

The Anglo-American Oil & Coal Company controls over twelve thousand (12,000) acres of the best property that money could buy in the Bering River Coal and Oil District near Katalla, Alaska. We are placing twenty thousand (20,000) shares of our stock at 20 cents on the dollar, or \$2 per share. Par value \$10 per share, fully paid and non-assessable. We are spending large sums which is necessary for development purposes to put these properties on a shipping basis. The returns on the sale of this twenty thousand (20,000) shares at the price named is only a part of what will be spent during the coming Winter and Spring. Our company is strong. Work will go ahead whether you buy this stock or let it alone. We simply give you the opportunity to come in with us, but before doing so investigate the matter thoroughly. In our judgment it is only a question of a short time when this stock cannot be bought for less than its par value of \$10 per share. Later it cannot be bought for double its par value. After this block of twenty thousand (20,000) shares is exhausted, if any more stock is offered for public subscription it will be at a price considerably in advance of what it can be had for today.

We pay no commissions to agents or brokers. We have no prospectus. This company was organized for results in the field and not as a stock-selling proposition.

Stock can be subscribed for only through the mail or at our One thousand pounds of Anthracite Coal on exhibition in our office. Call and see it for yourself

office. We do not expect this block to last very long and we advise our friends, whether they be large or small subscribers, to look into the matter at once. A talk with any one or all of our trustees will convince you that these statements are not exaggerated.

**OFFICERS AND TRUSTEES**

LOUIS G. CLARKE, President, president and manager of Woodard, Clarke & Co., chemists-druggists.  
H. L. PITTOCK, First Vice-President, publisher Daily Oregonian.  
FRED S. STANLEY, Second Vice-President; Des Chutes Irrigation & Power Co.  
D. W. WAKEFIELD, Third Vice-Pres.; Wakefield, Fries & Co., Real Estate Owners

GEORGE H. HILL, Secretary and Treasurer; vice-president Title Guarantee & Trust Co.  
E. J. RATHBONE, Field Superintendent at Katalla, Alaska; formerly superintendent of water lines of the O. E. & N. Co.  
WATSON ALLEN, Capitalist; Seattle, Wash.

**ANGLO-AMERICAN OIL & COAL CO.**  
SUITE 607-8 COMMERCIAL BLOCK, SECOND and WASHINGTON, PORTLAND, OREGON

**VESSEL TAKEN OUT**

Balfour-Guthrie & Co. Charter the Clackmannanshire.

**FULL CARGO OF WHEAT**

British Bark Will Transport Grain to Japanese Ports—Rate Is Well Up—Craft Now on the West Coast.

Balfour, Guthrie & Co. have chartered the four-masted British bark Clackmannanshire to carry grain from Portland to Queenstown or Falmouth for orders. The vessel is for a November cancelling date and is practically a spot ship. She received 25 billings for the charter.

The Clackmannanshire is well known here, having loaded at this port several times. She is registered at 1483 net tons and will carry 200 long tons of grain.

The Clackmannanshire arrived at Astoria August 12, from Port Talbot, Wales. She is bound for the Columbia River to make a fast voyage at this season of the year.

The Portland and Asiatic Steamship Company has chartered the Japanese steamship Manshu Maru to carry another cargo of flour and general merchandise from Portland to ports in Japan. The Manshu Maru is due to arrive here late in November. She has been operating for several months on the China Coast. The steamer has loaded at this port twice for the same company, which has chartered for the present voyage out.

Freight offerings for the San Francisco and Portland Steamship Company have been so heavy during the past two weeks that the regular steamers are unable to handle the business. Arrangements are now under way for an extra steamer to assist in clearing up. The name of the extra boat has not been announced.

The Aurelia has carried a large amount of cargo for the San Francisco Company and the steamship Indiana took south more than 2000 tons.

**CHARTERED FOR LUMBER**

Steam Schooner Yellowstone Will Come Here on Maiden Trip.

The new steam schooner Yellowstone has been chartered by W. T. Carroll to carry a full cargo of lumber from Portland to San Pedro. The vessel is due to arrive in the Columbia River early next week. She has a carrying capacity of 80,000 feet.

The Yellowstone is on her maiden trip. She is the property of Charles R. McCormack, of San Francisco, and was built for the express purpose of carrying lumber. McCormack is also owner of the Yosemite, which has been operating out of Columbia River ports for more than a year.

Rates for steam schooners now stand at \$4.25 a thousand. The demand for tonnage is good and all vessels of this class on the coast are running. A number of the lumber carriers have been offered charters for general cargo, but they prefer to keep in the lumber business with rates at \$4.25. A year ago lumber rates were double what they are today and tonnage was hard to get even at those

figures. Shipbuilders were unable to keep up with the demand for vessels. Strikes in San Francisco put a stop to the wholesale charters and it has taken several months to restore the business.

**THE LE PILLER ARRIVES IN**  
**French Bark Brings Valuable Cargo to Portland From London.**

The French bark Le Piller, from London with general cargo, entered at the local Custom-House yesterday. For Portland she brought 15,000 barrels of cement and 1,000 barrels of whiting. She discharged 1500 barrels of cement at Astoria.

The Le Piller was 161 days in making the run to the mouth of the Columbia River. This is close to two weeks longer than the average time. She met a series of gales in the southern hemisphere and was compelled to sail more than a thousand miles out of her course.

**Concert at Seamen's Institute.**

The weekly concert at the Seamen's Institute, 100 North Front street, will be given this evening at 8 o'clock, under the direction of Leopold A. Bernays, late Lieutenant of the Royal Navy, superintendent of the Seamen's Institute, Vancouver, B. C. Following is the program: Piano solo, Miss Jessie Potts; vocal solo, A. G. Emery, third officer of

**STEAMER INTELLIGENCE.**

Due to Arrive.			
Name	From	Date	In port
Geo. W. Elder	San Pedro	Oct. 10	10
Roanoke	Los Angeles	Oct. 10	10
Alecia	Hongkong	Oct. 10	10
Alliance	Cool Bay	Oct. 10	10
Redondo	Seattle	Oct. 11	11
Breakwater	Cool Bay	Oct. 12	12
Johan Poulsen	San Francisco	Oct. 13	13
City of Pan	San Francisco	Oct. 14	14
Nicomedia	Hongkong	Nov. 7	7
Nunantia	Hongkong	Nov. 8	8
Arabia	Hongkong	Dec. 4	4

  

Scheduled to Depart.			
Name	For	Date	In port
R. D. Imman	San Francisco	Oct. 9	9
City of Pan	San Francisco	Oct. 9	9
Roanoke	Los Angeles	Oct. 10	10
Redondo	Seattle	Oct. 11	11
Geo. W. Elder	San Pedro	Oct. 11	11
Johan Poulsen	San Francisco	Oct. 13	13
Alecia	Hongkong	Oct. 13	13
Nicomedia	Hongkong	Nov. 7	7
Nunantia	Hongkong	Nov. 8	8
Arabia	Hongkong	Dec. 4	4

**Entered Tuesday.**

LePiller, French bark (David), with 15,000 barrels of cement and 1000 barrels of whiting, from London.

British steamship Redhill; vocal solo, Miss Grace Gilbert; vocal solo, H. Herald, second engineer of British steamship Tymeric; vocal solo, Alfred Durand, French ship Genevieve Molinos; cornet solo, J. C. Taylor; vocal solo, A. Buck, fourth engineer of British steamship Redhill; vocal solo, Miss G. Grenier; vocal solo, W. Hayward; reading, Mrs. Katherine French; vocal solo, Mrs. H. W. Hodges; legedomain, Leopold A. Bernays, and vocal solo, vocal solo, Miss E. Bennett Johnson; vocal solo, Gaston Duruy, French ship Turgot; piccolo solo, George Warren, British steamship Redhill; vocal solo, James Cornick; vocal solo, T. W. Jones, British ship Yola; vocal duet, C. Reutch and L. Oppel, German ship Sam; vocal solo, J. C. Taylor; American, British, French and German National anthems; accompanist, Miss Jessie Potts.

**Seamen's Friend Society.**

The first concert of the season of the Portland Seamen's Friend Society was given on Monday evening. There was a large audience of sailors and townsp-

ple. A bright and attractive programme was rendered by the ladies of the W. C. T. U. in the following order: Piano solo, Miss J. A. Collamore; song, Mrs. E. E. Everts; reading, Miss H. H. Brandt; song, A. Miller, French bark Le Piller; instrumental duet, Master Spencer Link and Miss Violet Link; song, Andrew Mackend; reading, Thomas Owens; German quartette; "Yola" boys, French chorus, accompanist, Miss Eva Brookie.

**Notice to Mariners.**

The following affects the list of lights, buoys, and daymarks, Pacific Coast, 1907.

OREGON.

Cool Bay Entrance (page 47).—Cool Bay outer buoy, a 28' first-class can, heretofore reported missing, was replaced September 30.

Loon Tree Shoal—Buoy 104, a red second-class spar buoy, found missing October 1. This buoy was replaced the same day.

Columbia River Entrance (page 54).—South Channel buoy, a 28' first-class can, was replaced October 6 by a bell-buoy, without other changes.

**WASHINGTON.**

Slaughter Light (page 34, No. 131, list of lights, buoys, and daymarks, Pacific Coast, 1907, page 64).—Located on the northern side of dredged channel at Slaughter, Columbia River. The structure from which this light was shown, carried away and the light extinguished October 8; will be rebuilt and the light relighted as soon as practicable.

North Head Light Station, (page 49, No. 178, list of lights, buoys and daymarks, Pacific Coast, 1907, page 71).—Located on the southeast point of North Head, Cape Disappointment, northern of the mouth of the Columbia River. A Navy wireless telegraph station has been erected to seaward of the tower, with the following particulars:

One-story frame dwelling, painted yellow, buff trimmings, red roof, bearing from tower E. 3/4 S., distance 272 feet.

Post-house, one-story, painted yellow, buff trimmings, red roof, connected by porch to dwelling, bearing from tower E. 1/4 S., distance 712 feet.

Two water-tanks, painted yellow, foundation enclosed, bearing from tower east, distance 750 feet.

Shed, a small one-story structure, painted white, bearing from tower east 1/4 N., distance 756 feet.

One single mast built upmost, painted white, height 182 feet, bearing from tower east 1/4 N., distance 756 feet.

**ALASKA.**

Gull Island Light (page 82, after No. 244, list of lights, buoys and daymarks, Pacific Coast, 1907, page 95).—Located on an outlying rock of Gull Island, lying SW. by S. from main part of Gull Island, distance about 1/2 mile. On September 15, 1907, a fixed white post-lantern light was established, 20 feet above the water, suspended from an arm on an iron spindle.

The approximate geographic position of the light, as taken from chart No. 8074 of the United States Coast and Geodetic Survey, is: Latitude north, 55 degrees 8 minutes 22 seconds; longitude, west 131 degrees 39 minutes 2 seconds.

**By order of the Light-House Board.**

F. J. WERLICH, P. J. WERLICH, Commander U. S. N., Light-House Inspector. Office of the Inspector 13th Light-House District, Portland, Or., October 8, 1907.

**Astoria Marine Notes.**

ASTORIA, Or., Oct. 8.—(Special).—A bill of sale was filed in the Custom-House today whereby the Tallant-Grant Packing Company sells the schooner Kinney to P. Goldenberg for a consideration of \$100.

The schooner Irena cleared at the Custom-House today for Redondo with a cargo of 90,000 feet of lumber, loaded at Goble.

Government Inspectors of Hulls and Boilers Edwards and Fuller were in the city today to inspect the steamers Lottis and Sue H. Elmore.

The steamer Elmore reports that the two-masted schooner Antelope, which was recently wrecked at the entrance of the Nehalem River has broken up and the schooner and her cargo will be a total loss.

The lighthouse tender Armeris, which arrived today from the Sound, brought 80 tons of coal from Ladysmith, B. C., and is discharging it at the Tongue Point buoy station. She will bring about 400

tons more in the near future. While duty at the rate of 67 cents per ton is paid on this coal, it is much cheaper than can be purchased in this country.

**Marine Notes.**

The steamship City of Panama will sail for San Francisco this evening. The steamer Alliance from Coos Bay is due to arrive tomorrow evening. The steamship Breakwater sailed for Coos Bay last night. She had a full passenger list and over 200 tons of freight.

The steamer Halley Gatzert has changed sailing dates with the Dalles City, and now leaves Portland Tuesdays, Thursdays and Saturdays.

**Arrivals and Departures.**

PORTLAND, Oct. 8.—Sailed—Steamship Breakwater for Coos Bay. The steamer Breakwater sailed for Coos Bay last night. She had a full passenger list and over 200 tons of freight.

San Francisco, Oct. 8.—Sailed last night—Steamer Maverick, for Portland. Arrived—Steamer Atlas, from Portland. Sailed—Col. E. L. Drake, for Portland.

Astoria, Oct. 8.—Condition of bar at 5 P. M.: Smooth; wind, north-west, 20 miles; weather clear. Arrived down during the night and sailed at 11:30 A. M.—Steamer Northland, for

San Francisco. Arrived down at 12 M.—British ship Dalgonar. Sailed at 12:30 P. M.—French bark Col. Villebels Mareuil for United Kingdom, for orders.

San Pedro, Oct. 8.—Sailed yesterday—Steamer Alice MacDonald, for Astoria.

High.	Low.
1:58 A. M. .... 8.3 feet	7:55 A. M. .... 1.6 feet
2:00 P. M. .... 8.2 feet	8:53 P. M. .... 0.1 foot

**SPECIAL ELECTION CALLED**

St. John Charter to Be Voted on January 6.

At the regular meeting of the St. John Council last night, Mayor Couch presiding, Peter Autzer was elected Councilman to fill the unexpired term of W. C. Francis, who resigned on account of ill health. An ordinance was passed providing for a special charter election on January 6. A copy of the newly-printed charter will be sent to each voter. The following judges and clerks for the First and Second wards were appointed: First Ward—Judges, M. Johnson, John

Croft and C. S. Thompson; clerks, O. R. Downs and O. Leonard. Second Ward—Judges, G. W. Hineman, N. A. Gena and C. W. Potter; clerks, L. B. Clutman and Charles Davis.

There was some discussion of the question of enlarging the boundaries of the city, and the matter will be voted on at the same time the charter is submitted. The new boundaries, if enlarged as contemplated, will take in practically all the peninsula not now included in the city northwest of the Portland boundary lines. A map of the new territory will be prepared.

Today the city will start suit against the bondsmen of Youngford & Son to recover for \$48,800 balance due from the delinquent contractors for the City Hall. The suit must be started today.

**St. John Cottage Burned.**

The home of W. G. Whitmer, in St. John, on Burlington street, was destroyed by fire at an early hour yesterday morning.

ing. The family entertained some friends Monday night and retired at midnight. At 1 A. M. the fire spread over the house to such an extent that the family escaped in their night clothes. The house and furniture were a total loss, also \$300 in paper money and a \$100 diamond were in the house. The total loss is estimated at \$500, with about \$120 insurance. Cause of the fire is not known. The fire had spread to such an extent that nothing could be done to save the house.

**Joe Day Not Guilty.**

Joe Day, one of the Umatilla tribe of Indians, was yesterday acquitted by a jury in the United States Circuit Court of a charge of introducing liquor into the Umatilla Indian Reservation. This was the first trial case at this term of the court and an unfavorable verdict was not unexpected by the Government, which did not have a strong case against the accused.

**Young Men, Middle Aged Men, Old Men**

Do you Suffer from early recklessness when young, excesses when single or overwork when old? We Have a Sure Cure for Any Such Case Our Lasting Cures of the Six Diseases that Wreck Men

Have given us the largest practice in Portland in diseases of men and allow us to give our services at a very low figure, hence places our new system within the reach of the poor as well as the rich. Everything secret. We have the best equipment in our office to be found anywhere for the treatment of diseases of men. We never use unprofessional methods to gain patronage, and gladly ask you to investigate our standing before calling on us.

**OUR FEE \$10.00**  
Established 27 Years in Portland.  
Consultation Free  
We Will Treat Any Single Uncomplicated Ailment for \$10.00.  
Absolute Guarantee  
No Pay Unless Cured

**“Weakness”**

I not only cure "weakness" promptly, but I employ the only treatment that can possibly cure the disorder permanently. It is a system of local treatment entirely original with me, and is employed by no physician other than myself. This may seem a broad assertion, but it is just as substantial as it is broad. So-called "weakness" is but a symptom of local inflammation or congestion, and a radical cure is merely a matter of restoring normal conditions throughout the organic system, and this I accomplish thoroughly and with absolute certainty.

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My Fee for a Cure is \$10.00 In Any Uncomplicated Case

You Pay When Well

**Varicocele Cured Without Cutting**

The time was when every man afflicted with varicocele had no choice other than to allow the disease to go on undermining his power and health or submit to a surgical operation. Now he can choose a thorough cure by painless treatment. I cure varicocele in one week, and it is seldom necessary that the patient be detained from his business even a single day. My method is original with myself, and is the only safe and successful treatment for varicocele ever devised.

CONSULTATION AND ADVICE FREE.  
My Fees Are the Lowest. You Can Pay When Cured.

**THE DR. TAYLOR CO.**

234 1/2 MORRISON ST., COR. SECOND, PORTLAND, OREGON.  
HOURS, 9 TO 5. EVENINGS, 7 TO 9. SUNDAYS, 10 TO 1.

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