ARRIVES DIRECT FROM GOLD CITY

Steamer Hazel Dollar Brings Neither Freight Nor Passengers.

TO LOAD LUMBER FOR CHINESE PORT

Captain Reports Having Encountered Cold Weather in North Pacific With Heavy Winds and Waves—Barkentines Come for Lumber.

Direct from Nome, Alaska, the British steamer Hazel Dollar arrived at Linnton early this morning to load lumber for Shanghai on her owners' account. She is the first steamer to come here direct from the northern port since the days of the great rush, a dozen years ago.

But the big steamer brought neither passengers nor gold, and did not even have a pound of freight in her spacious hold, the American navigation laws forbidding a foreign bottom to carry cargo from one American port to another except under special permission, as was given foreign colliers that brought coal from the Atlantic coast ports to the warships at Magdalena Bay and San Francisco when there on their globe encircling cruise. The Hazel Dollar therefore came empty except for the water ballast that was pumped into the tanks to keep her steady.

Captain Rydney reports having encountered some very cold and stormy weather on the run, which took an even dozen days. Heavy seas, high winds and low temperature made the voyage anything but pleasant, especially for the coolie sailors and firemen who prefer the more temperate climates.

The Hazel Dollar belongs to the Dollar line of steamers of San Francisco, but being of foreign construction they have not been admitted to American registry. She will take about 2,500,000 feet of lumber, but a small portion of it will be furnished by mills at Tacoma.

The American barkentine Benicia, which reached Astoria yesterday, towed to Stella, in company with the barkentine Wrestler, which went to Rainier to load lumber. The Wrestler has been lying idle in Young's Bay for several months. The Benicia is under charter to carry a cargo of railroad ties to Guaymas on the same contract under which the schooner M. J. Smith is now loading ties at Stella.

SCHOONER TO LOAD LUMBER

Balfour, Guthrie & Co. Will Send the Samoa to Cape Town.

For the first time in many years an American sailing schooner has been chartered to carry lumber to South Africa. The transaction was closed yesterday when Balfour, Guthrie & Co. engaged the schooner Samar to come here to load for Cape Town.

The Samar is a comparatively small craft, her net register being 673 tons, and will be able to carry only about 1,000,000 feet of lumber. She arrived a few days ago at San Francisco with a cargo of coal and is expected to be ordered north as soon as the coal cargo has been disgorged.

Several cargoes have been sent from here to Mexico and South American ports in sailing schooners during the past several months, and a number of cargoes have been sent across the Pacific.

TWO NEW OCEAN TUGS

Bandon Yard Sends Hulls to Frisco for Machinery.

The tugs Gleaner and Klyhiam, both new and built at Price & Co.'s Bandon yards, left for San Francisco Monday in tow. The Gleaner is a 100-foot vessel built of cedar at a cost of about $45,000 for the Gardiner Mill company. Her machinery consists of a compound condensing vertical marine engine, with cylinders 14 and 30 by 20-inch stroke and one single and Scotch marine boilers, with a steam pressure of 160 pounds. She will be equipped with a Shaw & Spiegle towing machine and a fire pump.

The Klyhiam is similar in construction and was built for Charles P. Doe & Co. Both will be engined at San Francisco.

MAKES FAST RUN

Sailing Schooner Taurus Comes From Frisco in Six Days.

The schooner Taurus reached the Columbia river last night only six days out from the Golden Gate. This is the fastest run made between these ports for several months. It has been made in three and a half days, however, so that the Taurus' performance is by no means a record-breaker.

The Taurus is in the river to load lumber for California and will load at one of the mills on the lower river. She will carry away about 800,000 feet, being of 514 tons net register. The Taurus was built at Marshfield in 1902 and has been in the Columbia only a few times.

The steam schooner Yosemite arrived here last night in ballast from San Francisco to load grain and lumber for return cargo. She is at Oceanic dock today receiving the grain and will probably shift to one of the mills down the river tomorrow to begin loading lumber.

Rub-a-dub-dub!
RUB-a-DUB-dub!

That is what wears out your clothes—the eternal rubbing up and down the washboard.

Why don't you stop it? It isn't necessary.

The right way to wash clothes—the easy way—the quick way—the safe way—the *Modern* way is with P. & G. Naphtha Soap and cold (or lukewarm) water.

If you adopt this way, you will have precious little use for a wash-board.

The naphtha in P. & G. Naphtha Soap *loosens the dirt*. The soap *cleans*.

Boiling the clothes, too, is unnecessary. Use P. & G. Naphtha Soap and get rid of these twin evils of wash day. There is no need for either.

P. & G. Naphtha Soap is for sale in almost every grocery in this city. 25

O. R. & N. LAYING 75-POUND STEEL

Faster Time Can Soon Be Made Between Portland and The Dalles.

The O. R. & N. has begun the laying of 75-pound steel rails of a similar character to those being laid on the new Troutdale-Bonneville cutoff for the distance from the end of the cut off to The Dalles. This will give the line 75-pound rails the entire distance between Portland and The Dalles and will allow trains to make very fast time along the river division. The improvements on the tracks in Oregon are believed to be preliminary to the establishment of a fast limited train between Portland and Chicago via the Harriman lines.

The Troutdale-Bonneville cut-off is nearing completion, 16 miles of the 17 that comprises the cut-off having been graded and 12.5 miles of track having been laid. The railroad is spending nearly $1,000,000 on this part of the line, it being figured that the work will cost about $45,000 a mile. Although the distance in miles between Portland and Huntington is only shortened 2 miles yet 1,454 degrees of curvature are being eliminated and the sharpest curve has been reduced from 10 degrees to 3 degrees. In addition to this 50 vertical feet of gradient have been removed.

The 7½ miles of track between the end of the cut-off at Bonneville and The Dalles, the end of the division, are being laid with 75-pound rails, and five miles of this work will be completed by November 1. The laying of the new rails here is entirely outside of the appropriation for the cut-off.

BLAZING BOAT ADRIFT

Brave Men Save Anacortes From Serious Conflagration.

Anacortes, Wash., Oct. 30.—Taking chances that at the time were thought to be great, in order to save the city from a serious conflagration, Marshal J. T. Millett and Charles Leon, responding to a call for volunteers at an early hour this morning, took a small rowboat and after a hard battle with a seething mass of flames that enveloped the oil-laden steamboat Energy managed to get a line on the boat and tow her out into the harbor and away from the docks.

The boat was entirely destroyed, entailing a loss of $4,000.

The Energy had been cut away from the Curtis dock where she was moored and was drifting down to the wharf of the new Russian Cement company, and had she reached that point it is doubtful if the entire fighting force of the town could have saved the new $250,000 plant.

The Energy was towed into the stream and allowed to burn.

READY FOR DEPARTURE

French Barks Vincennes and La Rochejaquelin Wait for Tows.

The French barks La Rochejaquelin and Vincennes are in the stream ready to leave down as soon as towboats become available, both of them being laden to the hatches with wheat from the great Columbia river basin and inland empire, and bound to Europe.

The vessel with the long name cleared yesterday afternoon with 111,576 bushels wheat, valued at $102,650, this bringing the wheat exports for the month from Portland to the formidable total of about 2,000,000 bushels. The La Rochejaquelin will probably be the last of the sailing vessel fleet to clear this month.

BEGIN WORK ON BOAT

Speedy Passenger Craft Will Soon Be Under Way.

Work will soon be commenced at Supple's boatyard on the construction of the new boat for the Kitsap County Transportation company, of Seattle, for which contract was awarded to the Portland firm a few days ago.

The new boat is to be about five feet longer than the steamer Kitsap which was built by Supple some years ago for the same concern and which proved a very successful passenger boat on the sound. She is to be speedy and equipped with fine accommodations for passenger traffic and is to be ready in time to go into commission when the fair opens next summer.

ALONG THE WATERFRONT.

The gasoline boat Eva left for the upper Columbia river this morning with a cargo of dynamite.

The Harriman liner State of California, Captain Nopander, leaves Ainsworth dock this afternoon for San Francisco.

The North Pacific Steamship company's steamer Geo. W. Elder left Martin's wharf last night for San Pedro and way ports.

The steam schooners Northland and South Bay sailed for California ports yesterday, the former for San Francisco with 800,000 feet of lumber and the latter for Santa Barbara with 500,000 feet of lumber. Both will return in the lumber trade.

A pleasant concert will be given this evening in the rooms of the Portland Seamen's Friend society, Third and Flanders streets, to which the public is invited.

Negotiations for the charter of the British ship Brodick Castle have been on for several days and it is understood that they were closed today so that the vessel will possibly be one of the November fleet of grain carriers bound for Europe.

The steamer Hoo Hoo will leave for Tillamook today after having been strongly bulkheaded and strengthened for the short ocean run.

The gasoline sloop Condor, Captain Jones, left this morning for Newport and Waldport, carrying a full general cargo.

MARINE NOTES.

Astoria, Oct. 30.—Arrived down at 7 and sailed at 9:10 a. m., steamer Northland, for San Francisco. Arrived down at 7:30 and sailed at 9:35 a. m., steamer Geo. W. Elder, for San Pedro and way ports.

San Pedro, Oct. 29.—Sailed, steamer Roanoke, for Portland. Arrived, steamer Geo. W. Renwick, from Columbia river.

Astoria, Oct. 29.—Arrived at 12:40 and left up at 4 p. m., British steamer Hazel Dollar, from Nome. Sailed at 1:15 p. m., steamer R. D. Inman, for San Francisco. Arrived at 1:40 p. m., schooner Taurus, from San Francisco. Arrived at 4:20 and left up at 6:30 p. m., steamer Yosemite, from San Francisco.

Astoria, Oct. 29.—Condition at the mouth of the river at 8 a. m., smooth; wind west 16 miles; weather cloudy.

Tides at Astoria Saturday—High water, 5:38 a. m., 6.4 feet; 4:59 p. m., 7.6 feet; low water, 11:16 a. m., 2.9 feet; 11:57 p. m., 0.5 feet.

STRAW VOTE ON TRAIN GIVES LEAD TO BRYAN

D. F. Fitzgerald, head deputy for the Foresters of America, reports that a straw vote taken by him on the smoker of a Southern Pacific train yesterday resulted in 18 votes being cast for Bryan, 13 for Taft and 4 for Debs.

WARNS AGAINST GARBAGE GRAB

Thomas GuQinean Calls Attention to Proposed Exclusive Franchise.

Thomas Guinean is opposed to the method of handling garbage presented before a recent meeting of the city council. He voices his protest in the following communication to The Journal:

"The garbage scheme was again brought up in the council meeting of October 29. This is one of the most iniquitous schemes ever brought before an intelligent body of men. The majority of the householders of this city have no idea of the terrible injustice of the gigantic monopoly they intend to create.

"This measure as it now stands will realize a profit to those interested in the scheme of from $500,000 to $600,000 per annum. There are 30,000 householders in Portland. The average amount collected from them will average $3 per month. All any one has to do is to figure it out for himself and he will realize the extent of this proposed monopoly, which the council proposes foisting on our citizens. The householder will not only be taxed for the removal of garbage but, according to the way the ordinance is drawn, should there be any other debris to be removed, he will be charged extra for it.

"The council refused to permit citizens to discuss this matter before their body, because they knew it would not bear the light of day. If the council believed this to be a just measure in the interest of the taxpayers, it would certainly seem that they would desire to receive all the available information on the subject. Should the council give this franchise for 25 years, as they propose doing, they will create a monopoly which will be so wealthy that it will be able to dictate to and run the entire city.

"Under the present system all the debris and garbage is carried from each house for the sum of 50 cents per month, and the work is well done. The trouble lies with the council and the way in which the crematory is conducted and not with the removal of the garbage.

"There should be two crematories built, owned and managed by the city. There should also be an efficient superintendent at the crematory. By having two crematories one could always be kept in order.

"If the council intend legislating in the interest of the taxpayers, they would make a proper appropriation for the building of the crematory. From appearances it would seem as though the members of the council were interested in the matter and the citizens of the city desire to know for how much?

"We have now an electric light monopoly, a plumbing monopoly, a paving monopoly and a contractors' monopoly. And the council favors and defends all these monopolies to such an extent that they have no time to look after the real welfare of the city.

"Street improvements cost here more than in any other city on the coast, electric lighting from 30 to 35 per cent more, plumbing from 30 to 40 per cent more. All of these great monopolies are created by our present city council, as they could not exist if the council did not pass ordinances in their favor.

"On account of these monopolies hundreds of families are annually driven away who would otherwise make their homes here. Many of the families would invest in real estate could they improve their property at reasonable terms, but knowing of the existence of these monopolies they are driven from this city to make their homes elsewhere."

BIG CROWD AT THREE RALLIES

Three Bryan rallies were held last night in different parts of the city, and with great success in each district. The audience at each meeting was large and enthusiastic, cheering the mention of Bryan's name to the echo. One meeting was held at Mount Tabor and was addressed by Bert E. Haney and H. D. Wagnon. Another meeting held at Seventeenth and Thurman streets was addressed by John Manning, while the third was held at Carpenters' hall, East Pine and Grand avenue, and was addressed by John H. Stevenson, E. S. J. McAllister and J. Hennessy Murphy.

In his address Mr. Murphy called particular attention to the bank failure at La Grande, contending that no such situation would have been possible under the bank guarantee plan, and predicting that Union county would go for Bryan by a big vote as the result of the pitiful illustrations given through the wrecking of the Scriber bank. The speaker invited the Taft managers to send able speakers up to La Grande to explain to the people of that city why the bank guarantee plank in the Democratic platform was not a good one.

President Roosevelt Said, in New York:

"DON'T ONLY TALK, BUT ACT"

AND THAT'S EXACTLY THE UNITED'S SENTIMENT! THIS GREAT HAT STORE DOESN'T SIMPLY ADVERTISE "EQUAL QUALITY FOR LESS MONEY," BUT WE GIVE IT IN FACT!

Lots of good reasons for it, too. It isn't because The United is charitable, or satisfied with less profit, or any other such ridiculous idea. You're not expected to believe any such rot.

There are just two legitimate reasons for The United's LOWER PRICES.

FIRST—Because we are the largest hat retailers on the coast, and we're on the other side of the street, and thus escape the TREMENDOUS RENTS other stores have to pay.

SECOND—Because the immense quantities of hats The United Stores distribute enable us to buy our hats from the manufacturer for LESS MONEY. But the QUALITY is the SAME. Don't forget that.

Just drop in tomorrow and investigate. As we said above, we don't only talk—we "DELIVER THE GOODS."

Soft and Stiff Hats that Cost $4.00 Elsewhere, $3.00 Will Buy at the United

They're for men and young men. In all the new greens, tans, browns and blacks. The style and quality of these hats are really revelations at the figure. Anywhere else in Portland they would cost you $4.00. At The United Hat Stores tomorrow . . . $3.00

Soft and Stiff Hats that Others Get $3.00 and $3.50 for, $2.50 Will Buy at the United

For men and young men. The latest designs in new flat set brims, low or high crowns. The new Trooper Hat in latest shades and colors. They are models in style and finish; nobby, neat and genteel. They are designed to test the pulse of any man who is looking for a perfect hat for little money. Nothing like them in the city for less than $3.00 or more. See them at The United tomorrow for $2.50

Stetson Hats at $4, $5 and $6

The name "Stetson" on hats means the same as sterling on silver. They are quality hats and will give value received—a hundred cents on the dollar. We have all the newest shapes and shades, priced at . . . . . $4.00, $5.00 and $6.00

Mallory Cravenette Hats at $3.50

We are special agents for THE ONLY GUARANTEED WATERPROOF HAT IN THE WORLD. All the new styles, both stiff and soft shapes, all the latest colors, at $3.50

$1.85 for $2.50 "Paragon" Hats Like Above Illustrations

The United Stores are sole agents in Portland for these nobby hats. Nothing but Paragon goes in the east. See them at The United for $1.85

The shapes include all the new fads, and the shades are green, brown, tan, gray and black, etc. Standard $2.50 Paragon Hats. At The United tomorrow $1.85

$1.35 for $2.00 Reliance Hats

This sale is for Saturday only. Over 200 dozen hats to select from—stiff or soft styles, in every new shape and color. A genuine $2.00 hat on sale tomorrow at $1.35

FULL LINE OF COLLEGE CRUSHERS, IN ALL COLORS, $1.00

The United Hat Stores Co.

84 Third Street
Between Stark and Oak

Open Saturday Night Till 11. Largest Hat Store in the West. Money Back If Not Satisfied.

FATHER MUST SHOW CAUSE

E. S. Potter was lodged in the county jail this morning because he failed to heed a citation to appear in the juvenile court on October 17 to explain why he does not pay for the support of his children, now in the care of the Boys' and Girls' Aid society. This afternoon Judge Gantenbein will ask him to explain why he did not answer the citation, as well as why he has failed to pay for the children.

Potter is said to own considerable property and when he was divorced from his wife some time ago he was awarded the custody of the children. They were placed in the care of the Boys' and Girls' Aid and he is $90 in arrears in his payments.

Arthur Brisbane, the editorial writer for the newspapers, is prosperous. He recently bought two $100,000-houses in New York. Park Row has it that Mr. Brisbane gets more salary than any other newspaper editor in the United States.

Do you know what

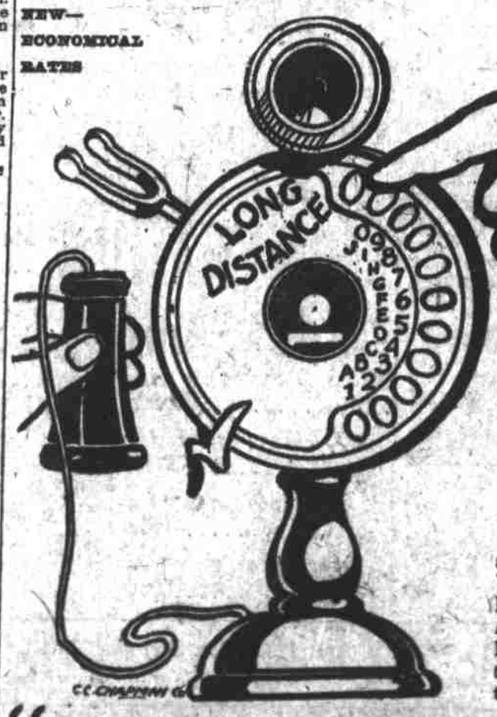
Bon Ami

The Finest Cleaner Made

will do? No? Well it cleans windows and mirrors, polishes tins and all kinds of metals, and cleans paint without a scratch. Ask your grocer.

"From Bellingham to Corvallis as Distinct and Loud as Talking Across a Table"

NEW—
ECONOMICAL
RATES



NOW

You can talk via Home Phone with

SEATTLE
TACOMA
BELLINGHAM
EVERETT

and other western Washington and Puget sound points. Also up the Willamette valley, through Washington county, etc.

"HOME PHONE"

YOUR LONG DISTANCE CALLS

QUALITY OF SERVICE IS SO FAR AHEAD OF WHAT SEEMS POSSIBLE THAT A TRIAL WILL AMAZE YOU

UNTIL YOU HAVE TRIED OUR SERVICE YOU CANNOT IMAGINE HOW CLEAR THE VOICE SOUNDS

NORTHWESTERN LONG-DISTANCE TELEPHONE COMPANY
C. C. CRAIG, Manager, Portland, Or.
Temporary Address, Lafayette Bldg. Permanent Offices, Board of Trade Bldg.
Private Telegraph Lines to Lease by Month or Year.