

NEWS OF THE MARINE WORLD

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HERE IN BALLAST TO LOAD WHEAT

Ship Calunna From Callao and Bark Hoche From Honolulu.

MAKE QUICK RUNS IN FAIR WEATHER

Captain Lemaitre of the Hoche Well Known, Having Been Here Fourteen Months Ago—Calunna Makes First Visit Under New Flag.

Two windjammers arrived in the harbor yesterday afternoon in tow of the steamer Harvest Queen. They were the French bark Hoche and the Norwegian ship Calunna. The former is in from Honolulu, and the latter from Callao, Peru.

Neither of them had exciting voyages. In fact, the skippers tell much the same of a yarn, "nothing startling, a little storm, then a calm, and again fair sailing." Both made fair passages as for time, the Hoche crossing from the islands to the Columbia in 20 days, and the Calunna making the run from Callao to the river in 47 days.

Captain Lemaitre of the Hoche is well known here. He looks like an Englishman and talks like one, but is French nevertheless, and it puzzles the Germans when told that the vessel does not fly the colors of their great empire.

The Hoche came in ballast and has about 1,000 tons of stone that Captain Lemaitre believes would come in nicely for building purposes. It was taken on board at Honolulu and is of fantastic colors. It will be sold to the highest bidder.

Captain Birkland of the Norwegian ship Calunna says the voyage up the coast was uneventful in the main. The ship fell in with the trades and bowled along nicely until near the Columbia river. He was outside about three hours before picking up the bar tug. Altogether he is very well pleased with the trip. The Portland Flouring Mills company will send the vessel to Europe with a cargo of wheat. She will probably be brought to the harbor proper Monday to begin discharging her ballast. The Calunna formerly sailed under the British flag.

The Hoche is under charter to Kerr, Gifford & Co. to carry wheat to Europe. She, too, will probably also begin discharging ballast early this week.

PREPARING FOR TRIP.

Repairs Being Made to American Ship Henry Villard.

The American ship Henry Villard is being given a thorough overhauling so that she will be in first class condition when started for the Bristol Bay salmon canneries this spring. The work is being done near St. Johns, where the squariness is tied up. Captain Davidson, who arrived here a few days ago from San Francisco to take command of the Villard, says she will be brought to Portland in a couple of weeks to begin receiving some of the cargo to go north. The portion taken from here will consist mostly of coal and lumber for use in repairing the buildings at the fishing grounds.

EFFECT IS NOTICED.

Steam Schooners Rapidly Vanish From the Coast Ports.

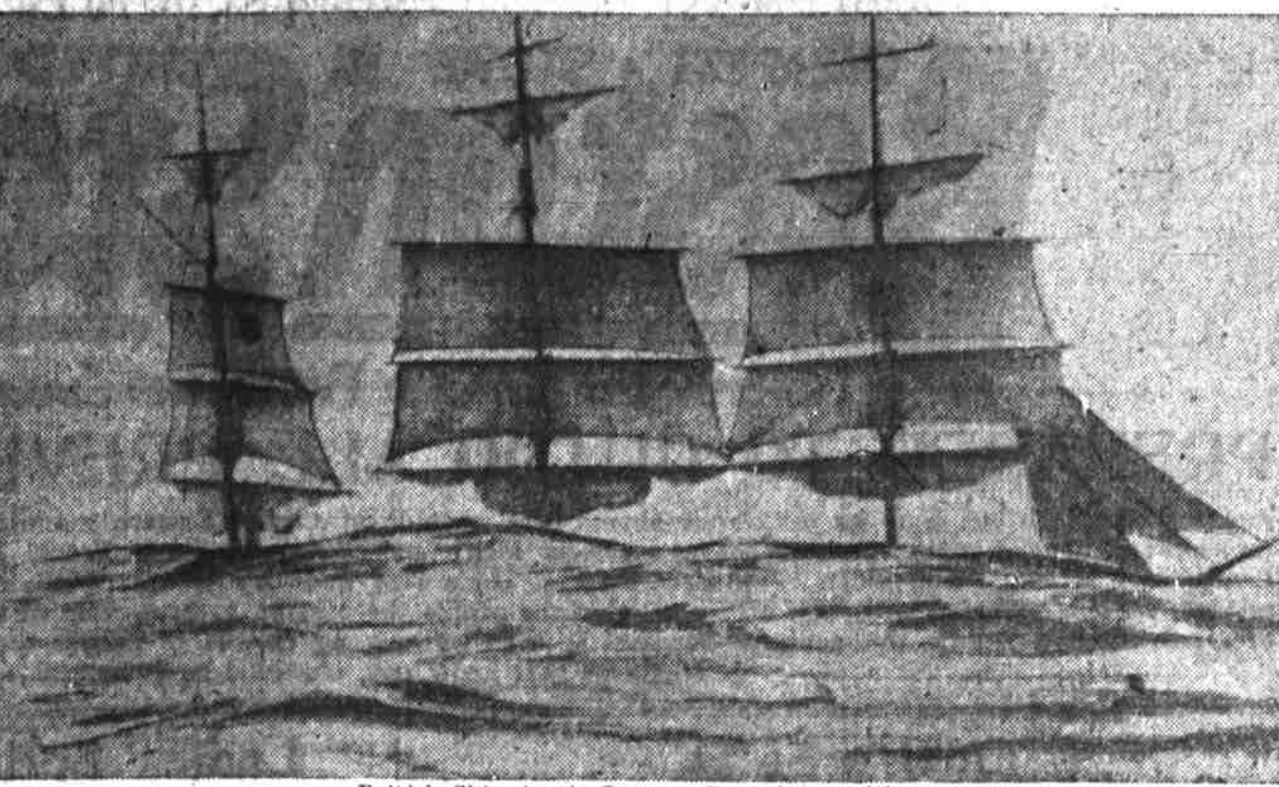
(Special Dispatch to The Journal.) Aberdeen, Wash., Feb. 29.—The engineers' strike in San Francisco is having a depressing effect on shipping here. But few steamers are now in port on the way, and it is understood that those now loading here or en route to San Francisco will be tied up as soon as they reach that port.

DUE HERE THURSDAY.

Oriental Liner Numantia a Few Days Late From Yokohama.

The oriental liner Numantia is not expected here until next Thursday morning. It was thought she would be here today, but owing to delay in getting away from Yokohama she cannot possibly arrive here until Thursday.

REMARKABLE PHOTOGRAPH TAKEN FROM ROWBOAT ON ROUGH OCEAN.



British Ship Arctic Stream, Buried in a Wave.

Behind the monster wave is shown the British ship Arctic Stream riding out a storm. The photograph was taken by Captain Charles C. Dixon, master of the vessel, who has contributed much valuable data and information to the hydrographic departments of this country as well as to geographical and scientific societies of the old world.

Captain Dixon, in securing the above photograph, had to risk his life in one of the ship's small boats. It was tossed about like a cork in the sea, and the photographer didn't mind the risk. He wanted the picture and got it. Coming here from Europe, Captain Dixon secured, among other valuable photographs, some of a total eclipse of the sun. This eclipse was visible only on the ocean in the vicinity where the Arctic Stream was at that time laboring with the elements, and the pictures are for that reason considered of more than ordinary importance.

Arrangements Have Been Made to Have Boat Load and Discharge at Oak Street Wharf—More Boats Probably to Follow.

W. A. BAKER WILL BE LOCAL AGENT

Commencing March 10 the steamer Sue H. Elmore will operate regularly on a weekly schedule between Portland and Tillamook, carrying freight and passengers. W. A. Baker will be Portland agent for the line, and headquarters will be established at Oak street dock.

Mr. Baker was in Astoria yesterday and closed negotiations for handling the business at this end of the line. He is also agent for the steamer Breakwater, plying between this port and Coos Bay on a weekly schedule. The Breakwater sails every Wednesday evening and the intention is to have Sue Elmore depart Tuesday evenings.

Tillamook merchants have been looking for direct steamboat connection with Portland for many years, and it is believed that the placing of the Elmore on the route is more in the way of an experiment with the intention of adding another boat to the service next summer if the scheme proves satisfactory.

The Sue Elmore has been plying between Astoria and Tillamook several years, but somehow or other the service has not been entirely satisfactory. To meet every requirement it was decided to extend the route to Portland with the view of adding another boat as soon as it is demonstrated that the line will pay.

Tillamook is one of the rapidly developing sections of the state that is far behind in the way of transportation facilities. A good steamboat line is said to be a necessity at this time, unless the trade shall be diverted to San Francisco where merchants are already beginning to take care of the business that has been ignored for a long time by the merchants of the Oregon metropolitan.

The Sue Elmore is a good sea boat, 90.7 feet long, 23.8 feet wide and 8 feet deep. She was built in Portland in 1900.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Breakwater, Coos bay	March 1
G. W. Elder, San Pedro and way, Mich.	3
Senator, San Francisco	March 3
Numantia, orient	March 3
Alliance, Coos bay	March 5
Hanalei, San Francisco	March 10
Rose City, San Francisco	March 10
Roanoke, San Pedro and way, March 12	
Arabia, orient	March 12
Nicomedia, orient	March 15
Alesia, orient	March 15
Alesia, orient	June 5

Regular Liners to Depart.

Breakwater, San Francisco	March 4
G. W. Elder, San Francisco	March 5
Senator, San Francisco	March 5
Andy Cooey, San Francisco	March 7
Roanoke, San Pedro and way	March 12
Hanalei, San Francisco	March 13
Rose City, San Francisco	March 13
Numantia, orient	March 15
Arabia, orient	March 15
Nicomedia, orient	March 15
Alesia, orient	June 5

Vessels in Port.

St. Nicholas, Am. sh.	Astoria
Berlin, Am. sh.	Astoria
Henry Villard, Am. sh.	St. Johns
Acme, Am. sh.	Portland Lbr. Co.
Bayard, Fr. bk.	Columbia No. 2
Pierre Loti, Fr. bk.	Greenwich
Haida, Nor. ss.	Kalama
Gryfevale, Br. sh.	Oceanic Arctic Stream
John A. Campbell, Am. sch.	Columbia No. 1
Le Perouse, Fr. bk.	Stream
Alvares, Am. sch.	Gebie
Emile Galigne, Fr. bk.	Greenwich
Jordanhill, Br. sh.	Linton
Boulevardville, Fr. bk.	Irving
Admiral de Camille, Fr. bk.	Banfield
Crown of Germany, Fr. bk.	Stream
Alice Marie, Fr. bk.	Martin's
Andre Theodore, Fr. bk.	Stream
Jules Goussier, Fr. bk.	Montgomery No. 2
Tricolor, Nor. ss.	St. Johns
Hoche, Fr. bk.	St. Johns
Columbia, Nor. bk.	St. Johns
Broderick Castle, Br. ship	Astoria
Alce Macdonald, Am. sch.	Astoria
W. F. Sewett, Am. sch.	Astoria

Boats to Load Lumber.

F. E. Sanders, Am. sch.	San Francisco
Echo, Am. bktn.	Callao
Saivator, Am. sch.	Redondo
Retriever, Am. bktn.	Redondo
Andy Mahoney, Am. sch.	San Pedro
Albyn, Russ. bk.	Casco
F. H. Luneman, Am. sch.	San Francisco
A. M. Campbell, Am. sch.	Redondo
St. Nicholas, Am. sh.	San Francisco
Northland, Am. sh.	San Francisco
Mathew Turner, Am. sch.	San Francisco
King Cyrus, Am. sch.	Redondo
Melville Dollar, Am. sch.	Redondo
Irene, Am. sch.	Redondo

Boats with Cement and General.

Eugene Bergalino, Fr. bk.	Antwerp
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SEES RATE WAR ON UPPER RIVER

Steamboat Man Predicts Slashing of Rates During Summer.

NORTH BANK ROAD GIVEN AS REASON

Independent Boats Would Have Advantage of Railroad Boats, Says Shipping Man, by Not Being Amenable to Laws.

A real warm and earnest rate war is predicted for the upper Columbia this summer. Whether it will materialize or not remains to be seen. Opposition railroads and independent steamboat companies are expected to enter into the mix-up.

"I see blood on the moon," said a steamboat man last night in looking into the future transportation field of the upper Columbia. "You might say that the entire geography of the upper Columbia basin will undergo a transformation with the completion of the north bank road, and I would not be at all surprised if it will be possible this summer to go to The Dalles by boat from Portland for 25 cents, and enjoy meals and music to boot."

The Spencer and Open River boat will operate independently in opposition to the steamers of The Dalles, Portland & Astoria Navigation company, which are in conjunction with the O. R. & N. Co., and the Portland & Seattle railroad or the north bank road will possibly arrange with some line for traffic connections. This will mean that somebody is going to look for business.

The open river steamer J. N. Teal has been practically rebuilt and will be ready to go into commission in a few weeks between Portland and Celilo and the Charles R. Spencer will also be out soon to go on the run between Portland and The Dalles.

The D. P. & A. N. company is operating the Bailey Gatzert and Dalles City, the two boats alternating on a daily schedule. Last season the Bailey Gatzert proved popular as a Sunday excursion boat and it is supposed that the Sunday run will again be featured the forthcoming summer. The Spencer, too, will in all probability make special Sunday excursions to the locks at Cascades.

Those talking rate war say that the independent boats, the J. N. Teal and Charles R. Spencer, will have a great advantage over the boats operated in conjunction with the railroads since they will not be amenable to the interstate commerce laws. Not hampered by these rules the independent boats can alter their tariffs on a moment's notice, whereas the railroad boats will have to have their new tariffs published fifteen days before becoming effective, whether the change means an advance or reduction.

KELSO TEAM WINS AT CASTLEROCK

(Special Dispatch to The Journal.) Kelso, Wash., Feb. 29.—The Kelso high school debating team last night defeated the Castlerock high school team on the initiative and referendum question. The Kelso team consisted of Sherman Vogel, Mae McCorkle and Jessie Snyder of the Kelso team, and Herbert Studelaker, Erma Ives and Earl Wright of the Kelso team. The Kelso team was victorious by a vote of 10 to 2.

NEW INCORPORATIONS.

(Special Dispatch to The Journal.) Salem, Or., Feb. 29.—Articles of incorporation have been filed in the office of the secretary of state as follows:

Monroe Cannery association; principal office, Monroe, Oregon; capital stock, \$10,000; incorporators, A. Wilhelm, H. C. Herron and Robert Kyle.

Myrtle Creek Rockdale company; principal office, Myrtle Creek, Oregon; capital stock, \$1,000; incorporators, E. C. Lugenbuhl, J. F. Hoover, and H. A. Adams.

Cardiff Coal & Coke company; principal office, Portland, Oregon; capital stock, \$500,000; incorporators, E. E. Merges, A. P. Goss, A. K. Bentley and L. A. McNary.

New Notaries.

(Special Dispatch to The Journal.) Salem, Or., Feb. 29.—Notarial commissions have been issued to the following persons: J. F. Clark, Oregon City; E. C. Hamilton, Irrigon; W. M. Van Eusen, Astoria; J. N. Spencer, Klondike; C. E. Siegmund, Richmond; Ida A. Sperry, Portland.

AMONG THE WATERFRONT.

The steamer Alliance, Captain Olson, sailed last night for Coos Bay with a good list of passengers and a fair freight cargo.

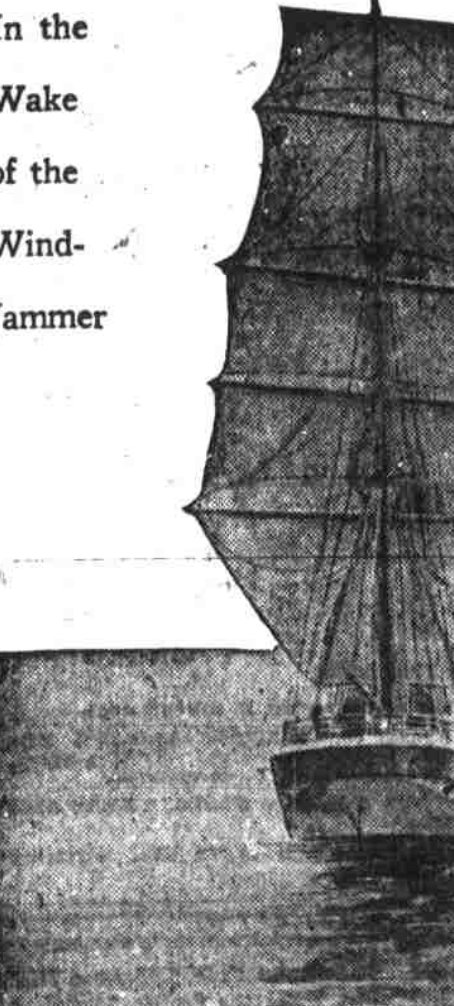
The Norwegian steamer Sommerstad is due to arrive here Tuesday from San Francisco, under charter to load lumber for the orient.

The French bark La Perouse signed two sailors yesterday, and will leave today or tomorrow bound for the United Kingdom.

The French bark Ville de Dijon left down yesterday bound for the United Kingdom with a cargo of wheat.

The French bark Emilie Galline will begin loading wheat at the elevator at Astoria this morning.

The British ship Langlemore, which was sighted off the mouth of the Columbia river yesterday morning, has not arrived yet. It is supposed that she stood out to sea again when the glass fell, denoting stormy weather.



The British ship Arctic Stream is at Columbia dock No. 1 waiting to finish discharging the last few tons of her cargo from Europe. Built 22 years ago, she has lines intended to give all possible speed under favorable conditions and Captain Dixon says she has often

Another View of the British Ship Arctic Stream

averaged 300 miles a day for a week at a stretch. The late Lord Kelvin was once part owner of the Arctic Stream, and in evidence thereof the vessel is one of the few equipped with all the patent appliances invented by that noted genius and scientist—Photo by Captain Charles C. Dixon.

SAVE MONEY! AVOID PAIN!

TEETH EXTRACTED FREE!
WHEN PLATES OR BRIDGES ARE ORDERED

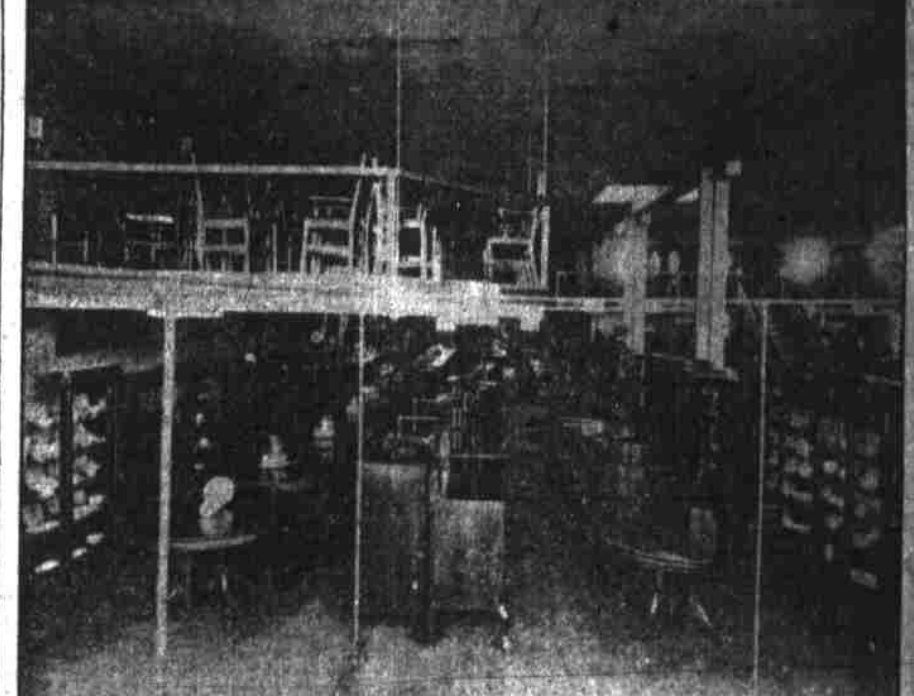
FINE TEETH \$5.00 **FINE TEETH \$5.00**

WHY PAY MORE?

Lady	FULL SET, THAT FIT.....	\$5.00	Ten
Attendant	GOLD CROWNS, 22-K.....	\$3.50	Year
Open	BRIDGE TEETH, 22K.....	\$3.50	Written
Evenings	GOLD FILLINGS.....	\$1.00	Guarantee
	SILVER FILLINGS.....	50¢	

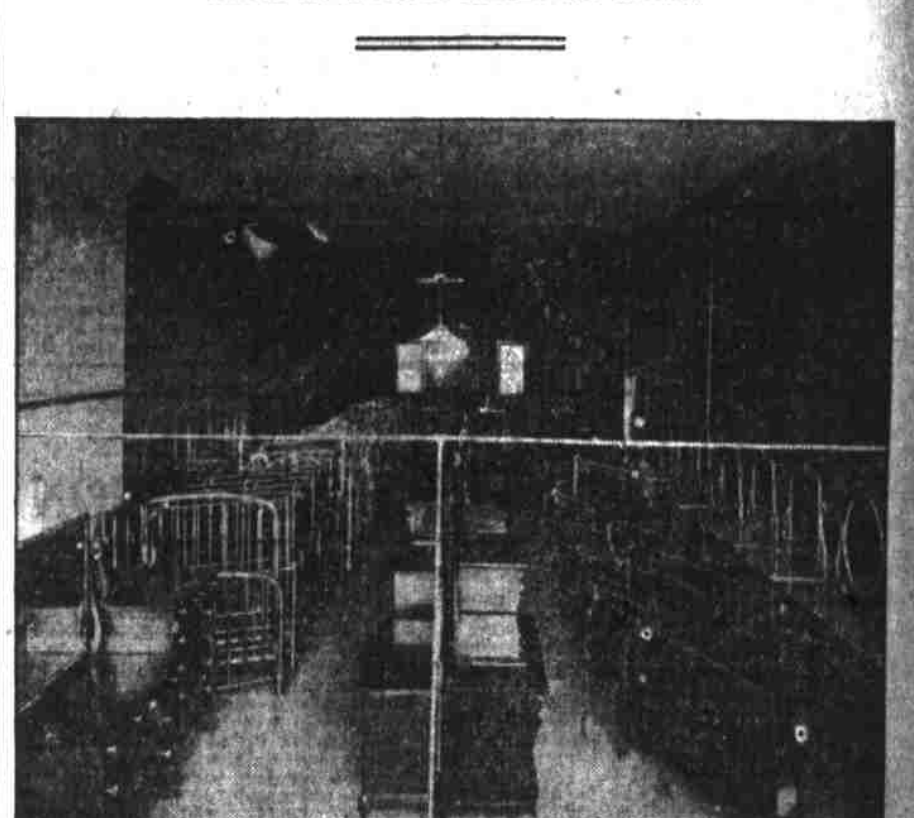
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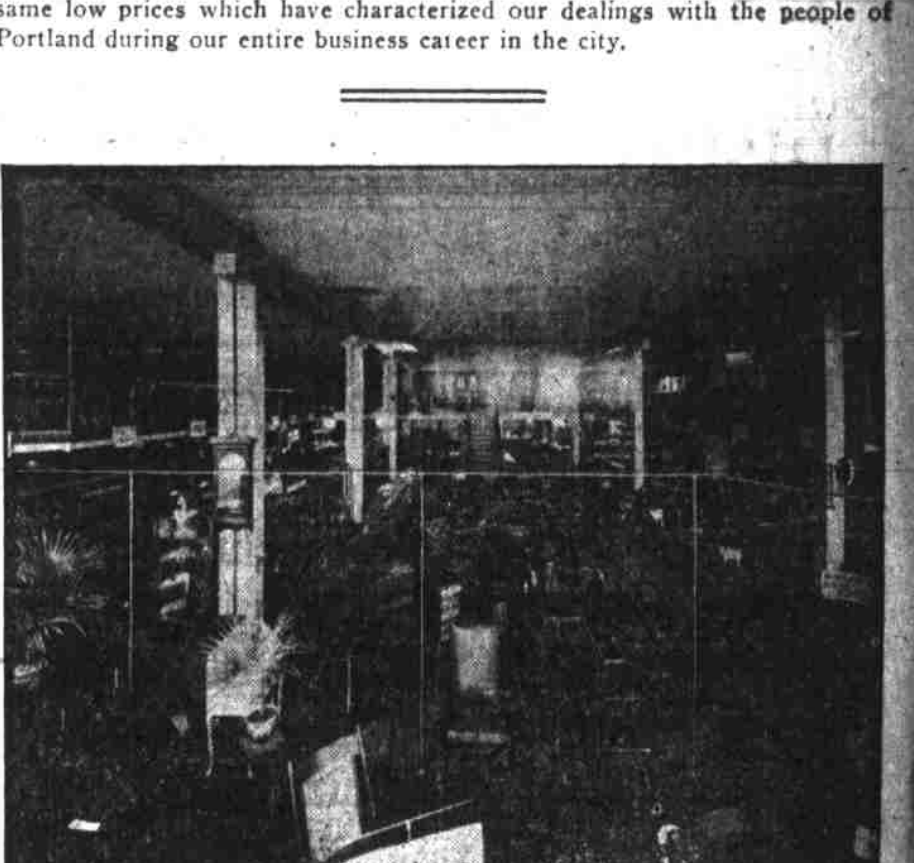
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Is one of the finest, and embraces Extension Tables, Dining Chairs and Buffets in all the latest designs and finishes.



In Bed Room Suites

We can offer you some of the choicest goods on the market, and at those same low prices which have characterized our dealings with the people of Portland during our entire business career in the city.



As in other lines, so also in LADIES' DESKS, MORRIS CHAIRS and OFFICE FURNITURE we offer you a superb assortment from which to choose, and at those same lower prices which our low rents enable us to make.

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