

THIRD VESSEL IS WORKING CARGO

Crew of Nereide Busy Stowing Away Grain in Hold of Windjammer.

WORK ADVANCES SLOWLY

Excitement Caused on Water Front Yesterday by Invasion of Strikers on Forbidden Docks—Men Sought to Stop Work.

The work of loading the third vessel of the grain fleet was commenced at the Pacific Coast Elevator Company's dock yesterday when the crew of the Nereide was placed at work stowing away the grain sacks as they slid down the chutes from the trucks of the nonunion grain-handlers employed at the docks.

The work progressed very slowly during the morning, for the crew is not accustomed to handling grain and did not readily acquire the knack of bucking the bags into place. The foreman for the stevedoring firm of Brown & McCabe said the men would soon get accustomed to the work and will get along much faster than at present.

Great excitement was created on the grain docks by a parade of union strikers who marched to the docks where the nonunion men were at work and are credited with having shouted "Scabs!" "We'll get you tonight!" and other threatening terms at the men at work. The strikers, about eight or ten in number, visited the Montgomery dock first, but Officers Sinnott and Sloan persuaded them to move on, and the crews there were not molested.

At Oceanic and Elevator docks the strikers, headed by Officer Parker, and other officers and created considerable alarm among the nonunion workmen and their employers, the latter rushing to Sergeant Bate's aid for protection. The strikers claimed they had no intention of doing any harm to the strikebreakers, but were only visiting the docks to warn them of their claim as being kept in ignorance of the fact that there is a strike on at present.

The British ship Hazel Dollar was shifted over to Montgomery No. 2, where the work of loading her will probably be commenced today. This task was to have started yesterday, but the required number of hands were not forthcoming and the work was postponed. A large number of applicants responded to the advertisement inserted in the daily papers by Brown & McCabe, but as fast as they issued from the offices of the stevedoring firm at Second and Pine streets yesterday they were accosted by union pickets from Longshoremen's Union 253 and the status of the strike put before them from a union point of view, and judging from the limited number who put in an appearance at the docks, the workmen's argument bore fruit. The stevedoring firm is not at all abashed by the apparent lack of employees and confidently claim that they will load the grain vessels now ready and those to come.

Balfour, Guthrie & Co. yesterday chartered the British ship Hazel Dollar to load a cargo of wheat at this port for the United Kingdom. The Glenrich is a sister ship of the British ship Glenloch, now due at this port with a general cargo from Newcastle-on-Tyne.

In addition to the local charter, the British steamer Franky was chartered by Kerr, Gifford & Co. to load wheat at Tacoma. This makes three charters for the Puget Sound port made by that firm in the past few days. The Glenrich is the Genevieve Molinos finished taking in her wheat stowage and will be moved back to the Southern Pacific dock to discharge the balance of her cement cargo. After this is completed she will finish with grain. The Ville de Mulhouse will commence loading grain today, but will be handled by nonunion men, for the Lombard wheat has been finished.

BIG FLEET REACHES RIVER

Five Vessels Come in and Four Are Reported Outside.

Five sailing vessels and one steamer came in over the bar yesterday, and during the afternoon four more were reported outside. The sailors arriving in the harbor were the British ship Glenloch, from Antofagasta; the American bark Bonanza, from San Francisco; the schooners W. F. Smith, Henry Wilson and Annie Larsen, from San Francisco; and the steamer E. A. Alexander, from Astoria. The Buccich is coming for a grain cargo, and will be in the harbor tomorrow, while the Big Bonanza and the schooner E. A. Alexander are among the Columbia River lumber fleet.

Of the vessels outside, one is known to be the French ship La Perouse. The others are presumed to be the British ship Glenloch and the American bark Bonanza, from San Francisco; W. F. Babcock, from Baltimore, all of which are due in port in the appearance of the Columbia. The Frenchman Nevead arrived yesterday morning and stood out to sea, and the antics of this craft during the past two days have caused considerable comment among the shipping men of the lower harbor.

CAPTAIN RACES WITH DEATH

Master of Yukon Reaches Port in Time to Save Life.

SEATTLE, Wash., Oct. 12.—(Special.)—Captain William Frost, of the halibut schooner Yukon, raced against death from the flinty banks to Seattle, arriving this morning completely exhausted and a pound lighter in weight than he was two weeks ago, when he left Seattle. For two days he stood at the wheel, crowding every inch of sail his schooner would carry, in a desperate effort to reach port and obtain medical attention in time. He is now resting easy, but is not yet out of danger.

Captain Frost had trouble with his stomach when he put out for the banks two weeks ago. When he got out to sea he was suffering intensely and he refused to believe there was any serious trouble with him. But when two weeks had elapsed and he was no better, and but six soft-boiled eggs constituted the entire quantity of food he had been able to eat, the skipper became alarmed.

Two days ago Captain Frost determined to see a physician, and he turned the boat toward port. He refused to leave the wheel until the vessel tied up at her dock. Then he collapsed, and a physician was called in.

SAILORES HAVE TRACHOMA.

Members of Crews of Cement Ships Affected With Infectious Disease.

Several sailors on the British ship Inverness-shire and the French bark Jacobson are afflicted with trachoma and on that account have been refused permission

sion to land and are temporarily quarantined aboard their vessels. The affliction is an infectious disease of the eyes and is a common complaint on shipboard. Ten members of the Britisher's crew are reported as having it and six are afflicted on the Frenchman. The Inverness-shire is moored at Mersey dock and the Jacobson at Greenwich, and both are cement laden.

MUTINY ON SHIPBOARD.

Sailors in French Bark Engage in Pitched Battle at Seattle.

SEATTLE, Wash., Oct. 12.—A mutiny and free-for-all fight, which broke out last night on board the French ship Canrobert, which is now discharging here, resulted in the arrest of Paul Menaguy, latest, Jean Boive, Louis Pire and M. Leroux, sailors aboard the vessel. Two other men who were implicated in the fight were not taken into custody.

Deputy United States Marshal Roberts arrested the four mentioned above on complaint of Captain Leroy, who stated the men disobeyed his orders and refused to work. They will be appearing in the County Jail until willing to work or the ship sails.

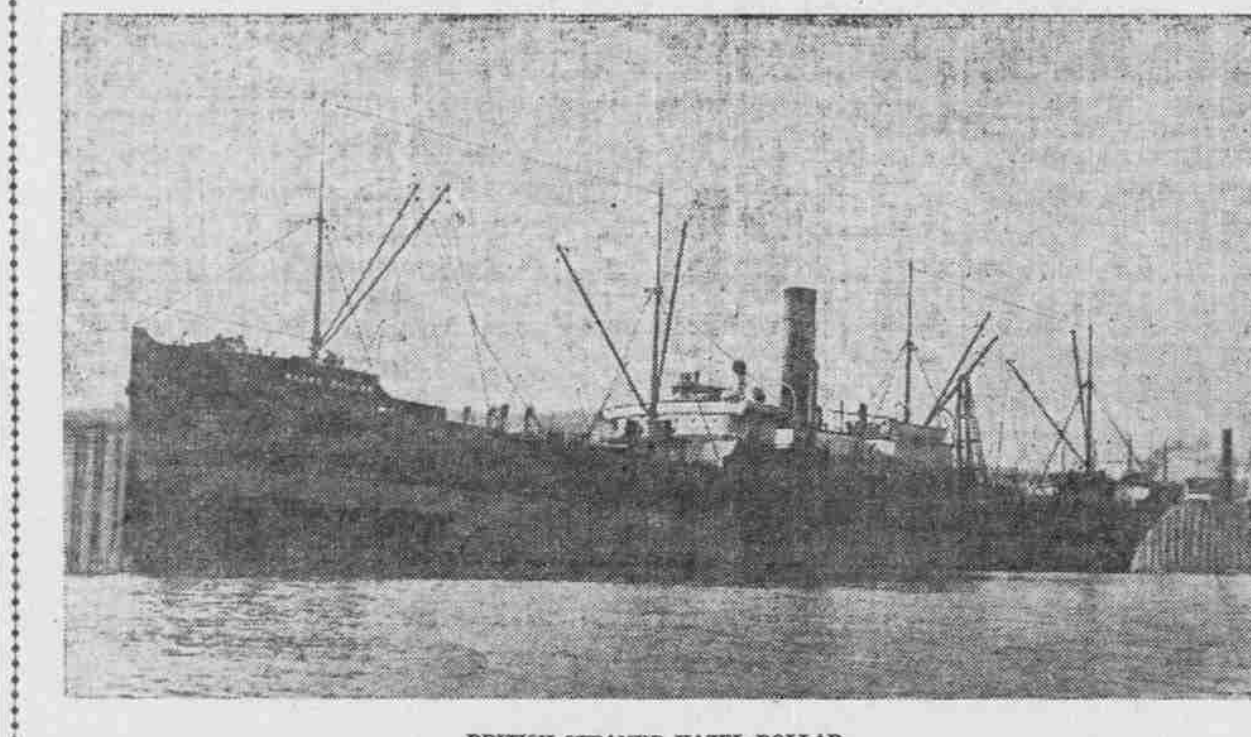
The men were under the influence of liquor.

CARRIES BIG FLOUR CARGO

Tremont Leaves Seattle With 300,000 Sacks of Breadstuffs.

SEATTLE, Wash., Oct. 12.—(Special.)—

WILL CARRY CARGO OF OREGON WHEAT TO HONGKONG



BRITISH STEAMER HAZEL DOLLAR.

The steamer Tremont sailed yesterday for Astoria with 300,000 sacks of flour, believed to be a record for several years. Of the total flour shipment, more than 200,000 sacks are for Shanghai, the rest of the Chinese boycott agitation a few months ago. Twenty-four locomotives were carried for the Mitsui Bussan Kaisha Railroad at Moji.

SIX VESSELS ARE OUTSIDE.

French Ship Europe Among Those Waiting to Cross In.

ASTORIA, Or., Oct. 12.—(Special.)—Although the bar was too rough to bring in any loaded vessels, this was a busy day at the mouth of the river, and five coastwise and one British ship were towed in. Six vessels are known to be outside the river. They are the French ship La Perouse, the four-masted French ship Europe, from Liverpool, with Pilot Staples on board; a three-masted French bark, with Pilot Howes on board; the American ship McLaurin, from San Pedro; the American bark Parnatta, from San Francisco; and the four-masted schooner Aluma.

The La Perouse, which was at anchor off the bar all night, lifted her anchor and stood out to sea today. An attempt by the pilot schooner went after her, and Pilot Anderson will probably be placed on board before morning. The bar is moderating this evening, and an attempt will be made to take the bar-bound steamers out tomorrow morning.

Anxiety for Safety of Resolute.

ABERDEEN, Wash., Oct. 12.—(Special.)—Anxiety is felt for the safety of the schooner Resolute, 41 days out from Mazatlan, Mexico. The usual voyage is 36 days.

The barkentine Kohala, for San Francisco; barkentine S. C. Allen, for Honolulu; schooner E. A. Alexander, for the Hawaiian Islands; schooners Benicia and Geneva, for Hawaii, are all due to leave here Monday.

Sonoma Overdue at Honolulu.

HONOLULU, Oct. 12.—The Oceanic Steamship Company's steamer Sonoma, due here today, for Australia, has not arrived.

Marine Notes.

The French bark La Tour de Auvergne is on her way up the river from Astoria and should reach the local harbor this morning. She is scheduled to load grain for the outward voyage.

David B. Ogden, assistant United States Engineer, has notified the owners of river craft that the tripping of oil from these craft into the waters of the river must stop.

The French bark Bully is expected to reach the Columbia River almost any day, and the local agents over the river have been instructed to look out for her. She is the second grain-carrier to be ordered from Puget Sound to this port.

The steamer P. A. Kilburn sailed last evening for Coos Bay, Bureka and San Francisco. She carried a full cargo of freight and 50 passengers for coastwise ports.

Arrivals and Departures.

ASTORIA, Oct. 12.—Condition of the weather: P. M., moderate; south wind; weather cloudy. Arrived down at 6:30 A. M. and sailed at 4:20 P. M.—Steamer Aurelia, for San Francisco. Arrived down at 8:30 A. M. and sailed at 4 P. M.—Steamer Bonanza, for San Pedro and way ports. Left up at 8 P. M.—Steamer E. A. Alexander, for Astoria. Arrived at 1:35 P. M.—Schooner W. F. Smith, from San Francisco. Arrived at 1:10 P. M.—Steamer Elmore, from Tillamook. Arrived at 1:35 P. M.—Schooner W. H. Smith, from San Pedro. Arrived at 4:40 P. M.—Schooner Louis, from San Pedro, and schooner Annie Larsen, from San Francisco. San Francisco, Oct. 12.—Arrived—Steamer South Bay, from Columbia River; bark Jane Gullion, from Newcastle, Australia; schooner Orient, from Coos Bay; steamer South Bay, from Astoria; bark R. P. Ribet, from Honolulu. Sailed—Steamer Nippon Maru, for Hongkong and Yokohama, via Honolulu; schooner John G. North, for Puget Sound; schooner G. C. Lindauer, for Gray's Harbor; schooner Esther Buhne, for Coos Bay; barkentine Arago, for Coos Bay.

PLACE FOR A CITY

Real Estate Men Guess at Hill's New Division Point.

THOUGHT TO BE COLUMBUS

This Location Seems Most Favored for Purposes of New Road.

Would Facilitate Hill Entry to Oregon.

One of the things which has caused unrest among real estate dealers and others has been doubt as to the probable point where the Portland & Seattle will establish division headquarters on the North Bank line, and from what was gathered yesterday it appears all odds are in favor of a site about five miles above Columbus, or midway between Rufus and John Day, on the opposite bank. It has been known for some time that

event, but the lack of laborers has retarded headway to a large extent.

A feature which is bothering construction engineers at present is the scarcity of ties. The O. R. & N. is organizing a track gang to begin placing steel on the Peninsula extension, as the grade is in shape for approximately 4½ miles, yet the question of ties has come up, and it is probable the crew may be delayed. Changes are also being made in the line leading from the Steel bridge to St. Johns, for in places where the single track was the company has found it necessary to widen the grade and build sidetracks. One point where this is being done is at the Albina avenue crossing, where about ten feet of the street has been lowered and the material hauled to Montgomery Gulch and used in making the fill there.

SWITCHING CHARGES REDUCED

O. R. & N. Co. Announces Further Concessions to Shippers.

Further concessions have been made by the O. R. & N. in the matter of reducing switching charges in this locality and the publication of a new tariff was announced yesterday affecting business from Portland to East Portland and Albina. The rate between Portland and Albina will be 25 cents a ton and the minimum \$5 a car, while to East Portland it is 40 cents a ton, with the minimum charge of \$10 a car. There is also made effective a flat rate of \$5 a car on business from the Astoria & Columbia River line the same as from the Northern Pacific. The reason assigned for making the tariff higher to East Portland than to

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.

The only Line having steamers built exclusively for CRUISING

WRITE OR SEND FOR "WINTER CRUISES TO SUMMER LANDS"

A Beautifully Illustrated Magazine of Pleasure Cruising Issued by the

HAMBURG-AMERICAN LINE

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The Orient, the Mediterranean, the Adriatic, Egypt and the Nile, the Holy Land and Syria, the WEST INDIES, JAMAICA, Colombia, Costa Rica, and Colon

HAMBURG-AMERICAN LINE

1056 Broadway, Oakland, Cal., or Principal R. M. Ticket Offices in Portland, Or. Agents in all principal cities.

before Judge Cleland yesterday morning. Plaintiff is 64 years old and has brought suit against his brother and the latter's wife to set aside a transfer of ten acres of land near Hillsdale he is alleged to have made to them upon condition that they should take care of him the balance of his life, besides paying him \$100 a year in addition. He claims they have not carried out their part of the contract.

A feature of the proceedings yesterday came in the afternoon, when Charles J. Schnabel, one of the attorneys for the plaintiff, officiated as interpreter when Mrs. Augusta Janka was called to the stand. She could not speak a word of English, and by consent of counsel for defendant, the opposing lawyer translated what she had to say. Her testimony was extremely damaging to the plaintiff's case, too, but Mr. Schnabel interpreted it verbatim.

Milwaukee Country Club. Eastern and California races. Take Sail-wood or Oregon City car, starting from First and Alder streets.

ITCHING PAINFUL SORES ON HANDS

Suffered for a Long Time Without Relief—Had Three Doctors and Derived No Benefit—One Doctor Was Afraid to Touch Them—Soreness Disappeared and Hands Now Smooth After Application of

CUTICURA SOAP AND CUTICURA OINTMENT

"For a long time I suffered with sores on the hands which were itching, painful, and disagreeable. I had three doctors and derived no benefit from any of them. One doctor said he was afraid to touch my hands, so you must know how bad they were; another said I never could be cured; and the third said the sores were caused by the dipping of my hands in water in the dye-house where I work. I saw in the papers about the wonderful cures of the Cuticura Remedies and procured some of the Cuticura Soap and Cuticura Ointment. In three days after the application of the Cuticura Ointment my hands began to peel and were better. The sores disappeared, and they are now smooth and clean, and I am still working in the dye-house."

"I strongly recommend Cuticura Soap and Cuticura Ointment to any one with sore hands, and I hope this letter will be the means of helping other sufferers. Very truly yours, Mrs. A. E. Maurer, 2340 State St., Chicago, Ill., July 1, 1905."

MOTHERS! MOTHERS!

To know that a warm bath with Cuticura Soap and a single anointing with Cuticura, the great Skin Cure, and purest and sweetest of emollients, will afford instant relief and refreshing sleep to skin-tortured babies, and rest for tired and worn-out mothers.

Sold throughout the world. Cuticura Soap, 25c. Ointment, 50c. (10¢ form of Chocolate Coated Pills, 25c. per box of 60). Foster Drug & Chem. Corp., Sole Mfrs., Boston, Mass.

See "How to Cure Eczema" and "All About the Skin, Scalp, Hair, and Nails."

San Francisco & Portland Steamship Co.

Leave PORTLAND, with freight only. S. S. "COSTA RICA," October 22. S. S. "BARRACOUTA," October 24. S. S. "AZTEC," November 4. S. S. "COSTA RICA," October 17. S. S. "BARRACOUTA," October 19. S. S. "AZTEC," November 4. Subject to change without notice. Freight received daily at Union Dock. Phone Main 268, J. H. Dawson, Agent.

TRAVELER'S GUIDE. O.R.&N. OREGON SHORT LINE

AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

Through Pullman standards and tourist sleeping cars daily to Omaha, Chicago, Spokane, Portland, Seattle, and to Kansas City. Reaching chair cars (seats free) to the East daily.

UNION DEPOT.	Leaves.	Arrives.
CHICAGO-PORTLAND SPECIAL for the East via Huntington.	8:00 A. M. Daily.	5:00 P. M. Daily.
SPOKANE FLYER.	8:15 P. M. Daily.	5:00 A. M. Daily.
For Eastern Washington, Walla, Walla, Lewiston, Coeur d'Alene and Great Northern points.	Daily.	Daily.
ATLANTIC EXPRESS for the East via Hunt.	8:15 P. M. Daily.	7:15 A. M. Daily.
PORTLAND - BIGGS LOCAL, for all local points, leaving Biggs and Portland.	8:15 A. M. Daily.	6:00 P. M. Daily.

RIVER SCHEDULE.	Leaves.	Arrives.
FOR ASTORIA and way points, connecting with steamer for Ilwaco and North Beach. Steamer Hassalo, Ash-st. dock.	8:00 P. M. Daily.	5:00 P. M. Daily.
FOR DATON, Oregon City, and Yamhill River points, Ash-st. dock (water pier).	7:00 A. M. Daily.	3:30 P. M. Daily.
For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 5:40 A. M. Upon arrival train No. 4, daily except Saturday. Arrive Riparia 4 P. M. daily except Friday.	Daily.	Daily.

Ticket Office, Third and Washington. Telephone Main 268, J. H. Dawson, Agent. City Ticket Agt.: Wm. McMurray, Gen. Pass. Agt.

GREAT NORTHERN RAILWAY TABLE

THE COMFORTABLE WAY TWO OVERLAND TRAINS DAILY THE ORIENTAL LIMITED

The Fast Mail VIA SEATTLE OR SPOKANE

Daily Leave.	PORTLAND Time Schedule.	Daily Arrive.
8:30 am	To and from Spokane, St. Paul, Minn., Duluth and All Points East via Seattle.	5:30 am
11:45 pm	To and from Seattle, Duluth and All Points East via Spokane.	8:00 am

Great Northern Steamship Co. Sailing from Seattle for Japan and China. Steamer Nippon Yusen Kaisha, Japan Mail Steamship Co. Sailing from Seattle for Japan and China. Steamer Nippon Yusen Kaisha, Japan Mail Steamship Co. Sailing from Seattle for Japan and China. Steamer Nippon Yusen Kaisha, Japan Mail Steamship Co. Sailing from Seattle for Japan and China.

PARKER'S HAIR BALM

Promotes the growth of the hair and gives it the lustre and silkiness of youth. When the hair is gray or faded it brings back the youthful color. It prevents dandruff and hair falling and keeps the scalp clean and healthy.

TIME CARD OF TRAINS

PORTLAND DAILY.

Leave.	Arrive.
Yellowstone, Portland, Kansas City, Omaha, St. Paul, Minn., Duluth and All Points East via Seattle.	8:30 am
North Coast Limited, electric lighted, for Tacoma, Everett, Bellingham, Seattle, and all points between.	2:00 pm
Pacific Sound, for Tacoma, Everett, Bellingham, Seattle, and all points between.	4:30 pm
Twin City Express for Tacoma, Everett, Bellingham, Seattle, and all points between.	11:45 pm

Astoria and Columbia River Railroad Co.

Leave.	UNION DEPOT.	Arrive.
Daily.	For Mayaguez, Rainier, Clifton, Astoria, Warrenton, Dufur, Fairbanks, Gresham, Fort Stevens, Astoria, Astoria and Seaside.	Daily.
8:00 A. M.	Express Daily.	11:55 A. M.
7:00 P. M.	Express Daily.	9:50 P. M.

Columbia River Scenery

Regulator Line Steamers

Daily service between Portland and the Dulles except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder street, Portland; foot of Court street, The Dalles. Phone Main 914, Portland.

Upper Columbia River

Steamer Chas. R. Spencer

Leaves Astoria, dock every Monday, Wednesday and Friday at 7 A. M. for THE DALLES and STATE PORTAGE, connecting with the OREGON RIVER TRANSPORTATION COMPANY STEAMERS for points as far east as HOVER.

Returning from Portland, Tuesday, Thursday and Saturday at 3 P. M. Low rates and excellent service.

Phone Main 299 or Main 3201.

WILLAMETTE RIVER ROUTE

Steamers Pomona and Oregon 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.