SHEEPMEN TO ASK SCALP BOUNTY

Woolgrowers Secure Cooperation of Cattlemen in Effort to Secure Reenactment of Coyote Law—War to Be Waged.

One million dollars' worth of sheep are killed annually by the coyotes of the sheep country. Calves and colts are being slaughtered in large numbers throughout the cattle country, and at the coming session of the legislature the sheepmen and cattlemen of the state, forgetting their other feuds in the past, will unite in the effort to secure the restoration of the scalp bounty law, repealed at the past session.

Since the repeal of the bounty law the coyotes have been increasing at a rapid rate until they are again threatening to overrun the sheep and cattle ranges. Unaided, the range men are battling against the rapidly increasing pests, but are meeting with little success. To overcome the menace as much as possible until legislative relief can be secured, the sheepmen of the state set aside January, 1909, as a month in which concerted action could be taken against the common enemy.

During that month a combined onslaught will be made upon the coyotes by hunting, poison and traps. Special care will be taken to avoid the poison being eaten by dogs on the range and warning will be issued by the sheepmen, individually, when they commence their separate campaigns of extermination.

Dan P. Smythe, secretary of the Oregon Wool Growers' association, which has just closed its annual meeting, talked yesterday of what the sheepmen of the state were doing and what they desired to do. He said that the sheepgrowers were in much earnest about the scalp bounty bill and would make a united effort to secure the passage of such a bill. They will perhaps ask that the bounty be made about half as much as that provided by the bounty law which was recently repealed.

Appeal for Higher Speed.

At the convention just closed it was decided to ask congress to enact a law which would fix the minimum speed for stock transportation at sixteen miles an hour. The Oregon delegation in congress will be asked to look after the federal law. At the same time the sheepmen will have a bill presented before the next session of the legislature fixing sixteen miles as the minimum rate per hour within the borders of the state.

The purpose of this law is to do away with the long rests between stations and the extreme lapse of time which occurs between feeding and watering stations in transit.

One resolution adopted by the convention, according to Mr. Smythe, was one commending the forest policy of the present administration, but at the same time condemning the actions of certain of the forest reserve officials in Oregon in allowing the cattle to encroach upon the lands set aside for sheep range.

It was also suggested by the association that the power of the advisory board of the association be enlarged and that they be empowered to settle boundary disputes in conjunction with the forestry bureau. The association suggested by resolution that the advisory board be allowed to serve with the officials of the forestry bureau as a sort of arbitration commitee, it being contended that this plan would insure fairness, inasmuch as the sheepmen of the board would be in full touch with all range questions and therefore able to give expert edvise to the forestry bureau which would result in absolute justice being done.

Keep Flocks Separate.

The convention also petitioned the administration to see to it that the cattle of eastern Oregon were kept on their own alloted grazing land and not allowed to range over the boundaries onto sheep pasture, as is now done.

Sheepmen do not want the Slusher law changed in any manner and will oppose any amendment which may be taken into the next session of the legislature. They desire that the board of sheep commissioners be continued because of the excellent work which has been done towards stamping out scab and other disease during the past year or more.

The association also desires that the government will not assign Dr. S. W. McClure or Dr. W. H. Lytle to other fields of work, but will keep them stationed in Oregon because of their careful work among the sheep growers of the country.

It is also the intention of the association to oppose any legislation in congress which has as its object the reduction of the existing tariffs on wool. It is the desire of the association to have all woolen goods marked with the percentage of wool contained in them. This would be of great assistance to the wool men and at the same time would be a guarantee to the consumers, according to the wool men.

Will Protect Sheep.

The association in convention also made provision for the payment of a reward of $1,000 for the arrest and conviction of any person discovered poisoning, or shooting sheep. It is expected that this amount will be raised to about $2,000, through state aid.

The association is also opposed to any reduction in the number of sheep allowed on the ranges by the government officials.

The same officers who were in charge of the association's business during the past year, were retained, all being re-elected by unanimous vote. These were President J. N. Burgess, Vice-President George McKnight, Secretary and Treasurer Dan P. Smythe. The new executive board for the coming year is composed of F. C. Oxman of Baker county, H. L. Hartshorn of Wallowa, Emmet Cohorn of Grant, H. C. Rooper of Wasco and Crook, R. R. Kees of Wheeler and George J. Currin of Morrow.

Secretary Smythe of Pendleton, who was in the city yesterday, will return to his home today.

PALMIST SUES FICKLE LOVER

Mary E. Clay Demands $15,000 From D. O. Pritchard for Broken Vows.

Mary E. Clay, who practices the mysterious arts of palmistry, will be able to retire from professional life if she wins a suit for $15,000 damages against D. O. Pritchard, filed in the circuit court yesterday. Pritchard, she alleges, has toyed with her affections and she asks a golden balm for her wounded feelings.

The palmist declares in her complaint that Pritchard wooed and won her. The date of the winning, when she promised to be his, was September 19. She says he then agreed to let her name the date, and she trusted implicitly in his ardent promises as to the day when the law would declare them one. To strengthen her allegations she tells of an occasion on a Sunday afternoon, October 4. She says they went to Vancouver together, and that he made love to her that day, renewing his protestations of affection, and promising marriage. The following Sunday and again a few days later, she alleges, he renewed his vows.

Then, on October 21, came the blow to Cupid's hopes. She says that she announced that she was ready to marry and wanted to wed him without delay, but he refused. Since that date, she charges, he has evaded her, and avoided meeting her whenever he could. So she sought the advice of attorneys, and her $15,000 claim for breach of promise was filed yesterday by John F. Logan, John H. Stevenson and Walter G. Hayes.

The plaintiff in the case, according to her attorneys, is of middle age, and her late admirer is also past the "kiddish" time of life. This they hold to be an additional reason why she should be well recompensed if she is able to prove that Pritchard is a gay deceiver.

RAILROAD RATES SOAR SKYWARD

Seventy-Five Per Cent of Freight Handled Affected by Advance.

Spokane, Wash., Nov. 21.—Railroads have now voluntarily abandoned the water competition theory as a basis for fixing rates between the Atlantic and Pacific, and the inland area tributary thereto, and have a new standard for the government tribunals in fixing and adjudging the much mooted high intermediate rate question.

Investigation by local authorities discloses that in the face of the fact that transcontinental freight rates are now 40 per cent higher than ocean rates the railroads have raised the rates on an average of 12 cents per hundred on commodities enumerated in the transcontinental freight bureau's tariffs and published rates to the pacific coast terminals and restoring them to the class rate, and by the inserting of articles in such tariffs and removing them from the class rate, and by the elimination of intermediate class rates. The western classification readjustment became effective November 1, and the transcontinental changes will become effective January 1, 1909. The changes are the most radical in the history of railroads.

The territory affected includes all the coast terminals. The articles upon which the rate is advanced include 75 per cent of the freight handled. The advances range from 5 to 80 cents per hundred pounds. The advance on rates between the coast terminals is equivalent to $2.50 per annum for every person in the United States.

BRYAN NOT SURE HE SHALL RUN

Not Ambitious to Become Senator—Accepted Nomination to Make Reforms.

(United Press Leased Wire.)

Jackson, Miss., Nov. 21.—W. J. Bryan has written a letter to Governor Noel concerning his future ambitions, from which the following is an extract:

"I note what you say in regard to the senate. We do not elect for two years yet and I am not sure that I shall be a candidate. I prefer to do my work as a private citizen. Even the presidency was not attractive to me, except as it offered an opportunity to participate in the securing of reforms, and I was a candidate only because it seemed to me, from what others said, that I might be able to strengthen the party."

TRAMP STEAMER HAS ROUGH TRIP

Admiral Borreson Reaches Port After Struggle With Storms.

TO LOAD LUMBER FOR CHINESE PORT

Will Receive Cargo at Linnton and St. Johns Mills—French Bark Joinville Will Be in Harbor This Morning With Building Material.

After having weathered one of the worst gales of the year, the Norwegian steamer Admiral Borreson, Captain Winsnes, reached Portland late last night. She stopped at Linnton, where most of the lumber cargo will be placed on board. It will be finished at the St. Johns mills.

The Admiral Borreson came here from Victoria, B. C., and was four days making the short run. Ordinarily it would have taken her but two days, but the fierce blow from the southeast compelled her to seek shelter at Neah bay. Being light and lying high on the water, the steamer was at a sad disadvantage in fighting the howling winds and high seas, her propeller being out of the water half the time.

The Admiral Borreson is under charter to Balfour, Guthrie & Co. to carry 2,500,000 feet of lumber from here to Shanghai. The cutting of the cargo has kept the mills busy for some time. This is the second cargo of lumber to be taken away from this port by the tramp, her first visit here having been about a year ago, when she took a full load to Taku Bar. It was on that voyage that the steamer was nearly wrecked by a tremendous tidal wave.

The French bark Joinville, which reached Astoria a couple of days ago from Antwerp will be in the harbor this morning. She left up yesterday morning in tow of one of the O. R. & N. boats and is booked to berth at Columbia dock No. 1.

The Joinville brings a full cargo of structural steel and cement consigned to Meyer, Wilson & Co.

BUILDING NEW BOATS

Yards in and About Portland Present Busy Scenes.

The Portland Shipbuilding company has begun work on the construction of the towboat Minsinger for the Star Sand company at its yards in South Portland. The craft will be equipped with the latest appliances, although she will be used principally for towing gravel laden barges in the harbor.

Joseph Supple has started work on the construction of a boat for the Kitsap Navigation company of Seattle, at his yard on the east side of the river. This craft will be practically a counterpart of the steamer Kitsap, which was built by Mr. Supple two years ago, and is of the following dimensions: Length, 127.5 feet; beam, 22 feet; depth of hold, 7.5 feet.

The Western Towing company will commence building a new hull for the machinery of the old towboat, Annie Comings, which was lost in Collision with the French bark Europe off St. Johns a little over a year ago. The hull of the Comings was completely destroyed, but the boilers and machinery were fished out of the river. This boat will be built at the Pittock & Leadbetter yard at Vancouver.

ONE A PICTURE OF BROTHER

Twin Sailors Visit Portland and Attract Attention.

Peter and Henry Grioff are two twin brother sailors who look so much alike that it is with difficulty they themselves can tell who is who. They arrived in Portland yesterday from Puget sound, saying that they belong to a British steamer Masatuni.

The boys are of German parentage and Peter says he is more often taken for Henry than himself. Henry, on the other hand, says he is often blamed for things for which Peter is responsible. Both claim to be mates on the steamer and to make the distinction doubly difficult, they are dressed exactly alike.

The two sailors attracted considerable attention walking about the streets yesterday. They say they came down to visit friends, and incidentally to display some rugs that they allege to have picked up on their wanderings around the world.

But the shipping papers on the coast make no mention of a German steamer Masatuni being anywhere in this vicinity.

MARINE NOTES.

Astoria, Nov. 21.—Condition at the mouth of the river at 5 p. m., rough; wind, southeast; weather cloudy. Arrived down at 8:40 a. m., German steamer Alesia. Left up at 8:30 a. m., French bark Joinville. Sailed at 10:30 a. m., steamer Rose City, for San Francisco. Arrived at 10:30 a. m. and left up at 2:40 p. m., Norwegian steamer Admiral Borresen, from Victoria.

San Francisco, Nov. 21.—Sailed at 11 a. m., steamer Asuncion; at 12 noon, steamer Senator, for Portland.

Victoria, Nov. 21.—Arrived November 20, British steamer Vienna, from Magdalena bay.

Coos Bay, Nov. 21.—Arrived yesterday, steamer Breakwater, from Portland.

Tides at Astoria Sunday—High water, 11:34 a. m., 9.0 feet. Low water, 5:34 a. m., 2.05 feet; 6:20 p. m., 0.2 feet.

ALONG THE WATERFRONT.

The steamer Alliance, Captain Olson, left Couch street dock at 8 o'clock last night for Coos Bay.

The steamer Breakwater is due to arrive here this afternoon with freight and passengers from Coos Bay.

The steel steamer H. B. Kennedy will be launched from the ways at the Willamette Iron & Steel works next Saturday afternoon and preparations for the event are now under way.

The Oregon City Transportation company has cut its fares on the upper Willamette route about 50 per cent to meet competition of the electric railroad. Incidentally it is believed that the cut will stimulate traffic. Meals, too, will be sold at a reduced rate on the boats.

The German bark Alexander Isenberg will finish loading wheat for Europe during the week. The British bark Lydgate is expected to begin loading wheat this week.

The river is rising quite rapidly and navigation will soon be good on the upper stretches of the Willamette and the tributaries to the Columbia.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Homer, San Francisco	Nov. 22
Cascade, San Francisco	Nov. 23
Breakwater, Coos Bay	Nov. 23
Homer, San Francisco	Nov. 23
Senator, San Francisco	Nov. 23
Nevadan, Salina Cruz	Nov. 23
Cascade, San Francisco	Nov. 24
George W. Elder, San Pedro	Nov. 24
Eureka, Eureka and Coos	Nov. 27
Carmel, San Francisco	Nov. 28
Rose City, San Francisco	Nov. 30
Roanoke, San Pedro and way	Dec. 1
J. Marhoffer, San Francisco	Dec. 1
Numantia, orient	Dec. 10
Nebraskan, Salina Cruz	Dec. 20
Nicomedia, orient	Jan. 1
Alesia, orient	Jan. 15
Arabia, orient	Feb. 1

Regular Liners to Depart.

Rose City, San Francisco	Nov. 20
Alliance, Coos Bay	Nov. 21
Homer, Eureka and Coos	Nov. 24
Nevadan, Salina Cruz	Nov. 25
Arabia, orient	Nov. 25
George W. Elder, San Pedro	Nov. 26
Senator, San Francisco	Nov. 27
Breakwater, Coos bay	Nov. 27
Alliance, Coos Bay	Nov. 28
Eureka, Eureka and Coos	Nov. 29
Roanoke, San Pedro and way	Dec. 3
Rose City, San Francisco	Dec. 4
Numantia, orient	Dec. 20
Nebraskan, Salina Cruz	Dec. 22
Nicomedia, orient	Jan. 1
Alesia, orient	Jan. 25

Vessels in Port.

Broderick Castle, Br. sh.	Oceanic
Leyland Bros., Br. sh.	Drydock
Donna Francesca, Br. bk.	Astoria
Churchill, Am. sch.	Astoria
Alvena, Am. sch.	Astoria
W. F. Jewett, Am. sch.	Astoria
Irene, Am. sch.	Astoria
Washington, Am. ss.	Drydock
Gael, Fr. bk.	St. Johns
Aberfoyle, Br. bk.	N. P. Mills
St. Nicholas, Am. ship	Astoria
Berlin, Am. sch.	Goble
Alexander Isenberg, Ger. sh.	Columbia 2
Ville du Havre, Fr. bk.	Columbia No. 2
St. Anne, Fr. bk.	Linnton
Taurus, Am. sch.	Kalama
Lydgate, Br. bk	Stream
David d'Angers, Fr. bk.	Mersey
Marechael de Noailles, Fr. bk.	Linnton
W. H. Hall, Am. sch.	Astoria
Arabia, Ger. ss.	Albina
Bossuet, Fr. bk.	Astoria
Johnville, Fr. bk.	Columbia No. 1

En Route to Load Lumber.

F. S. Loop, Am. ss.	San Francisco
Riverside, Am. ss.	San Francisco
Bee, Am. ss.	San Francisco
Annie E. Smale, Am. ss.	Honokong
Samar, Am. sch.	San Francisco
Admiral Borreson, Nor. ss.	Linnton

En Route With Cement and General.

Neatsfields, Br. sh.	Hamburg
Brabloch, Br. 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.	Lublin
Glenalvon, Br. bk.	Antwerp
Desaix, Fr. bk.	Antwerp
Poltallock, Br. sh.	Antwerp
Wavertree, Br. sh.	Ellesmereport
Matterhorn, Br. sh.	Newcastle-on-Tyne

Coal Ships En Route.

Torrisdale, Br. sh.	Newcastle, A.

Tramp Steamers En Route.

Abouldr, Br. ss.	San Francisco
Gymeric, Br. ss.	San Francisco
Uganda, Br. ss	Bremerton
Carlton, Br. ss	San Francisco

En Route in Ballast to Load Grain.

Port Crawford, Br. sh.	Callao
Oregon, Ger. sh.	Yokohama
Homeward Bound, Am. bk.	Vanc'v'r, B. C
Sully, Fr. bk.	Antwerp
Thiers, Fr. bk.	Belfast
Francois, Fr. bk.	San Francisco
Asnieres, Fr. bk.	San Francisco
Benares, Nor. sh.	Callao
Clan Graham, Br. bk.	Caleta Colosa
Laennec, Fr. sh.	Kahului
Crillon, Fr. bk.	Hobart
Nantes, Fr. bk.	Hobart

Oil Carrier En Route.

Asuncion, Am. ss.	San Francisco

If you want to know what smartly dressed men will wear this season ask BEN SELLING

Raincoats and Overcoats

of the SUPERIOR BEN SELLING sort are here in great variety for your choosing.

The SUPERIORITY of those I sell is conceded by everyone.

MY GUARANTEE goes with every garment. YOU take no risks when you purchase here.

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$15 to $45

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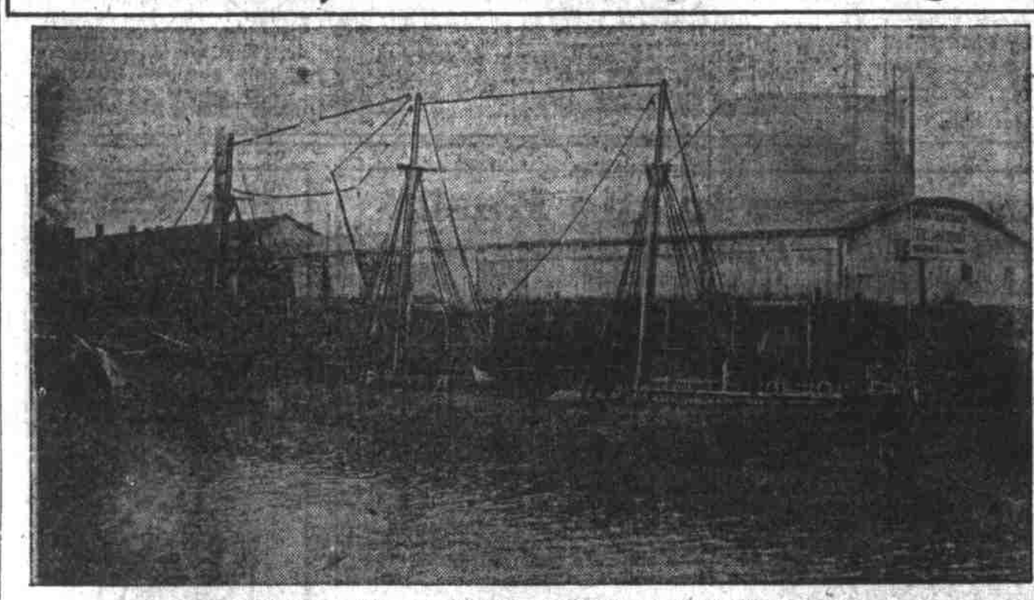
LEADING CLOTHIER

German Windjammer Returns as British Coal Barge



The Quatsino, Formerly the Arthur Fitger, at Alaska Wharf.

The British barge Quatsino which is discharging a cargo of coal at Alaska wharf was formerly the German bark Arthur Fitger. About a year ago the Fitger left Portland in ballast for Puget sound to load a cargo of lumber for Australia. Fire broke out when at the mill and the rigging was practically destroyed. Rather than to make complete repairs the underwriters sold the hull to a British Columbia concern and it was converted into a barge. Excepting for the rigging and paraphernalia necessary for working the sails, the barge remains unchanged.

DEAFNESS CURED

By New Discovery

"I have demonstrated that deafness can be cured."—Dr. Guy Clifford Powell.

The secret of how to use the mysterious and invisible nature forces for the cure of Deafness and Head Noises has at last been discovered by the famous Physician-Scientist, Dr. Guy Clifford Powell. Deafness and Head Noises disappear as if by magic under the use of this new and wonderful discovery. He will send all who suffer from Deafness and Head Noises full information how they can be cured, absolutely free, no matter how long they have been deaf, or what caused their deafness. This marvelous Treatment is so simple, natural and certain that you will wonder why it was not discovered before. Investigators are astonished and cured patients themselves marvel at the quick results. Any deaf person can have full information how to be cured quickly and cured to stay cured at home without investing a cent. Write today to Dr. Guy Clifford Powell, 3357 Bank Bldg., Peoria, Ill. and get full information of this new and wonderful discovery, absolutely free.

BARKER'S FATE IS IN JURY'S HANDS

(Special Dispatch to The Journal.)

Spokane, Wash., Nov. 21.—The case of Frank Barker, ex-convict and self-confessed slayer of Ira Messinger, went to the jury this afternoon.

Richardson Steamship Line
Steamer "Homer"
Sails from Oak street dock
Tuesday, November 24, 6 p. m.
First-class accommodations.
Popular prices.
Apply at Oak street dock.
W. H. Little, agent.

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FINE MINIATURES
DRESDEN VASES
LIQUOR SETS
MARBLE FIGURES
HANDSOME FANS
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