

TOSSED ABOUT LIKE FEATHER

Wellesley Delayed Two Days on Trip From San Francisco.

RAILS UNDER WATER AND DECKS AWASH

Barrels of Asphalt Lashed to Deck Break Loose as Soon as Fastened and Crew Kept Busy While Seas Break Over Decks.

Tossed about like a shuttlecock and with one rail or the other under water most of the time, the steam schooner Wellesley, which arrived here at 5:30 o'clock last night, was delayed two days on her trip up here from San Francisco.

As soon as she left San Francisco, the Wellesley, which is very heavily laden with freight, ran into heavy seas and strong northwest head winds, and until she arrived at the Columbia river bar it kept her busy bucking them. Captain Lindstrom said that they had a great time with the deckload, which consisted of barrels of asphalt, and as the seas would break over the decks, some of the barrels would be torn loose and with the next dip they would be lifted and carried from one end of the ship to the other. The crew would then lash them again, only to have the performance repeated when the steamer rolled one rail or the other under, when they would have to head her up and lash them again. He said that when they were rounding some cape or promontory was when they had the most trouble, as then the sea caught her on the quarter and she would roll her rails under, not only tearing the barrels of asphalt loose from their lashings, but also making it difficult for the crew to keep from being washed overboard.

Although he has seen worse weather, the captain said that it was a bad trip on account of the steamer setting so low in the water, which made her more at the mercy of the waves than she otherwise would have been.

The Wellesley arrived off the mouth of the Columbia Tuesday evening, but as she carries no searchlight, the captain thought it better to remain outside until the following morning, on account of not being able to see the buoys, as if she should go around at some of the places there, it would be only a matter of a few hours, loaded as heavy as she was, until she would be covered by the quicksands.

The Wellesley brought up on this trip 1010 barrels of asphalt, consigned to the Cascade Contract company, and about 400 tons of cement for the Richardson Steamship company.

LIKES PORTLAND

Captain J. A. Bell, U. S. N., impressed by Rose City.

"Portland is a fine city," said Captain J. A. Bell, a retired officer of the United States navy this morning, who is stopping over a few days on his way to Seattle to see the fair, "and so far as I am able to judge from the places that I have seen on the coast since I left New York it compares most favorably with the best of them and will undoubtedly be some day one of the largest cities in the country."

When Captain Bell left New York, which is his home, he started for the Alaska-Yukon-Pacific exposition, and on his way he has visited all of the principal cities of California, and arrived here yesterday, his intention being to stop over here a few days. He

has not been here since 1889 and he was very favorably impressed with the appearance of the city and said that he would never have known it had he been set down here without any previous knowledge of his whereabouts. After taking in the fair at Seattle he will return to New York, taking in Spokane on the way.

When asked why he thought about the discovery of the North Pole, Captain Bell said:

"I am rather at a loss to formulate an opinion on that subject, as it is a hard matter to tell anything about it until more complete reports are published. But as far as I am concerned, I can see no valid reason why both Perry and Cook could not have discovered it, as they both claim. As it stands now it will be just a matter of the judgment of experts to determine whether one or both of them is the discoverer."

"On the face of it, as Perry went off to discover the pole, and had the best instruments for taking observations, it seems to me that his simple words would make more impression on the minds of most people than would that of a man who made an experimental trip as Cook evidently did, but I can see no reason why he should not have reached the desired goal."

"The story of Cook's dash, as told in the last number of Harper's Weekly, was not consistent, and to most persons would not give any reason to doubt the veracity of the story."

After remaining here for a day or two to look over the city, Captain Bell will go on to Seattle.

ENGINEERS HAVE PLANS

Meeting Thursday to Allow Protest on O. R. & N. Bridge Plans.

Plans for the new O. R. & N. steel bridge have been received at the office of Major Cavanaugh, corps of engineers, United States army, and a meeting will be held on Thursday afternoon at 2:30 o'clock to give the people a chance to enter any protest that they may desire to submit, before the plans are sent to the war department for approval. The meeting will be held in the office of the engineer, room 321, in the custom house, and after the meeting the plans will be forwarded to Washington, along with whatever protests may be submitted.

The plans are for the proposed new steel bridge to be built by the O. R. & N. company, across the Willamette river from Gilliam street to the junction of Oregon and Adams street. The plans have been passed favorably upon by the Port of Portland commission, and it only remains for the company to get the approval of the war department before beginning construction. The plans call for a bridge of the lift type, the lift being capable of being raised 151 feet above the government zero, which will allow passage to the largest of vessels which would want to pass through the bridge. The width of the draw span is 205 feet, and the width of the upper deck is 21 feet from rail to rail, which makes about 32 feet center space for street

MARINE NOTES

Astoria, Sept. 15.—Arrived down at 11:10 a. m., steamer Breakwater.

San Francisco, Sept. 15.—Arrived, steamer Hoonah, from San Pedro, for Portland.

Astoria, Sept. 15.—Sailed at 11:10 a. m., schooner Virginia, for San Francisco. Left at 12 noon, German ship Hebe and ship St. Nicholas. Sailed at 1:40 p. m., steamer Atlas, for San Francisco. Arrived at 8 and left up at 8:30 p. m., steamer Alliance, from Coos Bay.

San Francisco, Sept. 15.—Sailed at 8 p. m., steamer Tahoe, for Portland.

San Pedro, Sept. 15.—Arrived, steamer Hoonah, from San Francisco.

Coos Bay, Sept. 15.—Sailed, steamer Eureka, for Portland.

Astoria, Sept. 15.—Condition at the mouth of the river at 8 a. m. foggy; wind, northwest 15 miles; weather, cloudy.

Tides at Astoria today—High water—1:13 a. m., 7:6 feet; 2:25 p. m., 8.1 feet. Low water—8:17 a. m., 1.8 feet; 8:48 p. m., 1.2 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Sue H. Elmore, Tillamook, Sept. 16

Alliance, Coos Bay, Sept. 16

Breakwater, Coos Bay, Sept. 19

Rose City, San Francisco, Sept. 19

Argo, Tillamook, Sept. 20

Sue H. Elmore, Tillamook, Sept. 20

Geo. W. Elder, San Pedro, Sept. 26

Kansas City, San Francisco, Sept. 27

Ryza, orient, Oct. 1

Regular Liners Due to Depart.

Alliance, Coos Bay, Sept. 18

Kansas City, San Francisco, Sept. 18

Sue H. Elmore, Tillamook, Sept. 20

Rose City, San Francisco, Sept. 20

Argo, Tillamook, Sept. 21

Breakwater, Coos Bay, Sept. 22

Rose City, San Francisco, Sept. 25

Geo. W. Elder, San Pedro, Sept. 28

Ryza, orient, Sept. 30

Vessels in Port.

Leyland Bros., Br. sh., O. W. P.

Strathroy, Br. sh., North Pacific

Donna Francesca, Br. bk., Astoria

Churchill, Am. sch., Astoria

Hazel Dollar, Br. sh., Linnton

C. A. Thayer, Am. sch., Linnton

Honolulu, Am. sch., Inman-Poulsen

Berlin, Am. sch., Alhina

Alyona, Am. sch., Rainier

W. F. Jewett, Am. sch., Inman-Poulsen

Washington, Am. sch., Linnton

Neofitidis, Br. bk., O. W. P.

Henry Villard, Am. sh., Astoria

Braboch, Br. bk., Astoria

Compeer, Am. sh., Astoria

Mabel Gale, Am. sch., Astoria

Matterhorn, Br. sh., Centennial

En Route to Load Lumber.

Wellesley, Am. sh., San Francisco

Albion, Am. sh., San Francisco

Caseo, Am. sh., San Francisco

Inca, Am. sch., San Francisco

Emile Siegfried, Fr. sh., Antwerp

Marhofer, Am. sch., San Francisco

H. B. Bendgen, Am. sch., San Francisco

Montclair, Fr. bk., London

J. B. Steaton, Ar. sh., Oak street

Kansas City, Am. sh., Alhina

En Route With Cement and General.

Boasut, Fr. bk., Antwerp

Crillon, Fr. sh., Antwerp

Notre Dame d'Arvoir, Fr. bk., Antwerp

Ernest Lagouere, Fr. bk., Hamburg

Gen. Paldnerbe, Fr. bk., Antwerp

Johan Poulsen, Am. sch., San Francisco

Pierrot, Fr. bk., Antwerp

La Rochelle, Fr. bk., Hull

Leon Blum, Fr. bk., San Francisco

Manx King, Br. sh., Antwerp

Marechal Castries, Fr. sh., Glasgow

Marechal Noailles, Fr. bk., Antwerp

Notre Dame d'Arvoir, Fr. bk., Antwerp

Pottaloch, Br. bk., Antwerp

Waverree, Fr. sh., Liverpool

Arctic Stream, Br. sh., Tyne

Grand Tonnage, En Route in Ballast.

Amiral Caille, Fr. sh., Honolulu

Buteshire, Br. bk., Panama

Comlebank, Br. bk., Valparaiso

Cornel Bart, Fr. bk., Valparaiso

Duguay Trouin, Fr. sh., San Francisco

Duquesne, Fr. bk., Talat

Francis, Fr. bk., London

Hebe, Ger. bk., St. Rosalia

Janda, Br. sh., San Francisco

Jordanhill, Br. bk., Guaymas

L'Hermette, Fr. bk., Dunkirk

Le Piller, Fr. bk., Dublin

Nadaroff, Dutch, Guaymas

Parnasso, Ger. sh., St. Rosalia

Pierre Loti, Fr. bk., Dublin

Rene, Fr. bk., San Francisco

Sully, Fr. bk., Limerick

Vincennes, Fr. bk., Limerick

Walkure, Ger. sh., Honolulu

Wandeseck, Ger. bk., St. Rosalia

En Route With Coal.

Altair, Br. bk., Newcastle, N. S. W.

Bien, Fr. bk., Newcastle, N. S. W.

Bouanville, Fr. bk., Cardiff

Jean Bart, Fr. bk., Newcastle, N. S. W.

Nantes, Fr. bk., Cardiff

Nullif, Fr. bk., Cardiff

Pierre Antoinette, Fr. bk., Newcastle

Oil Carriers En Route.

Atlas, Am. sh., San Francisco

Auacion, Am. sh., San Francisco

Argyle, Am. sh., San Francisco

Olympia, Am. sh., Couch St.

Special Sale of School Shoes ALL THIS WEEK

Bring the Children and Have Them Fitted, Without the Fancy Price

79c A pair for children's \$1 and \$1.25 School Shoes. These come in vici and box calfs, neat cap toes, extension or turn soles, wide widths; all new patterns, in laced buttons, tans and blacks. Remember, \$1.25 and \$1.00 Shoes on sale now at, pair... 79c

95c A pair for boys' and girls' \$1.50 School Shoes. These come in vici and box calf, neat toes and extension soles, Blucher cut; sizes 7 to 12. Remember, \$1.50 values on sale now at the low price of, the pair... 95c

\$1.45 A pair for the best grades of big boys' and girls' School Shoes. These come in all the popular leathers, including box calfs, gummetals and velour calfs; genteel styles in all patterns. Every boy and girl can be fitted in this lot, as we have all sizes. Remember, \$2.00 and \$2.50 values, now selling at the low price of, per pair... \$1.45



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The West has never before seen such a large and varied showing of fine Pianos, both upright and grand, as the one which Eilers Piano House is now making.

The premier productions of the world's greatest piano-makers—Chickering & Sons, of Boston; the Weber-Aolian Company, of New York; the W. W. Kimball Company, of Chicago, and the Lester Company, of Philadelphia—are presented.

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Every instrument in this display is a premier—a masterpiece. American piano-makers today are unexcelled. American Pianos are universally recognized as the finest the world produces. This superb collection, composing the most costly Grand, Baby Grand, Upright and Pianola Pianos ever assembled under one roof, is unquestionably the most artistic exhibit that we have ever presented or that we shall ever be able to present.

The most exacting taste cannot fail to be gratified here; the most cultured ear and artistic judgment will find here its ideal.

We are tremendously proud of the conspicuous successes that have attended our former Piano Ex-

hibitions, but greater preparations have been made for this event than any, and the present one greatly surpasses them all in both magnificence and magnitude.

You are most cordially invited to inspect these instruments.

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