

SEARCHED AND SUNK

River Steamer Run Down by Towboat Cascade and Sent to Bottom.

PASSENGERS ARE SAVED

Shallow Water Averts Duplicate of Dix Disaster—Cascade Stands by and Rescues Passengers—Fox to Blame for Disaster.

MANY MARINE DISASTERS.
Ocean liners Kaiser Wilhelm der Grosse and Orinoco collide near Chertou, France. Both vessels badly damaged and put back to port. Steamer Lurline sunk in the Columbia by collision with towboat Cascade. Steamer Alliance threatened with destruction by fire caused by the overflow from oil valve igniting. No damage.

Two collisions reported on Puget Sound. Portland-built steamer Kit-sap rams Mantle, and ferry City of Seattle collides with steamer Monticello. No damage.

Schooner Louis collides with British ship Clan Galbraith in San Francisco harbor. Little or no damage.

North German Lloyd steamer May V. Neville in New York harbor. Main has hole stove in her side and Neville loses bowprit and portion of stem.

Make steamer Conemaugh reported ashore on Lake Erie. Vessel reported to be in collision with tugboat Kunchull near Hongkong. Six lives are lost while attempting to escape from sinking steam barge near Toronto. Small boat capsizes.

French bark Rigart arrives at Port Townsend with tale of untold hardships.

Steamer Panama wrecked on Lake Superior and crew missing.

The river steamer Lurline, plying between Portland and Astoria, was rammed and sunk in 20 feet of water near the shore about one mile above Rainier, at 2:45 o'clock yesterday morning, by the towboat Cascade.

The Lurline filled and sank so quickly after the collision that it was only due to the shallow water that another Dix affair was not recorded. As it happened, the twenty-eight passengers and members of the crew of the sunken craft were all safely transferred to the Cascade, without being any the worse for their experience.

The Lurline was caught almost amidships, the bow of the Cascade tearing a hole that caused her to fill rapidly. The Cascade stopped and took off the passengers and crew, and proceeded to Rainier, where she had to undergo temporary repairs before she could continue on her regular route. The damage to the Cascade is merely superficial, for the two holes in her bow can be repaired easily and with little cost for the purpose of this trip. The work attended to immediately, the craft will be hauled on the ways at the yards of the Portland Shipbuilding Company this morning.

At the time of the collision the Lurline was in charge of Pilot Kane O'Neil, while the Cascade was in charge of Pilot McNally. Just which steamer was to blame for the accident will be determined at the inquiry to be conducted by the United States inspectors Edwards and Fuller, who will have the officers of each craft before them as soon as possible.

The Lurline had just left Rainier, where she had taken on some freight for this city, and was probably five minutes out from her wharf when, according to the statements of the officers, the lights of another steamer were plainly discernible through the fog. Accounts as to whether the two steamers gave signal whistles seem to indicate that the signals were given correctly, but in some manner it became apparent to those on the Lurline that the Cascade was bearing down on them. The Lurline was about 100 feet above, and on that account was unable to sheer in toward land, and before she could back out of the way, the Cascade crashed into her side.

Officers on both boats refused to discuss the accident in length, and explained the affair in the shortest terms, claiming that all they had to say would be told to the inspectors at the inquiry, and that they would not talk for publication. The same conditions prevailed with reference to the crew of both boats, and as few of the passengers were awake at the time, their knowledge of the causes of the collision are limited to hearsay.

The passengers however are unanimous in their testimony as to the orderly manner in which their transfer from the sinking craft to the Cascade was conducted. In this effort no confusion and no delay was experienced and all the persons were safely taken off. Some of the passengers did not wait to be taken to Portland on the Cascade, but took the train at Rainier. Pilot O'Neil and J. Nelson, who was on the lookout on the Lurline at the time of the accident, state that they saw the lights of the Cascade but a few moments before the collision and were unable to back their vessel out of harm's way. Pilot McNally of the Cascade stated that the fog was to blame for the accident.

The sunken craft is one of the best known vessels on the river and is owned and operated by the Vancouver Transportation Company, of which concern Jacob Kammerer is the pioneer steamboat man of this city. It is the controlling owner. She has met with frequent accidents before, and has on one or two occasions been sunk by striking rocks or submerged logs. Wrecking appliances will be sent to Rainier today and an effort will be made to raise her. In the meantime the steamer of the same line, will be taken off the Vancouver run and operated on the route of the sunken steamer.

The steamer Cascade, which rammed the Lurline, was formerly used by the United States Engineers in their various works on the Columbia and Willamette rivers. She was purchased from the government some time ago and is used to tow logs for the North Pacific Lumber Company.

SCHOONER RAMS THE MAIN

North German Lloyd Liner Has Hole Stove in Her Side.

NEW YORK, Nov. 22.—As the North German Lloyd liner Main was steaming up the bay this morning she was rammed by the schooner May V. Neville, which was going out to sea, accompanied by the steamship America and La Savoie. In maneuvering to avoid the latter two vessels the Main collided with the schooner. She was struck amidships and a hole ten feet in diameter torn in her side by the jibboom of the sailing vessel. The liner tore away the bowsprit and part of the stem of the schooner, but the damage to each vessel was slight.

The ship's butcher on the Main was slightly injured, this being the only casualty reported. The Neville was towed back for repairs. The steamer proceeded to her dock under her own steam.

UPPER COLUMBIA RIVER

French Bark Rigart Arrives at Puget Sound After Storm Voyage.

SUFFERS MANY HARSHIPS

PORT TOWNSEND, Wash., Nov. 22.

With practically every sail torn to shreds and one member of the crew missing, the French bark Rigart reached port yesterday. She was 13 days out of Glasgow, and encountered many severe gales. For 16 days she was buffeted about by fierce gales. Captain Lattin, of Glasgow, could enter the Straits of Juan de Fuca. The captain and crew did not sleep for 12 nights and days, and when the craft approached here for customs they were so weak that they could not attend to the duties required.

During the storm off the Vancouver coast on November 26, Charles Guillemont, able seaman, fell from the rigging to the deck and was washed into the sea.

GENBOT IS STRANDED.
HONGKONG, Nov. 22.—The British river gunboat Genbot, today on a steam tug at Kunchull. The gunboat Moorhen has been dispatched to her aid, and the torpedoboats Flame and Handy will follow them. No lives were lost. The outlook for refloating the vessel is considered hopeful.

The Robin is 100 feet long, with a beam of 20 feet, and a mean draft of 20 inches. She was built for service in shallow rivers.

COLLISION AT BAY CITY.
Schooner Louis and Ship Clan Galbraith Come Together.

SAN FRANCISCO, Nov. 22.—The tug Samson, arriving this morning from the Columbia River with the five-masted schooner Louis in tow, collided with the British ship Clan Galbraith, which was anchored off Black Point. The ship and her jibboom and head gear carried away. The schooner lost her larger mast, her cabin stove in and her starboard anchors and rail were smashed.

Bay City Shipping Disturbed.
SAN FRANCISCO, Nov. 22.—A strong northeast wind, with a velocity of 32 miles an hour, swept over this city last night and today. Shipping was considerably disturbed, although no great damage has been reported. Traveling on the ferries was rough and a few passengers became seasick.

STREAM RETRACTS CHARGE

CAPTAIN GROVOLD EXONERATED BY MASTER OF SHIP CLAUDINA FOR FAILURE TO AID SHIP IN DISTRESS.

ABERDEEN, Wash., Nov. 22.—(Special.)—Captain Stream of the schooner Emma Claudina today withdrew his charges of cowardice against Captain Grovold of the schooner Glendale for his refusal to lend assistance to the Claudina when in distress. Captain Grovold, however, will ask that seven captives be taken three by Captain Stream and three by the master of the Glendale, with one neutral, to hear testimony and decide the question.

Captain Grovold will demand that the Captain Stream notwithstanding the latter's withdrawal of his charges.

COFFEE MUST BE MARKED
New Orders as to Shipments Received by Customs Officials.

The local Collector of Customs has received orders from the Acting Secretary of Commerce relative to the markings of coffee shipments. The order is as follows:

"Shippers' manifests of coffee exported, after December 1, 1906, must describe the shipments as 'Port Rican coffee,' or as 'Coffee other than Port Rican,' as the case may be. Collectors of Customs will give notice of this requirement to shippers at the Port Rican office. Shippers' manifests must be made out properly and be carefully scrutinized before verification; and, further, that any person shipping coffee in violation of this requirement may be prosecuted under the statute prescribing a penalty for perjury."

As coffee is on the free list, no matter whether it was grown in Porto Rico, the South Islands or Arkansas, it is not known just why such care should be taken regarding the "birthplace" of the bean.

Abbie Clears With Lumber.
ASTORIA, Or., Nov. 22.—(Special.)—The schooner Abbie, which was cleared at the customs-house today for San Francisco with a cargo of 163,000 feet of lumber, loaded at Rainier.

Marine Notes.
The San Francisco and Portland Steamship Company's liner Costa Rica sailed for San Francisco late last evening with a full cargo of freight and nearly 100 passengers for San Francisco.

The Portland and Asiatic liner Numantia cleared over to the Portland Flouring Mills yesterday to commence loading her cargo of flour for Hongkong. This vessel is to carry nearly 90,000 barrels.

The British train steamer Manchester, which was wrecked on the coast near Astoria, will be placed on the coast from Portland drydock this morning. She is scheduled to take a mixed cargo of wheat and lumber to China.

A fire on the steamer Alliance was discovered in the nick of time last evening. The flames were caused by an overflow of oil in the fire-room which became ignited and only the excellent work of the vessel's crew saved a catastrophe. She was moored at the Couch-street dock, and the fire department responded to an alarm from the fire alarm bell which had been extinguished before their arrival.

Arrivals and Departures.
ASTORIA, Nov. 22.—Condition of the bar at 3 P. M.: smooth; wind, north, 6 miles; weather, cloudy. Sailed at 9:40 A. M.—Steamer Elmore, for Tillamook. Arrived down at 10 A. M.—Schooner Mabel Gale, from Astoria. Arrived at 12:15 P. M.—British steamer Manchester, Port. from Guaymas. Arrived down at 1:15 P. M.—Steamer Geo. W. Elder, from San Francisco. Left up at 2:15 P. M.—French bark Rigart and Empress Menelik, sailed at 3 P. M.—Steamer J. B. Stetson, for San Francisco. Sailed at 3:30 P. M.—Schooner F. E. Redfield, for

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McKinney deserved to lose his family, says the police, and Judge Cameron sent the man to jail for the sole purpose of giving the family time to escape from what the judge regarded as a menace to their welfare.

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Scores of launches are in the bay at all times, and the big steamship companies claim these small craft are a constant menace to the rules of the road and at night fall to carry the lights the law demands. They are in the hands of men or boys without licenses.

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HOW DEBILITY SHOWS

AND WHY DR. WILLIAMS' PINK PILLS ARE A SPECIFIC FOR IT.

A Case in Watertown in Which a Pale, Weak Girl was Made Strong and Well.

The symptoms of general debility vary according to the cause but weakness is always present, a tendency to perspire and fatigue easily, ringing in the ears, sometimes black spots passing before the eyes, weak back, vertigo, wakefulness caused by inability to stop thinking, and unrefreshing sleep. The cause of the trouble may be some drain on the system or it may be mental or physical overwork, sometimes insufficient nutrition due to digestive disturbance. In the latter case there is generally a loss of appetite and a coated tongue as well as general languor and debility.

Miss Lula M. Metzger, a stenographer, living at 711 Mill street, Watertown, N. Y., suffered for over a year from general debility. "It was caused by overstudy," she says, "and I had no ambition, didn't want to go anywhere, my food didn't taste good, I was run down, lifeless and listless. I took medicines but they failed to help me. Finally friends recommended Dr. Williams' Pink Pills to my mother and she got some for me. I took them for some time and was entirely cured and have had no return of the trouble."

The mother, Mrs. George Metzger, is also enthusiastic in her praise of Dr. Williams' Pink Pills and says that they are her favorite family remedy as well as Dr. Williams' Pink Pills cure debility because they actually make new, red, rich blood, and as the blood carries nourishment to all the organs and tissues of the body, nerves as well as muscles, the new blood stimulates the organs to do the work that nature expects of them and normal health follows. As the stomach is toned up, indigestion disappears and greater nourishment is derived from the food. The nerves are refreshed and refreshing sleep is obtained. Not only is this tonic treatment sufficient to cure debility but many severe disorders of the blood and nerves have yielded to its curative action. Fresh air, sufficient exercise and nourishing food generally assist the pills in effecting cures in all cases of debility.

The pills are sold by all druggists, or will be sent postpaid, on receipt of price, 50 cents per box, six boxes \$2.50, by Dr. Williams' Medicine Co., Schenectady, N. Y. Send for free diet book.

It is believed that in the engineer's attempt to get out of the cab, his head was caught between the engine and Conductor Bishop's injuries are not thought to be serious.

HEAD WAS CRUSHED IN

Engineer Is Found Dead Beside His Engine.

BONORA, Cal., Nov. 22.—Engineer William Stemm is dead and Conductor Bishop injured as the result of an accident near Camp No. 17 on the Hetty Railroad, the West Side Lumber Company narrow-gauge railroad, at Paulsbo. About 10 o'clock early this morning, engine No. 1, with Engineer Stemm and Conductor Bishop in the cab, was backing down to the water-tank. It left the track, running against the bank.

Bishop jumped and, hearing another train approaching, ran back to flag it. As he did so he dropped to the ground in a faint. Back near the engine they found the lifeless body of Engineer Stemm, his head crushed in.

Catarrh of the Stomach

A Pleasant, Simple, but Safe and Effective Cure for It.

COSTS NOTHING TO TRY.
Catarrh of the stomach has long been considered the next thing to incurable. The symptoms are a full or bloated sensation after eating, accompanied sometimes with sour or watery risings, a formation of gases, causing pressure on the heart and lungs and difficult breathing, headaches, sickle appetite, nervousness and a general played-out, languid feeling.

There is often a foul taste in the mouth, coated tongue, and if the interior of the stomach could be seen it would show a slimy, inflamed condition.

The cure for this common and obstinate trouble is found in a treatment which causes the food to be readily, thoroughly digested before it has time to ferment and irritate the delicate mucous surfaces of the stomach. To secure a prompt and healthy digestion is the one necessary thing to do and when normal digestion is secured the catarrhal condition will have disappeared.

According to Dr. Harlanston, the safest and best treatment is to use after each meal a tablet composed of Distasase, Aseptic Pepsin, a little Nux, Golden Seal and fruit acids. These tablets can now be found at all druggists under the name of Stuart's Dyspepsia Tablets, and not being a patent medicine can be used with perfect safety and assurance that healthy appetite and thorough digestion will follow their regular use after meals.

Mr. R. S. Workman, Chicago, Ill., writes: "Catarrh is a local condition resulting from a neglected cold in the head, whereby the lining membrane of the nose becomes inflamed and the poisonous discharge therefrom passing backward into the throat reaches the stomach, thus producing catarrh of the stomach. Medical authorities prescribed for me for three years for catarrh of stomach without cure, but today I am the happiest of men after using only one box of Stuart's Dyspepsia Tablets. I cannot find appropriate words to express my good feeling. I have found my appetite and sound rest returned to me."

Stuart's Dyspepsia Tablets is the safest preparation as well as the simplest and most convenient remedy for any form of indigestion, catarrh of stomach, biliousness, sour stomach, heartburn and bloating after meals.

Send your name and address today for a free trial package and see for yourself. Address P. A. Stuart Co., 38 Stuart building, Marshall, Mich.

Every Woman

Interested and should know about the wonderful MARVEL Whirling Spray.

For the relief of all forms of Catarrh of the Bladder, Catarrh of the Uterus, Catarrh of the Vagina, Catarrh of the Cervix, Catarrh of the Vagina, Catarrh of the Cervix, Catarrh of the Vagina, Catarrh of the Cervix.

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