

WELL-KNOWN PILOT IS DECLARED NEGLIGENT IN ELDER-KERN COLLISION.

SUSPENDED FOR TEN DAYS

Inspectors Edwards and Fuller Issue Edict on Findings After Investigating Causes of Collision August 18.

Captain W. H. Patterson, one of the best-known pilots on the Columbia River, was yesterday notified of his suspension for ten days growing out of the findings of the United States Inspectors of Hulls and Bolts, Edwards and Fuller, in the case of the recent collision between the steamship Geo. W. Elder and the tug Daniel Kern in which the latter craft was sunk.

Captain Patterson was pilot in charge of the steamship Elder when that vessel sailed from Portland on the night of August 15. On the morning of August 16, while proceeding down the Columbia River, about 20 miles east of Tongue Point, the Elder rammed the tugboat Daniel Kern belonging to the Columbia Construction Company and sank that craft. The Kern at the time of the collision, was in charge of Captain J. Moran, who has been exonerated by the inspectors.

According to the reports of the pilots, each explained the affair in a manner which seemed to leave some question as to who really was to blame. Inspectors Edwards and Fuller, in their report, after a number of witnesses the officials submitted their report to the inspectors at Bellingham on August 18.

CAPTAIN THOMAS FRY RESIGNS

John Rasmussen Succeeds Him as Master of the St. Nicholas.

ASTORIA, Or., Sept. 15.—(Special).—Captain Thomas Fry, resigned as master of the Columbia River Packers Association's ship St. Nicholas and has been succeeded by Captain John Rasmussen. The St. Nicholas left today to go on the St. John drydock. The steam schooner Wallacema arrived in this morning from Wallacema with a cargo of asphalt, after a long passage, she having been out here on last Sunday. Her captain reported head winds, accompanied by heavy seas. The steamer Coaster cleared at the Customhouse today for San Francisco with a cargo of 40,000 feet of lumber, loaded at the Hammond Lumber Company's mill. The steamer Yellowstone also cleared today for San Francisco. She carries a cargo of 300,000 feet of lumber loaded at St. Helens.

SNAG IN COLUMBIA TROUBLES

Obstruction Found at Postoffice Bar a Menace to Navigation.

A submerged snag in the Columbia River at what is known as Postoffice bar has been troubling pilots of deep water craft for some time. On Tuesday, while en route up the river the steamship Astoria, Captain G. E. Briggs, piloted by Harry Jenkins, struck the snag and reported the obstruction to the Port of Portland drydock for an examination of her plates. The lightship-tender Columbine, which draws only 12 feet of water, is reported to have also struck this menace to navigation, and other craft are also reported to have found the snag. The United States Engineers will make an effort to remove the obstruction as soon as possible.

STEAMER GROUNDS IN MUD

SEATTLE, Sept. 15.—The British steamer Oswestry, loaded with lumber from Everett for South America, went aground in the mud in Ship Harbor, near Anacortes last night during a heavy fog. At high tide late this afternoon tugs succeeded in pulling the stranded steamer out of the mud. She was not damaged by grounding and proceeded on her way.

MARINE NOTES

Some time this morning the schooner Virginia, Captain Lancaster, will sail for San Francisco with a cargo of 600,000 feet of lumber. The steam schooner Johan Poulsen is due to arrive at port some time today. She is scheduled to take a cargo of grain to San Francisco. The Associated Oil Company's steamship Catalina, which sailed from Chehalis Monday, is due to reach Portland tomorrow with a cargo of oil. After undergoing slight repairs at the plant of the Willamette Iron & Steel Works yesterday, the tug Coos Bay liner Breakwater, sailed for that harbor last night. The British bark Potlatch, out 12 days from San Francisco, is due at the Columbia River at Puget Sound today. She has a general cargo consigned to Taylor, Young & Co. The steamer Saginaw with a cargo of scrap iron from San Francisco arrived yesterday and has commenced discharging. She will load lumber for the return voyage. The towboat F. B. Jones, which has been undergoing extensive repairs for the past month, will go into commission again today. She will tow log rafts for the Jones Lumber Company. The German ship Hebe in tow of a Port of Portland tug left yesterday and should reach the Puget Sound harbor some time today. She is scheduled to load grain for the United Kingdom. The British steamship Jopeta arrived up at Montgomery dock yesterday and after discharging her water ballast she will load wheat for the United Kingdom. Kerr, Gifford & Co. are the charterers. Waterhouse & Co. yesterday posted the British steamship Hynford as engaged to load lumber on Puget Sound for Australia. The same firm has chartered the British steamship Quito to load lumber at this port.

MARINE INTELLIGENCE

Astoria, Or., Sept. 15.—Condition at the mouth of the river at 6 P. M. smooth; wind, north 25 miles; weather, clear. Sailed at 6:15 A. M.—Steamer Northland, for San Francisco, bound at 7:15 A. M.—Steamer Geo. W. Elder, for San Pedro and way ports. Arrived down and sailed during the night—Steamer Argo, for Tillamook. Arrived at 8 and left up at 9 A. M.—Steamer Wallacema, from San Francisco, sailed at 8:20 A. M.—Steamer Yellowstone, for San Pedro, left up at 12 noon.—German ship Hebe and ship St. Nicholas, sailed at 2:40 P. M.—Steamer Atlas, for San

Francisco, sailed at 11:40 A. M.—Schooner Virginia, for San Francisco. San Francisco, Sept. 15.—Arrived at midnight last night—Steamer Noms City, from Portland. Port Bragg, Sept. 15.—Sailed yesterday—Steamer Casco, for Portland. Eureka, Sept. 15.—Sailed yesterday—Steamer Eureka, for Portland. Tacoma, Sept. 15.—Arrived—Ship Amiral Cecille, from Honolulu via Port Townsend, steamer President for Seattle, Departures—Steamer schooner G. Lindner, for Seattle; steamer schooner Fairhaven, for San Pedro. San Francisco, Sept. 15.—Arrived—Steamer Noms City, from Astoria; steamer Cascade, from Grays Harbor; steamer Mayfair, from Wallapa Harbor; steamer Buckman, from Seattle; bark Star of Italy, from Nakanak; schooner Lizzie Vance, from Grays Harbor; bark Star of Italy, from Nakanak; steamer Asarion, from Seattle. Sailed—Ship Winslow, for Melbourne; steamer for Grays Harbor; schooner Lily, for Umpqua. Sept. 15.—Arrived—Steamer Hayden, from Tacoma; steam schooner A. G. Lindsay, for Tacoma; steamer Edith, from Seattle; steamer Tacoma, for San Francisco. Sailed—Steamer St. Croix, for San Francisco. Sept. 15.—Arrived—Steamer Hornet, from Wallapa Harbor; Shantak, from Tacoma; Butler, from Wallapa Harbor; San Gabriel, from Olympia River. Sailed—Steamer James J. S. Higgins, for Port Bragg.

TIDES AT ASTORIA THURSDAY

High, 1:40 P. M. Low, 7:55 A. M. High, 2:00 P. M. Low, 8:15 P. M.

DINNERS TO BE FEATURE

Y. M. C. A. ADOPTS PLAN TO GREET NEW MEMBERS.

Big Banquet Will Also Be Held in Connection With Annual Business Meeting.

Monthly banquets for new members are to be a big feature of the Portland Young Men's Christian Association the coming winter. H. W. Stone, the general secretary, reports that the enrollment of the organization will increase much more rapidly than it has in the past, and announces that about the first of each month members received, the members will be brought together at dinners, which will also be attended by some of the officers of the association. There will be two of these monthly dinners, one for boys and one for men.

BOY BURGLAR IS CAUGHT

HE ADMITS THREE RECENT THEFTS WHEN ARRESTED.

Deputy Sheriff Lillis, One of the Victims, Aids in Capture of C. E. Hawkins.

In the arrest of Charles E. Hawkins, 17 years old, yesterday afternoon by Deputy Sheriff Lillis and Baty and Detective Sloan, three recent burglaries were cleared up. The youthful criminal made a full confession of his crimes and was locked up in the City Jail awaiting a hearing before the Municipal Court. The victims of the housebreakers are Deputy Sheriff Lillis, one of the arresting officers, who became interested in the case and worked on it until he had run the fellow down; the Columbia Digger Company and Attorney C. L. Price.

PERSONAL MENTION

Professor H. D. Scudder, of Corvallis, is registered at the Seward. Charles Adams, a merchant of Tygh Valley, is registered at the Perkins. J. G. Payne, a prominent banker of Walla Walla, is registered at the Cornelius. Miss Phelan, sister of ex-Mayor Phelan, of San Francisco, is a guest at the Portland.

STORES OPEN TODAY

The Brownsville Woolen Mill Store, Third and Stark streets, and J. L. Bowman & Co., Fifth and Alder streets, two of the most popular-price clothing stores in the city, are open today for business. If you buy clothing today, remember these two stores are open and solicit your trade.

YOUR COMPLEXION AS WELL AS YOUR TEMPER IS RENDERED MISERABLE BY A DISORDERED LIVER.

By taking Chamberlain's Stomach and Liver Tablets you can improve both.

WOMEN WHO HAVE DAUGHTERS

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Winchester, Ind.—"Four doctors told me that they could never make me regular, and that I would eventually have dropsy. I would bloat, and suffer from bearing-down pains, cramps and chills, and I could not sleep nights. My mother wrote to Mrs. Pinkham for advice, and I began to take Lydia E. Pinkham's Vegetable Compound. After three bottles of the Compound, I am all right again, and I recommend it to every suffering woman."—Mrs. MAY DEAL, Winchester, Ind.

Hundreds of such letters from girls and mothers expressing their gratitude for what Lydia E. Pinkham's Vegetable Compound has accomplished for them have been received by The Lydia E. Pinkham Medicine Company, Lynn, Mass.

Girls who are troubled with painful or irregular periods, backache, headache, dragging-down sensations, fainting spells or indigestion should take immediate action to ward off the serious consequences and be restored to health by Lydia E. Pinkham's Vegetable Compound. Thousands have been restored to health by its use.

If you would like special advice about your case, write a confidential letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and she will be glad to help you.

Both railroads are reported working crews at the big tunnels at Horseshoe Bend, where the first conflict occurred early in August.

GURTZ ROAD IS OPENED

Yesterday for the first time in a month the blocked road across the Gurtz ranch, leading to the brink of the Deschutes canyon at Horseshoe Bend, was opened.

Following the dissolution early in August of the temporary injunction secured by the Harriman road restraining the closing of the ranch road, the gate was again locked and two men were placed on guard. Thereafter, even the Harriman engineers were compelled to seek access to the canyon by trails, and needed supplies, including hay, were taken to the Twenty Bros' camps by pack animals by another route.

Tuesday, at Moro, the case was to have come on for hearing on its merits, but a stipulation was entered into between the opposing sides, providing for the opening of the ranch until the November term of court. Twenty Bros. will thus have a month at least in which to freight supplies to the Horseshoe Bend camps. During the short period that the injunction was in force Twenty Bros. freighted large quantities of materials and supplies to their camps, so that the closing of the gate again did not seriously inconvenience them.

A new move in the legal war involving rights along the Deschutes River was taken in the Federal Court in Portland yesterday. The attorneys for the Harriman interests filed a motion asking the court to increase the amount of the injunction bond required by the restraining order of August 24. It is also asked that the center line of the Oregon Trunk line be shifted to the mountain side of White Creek be more definitely described. This, it is understood, is for the purpose of making the issues more definite for the trial.

The hearing on the motion was set for next Monday at 10 o'clock. The Harriman road has also filed notice that on Saturday morning it will ask the court to set aside the Oregon Trunk Line's demurrers and exceptions directed to the Deschutes Railway Company's answer and crossbill.

At the Portland Hotel are several members of the Whitney Company, Limited, a timber buying company, which maintains an office in Portland. Included in the party are Mr. and Mrs. Charles Stinchfield, Mr. and Mrs. D. C. Whitney, David M. Whitney, George B. Romick and Miss Gale, all of Detroit.

The hearing of the Astoria grain rate case will be held before Edgar B. Clark, of the Interstate Commerce Commission, in Portland, Friday. Several persons interested in the petition of Astoria for terminal rates are in the city. Among them are J. H. White, of Astoria; F. H. Murray, of Tacoma; and Frank Patton, of Seaside.

EUGENE, Or., Sept. 15.—(Special).—Dr. Wallace Butterick, secretary of the General Board of Education of the City of New York, visited the University of Oregon today, in company with Dr. T. L. Elliot, of Portland.

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JEFFERSON HIGH WILL HOLD MASS MEETING TODAY. Enthusiasts to Pick Football Team for Season—Captain and Manager to Be Named.

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Warden Will Spend \$10,000 for Ladders and Hatcheries.

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The proposed plan for "running" the live salmon up Young's and Clatskanie rivers does not meet with the approval of the Master Fish Warden and he has offered a substitute manner of stocking those streams. Warden McAllister has appointed E. C. Greenman, an expert fish hatchery man, superintendent of

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Men Rebuilt, Revitalized and Prepared Anew for the Battle of Life

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Not a Dollar Need Be Paid Until Cured.

Young, Middle Aged and Old Men Cured Quickly

I Advertise What I Do and I Do What I Advertise REASONABLE FEES. SPEEDY RESULTS. GUARANTEED CURES.

If you suffer from any Disease caused by excesses, Sedentary Habits or any form of dissipation, come and get my advice FREE. Do this, no matter who has advised you or treated you, for I have a POSITIVE CURE for every such a curable case. It is because I have cured my patients that I today enjoy the largest practice of any one physician or specialist in Portland.

MEN'S DISORDERS AND NONE OTHER

Does it mean anything to you to know that a great many of my cured patients had been previously treated by competitors before finally coming to me? Of course they did not do this for the fun of spending their money fruitlessly, but because in most cases they were practically strangers in the community, and under such circumstances one advertisement looked as inviting as another.

For more than 30 years the St. Louis Medical Company has been the foremost company on the Pacific Coast in the treatment of men's ailments, and as its head physician I am today acknowledged to be without a peer in the West in the cure of men's ailments.

My methods have been copied and imitated, but never more successfully than another man would be able to imitate the signature peculiarly characteristic of some one else.

Announcements in the daily press and the comment of specialists all over the country concerning my cures for BLOOD POISON have taken a wide range, and many unsuccessful attempts have been made to duplicate the treatment, but the original secret is still mine, and can be obtained from no other man and from no other source.

I treat all the ailments of men with ability and skill that are time-tested and true, and treat men as I would want them to treat me if conditions were reversed. If your case is one that I find, after examination, I cannot cure, I will candidly tell you so. There are four diseases that wreck man: VARICOSE VEINS, BLOOD POISON, VITAL WEAKNESS AND INFECTIOUS DISORDERS AND THEIR RESULTS. I have devoted my whole time to these diseases and can cure them to stay cured forever. My fees for cures are lower than the general family physician or surgeon. Medicine furnished from my own laboratory for the convenience and privacy of my patients; from \$1.50 to \$6.50 a course.

If you cannot call, write for my free self-examination blank. Many cases are cured at home. HOURS—9 A. M. to 8 P. M., and Sundays from 10 to 12.

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