INJURE PORT BY CLOSING DRAWS

Steamboat Man Expresses Opposition to Proposed Regulations.

SPEAKS ON BEHALF OF LUMBER SHIPPERS

Says Vessels Sometimes Have to Catch Tides at Mouth of River to Gain Speedy Dispatch—Here From San Francisco.

Establishing closed hours for draws of bridges across the Willamette river at Portland would hurt the Port of Portland with outside shipping interests more than almost anything else, in the opinion of C. S. Frantz, vice-president of the Loop Lumber company of San Francisco, who has been in the city for a few days looking after the interest of the company here and at points down the river.

"Portland's fine harbor is advertised all over the world," said Mr. Frantz to a representative of The Journal, "but if the people persist in demanding the closing of the draws it will mean that they will succeed in giving a black eye to the port, and it will mean also that shippers will seek cargoes elsewhere. Time is a great factor with steamers, especially those having lumber cargoes, as they have to catch the tides at the right time in order to get over the bar and out to sea, or lay over for 24 hours, a loss of a great deal of money.

"I believe that the bridge tenders are at fault, and as it is all steamers have to leave very often with their cargoes short anywhere up to 50,000 feet, and sometimes more, because of the fact that they have no assurance that the bridges will be opened promptly. If they do not get an early start their progress through the bridges is so slow, on account of the time that it takes the tenders to clear them, that they have to take valuable time that might be devoted to finishing their cargoes passing the bridges, or lose the tide at the mouth of the river.

"In fact," said Mr. Frantz, "I believe that if all of the shipping people were asked their opinion they would one and all be in favor of keeping the draws open to navigation at all times. It is to the best interests of the port to give the shipping people all of the assistance possible, as otherwise they would go to other places for their cargoes."

Mr. Frantz said that he thought if the draws of the bridges were allowed to be closed at the stated hours it would seriously injure the business of the mills above them, as unless it were unavoidable all of the steamers would go to the mills down the river, because of the loss of time that would be entailed in taking their cargoes above the bridges.

The Loop Lumber company sends a steamer up to one of the mills here every week, besides several sailing schooners which call at this port at regular intervals. One of these, the schooner Virginia, is loading now at Knappton, and another, the schooner Mable Gale, is on her way up here from San Francisco for a cargo of 900,000 feet of lumber. Mr. Frantz says that his company takes out on an average about 1,000,000 feet of lumber a week.

RAFTS BREAK LOOSE

Logs Belonging to Shevlin Timber Co. Get Away on Martin's Slough.

Eighteen rafts of logs belonging to the Shevlin Timber company, broke loose in Martin's slough yesterday afternoon and were carried down to a point this side of Kalama, where they became jammed against nine rafts belonging to the Inman-Poulsen Lumber company. It is feared that the latter may break from their moorings and the whole lot be carried on down the river.

As soon as the rafts broke loose the Willamette & Columbia River Towing company was notified and they immediately sent the steamers Vulcan and Maria down to pick up the rafts, which represent about 4,500,000 feet of lumber, the boats leaving here at about 3:30 o'clock in the afternoon. The steamer F. B. Jones, which waited to get some extra cables, left for the slough at 5 o'clock to assist the other boats in getting the rafts into safety.

A short time after the Vulcan and Maria left, the Shaver Transportation company sent the steamer Shaver down also to look after the nine rafts belonging to the Inman-Poulsen company, as it was feared that, in spite of the fact that they are well tied up, the weight of the 18 rafts behind them might break them loose, when it would be a hard matter to pick them up again. Rafts of logs belonging to the company are tied up in the slough, this side of Kalama, for the winter, as it is considered that there is less likelihood of their getting away from there than if they were in the river proper. This year, however, they have not been safe from the high water, even in Martin's slough.

The steam schooner Washington, which has been moored across from St. Johns, and just below the government moorings, dragged her anchor yesterday by reason of the strong current in the river. She had not dragged it far, however, before she was picked up and reanchored in a safer place.

Drift in the river was not so bad yesterday as it had been for the last few days, only small quantities of it coming down occasionally, while that around the piers of the bridges has been greatly reduced by the steamer McCracken, which has been working for the last two days clearing it away.

The river here did not fall as fast as expected yesterday, going down only 0.6 of a foot during the day, up to 5 o'clock yesterday afternoon, when it was at a stage of 21 feet. It is predicted that unless there is a heavy rain the river will continue to fall slowly.

Southeast storm warnings were displayed at all of the stations on the coast, the Strait of Juan de Fuca and Puget Sound yesterday, a storm having appeared off the Washington coast during the day, moving rapidly eastward. The weather bureau prediction is for rains and warmer weather, with brisk to high southeast winds in this district today.

HITS BRIDGE

Alliance Unable to Check Headway Bumps Burnside Structure.

Unable to make her mooring lines fast in time to check her headway, the steamship Alliance struck the Burnside bridge yesterday afternoon at about 2 o'clock while tying up to the Couch street dock. Beyond a bend in the railing and a plank knocked out in the sidewalk of the bridge by the stern of the steamer, no damage was done.

The Alliance had come up to the Couch street dock for her passengers and freight, and when she started to tie up she had practically no headway on. As there is no upper deck extending over the lower one except two platforms, it is hard to make fast during the high water, and when the Alliance docked the lines left too much play and she bumped against the bridge.

MARINE NOTES

Astoria, Nov. 27.—No bar report; wire trouble. Sailed at 3:30 a. m.—Tug Tatoosh, for Tillamook. Arrived at 7:30 and left up at 9:20 a. m.—Steamer Falcon, from San Francisco. Arrived at 7:40 and left up at 11:30 a. m.—Steamer Thomas L. Wand, from San Francisco. Arrived at 8 and left up at 11:15 a. m.—Steamer Eureka, from Eureka. Left up at 8 a. m.—French bark L'Hermite. Sailed at 8:30 a. m.—Steamer Bee, for Willapa. Sailed at 9 a. m.—Steamer Yosemite, for San Pedro. Sailed at 9:30 a. m.—Steamer W. S. Porter, for Monterey. Arrived down at 12:30 and sailed at 3:30 p. m.—Steamer Kansas City, for San Francisco. Arrived at 1 and left up at 3 p. m.—Steamer Roanoke, from San Pedro and way ports. Left up at 2 p. m.—Steamer Elmore. Arrived down at 3 p. m.—Steamer J. B. Stetson.

San Francisco, Nov. 27.—Arrived at midnight last night—Steamer Nome City, from Portland. Arrived at 4 a. m.—Steamer Santa Clara, from Portland. Arrived at 7 a. m.—Steamer Geo. W. Elder, from Portland, for San Pedro. Sailed at noon—Steamer Rose City, for Portland. Sailed at 8 a. m.—Steamer Maverick, for Portland. Sailed at 10 a. m.—Steamer Yellowstone, for Columbia river.

ALONG THE WATERFRONT

To finish discharging her cargo, the Norwegian steamer Rygja will move from Montgomery dock No. 2 to Ainsworth dock tomorrow.

With passengers and freight the steamer Alliance, Captain Parsons, sailed last night for Coos Bay.

The American-Hawaiian steamer Falcon arrived last night from San Francisco. She brought 600 tons of New York and European freight. With 150 tons of general freight for New York and a large quantity of grain for San Francisco she will sail again for the latter place Tuesday.

With passengers and freight the steamer Roanoke, Captain Dunham, will be due to arrive here tonight from San Pedro and way points.

The steamer Sue H. Elmore, Captain Schrader, arrived here last night from Tillamook with passengers and freight.

The steamer Eureka, Captain Noren, arrived here last night from Eureka and Coos Bay with passengers and freight.

The Columbia Contract company was awarded the old government dredge William S. Ladd yesterday, their bid of $8175 being the highest. The other bids were: Oregon Round Lumber company, $2750; Joseph Supple, $1575; and J. Love, $532.50. It is said that the dredge will be converted into a barge for carrying rock. Bids were also received on the government tug Lincoln and she will probably go to Charles Delaet, who bid $300 on her. A. B. Love bid $60 and J. Love $57.50.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Breakwater, Coos Bay	Nov. 28
Roanoke, San Pedro	Nov. 28
Rose City, San Francisco	Nov. 29
Eureka, Eureka	Nov. 31
Santa Clara, San Francisco	Nov. 31
Alliance, Coos Bay	Dec. 1
George W. Elder, San Pedro	Dec. 5
Kansas City, San Francisco	Dec. 6

Regular Liners Due to Depart.

Santa Clara, San Francisco	Dec. 3
Eureka, Eureka	Nov. 28
Roanoke, San Pedro	Nov. 30
Breakwater, Coos Bay	Dec. 1
Rose City, San Francisco	Dec. 3
Alliance, Coos Bay	Dec. 4
George W. Elder, San Pedro	Dec. 7
Kansas City, San Francisco	Dec. 10

Vessels in Port.

David d'Angers, Fr. bk	Astoria
Rygja, Nor. ss	Montgomery
Falcon, Am. ss	Columbia
Eureka, Am. ss	Martin's
T. L. Wand, Am. ss	Oak street
L'Hermite, Fr. bk	On way up
Vosburg, Am. ss	Astoria
Neuilly, Fr. bk	Linnton
Francois, Fr. bk	Stream
W. F. Jewett, Am. sch	Astoria
Sue H. Elmore	Couch street
Calama, Am. ss	Linnton
Leyland Bros., Br. sh	O. W. P.
Donna Francesca, Br. bk	Astoria
Pierre Antonine, Fr. bk	Columbia 2
Cape Finisterre, Br. ss	Port. L. Co.
Bougainville, Fr. bk	Stream
Marchal d'Castries, Fr. sch	Centennial
Nantes, Fr. bk	North Bank
Wandsbek, Ger. bk	North Bank
Paranassos, Ger. sh	Elevators
La Rochejaquetin, Fr. bk	Gas Dock
Altair, Br. bk	Columbia
Jordanhill, Br. bk	Inman-Poulsen
Poltalloch, Br. bk	Victoria dolphins
Berlin, Am. sch	Goble
Washington, Am. ss	Linnton
Neotsfield, Br. bk	Oceanic
Henry Villard, Am. sh	Astoria
Brabloch, Br. bk	Oceanic
Glenalvon, Br. sh	Oceanic
Gulf Stream, Br. bk	Elevators
St. Nicholas, Am. sh	Goble
Vincennes, Fr. bk	Elevators
Tailac, Am. ss	Columbia
Le Hermite, Fr. bk	On way up

En Route to Load Lumber.

Wellesley, Am. ss	San Francisco
Olympic, Am. ss	San Francisco
Casco	San Francisco
Inca, Am. sch	San Francisco
S. K. Wood, Am. sch	San Francisco
Marhoffer	San Francisco
H. B. Hendixen, Am. sch	San Francisco
Saginaw, Am. S. S.	San Francisco
Shoshone, Am. ss	San Francisco
Rainier, Am. ss	San Francisco
Carlos, Am. ss	San Francisco
Tamalpais, Am. ss	San Francisco
Forester, Am. sch	San Francisco
Yellowstone, Am. ss	San Francisco

En Route With Cement and General.

Bossuet, Fr. bk	Antwerp
Crillon, Fr. sh	Antwerp
David d'Angers, Fr. sh	London
Ernest Legouve, Fr. bk	Hamburg
La Perouse, Fr. bk	Antwerp
Leon Blum, Fr. bk	San Francisco
Manx King, Br. sh	Antwerp
Marechal Noailles, Fr. bk	Antwerp
Notre Dame d'Arvoir, Fr. bk	Antwerp
Wavertree, Br. sh	Liverpool
Arctic Stream, Br. sh	Tyne

Grain Tonnage En Route in Ballast.

Amiral Cecille, Fr. sh	Honolulu
Comliebank, Br. bk	Valparaiso
Francois, Fr. bk	London
Le Piller, Fr. bk	Dublin
Pierre Loti, Fr. bk	Dublin
Rene, Fr. bk	San Francisco
Sully, Fr. bk	Limerick

En Route With Coal.

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

A GREAT EVENT

Closing Out All Sample Suits at Reduced Prices.

All sample suits and coats (only one of a kind) on sale at about one third less than actual value. Strictly high grade, up-to-date garments, every one of them. All capes reduced. $12.50 values at $9.50; $17.50 values at $10.50; $22.50 values at $15.00; children's rain capes, $4.25.—McAllen & McDonnell, Third and Morrison.

WOULD AROUSE MORE SENTIMENT

H. M. Williamson Speaks on Apple Industry of Oregon.

Taking for his topic "The History of the Apple Industry in Oregon," H. M. Williamson of the state board of horticulture made a strong plea for more sentiment in the interests of apple-growing before the Apple Culture club of the Y. M. C. A. last night.

Telling the story of the growth of the apple industry in the state, beginning with the introduction of the apple into Oregon and bringing it up to the present day, the keynote of the address was more sentiment. More sentiment for even better apples, and more sentiment toward doing away with the old worm-eaten orchards for the new trees, which will, with proper care, be kept free from pests.

"Oregon has the recognized standard of excellence in apples throughout the world today," said Mr. Williamson, "but we want more sentiment. We want to keep the farmers, who come west, here in Oregon, and the way to do it is to do away with the old, worm-eaten orchards for the new uninfested orchards.

"An easterner, who came to Oregon not long ago, told me the other day that he had seen Oregon's apples take the grand prizes at all of the big expositions throughout the United States, but when he looked around through the Willamette valley he said that he did not believe that the apples exhibited were grown in Oregon.

"Twenty-five years ago there were 10 times the number of apples grown in the Willamette valley that are grown today. The growers are now in the Hood and Rogue river valleys. And 25 years ago Oregon was not regarded as a fruit-growing country, but through the untiring efforts of a few men who were interested in horticulture, Oregon's apples are now the choicest in the land.

"In spite of this fact it would take 40 inspectors all winter to clean up the Portland fruit trees and rid them of the pests which infest them.

"Apples were introduced into Oregon by the Hudson Bay company, who brought the first seeds out here with them from their old homes. The first box of apples ever put on the market in Oregon was brought to Portland by Henderson Luelling in 1851, and the apple industry has been growing ever since.

"We are not holding one tenth of the farmers who come to Oregon to raise apples, because the orchards they see in the vicinity of the towns and cities are not the orchards where our good apples are raised. We want to get more sentiment and more interest in this great industry. Do away with the old orchards in the cities, let the towns raise more roses and impress the newcomer with the idea that when he comes to Oregon he has reached the real garden of the gods."

H. W. Huneke of Chicago, Ill., superintendent of the agencies for the National Biscuit company, is staying at the Cornelius.

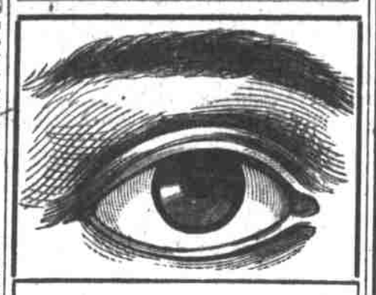
AEROPLANES FOR SALE NEXT YEAR

New York, Nov. 27.—It was announced here after the meeting of the new $1,000,000 Wright Brothers Aeroplane company, that it will have machines on sale late next spring. It was predicted that a year hence the aeroplane in flight will be a common sight in New York and that a revolution in transportation will occur. The following officers were elected:

President, Wilbur Wright; vice presidents, Orville Wright, Clinton R. Peterkin and Andrew Freedman; secretary and treasurer, A. F. Barnes; board of directors, Wilbur and Orville Wright, Cornelius Vanderbilt, Theodore P. Shonts, Allan A. Ryan, Morton Flint, Clinton R. Peterkin, Howard Gould, August Belmont, Edward J. Berwind, Russell A. Alger, Robert J. Collier, Pliny Williams and Andrew Freeman.

Work of erection of a new plant building will be begun at once at Dayton, Ohio.

In Tripoli farming is carried on exclusively by natives, who hold land in small parcels. They are poor men and their methods are of the most primitive kind. The country is capable of considerable agricultural development, and if, under the new Turkish regime, conditions change and this development is begun, there will be a profitable market here for American agricultural implements.



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The Hill and Harriman lines first meet here on level grade, with the vast level wheat country surrounding it.

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Regular $6.50 values, in black, brown, gray, etc., at **$3.95**

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New, just arrived, in black and colors; bought to sell for $6.50—going at **$4.95**

ALL DRESSES IN WOOL OR SILK going at nearly half price. You should see the extra special at only **$11.95**

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