FOXLEY FOR LUMBER

British Steamship to Load at Portland for Australia.

COMING FROM WEST COAST

American Trading Company Will Furnish Cargo—Lumber Shipments for November and December Will Be Heavy.

For a full cargo of lumber to Australia from Portland, the American Trading Company has chartered the British steamship Foxley, 2723 tons. The vessel is now en route from the West Coast of South America for orders. She sailed from Baltimore with general cargo and stopped at Montevideo and Coronel. Rumor has it that the British ship Brabloch, in port since November 25, 1908, has been taken for outward loading of grain. The Neotsfield was recently taken for wheat to Callao and inquiries are out for two barley ships. The Altair has been mentioned as one of them.

There has been an upward tendency in the foreign lumber trade for several weeks and exports from the Northwest will be heavy during November and December. The Norwegian steamship Christian Bors cleared yesterday for Shanghai with over 3,500,000 feet of lumber. She will help bring the November shipments of timber well up toward the record mark. She will be followed shortly by the British bark Jordanhill, under charter for delivery of lumber to the United Kingdom.

Coastwise shipments of lumber are a trifle slow for the first week of the month. Bad weather has delayed the steam schooners, regularly engaged in the traffic and the California business is likely to fall short to 10,000,000 feet.

Short receipts of wheat in addition to the bad weather has held up the wheat shipments for a few days but there will be a number of clearances before the end of the present week.

PILOT PULITZER COMES IN

Schooner Is Successfully Operated With Gasoline.

ASTORIA, Or., Nov. 8.—(Special.)—The pilot schooner Joseph Pulitzer came inside this morning after water and supplies, she having been out for nearly three months. The installation of gasoline power in her did not prove successful at first, but after she had been tried and balanced properly she is as handy a vessel for the purpose as any except a steam pilot schooner.

The revenue cutter which came into the Columbia River on Saturday evening was not the Manning, as was reported from the Heads; the vessel was the Tahoma, which is stationed on Puget Sound. She came to bring the surfboat that was used at the Seattle exposition to the Cape Disappointment lifesaving crew. After delivering the boat the cutter returned to Puget Sound.

The steamer Olympic cleared at the Custom-house on Sunday for San Pedro with 480,000 feet of lumber and 220,000 shingles, loaded at Portland, and 250,000 feet of lumber loaded at Prescott.

NO MEN LOST OVERBOAD

Captain Kidston, of Kansas City, Denies Report of Loss of Life.

Captain William Kidston, master of the steamship Kansas City, arriving from San Francisco last evening, denies emphatically the published reports regarding the loss overboard of two steerage passengers on the last voyage south of the vessel. He also states that no member of the crew was lost or any person on board the ship injured on account of the heavy gales encountered.

"After crossing the bar on that voyage we encountered a southeast gale of wind, which is usual at this time of the year," he said. "With the exception of the washing away of some light woodwork on deck, nothing happened aside from the occurrences usual on coasting steamers during the Winter months. We arrived in San Francisco only three hours behind schedule, after bucking the strong wind. I have been in command of passenger steamships for over 20 years and never lost a passenger."

OILER DROWNS IN COLUMBIA

John Robinson Swept Overboard From Small Boat by Towline.

John Robinson, an oiler employed on the Port of Portland dredge Columbia off Slaughter bar was drowned Saturday night. Robinson and a companion were returning from Rainier in a small boat. In attempting to pass between the steamer G. K. Wentworth and a logboom, Robinson was caught by the towline and carried overboard. His companion, Joseph Burkholder, was also carried overboard but succeeded in reaching the logboom. He was rescued after traveling six or seven miles on the raft. Robinson's body has not been recovered.

Robinson was a brother-in-law of John Driscoll, a member of the Port of Portland Commission. He has been in the service of the dredge for some time and was a trusted employe.

KANSAS CITY ARRIVES UP

Steamer Makes Fast Run North From San Francisco.

With passengers and freight from San Francisco, the steamship Kansas City, Captain Kidston, arrived up at 3:30 o'clock and berthed at Ainsworth. The Kansas City made a fast trip up the coast, making the run, dock to dock, in 62½ hours. Considerable time was lost at Astoria.

It has been reported that Captain Kidston will make only one more trip to Portland before leaving for Norfolk to bring out the new steamship Beaver. Captain Kidston states that he has received no orders to leave as yet and beyond that would say nothing. Chief Engineer J. Jackson, of the Rose City, has left San Francisco to assume charge of the new steamship.

Notice to Mariners.

John McNulty, nautical expert in charge of the local Hydrographic office, has received the following notice from Captain Morton, of the steamship M. S. Dollar: "Second officer Sprinkle reports that on September 24, 1909, in latitude 45:35 N., and longitude 153:23 E., he passed a large log, covered with marine growth, same dangerous to navigation."

Christian Michelsen Reaches Port.

Under charter to Balfour, Guthrie & Co., to load lumber for Shanghai, the Norwegian steamship Christian Michelsen arrived up last evening. The big tramp came north from Redondo and will materially increase the lumber fleet in port.

Concert Tonight for Seamen.

A fine programme arranged by Walter O. Haines will be given at the weekly concert at the Seaman's Institute, Front and Flanders streets, tonight. G. C. Nicholson will direct proceedings. The programme follows: "Carmena" (Wilson), quartet; reading, selected, Miss Bade Mayers; song, "Time Was I Loved the Mountain" (Lohe), E. Milton Runyan; "Lucky Four-Leafed Clover" (Smith), Mrs. Lulu Dahl Miller; "Old Squire Bob" (Fox), Walter O. Haines; reading, selected, Miss Bade Mayers; tenor solo, selected, J. W. Belcher; song, "Il Bacolo" (Ardite), Mrs. Kathleen Lawler Belcher; quartet, (a) "Absent" (Metcalf), (b) "Dry Yo' Eyes," Langsberg. The quartet will be composed of such well-known artists as Mrs. aKthleen Lawler Belcher, soprano; Mrs. Lulu Dahl Miller, contralto; J. William Belcher, tenor; E. Miller Runyan, baritone. Miss Lenora Fisher will be the accompanist, assisted by Walter O. Haines. All are invited.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Breakwater	Coos Bay	In port
Geo. W. Elder	San Pedro	In port
Argo	Tillamook	In port
Kansas City	San Francisco	In port
Eureka	Eureka	Nov. 9
Sue H. Elmore	Tillamook	Nov. 9
Falcon	San Francisco	Nov. 9
Alliance	Coos Bay	Nov. 11
Roanoke	San Pedro	Nov. 14
Rose City	San Francisco	Nov. 14
Henrik Ibsen	Hongkong	Jan. 3
Selja	Hongkong	Indef't

Scheduled to Depart.

Name.	For.	Date.
Geo. W. Elder	San Pedro	Nov. 9
Sue H. Elmore	Tillamook	Nov. 9
Eureka	Eureka	Nov. 10
Argo	Tillamook	Nov. 10
Breakwater	Coos Bay	Nov. 10
Falcon	San Francisco	Nov. 11
Kansas City	San Francisco	Nov. 12
Alliance	Coos Bay	Nov. 13
Roanoke	San Pedro	Nov. 16
Rose City	San Francisco	Nov. 19
Henrik Ibsen	Hongkong	Jan. 12
Selja	Hongkong	

Entered Monday.

Santa Clara, Am. steamship (Poulsen), with general cargo, from San Francisco.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, from San Pedro.

Wellesley, Am. steamship (Lindquist), with general cargo, from San Francisco.

Cleared Monday.

Santa Clara, Am. steamship (Poulsen), with general cargo, for San Francisco.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, for San Pedro.

Wellesley, Am. steamship (Lindquist), with ballast, for Coos Bay.

Christian Bors, Nor. steamship (Hille), with 3,557,000 feet of lumber, valued at $35,750, for Shanghai.

J. D. Jacobs, Mariner, Dies.

SAN FRANCISCO, Nov. 8.—Captain J. D. Jacobs, for 40 years a Master Mariner in the Pacific coastwise trade died at his home in this city today. Death was due to hemorrhage after a week's illness.

Marine Notes.

The steamship Christian Bors, with lumber for Shanghai will leave down this morning.

From San Francisco with general cargo the steamship Shoshone arrived up last evening.

The steamship Argo will sail from the Oak-street dock this evening for Tillamook Bay ports.

The steamship Santa Clara sailed for San Francisco direct last evening with passengers and freight.

The steamship Geo. W. Elder is scheduled to sail this evening for San Pedro and way ports.

The steamship Wellesley will proceed from Portland to Coos Bay to load lumber for San Francisco.

The steamship Breakwater arrived up late last evening with passengers and freight from Coos Bay ports.

Arrivals and Departures.

PORTLAND, Nov. 8.—Arrived—Steamship Kansas City, from San Francisco; steamship Breakwater, from Coos Bay; Norwegian steamship Christian Michelsen, from Redondo; steamship Shoshone, from San Francisco. Sailed—Steamship Santa Clara, for San Francisco.

Astoria, Or., Nov. 8.—Condition at the mouth of the river at 5 P. M., rough, wind east 18 miles; weather, cloudy. Arrived down at 3:30 A. M.—French bark General Faidherbe; arrived at 6 and left up at 8:30 A. M.—Steamer Kansas City, from San Francisco; arrived at 7 and left up at 8 A. M.—Steamer Breakwater, from Coos Bay, and steamer Shoshone, from San Francisco; arrived at 7:30 and left up at 9:30 A. M.—Norwegian steamer Christian Michelsen, from Redondo. Sailed at 8 A. M.—Steamer Maverick, for San Francisco, and steamer Thos. L. Wand, for Grays Harbor; sailed at 10 A. M.—Schooner Churchill, for Honolulu; sailed at 10:30 A. M.—British steamer Invertay, for Wellington. Left up at 11:30 A. M.—French bark Pierre Antoine. Sailed at 2 P. M.—Steamer Olympic, for San Pedro. Arrived at 3:30 and left up at 4 P. M.—Steamer Carlos, from San Francisco.

San Francisco, Nov. 8.—Arrived at 4 P. M.—Steamer Rose City, from Portland; schooner E. K. Wood, from Portland, for San Pedro, put in with part of deckload gone, having experienced heavy gales. Arrived—Steamer San Jacinto, from Hoquiam; steamer Governor, from Seattle; schooner E. K. Wood, from Columbia River; steamer Rose City, from Portland; bark R. P. Rithet, from Honolulu.

Barcelona, Nov. 8.—Sailed—Steamer Luxur, for San Francisco.

San Pedro, Nov. 8.—Arrived—Steamer Roanoke, from Portland, and steamer J. B. Stetson, from Columbia River.

Seattle, Wash., Nov. 8.—Arrived—Steamer Cottage City, from Skagway; steamer Buckman, from San Francisco; German cruiser Arcona, from San Francisco; Norwegian steamer Tricolor, from Tacoma; steamer President, from San Francisco; steamer A. G. Lindsay, from Valdez; steamer Leelanaw, from Cordova. Sailed—Japanese steamer Tacoma Maru, for Tacoma; steamers Santa Ana and Leelanaw, for Tacoma; steamer Montara, for San Francisco; Norwegian steamer Tricolor, for West Coast; steamer Humboldt, for Skagway; steamer Olympia, for Valdez.

Yokohama, Nov. 8.—Sailed—Oceano, for Victoria and Tacoma.

Tides at Astoria Tuesday.

High.	Low.
10:43 A. M....8.1 feet	4:33 A. M....1.8 feet
11:10 P. M....7.2 feet	5:22 P. M....1.2 feet

STEAMER SUE H. ELMORE

For Tillamook will receive freight commencing Monday, Nov. 8th, $3.00 per ton. Passenger rate from Portland $7.50, from Astoria $5.00. Will sail Tuesday night. Couch St. dock. Main 861.

FOR TILLAMOOK

Str. Argo sails tonight 5 P. M., Oak St. Dock. Freight and passengers.

Eugene Booster Resigns.

EUGENE, Or., Nov. 8.—(Special.)—The board of governors of the Eugene Commercial Club has received a letter from John H. Hartog, who has been at the head of the Promotion Department of the club, in which he announces that he will not renew his contract with the people of Eugene for another year. Mr. Hartog says the work of completing the Southern Pacific Depot Park will be finished before he leaves. The boosters of Eugene paid Mr. Hartog $800 for his year's work.

Turkish baths, Mrs. Turney, 221 Drexel bldg., 2d and Yamhill.

BRIDGE FIGHT ON

Friends of Broadway Span to Oppose Three Suits.

FUNDS TO BE COLLECTED

Early Disposition of Court Controversy Desired—Push Club Heads Attend Meeting to Prepare Plans—Peninsula to Aid.

Advocates of the Broadway bridge will resist actively all litigation, initiated for the purpose, they contend, merely of delaying and, if possible, defeating the construction of that viaduct across the river. At a meeting yesterday the friends of Broadway bridge decided to take such steps to insure an early disposition of the controversy in the courts. To that end ways and means were devised and funds will be provided to protect their interests in the three suits which are pending, and in which the validity of the bond issue for the bridge is involved.

Club Heads Attend.

Yesterday's meeting was held in the office of M. G. Munly in the Wells-Fargo building. It was attended by members of the bridge committee of the North East Side Improvement Association, original sponsor for the Broadway bridge, and the presidents of numerous other push clubs on the East Side. The bridge committee consists of D. L. Povey, J. Woods Smith, Herman Wittenberg, J. Frank Sinnott, George W. Bates, A. B. Manley, Seneca C. Beach, J. H. Nolta and Judge Munly, ex-officio chairman.

As a result of the conference it was decided to urge an early trial of the suit, a friendly one, which has been instituted by Joseph Buchtel against the city, and which has for its purpose a determination of the legality of the bond issue of not more than $2,000,000 which was voted at the regular municipal election last June. The friends of the Broadway bridge figure that if this suit can be given priority over the two other suits which are pending, it will be possible in less than 60 days to have the questions involved decided legally by the Supreme Court.

Campaign to Be Made.

A systematic campaign by which funds will be raised to fight the anti-bridge litigation was agreed upon. Members of different clubs on both sides of the river who are interested in having the Broadway bridge constructed will make a canvass of their forces and all will be asked to contribute. With the consent of City Attorney Kavanaugh it is possible that additional counsel will be employed to assist the city prosecutor in defending the validity of the bond issue.

Tomorrow night Judge Munly will attend a mass meeting of the various clubs on the Peninsula, when subcommittees will be named to assist in raising the necessary funds and otherwise to organize public sentiment in favor of an early trial of the suits and the construction of the bridge just as soon as the controversy can be disposed of in the courts.

Three Suits Filed.

In addition to the friendly suit brought against the city by Mr. Buchtel, who advocates the building of the bridge, two other cases are before the courts. The first suit was brought by the city against Mrs. Maria C. Flanders and Albers Bros., for the purpose of condemning the right of way across property owned by the defendants on the West Side and over which the approach to the proposed bridge on this side of the river would pass. The second suit was filed by Mr. Buchtel, while the third and last to be introduced in the complicated controversy was brought against the city by Frank Kiernan, who attacks the validity of the bonds and the election by which they were authorized. Mr. Kiernan makes Mr. Buchtel a party defendant in this suit and asks the court to restrain Buchtel from further prosecuting his suit.

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Although there are hundreds of preparations advertised, there is only one that really stands out pre-eminent as a remedy for diseases of the kidneys, liver and bladder.

Dr. Kilmer's Swamp-Root stands the highest, for the reason that it has proved to be just the remedy needed in thousands upon thousands of even the most distressing cases.

Swamp-Root makes friends quickly because its mild and immediate effect is soon realized. It is a gentle, healing vegetable compound—a physician's prescription for a specific disease.

Swamp-Root is not recommended for everything.

A Sworn Certificate of Purity is with every bottle.

For sale at all drug stores, in bottles of two sizes—fifty cents and one-dollar.

SAMPLE BOTTLE BY MAIL FREE.

In order to prove what Swamp-Root, the great kidney, liver and bladder remedy will do for you, every reader of the Portland Daily Oregonian who has not already tried it, may receive a sample bottle by mail absolutely free. Address Dr. Kilmer & Co., Binghamton, N. Y. Write today.

LOVERS OF MUSIC TO WED

Miss Flora Fleischner and Henry Metzger Announce Engagement.

Announcement yesterday afternoon of the engagement of Miss Flora Fleischner to Henry Metzger surprised Portland society. Both are popular in younger society, and are members of pioneer families. Miss Fleischner is the only daughter of Mr. and Mrs. Marcus A. Fleischner, and Mr. Metzger is a son of Herman Metzger. Miss Fleischner returned last week from an extended tour of Europe, where her soprano voice attracted much favorable comment.

She sang on several occasions at musicals given in her honor by Frau Johan Strauss, wife of the famous waltz king, at the latter's salon.

In New York, on Miss Fleischner's return from Europe, a musicale was also given in her honor by F. X. Aerns, her teacher.

Mr. Metzger is also a talented musician. He is a member of the M. A. C., and will be remembered for his clever delineation of a ballet girl during the society circus some years ago. Mr. Metzger has many relatives in Portland. He is a nephew of Adolphe Wolfe, and among his cousins are S. Lipman, I. N. Lipman and Will F. Lipman. The wedding will probably take place in the early Spring.

Engraved plate and 100 calling cards, regular $2, special this month $1.25. Kilham's, Society Stationers, Fifth and Oak streets.

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Greatest Nerve and Blood Tonic
No. 2. **M. I. S. T.** No. 2.

I have given personal inspection to the working of M. I. S. T. on the human system, and must say that it entirely meets with my professional sanction.
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RHEUMATISM, no matter how long standing. Any case of Inflammation of the Bladder or Enlarged Prostate Gland, no matter if the patients have been for years forced to use a catheter. BLOOD POISON IN ANY STAGE. ANY CASE OF DIABETES.

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M. I. S. T. has been on the market for over 20 years, and has cured thousands of sufferers. It is prescribed by leading physicians all over the country. It is pleasant to take and absolutely safe. It never increases or diminishes the action of the heart. If you are suffering from any chronic disease you are urged to write to us, no matter how many doctors or kinds of medicines you have tried without relief. WE GUARANTEE TO CURE YOU or refund your money. That you may judge of the value of this Great Remedy for yourself, we will send you one week's treatment by mail FREE, only asking that when cured yourself you will recommend it to others. Write confidentially to our medical department, giving symptoms. $1 per box, or six boxes for $5.

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Among the claims of the various specialists in every large city there is always one man who, on account of his years of experience and success, stands head and shoulders above all the rest. There cannot be two best specialists—all of them may be good, but only one of them can be best, and I apprehend there can be no controversy over this point in Portland. My office has been established 27 years, longer than any other, and is indorsed, not only by leading business men, but by a generation of cured and satisfied patients.

Every one that is accepted for treatment here at my institute receives my own personal and individual attention, and you may have the positive assurance that you will be skillfully and honorably served by one whose conscience dictates a policy of justice to all.

My methods of curing **Blood Ailments, Nervous Decline, Piles, Kidney, Bladder, Special and Chronic Ailments, and all ailments of men,** are unequalled and recommended by the many I have cured of these ailments.

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The success of poslam is not at all surprising when it is considered that even a very small quantity applied to the skin stops itching immediately and cures chronic cases in two weeks. The very worst cases of eczema, as well as acne, herpes, tetter, piles, salt rheum, rash, crusted humors, scaly scalp and every form of itch, yield to it readily. Blemishes such as pimples, red noses, muddy and inflamed skin disappear almost immediately when poslam is applied, the complexion being cleared overnight.

Every druggist keeps both the 50-cent size (for minor troubles) and the $2 jar, and either of these may be obtained in Portland at the Skidmore Drug Co. and Woodard, Clarke & Co., as well as other reliable drug stores.

But no one is even asked to purchase poslam without first obtaining an experimental package which will be sent by mail, free of charge, upon request, by the Emergency Laboratories, 32 West Twenty-fifth street, New York City.

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It is now thoroughly established among the best medical authorities that eczema is purely a skin disease, due to a germ, and curable only through the skin. It is not a blood disease at all; in fact, thousands of people suffer with skin disease and are perfectly healthy otherwise, and thereby prove they have no diseased blood.

Smeary salves cannot reach the germs because they do not penetrate the skin. The only way to reach the germs is by means of a **penetrating** liquid.

Such a liquid can be obtained by simply mixing ordinary oil of wintergreen with thymol, glycerine and other healing agents. This compound, known as D. D. D. Prescription, stops the itch instantly—and the sores all appear to be permanent. In fact, it took thousands of cures, case after case, before the best scientific authorities were convinced of the absolute merit of this remedy. D. D. D. Prescription kills the germs in the itching skin. Its effect is seen within one minute after the first application. We especially recommend D. D. D. Soap in connection with the treatment.

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Worms

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