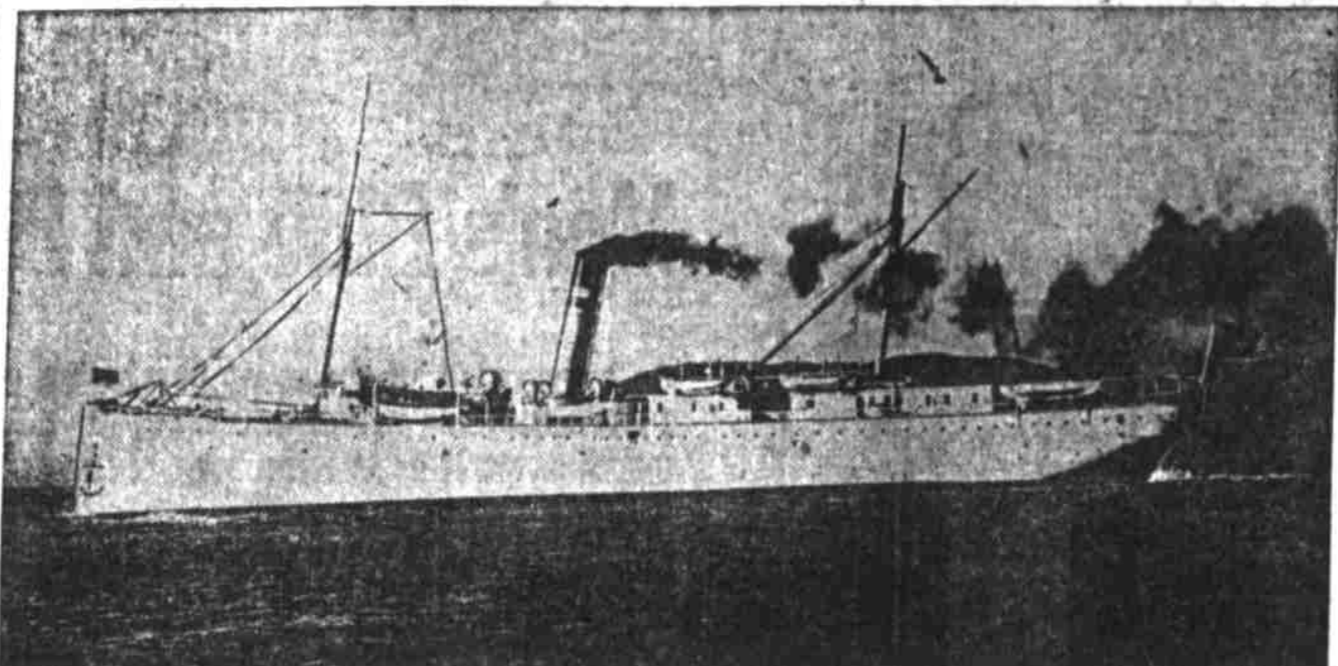
Albany, Or., Feb. 8.—August W. Fischer of Corvallis and J. C. Hammett of this city are to put a line of gasoline schooners between Yaquina bay, Alsea and Portland, to handle freight exclusively. The output of Lincoln county and the Yaquina bay country has hitherto found it difficult to reach the markets.

The promoters of the new service have had built in Portland at the Supply shipyards, a gasoline schooner to be placed on the run immediately. She is 150 feet long and equipped with 65-horsepower gasoline engines in addition to sail equipment. The new boat is to be named the Condor.

Two additional boats of the dimensions of the Condor will be built and also placed on the run. These boats in all probability will be constructed at Waldport. They plan to have these finished by the middle of next summer, ready to assist in handling the developing trade of that section.

The country in and about Yaquina bay has been attracting much attention of late and settlers are entering those fields and building up and developing the resources of that country.

NEW PORTLAND-SAN FRANCISCO LINER DUE TO ARRIVE HERE TUESDAY



Steamship Rose City, Captain Kidston, Which Left San Francisco at Noon Yesterday for This Port.

The steamship Rose City, formerly the government transport Lawton, will arrive here Tuesday morning on her first voyage as a regular liner between this port and San Francisco.

The vessel has been thoroughly re-modeled at San Francisco and is said to

be one of the most commodious craft now engaged in the passenger and freight traffic on this coast. She is equipped with wireless telegraph apparatus and her hold has been bulkheaded in accordance with the very latest regulations.

men, two officers and two apprentices, is now practically unimpaired. Reinsurance on the American bark Emily Reed has advanced to 20 per cent. She is out 100 days from Newcastle, Australia, for Portland with a cargo of coal.

All hope of the Japanese steamer Goto Maru reaching port has been abandoned. She left Hakodate for San Francisco, with Portland her ultimate destination, 190 days ago and has not been heard from since.

BIG CARGO FOR PORTS IN JAPAN

British Steamer Bessie Dollar Clears With Wheat and Lumber.

SHIP MANX KING COMING TO LOAD

Portland Exporters Will Dispatch Large Quantities of Flour, Wheat and Lumber During Month—Many Steamers Loading.

At noon today the large British steamer Bessie Dollar, Captain Gow, will leave the harbor bound for Yokohama and Kobe with a valuable cargo consisting of wheat, lumber and piling. The entire value of the cargo is placed at \$165,985.

The wheat cargo consists of 157,239 bushels, valued at \$153,310. Of this quantity 85,000 bushels are destined for Kobe and 72,239 bushels for Yokohama. The lumber shipments measure 1,092,600 feet, the entire quantity to be discharged at Kobe.

The Bessie Dollar will be followed by the oriental liner Niocomedia which is finishing her cargo of flour, lumber and miscellaneous freight at Albina dock. Following the Niocomedia will be the steamers Tweeddale, St. Egbert, Mortlake and Alesia. The Tweeddale will take a full cargo of wheat to Europe, the St. Egbert goes to Manila with a cargo of lumber, and the Mortlake is booked for Port Adelaide with lumber. The Alesia goes to Japan and China in the regular oriental line out of this port.

A new charter was announced yesterday afternoon, the British ship Manx King having been fixed to carry wheat from here to Europe. She was last reported at Fatai, having arrived there with a cargo of coal from Australia.

The charter of the Manx King is the first transaction of its kind reported for several days.

WITH THE OVERDUES.

Little Hope for Safety of Belated Cargo Carriers.

Reinsurance on the British bark Castle Rock has advanced to 30 per cent and there is considered little hope of her now reaching port. The vessel is 130 days out from Sydney, Australia, for Puget sound.

Another Puget sound bound vessel supposed to have gone down is the British ship Hartfield. She was seen 40 miles off Cape Flattery January 21 during a gale blowing out to sea. Recently a quantity of wreckage was found on the rocks near Estevan Point, but other than on a small ornamented life-buoy of wood there is no name likely to lead to identification. The life-buoy was evidently lettered by pencil by an illiterate man, reading "Hartfield of Liverpool." Quite a lot of wreckage, including a ship's boat, was found scattered along the beach of Vancouver island. The Hartfield, in command of Captain Sanderson, with a crew of 18

SAILORS BEAT CRAFT.

Alliance Leaves Four Men at Astoria and Meets Them Here.

Four sailors from the steamer Alliance were left behind at Astoria yesterday when she started for Portland, and they had to buy their way up on the train. They beat the steamer to her dock, however, but suffered no little inconvenience because of being lightly dressed in sailor fashion.

No one on board the steamer knew that the tars had been left behind, and when they could not be found it was feared they had fallen overboard. There was nothing to do, however, but the incident cast a gloom over the boat for the remainder of the run.

"Just missed her by a foot," said the four tars in explaining to the officers how they happened to get left behind, supposed she was going to stay a moment longer and walked up the dock a ways. The whistle blew and we made a dive for her, but couldn't make the jump."

The Alliance experienced fine weather on her trip from Coos Bay, but on her way south during the early part of the week ran into a southerly gale that almost overpowered her engines. It took 50 hours to make the run from the mouth of the Columbia to Coos Bay whereas ordinarily it is made in 24 hours. Mountainous seas drove her back and the wind was so swift that it was next to impossible to stand up before it on the deck. She rode the waves well, however, and shipped few seas.

It was nearly midnight when Captain Olson brought his craft to her berth. He was glad to learn that his tars were not at the bottom of the river, although he probably thought such should have been their punishment for venturing too far from their posts.

TAKE STROLL ASHORE.

Three Chinese Leave Steamer Mortlake but Return Voluntarily.

Three happy Chinese sailors on the British steamer Mortlake took a stroll up town last night while the watchmen were not looking, but luckily for the captain and the vessel's owners returned after having had their fill of shore life and sight seeing.

Most of the foreign steamers entering here with Chinese crews are guarded by watchmen from the immigration office, but it happens so that just now there are too many craft in the harbor for the limited number of watchmen and hence the Mortlake was left in the hands of private guards.

Chief Inspector Barbour of the immigration service stated last night that the Chinese returned to the steamer voluntarily. The Mortlake is loading lumber at the mills of the Portland Lumber company in South Portland.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Breakwater, Coos Bay, Feb. 9
Rose City, San Francisco, Feb. 11
Roanoke, San Pedro and way, Feb. 11
Alliance, Coos Bay, Feb. 12
G. W. Elder, San Francisco, Feb. 13
Senator, San Francisco, Feb. 18
Hunalei, San Francisco, Feb. 20
Nunamta, orient, Feb. 25
Arabia, orient, April 1
Niocomedia, orient, May 1

ALONG THE WATERFRONT.

The oil-carrying steamer Argyll left for San Francisco last night.

The steamer Breakwater is due to arrive here tonight from Coos Bay.

The steamer Atlas, which is loading to the Columbia river to load lumber for San Francisco.

The steamer schooner Yosemite will stop at Eureka on her way to the Columbia river to San Francisco to take in tow the hull of the new steamer schooner Shoshone, which goes to San Francisco to have her machinery installed.

The schooner Alvena has arrived at Goble to load lumber for San Francisco.

MARINE NOTES.

Astoria, Feb. 8.—Condition of bar at 5 p. m., smooth, wind east; weather, cloudy. Arrived at 9:30 a. m. and left at 12 m., steamer Alliance, from Coos Bay. Left up at 6 a. m., schooner Hyades, for Astoria. Arrived at 12 noon, steamer Rose City, from Portland. Arrived, steamer Atlas, from Portland. Sailed at 2 p. m., steamer Roanoke, for Portland. Sailed at 4 p. m., steamer Catania, for Portland.

Tides at Astoria Sunday—High water, 8:35 a. m., 8:1 feet; 7:34 p. m., 8.3 feet. Low water—9:10 a. m., 2.5 feet; 1:25 p. m., 1.1 feet.

Tomorrow (Monday) will positively be the last day for discount on west gas bills. Portland Gas company.

SCHEME TO AVOID DANGERS OF CAPE

Danish Company Proposes to Tow Windjammers Through Straits.

WOULD MINIMIZE CHANCES OF LOSS

Ten Powerful Tugs Might Be Stationed in Straits to Haul Vessels From Ocean to Ocean, Thus Enabling Them to Escape Storms.

Terrible experiences in doubling Cape Horn in sailing vessels will probably soon be a thing of the past. For years windjammers encircling the globe in the world's commerce have been forced to take desperate chances working through treacherous winds and enraged seas off the South American promontory going from one ocean to the other unless choosing the longer route by way of Cape of Good Hope.

Announcement has been made that a company is being organized in Denmark to establish a complete towing service in the Straits of Magellan, the narrow channel running between the mainland of South America and the islands of Terra del Fuego which has been given much prominence of late owing to the movements of Uncle Sam's navy.

Proponents of the scheme assume that owners of sailing vessels will be willing to pay liberally to have their vessels tugged through the straits in preference to risking them in the uncertain elements of the Horn. The new company proposes to begin business with a capital of about \$300,000, and if this money is not all forthcoming in Denmark other countries will be asked to assist. A fleet of 10 powerful tugs will then be sent out to make its station at Punta Arenas in the straits.

Shipping men are of the opinion that the scheme will meet with favor for it will undoubtedly save a tendency to over-insure as well as saving much time. Frequently vessels are detained several weeks and sometimes months in getting around the Horn. And not a few seas fall to get through at all. Steamers take advantage of the straits whenever possible.

JAPS TO ENCOURAGE EMIGRATION TO CHILE

Will Direct Energies Wherever There Is Opportunity to Promote Country's Interests.

Tokio, Feb. 7.—At a sectional committee meeting of representatives today Baron Chinda, vice foreign minister, in reply to a question on the foreign emigration policy of the government, pointed out that South America was a favorable ground for Japanese emigrants and a negotiation would be established in Chile to promote better relations between the countries in the matter of trade and emigration.

"Chile and Argentina are favorable to emigration, and wherever our emigrants are welcomed the government will not prevent them going there," he said.

Asked if it would not be better to send emigrants to Korea and Manchuria, he replied that it is unnecessary to limit their destination. Wherever an opportunity offers for the promotion of Japanese interests, Japan's energy will be directed there.

M. Oeshi asked Minister of War Teruchi why Japan should maintain a large military force in the presence of assured peace despite the burden it entails on the people. Minister Teruchi replied that the military equipment is the best guarantee of peace.

REMARKABLE GRAND PIANO.

The Celebrated Flower Painter, Paul DeLongpre, Secures a Treasure.

"A superb, specially designed grand piano has just been received in Los Angeles makers. The instrument is an instrument made by the eminent house of Chickering, in Boston, have long been popular in southern California, yet the reputation they have been considerably enhanced through the beautiful grand piano built by this noted Boston house for Paul DeLongpre, the celebrated flower painter of Hollywood.

"It is the most beautiful example of the modern piano maker's art ever shown in this city. The design of the piano is of the Empire period, made in figured mahogany, the decorations being roses and birds done in oil by Mr. DeLongpre. The piano has required almost 18 months in building. The instrument will be placed in the art gallery of the famous DeLongpre home at Hollywood, where it will undoubtedly attract much attention from the thousands of tourists who go to view the famous paintings of the artist.

"This truly glorious piano is indeed a credit to this time-honored firm of Boston, which is the oldest establishment of its kind in America as it was established long before the era of telegraph or railroad."

COWLITZ PUPILS MEET TO DECLAIM

(Special Dispatch to the Journal.)

Castlerock, Wash., Feb. 8.—The try-out of Castlerock division of the pupils of the first eight grades of the Cowlitz county public schools for places on the program of the county declamatory contest, was held in the opera house here last night. The contest was presided over from the rural districts, Miss Maude Williams of Tower won first place from the Castlerock schools Miss Orville Blair won second.

The final contest will be held at the Methodist Episcopal church here Thursday evening, February 20. During the week of the teachers' institute.

This contest is an annual event of the schools of Cowlitz county. Only the pupils of the first eight grades of the public schools of the county are permitted to contest. Each incorporated town is allowed one representative, and the group of rural districts surrounding each of these towns is allowed one representative in the final contest, which is held at the place held during the time of the annual meeting of the county teachers' institute. The prize is \$25 in gold.

\$1 Every 5 Minutes.

Write "Jingles" for next Sunday's "Jingle" pages. You can easily write a prize winner in five minutes and make a dollar. Repeat the effort and you may make a good day's wages for example, during the noon hour. Get the idea from the "Jingle" pages in today's Journal.

Butter Free. Read the ad of Townsend Creamery on the alphabetical page.

TEN MINUTES BETWEEN YOU AND THE PATH TO FORTUNE

That's a fact. The explanation is simple. Read this advertisement carefully. Think it over thoroughly all day. Talk it over with your wife, your family and your friends. TOMORROW, ACT! When you come down town, set aside TEN MINUTES OF THE DAY. That is all you will need. Call at the Mallory building (268 Clark street), visit at room 31, and be convinced, as we are, that

DENNY DULIN

Is the safest, most promising and nearest to dividends of any mining stock proposition that has ever been called to your attention in the city of Portland. Examine our reports. Take the rich samples of ore from DENNY DULIN in your own hands. Ask questions, and make the most thorough investigation you ever made of a prospective investment. You will find that

DENNY DULIN

Comes nearer to "making good" than any mine in the Gold Mountain District near Goldfield. DENNY DULIN will make good, because the participating owners, directors and every one of the officials are in the business of MINE-MAKING, AND NOT STOCK-JOBBER. This means that every effort will be directed toward early dividends instead of stock manipulation. Hence PROFITS.

DENNY DULIN

Comprises 100 acres of highly mineralized land. One 132 shaft has been sunk. A 35-foot drift has been run at the bottom. An incline shaft of 105 feet has also been completed, at the bottom of which has been uncovered a huge body of ore assaying from \$15 to \$75 to the ton. At this point the funds of the company were exhausted and a more propitious moment for buying into

DENNY DULIN

Could not be imagined. With a hoist to raise the ore, it can be taken with all haste to the near-by reducers, settled for, and the proceeds either divided among the stockholders or used for further development. At any rate, and at all hazards, DENNY DULIN will be paying dividends long before the stock-jobbers get through with their manipulations. Remember that,

DENNY DULIN

Is the advance guard of an unprecedented boom in mining stocks that will make more honest money for more honest people than any period in the history of mining investments. Remember also that when this little bunch of treasury stock is sold there will be none offered for sale—none obtainable at any price. Get in now; be a MINE-MAKER with us, and you'll find

DENNY DULIN

Is amply able to make us all a comfortable income for the balance of our lives. It is true that there is only TEN MINUTES BETWEEN YOU AND THE PATH TO FORTUNE. Take the time; investigate to your heart's content; merely call at our office—that's no trouble—and convince yourself.

10 CENTS A SHARE

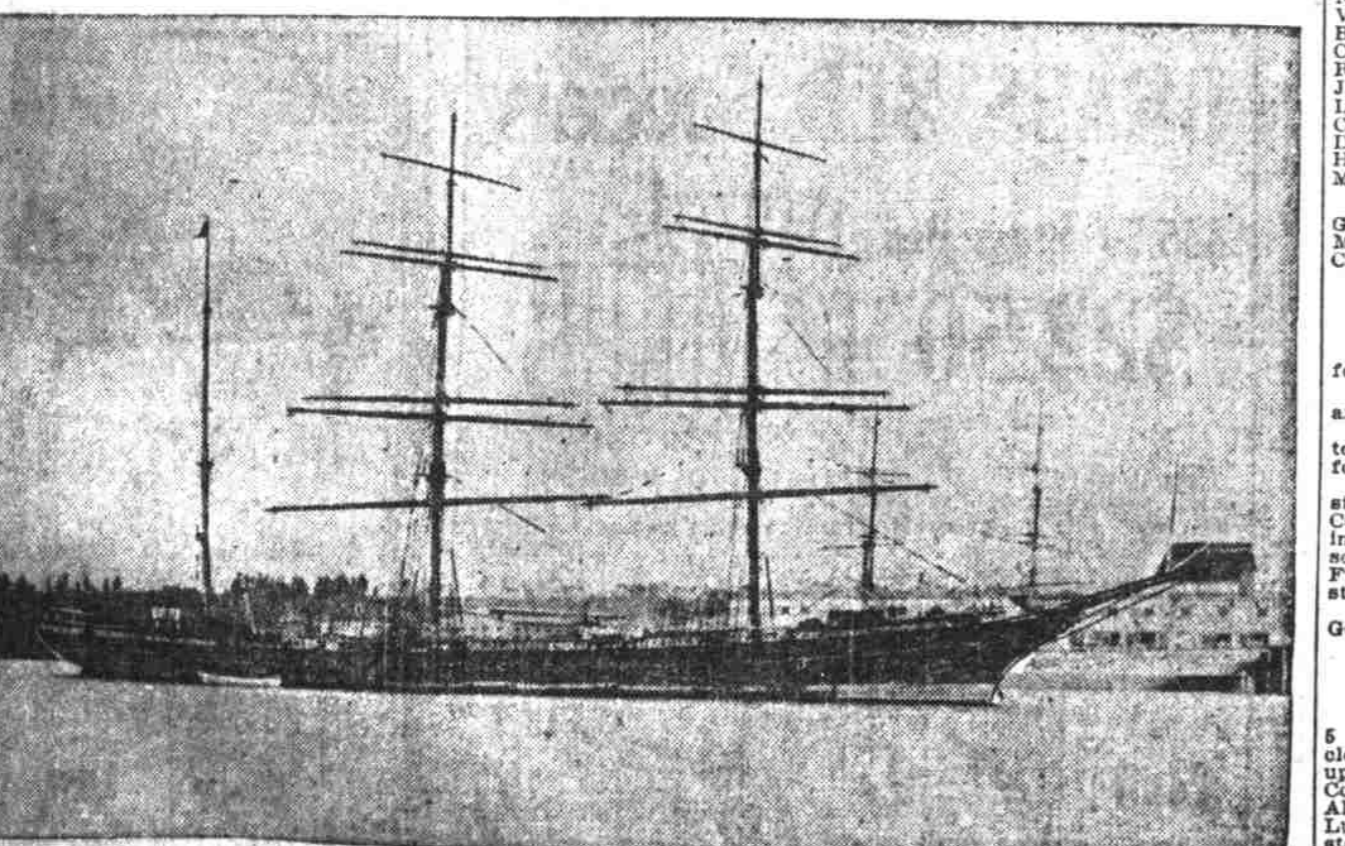
FULLY PAID AND NON-ASSESSABLE 5 Per Cent Discount on 1000 Shares

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Alex Sweek, President.
I. Aronson, Vice-President.
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E. F. Burns, Contractor, Spokane.
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A. B. Raiton, Capitalist, Spokane.

PHONE OR WIRE YOUR RESERVATION DENNY DULIN MINING CO. Note—We have Removed to ROOM 31 MALLORY BLDG. 268 STARK STREET PORTLAND, ORE. Phone Main 8397

ONE OF THE EUROPEAN CEMENT LADEN VESSELS IN PORTLAND HARBOR



French Bark Pierre Loti, Which Began Discharging Cargo at Greenwich Dock Yesterday.

Cement in large quantities is being brought here from Europe by sailing vessels and indications are that there will be no shortage of that material here this spring and summer. Three cement laden vessels reached the river during the past few days, with an aggregate of 30,000 barrels, and some of the docks along the front are already storing from 50,000 to 60,000 barrels each.

Importers are anticipating active building operations this year and hence have taken steps to fill orders with dispatch. Last spring found dealers unable to fill the demand and as a consequence many projects were retarded.

The French bark Pierre Loti began discharging cement at Greenwich dock yesterday afternoon while at

Greenwich No. 2 the French bark Bayard took out 1,200 barrels in five hours, said to be the best record in that line in the history of the port. The Bayard will work today in order to get ready for wheat loading by the middle of this week.

Other cement laden vessels in the river are the French bark Emille Gaillet and the British bark Arctic Stream.