BOAT GOES DOWN

River Collier Sinks With Crew Aboard.

ONE DROWNED, FOUR HURT

Tons of Coal Cover Unknown Dead Man.

THE CREW HAD NO WARNING

All Hands Were at Work Unloading Coal at Columbia Dock No. 2 When Craft Suddenly Turns Turtle—Heroic Work.

DEAD.

UNKNOWN MAN—Buried beneath 280 tons of coal at the bottom of the river.

Injured.

Frank S. Willis, bruised about head and arms.

John Svenson, legs badly cut by falling coal; taken from water nearly drowned.

Alex Johnson, head cut by coal, left arm wrenched.

John Carlson, crushed about breast, one eye badly injured.

One unknown man was instantly killed and four others painfully injured at 5 o'clock yesterday afternoon, by the sudden capsizing of the barge Monarch, laden with coal for the steamer Arabia, alongside which the barge was moored at the time of the accident.

William Doyle, foreman of the barge, was not on the boat at the time of the accident, having left it but a few moments before to telephone to the headquarters of the Oregon Round Lumber Company, owners of the boat. The other employes were working for the O. R. & N. Co., which has the contract for coaling the ship.

D. C. O'Reilly, general manager of the Oregon Round Lumber Company, declares the accident was due to the barge being unloaded improperly and allowed to sink to one side.

W. J. Seaman, who was foreman of the barge until three days ago, states that he quit working because the craft was absolutely unseaworthy and it was impossible to pump out the water as fast as it entered the vessel. The men and officers of the Arabia state that the boat was being unloaded properly and that the barge sank because of the listing of the boat, due to the amount of water in the hull.

Police officers were sent to the scene as soon as Police Headquarters was notified of the accident, and Coroner Finley arrived shortly to take charge. Diver Hugh Brady was unable to raise the body of the dead man last night. It is believed the unfortunate is buried beneath tons of coal.

No Warning Was Had.

The accident occurred without a second's warning. The men had removed about 220 tons of the 600 tons with which the barge had been loaded. The unknown man who lost his life was on the outer side of the vessel working at the pumps. The other four were unloading the coal. Foreman William Doyle had just left the barge to go to a telephone to communicate with the office of the Oregon Round Lumber Company.

Suddenly the barge listed to one side. The men working did not notice it, thinking the listing was caused by the waves of a passing steamer. Officers on the steamer Arabia cried to warn the men, but before they could understand the barge swerved quickly to one side, completely "turned turtle" and the men were thrown down into the fearful vortex in the path of 280 tons of coal.

Four Taken From River.

By the force of the wave following the movement of the barge, four of the five men were thrown out between the barge and the steamer, some of them being hurled completely out of the water. Their cries could be heard above the hissing of the turbulent waters.

J. Schultz, chief officer of the Arabia, and A. H. Langer, second officer, immediately ordered life-preservers thrown to the struggling men, lowered the lifeboats and threw out lifelines. Carlson, who is an expert swimmer, swam at once to the ladder at the ship's side and climbed to the deck, from whence he was carried below and cared for. Svenson was lifted by means of a line to within a few feet of the rail, when the line parted and he dropped into the water again. He swam to another line, tied it around his form and remained in this position until picked up by a lifeboat. Johnson was rescued with the greatest difficulty. He was nearly overcome when he reached the surface, and sank again. One of the men of the Arabia sprang from the vessel to the rescue and managed to save Johnson from a watery grave, the lifeboat soon coming to his aid. Willis was also rescued with great difficulty.

Arabia's Men Do Heroic Work.

But for the heroic work and presence of mind of the officers and men of the steamer Arabia it is doubtful if any of the unfortunates would have survived. As soon as the four men were taken aboard the steamer and carried to the quarters of the seamen, it was ascertained that another was still missing, and that he was the unknown employe. The lifeboats continued the search in the darkness for some time, but were unable to find any trace of the man.

At this juncture the police were notified by W. J. Seaman, an eye-witness of the accident and ex-foreman of the ill-fated barge. Coroner Finley was also notified as soon as it was learned that one man had lost his life. The police and Coroner were soon upon the scene, but were unable to do anything. A guard was left on the scene of the disaster.

Work Had Delayed Accident.

The unfortunate "unknown," who, last night, lay in a sepulcher of ruins, had, without knowing it, pumped for his life for two hours prior to the accident. About 3 o'clock, Foreman Doyle became aware of the fact that the barge was filling rapidly, and, not desiring to take one of the other employes from the work of coaling the Arabia, he looked for a man to set to work on the pumps. The unknown victim was on Columbia Dock, No. 2, at which the Arabia is moored, and immediately told the foreman he was looking for work. He was employed and told to pump.

With all his strength the man set to work. It is apparent, from the statements of eye-witnesses, that he could not pump the water out of the hold of the barge as fast as it entered. He was working on that side of the barge which went under, and in such a position that the slipping coal must have pinned him as he fell into the stream. Without knowing it the man had been pumping for his life—and had lost.

Who Is Dead Man?

Who the unfortunate is is a question none could solve last night. He was a man perhaps 30 or 35 years of age, looked as though he was used to hard knocks, but had the appearance of one recently recovered from a severe siege of sickness. It is not known whether the man was a newcomer from the East, whether he is alone, or whether he has friends and relatives in this city or vicinity. No disappearances were reported to the police last night, and no inquiries made, as probably would have been the case had the man been living with his family or with relatives. None of the rivermen who saw him had ever seen him before. It is probable that he was a newcomer and that his first job in Portland ended in death.

Story of an Eye-Witness.

W. J. Seaman, who was foreman of the ill-fated barge until three days ago, was an eye-witness of the accident. He said:

"I think the capsizing was caused by the weight of water in the hull of the craft. I noticed the boat was listing, then I heard the men on the Arabia call out. The next moment the barge whirled to one side, turned completely over and rested—bottom-side up.

"I quit working on the barge three days ago, partly because I had a better job offered me, but mostly because I considered the boat entirely unseaworthy and dangerous. The seams were so strained that the pumps had to be kept working all the time to keep her from sinking. We had to work the pumps day and night. While I was foreman, as I left the barge every night I cautioned the men to keep on a lookout as she was liable to go over any minute. I did not consider her safe at all."

Says Barge Was Seaworthy.

On the other hand, D. C. O'Reilly, the manager of the Oregon Round Lumber Company, makes the following statement:

"Seaman was discharged because he would not carry out orders and refused to handle the barge as he was directed. He was 'sore' at the company on account of his dismissal and speaks as he does because he believes it will hurt us. The accidental cause of the accident, I believe, was the waves from passing boats, but I believe that the direct cause was the fact that the men were not unloading the boat properly, had taken all the coal from one side and end, thus leaving the other end to settle until the water reached the deck and this, combined with the weight of the coal, caused the craft to capsize."

Coroner Finley will have a search made today for the body of the dead man and will make an effort to locate friends or relatives, or to identify him. An investigation will perhaps follow as soon as evidence can be collected, and the blame for the accident properly placed.

Barge Was Old Boat.

The barge was an old boat. She was built for the Government 40 years ago, and has been in service continually ever since, with repairs at frequent intervals. She is at present owned by the Oregon Round Lumber Company and used almost altogether in coaling ships. She was rented to coal the Arabia by the O. R. & N. Co., who had the contract to supply that ship with coal. At present the barge is in the river at the scene of the accident, but floats upside down. The rail of the Arabia, to which the barge was moored, was torn away when the accident took place. The water at the scene of the accident, before Columbia dock No. 2, is between 30 and 40 feet deep.

SITUATION IN MOROCCO.

Acting Consul-General Reports to Washington Government.

WASHINGTON, Dec. 28.—Conditions in Morocco have apparently entered on a critical stage, according to cable advices received at the State Department from Hoffman Philip, acting American Consul-General at Tangier. After reciting the indefinite postponement of the French mission, the recalling of the military mission, the French Consul and warning all French subjects away from Fez, Mr. Philip added that the foreign Ministers, including himself, were awaiting instructions.

Mr. Pierce, Third Assistant Secretary of State, promptly cabled Mr. Philip, directing him in the event that serious trouble appeared imminent, to advise American citizens in Morocco to come into Tangier. The Consul-General is directed to observe strict impartiality and keep the department fully advised.

MURINE EYE REMEDY.
Cures Sore Eyes. Makes weak Eyes strong. Murine don't smart. It soothes Eye pain. Druggists and opticians.

MORE WOOL CLIPPED

Production Increased, Despite Fewer Sheep Raised.

AVERAGE FLEECE IS HEAVIER

Flocks the Smallest on Record Since 1898—Slow Growth of the Industry Notwithstanding Dingley Protective Tariff.

The National Association of Wool Manufacturers, with headquarters at Boston, has just issued its annual review of the wool trade for the year 1904. It contains valuable statistics and informataion of this industry, carefully compiled by W. J. Battison. According to the report the number of sheep fit for shearing April 1, 1904, was 38,342,072, as compared with 39,284,000 the preceding year. This shows a falling off in the United States flock of 941,928. It is the smallest number of sheep on record since 1898, when the number was but a little short of what it is in 1904.

But notwithstanding this reduction in the flocks the quantity of wool produced has increased according to these estimates 4,333,032 pounds, the gain being accounted for in the increased average weight of the fleece, which is placed at 6.50 pounds this year, against 6.25 pounds in 1903. The report says that on the whole the wools were well grown, without tenderness and of good staple, due to one of the mildest Winters experienced for years on the ranges, and to an abundance of succulent food.

The production of pulled wool for the year is estimated at 42,000,000 pounds, bringing the total product for 1904 to 291,783,032 pounds. The year 1893, when the production was 348,538,138 pounds, marked the high point in wool production in this country, and the flock of 47,273,553 was also the largest on record. From 1892 there was a gradual falling off in production, due, it has been said, to the operation of free wool, until 1897, when the clip of 256,153,251 pounds was the smallest since 1880.

In July, 1897, the present tariff on imported wool went into effect, and for several years thereafter there was a gradual (but small) increase, the high point being touched in 1902 with a production of 316,341,032 pounds, but 32,197,106 pounds less than the maximum record of 1893. In 1903 the production fell off about 30,000,000 pounds from the previous year, and that of the present year is about 4,333,032 pounds in excess of last year. In round figures there has been a shrinkage of about 57,000,000 pounds in wool production in this country since 1893.

These statistics show that notwithstanding the Dingley protective tariff, the production in 1904, or seven years after its enactment, is only about 32,000,000 pounds more than it was in 1897, when the full effect of free wool on the industry was felt. The overcrowding of the Western ranges and the increasing demand for mutton as an article of food are given by some authorities as the principal causes of the slow growth of the industry under a fostering tariff, the actual flock in the United States decreasing about 4,000,000 the past two years.

In regard to Mr. Battison's figures of production for Montana and Wyoming, the two largest producing sections of the country, there is some doubt. The former state is credited with a production of 37,773,000 pounds and the latter with 29,450,000 pounds, showing an increase from 1903 of 7,173,000 pounds in Montana and of 750,000 pounds in Wyoming. It is the general opinion of members of the Boston wool trade, those who are in close touch with conditions in those sections, buying and marketing the bulk of the clips, that neither produced much if any more this year than last. It is estimated by some that the Montana clip did not reach much above 30,000,000 pounds, and the maximum estimates of the trade are for 35,000,000 pounds. By the smaller estimate the indicated increase of total production in the United States would be entirely wiped out and a decrease of about 3,000,000 pounds shown.

In the following tables it will be noticed that the figures for the Middle States, the so-called bright or medium wool sections, all either show a material falling off in production or no change at all. This is a significant fact, in view of the widespread consumption of wool of one-quarter blood grade and below. The production of such wool is steadily but surely shrinking in face of a consumption that is steadily increasing.

The following table shows the number of sheep on hand in the various states and territories April 1, 1904, and 1903:

	1904.	1903.
Maine	220,000	220,000
New Hampshire	63,000	63,000
Vermont	160,000	160,000
Massachusetts	30,000	30,000
Rhode Island	6,500	6,500
Connecticut	30,000	30,000
New York	675,000	700,000
New Jersey	32,000	32,000
Pennsylvania	850,000	850,000
Delaware	6,500	6,500
Maryland	100,000	100,000
West Virginia	475,000	475,000
Kentucky	575,000	600,000
Ohio	2,052,072	2,200,000
Michigan	1,200,000	1,400,000
Indiana	700,000	750,000
Illinois	525,000	550,000
Wisconsin	700,000	750,000
Minnesota	250,000	350,000
Iowa	540,000	600,000
Missouri	575,000	575,000
Virginia	325,000	325,000
North Carolina	205,000	205,000
South Carolina	50,000	50,000
Georgia	250,000	250,000
Florida	100,000	100,000
Alabama	200,000	200,000
Mississippi	220,000	230,000
Louisiana	155,000	155,000
Arkansas	300,000	160,100
Tennessee	280,000	275,000
Kansas	170,000	170,000
Nebraska	250,000	300,000
South Dakota	575,000	600,000
North Dakota	450,000	475,000
Montana	5,576,000	5,100,000
Wyoming	3,800,000	4,100,000
Idaho	2,300,000	2,400,000
Washington	560,000	560,000
Oregon	2,000,000	2,000,000
California	1,625,000	1,625,000
Nevada	600,000	568,000
Utah	2,025,000	2,250,000
Colorado	1,300,000	1,300,000
Arizona	620,000	675,000
New Mexico	3,150,000	3,250,000
Texas	1,440,000	1,440,000
Oklahoma and Indian Territory	60,000	60,000
Totals	38,342,072	39,284,000

The American flock for a series of years was as follows:

1904	38,342,072	1897	36,818,643
1903	39,284,000	1896	38,298,783
1902	42,184,122	1895	42,294,064
1901	41,920,900	1894	45,048,017
1900	41,883,065	1893	47,273,553
1899	39,114,453	1892	44,938,365
1898	37,656,960		

The following table shows the amount of wool, washed and unwashed, produced in the various states and territories in 1904, compared with that of 1903:

	1904.	1903.
Maine	1,380,000	1,380,000
New Hampshire	390,000	390,000
Vermont	960,000	960,000
Massachusetts	174,000	191,400
Rhode Island	35,750	35,750
Connecticut	150,000	150,000
New York	4,050,000	4,200,000
New Jersey	160,000	160,000
Pennsylvania	5,100,000	5,100,000
Delaware	39,000	39,000
Maryland	500,000	500,000
West Virginia	2,517,000	2,517,500
Kentucky	2,875,000	2,850,000
Ohio	12,198,432	12,320,000
Michigan	7,800,000	8,100,000
Indiana	4,550,000	4,875,000
Illinois	3,906,250	3,850,000
Wisconsin	4,525,000	4,875,000
Minnesota	2,450,000	2,380,000
Iowa	3,510,000	3,900,000
Missouri	3,737,500	3,737,500
Virginia	1,507,500	1,462,500
North Carolina	820,000	820,000
South Carolina	200,000	200,000
Georgia	950,000	950,000
Florida	350,000	380,000
Alabama	700,000	740,000
Mississippi	920,000	920,000
Louisiana	573,500	573,000
Arkansas	800,000	640,000
Tennessee	1,105,000	1,237,500
Kansas	1,380,000	1,275,000
Nebraska	2,000,000	2,250,000
South Dakota	3,881,250	3,900,000
North Dakota	2,925,000	3,087,500
Montana	37,773,000	30,600,000
Wyoming	29,450,000	28,700,000
Idaho	14,950,000	16,800,000
Washington	4,480,000	4,760,000
Oregon	14,500,000	15,500,000
California	11,781,250	11,781,250
Nevada	4,200,000	3,976,000
Utah	13,162,500	12,937,500
Colorado	9,100,000	8,450,000
Arizona	4,340,000	4,387,500
New Mexico	17,325,000	16,250,000
Texas	9,360,000	9,000,000
Oklahoma and Indian Territory	360,000	360,000
Total, pounds	248,783,032	245,450,000

The amount of pulled wool, always difficult even to approximate, is placed at 42,000,000 pounds, shrinking 33 per cent, and equal to 28,140,000 pounds of clean wool. The total wool production, therefore, of the country for 1904 is 291,783,032 pounds, equal to 123,935,147 pounds of scoured wool, the latter showing a falling off from 1903 of 431,258 pounds.

The estimates of production for 17 years, together with the scoured wool equivalents for the same term of years have been as follows:

	Fleece and Pulled. Pounds.	Scoured. Pounds.
1888	301,876,121	136,591,955
1889	295,779,479	134,795,350
1890	309,474,856	139,628,220
1891	307,401,507	139,326,703
1892	333,018,406	145,300,318
1893	348,538,138	151,103,776
1894	325,210,712	140,292,288
1895	294,296,726	125,718,690
1896	272,474,708	115,284,579
1897	259,153,251	111,395,987
1898	256,720,684	111,661,581
1899	272,191,330	113,958,468
1900	288,636,621	118,222,120
1901	302,502,382	126,814,690
1902	316,341,032	137,912,085
1903	287,450,000	124,366,405
1904	291,783,032	123,935,147

The total value of the wool clip for the year is about 11 per cent more than that of the previous year. The average value per pound of the fleece and the pulled wool has increased 10 per cent and 8 per cent, respectively. The value of the clip has increased from $38,775,373 in 1903 to $64,540,959 in 1904.

THE NEW YEAR'S OREGONIAN

The best advertisement for the 1905 Fair that Oregon's people can send to their friends in the East, will be a copy of the New Year's Oregonian that will be published Monday morning next. The illustrations of the beautiful Exposition buildings and the Exposition grounds will be made a special feature of the New Year's number. The paper will be mailed to any address in the United States or Canada, postage prepaid, for 10 cents a copy. Address The Oregonian, Portland, Or.

Heard in the Trouble Shop

The Tale of Seaman Hanta—Poor Mount Tabor—Helped to Reform

—BY RICHARD ROE.

TROUBLES never come singly, is the opinion of Seaman Toni Harita, of the good ship Saint Celeste, which rides at her anchor in the harbor of Portland while her hold is being crammed with cargo. Seaman Harita today wears a sorrowful face and calls on Neptune to cause the river to rage until it reaches the Municipal Court and wets the feet of the Municipal Judge.

In the first place, Harita was one of the brawny seamen who failed to row the boat of the Saint Celeste to victory in the Christmas day international race. After the defeat of the crew, despair seized upon Harita like a flame, and, of course, it was highly necessary to quench the flame. Harita quenched it. And thereby hangs a tale.

Immediately after quenching the flame, Harita regained the deck of the Saint Celeste. He held in his hand a small rifle, which he patted lovingly. His mind was upon the villains who had dared to row a boat better than the men from the Saint Celeste could row one. But actual murder was not in the mind of Harita. He allowed his imagination to work, and in his Italian heart the murder was committed without any bloody forms of men journeying to the undertaking parlors of the Coroner.

Harita raised his gun, pointed it at an innocent seagull and fired. The seagull said its prayers, clapped its wings to his sides quickly and fell into the cold depths of the Willamette where he duly expired.

"E-tal-ya!" cried Harita. In his mind the gull represented the crew of the Dumfriesshire, which had shown the men of the Saint Celeste how to row a race. Another shot brought down another gull, then Harita's eyesight grew so bad he could hit nothing. After that certain officers came with a certain warrant and Harita was led away.

Yesterday he faced Judge Hogue. There was a learned counsel employed to defend him. The learned counsel explained that only in England and the United States is there a law against shooting gulls; that in South America, in France and Italy it is permissible. He also explained that Harita was ignorant of the law, which did not excuse him, but which was an extenuating circumstance in one sense of the word.

Judge Hogue remembered that he was presiding over a court in the United States and that South America was outside his jurisdiction.

"Ten dollars," said His Honor.

And Harita paid.

DEPUTY CITY ATTORNEY FITZGERALD ran his fingers through his hair and grew red in the face. Judge Hogue smiled. Lottie and Charlie Smith, sitting in the prisoners' dock, didn't know whether to smile or look serious, so they looked penitent.

"If Your Honor thinks you can reform these people, I am willing to let you have the chance," said the Deputy City Attorney.

"I thank you for the chance," said the Judge.

The Deputy City Attorney grew red in the face again.

"We've got a little home in Mount Tabor; we can go there and live," announced Mrs. Smith.

"I've got a barber shop downtown and I'm going there to work," said Mr. Smith.

"O, he's not," said Mrs. Smith. "He's going home with me."

"She can go where she pleases; she got me into this trouble," said the lord and master.

"He got me into it, Your Honor," said the woman.

His Honor threw his hands into the air and called for help. Bailiff Goltz rushed to the rescue. Counsel for the defendants found himself in a delightful mixup. He had been engaged by the husband and wife to defend them against charges of vagrancy. Now the husband and wife were each accusing the other, and he knew not which way to turn. The husband had testified that he had no funds, but took nothing, on the other hand, from his wife. The wife had said that she did not earn funds in an unlawful manner.

"I'm going to live in Mount Tabor," asserted the wife again.

"I'm not," said the husband.

His Honor thought long and earnestly. Then he told the couple to go their several ways and sin no more. As they reached the door they held a hurried conversation and then announced:

"We'll both go and live in Mount Tabor, Your Honor."

"Poor Mount Tabor," said the court.

"I WANT to start the New Year right," said Johnnie when he appeared before Judge Hogue. Johnnie's other name is Murphy.

"How do you mean?" questioned His Honor.

"I want to be a good man. I'm going to stop drinking and work all the time and save money and buy a home. I'm going to be good to my wife. That's what I mean."

"Think you'll do it?" asked the Judge.

"I guess I can," said Johnnie.

"I know you can," said His Honor, "for 30 days, anyway. You'll not drink, you'll work on the rockpile, and you'll not save money or buy a home. But I think it will do you good. When you get out—well, when you get out you better get to work or get out of town. An officer has just told me that you have no wife to be good to. That will be all."

And Johnnie went into durance vile, firmly convinced that emotion and eloquence are lost in a Police Court.

TRAINING FOR MARRIAGE.

Lecturer Says Women Should First Be Ready to Support a Husband.

CHICAGO, Dec. 28.—N. W. Ferris, recent Democratic candidate for Governor of Michigan, in an address before the National Commercial Teachers' Federation here, has advised women stenographers, and women in general, not to marry until they are in a position to support a husband.

"Until a woman is able to support a husband, she should not contemplate matrimony," declared Mr. Ferris. "While I believe it is the duty of every woman to marry, still I also believe that before taking so serious a step a girl should look ahead and prepare for possible future misfortunes. Therefore, every girl should fit herself for an emergency and be prepared to step into her husband's place in the support of the family in the event of anything befalling him which will unfit him for work."

Mr. Ferris also spoke of the economic and educational changes that have taken place in the last hundred years, and told of the advances made along the lines of commercial education in that time.

ARE PICKED UP AT SEA

BRITISH SHIP LONSDALE RESCUES 26 CASTAWAYS.

Unfortunate Men Had Abandoned the Collier Elvion, Which Burned Near Cape Horn.

LOS ANGELES, Cal., Dec. 28.—Captain F. K. Fall, of the British ship Lonsdale, from Newcastle on Tyne, just arrived at Port Los Angeles, tells a story of picking up 26 castaways at sea, who had been drifting about near Cape Horn for over a week.

They had abandoned the British collier Elvion, which had burned at sea. The Lonsdale cruised around in the vicinity after picking up one boatload of eight men, which had been drifting for six days, until the entire crew of 26 men was rescued. All but three of the men were left at Valparaiso. The Lonsdale will proceed from here to Portland to discharge the remainder of her cargo.

TWO FINES ON ROSCOE.

Steamer Short of Men, and Had No Passenger List.

ASTORIA, Or., Dec. 28.—(Special.)—The steamer L. Roscoe, which arrived in yesterday from Florence with a general cargo, was today fined $500 by Collector of Customs Robb for failure to carry a complete crew. She was fined another $100 for failure to have a list of her passengers.

The steamer is a vessel of 117 tons gross, and her license requires her to have a crew of nine men, whereas she had but seven, being short a watchman and one deckhand. The law provides that vessels making a voyage of over 100 miles shall carry a complete list of the passengers on board, and this the Roscoe failed to do. The steamer is owned by O. W. Hurd, of Florence, and is commanded by Captain P. Crim.

Beef Cargo for Vladivostok.

SEATTLE, Wash., Dec. 28.—It is understood that 2000 tons of salt beef will comprise a part of the cargo of the steamship Tacoma, which is now loading for Oriental and Siberian ports. The vessel is operated by the Northwestern Commercial Company, which holds valuable concessions from the Russian government. The beef is supposed to be for the Russian soldiers at Vladivostok. It is publicly given out that the Tacoma is bound for Shanghai, but in steamship circles it is generally believed that the Tacoma will proceed either directly to Vladivostok or will try to run the blocake at Port Arthur. A representative of the company insists that the Tacoma will run to Shanghai.

Kosmos Liner Ashore.

LONDON, Dec. 28.—Advices from Puntas Arenas say the German steamer Abydos, from San Francisco via Callao, for Hamburg, is ashore near there, and is in a precarious condition.

SAN FRANCISCO, Dec. 28.—The Abydos, Captain Garstens, of the Kosmos Steamship Line, sailed from this city October 7, with a general cargo for Hamburg. She was last reported as having left Guayaquil December 14. Her crew consisted of about 25 men. She is a steel screw steamer of 2472 net tonnage, her length being 323 feet, beam 40.2 feet and depth 24.4. She is stanchilly constructed, and her commander is an experienced navigator.

Minnesota's Captain Resigns.

SEATTLE, Wash., Dec. 28.—Captain John Truebridge has resigned and Captain J. H. Riner has been appointed his successor in command of the Hill liner Minnesota. Although nothing official has been given out at the company's offices, Captain Riner is actually in command of the steamship. Ill-health, aggravated by the long voyage, is suggested as the cause of Truebridge's resignation.

Frank Webber, steward of the Minnesota, who came with her from the Atlantic, died here last night from heart disease. His home was in San Francisco.

Unknown Schooner Strands.

CAPE HENRY, Va., Dec. 28.—An unknown three-masted steamer went ashore on Diamond shoals today. No assistance can be rendered, as the sea is too rough.

Marine Notes.

The Glaucus will finish loading wheat today at Irving dock, and the S. Celeste, which has been lined at Columbia No. 2, will move up and take her place to complete her cargo.

The next lumber ship to finish will be the Hampton, at the North Pacific mill, which will complete her cargo on Monday or Tuesday.

Captain J. A. Brown left for San Francisco yesterday on a brief business trip.

The steamer Rosecrans sailed North from Monterey yesterday with oil, and is due at Astoria Saturday.

The steamers Aurelia, Redondo and Northland have arrived from San Francisco, the last named light, the others with general cargo, and all will sail Saturday night with lumber cargoes.

The schooner Andy Mahony was lifted on the drydock yesterday for cleaning and some minor repairs.

The Portland & Asiatic liner Aragonia sailed from Yokohama Tuesday for this port, with a full cargo.

George D. Gray, managing owner of the California & Oregon Coast Steamship Company, is in the city on a regular visit of inspection.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 28.—Arrived down at 1 A. M.—Steamer Bee. Arrived down at 3 A. M. and sailed at 3:40 P. M.—Steamer Columbia, for San Francisco. Left up at 6 A. M.—Schooners Joseph Russ and Virginia. Arrived at 3:15 P. M.—Steamer Elmore, from Tillamook. Condition of the bar at 5 P. M., rough; wind, east; weather, cloudy.

Ventura, Dec. 27. — Sailed—Schooner Zampa, for Portland.

St. Helens, Dec. 28.—Passed at 3 P. M.—Schooner Virginia.

New York, Dec. 28.—Sailed—Baltic, from Liverpool, for Queenstown.

Liverpool, Dec. 28. — Arrived—Parisian, from St. Johns and Halifax; Majestic, from New York.

Naples, Dec. 28.—Arrived—Liguria, from New York. Sailed—Republic, from Genoa and New York.

Antwerp, Dec. 28.—Arrived—Montose, from St. John and Halifax, via London.

Hong Kong, Dec. 28.—Arrived—Coptic, from San Francisco, via Honolulu and Yokohama.

Yokohama, Dec. 28.—Arrived previously—Korea, from San Francisco via Honolulu, for Hong Kong.

Queenstown, Dec. 28.—Arrived—Friesland, from Philadelphia, Liverpool and proceeded.

San Francisco, Dec. 28.—Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland; steamer Lyman D. Foster, for Port Townsend; bark Gleaner, for Seattle. Arrived at 10 A. M.—Steamer F. A. Kilburn, from Portland; steamer Shasta, from Bellingham.

Hoquiam, Wash., Dec. 28. — Arrived—Steamer Falcon, from San Francisco, for Aberdeen; steamer Compeer, from San Francisco, for Aberdeen; steamer Santa Barbara, from San Francisco, for Aberdeen.

Close Call From Death.

Ivan Humason narrowly escaped death in the freight elevator in the establishment of Blumauer-Frank Drug Company yesterday. While calling from the second floor to an employe below the elevator descended and caught his head. It bore him down and he sustained a fracture of his nose and was otherwise badly crushed. A surgeon was summoned and is in attendance. Mr. Humason will recover and will be restored to his normal condition, it is said.

ROBBER IS DARING.

Woman Struck Down on Main Thoroughfare.

Mrs. Luerezio Picane was knocked to the sidewalk, at First and Flanders streets, at 3 o'clock, yesterday afternoon, and while lying prostrate was robbed of $20 in gold and about $300 worth of jewels, diamond rings being torn from her fingers and ears.

It was the most sensational robbery recorded here this year, and is believed to have been committed by the daring highwayman, who, on Monday night, held up and robbed a cripple in the heart of the city, the scene of the crime being at Fifth and Stark streets.

The woman was homeward bound when attacked. The man wore no mask. He simply felled her to the sidewalk and robbed her. The place where it occurred is largely traveled, but this cut no figure with the robber. It happened that no one passed, however, and by the time the victim was able to call for help, the thief had made his escape. As soon as possible the woman reported her experience to the police. Chief Hunt assigned detectives to the case.

The audacity of the highwayman has appalled the police. They hardly believe he can be more than an amateur, as they think a man of experience would not take such desperate chances as he does for the amount of cash he obtains. Descriptions of all the rings taken from the woman were furnished the police. This will make it dangerous for the thief to attempt to dispose of them. His net cash gain was but $20 on this occasion, and from the cripple Monday night the highwayman got but $2.10.

The police point out that the city is nowhere near adequately patroled, many more policemen being needed to guard against such occurrences as this.

THE VALUE OF CHARCOAL

Few People Know How Useful It Is in Preserving Health and Beauty.

Nearly everybody knows that charcoal is the safest and most efficient disinfectant and purifier in nature, but few realize its value when taken into the human system for the same cleansing purpose.

Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables.

Charcoal effectually clears and improves the complexion, it whitens the teeth and further acts as a natural and eminently safe cathartic.

It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the poison of catarrh.

All druggists sell charcoal in one form or another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are composed of the finest powdered Willow Charcoal and other harmless antiseptics in tablet form, or rather in the form of large, pleasant-tasting lozenges, the charcoal being mixed with honey.

The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the beauty of it is that no possible harm can result from their continued use, but, on the contrary, great benefit.

A Buffalo physician, in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bowels, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but 25 cents a box at drug stores, and although in some sense a patent preparation, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets."

WHEN OUT FOR the DAY
You can make in a moment bracing beef tea with water heated on an alcohol lamp, and a little
LIEBIG COMPANY'S EXTRACT OF BEEF
Get the jar with this signature in blue: J. v. Liebig

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starts the circulation, and leaves a glow equal to a Turkish bath.
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Are now giving their annual CUT RATE PRICES on all dental work. The charges are less than college prices, and all work done by our painless system and by specialists of 12 to 20 years' experience.
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Extracting Free. Examinations Free.
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