

VESSELS COLLIDE OFF POINT GORDA

Standard Oil Steamship Assuncion Strikes Steam Schooner Norwood During Fog.

BOTH SHIPS ARE DAMAGED

Norwood Becomes Waterlogged Within 20 Minutes—Assuncion Has Bows Stove In—Passengers Cared for by Latter.

SAN FRANCISCO, Oct. 9.—The steamer Norwood, belonging to Sudden & Christiansen of this city, bound from Grays Harbor to San Pedro, was towed here today in a water-logged condition by the Standard Oil Company's steamer Assuncion, which left this port two days ago with a cargo of oil for Portland, Or. Captain Martin, of the Norwood, reports that during a dense fog at 3 o'clock yesterday morning, when about four miles west of Point Gorda, on the coast of Humboldt County, the Norwood was struck by the steamer Assuncion on the port side, amidships and cut below the water line.

The Norwood began to fill rapidly and became waterlogged in about 20 minutes. Her four boats were immediately lowered, and two women, two children, 13 male passengers and part of the crew put aboard them. Captain Martin, the first mate and the rest of the crew remained aboard the Norwood. The chief officer was on watch at the time of the collision, and asserts that it could not have been averted.

The bow plates of the Assuncion were badly stove in and the steamer began to leak to prevent her from filling with water. Captain Bridget ordered pumps pumped from the forward tanks of the Assuncion and a large quantity of the cargo was emptied into the sea.

The boats of the Norwood were picked up by the Assuncion and the passengers and crew of the disabled vessel, which was at once taken in tow, were well cared for during the trip to this city. Both Captain Bridget and his chief officer were on the bridge of the Assuncion at the time of the accident.

On arriving here the Norwood was towed to the mud flats off Mission Bay and beached, pending an examination into the cause of the collision. The Assuncion proceeded to Point Richmond, where the remainder of her cargo of oil will be pumped into the tanks of the Standard Oil Company's steamer Assuncion. The steamer sustained considerable damage, but otherwise the steamer was not badly injured.

The passengers who went through the thrilling experience of a collision at sea were landed in this city this afternoon by the tug Fearless, which went outside the heads to meet the disabled vessel. They are: E. Beyer, H. Linder, E. Harvey, J. Ford, W. Sparks, C. L. Gallagher, Mr. and Mrs. Swinson and their 6-year-old boy, Mrs. A. Moore and boy. All praise the conduct of the captain of the Norwood, who, they say, averted a panic and prevented any loss of life.

Immediately after the steamers struck, the sterns of the Norwood filled with water and the vessel listed heavily to starboard. It appeared as though she would sink in a few moments. Peter Logan, of this city, a member of the crew, fell off the Jacob's ladder in climbing down to one of the boats and was crushed between the dory and the hull of the steamer. His shoulder was dislocated and he would have drowned had he not been pulled into the water. The Norwood, although filled with water, was kept afloat by her load of lumber.

On September 16 she ran into a terrific northeast hurricane, which continued for three days. The schooner's masts were whipped out of her, her small boats were smashed and she began leaking so badly that the pumps availed her nothing. Fortunately, there was a 16-foot boat in the vessel's cargo. This was equipped with provisions and water and the eight men managed to get away. For four days and nights the little craft was tossed about. Then the Seminoles, bound south from New York, hove in sight, took them on board and carried them to Turks Island, where they remained until the Seminoles returned en route to New York.

Captain Pond Goes to Grays Harbor

Captain Charles F. Pond, inspector of the Thirteenth Lighthouse District, left yesterday for Willapa Bay and Grays Harbor for the purpose of superintending the placing of new aids to navigation at those places. Captain Pond left down on the steamer Heath. A buoy was placed at Reoders, under the direction of Captain A. L. Pease, of the Columbia River Pilot.

Contract Goes to North Bend.

MARSHFIELD, Or., Oct. 9.—(Special.)—The Western Pacific Railway, of San Francisco, has awarded to Kruse & Banks, shipbuilders of North Bend, the contract for building two car floats to be used in handling freight.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Alliance	Coos Bay	Oct. 11
Breakwater	Coos Bay	Oct. 11
Geo. W. Elder	San Pedro	Oct. 12
Rosetta	San Francisco	Oct. 12
Roanoke	Los Angeles	Oct. 12
Nemania	Hongkong	Oct. 24
Numanita	Hongkong	Dec. 1

Scheduled to Depart.

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Entered Friday.

General Faldherbe, Fr. bark (Oguski), with ballast from Nagasaki.

Cleared Friday.

Boose City, Am. steamer (Kidston), with general cargo for San Francisco.

on San Francisco Bay. Each float will be 272 feet long and will have a capacity for carrying 16 freight cars.

Tacoma Shipping News.

TACOMA, Oct. 9.—The British steamer Knight, the Thistle is expected in port tomorrow to finish her cargo of grain for the United Kingdom. The steamer will take about 5000 tons at this port.

The Norwegian steamer Rygla will shift from Quartermaster Harbor tomorrow. She will there load the first part of her grain cargo for the United Kingdom.

The steamer President, of the Pacific Coast Company's fleet, was in port today discharging general freight.

The ship W. F. Babcock has arrived in port to load lumber for Sydney.

The United States transport Dix is finishing her Tacoma cargo of lumber at the Tacoma mill.

The Barkentine James Tuft has completed her cargo of lumber and will probably leave port tomorrow night for Australia.

The United States cableship Burnside was taken from the drydock this morning to make room for the Rygla and will go back on the dock tomorrow.

Lighthouse Fleet Reaches Indies.

NEW YORK, Oct. 9.—Captain Chauncey Thomas, U. S. N., in charge of the lighthouse board at Stapleton, Staten Island, has received a message from St. Lucia, one of the English islands in the West Indies, announcing the arrival there yesterday of the flotilla of lightships and their tenders, which left this port on September 21, bound for the Pacific Coast. The message added that the long trip to St. Lucia had been accomplished safely and that all on board the boats were well.

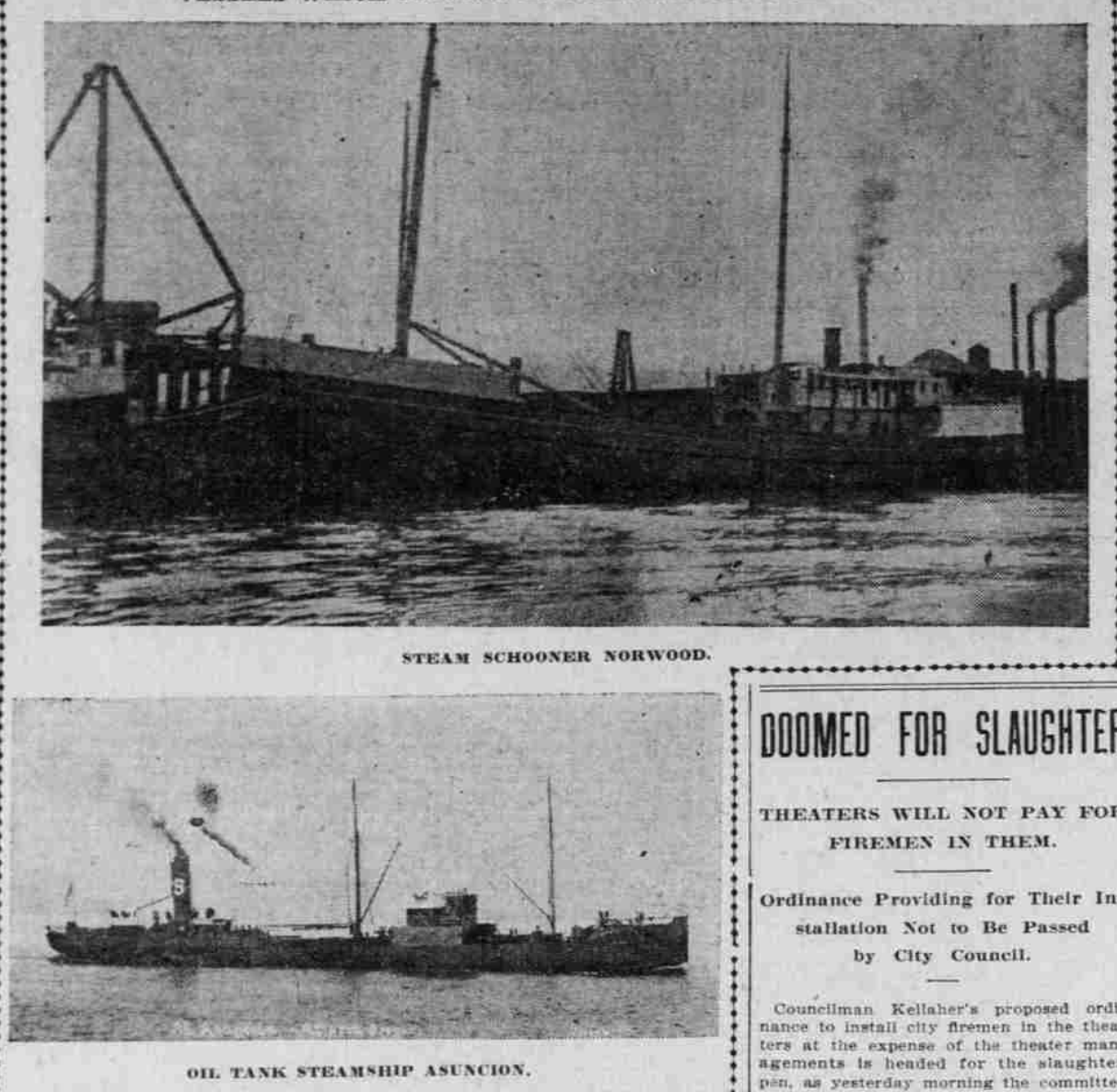
Pump Breaks on Dredge Portland.

The dredge Portland, which has been working in front of the new dock of the Spokane, Seattle & Portland Railway Company, broke the main centrifugal pump late Thursday night and the dredge will be laid up for ten days while repairs are being made. The dredge has been operating in Portland harbor for several months and the work would have been completed by tonight had not the accident happened to the pump.

Shipwrecked Crew Landed.

NEW YORK, Oct. 9.—After having abandoned their sinking vessel and passing four days in a small open boat on a storm-swept ocean, Captain Charles F. Hines and the crew of seven men of the Baltimore schooner John A. Matheson were brought here today on the steamer Seminoles from Santo Domingo. The Matheson sailed from Baltimore on August 25 for

VESSELS WHICH FIGURED IN COLLISION OFF POINT GORDA



STEAM SCHOONER NORWOOD.

OIL TANK STEAMSHIP ASSUNCION.

Dolphin is due tomorrow with a big load of passengers from Southeastern Alaska.

The steamer Pennsylvania is reported due in Seattle Sunday morning from Valdez and Cordova.

The steamer Santa Clara was at Valdez October 8 and called for Seward yesterday. The British ship Ditton passed the cape for Royal Roads today.

The American schooner R. W. Bartlett cleared for Port Townsend yesterday for Guaymas. She loaded lumber at Mukilteo.

Notices to Mariners.

Captain Neuman, of the German S. S. Arcton, reports that on August 10, 1908, in latitude 46°27' N.; longitude 124°48' W. he passed a large log about 20 feet long on August 26 in latitude 51°35' N.; longitude 162°20' W. he passed several large timber.

JOHN McNALLY.

Marine Notes.

The steamer Breakwater is due to arrive from Coos Bay tomorrow.

The steamer Alliance will sail for Coos Bay this evening at 8 o'clock.

The steamer Rose City sailed for San Francisco yesterday afternoon at 4 o'clock.

The German steamer Dieke Rickmers has shifted to the elevator and is working well.

The British ship Wynstay has shifted to Linton and will begin discharging ballast today.

The steamer R. D. Inman left down for Rainier yesterday, where she will complete a cargo of lumber.

M. C. Lawson has succeeded James McVicar as master of the barkentine Americana, which is loading lumber for Japan at St. John.

The steamer J. L. Marhofer dropped down to Rainier yesterday to complete her lumber cargo. She cleared from Portland with 25,000 feet.

Fortune Island. On September 16 she ran into a terrific northeast hurricane, which continued for three days. The schooner's masts were whipped out of her, her small boats were smashed and she began leaking so badly that the pumps availed her nothing. Fortunately, there was a 16-foot boat in the vessel's cargo. This was equipped with provisions and water and the eight men managed to get away. For four days and nights the little craft was tossed about. Then the Seminoles, bound south from New York, hove in sight, took them on board and carried them to Turks Island, where they remained until the Seminoles returned en route to New York.

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It is proposed to either lease the mill or to organize a stock company and purchase them.

Two Killed in Wreck.

SPOKANE, Wash., Oct. 9.—Two men were killed in the wreck of a passenger train near Foller, Mont., on the Shelby Junction branch of the Great Northern, about 2:30 o'clock this morning. Meager news received here stated that the engine went into the river and that a fireman and a watchman were killed. One of the dead is named Ranspeck. The name of the other could not be learned.

Marquis of Ripon Resigns.

LONDON, Oct. 9.—The Marquis of Ripon, Lord Privy Seal, has resigned owing to his advanced age. The Earl of Crewe succeeds to the office and in addition will retain the portfolio of Secretary of State for the Colonies.

Tides at Astoria Saturday.

High	Low
1:04 A. M.—8.8 feet; 9:04 A. M.—0.7 foot	1:04 P. M.—0.2 feet; 7:04 P. M.—1.1 foot

OFFICIAL RETURNS MONEY

Pacific County Commissioner Accused of Irregularities.

SEATTLE, Wash., Oct. 9.—(Special.)—Expert Clark has finished work on the Pacific County books and has found more discrepancies in the account of the former officials, says a special from South Bend. Former Commissioner C. H. Callender had received \$79 in "rebates" from the Columbia Box & Lumber Company for lumber furnished the county. Upon being confronted with the proof, Callender returned the cash to the county treasurer. It is also shown that in the construction of the Willapa plank road the contractors were overpaid in the sum of about \$700, and suit will be brought against the former commissioners who had charge of the work.

Sebusan, far inland, is the most populous province of China, with 79,900,000 inhabitants.

BRYAN ASSUMES GRAND NEW TITLE

Peerless Orator Dubs Himself Advance Agent of Prosperity.

HOT SHOT FOR ENEMIES

Tells Crowds in Illinois and Missouri That Republicans are Responsible for Hard Times. Gets Ovation at Hannibal.

HANNIBAL, Mo., Oct. 9.—Closing up in this city tonight the biggest day of his campaign, William J. Bryan, Democratic candidate for President, was the center of the greatest Democratic demonstration in the history of this city. A mighty crowd greeted the Bryan special as it pulled into the station and police were compelled to resort to force to make way to the automobile which was in readiness to carry the candidate to City Park, where the meeting was in progress.

Deported by mounted men bearing torches with lady out-riders outflanking his automobile, the candidate passed through a lane of red fire, the entire length of the parade route to City Park. The great crowd fell in line behind the paraders and cheered with great fervor. Mr. Bryan's speech was along the line of his various addresses throughout the day. He retired to the car immediately upon the conclusion of his remarks.

Under the direction of the Missouri Democratic committee, Mr. Bryan will make his first tour of the campaign in Missouri tomorrow, proceeding across the state to St. Joseph, making set speeches at Paris, Moberly and Kansas City.

Fresh from his conference in Chicago with hundreds of business men, whom he also especially addressed, W. J. Bryan today, traveling for 12 hours through the State of Illinois and now in the state to St. Joseph, making set speeches at Paris, Moberly and Kansas City.

He asserted that "Taft for running on a platform which he did not endorse, pitched into Speaker Cannon and Mr. Sherman, the Republican Vice-President, until recently chairman of the fire committee of the Board. He had investigated conditions, and deemed that it was wise to authorize Chief Campbell of the Fire Department to station firemen in the various theaters as a means of protection to the public. He did not intend to stir up any trouble or to cause the theatrical managers any trouble, but Thomas G. Greene, also a member of the Executive Board, seized upon the resolution as a means to force theatrical managers to pay for firemen, and amended Mr. Fletcher's resolution in that respect. The amendment carried, and a communication was sent from the Board to the Council, telling the Councilmen of the action.

Councilman Kellner, one of the minority leaders of the Council, at once prepared an ordinance, authorizing the placing of city firemen in theaters, at the expense of the managers. Councilman Baker, proprietor of three local playhouses, opposed the ordinance, saying that it was unfair; that, if the city wished to place firemen in the theaters, it is at liberty to do so, but that it should pay for their services out of its own funds. He declared that the ordinance should not pass. It was referred to the committee on health and police, where it has since been slumbering, unconsidered, until yesterday morning, when it was taken up and started on its way to the Councilmanic butchery.

DOOMED FOR SLAUGHTER

THEATERS WILL NOT PAY FOR FIREMEN IN THEM.

Ordinance Providing for Their Installation Not to be Passed by City Council.

Councilman Kellner's proposed ordinance to install city firemen in the theaters at the expense of the theater managements is headed for the slaughter pen, as yesterday morning the committee on health and police put the proper brand upon it to insure its being "killed."

"That it do not pass," is the recommendation, and at the Council meeting next Wednesday it is virtually certain the measure will receive a fatal blow. It never did receive much consideration, and never stood any chance for passage. It was an unwelcome bill from the start in Councilmanic circles, and was marked for death from the outset.

The ordinance was inspired by a resolution introduced before the City Executive Board months ago by Marcus G. Fletcher, until recently chairman of the fire committee of the Board. He had investigated conditions, and deemed that it was wise to authorize Chief Campbell of the Fire Department to station firemen in the various theaters as a means of protection to the public. He did not intend to stir up any trouble or to cause the theatrical managers any trouble, but Thomas G. Greene, also a member of the Executive Board, seized upon the resolution as a means to force theatrical managers to pay for firemen, and amended Mr. Fletcher's resolution in that respect. The amendment carried, and a communication was sent from the Board to the Council, telling the Councilmen of the action.

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The Heat that Doesn't go up the Flue

You receive intense, direct heat from every ounce of fuel burned—there are no damp chimneys or long pipes to waste the heat from a

PERFECTION Oil Heater

(Equipped with Smokeless Device)

Carry it from room to room. Turn the wick high or low—no other—no smoke—no smell—automatic smokeless device prevents. Brass font holds 4 quarts. Burns 9 hours. Beautifully finished in nickel or japan. Every heater warranted.

The Rayo Lamp gives a bright, steady light to read by—just what you want for the long evenings. Made of brass, nickel plated—latest improved central draft burner. Every lamp warranted. If your dealer cannot supply the Perfection Oil Heater or Rayo Lamp write our nearest agency.

STANDARD OIL COMPANY (Incorporated)

BRONCHO BUSTING AT FAIR

BIG CROWD SEES HORSES BROKEN AT GRESHAM.

Attendance Largest of Any Day. Awards Practically Completed. Baby Show Today.

GRESHAM, Or., Oct. 9.—(Special.)—Attendance at the Gresham fair today was the largest of any day. Fully 6000 people were there. Practically all the judging and awarding of premiums has been completed. The cattle and dairying alone remain.

The principal feature of the amusement today was an exhibition of broncho busting by some of the rough riders of Eastern Multnomah. The people were surprised at the proficiency shown in horseback riding by half a dozen young fellows living here. A dozen wild horses fresh from the bunch grass ranges were put through the various degrees, and all

of them came through thoroughly broken to ride. The stockholders met today and elected a board of directors for next year. These are H. E. Davis, Gresham; Miss Clara L. Webb, Troutdale; H. W. Sunsham, Pleasant Valley; C. F. Buzge, Royama; A. J. Miller, Seilwood; E. Coulman, Sandy; H. A. Darnall, Lentis; R. P. Rasmussen, Corbett; Charles Cleveland, Gresham; J. M. Short, Gresham; John W. Townsend, Clemons; W. A. Proctor, Cottrell; A. Vetch, Boring; R. M. Gill, Russellville. These directors will assume their duties next January, the present board closing up the business of this year.

The baby show will take place tomorrow at 2 o'clock. The affair will be in charge of Mrs. H. L. St. Clair, Mrs. W. W. Cotton and Mrs. Lewis Shattuck. About 40 entries have been made. There will be 10 classes and 16 prizes awarded. If there are entries for each class. The fair will continue over tomorrow and will close with a musical and literary entertainment given by local talent, followed by dancing until 2 o'clock Sunday morning.

Engineer's Honor Hawley.

COLUMBUS, O., Oct. 9.—Albert Hawley, of Davenport, Ia., was today elected grand secretary and treasurer of the Brotherhood of Locomotive Firemen and Engineers.

A GOOD EXAMPLE

is the best sermon, and in the practice of medicine cures are the best arguments. By a judicious blending of skill, experience, knowledge, equipment and an honest desire to render a dollar's worth of service for a dollar, we are able to show the cures.

Our business with every patient is sacredly confidential, but of the hundreds we have cured there are a number who have volunteered testimonials and who are willing to be talked with by persons seeking relief from similar ailments. Our exclusive specialty is to build up men to a permanent and perfect standard of health; we believe in our ability and

OUR FEE \$10.00 for a Complete Cure of Any Uncomplicated Case

Defy Competition on Prices and Results

We cure promptly, safely and thoroughly and at the lowest cost, varicose, hydrocele, vital weakness, blood and skin diseases, kidney and bladder disorders, ulcers, sores, painful swellings, burning, itching and inflammation, nervousness, loss of strength and vitality and all special and delicate disorders of men.

Our fees for cures are lower than those charged by the general family physician or surgeon. Medicines furnished from our own laboratory for the convenience and privacy of our patients, from \$1.50 to \$6.50 a course.

If you cannot call, write for our free self-examination blank. Many cases cured at home.

Hours: 9 A. M. to 8 P. M., and Sundays from 9 to 12.

ST. LOUIS MEDICAL AND DISPENSARY

CORNER SECOND AND YAMHILL STS., PORTLAND, OREGON

THOROUGH CURES FOR Weak Men

My Fee for Complete Cure of Any Ailment Is Only \$10 IN ANY UNCOMPLICATED CASE

Pay Me After I Cure You

My special treatment will completely cure your ailment so that it will never return and make you a strong, healthy man, capable of enjoying all the pleasures of life. I GUARANTEE A CURE.

I cure "Weakness," Varicose, Hydrocele, Lost Strength, Organic Weakness, Stricture, Specific Blood Poison, Piles and All Reflex Ailments.

CONSULTATION AND DIAGNOSIS FREE.

My Honest and Candid Advice Costs You Nothing. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town, in trouble, write if you cannot call, as many cases yield readily to proper home treatment and cure. My offices are open from 9 A. M. to 9 P. M. Sundays, 11 to 1 only.

The DR. TAYLOR Co.

CORNER MORRISON AND SECOND STREETS, PRIVATE ENTRANCE, 234 1/2 MORRISON STREET, PORTLAND, OR.

Ask Him

Ask your doctor about taking Ayer's non-alcoholic Sarsaparilla. Trust him. Do exactly as he says.

Ayer's Sarsaparilla

NON-ALCOHOLIC

Lips white? Cheeks pale? Blood thin? Consult your doctor. Bad skin? Weak nerves? Losing flesh? Consult your doctor. No appetite? Poor digestion? Discouraged? Consult your doctor.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

DR. TAYLOR, The Leading Specialist.