SAILS BIG SHIP THROUGH ISLANDS

Captain Floch of French Bark Neuilly Has Strange Experience.

UNABLE TO TURN BECAUSE OF WIND

With Dangerous Reefs in the Vessel's Course It Was Feared She Would Strike Bottom Any Time but She Escaped Without Scratch.

Captain Floch, officers and crew, had to display no little amount of good seamanship when on their way to Portland they were forced to sail their ship, the French bark Neuilly, through an archipelago where the islands were strewn so close that in places it would have been possible to throw a stone to either shore from the deck of the big windjammer. There was no telling when the ship would strike bottom, and everything was kept clear for action.

The Neuilly arrived in the harbor last night in ballast from Hobart, Tasmania, under charter to the Northwestern Warehouse company to carry a cargo of wheat to Europe. He dropped anchor at Linnton, where the ballast will be discharged. It was while entering his vessel at the custom house that Captain Floch related the novel and rather exciting experience among the islands of the South sea.

It was the Low archipelago, or Paumota islands through which Captain Floch was compelled to steer his ship. Standing out from the island of Tasmania he set the course south of New Zealand to avoid the myriad of little specks of land that dot the sea north of the Maori land, and then gradually worked north, after having skimmed over the vast stretch of open water lying between New Zealand and the extreme eastern end of the South Sea island groupes. Then the wind shifted so that after having steered easterly of the familiar Pitcairn islands he was forced to drive along in a northerly direction. It carried the bark to the large archipelago. Unable to sail around the group Captain Floch steered through the narrow channels, that at times assumed the winding course of a river on its way through a mountainous country. But the bark handled well and came out in open water as unscathed as if she had had the whole ocean to herself.

Six times during the voyage did the Neuilly run within speaking distance of the French bark Le Pilier, which arrived here yesterday from Hobart. The first time the vessels got in close proximity was south of New Zealand, and the last time was off the Columbia river about 600 miles. There the Le Pilier got the advantage over the Neuilly because she beat her into the river by a couple of days.

The German ship Henriette arrived in the harbor this afternoon in ballast from the west coast under charter to the Northwestern Warehouse company to load wheat for Europe. She, too, dropped anchor at Linnton, where the ballast will be discharged.

STEAM PILOT BOAT.

State Board Recommends Purchase of More Modern Craft.

(Salem Bureau of The Journal.)

Salem, Or., Sept. 16.—In its annual report to the governor yesterday the state board of pilot examiners recommends the purchase and maintenance by the state of a pilot schooner. It is the only method by which the state can hope to exercise any control over the pilots, and set down any rules governing pilotage at the mouth of the Columbia river, according to the commission.

It is set forth that the life of a pilot is hazardous, it involves risks and hardships that are not generally known to the public and the board feels that the Columbia river pilots have been at times unjustly criticised. Assumption of responsibilities are greater also on the Columbia bar, according to the board, than is generally realized. It is believed the service is as efficient as possible under present regulations.

It is recommended that the legislature amend the present pilot laws, giving the commission authority to examine and license pilots, to revoke licenses for cause, to make rules and regulations for maintenance of efficient pilot service and require all licensed pilots to report to and furnish such information to the board as shall be required, so that the commission may be fully informed of all matters relative to the service.

Under the present laws some pilots on the bar are not licensed by the state and over them the state has no control. These pilots are licensed by the government and have refusid to take out state licenses. If a pilot schooner were maintained on the Columbia bar by the state, the pilotage service could be handled in a more satisfactory manner to masters and ship owners.

The amendment to the charter of the Port of Portland which was voted on and carried in the election in June, also provides for pilotage at the mouth of the Columbia river and the intention of the Port of Portland is to place one or more steam pilot boats in commission as soon as the legality of the bonding act has been passed upon by the supreme court. A friendly suit brought in the circuit court was decided in favor of the bonding act and to settle the question definitely it was immediately sent before the supreme court.

FINE WEATHER AT SEA.

Ocean Smooth as Glass and Sky Free of Clouds.

Exceptionally fine weather is prevalent on the ocean these days, according to the reports of master mariners bringing their craft into port. They say the weather is quite remarkable for this time of year.

The steam schooner Northland, which arrived at Couch street dock last night from San Francisco, experienced the finest kind of weather all the way from the Golden Gate. The sea was smooth as glass, hardly a swell being perceptible. The entrance to the Columbia river was as smooth as a mill pond, there being not the slightest sign of a roll.

The Northland brought a large number of passengers bound for Seattle, and a considerable quantity of freight for this city. The passengers transferred to the Seattle train of last night. The Northland will load wheat and lumber for a return cargo.

ALONG THE WATERFRONT.

The steamer Breakwater sails for Coos Bay this evening and the steamer Alliance is due to arrive here from Coos Bay during the night.

The gasoline sloop Condor arrived here yesterday afternoon from Newport and went down to St. Johns this morning to undergo some repairs to the hull. She will be ready to sail for Newport in a few days.

The steam schooner Tiverton arrived at Linnton last night to load lumber for a return cargo to San Francisco. The steam schooner Yosemite went to Prescott to load lumber.

The British bark Andorinha cleared yesterday for Queenstown or Falmouth for orders with 189,282 bushels of wheat, valued at $170,000. She dropped down to St. Johns to wait for a tug to take her down the river.

DREDGE OFF FOR COOS.

Tug Astoria Will Tow Government Property to Destination.

The new government dredge Oregon will start for Coos Bay today in tow of the tender Geo. Mendell, which has just undergone a thorough overhauling. At Astoria the dredge will be picked up by the sea-going powerful tug Astoria and taken around to its destination.

The dredge has been boarded up and bulkheaded so securely that it would take an unusually severe storm to do it any damage. Besides, the hull is exceptionally well constructed, the dredge having been built expressly for coast work. The finest kind of weather has prevailed on the ocean for the past several days and it is expected to last until the dredge has made the trip, there being no indications of an immediate change. Yesterday the entrance to the Columbia was smooth as a mill pond.

The dredge will be manned by a dozen employes, all of whom have already been engaged. They will make the trip on the dredge, it being equipped with comfortable quarters. Coos Bay citizens have subscribed a sum of $15,000 for defraying the expenses of keeping the dredge at work deepening out the bay.

MARINE NOTES.

San Francisco, Sept. 16.—Arrived, steamer Bee from Portland and tug Defiance from Astoria.

Astoria, Sept. 15.—Left up at 12:30 p. m. German bark Henrietta; arrived at 2:50 and left up at 5:30 p. m. steamer Yosemite from San Francisco via Willapa harbor.

San Francisco, Sept. 16.—Sailed at midnight last night steamers F. S. Loop and Colonel E. L. Drake for Portland.

Astoria, Sept. 16.—Condition at the mouth of the river at 8 a. m. smooth; wind north, six miles; weather clear.

Tides at Astoria Thursday: High water: 6:40 a. m., 6.3 feet; 6:10 p. m., 7.7 feet. Low water—0.14 a. m., 0.7 feet; 0:13 p. m., 3.6 feet.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive.

Homer, San Francisco	Sept. 17
Alliance, Coos Bay	Sept. 17
Breakwater, Coos Bay	Sept. 20
Roanoke, San Pedro and way	Sept. 21
Rose City, San Francisco	Sept. 22
Eureka, Eureka and Coos	Sept. 22
George W. Elder, San Pedro	Sept. 25
State, San Francisco	Sept. 29
Nicomedia, orient	Oct. 1
Arabia, orient	Oct. 15
Alesia, orient	Nov. 1
Numantia, orient	Nov. 15

Regular Liners to Depart.

Breakwater, Coos Bay	Sept. 16
Geo. W. Elder, San Pedro	Sept. 17
Alliance, Coos bay	Sept. 19
State, San Francisco	Sept. 19
Homer, San Francisco	Sept. 20
Eureka, Eureka and Coos	Sept. 23
Roanoke, San Pedro and way	Sept. 24
Rose City, San Francisco	Sept. 26
Numantia, orient	Oct. 1
Nicomedia, orient	Oct. 15
Arabia, orient	Nov. 1
Alesia, orient	Nov. 15

Vessels in Port.

Broderick Castle, Br. sh	Stream
Largiemore, Br. sh	N. P. Lbr. Co.
Crown of India, Br. sh	Greenwich
Leyland Bros., Br. sh	Drydock
Donna Francesca, Br. bk	Astoria
Churchill, Am. sch	Astoria
Asgard, Nor. sh	Drydock
Alvena, Am. sch	Astoria
Albert Rickmers, Ger. bk	Oceanic
W. F. Jewett, Am. sch	Astoria
Irene, Am. sch	Astoria
Koko Head, Am. bktn.	Portland Lbr. Co.
Washington, Am. ss	Drydock
Andorinha, Br. bk	Montgomery No. 2
Oliver Olson, Am. sch	Young's bay
Annie Smale, Am. sch	N. P. mills
Gael, Fr. bk	Columia No. 1
Vincennes, Fr. bk	Centennial
Michelet, Fr. bk	Columbia No. 2
Queen Amelia, Br. ss.	Montgomery No. 2
Dagfild, Nor. ship	Irving
Aberfoyle, Br. bk	Stream
Puglia, Italian cruiser	Stream
Desdemona, Br. bk	Dolphins
Vigo, Nor. sh	Sand dock
Cambrian King, Br. ss	Elevator
Aster, Ger. ship	Stream
St. Nicholas, Am. ship	Astoria
Falls of Nith, Br. ss	Oceanic
Puako, Am. bktn.	Knappton
Mabel Gale, Am. sch.	Knappton
Boveric, Br. ss	Knappton
Le Pelier, Fr. bk	Linnton
Suveric, Br. ss	St. Johns
Cornil Bart, Fr. bk	Linnton
Sehome, Am. sch	Astoria
Berlin, Am. sh	Albina
Americana, Am. sch.	St. Johns
Wrestler, Am. bktn	Astoria
Numantia, Ger. ss	Alaska wharf
Beechley, Br. ss	Drydock
La Rochejaquelein, Fr. bk	Astoria
Neusilly, Fr. bk	Linnton
Henrietta, Ger. ship	Linnton
Northland, Am. ss.	Couch street
Tiverton, Am. ss	Linnton
George W. Elder, Am. ss.	Martin's
Nederland, Dutch ss.	E. & W. Mills
Yosemite, Am. ss	Prescott

En Route to Load Lumber.

Alumna, Am. sch	Kahului
Fairhaven, Am. ss	San Francisco
Amaranth, Am. bktn	San Francisco
Stanley Dollar, Am. ss.	San Francisco
Crescent, Am. sch	Honolulu
Olympic, Am. bk	San Francisco
R. D. Inman, Am. ss	San Francisco
F. S. Loop, Am. ss	San Francisco

En Route With Cement and General.

Bidart, Fr. bk	Antwerp
Neatsfields, Br. sh	Hamburg
David de Anjers, Fr. sh	Antwerp
Bradloch, Br. bk	Antwerp
Killoran, Br. sh	Antwerp
Joinvilla, Fr. bk	Antwerp
Carmanian, Br. bk	Hamburg
Rochambeau, Fr. bk	Leith
Gulf Stream, Br. bk	Antwerp
Alice, Fr. bk	London
Eugene Schneider, Fr. bk	Antwerp
La Tour de Auvergne, Fr. bk.	Antwerp
Armen, Fr. bk	Dublin
Glenalvon, Br. bk	Antwerp

Coal Ships En Route.

Fifeshire, Br. bk	Newcastle, A.
Bossuet, Fr. bk	Newcastle, A.
Torrisdale, Br. sh	Newcastle, A.
Magdala, Br. ss	Newcastle, A.

Tramp Steamers En Route.

Guernsey, Nor. ss	Shanghai
Westminster, Br. ss	Japan
Janeta, Br. ss	San Francisco
Yeddo, Br. ss	San Francisco
Deike Rickmers, Ger. ss	Fusan
Thyra, Nor. ss	Vancouver, B. C.
Knight of the Thistle, Br. ss.	San Fran.

En Route in Ballast to Load Grain.

Port Crawford, Br. sh	Callao
River Falloch, Br. bk	Callao
Oregon, Ger. sh	Yokohama
Gen. Faidherbe, Fr. bk	Yokohama
Merechal de Noailles, Fr. bk.	West coast
Homeward Bound, Am. bk.	Vanc'v'r, B. C.
Sainte Anne, Fr. bk.	Newcastle, N. S. W.
Lydgate, Br. bk	Santa Rosalia
Sully, Fr. bk	Antwerp
Crillon, Fr. bk	Antwerp
Genevieve Molinos, Fr. bk	Hobart
Leon Blum, Fr. bk	Hobart
Finland, Rus. sh	Guayaquil
Magdalene, Ger. bk	Acapulco
Alexander Isenberg, Ger. bk.	Honolulu
Thiers, Fr. bk	Belfast
General Foy, Fr. bk	Hobart
Biarritz, Fr. bk	San Francisco
Wynstay, Br. sh	Valparaiso
Cressington, It. sh	Callao

Oil Carrier Due to Arrive.

Col. E. Drake, Am. ss	San Francisco

JUMPS IN RIVER TO ESCAPE; DROWNS

(United Press Leased Wire.)

Redding, Cal., Sept. 16.—Charles Johnson, aged 30, a blacksmith's helper, is dead today because he tried to evade arrest that would have resulted in a fine of $5 at the most.

Johnson was engaged in a saloon quarrel at Kennet when Deputy Constable Bergin quelled the disturbance. Johnson bolted out the back door of the saloon and jumped into the Sacramento river. After swimming about 300 yards he was drowned.

Bergin did his best to save the man, but he was too far ahead and sank the third time before the officer could reach him.

NEWSBOY KILLED BY S. P. TRAIN

(United Press Leased Wire.)

San Jose, Cal., Sept. 16.—Clarence Mason, a newsboy, aged 14, was instantly killed here this morning while selling papers on a Southern Pacific train at the depot. The youth's head was entirely severed from his body.

Mason had jumped on to the platform of the train to sell his papers just as the train started to back up. He was hit by a truck standing alongside the track and knocked beneath the wheels. When the train was stopped the little fellow's head had been cut off.

Mason was an orphan, having lived at the Home of Benevolence until last year. His only relative is a brother, who lives at Salinas.

HINDUS CANNOT ENTER COUNTRY

Department of Commerce and Labor Rules Against Admission of Indians.

(United Press Leased Wire.)

Washington, Sept. 16.—W. R. Wheeler, assistant secretary of the department of commerce and labor, today decided against the admission to this country of two Hindu British subjects who attempted to cross the line from Vancouver. They were detained by the United States inspectors and appealed to the department, claiming the detention was unjustified.

Wheeler holds that the Hindus are unable to speak the English language and are unable to do ordinary work. For these reasons he says they are undesirable.

The decision says that nearly all other classes of British subjects are welcome to this country.

JOHNSTOWN "BABY" TO VISIT EUROPE

(United Press Leased Wire.)

London, Sept. 16.—During the past summer thousands of persons have been interested in the "Johnstown Flood" spectacle at the Franco-British exposition, but it is safe to say that no visitor viewed the panorama with more interest than a stalwart young Welshman, who visited the exhibition a few days ago. The young man was Moses Flood William, who first saw the light of day in the city of Johnstown on the afternoon of the fatal day of the flood which destroyed the city and blotted out hundreds of lives.

The young man's parents, who had emigrated to America from Wales, were living on Connemaugh street in Johnstown. On the day of the flood they escaped to the house of a relative in another portion of the city, but this house also was swept away by the raging waters, and it was while floating along on the roof of the dwelling that the mother gave birth to her child. The name "Moses" was given to the baby in reference to the circumstances of his birth. Soon after the flood the parents returned with their child to Wales and Moses Flood William has since resided in Glamorganshire.

HAYES HAS HARD FIGHT FOR OFFICE

(United Press Leased Wire.)

San Francisco, Sept. 16.—Congressman E. A. Hayes of San Jose, fifth California congressional district, is preparing to make a hard fight for re-election. He was nominated last night at a convention of delegates from his district, after a bitter fight.

The opposition to Hayes centered on Marshall Hale, a prominent merchant, and Hayes was nominated by a majority of but nine votes out of a total of 81 votes composing the convention.

Rudolph Spreckles and State Senator Dick Welsh engaged in an altercation on the floor of the convention. Spreckles charged Welsh with having failed to have his four delegates present and Welsh denied the charge. Hayes will have a hard fight for re-election. He is opposed by George Tracey, the nominee of the Democratic, Union Labor and Independence parties.

ELIMINATING PLAY IS ON IN TENNIS TOURNEY

More eliminations were the order in the Multnomah handicap tennis tournament yesterday and some interesting games are looked forward to toward the end of the week, when the finals will be played.

Results yesterday were as follows:

Godwin and Arthur beat Ladd and Dunbar 6-4, 3-6, 7-5; Herdman and Ewing beat Warriner and Dunn 7-5, 4-6, 6-4; Andrews and Rohr beat McAlpin and McAlpin 2-6, 6-3, 8-6.

Today's schedule follows:

2 p. m.—Ewing vs. Farrell, court 1; Mrs. Judge and Mrs. Campbell vs. Miss Schafer and Mrs. Northrup, court 2; Gilbert and Zollinger vs. Morrison and Townsend, court 3.

4 p. m.—Bellenger and Snow vs. Herdman and Ewing, court 1; Miss Fording and Miss Frohman vs. Miss Fox and Miss Carston, court 2; Goss and Freeman vs. Wright and Katz, court 3; Andrews and Rohr vs. Farrell and McMillan, court 4.

AUTHOR GOES MAD, TAKES OWN LIFE

(United Press Leased Wire.)

London, Sept. 16.—"Suicide while temporarily insane" was the verdict returned today by the coroner's jury that investigated the case of John Churton Collins, the author, who was found dead at his country home near Lowestoft yesterday.

A pocketbook was found on the corpse containing a note from Collins setting down that he had suffered so much from illness that he had decided to take his own life. A bottle that had contained poison was found near the body.

Collins was well known all over England and Scotland as an author and essayist. He was a professor of English literature at the Birmingham university, and was prominently identified with the university extension society, for which he lectured over 3,000 times.

COLONEL STEWART TO BE EXAMINED

(United Press Leased Wire.)

Washington, D. C., Sept. 16.—It was announced today that the war department would soon order Colonel W. F. Stewart, the Fort Grant exile stationed at Huachuca, Ariz., to appear before the retiring board, to be given a strict medical examination as to his physical condition.

If the board finds Stewart unfit for service, his retirement will be compulsory. It is made clear that his examination will be sufficiently thorough to finally determine his physical qualifications for service in the army.

Good Fishing at Newport.

Advice has just been received that silverside and chinook salmon are being caught on trolls in Yaquina bay.

FALL STYLES

THE BREWER

THE BEST $3.00 HAT

BEN SELLING Leading Clothier

Better *ask* your grocer *now* for a large cake of

Bon Ami

The Finest Cleaner Made

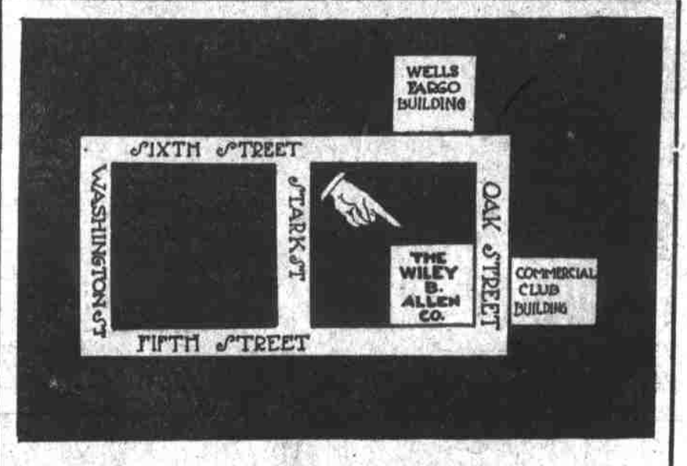
and not put it off any longer. You will save lots of wear and tear cleaning tins, kitchen utensils, etc., besides using it on paint and windows.

The Talk of the Town

The great success of our Semi-Weekly Clothing Sales has been the Talk of the Town. This week we shall try to out-do ourselves by placing on sale Thursday Morning 500 Men's Suits, Top Coats, and Cravenettes, actu al values up to $20.00 at $12.50. In this lot you will find 100 standard Blue Serge Suits (pure worsted) with near silk Venetian lin ings; 100 Black Unfinished ed Worsted Suits, 50 Black English Thibit Suits, 100 Suits in all the fashionable shades of Browns, Grays and neat effects in single and double-breasted, sizes 33 to 48. Also 150 Top and Cravenette Coats in Tans, Grays and Blacks. This clothing is New Fall Styles made with full military shoulders, hand-felled collars and unbreakable hair cloth fronts. Our GUARANTEE BINDS EVERY SALE. NUF CED. See display in show windows.

CHOICE $12.50 Values up to $20

Karo-Klapper Co. (Corner 3rd & Yamhill)



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It shows our wholesale distributing warerooms for the entire northwest.

Do you want a piano? We will sell you one at retail and save you more than enough to purchase your fuel for winter. Having no expense for maintaining a retail store, anyone can figure out how it is possible for us to give you more piano-value for your money than a dealer running a retail store at great expense possibly can. We wish to avoid intimating that retail piano dealers receive more than a legitimate profit for their instruments. They may give you the best possible value under business methods of long ago. We conduct our business under more advanced lines and retail direct from our wholesale house.

Three floors in the Archer & Schanz building are now filled with fine pianos of standard makes and medium grades. Prices ranging from $135 upward.

We exhibit more different lines of player pianos than can be found under one roof of any piano house in Portland. We can furnish for cash or on installments a fine player piano for $450. The Angelus is the king of all player pianos, producing effects impossible on any other player.

The Wiley B. Allen Co. MASON & HAMLIN PIANOS.

304 Oak Street, Between Fifth and Sixth. Opposite Commercial Club.

WANTED---80 PIANISTS

Who Will Join in a Unique Grand Piano-Playing Revel?

Several of the lady enthusiasts who visited the extraordinary display of grand pianos at Eilers Piano House yesterday thought it would be a wonderful experiment for them to be played in unison.

A number of pianists immediately offered their services. If a sufficiently large number of pianists can be secured while the assortment remains more or less complete, arrangements will be made for an event of this kind. Eighty people—160 hands—to play simultaneously on 40 grand pianos.

Such an undertaking would be absolutely unique in the history of music, and probably never can be duplicated.

Pianists of ability wishing to participate in this interesting concert are invited to report in person or by telephone—Exchange 23 or A-2350—to our Mr. Louis P. Bruce for particulars.

The performance will not be of a public character, but merely for the enjoyment of participants and a very limited number of their friends. Please apply at once. Eilers Piano House will supply the music required.

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Genuine Carter's Little Liver Pills.

Must Bear Signature of

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See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

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