

DENSE FOG OFF COAST

ALLIANCE LAY OFF COOS BAY TWENTY-FOUR HOURS.

Elmore Has a Narrow Escape From Being Wrecked on the Tillamook Bar.

MARSHFIELD, Or., Oct. 20.—The steamer Alliance arrived from the north this morning. Very foggy weather was experienced when the vessel was laid off to Coos Bay for 24 hours before crossing in. She brings 35 passengers for this port and will sail for Portland tomorrow.

Elmore Had Hard Bumps. ASTORIA, Or., Oct. 20.—(Special.)—It was learned today that the steamer S. H. Elmore, which has been taken to Portland to be placed on the marine ways for examination, had a narrow escape from being wrecked on Tillamook bar during her last trip. In entering the bay she struck on the bar several times, splintering the after part of her keel, loosening her rudder stock and causing the vessel to leak around her stern.

New Steamer Launched. HOQUIAM, Oct. 20.—(Special.)—The new steamer Shasta was successfully launched at the Hoquiam shipyard today at 1 o'clock. She is 200 feet long, 33 feet beam, 14 feet hold and will carry 900,000 feet of lumber. She will sail with a cargo of lumber to San Francisco, where the machinery will be placed.

Incident Strikes a Reef. EUREKA, Cal., Oct. 20.—The steamer Inca, which left here yesterday for San Francisco via Fields Landing, struck on Point Gorda during a dense fog at an early hour this morning and lost her rudder. She steamed in a serious predicament for some time, but finally managed to drift her rudder from the reef. The Inca's passengers were transferred to the steamer Pomona and returned here. The Inca headed for San Francisco under her own power, the captain refusing to pay salvage to the Pomona for towing her.

Astoria Water Report. ASTORIA, Or., Oct. 20.—(Special.)—The report of the Astoria Water Commission for the quarter ending on September 30, was filed with the Council last evening. It shows the receipts and disbursements to have been as follows: Cash on hand at commencement of quarter, \$1,042.64; receipts, 756.23; disbursements, \$230.39; balance on hand at the end of the quarter, \$1,568.48.

Reward for Bravery. French Consul Labbe has received from the United States Treasury Department a silver medal and diploma, with the request that they be presented to P. Knutson. They are from the French government and are in recognition of Knutson's bravery in saving a French sailor from drowning at San Francisco on February 22, 1902.

Elmore Will Be Repaired. The steamer S. H. Elmore, that struck on Tillamook bar a few days ago owing to low water, was beached at Astoria Sunday. After consultation with the underwriters M. C. Harrison, Jr., decided to have the boat brought here for extensive repairs. She is now at Supple's yard, where the work will be done.

Steamer Elder Fog-bound. ASTORIA, Or., Oct. 20.—(Special.)—On account of the heavy fog off the coast Captain Randall, of the steamer George W. Elder, had decided not to go outside until morning.

Domestic and Foreign Ports. ASTORIA, Oct. 20.—Arrived down at 3 P. M.—Steamer Geo. W. Elder. Condition of the bar at 5 P. M., obscured; wind northwest; weather foggy. San Francisco, Oct. 20.—Sailed at noon—Steamer George W. Elder, for Portland. Sailed at 8 A. M.—British steamer, for Portland. Arrived—Steamer Union, from Klamath; schooner Melanchton, from Coos Bay; schooner Jennie Stella, from Gray's Harbor; steamer Iris, from Seattle; schooner T. L. Roscoe, for Siuslaw River; schooner Falcon, for Gray's Harbor; steamer Rainier, for Seattle.

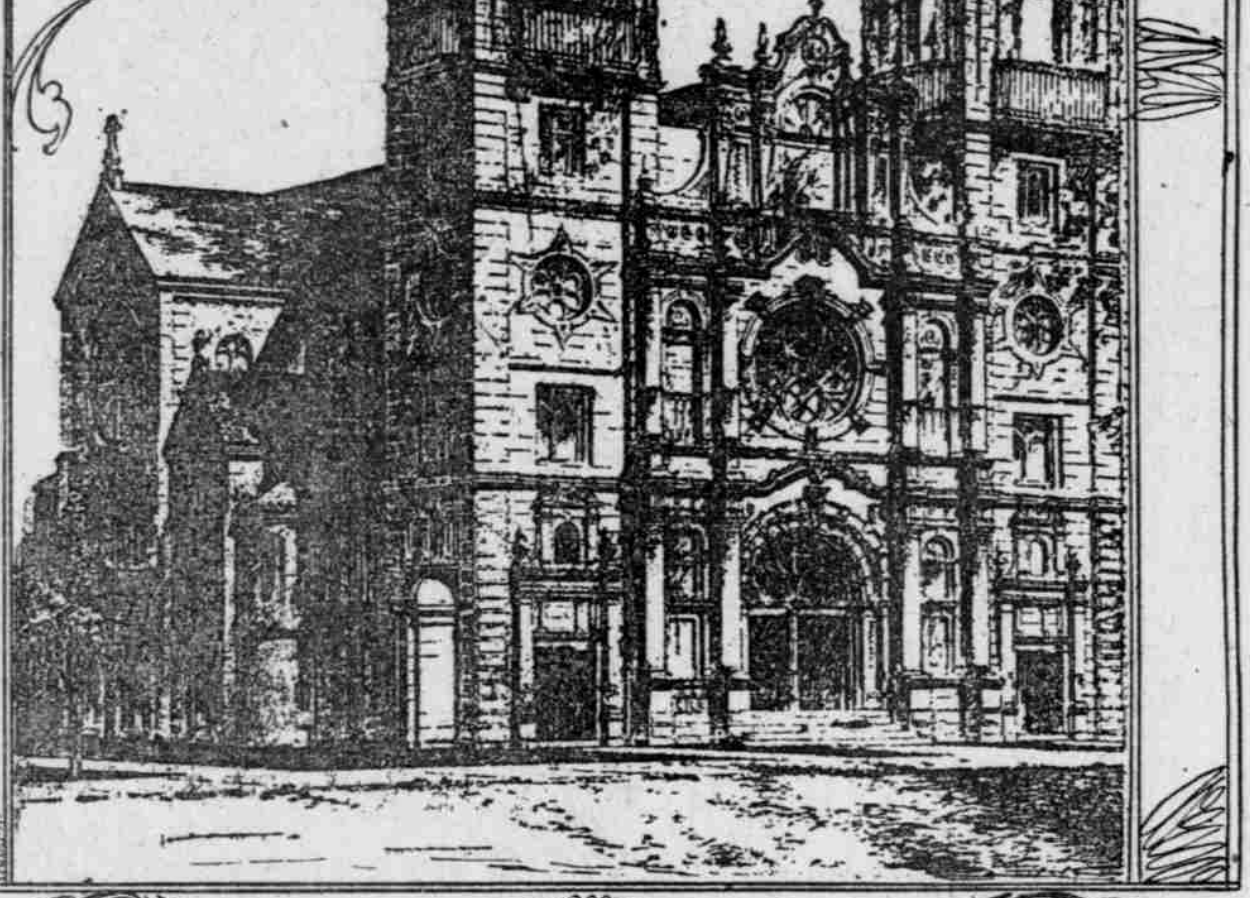
OVERALLS DRESS SUITS. Why the United States Has Made Such Progress. Wall Street Journal. The reason why the United States has made such progress in recent years, and why it should continue to expand in commerce and power, is the fact that its young men are not afraid of exertion of body. Formerly the young men of good education went into law, or medicine or theology. There was supposed to be something degrading in a college-trained man going into industrial pursuits. He might himself be the son of a farmer or a mechanic, but if he had passed through college he was regarded, and regarded himself, as belonging to a special class and as standing too high to stoop to work in the shops or even in the stores.



SEATTLE CATHOLICS WILL ERECT CATHEDRAL TO COST \$250,000

SEATTLE, Wash., Oct. 19.—(Special.)—In order to raise funds for what will be one of the most pretentious cathedrals in the West the Catholics opened tonight a church fair. The cathedral is to be located in the block bounded by Ninth and Terry avenues, Marion and Columbia streets. Local Catholics have contemplated the erection of a cathedral ever since Seattle's growth to a metropolis warranted the idea and particularly since Bishop Edward J. O'Dea, who has been the most active in efforts toward the building of his church-home, assumed the bishopric last summer. The church has already bought the site. The cathedral itself is planned to cost about \$250,000. This means the raising of a large amount of money in the future and the immediate securing of at least \$25,000 with which to begin the work of construction. The fair is expected to supply a good share of this sum.

All plans for the building have been completed and the style of architecture determined. It is to be of a Spanish-Romanesque character. The most imposing feature of the edifice will be the great spires, inclosed by the old Spanish balconies seen now in the missions of California. The facade, with chiseled niches, circles in relief and massive colonnade, and pierced by large arched entrance and side portals, will be imposing. The exterior decorations will combine with the interior in beauty and usefulness. There will be a side chapel, a shrine and ex-voto apart from the central dome and the baldacchino. Throughout the entire interior, which will be large and subdivided, careful attention has been given in the plans to the acoustics and the other details given to modern church auditoriums.



The record shows that, if his descendants included Aaron Burr, the 1500 Americans come of his loins number among them 255 college graduates, 46 college professors and 13 college presidents. They have been from the very dawn of the revolution to the present. Congressmen, lawyers, physicians and clergymen, in all fields distinguished.

The Chicago Post. The Chicago man is willing to admit that he is attractive and almost irresistible, but when a wife appears at a police station and demands a warrant for the arrest of her husband because he failed to appear at the office and even neglected to say "Good evening," it would appear that there is such a thing as being loved too hard. And this man and woman had been married five years! We have heard of the arrest of men, even in Chicago,

for kissing other men's wives, but nowhere out of Chicago have we heard of the appearance of a most captivating little newsboy on the girls' side of the room. At recess diplomatic affairs reached a crisis, speedily developing into an encounter as short as it was violent, and when the smoke of battle cleared the larger boy stalked away, leaving Quay very much mused up and minus a front tooth.

A group of children gathered to commiserate upon the loss of the tooth and to speculate upon its probable effect on his masticating powers, but Quay scorned all attempts at sympathy and, looking straight at the small cause of the battle, said: "Shucks, what if I can't chew no more in front; it'll be bully for whistlin'!"

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The Boy and the Man. Philadelphia Ledger. Friends of Senator Quay from Pennsylvania relate an incident of his younger days which, to a keen observer, might have predicted the originality and quickness in change of front which have characterized his political career and turned to dust and ashes so many expected triumphs of his enemies. While attending school in Beaver Coun-

ty a friendship with a larger boy, his sentiment, was suddenly turned to rivalry by the appearance of a most captivating little newsboy on the girls' side of the room. At recess diplomatic affairs reached a crisis, speedily developing into an encounter as short as it was violent, and when the smoke of battle cleared the larger boy stalked away, leaving Quay very much mused up and minus a front tooth.

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A SAIL ON A SIDEWALK

It is settled that New York is to have "moving platform" over the new Williamsburg bridge. What was at first floated as the eccentric conception of an over zealous official has progressed far enough to warrant the statement that within two years the favorite method of getting to Brooklyn or to down town New York from Brooklyn will probably be by way of this novel triple-speed arrangement. The promoters rather object to the term "moving platform" or "moving sidewalks." They want it called a "continuous railway."

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increase the size of your pencils. Simplicity! The speed increases, and it is by the nursery method that the platform will move with varying rates of speed. The proposed route of the railway is over the Williamsburg bridge to Delancey street, down the Bowery to Canal street, thence along Center to the Brooklyn bridge to Nassau street, thence to Broad and down to the battery. This route is liable to be changed. Others have been suggested, carrying the platforms in the same general direction. No final decision will be made until a formal report is made by William Barclay Parsons, chief engineer of the Rapid Transit Commission. When they get to Manhattan the platforms will move in a tunnel. Over the bridge they will go under an ornamental glass roof. When the job is completed there will be over the bridge a continuous train and two moving platforms. The train is a series of seats facing the direction in which the platforms move, with a capacity on each seat of three passengers. These seats will be of steel, laced to the

platform, which will also be of steel. The train with the steel seats is to move across the bridge at the speed of nine miles an hour. Paralleling the train will be two platforms, one operated at six and the other at three miles an hour. There will be no trouble in getting from the stationary platform to that going three miles, and passengers can step from one platform to the other without the least inconvenience. The glass covering over the platforms will be comfortably heated in winter, but in the Spring and Summer the glass covering will be removed and the passage made in the open air. The cars are joined or coupled so as to present a continuous line of car flooring without openings. It is from this fact that the platforms were called at first "moving sidewalks." The mechanism permits the turning of sharp curves, and being endless and self-balanced, admits of much steeper grades than do ordinary railways. When the scheme was first proposed it was intended to extend the platforms only across the bridge proper, but because they could be operated at any grade, and because they could make the most acute turns it was decided to extend them through a subway to Bowling Green. The cost of the great undertaking has not been accurately determined, but has been fixed at a minimum of \$5,000,000. The original company backing the enterprise was willing to spend only \$3,000,000, but new capital has been found and now the Rapid Transit Commission is assured that the men behind the scheme are responsible for almost any sum. Under the original proposition the company insisted that the city should pay the full cost of constructing the moving platforms and that the company should assume the lease, charging a fare of only one cent. "We have no such amount to invest," was the reply of Mayor Low to those who then urged the plan. The company then agreed to construct the Brooklyn, Manhattan and Blackwell's Island bridges. In fact, we have made arrangements by which, should our proposed route be adopted, the platforms can be easily extended over any of these structures.

proposed to use on the Williamsburg bridge. 2,000 seated passengers can be readily transported in an hour. A seat on a moving platform is accessible the instant a person reaches the station. The most trying of all discomforts, waiting in a crowd, is therefore disposed of. One track for a moving platform may be taken as equal to four tracks for crowded trolley cars, with this difference, that with the platforms every passenger can have a seat, while two-thirds of the passengers on the trolley cars have to stand. Max Schmidt, the promoter of the enterprise, said of it recently: "There is absolutely no danger in the operation of the moving platforms. Since they were first operated in Chicago numerous improvements have been made. The majority of the parts making up the mechanism are stationary and can be easily inspected. The motors, wheels, gears and axles can be inspected while the platforms themselves are in motion. There is no such thing as a hot box. The axle nuts revolve at an average of 160 per minute. The motor unit is about ten horsepower. The only weight of the whole outfit is the platforms themselves. "The train is endless, therefore the push and pull are not transmitted, that there is none of the jolt and jar so customary with trolley cars and other trains. Safety chains lace up the couplings between the platforms so that they cannot become separated. I might describe the sensation of traveling on these trains as almost next to flying. They move over rubber tires and this adds to the smoothness. There are circuit breakers and safety switches at every station. These can be brought into immediate use by the guards. Should the platform stop the worst that could happen would be for the passengers to get out of their seats and walk across the bridge. "I am satisfied that when once tried these platforms will become so satisfactory that they will be put in use on the Brooklyn, Manhattan and Blackwell's Island bridges. In fact, we have made arrangements by which, should our proposed route be adopted, the platforms can be easily extended over any of these structures."

VITAL FORCE. One of the most weakening, undermining troubles which mankind is heir to is hemorrhoids, or piles. It is a disease that because the pain is slight and the bleeding may only occur occasionally, or he may be reassured by the occasional disappearance of the symptoms. And yet if at the very start he had found a rational remedy to soothe the inflammation he would probably never have had a return of this irritating malady. Piles may develop at any season of the year and at almost any age of the victim; the abuse of cathartics often causes this trouble, and a period arrives when the dread of pain at stool becomes so great that the sufferer begins to neglect the calls of nature, and the bowels are either forced to return the feces or are only partially cleared, on account of the suffering attendant upon a thorough movement. Before you reach this stage use a remedy which removes the cause, thereby eradicating the disease, and that is the Pyramid Pile Cure which is sold by all druggists at fifty cents a package; it is in the form of a suppository, is applied directly to the parts affected and brings about a complete cure, quickly and painlessly. A valuable little book on the cause and cure of piles is published by the Pyramid Drug Co., Marshall, Mich., and we advise every sufferer to send for a copy of it. People who have suffered from piles for years are often astonished at the instant relief experienced from the first application. Another important advantage is the fact that anyone can use the remedy without detention from business or interference with daily occupation. "I feel it my duty to recommend the Pyramid Pile Cure, for after suffering ten years with a most distressing form of Piles, I am entirely cured. Thanks to this remedy. Anyone doubting this can write to Margaret Brady, 156 Whitman St., Cleveland, Ohio."

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M. A. CASSIDY

Prominent Educator and Superintendent of Schools, Lexington, Ky.

There has been of late a good deal of discussion in Portland regarding the merits of cod liver oil preparations, and whether or not cod liver oil and emulsions that upset the stomach have any medicinal virtues. Therefore the following letter will be read with interest:

"I am pleased to state that after using different cod liver oil preparations on the market, I find Vinol to be the best of them all. It is palatable and pleasant to the taste; in fact, the oily taste of the cod liver oil is disguised or done away with entirely, and its strengthening properties are truly remarkable. "It has built up my system, strengthened my nerves; in fact, it has made a new man of me, enabling me to take up my work with renewed energy and vigor, and I heartily endorse Vinol as the most efficacious and agreeable cod liver oil preparation on the market."—M. A. Cassidy.

Knowing that Woodard, Clarke & Co., of this city, guarantees this preparation in the strongest manner possible, they were called upon for information. Said Mr. Woodard: "Vinol I firmly believe is the world's greatest preparation of cod liver oil, for it contains a high concentrated form every one of the fifty odd medicinal curative elements found in cod liver oil, yet is entirely free from oil or grease. "Vinol is delicious to taste and acceptable to the weakest stomach. It contains no drugs or poisonous ingredients, and there is no necessity for people to load their stomachs with drugs, nauseating oils or emulsions to obtain the curative power of cod liver oil, for it is all contained in Vinol. Vinol is the greatest strength creator and health restorer known to medicine today. I could quote innumerable instances where it has fortified and built up the system, strengthened the nerves, cured bronchitis, chronic coughs, colds, bronchitis and ineffectual consumption, given strength and vigor to the aged, replaced weakness with strength and made the sick well. "It is for this reason that we offer to give back the money every time if it fails to give satisfaction."—Woodard, Clarke & Co., druggists.

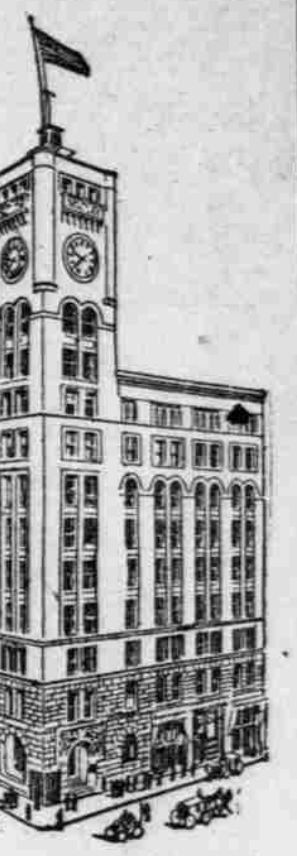
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