STEAMER RUNS DOWN ROWBOAT

Apprentices From Ship Aberfoyle Have Narrow Escape From Death.

Richard Gilbert and Reginald Lawrence, apprentices belonging to the British ship Aberfoyle, narrowly escaped drowning in the river at 9 o'clock last night when they were run down by the steamer Alliance bound for Coos Bay. The steamer passed completely over them.

Gilbert and Lawrence left the ship at anchor in the lower harbor to go after some meat. They were in the ship's small boat and had reached a point off the Ainsworth dock just as the Alliance was coming through the steel bridge draw on her way down the river.

Gilbert, who was at the oars, did not notice the approaching steamer and she was close upon them when Lawrence sang out that he saw a ship ahead. Gilbert attempted to back on the oars but found himself too close to a floating fender alongside the dock. Somehow the steamer swung towards the dock at the same moment instead of swinging towards the open river.

The mate on the Alliance discovered the danger and yelled for the occupants of the boat to jump into the water. It was very dark at the time and he evidently saw that it would be impossible to avoid a collision. Gilbert dropped his oars and jumped onto the float. But it was slimy from the constant wash of the water and his feet slipped from under and he fell in the water. Lawrence clung to the boat until the Alliance's prow turned it nearly over when he was thrown overboard.

Dive Under Hull.

The boat was shoved ahead a full steamer's length and as there was no room to swim in between the Alliance and the float the men were compelled to dive under the deep going hull. They say they felt the ship pass over them and they would undoubtedly have been ground to pieces by the propeller had the engines not been stopped immediately when the pilot discovered the boat directly in his path.

Coming up astern of the Alliance they swam for the float and after considerable struggle Gilbert managed to get on top of it. He then helped his struggling companion.

The Alliance backed into the dock and four men came ashore with lanterns while a dock man succeeded in capturing the boat that had drifted to the lower end of the dock. With the exception of the loss of an oar, the boat was found uninjured.

Gilbert and Lawrence made their way to the Seamen's Institute at Front and Flanders streets where they were given dry clothing. After resting they continued on their way to the meat market, carried out their errand and struck out for the ship. They were in the water about 10 minutes and would undoubtedly have drowned but for the fact that both are expert swimmers.

The Alliance left Couch street dock a few minutes before 9 o'clock with a full cargo of freight and about 100 passengers for Coos Bay.

IN HONOR OF WARSHIPS.

Seamen's Friend Society Will Give Entertainment Tomorrow Night.

Tomorrow evening there will be a concert given at the Seaman's Friend society, 263 Flanders street, in honor of the Italian warship Puglia, now in port. Some of the best talent in the city has been engaged for this occasion and it is hoped that a large crowd will be in attendance.

ALONG THE WATERFRONT.

The steamer Homer sailed at 6 o'clock last night for San Francisco with a full cargo of freight and a number of passengers.

The steamer Alliance, Captain Olson, sailed for Coos Bay last night with a full cargo of freight and 100 passengers.

The Harriman liner State of California, Captain Nopander, left for San Francisco yesterday morning with 380 passengers and a full cargo of freight.

The steam schooner St. Helens is due to arrive at Couch street dock this morning from San Francisco. She will load grain and lumber for return cargo.

The Dutch steamer Nederland will begin loading wheat at Montgomery dock No. 2 tomorrow morning. She goes to Europe.

Watson & Duncan have bought the bumboat Balboa from Taylor & Eaton, who have operated it for about a year with great success.

MARINE NOTES.

Astoria, Sept. 19.—Condition of the bar at 5 p. m., smooth, southwest wind; weather cloudy. Arrived at 7:30 a. m. and left up at 8:40 a. m., steamer St. Helens, from San Francisco. Arrived down at 7:50 a. m. and sailed at 9:50 a. m., steamer Queen Amelie, for St. Vincent for orders. Arrived at 10 a. m. and left up at 12 noon, steamer Jim Butler, from San Francisco. Arrived at 11:50 a. m., steamer Sue Elmore, from Tillamook. Arrived down at 4 p. m. and sailed at 6 p. m., steamer State of California, for San Francisco.

San Francisco, Sept. 19.—Sailed at 10 last night, steamer South Bay, for Portland. Arrived at 9 last night, steamer Boveric, from Astoria. Sailed at 12 noon, steamer Rose City; at 3 p. m., steamer Roanoke, for Portland.

San Luis, Cal., Sept. 19.—Sailed, steamer Santa Rita, for Portland.

Dublin, Sept. 19.—Arrived, British bark Calluna, from Portland.

Spoken, September 17, 44.35 north 124.40 west, British ship Wyanstay, for Portland.

Tides at Astoria Sunday—High, 10:15 a. m., 6.9 feet; 9:33 p. m., 7.3 feet; low, 3:35 a. m., 0.8 feet; 4:03 p. m., 3.6 feet.

MARINE INTELLIGENCE.

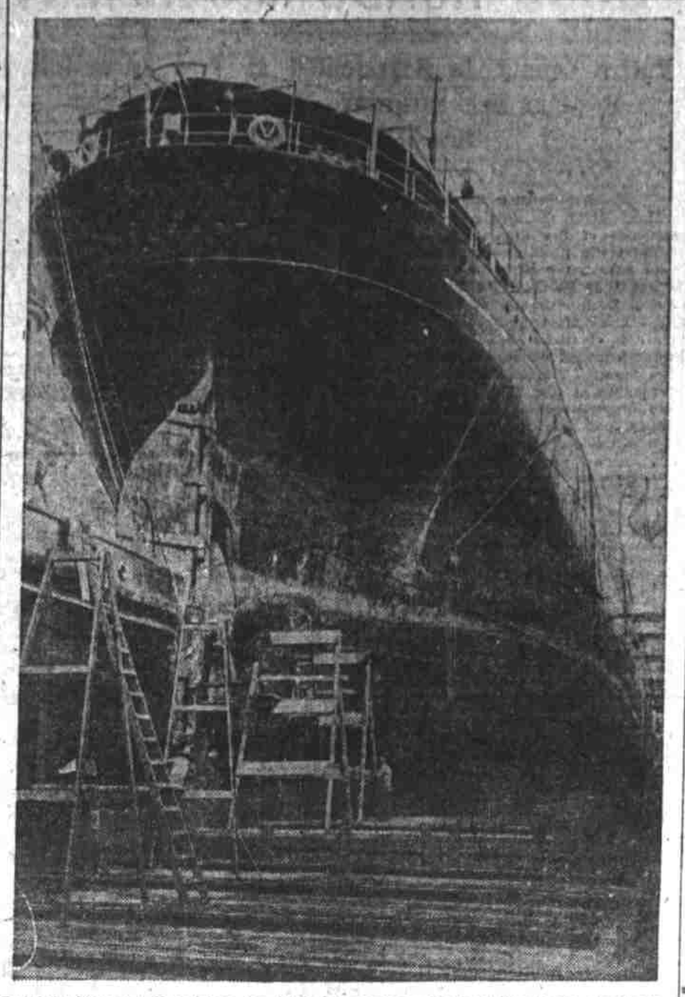
Regular Liners Due to Arrive.

Breakwater, Coos Bay	Sept. 20
Roanoke, San Pedro and way	Sept. 21
Rose City, San Francisco	Sept. 22
Eureka, Eureka and Coos	Sept. 23
Alliance, Coos bay	Sept. 24
Homer, San Francisco	Sept. 27
George W. Elder, San Pedro	Sept. 28
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.

Eureka, Eureka and Coos	Sept. 23
Breakwater, Coos bay	Sept. 23
Roanoke, San Pedro and way	Sept. 24
Rose City, San Francisco	Sept. 26
Alliance, Coos bay	Sept. 26
Homer, San Francisco	Sept. 29
Geo. W. Elder, San Pedro	Oct. 1
Numantia, orient	Oct. 1
State, San Francisco	Oct. 3
Nicomedia, orient	Oct. 15
Arabia, orient	Nov. 1

CAME HERE FROM SEATTLE FOR EXTENSIVE REPAIRS



British Steamer Beechley, as She Appears on Port of Portland Drydock, Near St. Johns.

Splendid progress is being made by the contractor, Allen, who brought the British steamer Beechley here from Seattle for extensive repairs. The large freighter is expected to be ready for service in a month's time, although some 52 plates have to be renewed.

The Beechley was badly crushed in ice of the North Pacific when bound for Nome last spring and later drifted ashore in a terrific storm along the Alaskan coast, suffering additional injuries.

The Beechley's dimensions are: Length, 340 feet; beam, 49.5 feet, and depth, 25.6 feet.

Alesia, orient .....Nov. 15

Vessels in Port.

Broderick Castle, Br. sh.....Stream
Largiemore, Br. sh.....N. P. Lbr. Co.
Crown of India, Br. sh. .Montgomery 2.
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
Oliver Olson, Am. sch.....Young's bay
Annie Smale, Am. sch.....N. P. mills
Gael, Fr. bk.....Columbia No. 1
Vincennes, Fr. bk.....Centennial
Michelet, Fr. bk.....Columbia No. 2
Daghild, Nor. ship..Montgomery No. 2
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
Puako, Am. bktn.....Knappton
Mabel Gale, Am. sch.....Knappton
Le Pelier, Fr. bk.....Linnton
Cornil Bart, Fr. bk.....Linnton
Berlin, Am. sh.....Albina
Americana, Am. sch.....St. Johns
Wrestler, Am. bktn.....Astoria
Numantia, Ger. ss.....Flour Mills
Beechley, Br. ss.....Drydock
La Rochjaquelein, Fr. bk.....Stream
Neusilly, Fr. bk.....Linnton
Henrietta, Ger. ship.....Linnton
Northland, Am. ss.....Couch street
Tiverton, Am. ss.....Linnton
Nederland, Dutch ss. ....Montgomery 2
Yosemite, Am. ss.....Prescott
R. D. Inman, Am. ss.....Oceanic
St. Helens, Am. ss.....Couch street
Jim Butler, Am. ss.....Linnton

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
F. S. Loop, Am. ss.....San Francisco
W. H. Talbot, Am. sch.....San Francisco

En Route With Cement and General.

Bidart, Fr. bk.....Antwerp
Neatsfields, Br. sh.....Hamburg
David de Anjers, Fr. sh.....Antwerp
Krailoch, 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.
Torfisdale, 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.
King George, Br. ss. ...San Francisco

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.Vancouver, 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

A new motor boat is propelled by an aerial screw. Under favorable conditions high speed is attained.

STEAMER BRINGS CARGO OF OAK

Will Be Cut Into Lumber at Mill in North Portland.

The British steamer Westminster is due to arrive here soon with a large shipment of hardwood from northern Japan. It will be the first cargo of its kind to arrive here for some time, very little material of that kind having been brought here in the past.

The shipment comes consigned to a company that operates a hardwood mill in North Portland and will be followed by others as the material is disposed of after having been turned into flooring and other building material, for which there is a constantly growing demand.

The Westminster is a large steamer and the oak shipment will be worth in the neighborhood of $75,000. Larger cargoes are expected to be brought here as the demand increases, it being said that the mill will be in excellent position to compete with eastern hardwood manufacturers.

WILL USE AN AIRSHIP.

Dutch Officer Hopes to Get Past Obstacles in New Guinea.

An attempt will be made next year to explore a part of New Guinea by balloon.

This great island, the largest in the world excepting Greenland, is very difficult to explore. It abounds in swamps, dense tropical forests and hostile tribes. Dr. Poch two years ago found tribes only 15 miles inland from the coast of German New Guinea that had never been seen by white men.

The chief of the mining department of British New Guinea in his last annual report said that though gold had been found in many parts of the mountains the cost of prospecting further afield was almost prohibitive because parties have to hew their way through the tropical vegetation and are likely at any time to be attacked by the natives. The worst savages are in Dutch New Guinea, two thirds of which is still unexplored.

These are the reasons why Lieutenant Rambaldo of the Dutch navy, an experienced aeronaut, has been authorized to make an experimental balloon trip next year across the western part of Dutch Guinea for purposes of exploration. His plans are all made and his government is backing the enterprise.

He will travel in a free air balloon, and he has the utmost confidence that, ascending from Cape Steenboom on the south coast, he will land at the foot of Geelvink Bay, on the north shore. The meteorological conditions seem to justify his faith.

From April till October the southeast trade wind can be counted upon as regularly as the daily reappearance of the sun. From October till April the northwest monsoon takes its turn. Rambaldo will choose some fine day in June next for his ascent and has no doubt that he will be carried almost due northwest and will land somewhere near the shore of Geelvink Bay.

Upon the success of this short air voyage depends future endeavor of this sort in New Guinea. The distance in a straight line is only about 200 miles and the balloon explorer expects to make it in the daylight of one day.

Of course he will be equipped to see and record a great deal. He will have a number of the special cameras now used in balloons and he expects to secure panoramic views of the earth below and on both sides of him throughout the journey.

His course will take him about midway across the Carl Louis mountains and he thinks it very likely that he will be able to count all the snow peaks in that mighty range. The plains, forests, rivers, lakes and hills will all be caught on his photographic plates and Rambaldo believes that this material will suffice for the production of an excellent map of the region above which he will float.

If the journey succeeds it will afford a good idea of the topography of an almost unknown region.

Some Day.

Some day the ocean's tide may cease to flow,
Some day the force of gravity be spent;
Some day the north pole may stalk down Park Row,
Some day we may see Bryan president.
—New York Sun.

T. P. A. SORRY THEY LEFT SOME ARE COMING BACK

Portland's ten strike in keeping the delegates to the national convention of the American Association of Traveling Passenger agents is just beginning to be realized by the railroad men of the city and the commercial organizations that assisted in their entertainment.

Judging from the tone of the letters that have come back from the California-bound special of the T. P. A. the Rose City made the best impression on the passenger men of any place they have visited. All want to come back. Some have decided to come here to live as soon as they can arrange to do ho. Others who can't leave their positions, have promised to send as many others to Portland as they can.

The day spent in viewing the city and the other in traveling up the famous Columbia river won over the passenger men and made several hundred friends for Portland of the kind that will do her the most good.

Manager Tom Richardson of the Commercial club has received some 30 or 40 unsolicited letters from the delegates expressing their satisfaction with their visit here. A few of them follow:

Sorry They Had to Leave.

President M. H. Bohreer of the association (D. P. A. Mobile & Ohio railroad, Chicago), says: "It does not seem to me that one who has visited your beautiful city can adequately express his opinions and pleasant impressions in a short, hurriedly written note.

"The hospitality of your people, the warm greetings to our association, have endeared you to us for all time, and as our departure approaches we realize more fully the lasting friendship we hold for you and your good people. Your possibilities for the future need no prophet to foresee—your growth is evidenced on every hand. Portland need have no jealousies, as she has already established herself. While her rivals may have, for the time being, a seemingly commercial quality, they have not the solid foundation for permanent greatness possessed by Portland, a city of homes, culture, integrity, refinement and energy all combined, making her, in my opinion, the best place on earth to live and raise a family."

"What more could she wish for to make her one of the foremost cities of the United States?" writes G. W. Thompson, T. P. A., Wilmington Transportation company, Catalina Island route. "With her rail and water transportation facilities, her great fisheries, lumber industries, agricultural and horticultural products, the unsurpassed scenic beauty of her mountains and the Columbia river, and a healthful climate—with all these advantages her broad-gauge, energetic, hospitable people will surely realize all they hope for in their city."

Short but to the Point.

Short but to the point is the expression of Powell Philipps, C. P. A., N. C. & St. L., Nashville, Tenn.: "On my second trip to the great northwest I am impressed with your wonderful improvement, and Portland, the gem city of them all, is the most beautiful place I have ever visited."

H. P. Mantz, D. P. A., Rock Island & Frisco lines, St. Louis, Mo., found his "maiden trip" to the North Pacific coast a series of surprises. "My trip to Portland is an ever-to-be-remembered event in my life," he says, "and I sincerely hope not the last journey I shall make to this glorious corner of our great country.

"While I have known for a great many years that the great northwest was destined to be at some time a vast empire in itself, I never before realized what possibilities you have, and what great strides you have already made to this end. I shall return home imbued with spirit which I have absorbed in this bustling atmosphere, and hope from the knowledge and experience I have gained on this trip to contribute substantially to the upbuilding of Portland and the northwest.

"The reception and hospitality tendered to our association by the railroad representatives in Portland, the members of the Commercial club and the ladies of Portland, shall ever be a green spot in our memories, and we of the middle west hope that it may be our pleasure and sprivilege to reciprocate your many kindnesses at a day not far distant. My best wishes for your continued prosperity."

Will Come Here to Live.

W. W. Dunnavant, T. P. A., Queen and Crescent route, Cleveland, Ohio, after expressing his appreciation of the reception tendered himself and fellows, adds: "I will seek no further. Portland, with her many attractions, is my ideal and I will never be satisfied until I can call this city my home."

POLICE BAFFLED BY GIRL'S DISAPPEARANCE

Kissing her mother good bye and gayly starting off for school, 14-year-old Ruby Haviland left her home at 749 Roosevelt street Wednesday morning.

When noon came and Ruby didn't come home for luncheon her mother thought she had decided to stay with one of her playmates at the Chapman school.

But by night, when nothing had been seen of the girl, Mrs. Haviland grew alarmed and telephoned to the teachers. She found that Ruby had never reached the school Wednesday morning. Then Mr. and Mrs. Haviland asked the aid of the police department. Two city detectives have been working on the mysterious case since Wednesday night and yesterday had to admit themselves completely baffled.

The city detectives say that the case is one of the most inexplicable that has come before them for years. The child was perfectly happy, from all accounts, was quiet and studious, devoted to her home, her books and her music. Her ambition was to succeed with her music. She had no intimate friends among the other girls but was on pleasant relations with all of them.

Her parents, Mr. and Mrs. George K. Haviland, live at 749 Roosevelt street. When Ruby left the house she had 25 cents with her and her school books.

"She was perfectly happy when she went away," said Mrs. Haviland, "and I can see her now as she turned and smiled at me. I have been sitting waiting here ever since, trying to catch sight of her coming up the street, but I cannot even hear anything of her. She has apparently dropped from the face of the earth and the mystery of it is nearly driving me crazy."

Since Wednesday every train and boat leaving the city has been watched by the police but no trace of the girl could be found. All the rooming houses and every hiding place where she might be concealed has been explored without result. The police thought possibly the child might apply to one of the theatres in order to exercise her musical talent but they found nothing in that direction.

The girl is five feet two inches tall, weighs 117 pounds and when she started out Wednesday wore a white leghorn hat and a brown plaid tailor made suit. Her hair is light and her complexion fair.

GOVERNOR TO SPEAK WITH SENATOR GORE AT ARMORY

Democratic leaders are making extensive plans for the rally to be held in the Armory, Friday, September 25, when United States Senator Thomas P. Gore of Oklahoma, will be the pricipal speaker. This will be the principal Democratic rally of the campaign. The meeting will be presided over by ex-United States Senator John M. Gearin, who will introduce Senator Gore. Governor George E. Chamberlain will be the chairman of the reception committee, his associates being Newton McCoy, vice-chairman, Mayor Lane, Judge M. G. Munly, Judge Seneca Smith, D. M. Watson, R. D. Inman, M. A. Miller, State Chairman Alex Sweek and County Chairman George H. Thomas.

Senator and Mrs. Gore will reach Portland Friday morning and will be the guests of Mr. and Mrs. D. M. Watson during their stay in the city. After the evening meeting at the Armory Senator Gore will leave for southern Oregon and will speak at Cottage Grove at 1 o'clock on Saturday afternoon and at Roseburg in the evening. He will then make several speeches in California and will close the campaign with the last two weeks in his home state, Oklahoma, where he is a candidate for reelection to the senate.

Herman Grimm has been appointed to take general charge of the ushers for the Armory meeting and will appoint a corps of assistants who will see that the crowds at the Armory are well taken care of and shown every attention.

The Gore meeting will make the first appearance of Governor Chamberlain in the presidential campaign. He will be chairman of the reception committee. Last week he notified the chairman of the state and county central committees that in compliance with their requests he would make one or more speeches for Bryan, at times and places to be selected by the chairman.

Arrangements are now being made for a meeting to be held at Lents on Wednesday next. This meeting will be addressed by E. S. J. McAllister and Bert E. Haney. During the week there will also be one meeting at University Park and another at Sellwood.

GOT 19 BIGHORN SHEEP.

Man and Wife Killed Largest Number Ever Shot by One Party.

Mr. and Mrs. Howard S. Reed in their recent two months' trip in Lower California shot more bighorn sheep than ever before were secured by one hunting party.

This means much, for the successful stalking of sheep on the peninsula is regarded as one of the most difficult accomplishments. The Reeds' 19 victims, according to Fur News, were not only excellent specimens but included bighorns of all ages.

The bighorn sheep, like the antelope, is growing very rare, and even in Lower California it taxes the ingenuity of a hunter to get a shot at one. Mr. Reed was anxious to secure specimens of all ages for preservation in some museum.

Every animal shot was carefully measured, samples of shrubs or other food on which it may have been feeding gathered, and a photograph taken. For the establishment of a museum of natural history in California Mr. Reed has contributed money as well as personal effort, and his hope will probably be realized in the near future.

Mrs. Reed has often taken her life in her hands on their hunting expeditions. She can skin and preserve big game like a professional, knows woodcraft thoroughly and is a dead shot with the rifle. When in the field she wears a short khaki skirt, flannel shirt, khakt hat and elkskin shoes and leggings. In Alaska she carried a .405 Winchester and in the south a .351 Remington, the weapon that shoots through steel.

It is estimated that 20,000,000 Americans change their residence for a week or more every year during the vacation season, and that in making the change they spend in railroad fare, board, recreative amusements and incidentals something more than $20,000,000. The vacation habit has grown up during the last 40 years, in great measure since the Centennial exposition of 1876. No other country approaches our own in its summer phenomena.—New York Mail.

The Prune.

The shortcake hits your pocketbook for fair;
The melon strikes you near the belt, you see;
The cantaloupe is water mixed with rind,
The prune, I guess, is good enough for me.
—Yonkers Statesman.

Any doctor's prescription to be filled with the very best, must contain Squibb's goods. All physicians and pharmacists acknowledge this fact. Our store is an out and out Squibb store. No other chemicals in stock.

Thomas says

Malt Tonics are everywhere prescribed by physicians as one of the most powerful restoratives and system builders known to medicine. Millions of bottles of "Prima Tonic," "Pabst's Tonic," "Hoff's Tonic," "Malt Nutrine," "Digesto," and hosts of others are drank annually. We bought a bargain, and are going to give you the benefit. You've always paid 25c a pint or $2.50 per dozen for "Prima Tonic" (unquestionably the king of all the malt tonics) but for next week we offer

25c Bottles of
Prima Malt Tonic
9c Each or 90c per Dozen

Just think, we offer at a price of less than half its regular wholesale cost, say nothing of its regular retail value.

STOCK UP NOW

Bargains in Whisk Brooms Too

500 25c Whisk Brooms, each.....10¢
200 35c Whisk Brooms, each.....20¢
100 40c Whisk Brooms, each.....25¢
100 50c Whisk Brooms, each.....35¢

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