

READY TO MEET EVERY DEMAND

Owners of Steamer Alliance Prepare for Vigorous Rate War.

WILL FIGHT HARD FOR COOS BAY LINE

P. N. Gray, Son of Pioneer Steamboat Owner of San Francisco, Visits Portland to Look Over Condition.

P. N. Gray, son of George D. Gray, the pioneer steamboat man of the Pacific coast, who controls the destinies of the California & Oregon Coast Steamship company which operates the steamer Alliance between Portland and Coos bay, is in the city for a few days looking over the company's interests.

Mr. Gray is actively connected with his father in the steamship business at the San Francisco end of the concern and says his chief mission coming here this time is to assure the company's patrons that the Portland-Coos bay line will be maintained and improved as rapidly as business demands, notwithstanding reports from the outside to the contrary.

The Southern Pacific company, operating the steamer Breakwater, is said to be trying to run us off the route," said Mr. Gray, "but I can state emphatically that the Portland-Coos bay line will be maintained and improved as rapidly as business demands, notwithstanding reports from the outside to the contrary.

"I have spent a week at Coos bay looking over conditions there and found everything progressing. The community is steadily gaining in population and commerce in all lines is developing rapidly. It is a budding section of the state with manifold resources and opportunities.

"As to competition with the Southern Pacific company and the Breakwater, I can say that we are prepared to meet any proposition that they might desire to make. They appear anxious to own the field but we covered the route before they did and propose to remain with it and improve the facilities in keeping with the volume of traffic."

The Alliance reached her dock at 6 o'clock last night after one of the quickest trips ever made from the Alliance and she brought a large quantity of freight including 2,000 cases of milk, 500 cases of cheese, one carload of salmon, 20 cords of matchwood and 200,000 shingles. The shingles were brought from Bandon on the gasoline tugboat, the Williams, which is owned by the Alliance and a feature in connection with the shipment was the fact that it covered the distance from Bandon to Portland in less than 24 hours, including the time consumed in making the transfer from the Williams to the Alliance at Coos bay. This is the fastest record ever established for handling freight between Bandon and the Alliance at Coos bay.

The dredge belongs to the government and although hired by the residents of Coos bay, is operated under the management of the United States engineers of this district with headquarters in Portland. The dredge was towed from Astoria to Coos bay and the fact that it was somewhat delayed in getting started by a mishap at the yard where she was to be put in trim is a strong blow to the residents of Coos bay.

The Southern Pacific company's Portland-Coos bay liner Breakwater left Coos bay last night with a large quantity of freight and a good passenger list, and it is said the Alliance will go out full next Saturday night. In addition to these boats the steamer Eureka of the North Pacific Steamship company makes regular calls every other week at Coos bay on her run between Portland and Eureka.

OLD BARK IN RACE

Olympic Will Run, Against Barkentine and Modern Schooner.

Port Townsend, Wash., Oct. 15.—The American bark Olympic, which reached this port today from Mukilteo, lumber laden for Sydney, Australia, will be entered as a contestant for sailing honors in the race across the Pacific.

This contest had its start in Port Townsend last night when the American barkentine, James Tuft, and schooner Inca towed out bound for the Australian port.

Before final arrangements for dispatching the Olympic can be completed the advance guard in the race will have a lead of at least a hour, although they were both reported windbound at Clallam bay. The contest between the Inca and the Tuft has, with but a single day between the two months that will elapse before their arrival is reported, stirred up keen rivalry among local shipping interests. The friends of square riggers as against the fore and aft rig contend so stoutly for their choice that it is anticipated before their ships enter port a large sum will have been wagered.

The Olympia was booked some time ago to load on the Columbia river, but her orders were changed, sending her to Mukilteo instead.

TWO UNIONS AT OUTS

Liners and Riggers Endeavor to Create Trouble on Waterfront.

Trouble between two factions of the riggers and liners fraternity has brought about a sort of incipient strike along the waterfront, although no serious results are anticipated. There are two unions of riggers and liners, each claiming to be the one to be recognized. Members of one union are employed by the other in doing line work from the waterfront.

Anderson, C. W. Crowe of the firm of Anderson, Crowe & Co., shipbuilders and riggers, stated this afternoon that riggers refused to go to work when he telephoned them last night to report for duty this morning on the British ship Brodick Castle at the coal bank-shorement would not perform the work until their business agent has had time to look up the merits of the respective sides to the dispute.

Captain Crowe says the trouble originated about six months ago, when one of his foremen, Daniel Cooney, was suspended by the one union then existing. "Cooney was compelled to go to Detroit for a hearing before the international body, was reinstated, but had to stand the expense himself," said Captain Crowe, and then new charges were trumped up against him and he was suspended again. So it went on for several months. A few weeks ago an old rigger of the union withdrew from the international with headquarters at Detroit and affiliated with the Pacific Coast association of Longshoremen at Coos bay. Cooney and his men then organized a new local and secured a charter from the international at Coos bay. His charter was recognized by the Federated Trades council of this city and we put the union men to work. It appears the members of the old union are trying to claim to be the only ones entitled to recognition. It is a factional fight."

TO BRING MORE OAK LOGS

Second Cargo for Portland Firm Being Prepared for Shipment.

Another steamer cargo of oak logs will soon be brought here from northern Japan, by the Pacific Lumber & Manufacturing company, which the Japanese steamer Fukui Maru has just delivered one cargo of oak timbers here. The second cargo is now being gotten ready for shipment from ports in Hokkaido.

The shipment just delivered at the mill measured 1,200,000 feet and the one to follow will contain approximately the same quantity. The name of the steamer being the cargo has not been announced yet but it will be one flying the Japanese flag as most ports in the north island of Japan are still closed to foreign shipping.

Probably the Fukui Maru will bring the second shipment as she will have time to make the run across the ocean and get the cargo on board before the weather gets too severe. The climate of northern Japan is fully as rigid as that of Vladivostok, Siberia, and the logs have to be loaded from rafts in what might practically be called the open sea.

The Fukui Maru left here yesterday afternoon in ballast for Puget sound, where she will load flour and general cargo for various ports in Japan. The vessel is under no special charter but carries for a number of shippers.

COLLISION IN FOG

San Francisco, Oct. 15.—The steam schooner Brunswick, carrying 18 passengers, and the sailing schooner Fred J. Woods returned to port today after a collision last night in the dense fog outside the Golden Gate. The mist was so thick that the vessels' forelights could not be seen until the two boats were close together. The first intimation of impending disaster came to the lookout too late for the outcast of the vessel to be changed.

The bow of the sailing vessel struck the starboard, forward side of the Brunswick, cutting away her superstructure and smashing the foremast. Both vessels sheered off and the Woods, which had only a damaged figurehead, was towed by the tug to the accident to the Brunswick.

For a time a panic was threatened among the passengers on the steam schooner, but the officers soon calmed them. The Brunswick was bound for Fort Bragg.

MARINE INTELLIGENCE

Regular Lines Due to Arrive

Breakwater, Coos Bay, Oct. 19

STREET CAR WRECK ATTRACTS CURIOUS CROWD



Yesterday afternoon a Fifth Street Car Collided With and Wrecked a Wagon Loaded With Mortar in Front of the Journal Office. It Took but a Moment, Despite the Rain, for a Curious Crowd to Gather to Superintend the Removal of the Debris. Streetcar Service Was Tied Up for About Half an Hour.

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Largemore, Br. sh. N. P. Lbr. Co.

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En Route to Load Lumber.

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

Oil Shippers En Route.

W. S. Porter, Am. ss. San Francisco

En Route in Ballast to Load Grain.

Callao Oregon, Ger. sch. Yokohama Bankfield, Br. ss. Valparaiso Stratford, Br. ss. San Francisco Homeward Bound, Am. bk. Vancouver B. C. Sainte Anne, Fr. bk. Newcastle, N. S. W. Lydgate, Br. bk. Santa Rosalia Sully, Fr. bk. Antwerp Thiers, Fr. bk. Belfast Francis, Fr. bk. San Francisco Turbot, Fr. bk. Hobart Ville du Havre, Fr. bk. Hobart

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BRINGS FREIGHT FROM NEW YORK

American-Hawaiian Liner Neyadan Arrives at Early Hour.

WILL DEPART AT DAYLIGHT TOMORROW

Included in Cargo, Is Large Shipment of Linoleum and Many Sewing Machines—Salmon Shipment Forms Bulk of Outward Freight.

With 600 tons of general freight from New York for Portland and about an equal amount for the several Puget sound ports, the American Hawaiian liner Neyadan, Captain Greene, arrived here at 9 o'clock this morning, 84 hours out from San Diego, including the stop made at Astoria. The freight was placed on board at Salina Cruz, the Pacific coast terminal of the Tehuantepec railroad. Twelve hundred tons were discharged at San Diego for interior California ports.

The Neyadan is berthed at Columbia dock No. 1, which has been secured temporarily for the use of the American-Hawaiian liners. It is expected to have the freight on the dock early this afternoon with 4,500 cases of salmon stowed away in its stead. Another 4,500 cases of salmon will be taken on at Astoria, where the steamer is expected tomorrow afternoon. Captain Greene says he anticipates having his steamer ready for departure from Portland early tomorrow morning. The consignments to Portland include a large shipment of linoleum, sewing machines and general merchandise. The liners carry no passengers. Although coming from an American port, the liner is subjected to all the customs regulations enforced against foreign shipping.

Chief Officer Blawie reports a fair voyage with rather heavy winds most of the way north of San Diego. But they were favorable and if anything aided the steamer on her way. South of San Diego head winds were encountered. Included in the outward freight will be a dozen 60-foot timbers booked for the Mexican port.

MARINE NOTES.

Astoria, Oct. 15.—Arrived down at 6 and sailed at 11:30 a. m., steamer Breakwater, for Coos bay. Arrived at 8:50 a. m., steamer Wasp and barkentine J. M. Griffith, from San Francisco. Outside at 10 a. m., a four-masted bark, Queenstown, Oct. 14.—Sailed, British ship Verbenia, from Portland for Birkhead.

Astoria, Oct. 14.—Arrived at 12 m., and left up at 2:15 p. m., steamer Nevedan, from Salina Cruz via San Diego. Arrived down at 1 and sailed at 2:30 p. m., steamer Rosecrans, for Monterey. Left up at 6:30 p. m., steamer Yosemite, San Francisco, Oct. 14.—Sailed at 4 p. m., steamer Johan Poulsen, for Portland.

Astoria, Oct. 15.—Condition at the mouth of the river at 8 a. m., smooth; wind north 2 miles; weather cloudy. Tides at Astoria Friday. High water—6:12 a. m., 6:2 feet; 3:23 p. m., 7.3 feet. Low water—11:40 a. m., 4 feet.

ALONG THE WATERFRONT.

The steamer George W. Elder, Captain Jensen, sails this evening for San Pedro and way ports.

The steamer Yellowstone arrived up at Linnton last night to load lumber.

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The steamer Wasp reached Astoria this morning from San Francisco to go to Goble to load lumber for a return cargo.

The Alaska Ferry W. S. Mason has not yet resumed operations, although it was expected she would go into commission this morning.

The steamer Homer brought a stowaway from San Francisco yesterday. He gave his name as MacLachlan and had hidden in the coal bunkers. Captain Durrie let the traveler get an insight in the sailor's life to help him pass the time coming up the coast.

Sample Shoe Sale.

If you wish an opportunity to secure \$2.50 to \$5 shoes at a bonafide reduction, visit the Sample shoe shop in the Oregonian building, sixth floor, room 600. The women will pay \$2 a pair while the men will pay \$2.50. The shoes are the pick and cream of the shoe world.

CALIFORNIA HOTELS

HOTELS AND RESORTS

The Journal's Free Information Bureau

To enable its readers to obtain reliable first-hand information regarding the hotels and resorts whose announcements appear in this column, The Journal has installed a free information bureau. Descriptive literature, rates, etc., will be gladly furnished to those interested.

HOTEL ST. FRANCIS SAN FRANCISCO

Each guest receives, without asking, the response to the multi-form requests of the most exacting public.

The comfort of the present is built upon the complaints of the past, and Hotel St. Francis today represents the sum total of a study of individual requirements.

RATES—EUROPEAN, FROM \$2 UPWARD. UNDER THE MANAGEMENT OF JAMES WOODS

HOTEL STEWART SAN FRANCISCO

BEARY STREET ABOVE UNION SQUARE JUST OPPOSITE HOTEL ST. FRANCIS EUROPEAN PLAN \$1.50 A DAY UP AMERICAN PLAN \$3.00 A DAY UP

A new down town hotel. Steel and brick structure. Furnished at a cost of \$150,000. Every comfort and convenience. On car lines transferring to all parts of city. Omnibus meets all trains and steamers.

If you want comfort, convenience and luxury at a very reasonable price, stop at the select HOTEL STEWART

HOTEL AUDUBON 978 Ellis Street, SAN FRANCISCO, CAL.

A first-class, quiet home hotel. European plan. Centrally located. Near theatres and shopping district. Rates \$1 up. Reduction by the week. Mrs. L. H. McClure, proprietor.

Royal House, San Francisco

All outside rooms, steam heat, hot and cold water. Rates 50c to \$2 per day. Weekly rates. Cafe. Fourth street cars direct from Third street depot. From Ferry, Howard street cars direct. F. L. Turpin, proprietor.

Hotel Normandie Sutter and Gough Sts. San Francisco

Pre-eminently the best and newest uptown hotel, convenient to theatres and shops; 350 bright, richly furnished rooms from \$1.50 up, with bath \$2.00 to \$2.50. Parlor, bedroom and bath, \$4.00 up. American plan, \$2.50 up. Commercial sample rooms.

COAL \$6 Per Ton

For Range or Furnace Washed and Screened No Soot No Dirt

F. B. JONES & CO. EAST 7—BOTH PHONES—B 1771

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CURED OF RUPTURE

C. E. Ferguson, 607 Normal Ave., Chicago, writes: "I want to say a word in your paper for the benefit of the ruptured. I was ruptured in my right side, but I used Dr. Rice's Rupture Cure, and then I was completely cured. There is no operation, no pain, no danger of any kind, and you do not lose a single day from your work. I am a painter by trade and I climbed and swung