# WILL NOT BLOCK UNITED RAILWAYS

Initiative One Hundred Has Decided Not to Invoke Referendum.

LEAVES IT TO THE MAYOR

Satisfied That the Front - Street Franchise Will Be So Drafted as to Safeguard Interests of the City.

As far as the Initiative One Hundred is concerned, the Front-street franchise of the United Railways Company will meet with no opposition. At its meeting last night that body virtually placed itself upon record as con-tent to leave the entire matter to the Mayor and City Council and abide by

Mayor and City Council and ablue by their action.

It developed during the meeting that only a small majority of the 86 active members of the organization were in favor of blocking the proceedings of the Council at this late stage of the situation by demanding a vote, of the people on the question of granting the franchise, and while the committee which was appointed a month ago tee which was appointed a month ago to make an investigation was request-ed to continue its work, it was with the tackt understanding that it would merely keep a general supervision over the proceedings of the Council and take no action toward invoking the referendum without the consent of the entire one hundred.

#### Report of Committee.

In view of the impression created by an interview given out to the newspa-pers by Francis I. McKenna, president of the one hundred, the report of the investigating committee created something of a surprise when it was read last night. It's tenor, on the whole, was favorable to the United Railways fran-chise as it now stands, its only criti-ciam being of the clause which provides that the city may purchase the road at any time at its appraised valu-

As explained by M. G. Munly, who As explained by M. G. Munly, who presented the report, the committee was of the opinion that the clause mentioned should be changed to provide for the purchase of the road at the actual cost of construction, plus accrued interest at the rate of 6 per cent per annum, the company being required to file an itemized statement of the roat on completing the road.

Further explaining, Mr. Munly stated that the committee had not had time to prepare a complete report on the Frontstreet franchise, and had made no report on the East Third-street franchise, which was included in the scope of its inquiry, n

on the East Intra-street franchise, which was included in the scope of its inquiry, for the reason that this matter had not yet progressed beyond the filing of an application for the grant. He added that it was the belief of the committee that the Initiative One Hundred was not organized to become an obstructive body, and intimuted that coultal accepting investment. mated that capital seeking investment should be encouraged and not driven away by the imposition of unnecessary burdens and restrictions,

Full Text Submitted.

wing is the report submitted by Following is the report submitted by Mr. Munly:
To the Committee of One Hundred:
We, your committee on atrest rallway franchises, beg to report as follows.
In order to dispoi some erronsous impressions with regard to the scope and purpose of the committee's activities which seem prevalent, we deem it best to preface our report by some general observations:
First—The purpose of this committee is not to handleap or "knock" any public enterprise, but to invite all needed public utilities, and to encourage all useful and deserving public enterprises.

Second—It is the purpose of this committee to give all such public undertakings honest and thorough investigation, to make known their merits, to remedy defects and inequalities, to facilitate and expedite legislation in that behalf by lending to their support the voice of progressive ritisems, and the weight and force of an enlightened public opinion.

Third—In our view public control of publication in that our view public control of public mental progressive in the control of public mental progressive control of public control of control of control of control of con

jection in that behalf by lending to their support the voice of propressive citizens, and
the weight and force of an enlightened public apinfan.

Third—in our view public control of public service, corporations ought to take the
firection rather of improving the service
and cheapening the cost to the public, than
effevying exactions in the way of taxes upon
receipts, or other payments which must in
the long run be collected from the public,
and may have the effect to discourage enterprises of a kind which it is very desirable for the general welfars to have undertaken, but the returns from which are small.
Moreover, no payment is adequate compensation for a surrender of a fair right is
supervise and control the administration of
public utilities. We must not sell our birthright for a tax on gross receipts.

Fourth—in subordination of the foregoing
views we submit that extensions of all public service utilities into suburban districts,
or into districts without adequate facilities
of this kind, should be favorably regarded,
and franchises for such encouraged, and not
burdened with valuation taxes at their inception, nor with any tax upon receipts until
warranted by substantial earnings.

Fifth—it is the opinion of the committee
also that all franchises for city or suburbanpassenger railway transportation should contain provisions requiring and guaranteeing
by such corporations at all times:

I The beat appliances approved by experispec for securing safety of life and limb
of passengers, including fenders on the front
of each car.

2. A maximum fare for all children of
embod age not exceeding 3 cents.

Sixth—With reference to the franchise
for Front street your committee is of the
opinion that any franchise granted for a
railway on that street should contain stipulations.

1. Granting the use of such railway by
when lines at naximum raies per ear, and

it Granting the use of such railway by they lines at maximum raise per ear, and nder such regulations as the city might rescribe, to be enforced by the city execu-

ive.

2. For the taking over of such road by
the city upon payment of the cost of installalion, with interest thereon at 6 per cent per
summum, reasonable notice to take over to be
given by the city, and the cost of installation to be filed as a nubilic record upon the
completion of the line.

The report was adopted as read, where-upon it was ordered that the committee be continued in force for another month a subsequent meeting of the One Hundred. to continue its investigation and report at

### Plea of Chairman Mckenna.

in this connection the matter of fur-ther instructions to be given the commit-tee came up. Chairman McKenna, representing the municipal ownership wing senting the municipal ownership wing of the organization, made an earnest plea-for a city-owned line on Front and Plast Third streets. He spoke of these thor-oughfares as the only remaining unap-propriated gateways to the city for the entry of railroads and suburban lines, and urged that no franchises be granted on them by the city; that any railroads con-

structed on them be built by the city and operated in its interests. He referred to "the great monopoly" which already owned nearly every public trillity in Portland, except the water eye-tem, which the city had built, and ad-vocated municipal ownership on Front and Fast Third streets in order to prevent those thoroughfares from eventually fall-ling into the hands of the monopoly.

Cites Example of Seattle.

Such a step he argued, would prevent future trouble for the city, and would forestall problems such as that with which Seattle was now wrestling in an 

of these facts, he suggested that the com-mittee be instructed to look further into mittee be instructed to look further into the question of municipal ownership.

There was a brief but desultory debate on the matter, which was brought to a close by Buras Mailory, who suggested that the committee be allowed to act according to its best judgment, subject to review by the main body.

It was finally resolved to take this action, the committee being instructed to do its best to secure favorable action in the matter of the purchase clause and to call a special meeting of the One Hun-

to call a special meeting of the One Hun-dred to take any needful action in case of any unforseen turn in affairs making the invocation of the referendum clause of the charter advisable.

Mayor Lane Attends.

Mayor Lane attended the meeting last night, and was a close listener to all the

night, and was a close listener to all the proceedings, but was not called upon to talk on the franchise question, and did not volunteer any remarks. No representatives of the United Hallways Company were present.

In a general discussion which followed the adjournment, more came out regarding the franchise question than was stated during the regular proceedings. Statements made at this time by members who had taken little or no part in the discussion made it apparent that the effort to block the franchise by an appeal to the referendum was looked upon effort to block the franchise by an appeal to the referendum was looked upon by a majority of the members of the One Hundred as ill advised, late in point of time and calculated to set at naught the work heretofore done by the Council. It would have put the entire Frontstreet matter back where it stood before the advent of the United Rallways Company, it was asserted, driving that company to withdraw from the city without

pany, it was asserted, driving that com-pany to withdraw from the city, without placing the people in any better position than at the present time, masmuch as the franchise, as it now stands, allows the city to purchase the Front-street line at any time it has money on hand or wishes to yote bonds for the purpose. It was stated by several members of Washes to vote sonds for the purpose. It was stated by several members of the One Hundred that the passage by that body of a resolution to invoke the referendum would have meant the postponement of any action until after the next city election, in June, 1907, entailing a delay which the United Railways would have resented by dropping the ening a delay which the United KRIIWAYS would have resented by dropping the en-

W. D. Larrabee's Statement.

This view was correborated by W. D

Larrabee, general superintendent of the United Railways yesterday afternoon, in an interview in which he said: "We have come to Portland prepared to do business here. We have compiled with the law, and are willing to comply with all laws, but if the people do not wish us to invest our money here we shall withdraw from the city and go elsewhere to invest. I do not care to discuss the matter at length, in face, ter at length; in fact, there seems to be little to discuss. I would say, however, that we have all the capital we need now in hand, and are ready to begin work the minute the way is clear. We have already done a great deal of work in the matter of making surveys and estimates, and have ordered considerable material. Other or-ders which I placed I have countermanded on account of the unferseen delays

Thinks It Is Puzzling.

"The turn affairs have taken is pursling to me. I do not understand it. I might add that the members of the Inttiative One Hundred were granted a full hearing by the Council at the time the franchise ordinances were passed, and it was my understanding that the terms agreed upon were satisfactory to the en-

"As the matter now stands, we can de nothing but wait. I have always thought we would get our franchise. I believe Mayor Lane is conscientious, and will do the fair thing by all concerned in this matter. I cannot see where the Initiative One Hundred gets the idea that the franchise is sure to be vetoed. we are not going to cross any bridges till we come to them."

## SUBSCRIBE STOCK FOR ROAD

HARRIMAN LINE TO THE SOUND EFFECTS ORGANIZATION.

Directors Are Elected, and They in Turn Choose the Officers for the Railway.

Stock of the Oregon & Washington Railroad Company, the Harriman corporation which will build a line from Portland to the Sound, was subscribed yesterday by O. R. & N. and Union Pacific officials. and the organization was completed in the offices of W. W. Cotton, general cousel for the Harriman system in the Northwest. The following directors were elected: E. H. Harriman, W. W. Cotton, J. D. Farrell, William Crooks, W. A. Robbins, W. R. Litzenberg, W. D. Skin-ner, Alex Millar, F. V. S. Crosby, J. W. Newkirk, William Mahl, Erastus Young, H. J. Sterling and G. W. Boshky, Directors met yesterday and chose the oshky. No date can as yet be an-nunced for commencing building opera-ons, for, while some surveys have al-Boshky. into shares of the par value of \$100 each

WILL SING AT LUCCHESI BENEFIT CONCERT TOMORROW EVENING



MRS. J. WHITE EVANS, CONTRALTO.

Tomorrow evening at 8 o'clock at the White Temple, Twelfth and Taylor streets, Portland's best musicians will give a grand benefit concert for Richard A Lucchest, the planist, conductor and musical critic, who practically lost all his possessions—including two costly planes and a library—in the recent San Francisco firs. For the past 30 years Mr. Lucchesi has resided in San Francisco and has greatly contributed to the musical development of that city. Among those who will appear on the programme at tomorrow evening's concert are: Mrs. Rose Bloch Bauer, Mrs. Anne Bestrice Sheldon, Mrs. Walter Reed, Mrs. J. Whyte Evans, Miss Kathleen Lawier, Waldemar Lind, Ferdinand Konrad, Arthur Alexander, Dom J. Zan and a chorus under the direction of William H. Boyer, who will sing in the tuttl of Mr. Lucches's "Missa Brevia." All these singers are well known here, except Mrs. J. Whyte Evans, contraint, who recently arrived here from Los Angeles, Cal. Her husband is president of the United Railways Company, with headquarters at Los Angeles. Those who have heard Mrs. Evans sing say that she is one of the best contraitos ever heard in this country. This will probably be the only occasion in which she will sing in public here. The White Temple ought to be crowded. Tickets are to be obtained at the music and plano steres,

Police Think They Have the Church Robber.

JOHN C. FABRICIUS HELD

Several of the Houses of Worship in Portland Entered by Burglar, Who Is Supposed to Be

Man in Custody.

In the person of John C. Fabricius, ar rested yesterday by Detectives Snow and Resing, the police are confident they have the man who robbed several churches in Portland about three months ago. Fabricius has been arrested and served time in almost every large city on the Coast for looting houses of worship. The Grace Methodist, First Congregational, Unitar-ian and First Baptist churches were entered several months ago and everything of value that could be taken away and disposed of was appropriated by the loot-ers. Immediately after these outrages occurred the suspicious of the police were appeared. Detective Harrman was on a constant lookout for the suspect, and when the latter was seen by Snow and Resing at Fourth and Everett streets yesterday he was promptly arrested and lodged in the city prison. He is held on

Among the long list of crimes commit-ted by Fabricius in this state burglary is first. Fabricius, who is 35 years old and first. Fabricius, who is 38 years old and a native of Minneapolis, Minn, first became acquainted to the Portland police on April 27, 1897, for larceny, which cost him one year in the state penitentiary. This was closely followed by a six months sentence in the County Jail. In March, 1901, he was again arrested for burglary and sevend a long sentence in the posiand served a long sentence in the peni-tentiary. Shortly after leaving the peni-tentiary the Portland police apprehended him and he was again sentenced to one year in the County Jail. At that time he made a daring escape, and was only cap-tured in January of 1904. His last known crime in this city was the attempted burgiary of a shoe store, when he was caught in the act. Fab-ricius was convicted and sent to the pentions, for, while some surveys have already been made of the route to be followed, the definite locations have not yet been determined. The capital stock of the corporation is \$1,000,000, which is divided ricius. The suspect denies all knowledge

of the crime, and says he only arrived in Portland a week ago.

TOY PISTOL AND CREOSOTE

Both Figure in Family Quarrel on . the East Side.

A family quarrel between Emil Kroll and his 19-year-old wife at their hor 171 East Third street, in which a cheap toy pistol and a bottle of creosote, together with an attempted murder and suicide, played an important part, brought Police Detectives Hellyer and Vaughn on a run to the scene. On arriving, bowever, they found Emil tenderly caressing his loving wife and denying all knowledge of any trouble. After a short introduction, the officers discovered Kroll's weapon, which, although it looked very offensive, proved to be a toy pistol and to have cost is cents. Mrs. Kroll, who some two years ago tried to commit suicide by jumping into the river, threatened her life yesterday, and says she drank about a teaspoonful of creosore, closely followed by several glasses of milk and whisk. Everything was forgotten, however, in the recentlon, and the officers could do nothing but confiscate the weapon and the creosote and also administer a thorough lecture on family life and the recklessness of handling a pistol and drinking poison.

Incomment of warning to others who would demonstrate to a skeptical public that feats declared impossible can be accomplished after all.

The steamers Harvest Queen and M. F. Henderson were at the scene, and had even hooked onto the hull when suddenly the wind commenced lashing old. Columbia into whitecaps. They struck the broadside of the Elder, and things did not look good to the man upon whom rests all the responsibility. He hated to order the towboats home for the second time, but he also realized that upon the success or failure in this instance rests his reputation to a great extent. So he concluded to take no chances, and the orders could do nothing but confiscate the weapon and the creosote and also administer a thorough lecture on family life and the recklessness of handling a pistol and drinking poison.

The steamers Harvest Queen and M. F. Henderson were at the scene, and him get deven hooked onto the hull when suddenly the wind commenced lashing old Columbia five responsibility. He hated to order the towboats have responsibility. He hated to order the two boats are released.

The crew was even more disappointed that upon the two provides the broad that the columb suicide, played an important part, brought life yesterday and says she drank about a teaspoonful of creozote, closely followed by several glasses of milk and whisky. Everything was forgotten, however, in the reamion, and the officers could do nothing but confiscate the weapon and

Alliance, Eureka and way ... May 16 ... May 18 Redondo, San Francisco. Barracopta, San Francisco. May 20 Breakwater, Eureka and way May 20 Roanoke, Los Angeles ..... May 22 Costa Birs. San Francisco... May 24

\*Nomantia, Orient......June 2
\*Arabia, Orient.......July 1 \*Carrying mail,

come favorable. Then she will either float or settle back for the last time, a monument of warning to others who would demonstrate to a skeptical public

on the Rocks Near

Goble.

Wreck Will Flont, and Awaits

Favorable Opportunity to

Complete the Task.

For the third and last time the an-

nouncement that the steamer Geo. W. Elder will be floated will be made. Ac-

cording to programme she was to have been in the drydock yesterday afternoon.

but the elements interfered, and she is still resting peacefully on the rocks near Goble. A 30-mile breeze sprang up from

the southwest early in the morning when the tide was favorable for the risk;

STEAMER INTELLIGENCE.

Due to Arrive.

P. A. Kilburn, San Francisco May 15 Grace Dollar, San Francisco, May 15 Wasp, San Francisco, May 17

Barracoura, San Francisco, ... May 17

Brenkwater, San Francisco ... May 17

losta Rica, San Francisco, ... May 22

Due to Depart.

A Killburn San Francisco May 16

.May 20

...June 24

Roanoke, Los Angeles,

\*Arabia, Orlent.

Paccase and a contract of the contract of the

are anxious to see results. In order to avoid threatened mutiny Captain Baker set the pumps to work, and in a short while the dove of peace again hovered over the wrock, for in less than an hours time the water in the hold had receded some seven feet. At that rate, it was calculated, the hold could have been emptied in from three to four hours. A few leaks were discovered in the decks, and these are now being fixed. The bottom is believed to be almost tight, and the experiment vesterday proved. are anxious to see results. In order to **GAUSE FOR DELAY** Steamer Geo. W. Elder Is Still

and the experiment yesterday proved without a doubt that the pumps will easily keep the vessel affoat while being towed to the drydock.

Seven-inch hawsers have been strung from the steamer to the shere and two heavy lines have been stretched from the masts for the purpose of preventing the hull from turning over on her starboard beam should the current crowd

board beam should the current crowd her against the rocks when she begins to lift from the pinnacle upon which she hangs.

"Our greatest trouble has been to find the leaks in the bottom because the divers have had to work in dark water," said Captain Baker. "The river is muddy and it is impossible to see anything below the surface. They have had to feel their way and much of the work has taken much more time than we expected. The main hole under hatch No. 2 has been filled with 350 barrels of cement and I have no doubt of it standing the test."

J. H. Peterson, owner of the Elder. was on hand yesterday morning and remained with the wreck until late in the afternoon. He returned to the city last night, ready to order the towboats as soon as he hears from Captain Baker. It may be today and it may be tomorrow, but it will be final, for the members of the crew want to see what they wave hear dolay all this time and PARTLY EMPTIED Captain Baker Confident That the

members of the crew want to see what they have been doing all this time and they want to go bome to Michigan.

PATROL HARBOR AT NIGHT

when the tide was favorable for the risky undertaking, and Captain Baker decided it would mean wreck and ruin should he act foolhardy and attempt to get her out of her perilous position. Everything is in readiness, however, and the pumps will be set to work as soon as conditions be-Special Officers Newell and Kuykendaff on Lookout for Thieves.

Special Officers C. J. Newell and Otto F. Kuykendall patrolled the harbor below F. Kuykendall patrolled the harbor below the Steel bridge last night in the gaso-line boat Ralo for the first time since the private water patrol system was inaugu-rated. The Ralo carries a powerful elec-tric searchilght on her bow and the of-ficers have no difficulty in keeping a close watch for anything out of the or-dinary on the dark wharves that line the front of the lower barbor.

The system was perfected a few days

The system was perfected a few days ago, and for the present only one boat will be kept in commission. Property-owners along the front have given such generous encouragement, however, that more boats will be added shortly. The next boat will be detailed to cover the next boat will be detailed to cover the distance between the Steel bridge and the Morrison-street bridge, and a third boat will look after property above the last-named bridge. Possibly four boats will be operated at night with one patrolling the harbor during the day. Headquarters are being established near the station of the fireboat. It will have telephone connection, and the intention is to keen one boar at the station tion is to keep one boat at the station ready for immediate use in case of emergency.

LUMBER-CARRIERS AT SEA.

Fleet of Schooners Sighted Off Coast Heading Northward.

Before many days a large fleet of lumber droghers engaged in the coastwise

"When I was sixteen years old I was taken quite ill, so ill that the family doctor was called to attend me. I was pale and weak and did not gain under his care. Other treatment brought no better result and by the time I was nineteen years old I was so weak that I could not walk across the floor. I was terribly emaciated and my skin had lost all color. The doctor said I had ansemia "One of my friends advised me to try Dr. Williams' Pink Pills as she had been

CURED OF ANAEMIA BY DR.

WILLIAMS' PINK PILLS.

Miss Hathaway says Those Pills Saved Her Life and She Recommends Them to Others.

Doctors have given the Greek name Anæmia, meaning "bloodlessness," to

a disease which is much more prevalent

among young women than is generally

believed. An unusual feeling of fatigue

after slight exercise, breathlessness and pallor are the first noticeable signs. The

disease literally causes the blood to turn

to water and, unless a proper remedy is

Miss Frankie Hathaway, of 214 West Main street, Kalamazoo, Mich., says

used, is inevitably fatal.

cured of a somewhat similar trouble by their use. I bought a package and soon found that they were doing me good. My appetite increased and the healthy color began to show in my cheeks and lips. I continued to use the pills until I was permanently cured.

"Since then I have never had any return of my old trouble and cannot remember a time when I was so strong and healthy as now. Dr. Williams' Pink Pills saved my life and I believe that no

other medicine could have done so."

Dr. Williams' Pink Pills cure anæmia just as food cures hunger. They do not act on the bowels but they actually make new blood. Most common diseases are caused by bad blood and Dr. Williams' Pink Pills by supplying the elements necessary to give new life and richness to the blood have cured even such diseases as locomotor ataxis, partial par-alysis, St. Vitus' dance, sciatica, neu-ralgia, rheumatism, nervous headaches, the after-effects of the grip, palpitation of the heart, pale and sallow complexions and many forms of weakness in male and female. Dr. Williams' Pink Pills are sold by all druggists or will be sent, postpaid, on receipt of price, 50 cents a box, six boxes \$2.50, by the Dr. Williams Medicine Co., Schenectady, N. Y.

is no longer any question of the raft having broken up completely.

This is the first part lost by Captain Reiner, although he has taken several of them to sea

Passengers Receive Shocking News. SAN FRANCISCO, May 14 .- The Oce-

anic steamship Mariposa arrived here to-day from Tahiti, in command of Captain R. I. Lawless. She carried 39 passengers. many of whom are returning San Fran-ciscans, and the first knowledge they had of the destruction of the city was given them by the pilot who boarder the steam-er just outside the heads.

Big Gold Shipment From Australia. SYDNEY, N. S. W., May 14,-The steamer Miowera sailed today from Sydney for Vancouver with \$1,809,000 in gold, probably intended for San Francisco.

Mary Dodge at Port Townsend.

HOQUIAM, Wash, May 14.—(Special.)— The schooner Mary Dodge, 22 days out from the Hawaiian Islands, arrived in port this evening in ballast, Everybody on board reported well.

VESSELS IN PORT.

Miscella Emilie, German ship, 1738 tons, at Mersey

Bardowie, British bark, at Montgomery ock No. 1, discharging freight. Harold Dollar, steamer, at Fortland Lumber Company
Gaigate, British ship, as Centenmal dock
discharging general freight.
Redondo, eteamer, at foot of East Yamhill street discharging coal.
Alliance, steamer, at Couch-street dock
discharging freight.
Despatch, steamer, at Vancouver, loading
jumber.

Domestic and Foreign Ports.

ASTORIA May 14—Condition of the bar at 5 P. M. smooth; wind south; weather cloudy Left up at 8 A. M. British ship Galgate: arrived at 1.40 and left up at 2.5 P. M. steamer Alliance, from Coos Bay and Eureka; arrived at 2.20 P. M. schooner Mabel Gale, from San Francisco; arrived down at 4 P. M. steamer Nome City; salled at 6.15 P. M., steamer Nome City, for San Wearsteam at 6:15 P. M., steamer Nome City, for San Francisco.
St Heiens, May 14.—Passed at 7:30 P. M., Britlah ship Galgate in tow of the steamer Ocklahama.
San Francisco. May 14.—Salied Steamer, Homer, for Portland. Salied last night— Steamers Barracouts and Wasp, for Port-land. Arrived last night—Steamer Aurelia, from Portland.
Hogulam. May 14.—Arrived—Schooner E. K. Wood, from San Francisco for Hogulam, schooner Saussilto, from San Peters for

schooner Sausalito, from San Pedra for Aberdeen; schooners B. C. Slade and G. W. Aberdeen; achooners E. C. Slade and G. W. Matson, from San Pedro, for Aberdeen; schooner Lizzie Vance, from San Prancisco for Cosmopolis; schooner Comet, from San Pedro for Aberdeen. Salled May 11—Schooner Chas R. Wilson, from Aberdeen for steamer Tiverton, San Francisco; steamer Aberdeen for Ean Francisc erg, from Aberdeen for San Pedro

# **Piles Cured**

As Easily as a Cough; Painlessly, Quickly and Without Cutting.

Trial Package Mailed Free

route," said one of the officers of the Costa Rica, "and to me it seemed as if they were heading for the Columbia River. Some of them might be bound for Gray's Harbor and Puget Sound, however."

Among the limited of schools are schools and the contain cure (which it isn't) and there was no other means of relief, some persons might be willing to take the chance of blood poisoning or lockjaw.

But now that the Pyramid Pile Cure has been discovered. of blood poisoning or lockjaw.

But now that the Pyramid Pile Cure has been discovered and has been proven to be a quick and certain means of relief and

lasting cure, there is no excuse for risking your life.

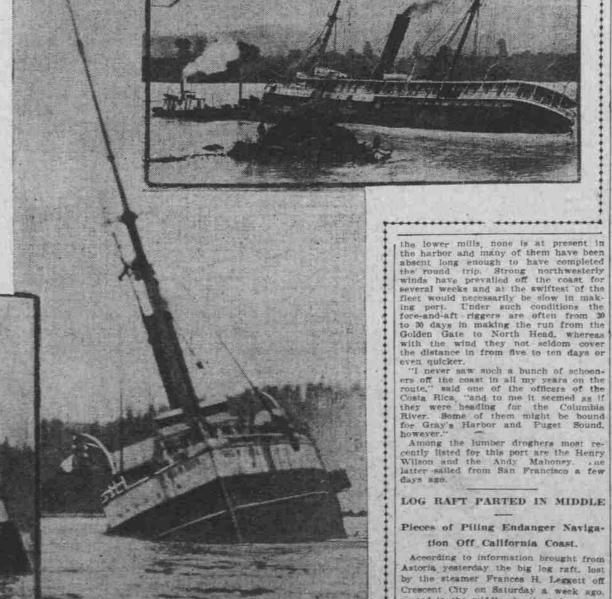
Does Pyramid Pile Cure give immediate relief? Does it cure? Try it and prove it to yourself, as thousands have done before you. Then go to your drug-

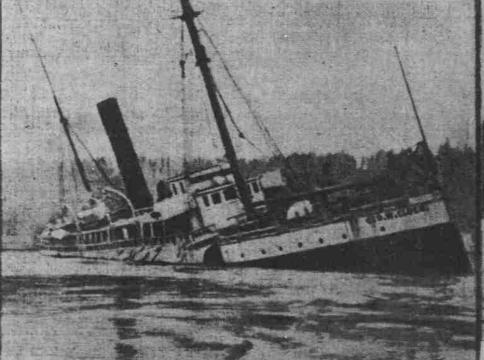
gist and got a 59-cent box and complete

the cure.
Pyramid Pile Cure will cure you, and

Pieces of Piling Endanger Navigation Off California Coast.

According to information brought from Astoria yesterday the big log raft, lost by the steamer Frances H. Leggett off Crescent City on Saturday a week ago. parted in the middle shortly before Captain Reiner discovered that he had to let go the tow in order to save his vensel. The strong northwesterly winds had kicked up such a sea that the center thain, running from one end of the raft to the other, snapped with the result that soon the raft parted in the middle. The two pieces remained intact for some time, so it is reported, but in view of the fact that all incoming steamers report having passed through fields of logs, there





VIEWS OF THE STEAMER GEO. W. ELDER ON THE BOCKS NEAR GOBLE AT HIGH TIDE.