ONLY TWO SHIPS **WORKING CARGO**

French Barks Genevieve Molinos and Ville de Mulhouse Loading Wheat.

UNION HANDS WORK LATTER

One Vessel Secures Part of Her Cargo Expeditiously Loaded by Strikers, While Other Employs Strikebreakers and Crew.

Instead of having four out of the five grain vessels in the harbor working cargo yesterday, only two were busy, and the amount of grain placed in the bolds of these was not as much as is usually load-ed late one vessel in an ordinary day's

The ships working were the Genevieve Molines and the Ville de Mnihouse, both French barks, and the former is sim-French barks, and the former is simply taking on enough grain to stiffen her before taking out the remainder of her cament cargo. This will be concluded to-day and she will be moved back to the Southern Pacific dock this afternoon. During the progress of the work on the Molinos, an incident occurred that created considerable excitement among the representatives of the exporting firms and the nonunion grainhandlers. P. D. Hall, secretary of the Longshoremen's Union, No. 25, made his appearance at the dock and demanded to see Captain Tattevin, No. 285, made his appearance at the dock and demanded to see Captain Tattevin, of the Genevieve Molinos, and was refused admittance by the police officers on guard, but they soon backed down when he flashed a written permit from Chief Gritzmacher, and in spite of the expostulations of the manager of Oceanic Dock, he was permitted to walk on hoard the ship.

Hall desired to call the master's atten subject to a fine on reaching her desti-nation before her cargo can be discharged, for the longshoremen of foreign ports are affliated with the local union in an international organization. As Captain Tatte-vin professed not to be able to under-stand English, and the representative of the longshoremen having forgot all his knowledge of French, they were unable to confer for the reason that no one present would not as interpreter, and Hall left with the intention of hunting up a friend who can assist him in his object. With the Ville de Mulhouse, things wore a different aspect, for the grain was being hustled into her hold at a lively citp, but this was due to the fact that it was handled by both union grainhandlers and ongshoremen. Full crews of union men were put at work at union wages early in the morning on the portion of her cargo at Columbia Dock No. 2, which is wheat belonging to Gay Lembard, who is the only graindealer agreeing to union demands. Lombard's wheat will prob-ably be finished today and the Mulhouse will have to depend on nonunion labor hereafter. Columbia Dock No. 2 belongs to Allen & Lewis, but this firm has not signed up with the union, and the men at work yesterday were employed by Lombard, who recently dissolved partnership rith Allen & Lewis.
The North Pacific Steamship Company's

liner Roaneke was also leaded by union men. She was to have taken on 520 tons of wheat at Montgomery Dock No. 2, but on account of the strike this was shifted

The expected walkout of the Shipliners and Caulkers' Union did not occur yesterday, for the members of the craft continued at work on the British steamship Hazel Dollar and on the British ship Allerton, as well as finishing the work of lining the Geramn ship Nerelde. The steamer and the Nerelde will commence leading today, the former going to the Montgomery dock and the German to the elevator dock. Brown & McCabe have agreed to furnish longshore gangs for these vessels, and in order to secure extra men have placed advertisements in the daily papers calling for hands. In order to offset these advertisements, the longshoremen have resorted to the same tacties by placing notices of warning to wage-carners cautioning them that a strike is on and calling attention to the justness of their cause. George W. Brown, son of Captain John

A. Brown, the senior member of the stevedoring firm of Brown & McCabe, stated resterday that they were securing all the help that they required, and that all the vessels now in the harbor and those to come will be loaded as speedlly as possible. Captain Crowe, of the ship-lining and rigging firm of Anderson & Crowe, stated yesterday that he did not anticipate any walkout on the part of his employes, although he admitted having received a notice to the effect that they were contemplating affiliating with the grainhandlers in boycotting the unfair

Union, stated the members of that union are remaining firm in their determination not to handle any grain or feed from the

grain docks while the grainmanners strike is in progress.

Balfour, Guthris & Co. yesterday added another vessel to the list of grain charters listed to load here, when they secured the British ship Glenalvon, now en route to this port with a general cargo from Newcastle-on-the-Tyne for the from Newcastle-on-the-Type for the Northwestern Warehouse Company. She is out 145 days and is about due to put in her appearance off the mouth of the Columbia, and may be one of the versels reported outside during the past two days.

LOS ANGELES, Cal., Oct. 11.—The in-corporation of the Wilmington Dock & Land Company has been announced. The capital is \$500.000, mainly subscribed by the leading cifficers of Long Beach and Wilmington. The company proposes, and to this end has applied for permission to the War Department to dredge a deep-water inner harbor northwest of Long Beach by excavating a channel for two rest along the bulkhead the of Wil

Captain Carroll Was Suspended for Grounding City of Topeka.

SEATTLE Wash. Oct. 10.—(Special.)

—Captain James Carroll, one of the oldest and best-known mariners on the Pacific Coast, is taking the new steam overboard and was drowned from the

pended Captain Carroll's license as a result of the grounding of the steamer City of Topeka near Point Arena, Cal. It is not believed by local shipping men that Captain Carroll had received notice of the suspension of his license, and it could not have been made known and it could not have been made known to the steamship company, for both would be liable to a big penalty for Carroll's command of the Delhi during the period for which he has been suspended. Captain Andrew Hall was to have taken out the Delhi on her initial voyage, but he could not make the trip, and Captain Carroll was sent out her. The Delhi is carrying lumber.

BUTLER LEAVES FOR CARGO

New Steam Schooner Goes to St. Helens to Begin Loading Today.

The steam schooner Jim Butler, which The steam schooner Jim Butler, which had a successful trial trip here last Saturday, will leave for St. Helens this afternoon at 3 o'clock, and will take on the first portion of her initial cargo at the lumber mill at that place. This will consist of 150,000 feet, and she will go to Vancouver Sunday to complete her cargo. Captain Olson expects to get away from the latter place for San Francisco next Wednesday. Y

Captain Olson stated yesterday that, owing to the exerbitant prices demanded by local outfitters, he had decided to take the Jim Butler to San Francisco without furnishings, and outfit her at the Bay

furnishings, and outfit her at the Bay City, where he claims he can have the work done at a reasonable price.

Official of Cunard Line Here.

Ernest Carley, Northwestern manager of the Cunard Steamship Company, with headquarters at Minneapolls, is in Portland on his annual journey along the Coast. The company recently launched a pair of mammoth passenger liners to ply on the Atlantic, the Lusitania and the Mauretania, each of 25,000 tons. They are to have a speed of 25 knots with quadruple screws, driven by turbine engines of 75,000-horsepower, and are expected to cross the ocean in less than five days.

Georgina Clears for San Pedro.

ASTORIA. Oct. 11 .- (Special.) -- The ASTORIA. Oct. II.—(Special.)—the barkentine Georgina cleared at the custom house today for San Pedro with a cargo of 1,103,334 feet of lumber, londed at Rainier. The schooner Irene also cleared for Redondo. She carries 978,000 feet of lumber, loaded at Goble.

CAPTAIN OF FRENCH SHIP LA PEROUSE IS THRIFTY.

Southeast Gale Causes Vessel to Anchor Off Shore and Commander Says He Will Sall In.

ASTORIA, Or., Oct. 11.-(Special.)-A heavy southeast gale struck the coast this inoraing and at noon the wind at North Head was blowing at a 46-mile rate. Later the wind shifted to the south and moderated considerably. The bar was very rough all day, with the seas break-

very rough all day, with the seas breaking clear across and nothing excepting
the tugs was able to cross out.

At 7 o'clock this morning the French
ship La Perouse, from Swanses, and
heavily inden, was reported seven miles
off North Head, and about two hours
inter she dropped anchor about five miles
northwest of the whistling buoy and
about three miles outside the line of about three miles outside the line of breakers. Both the bar tugs went out to her. There was no pilot on board the ship and as she could not be brought in over the breaking bar, Captain Balley of-fered to put a hawser on beard, haul the vessel further off shore and keep her in tow until the weather conditions permit bringing her inside, providing the ship

would pay for the extra service.

The master of the ship refused to do so, saying he was not in need of assistance, that he would pay no more than the regular towing tariff and adding that he would have a northwest wind tomor-row, when he would sail in. The tugs then left, but will go out early tomorrow morning and tow the vessel in if con-ditions will permit. The ship is anchor-ed in about twenty fathems of water, and while she rolls in the heavy sens until her rall is under water, she is in no particular danger, provided her cable does not part during one of the frequent

equalis: Why the ship ran in so close in the face of the southeast gale in place of keeping off shore is a mystery, but shipping men believe she was trying to come in through the old north channel and her master did not realize his mistake until too late. Had she remained off shore a pilot could have been placed on board, but in her present position a small boat could not approach her. The barometer s going up steadily this evening and the adications are favorable for better

PORT OF PORTLAND ASKED TO REDUCE ELDER'S BILL.

Because of Delay in Getting Materials, Owner of Vessel Thinks Concessions Should Be Made.

Charles P. Doe, general manager of the North Pacific Steamship Company, appeared before the Port of Portland Commission at the regular monthly meeting of that body yesterday afternoon, and told the board that his firm desired to

in her appearance off the mouth of the Columbia, and may be one of the versels reported outside during the past two days.

WILL IMPROVE THE HARBOR

WILL IMPROVE THE HARBOR

Wilmington.

LOS ANGELES, Cal., Oct. 11.—The incorporation of the Wilmington Dack & ent to make any demands, but that he could be compared to the deckard of the de ent to make any demands, but that he thought that as the vessel had been repaired by local enterprise that some concession in the way of a reduction in the dock charges should be made. He was given time to file a list of specifications which will be acted upon by the commission at a special meeting to be called. sion at a special meeting to be called

The commission recommended Engineer Lockwood's report on the extension of the harbor line for a distance not to exmington Bay, extending north and east from Mormon Island, contiguous to the inner harber, now in course of construction by the harber line for a distance not to extend the harber line for a distance not to extend the harber line for a distance not to extend the form Mormon Island, contiguous to the condition of the stream and extending from Burnside bridge to Alaska dock. SAILS DELHI WITHOUT LICENSE ing of another barge and selected one which is now under construction at the yards of Joseph Supple, which they have the privilege of purchasing for \$2000 if the craft proves satisfactory. The barge is needed in hauling fuel and supplies to the dredges Portland and Columbia.

of Portland will expire about November of Portland will expire about November 1 and a committee consisting of Captain Pease and John Driscoil were appointed to investigate the standing of the companies with which the policies have been held as to their rating in the San Francisco disaster claims. The sense of the commission is to refuse to renew policies. cies with any company not in good standing as a result of the Bay City

UNION LEADER IS CONVICTED

Business Agent Gohl Found Guilty of Firing on Tug.

ABERDEEN, Wash, Oct. 11.—(Special.)—William Gohl, agent of the Gray's Harbor Sailors' Union, was convicted in the Superior Court at Montevicted in the Superior Court at Monte-sano this morning on the charge of firing on the schooner Fearless. It was shown that Gohl organized an armed guard and went to the schooner during the schlors' strike and at-tempted to take off the cook. Gohl at-tempted to prove that he did not fire the shots. The penalty is a fine of \$1000 or imprisonment in the County Jali not to exceed a year. The case

Jail not to exceed a year. The case will be appealed.

The steam schooner Wasp, is at Lindstrom's yard to receive a rudder, which the vessel lost on account of getting out of the harbor channel, dust a missing how, blown away during to a missing buoy, blown away during a storm. The lighthouse tender Columbins will come here from Astoria to replace the buoy.

Captain Stream, of the steam schooner Quinault, which arrived this morning, complains of the dangerous condition of Gray's Harbor, because of loss of buoys, and will call the attention of the proper Governmental department to the neglect.

The schooner Vega has reached Gray's Harbor with a cargo of tin concrete from Nome. This is the first vessel to reach this port with a cargo from the Far North. The tin will be sent from here to Scattle. The concrete was loaded at Tin City. crete was loaded at Tin City, 100 miles

IS APPOINTED AUDITOR.

F. E. Crosby Takes New Position With Open River Company.

F. E. Crosby, formerly employed in the uditing department of the O. R. & N. company, has accepted the position of auditor for the Open River Transporta-tion Company, and has installed himself at the offices of the company on the Oak

When the steamer Charles R. Spencer leaves for the portage road this morning she will carry the largest carge for upper river points she has had since being placed on the run. The freight consists of general merchandise and is onsigned to almost every point touched y the boats of the company.

The Spencer brought down 1000 sacks of

wheat which was discharged at Mont-gomery dock last evening. She would have brought more but owing to her de-lay in reaching the portage road, she had to leave before being fully loaded,

Open Office in San Francisco

TACOMA, Wash., Oct. 11.—Dodwell & Co., agents for the Liverpool-Tacoma Steamship Line, will open a branch office in San Francisco, with J. P. Dowling, of Tacoma, in charge. Mr. Dowling left Tacoma for San Francisco last night.

Cruiser Dogall at San Francisco. SAN FRANCISCO, Oct. 11 .- The Italan cruiser Dogali entered San Francisco Bay today from Puget Sound. The steamer Doric arrived today from China and Japan.

SECRETARY DOYLE ISSUES HIS ANNUAL REPORT.

Figures Show That During Past Year Dock Has Earned 3 Per Cent on Investment.

The report of Secretary Doyle of the Port of Portland Commission for the fiscal year ending September 30 shows the finances of the institution to be in splendid condition. The drydock proved a good investment, for during the last year

good investment, for during the last year it has earned something over \$10,690, or 3 per cent on the investment.

The drydock earnings, including the furnishing of power to the Portland Railway Company, was \$22,228,75, which sum added to the receipts from the tax lists of 1903, 1904 and 1905, brings the total receipts up to \$48,258,82. The operating expenses of the dock for the year aggregate \$16,207.45, which added to the bond interest of \$16,100 leaves a halance of interest of \$16,180, leaves a balance of \$15.871.38. Of this sum \$10,809.69 represents

the net earnings for the past year, the balance being the residue of the receipts for the previous year.

The total charge against the steamship George W. Elder is \$12,082.55 of which \$7294.55 has been paid, leaving a balance due of \$4788. Other items remaining unpaid at the end of the fiscal year were looking the steams. docking charges against the steamer Charles R. Spencer, \$161.46; tug Tatoosh, \$74.76; Steamer Manuanita, \$211.56 and furnishing power to the Portland Railway Company, \$165.69. Of these the items against the Tatoosh and the Manzanita have since been paid.

The cost of constructing the daydock.

The cost of constructing the devdock was \$327,382.10, which makes the net earn ings of the concern slightly over 3 per

The operation of the dredges Portland and Columbia shows a decrease in the balance as compared with that of September, 1995. This is due principally to extensive repairs made to both dredges. Renairs and maintenance to the dredge Portland cost \$18,255.42, while the same items for the Columbia amount to \$17,-804.01. The total receipts for the opera-tion of the dredges was \$154,653.28, and the total disbursements including pay-rolls, engineering, fuel, maintenance, repairs and sundries amount to \$146,161,50, which leaves a balance of \$8,491,58, as against the balance of \$42,917.68 at the end of the fiscal year ending September 30, 1965. The secretary's report has been sent to

each member of the commission and will probably be acted upon at the regular monthly meeting tomorrow afternoon.

Marine Notes.

The British steamship Visigota left down yesterday and will probably get to sea today. She has a cargo of over 3,030,000 feet of lumber for Australia. The British ship Inverness-shire and the French bark General de Bolsdeffre are on the way up from Astoria and should reach the harbor this morn-

The Northwestern Warehouse Company has leased Columbia dock No. 2 from Allen & Lewis. The company formerly shipped from the Irving dock, but this was recently purchased by Gay Lombard.

The steamer Roanoke left last evening for San Pedro and way ports. She carried a full cargo of freight and 190 passengers, most of whom are bound for San Francisco.

DR. WILLIAMS' PINK PILLS.

Nerves Wrecked by Apoplexy Restored to Normal Condition and Good Health Followed.

The sufferer from sleeplessness too often resorts to habit-forming drugs in order to secure the coveted rest. But sleep obtained by the use of opiates is not refreshing and the benefit is but temporary at best.

Mrs. H. A. Fletcher, of 59 Blodget street, Mauchester, N. H., is living evidence of the truth of this statement. She says: "I received a shock of an apoplectic character. It was so severe that the sight of my right eye was affected, causing me to see objects double. I was confined to my bed about four weeks, at one time being told by the doctor that I could not get well. When I could leave my bed I was in such a nervous state that I could not sleep at night. I would get up and sit on a chair until completely tired out and then go back to bed and sleep from exhaustion.

"I had been under the doctor's care for six weeks when my sister, Mrs. Loveland, of Everett, persuaded me to try Dr. Williams' Pink Pills for Pale People. I began taking the pills with the result that I soon experienced relief. One night soon after taking them I lay awake only a short time and the next night I rested well. From that time I slept well every night and soon got well and strong. I have recommended Dr. Williams' Pink Pills a number of times, and my niece has taken them for weak nerves and poor blood and found them very beneficial."

Dr. Williams' Pink Pills are not a cure-all, but a blood builder. They do one thing and they do it well—they ac-tually make new blood. They cure ner-yous disorders because the condition of the nerves depends upon the number of red corpuscles in the blood, and Dr. Williams' Pink Pills increase the num-ber of these red corpuscles. By this ac-tion on the nerves, through the blood, they have cured many severe nervous troubles, headache, neuralgia, and sciatica as well as diseases of the blood such as aniemia, rheumatism, pale and sallow complexions and many forms of weakness. All druggists sell Dr. Williams' Pink Pills, or they will be sent by mail postpaid, on receipt of price, 50 cents per box, six boxes for \$2.50, by the Dr. Williams' Medicine Company, Schenectady, N. Y.

all the doors. This will prevent any-one entering unless possessed of a

Traffic Manager S. Baruch, of the Watsonville Transportation Company, will accompany Captain Merriam on the steamer F. A. Kilburn when she sails for San Francisco and way ports this evening.

The United States engineers surveyed the channel in front of the Port-land Flouring Mills yesterday and found 25 feet of water to be the depth of the water except in one place, where sand has shouled slightly. The British ship Eskasoni has been

chartered by Kerr, Cifford & Co. to load a cargo of wheat at Tacoma for the United Kingdom. She is well known in the local harbor, having been a frequent caller here in the past.

Arrivals and Departures.

Allas, for Portland
Honolulu, Oct. 11.—Arrived—Ventura, from
Sydney, N. S. W., for San Francisco,
San Francisco, Oct. 11.—Arrived—Steamer
M. F. Plant, from Coos Bay; steamer Coquille
River, from Coullie; schooner Guife, from
Coos Bay; steamer Signal, from Coos Bay;
German steamer Seraphia, from Seattle;
steamer Watson, from Seattle; steamer George
E. Billings, from Bellingham; steamer Deric,
from Hongkong, Yokobams, via Honolulu,
steamer Nevadan, from Honolulu, Salied—Tus
Samson, for Astoria; schooner Cecilla, for Willapa; schooner tyr, for Coos Bay; steamer hapa; schooner Typ, for Coss Bay; steamer Newburg, for Gray's Harbor; bark Marque-rite, for Inswich.

ATTORNEY AS REFORMER

Henry King Organizes Fruitless Raid on North End Resort.

A stormy scene between Acting Chief of Police Gritzmacher and Henry King, attorney for L. C. Ruhl, who sued Sergeant Baty and his "moral squad" for damages for raiding his place on September 3 and who lost his case in Judge Frazer's Court yesterday, occurred at the police station last night, when King had four limates of the Paris House, a netorious resort in the North End, atrested and the chief refused to hold them.

Attorney King declared to Chief Gritzmacher that there is a monopoly on vice in this city and that the keepers of dives not in the combine are continuously prosecuted. When Ruhl lost his case in the Circuit Court yesterday Attorney King declared that the "moral squad" raided Ruhl's place only for spite and that vice, which is flagrantly rampant in this city, is not stopped by the police.

In following out his allegation Attorney King visited the North End last night and calling Patrolman Venable pointed out to him the place known as the Paris House and said that as crime was being committed there it was the futty of the officer. A stormy scene between Acting Chief

known as the Paris House and said that as crime was being committed there it was the duty of the officer to arrest the offenders. Venable went into the place with King and the latter pointed out to the officer four inmates. Venable told them to accompany him to the station. King accompanied the party.

pany him to the station. King accompanied the party.

When the officer with his four prisoners arrived at the station and explained the affair to Captain Slover, the latter placed the case before Chief Gritzmacher. The chief refused to hold the women and closely questioned Venable why the officer made the arrest. Venable explained that he was present to make the arrest by King. ordered to make the arrest by King. When asked by the chief whether he would place a charge against the four women Venable sald he would not, as he did not see the women commit any

VALUE OF FEMINISM.

Its Ultra-Conservative Quality Meets With Gentle Banter.

PORTLAND, Oct. 11.—(To the Editor.)— Noting that portion of The Oregonian's Sunday edition under the head of "Mn Pipp," and which refers to the predom-

LAST LOW RATES EAST

AND RETURN

October 12-13

Choice of Routes Go one way and return another QUICKEST TIME BEST SERVICE



R. W. Foster, Ticket Agent, C., B, & Q. Ry., 100 Third Street, Portland.

17 YEARS IN PORTLAND

When Others Fail Come Here for Treatment. Located in Portland in 1889

Located in Portland in 1889

We have made a specialty of diseases of men for 25 years. We have been established seventeen (17) years longer than any other specialist in the city.

We make no faise representations to build up our business, but depend principally upon patients we have cured sending us others.

We cannot cure every man who comes to us, but we claim that we can cure a larger proportion of cases with our system than can be done by any other. Specialists try to imitate our methods in every state in the Union. Nobody counterfelts anything that is not the genuine article.

We will not undertake any case except there is a reasonable prospect of a cure being effected.

there is a reasonable prospect of a cure being effected.

Will you investigate our methods? It is to your interest to do so. We make cures every day—some asionishing almost beyond belief. We trent men for nervousness, rupture, theumatism, weak organs, hydrocele, varicocele, blood disenses, such disenses, and stomach, heart, lung, liver, kidney, bladder and urinary disenses.

Over 50 per cent of our cases have been cured at a cost of \$10.00, and many only \$5.00, during the past 17 years in this city.

Consultation fire, and condential.

Office hours—Dally, 9 A. M. to 8 P. M.: Sundays and holidays, 19 to 12, Should you desire, you may pay after cure has been effected.

You may deposit the fee in any bank in Portland, to be paid to us when you are entirely satisfied that you are cured, or you may pay in weekly or monthly installments.

DR. W. NORTON DAVIS & CO. Lending Specialists in the Northwest. Established 1889. OFFICE VAN NOY HOTEL, 52½ 3D ST., COR. PINE, PORTLAND, OR.

people read.

There has been a notable loosening up of late, but it has not been many years ago since our public prints and newspapers generally seemed to consider it their duty, if not their pleasure, to beat down every new idea advanced for the improvement of our scaled order. A man ASTORIA, Oct. 11.—Condition of the bar at 5 P. M., rough; wind, southwest; weather, cloudy. Arrived down at 4 A. M.—Steamer Barracouta, Arrived down at 11:10 A. M.—British steamer Visigoth. Arrived at 2:15 and left up at 4 P. M.—Steamer Whittler, from San Francisco. Sailed at 9 A. M.—Steamer Costa Rica, for San Francisco. Outside at 5 P. M.—French bark La Perouse, from Swansen, and a square-rigger.

San Francisco, Oct. 11.—Sailed—Tug Samson, for Astoria. Sailed last night—Steamer Atlas, for Portland.

Honolulu, Oct. 11.—Arrived—Venturs, from Woman was behind it all? If so, let all rejoice that our fathers' spirits are beginning to the papers generally seemed to consider it their duty, if not their pleasure, to beat down every new idea advanced for the improvement of our social order. A man hardly dared open his mouth to speak against the encronchments of the money power or corporate wealth, without being stories and a square-rigger.

San Francisco, Oct. 11.—Sailed—Tug Samson, for Astoria. Sailed last night—Steamer Atlas, for Portland.

Honolulu, Oct. 11.—Arrived—Venturs, from rejoice that our fathers' spirits are be-ginning to control again. For he must be blind who cannot see how much more the blind who cannot see how much more liberal is the newspaper discussion of the ways and means proposed to curb the power of predatory wealth now than ten years ago, when every newspaper of consequence seemed to be siding with the people's oppressors. H. DENLINGER.

White Girls Held as Slaves. HELENA, Ark., Oct. 11.-The trial of

Turn Your Face Into Dollars

Many a Man Has Failed Because His

Face Was a Picture of Calamity. It takes sunshine to produce a rose, a perfect rose. And so man, to be suc-cessful, must have sunshine inside. The life which has it not, which has no health and no happiness, is sour, surjy, pessimistic, and a fallure. The world already has too many vinegar faces that breathe ill-will and strife. The world wants joy, comfort, sunshine, and will cling to the man who has it, who radiates gladness and triumph wherever he is and under all propulses.

and under all circumstances. Some people have a genius for seeking out the disagreeable, the crooked, the bad and the ugly. These are the destroyers; they travel in schools, they herd to-gether for they love their kind, and the cheerful part of the world will have nothing to do with them.

And why is it that so many peddle disaster knowing at the same time that if they do, their lives will be ruined? Some people cannot help it, for pessimiam usually comes from bodlly disorders, and this cannot always be prevented. The stomach, for instance, is the most common cause of discontent, sour face, reck-lessness, disgust and lack of ambition. A bad stomach,—there is the secret of many a failure. Anyone can have a good stomach, a strong stomach, a stomach that can take care of anything and everything that is put into it, no matter whether it is a very bad stomach now or not. Then why not have it?

Then why not have it?

Stuart's Dyspepsia Tablets do this very thing. One ingredient of these little tablets digests 3000 grains of food, and no matter how bad is your dyspepsia or indigestion, these tablets will digest everything in your stomach, thoroughly and completely, and better and quicker than a healthy stomach can do the same thing. Stuart's Dyspepsia Tablets will cure quickly loss of appetite, brash, irritation, burning sensations, nauses, beartburn burning sensations, nauses, heartburn, eructations, loss of vim and spirit, bad memory, and dyspepsis and indigestion in their very worst forms. No other little tablets in the world

can do so much. You should carry Stuart's Dyspepsia Tablets around with Stuart's Dyspensia Tantels around with you wherever you go and take them after meals. Then only will you realize what it is to enjoy a meal, and what perfect digestion means. Your whole body and your mind will feel the effects; your vin will increase, you will be more satisfied with what the world does, you will think happier and be happier and your face will be one of supreme contentment. That will bring you success and then more success. Your face will bring you dollars. Try, it. It will contract that Pacific Const, is taking the new steam schooner Liebli, owned by the Pacific dredge Columbia. He was employed on the dredge under the name of Mitchell master's license that has been suspended for three months by Captain John Barmingham, supervising inspector of the First District, with headquarters in San Francisco. Bermingham sus
New francisco of freight and schooner Liebli, owned by the Pacific dredge Columbia. He was employed on the dredge under the name of Mitchell bound for San Francisco.

The insurance policies now held on the schooner Liebli, owned by the Pacific dredge Columbia. He was employed on the dredge under the name of Mitchell bound for San Francisco.

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This is a liebling the new steam of whom are bound for San Francisco.

The insurance policies now held on the schooner Liebli cargo of freight and connection to the predomniant in a master's license that has been suspended the cause of the dredge under the name of Mitchell bound for San Francisco.

This work on the cause of the cause o

tributed it principally to the ultra-con-servatism of the great newspapers which people read.

Thomas H. Musgrove, of Mississippi Coun-ty, on the charge of peonage, has begun in the Federal Court here. It is alleged that he entired two white girls, of St. Louis, to his plantation near Barfield, Ark, in 1905, and held them virtual prisoners by forcing them to work, Musgrove is wealthy, and denies all

The healing household remedy, Satin skir ream, should always be handy. 22c.

TRAVELERS' GUIDE.

Leaves. UNION DEPOT. Arrives. *7:25 A. M.

8:45 P. M. DVERLAND EXPRESS TRAINS
for Salem, Roseburg, Asaland,
facramento, Ogson, San Franleos Angelez, El
Paso, New Orleans and the
East.

Morning train

*8:00 A. M. On nects at woodburn daily except Sunday with trains for hit Angel, Silverton local.

*6:15 P. M. Eugene passenger coin ects at woodburn with Mi. Angel and cilverton local.

T:00 A. M. Corvaills passenger.

*4:50 P. M. Sheridan passenger.

\$5:00 P. M. Forest Grove passes.

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First-class fare from Portland to Sacramento and San Francisco, \$20; berth, \$5. Second-class fare, \$15; second-class berth, and San Francisco and Europe; also Amstralia. Japan China, Hemoluly and Australia.
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San Francisco & Portland Steamship Co.

Leave PORTLAND, with freight only. S. S. "COSTA RICA," October 23, S. S. "BARRACOUTA," October 24, S. S. AZTEL. November 4
Leave SAN FRANCISCO, with freight only,
S. S. HARRACHUTA. October 16.
S. S. COSTA RICA. October 17.
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Freight received daily at Ainsworth Dock.
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AND UNION PACIFIC

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Brown Eastern Washington, Walla Walla,
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PORTLAND . BIGGS 8:15 A. M. 6:00 P. M. LOCAL, for all local points between Biggs and Portland. RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, commenting Daily Daily with steamer for liwa-co and North Bench Sunday. Staturdsy 10:00 P. M.

FOR DAYTON, Oreston City and Yamhili Dally Dally River points, Ash-st. except dock (water per.) Sunday. Sanday.

For Lewiston, Idaho, and way points from Riparia, Wash, Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Sat-urday, Arrive Riparia 4 P. M. daily except Friday. Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.



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Great Northern Steamship Co.
Salling from Seattle for Japan
and China ports and Manila, carrythe passenters and freight
S. S. Minnessia, October 28, S. Dakota, November 28. NIPPON YUSEN KAISHA.

Glapan Mail Steamship Co.)
S. S. TOSA MARIJ will sail from
ttle about October 16 for Japan
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For tickets, rates, berth reservans, etc., call on or address
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Dock foot of Alder street, Portland; foot of Court street, The Dalles. Phone Main 914, Portland.



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FOR SAN FRANCISCO DIRECT,
From Scattle at D A. M.—Umatilla, October 2, 17; City of Plubla, October 7, 22;
Queen, October 12, 27;
Portland Office, 240 Washington St.
Main 229.
G. M. Lee, Pass, & Ft. Agt.
C. D. DUNANN, G. P. A. San Francisca.

WILLAMETTE RIVER ROUTE Steamers Pomona and Oregona for Salem

and way landings from Taylor-street dock, daily (except Sunday) at 6:45 A. M. OREGON CITY TRANSPORTATION CO-Office and Dock, foot Taylor St