

TENDER HEATHER TO PLACE LIGHTS

New Aids to Navigation to Be Established Between Portland and Astoria.

WORK WILL BEGIN TODAY

Spar Buoys and Day Marks Will Be Repainted, and Several Lights Changed to Conform to Channel—A. L. Pease to Assist.

The United States Lighthouse tender Heather will leave for Astoria this morning for the purpose of adding a number of new lights to the aids to navigation on the Columbia and painting and replacing the spars and day marks which have been out of place for some time. Captain A. L. Pease, of the Columbia River Pilots' Association, will accompany the Heather on her trip up the river. New marks and changes will be made as follows:

At Elliotts, below Pillar Rock, a new white post light, and at Bay View Cannery a similar aid; the present light at Coopers will be shifted about a quarter of a mile back and will be used for the rear light of a range which will be established with the front light (red) about a quarter of a mile up stream from the location of the present light; a white post light will be set on Abernethy's Point and the aid at Double Bowers will be changed to conform to the channel, which has been changed by recent dredging. The light at Hiram's will be changed to meet the demands of the change in channel.

The rear light on Three Tree Island will be changed to a red light, and a new range light established at Upper Post-office Bar. With the present light the new light will form a range over Upper Post-office Bar.

The trip of the Heather will occupy four or five days and when she reaches Portland the channel between Portland and Astoria will be properly marked and masters and pilots will have no further difficulty.

NEW STEAMER FOR TILLAMOOK

Portland People Purchase Power Vessel Argo for That Route.

Portland people have purchased the power schooner Argo, and beginning December 12 the vessel will make five-day trips between Portland and Tillamook. The Argo will operate in opposition to the steamship Sue H. Elmore. Captain Robert Jones, ex-master of the sloop Conlar, left yesterday morning for San Francisco and will leave for Astoria on Monday. A. Dunham will act as chief engineer.

The Argo is a vessel of 125 tons carrying capacity, and is 117 feet in length by 24.5 feet beam. She will handle both passengers and freight. Loaded she will draw less than eight feet and will be able to cross in and out at times when other craft would be bar-bound. It is stated that she will be able to maintain a five-day schedule in spite of weather.

For a number of years the residents of Tillamook have been endeavoring to secure better service between the Bay and Portland than that given by the present line. Last winter there was a period of several weeks when no vessel entered the bay with supplies and residents of Tillamook were on the verge of distress for want of staples. There is sufficient business to support several craft the size of the Argo.

REGULATIONS FOR MASTERS

Copies of Federal Laws Are Being Distributed to Mariners.

Masters of steam vessels operating in Pacific waters, are being supplied with copies of the regulations governing the navigation of steam vessels on both inland waters and the high seas. The pamphlet issued by the Department of Commerce and Labor has printed both the international regulations and those of the United States.

The object of the department in issuing the regulations in pamphlet form is to give the master an opportunity to become thoroughly acquainted with them in this way, to reduce the chances of collision or other accidents during foggy weather or otherwise. The number of marine mishaps, due largely to the ignorance of masters of steam vessels, in the waters of the Pacific coast has increased. The publication of both international and inland rules for their especial benefit. Copies may be had on application at the Custom House, where the pamphlet is given a copy when he presents his papers for entry.

NEW BOAT FOR PUGET SOUND

Contract Awarded to Joseph Supple Without Bids by Kitsap Company.

At Supple's ship-yard on the East Side, work has been started on the new propeller boat, which is being built for the Kitsap Transportation Company, of Seattle. It has been named the Hyak, which is the Indian name for thirty. The new steamer will be 140 feet long, 22 feet wide, with an 8-foot hold. The machinery is being built in New York. No expense will be spared in fitting up the cabin, which will have a hard-wood finish and will be upholstered throughout. The boat is to be finished for delivery to the owners by next May, and it will be ready at that time if there be no delay in getting the machinery.

Joseph Supple has been awarded a contract for the same company in 1906. It is stated that he lost money in the construction of that vessel and that the Kitsap Company wanted the contract to him for the construction of the new boat without bids. He will build the vessel for cost and 15 per cent.

Longshoremen Sues for \$5250.

Injured for life through the failure of a defective steam winch to deposit properly a bundle of lumber on the steamship Iford, which was loading at the wharf of the Portland Lumber Company, Frank Miller has started suit in the Circuit Court against Brown & McCabe, stevedores. He demands \$5250 damages. Miller says that he was working upon the vessel August 14. The cylinder rings of the engine were old and worn, he says, so that the winch would not hold the load and the winch would not hold the load. The load of lumber, which should have been deposited slowly, was suddenly dropped, says Miller, knocking him down and fracturing his left leg above the knee. He says he had no time to escape the accident. He is a longshoreman and earned, he says, 50 cents an hour.

Captain Parsons to Arrive Today.

Captain E. D. Parsons will arrive from San Francisco this morning and will leave south on the Alliance tomorrow night as a passenger. He will make a round trip with Captain B. W. Olson and will take command of the steamer a week hence. Captain Parsons was commander of the State of California several years ago and at the time of the Spanish-American War had the Geo. W. Elder.

Charger Collides With Tug.

VICTORIA, B. C., Dec. 3.—The steamer Charger was in collision with the tug Bermuda at 1:23 P. M., off Vancouver. The passengers were taken off and the Charger, which was connected to sink after the collision, was beached on the north shore near Vancouver.

Marine News of Seattle.

SEATTLE, Wash., Dec. 3.—The steamer Humboldt arrived from Skagway, via ports, this morning, with 40 passengers and cases of canned salmon and fresh fish.

The steamer Umattila, after being repaired, sails for San Francisco tomorrow morning.

The Japanese steamer Fukui Maru is due here from Vancouver to complete a cargo for Japan.

Shipping men of this port are joining with others from along the coast in asking their Representatives in Congress to

STEAMER INTELLIGENCE

Due to Arrive.	
Name	Date
Nevadan	San Francisco, Dec. 4
Rose City	San Francisco, Dec. 4
Albion	Los Angeles, Dec. 5
Breakwater	Cox Bay, Dec. 5
Senator	San Francisco, Dec. 5
W. Elder	San Francisco, Dec. 5
Nebraska	San Francisco, Dec. 5
Nebraska	San Francisco, Dec. 5
Nunamatta	Hongkong, Dec. 15
Nicomede	Hongkong, Dec. 15
Arabia	Hongkong, Dec. 15
Scheduled to Depart.	
Name	Date
Nevadan	Puget Sound, Dec. 4
Rose City	Puget Sound, Dec. 4
Albion	Los Angeles, Dec. 5
Breakwater	Cox Bay, Dec. 5
Senator	San Francisco, Dec. 5
W. Elder	San Francisco, Dec. 5
Nebraska	San Francisco, Dec. 5
Nebraska	San Francisco, Dec. 5
Nunamatta	Hongkong, Dec. 15
Nicomede	Hongkong, Dec. 15
Arabia	Hongkong, Dec. 15

Entered Yesterday.

Ranoke, Am. steamship (Dunham), with general cargo, from San Pedro and way ports.

Cleared Yesterday.

Ranoke, Am. steamship (Dunham), with general cargo, for San Pedro and way ports.

San Pedro Shipping News.

SAN PEDRO, Cal., Dec. 3.—The steamer Melville Dollar arrived this morning from Grays Harbor with lumber.

The schooner Mary Dodge sailed today for the Columbia river, where she will outfit for a fishing cruise to Alaska.

The steamer Jim Butler cleared today for San Francisco to load freight for Portland.

The steamer Geo. W. Elder cleared tonight for Portland with freight and passengers.

Departures today include the steamer Samoa for Caspar with freight and passengers; the steamer Chehalis for Grays Harbor with freight and passengers; the steamer San Gabriel cleared a cargo of lumber and cleared for Umpqua River.

Shipping News of Seattle.

TACOMA, Wash., Dec. 3.—The steamer Jeanie arrived in port today to load general freight for Alaska.

The Anchor Line steamer Watson returned to Seattle this afternoon, after taking 300 tons of wheat and other cargo here.

The steamer Hyades is loading for the Hawaiian Islands for her first voyage in the Matson Company's new service.

The steamer Portland arrived this morning at the smelter with 30 tons of Beaton ore.

The Pacific Coast Company's steamer Queen is in port today, loading for San Francisco.

The Russian ship Finland will leave tomorrow morning for Europe with grain.

Marine Notes.

The German ship Oregon, from Calao, arrived last evening.

The steamship Roanoke sailed for San Pedro and way ports last evening.

The steamship Rose City is due to sail for San Francisco this afternoon, via the Matson Company's new service.

Newcastle with coal, arrived yesterday.

The steamship F. S. Loop sailed from Rainier last night with a full cargo of lumber.

The steam schooner Carmel is due from San Francisco this morning. She will dock at Oak street.

Arrivals and Departures.

PORTLAND, Dec. 3.—Arrived—Steamship Carmel, from San Francisco; German ship Oregon, from Calao; French bark Bouquet, from Newcastle, N. S. W.; Sailed—Steamship Roanoke, for San Pedro and way ports; steamship F. S. Loop, from Rainier, for San Francisco; Astoria, Or., Dec. 3.—Condition of the bar at 5 P. M.: smooth; wind, east, 4 miles; weather, cloudy. Arrived at 7 and left at 10 A. M.—Steamer Carmel, from San Francisco. Arrived down and sailed at 9:30 A. M.—Steamer Breakwater, for Cox Bay, sailed at 9:20 A. M.—French bark Gael, for United Kingdom for orders. Arrived down at 9:30 and sailed at 11 A. M.—Steamer Bowline, for San Francisco, sailed at 9:10 A. M.—French bark St. Anne, for Queenstown or Falmouth.

ORANGE, Or., Dec. 3.—Arrived and sailed December 2.—Steamer Eureka, for Eureka.

SAN FRANCISCO, Dec. 3.—Sailed at 1 and 2 night—Steamer Homer, for Portland, via Seattle—Steamer for Astoria, via Seattle, via Seattle.

Kobe, Dec. 3.—Sailed December 1.—Nunamatta, for San Francisco.

Yokohama, Dec. 3.—Sailed December 2.—Suveric, for Tacoma.

FRANCISCO, Dec. 3.—Arrived—Steamer M. P. Plant, from Cox Bay, and Columbian, from Seattle; Sailed—Steamer Eureka, for Oreg. for Queenstown; steamer Doris, for Willapa.

Tides at Astoria Friday.

High. Low.

9:58 A. M. 6.7 feet; 1:33 A. M. 2.0 feet

10:28 P. M. 7.2 feet; 4:35 P. M. 0.5 foot

FRIDAY SPECIALS.

35 leather handbags, 50c; \$3.50 cape gloves, \$2.25; \$5 silk umbrellas, \$2.50; 20c handkerchiefs, 10c; 21 elastic belts, 60c; \$1.25 fancy silks, 75c; \$1.50 "Forest Mills" underwear, 50c; \$10 table linen sets, \$5.97; McAllen & McConnell, Third and Morrison.

RUNNING TIME CUT

Portland-Spokane Service to Be Improved by O. R. & N.

ANNOUNCE NEW SCHEDULE

Harriman Line Brushes Up Trains and Timetables to Meet Competition of North Bank Railroad.

Sweeping changes will be made in the running time of the O. R. & N. trains to Spokane, commencing next Sunday. A local train will be put on between Umattila and Spokane and other changes made for the benefit of the service. Library-buffet cars will be attached to the Spokane trains in each direction. There will also be changes in main line trains on the O. R. & N.

On and after next Sunday train No. 1 will leave Portland at 5 P. M. daily, arriving at Spokane at 7 A. M. This train now leaves at 8 P. M. and reaches Spokane the following day at 12:45 P. M. Train No. 2 will leave Spokane at 7:30 P. M., arriving at Portland at 10 A. M. This train now leaves Spokane at 4 P. M. and reaches this city at 8 A. M.

The new Spokane trains will be run via Oakesdale instead of Colfax, shortening the journey by 10 miles. A new train will be put on between Umattila and Spokane, the through train stopping only at the most important stations. The local train will take care of the business of the small stations. This train will leave Umattila daily at 1:25 A. M., arriving at Spokane at 11:35 A. M. Returning it will leave Spokane at 3:15 P. M., arriving at Umattila at 12:30 A. M. This train will make connections with main line trains.

Train No. 2 will leave Portland daily at 9:15 A. M., instead of 8:30 A. M., as at present. Train No. 5 will arrive at Portland at 7:20 A. M. instead of 9:45 A. M., as at present. This will make a big improvement in the early delivery of Eastern mail and this change will be appreciated by the entire business community. There will be no change in the running time of trains and the Portland mail, train No. 8, will leave Portland at 7:45 A. M. instead of 7:15 A. M. Train No. 7 will arrive at Portland at 5:45 P. M. instead of 5:15 P. M.

Under the new schedule two standard sleepers will be put on the Portland-Spokane run, one leaving the city on train No. 1 at 6 P. M. Train No. 1 will run via Oakesdale, train No. 5 via Colfax, thus serving the people on both lines. Returning from Spokane, sleepers will be carried on trains 5 and 3.

Four new observation cars just received by the Oregon lines in the East will be attached to trains 1 and 2 on the main line of the O. R. & N., operating between Portland and Green River. The library-buffet cars now in service on trains 1 and 2 will be placed on the Spokane trains.

The improved service to Spokane is due to the competition offered by the new North Bank road, and the O. R. & N. passenger and operating officials have been figuring on making the changes for the past year. With another line running between Spokane and Portland it is necessary for the Harriman line to improve its service or lose the business.

APPOINTED AGENT AT SALEM

Charles S. Walters New Representative of Oregon Electric.

Charles S. Walters, formerly district passenger agent of the Iowa Central Railroad, with headquarters at Peoria, Ill., has been appointed general agent of the Oregon Electric Railway at Salem. Mr. Walters entered on the discharge of his duties yesterday. He will have charge of the territory of the road south of Salem and will act as the direct representative of the company.

Four additional new cars are expected today for service on the line, two coaches and two baggage and express cars. These cars are 60 feet

FREE MAIL COSTS BIG SUM

Uncle Sam Loses Nearly \$100,000,000 Annually on Franks.

WASHINGTON, Dec. 3.—The cost to the Government during the fiscal year ended June 30, 1908, of reason of the transmission free through the mails of departmental and Congressional franked mail was \$2,544,947, according to the annual report of the Third Assistant Postmaster-general, made public yesterday. This figure includes the matter carried by the Postoffice Department for itself and the postal service. Added to this is \$2,000,000 for uncompensated service in the handling and transporting of second class matter of publishers of newspapers and periodicals.

The report denies that the money order system is conducted at a loss, as has been repeatedly charged, and states that during the last fiscal year the purchase of that line by the Hill bill, which was \$2,544,947, according to the total expense chargeable to that system.

DIVISION FOR NORTHWEST

Railway Mail Service Organization Recommended by Department.

WASHINGTON, Dec. 3.—Exclusive of regular matter, the railway mail service during the last fiscal year handled 21,650,849,745 pieces of mail matter, according to the annual report of Second Assistant Postmaster General Stewart. Because of practically illegible addresses 35,565,261 pieces required special attention, with the re-

long, of the latest modern construction and were manufactured at Niles, Ohio. These cars are in addition to a similar order delivered a few days ago. President Taft said yesterday that it is expected to have the Forest Grove division in operation by December 15, as construction work is rapidly approaching completion.

TAKE EVIDENCE ON JOINT RATE

Washington Commission Completes Hearing in Portland.

Testimony from local witnesses on the matter of the joint wheat rate case, which has been continued in Portland for the past three days, was completed yesterday. The hearings were conducted before President Fairchild, of the Washington Railroad Commission, in the offices of Zera Snow, attorney in the case for the O. R. & N. A new division of the railway company and J. B. Alexander, Assistant Attorney-General, of Washington, appeared for the interests that are urging the joint rate on wheat to Puget Sound ports.

Several witnesses were examined here by the visitors from Washington, who will return home today. Evidence has been put in by the Washington Commission from other points in the Pacific Northwest interested in the outcome of the case. The testimony taken in Portland was seemingly a repetition of evidence submitted to the Commission at earlier hearings in the same case.

The Washington Railroad Commission ordered the joint rate on wheat into effect about one year ago. The O. R. & N. secured the issuance of an injunction which prevented the joint rate from becoming effective. The case will be heard in the Federal Court within a short time on whether or not the rate should be made permanent. The Washington Railroad Commission, which ordered the joint wheat rate, will appear in court to defend it while the railroads will oppose it and seek to have the injunction made perpetual.

McGuire's Authority Extended.

J. McGuire, superintendent of the Astoria & Columbia River Railroad, has had his authority extended by the Hill bill of the Senate, in addition to the status at west of the Willamette River. He will have charge of the operating department of the Spokane, Portland & Seattle Railway west of the river, in addition to being the head of the operating department of the Astoria & Columbia River Railroad. Besides his other duties, Mr. McGuire is responsible for the maintenance of service on the new North Bank road. He has organized his staff of conductors, cooks and waiters and has this branch of the business of the line running smoothly. Mr. McGuire was in the employ of the Astoria & Columbia River Railroad as superintendent for years before the purchase of that line by the Hill roads, and he retained his position of superintendent under the new management.

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School life is not all bliss to the little ones but a new suit often makes the routine easier.

Boys are human—they enjoy new clothes. Here are double-breasted reefers and Russian overcoats as well as novelty suits in sailor and Russian blouse styles, \$2.35 to \$7.50.

Presents with purchase.

THE LION CLOTHIERS
166-170 Third Street.

suit that 18,988,626 were returned to sender or corrected and forwarded. A new division of the railway company, embracing the states of Oregon, Washington and Idaho and the territory of Alaska, is recommended. Favorable consideration of Congress is asked to a recommendation that postal clerks be allowed traveling expenses while away from their homes, and also that postal clerks who have become unfit for active service by reason of advanced age or physical disability incurred in the line of duty be retired with suitable pay.

For transportation of mail matter the department expended \$81,157,730. In consequence of the use of the new device the railroads received \$424,730 less than would have been paid under the old system. Altogether the new system of weighing has resulted in a net saving of \$2,229,108 per annum.

On mail cars the readjustment of the car space on a number of routes effected a saving of \$27,940.

During the year additional parcel-post conventions were negotiated with the Netherlands, Uruguay, Italy, Austria and France, and the parcel-post rate of 20 cents a pound to Bolivia, Chile, Ecuador and Peru was reduced to 12 cents a pound.

TIMBER MEN FIGHT TAXES

Claim Lewis County Assessor Discriminated Against Them.

CHEHALIS, Wash., Dec. 3.—(Special.)—Yesterday Judge Rice heard the demurrer of County Attorney Harmon to the complaint of the Lewis County sawmill men, who are contesting the payment of their 1907 taxes on the ground that their assessments were unjust. The action grows out of the timber crisis made in this county by order of the county board and many fine legal questions are involved. Judge Rice took the question under advisement.

One of the principal points raised

The Best Cough Cure

A half-ounce of Virgin Oil of Pine, two ounces of Glycerine and a half-pint of Water, mixed, will cure any cough that is curable and break a cold in 24 hours. Take a teaspoonful every four hours. Ask your druggist for the genuine Leach's Virgin Oil of Pine compound pure, prepared and guaranteed by the Leach Chemical Co., Cincinnati O.

FREE MUSEUM OF ANATOMY FOR MEN ONLY



OUR CONSULTATION AND EXAMINATIONS ARE FREE AND OUR CURES GUARANTEED

\$5.00 OUR FEE

We cure Weakness of Men, Varicocele, Hydrocele, Nervous Debility, Blood and Skin Diseases, Sore Throat, Swollen Glands, Kidneys, Bladder and Rectal Diseases, Prostate Gland Disorders and All Contracted Special Diseases of Men.

Men make no mistake when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are ailing, consult us. Medicines furnished in our private laboratories from \$1.00 to \$5.00 a course.

If you cannot call, write for self-examination blank. Hours, 9 A. M. to 8 P. M. daily. Sundays, 9 to 12 only.

OREGON MEDICAL INSTITUTE

291 1/2 Morrison St., Between Fourth and Fifth, Portland, Or.

by the timbermen is that an attempt is made to compel them to pay taxes on the increased valuations on their property, which had been crused, when no raise was made on other timber lands which had not been crused. There are five companies making the contest. The Weyerhaeuser Company has not paid its 1907 tax, though it is not a party to this suit, but it is presumed to be awaiting the outcome of this contest before settling.

Parchement paper is made by dipping ordinary newspaper paper for five or six seconds in dilute sulphuric acid, and then washing.

TACOMA, Dec. 3.—Jacob C. Mann died at a hospital here today of paralysis in the 75th year of his age. He crossed the plains in 1851 from Illinois to Oregon, and was steward on steamers on the Columbia River and Puget Sound in the early days. He made a fortune in real estate in Tacoma, but suffered reverses in the panic of 1893. He was elected Mayor of Tacoma in 1883 as the anti-Chinese candidate. He will be buried by the Masonic order.

Jacob Mann Dies in Tacoma.

TACOMA, Dec. 3.—Jacob C. Mann died

BECOMING A MOTHER

Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of childbirth. The thought of the suffering and danger in the store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a God-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness" and other discomforts of this period. Sold by druggists at \$1.00 per bottle. Book of valuable information free.

MOTHER'S FRIEND

THE BRADFELD REGULATOR CO. Atlanta, Ga.

MEN

The Best Doctor at a Fair Price

Though My Experience Is Vastly Better, My Fees Are Really Less Than the Average Doctor Charges

The value of experience depends not so much upon its volume as upon its quality. A thousand years of inaccurate practice would make no physician more proficient. Though my experience is considerable in quantity, its value lies in the fact that it is experience of the highest order—experience acquired through careful and conscientious practice, proven scientific by an unapproached record of permanent cures. I have for seventeen years been curing all diseases peculiar to men, and each one of these years has been crowded full of careful study, and sound, good experience.

MY FEE IS ONLY \$10

In Uncomplicated Cases

You Pay When Cured

SPECIFIC BLOOD POISON.

No dangerous minerals to drive the virus to the interior, but harmless, blood-cleansing remedies that remove the last poisonous taint.

VARICOCELE.

A absolutely painless treatment that cures completely in one week. Investigate my method. It is the only thoroughly scientific treatment for this disease being employed.

REFLEX AFFECTIONS.

Often the condition appearing to be the chief danger is only a reflex ailment resulting from some other disease. Weakness, some-thing comes from an ailment of the structure, skin and bone diseases result from blood poison taint, and long-standing functional disorder, my long experience in treating men, and the conditions that follow exact conditions that exist and to treat accordingly. Thus removing every damaging cause and its effects.

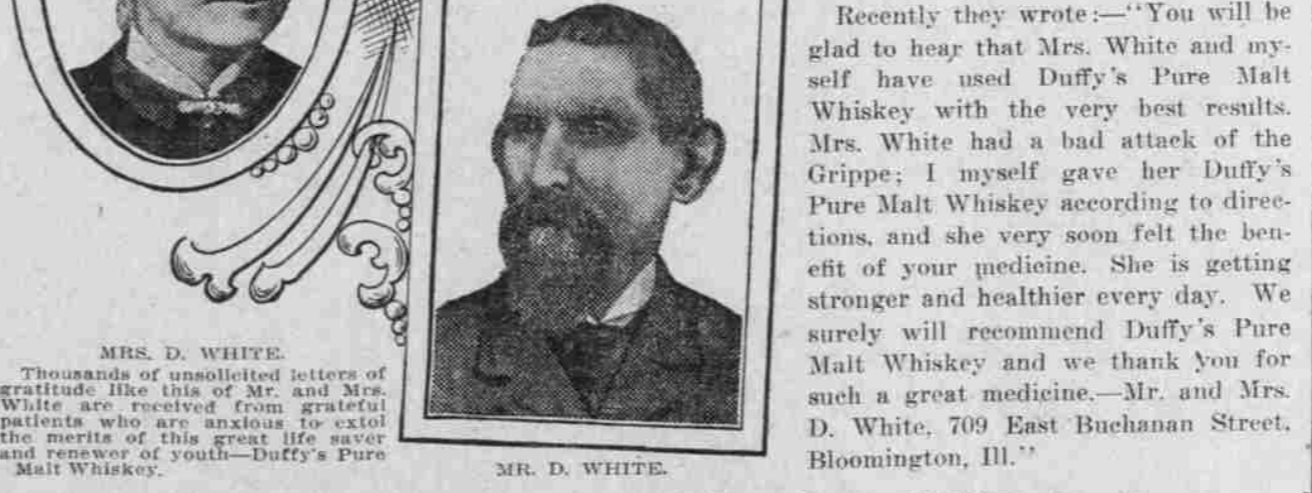
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234 1/2 MORRISON STREET, CORNER SECOND, PORTLAND, OR.

Praise the Great Body, Brain and Nerve Builder

Mr. and Mrs. White, of Bloomington, Ill., praise Duffy's Pure Malt Whiskey for curing Mrs. White of Grippe and restoring her to health and vigor. They recommend Duffy's Pure Malt Whiskey to those who are in need of a tonic stimulant to build up body, brain and nerves.



Duffy's Pure Malt Whiskey

is an absolutely pure distillation of malted grain; great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a predigested liquid food in the form of a malt essence, which is the most effective tonic stimulant and invigorator known to science; softened by warmth and moisture, its palatability and freedom from foreign substances render it so that it can be retained by the most sensitive stomach.

It is invaluable for overworked men, delicate women and sickly children. It strengthens and sustains the system; is a promoter of health and longevity; makes the old young and keeps the young strong.

CAUTION—When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the only absolutely pure medicinal malt whiskey and is sold in large sealed bottles only; never in bulk. Price \$1.00. Look for the trade-mark, the "Old Chemist," on the label and make sure the seal over the cork is unbroken. Write Consulting Physician, Duffy Malt Whiskey Co., Rochester, N. Y., for free illustrated medical booklet and free advice.