

EXCLUDE PIGEONS BY WIRE SCREEN

Government Refuses to Furnish Longer Home for Stray Birds.

CUSTOM HOUSE FLOCK DISBANDED

Birds Increase So Rapidly in Number as to Become a Nuisance and Custodian of Building Finally Takes Steps to Drive Them Away.

Steps are being taken to drive away the pigeons that in increasing numbers have located on the custom house building. The birds are becoming so numerous that they are a nuisance and it has been decided to get rid of them before they take control of the fine structure.

The pigeons have found the large eaves fine building sites and every corner of the upper part of the building has its pigeon nest. The nests are not exactly in keeping with the style of architecture followed in the construction of the building, and Collector of Customs P. S. Malcolm, who is also custodian of the building, has finally made up his mind that the pigeons will have to go.

The most effective way to keep the birds from the building it is believed is to screen the eaves and cornices so that they will offer no shelter. This is being done, a mechanic having been at work on the job for several days. It is argued that the birds will return to the wheat warehouses along the waterfront when they discover that they are shut out from their old camping ground.

The pigeons began to settle on the custom house building shortly after its completion, but at first numbered less than a dozen birds. Gradually the flock increased until recently when at times the entire roof of the Park street side would be swarming with birds.

About the only one to miss the birds is John McNulty, auctioneer in charge of the branch hydrographic office, whose offices are on the top floor of the building. He has become accustomed to so much cooing that without it things will seem dead.

The disbanding flock consists of pigeons from all parts of the world, several having deserted vessels in the harbor to join the happy colony. And they are of all kinds and colors, from white to slate-colored and brown.

DAMAGES WERE SLIGHT

Captain Zumwalt Reports That He Beached the Eugene.

The river steamer Eugene is on the ways at the yard of the Portland Shipbuilding company receiving repairs, a few boards in the bottom having been broken when the steamer was beached near Clackamas rapids after having sprung a small leak. The repairs will be made in a few days.

Captain John Zumwalt, master, today filed his official report of the accident with Inspectors Edwards and Fuller, and it goes to show that it was of small consequences. The report says: "On coming down the river October 16, from Oregon City, my boat struck a log, the steamer began taking water when near Clackamas rapids and she pitched overboard. I tried to take her through the rapids and so I beached her just between the dam and a point of rocks on the right side of the river. Head down stream with port guard clear of water and the starboard guard fast under water amidships.

"The water became very fast and the pulp became much heavier with the result that it forced some small buoys, the channel bottom, making four or five small holes."

WOOLEN CLOTH FROM COOS.

Steamer Alliance Brings Product of New Industry.

The steamer Alliance arrived here last night with the first large shipment of woollen cloth from the new mills at Coos bay. The material goes to local consignees and it is said that the shipment is but a forerunner of large quantities that will follow.

The Alliance had a rough trip going from here to Coos bay but encountered better weather coming back. Besides the cloth, she brought a large quantity of dairy products and matchwood. The passenger list contained 59 names.

Captain Olson brought his steamer in 24 hours late because of having run aground at Coos bay at night getting in the way of the dredge Oregon which is now at work dredging the channel. The Alliance was not damaged, however, as she rested in the soft mud.

SUGGEST MORE DREDGING

Pilots Report Good Channel to Sea Except in Two Places.

Pilots say that the channel from Portland to the sea is in very good shape, excepting two places, where the dredges might put in a few days of work to good advantage. These places are Henrich's and Reeder's.

Soundings made by the pilots for the Port of Portland were completed yesterday and it is said that no place was found less than 25 1/2 feet of water at ordinary stage. But it is desired to have the depth sufficient to accommodate a 26-foot draught vessel at any stage of the tide, and it is said this can be accomplished by a little dredging at the two above named places.

ALESIA COMES DIRECT

Portland & Asiatic Line Abandons Plan of Calling at Frisco.

It was announced this morning that the Portland-Asiatic liner Alesia had the Yokohama route, yesterday for Portland direct instead of going by way of San Francisco.

The announcement is taken to mean that after a trial, the plan of having the Portland & Asiatic liners deliver their overland freight at San Francisco has been found unprofitable and that the company will return to the old plan of having the liners operate direct between Portland and Yokohama and vice versa.

building a new boat to take her place towing on the river. The Hoo Hoo will be taken to Tillamook to engage in towing on the river and bay.

MARINE NOTES.

Astoria, Oct. 23.—Arrived down at midnight at Knappaon, steamer Johan Poulsen. Left up at midnight, steamer Catalina. Sailed at 7:05 a. m., steamer Ronoke, for San Pedro and way ports, and steamer Elmora, for Tillamook.

Coos Bay, Oct. 23.—Arrived, steamer Breakwater, from Portland. Sailed at 9 a. m., German steamer Nicomedia, for Portland. Yesterday—Sailed at 1 p. m., steamer M. D. Inman, for Portland. Sailed at 2:30 p. m., steamer J. M. McArthur, for Portland.

Yokohama, Oct. 23.—Sailed, German steamer Alesia, for Portland direct.

Everett, Oct. 23.—Sailed, steamer Riverside, for San Francisco.

Astoria, Oct. 23.—Condition at the mouth of the river at 8 a. m.—smooth; wind, north 1 mile; weather, clear.

Tides at Astoria Saturday.—High water, 0:10 a. m., 7:8 feet; 0:14 p. m., 8.4 feet. Low water, 6:18 a. m., 1.5 feet; 6:47 p. m., 0.6 feet.

MURDER SUSPECT MAY BE RELEASED

Sheriff Stevens Believes Man Held at Vancouver Innocent.

Although in the opinion of Sheriff Stevens D. McLean, the man arrested at Vancouver on suspicion of being the murderer of Harry T. Butterworth at St. Johns last Tuesday night, has established a complete alibi and is entitled to be released from custody, Chief of Police Secrist still believes that he has the right man and is holding him.

A man named Douglas, of St. Johns, who went down from Portland Tuesday night on the same car with a man whom he suspects of having committed the murder, was sent over to Vancouver this afternoon to see if he could identify the suspect held there as the same man. Sheriff Stevens, however, after spending all of yesterday afternoon examining McLean and then coming back to Portland and checking up the arrested man's statements, stated this morning that in his opinion McLean had established conclusively that he was not in St. Johns the night of the murder. "I am going to ask that he be released from custody," said the sheriff. "I am sure he had nothing to do with the crime."

Bullets Not the Same.

The stains on McLean's coat, and his possession of a .32 caliber revolver were the strongest evidence against him. There were five cartridges of one kind and one of another in the gun when it was taken from McLean, which was regarded as suspicious, but the expert who examined the bullet that killed Butterworth says that it does not correspond to either kind found in McLean's gun. As to the stains on his coat, McLean says they are not blood, but probably coffee or tobacco.

Dr. Wiswold of Vancouver examined the stains and gave it as his opinion that they were bloodstains, but was not positive. The coat was brought to



FALL STYLES



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Portland last night to have a chemical examination made of the stains to determine their nature.

Chief of Police Secrist of Vancouver hints mysteriously that he has another clue which he is confident will connect McLean with the murder, but refuses to present to any jury more about it.

But in order to hold the man, he had Police Judge Sugg give him a five-days' sentence for vagrancy.

McLean still muddled.

McLean is still unable to account for his whereabouts during part of the evening and afternoon of Tuesday. But he says he was very drunk, and it is certain that he was so intoxicated at the time of his arrest that he appeared doped and was unable to talk coherently.

McLean, whose wife and children reside at Hale, a postoffice four miles from Eugene, Or., denies positively that he was in St. Johns. "I never was there but once in my life, and that was a month ago, when I went to see a friend," he began. "I came to Portland with the intention of going to Seattle, but met some men, and to tell the truth we drank too much in Portland. I remember being at the Grand Central hotel, but after that I don't know just what we did."

Eugene he borrowed the revolver from C. F. Hawkins, a grocery clerk of that place. This statement is substantiated by Hawkins.

Unless Chief Secrist's latest clue develops into something important, it is probable that McLean will be released soon and allowed to go his way, and the authorities will have to look elsewhere for the murderer of Harry T. Butterworth.

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