### 2 CHARTERS MADE

Andromeda and Needles Get New Contracts, Is Report.

MARKETS DISPLAY LIFE

Rechartering of Two Vessels Taken to Indicate That Grain and Lumber Trade Are Not Devoid of Activity.

In the face of what is regarded as a dull period in chartering, there were two engagements reported yesterday. and while they were in the nature of vessels being rechartered, the trading is taken to indicate that neither the grain nor lumber market is devoid of

The British steamer Needles, en route The British steamer Needles, en route from Acapulco, and originally taken by the China Import & Export Company, was rechartered by Balfour, Guthrie & Company, and will carry a lumber cargo to Shanghal. She sailed August 20, for Nanalmo, and Acapulco, arriving at Comox August 24, and will shortly clear for this port.

The second recharter was that of the British bark Andromeda, which was first fixed by Hind, soiph & Company to load coal at Newcastle for Portland, and they planned loading her here with grain for the United Kingdom, but she

grain for the United Kingdom, but she was taken for the same business by other interests. The vessel was of-fered for sale in London Tuesday, but cable advices as to the result have not been received. She is yet discharging coal at the Pacific Coast bunkers, and is expected to finish Saturday, when she will shift to be lined for wheat. and will probably start taking cargo the latter part of next week. Negotiations are under way for sev-

eral carriers, that will no doubt be satinfactorily closed in another week, yet there has been no new move in the wage controversy between the Grainhandlers' Union and the exporters. The French bark Gen. de Buisdeffre

LINERS WILL CARRY OAK

#### Japanese Insist That Their Steamers Load at Closed Ports.

Pollowing the arrival of the Japanese eteamer Tumon Maru, which is to sail from Hakodate September 30, having been delayed 10 days, the Pacific Lumber & Manufacturing Company will ship L-250,000 feet of Japanese oak by the Port-land & Asiatle Steamship Company's vessel. The Otarau Maru and Tamon Maru were chartered by the firm be-cause material had been contracted for at Hakodate, which is a closed port, and at Hakedate, which is a closed port, and under the Japanese law only tonnage flying that flag can clear from restricted harbors with cargo for other countries. It is thought that all lumber purchased there cannot be shipped on the Harriman carriers owing to the fact there are occasions when it must be contracted for in the interior for delivery at a closed port, but shippers object to engaging Japanese tranmps because of the necessity of securing for them return cargoes from this country, as exacted by their owners. It is not the policy of Japanese to permit their craft to ply in the general trade away from home. in the general trade away from home. On the other hand, exporters of fir are not enthusiastic regarding the charter of steamers of the Otaru Maru's type, as she carries less than 2000,000 feet.

FREDENDALL IS TRANSFERRED

#### Depot Quartermaster to Be Succeed. ed by Captain Berkeley.

Captain Ira L. Fredendall, Quarter-caster, U. S. A., and in charge of the lo-cal office for the Department of the Columbia, has been apprised of his transfer from Portland to Zamboanga, Island of Mindanao, in the Philippine group. It is the southernmost station in the service. He will be succeeded at the local station by Captain Hugh D. Berk-eley, who is to assume charge about No-

Captain Frendendall has spent some time in the Islands and enjoys the elimate and general conditions, so does not regard the prospective change with re-gret. During his residence in Portland he had formed a large acquaintance, par-ficularly among exporters and those in-terested in supplying Government forage and other wares.

DOCK BASIN BEING DREDGED

#### Clatsop to Be Lifted Today for Repainting and Repairs.

Taking advantage of the low stage of the Williamette River, the Oregon Dry-dock Company yesterday employed a derrick seew to dredge the basin of its dock so as to remove material which fell last year when piling driven on the north side of the basin caused the wall

The general depth of the basin allows the dock to be sunk until there is at least 18 feet over the keel blocks, which means that a vessel drawing 18 feet could be lifted. There were found on the bottom a large log and other sunken drift that made it difficult for the dredging to be prosecuted yesterday. The company will have the dock in the basin today in readliess to lift the Government dredge Clatsop, which is to be cleaned and painted and have her stern hear-ings replaced. In addition to having her bins reinforced

### Vessels Go Ashore During Fog.

After being aground on Swan Island, opposite the Portland Flouring Mills, from 6:30 o'clock yesterday morning unth 3 o'clock in the afternoon, the steamer J. N. Teal, of the Open River Transportation Company, was hauled into deep water by the steamer Shaver. The steamer Eureka, which departed last night for Humboldt Bay, was aground on the East Side, near the flour mills, for a short time yesterday morning, but was floated through asfrom the steamer Oklah Heavy fog was responsible for both

### Barge Races Across the Harbor.

Superintendent Duthle, in charge of the Williamette Iron & Steel Works ship yard, is pendering seriously on the causes leading to the unusual antics of a steel barge built for the Pacific Bridge Company, which sailed on an indepen-dent cruise when launched. Instead of being "snubbed" to the dock on reaching the water, the craft headed for the east bank of the Willamette, and it is estinisted the momentum gathered on the ways carried it about 1500 feet. Mr. Duthle had descended beneath the barge to force loose an obstruction on the ways have been injured, as he barely had time 10:03 P. M. . . . 6.5 feet 4:18 A. M. . . . 6.7 feet 4:18 A. M. . . . 6.7 feet

in which to race to a safe position. It was said yesterday that the barge would be delivered to the company as soon as the deck is planked and capstan in-

#### Dredge Will Deepen Later.

MARSHFIELD, Or., Sept. 14 .- (Speial.)-The Government dredge Oregon is expected here the last part of this month from Gray's Harbor and will at once be operated widening and deepening the channel of the bay. The expenses are to be defrayed by the Government appropriation. The Government appropriation of the channel of the bay at the force of the channel of the bay at the force of the channel of the bay at work of the bay at the bay at work of the bay at the bay at work of the bay at the ment river dredge is now at work on Coos River, where \$2000 is to be ex-pended removing the snags. Roy Rozell is in charge of the dredge. Simi lar work is to be done on the Coquille River, but a new dipper dredge and snag-puller will be built on the Coquille River for the purpose. The contract for building the dredge will be let soon and when it is finished the work will be started. It is claimed that by the removal of the snags and the dredging out of only three shoals that the river will be in such condition that any boats which cross the bar can go up the river to Coquille City.

Government to Make Soil Survey.

MEDFORD, Or., Sept. 14 .- (Special.) The United States Government is making a soil survey of Jackson Coun-ty. J. A. Bousteel, the official at Washington in charge of the soil sur-

STEAMER		INTELLIGENCE		
	Due	to	Arrive.	40
		ETherman		950

Due to Arri	54.
Name From Beaver San Pedr Rismath San Fraz Washington San Fraz Falcon San Fraz Bear San Pedr Broakwater Coos Bay Golden Gate Tillamoo Rose City San Pedr Sue H. Elmore Tillamoo Rygja Eureka Eureka Geo. W. Elder San Pedr San Pedr Sue H. Elmore Tillamoo Rygja San Pedr Sue H. Elmore Tillamoo Rygja San Pedr San P	iclace In port horizoln port clace Sept. 13 0. Sept. 15 0. Sept. 15 0. Sept. 18 k. Sept. 19 0. Sept. 19 0. Sept. 20 g. Oct 21 Sept. 21
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Coos Hay...
San Francisc Eureka...
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San Pedro...
Hongkong... veys, has selected six Government exyesterday completed discharging coal perts to assist the men already at work into barges at the Victoria dolphins, in the valley and to hasten the survey and is roady for lining. She will be along. The survey has been delayed dispatched by the McNear interests and by the forest fires in Southern Oregon, which have called for the services of all the Government employes. The soil experts that are to arrive in South-ern Oregon the middle of this month

lear. Folden Gate..

W. Elder.

### ern Oregon the middle of this mouth are Holmes, Eckman, Kocher, Nelson, Westover and Kolbe. The State Agri-cultural College made a soil survey of Southern Oregon in 1998. Thomas' Old Launch to Be Repaired.

Estimates for repairs to a steam ten-der used at Fort Stevens by the United states Army have been solicited by Cap-tain Ira L. Frendendall. The craft, which has seen considerable service abroad because of the fact it was for-merly on the Army transport Thomas, has been brought to Portland. The work is to deal principally with the boiler and the engine may be partly overhauled.

### Deckhands Have Small Strike.

Piqued because one of their number was discharged, seven of the deck crew of the steamer Oregon walked ashore five minutes before she sailed for Upper Willamette River points yesterday morning. As no notice had been given, the craft was compelled to leave shorthanded.

### Marine Notes.

Carrying buoys to be placed in Coos Bay as alds to navigators, the light house tender Armeria put to sea yes

Sound.

Yesterday's arrivals at the mouth of the Columbia included the steamer Nehalem, recently completed at Eureka, which will carry cargo south for the

Hammond Lumber Company. It was yesterday reported that the American barkentine Puako had been chartered by Hind, Rolph & Co. to load coal at Newcastle, N. S. W., for Portland. She is on berth there.

Captain "Jim" Shaver yesterday es-sayed the role of skipper again, after a long residence ashore, when he ordered the steamer Shaver from the yards, and, with an improvised crew, attended to towing in the harbor.

Loaded with 3,510,684 feet of lumber valued at \$23,251, the Norwegian tramp Tricolor will leave down this afternoon, bound for Port Pirle. Her cargo is composed of timbers to be used in Australian mines.

As a means of assisting the steamer Lurline, so she will not lose additional time on her run, the steamer Undine will depart this morning to meet the former near Kalama and transfer freight and passengers for Astoria. Having been repainted throughout, the steamer Golden Gate got away last evening for Tillamook, one day behind schedule. She will make an extra voyage from Bay City to Astoria and

return before starting on her inward trip, and is due here Monday. It fell to the lot of the steamer Euroka to be the only craft to enter yesterday at the Custom-House, and she also closed for the return voyage to Eureka, while the Norwegian steamer Tricolor filed her outward manifest, giving her destination as Port Firle, and the Beaver and Klamath cleared for San Francisco.

Movements of Vessels.

Movements of Vessels.

PORTLAND, Sept. 14.—Arrived—Steamer Shoshone, from San Francisco; steamer J. A. Chanslor, from San Francisco; steamer Vosburg, from Nehalem; steamer Rainler, from San Francisco, Steamer Catania, from San Francisco. Salled—Steamer George W. Elder, for San Francisco and San Pedro; steamer Breakwater, for Coos Hay; steamer Eureka, for Eureka; steamer Golden Gate, for Tillamook. From Prescott, steamer Carmel, for San Francisco.

Astoria, Sept. 14.—Left up at 1 A. M.—Steamer Shoshone. Arrived at 7 and left up at 9 A. M.—Steamer J. A. Chanslor, from San Francisco. Arrived at 8 A. M.—Steamer J. A. Chanslor, from San Francisco. Arrived at 8 A. M.—Steamer Shasta, from San Prancisco. Arrived at 8 A. M.—Steamer Shasta, from San Francisco. Arrived at 8 A. M.—Steamer Shasta from San Francisco. Arrived at 8 A. M.—Steamer Elmore, for Tillamook.

San Francisco, Sept. 14.—Salled at 10 A. M.—Steamer Rose City, for San Pedro, Aberdsen, Sept. 14.—Arrived—Steamer Forentiand.

Portland.
Aberdeen. Sept. 14.—Arrived—Steamer Wellesley, from Portland. 2
Tacoma, Sept. 14.—Arrived—Steamer Governor, from Scattle: schooner H. D. Bendixsen, from San Francisco.
Montovideo, Sept. 14.—Arrived previously—Admiral Dupree, from San Francisco and Liverpool.

San Francisco, Sept. 14.—Arrived—Steamers Larline, from Honolulu: Tiverton, from Ludlow, Salled—Steamer Willapa, for Grays

Ludlow, Salied—Steamer Willapa, for Grays Harbor.

Hongkong, Sept. 14.—Arrived—Mongolia, from San Francisco. Arrived previously—Rygia, from Portland, Or.; Tenyo Maru, from San Francisco.

Middileaboro, Sept. 12.—Salled—H. C. Henry, for Scattle.
Seattle, Sept. 14.—Arrived—Steamer Stanley Dollar, from Nome. Salled—Steamer Jofferson, for Skagway.

Tides at Astoria Thursday.

# FALK FOUND GUILTY MOTHERS

Jury Says Quelle Grill Sold Drinks Without Food.

BEATRICE ADAMS ON HAND

Woman Recently Arrested for Com mitting Theft on Second Floor of Place Makes Trouble for Its Proprietors.

The management of the Quelle restaurant, Sixth and Stark streets, was found guilty by a jury in Municipal Court yesterday afternoon of seiling liquor without a license. Sentence will be imposed by Judge Bennett this morning. The case will be appealed.

The prosecution was brought upon evidence gathered by Patrolmen Montomery and Schafer, detailed for plain clothes work about the grills. The officers reported that they had seen six persons, three men and three women, served with beer in the restaurant, with no accompanying meal of any

#### Adams Woman Testifies.

In addition to the two officers, Beatrice Adams, recently implicated in a theft case the preliminaries of which occurred in the Quelle, was placed on the stand and told the jury that she had had drinks in the restaurant on several occasions without any food and had seen others served in a like manner. She said that on one occasion she went direct from another restaurant after dining and drank beer at the

Montgomery and Schafer said that nothing but beer was on the table when they watched for 10 minutes, but the waiter who served the six persons declared that he brought napkins, silver and bread with the beer and or-dered six dozen crawfish for the party

#### Sullivan Gives Opinion.

Deputy City Attorney Sullivan con tended that even if food was served af-terward, the law was violated. In this he was supported by an opinion of City Attorney Grant, delivered to the Police Department, that the liquors must be served at the same time as the food. Sullivan also cited authorities to show that ignorance of the act of an employe is no excuse for the proprietor. This was sustained by the court and the jury was so instructed.

The jury composed of Adolph Dekum.

Herman Eckhart and John M. Mann, was out but a few minutes and re-turned with a verdict of guilty against

E. J. Falt, the defendant of record in the case. Notice of appeal was given. This was the second of two cases against the Quelle, the first having been heard before a jury in Municipal Court Monday afternoon. That action charged the place with being a disorderly house, in that Beatrice Adams had been permitted to visit there. It was shown that the woman met D. M. was shown that the woman met D. M. O'Connell, a visitor from Winlock, Wash, in the restaurant, accompanied him to a room on the floor above and was alleged to have stolen \$40 from him. The charge against the woman is still pending. The jury found the Quelle proprietor not guilty on the disorderly charge.

### HASSALO STRIKES SNAG

Vessel So Damaged She Proceeds Under Slow Bell.

ASTORIA, Or., Sept. 14.—(Special)— As the steamer Hassalo was passing To conclude discharging cement before visiting the lower river for ties,
the barge Gerard C. Tobey is to shift
today from Columbia dock No. 1 to
Montgomery dock No. 1.
Yesterday's arrivals at the mouth of nearly 10 o'clock. She started on her return trip up the river shortly after-wards, but will be compelled to run under slow bell.

The freight and passengers for the Hassalo were brought across from Megler by the steamer Nahcotta.

TWO RECORDS ESTABLISHED

Harriman Steamers Have More Business Than Can Be Carried.

When the steamer Breakwater sailed at 1 o'clock yesterday afternoon, there was stowed beneath her hatches the record cargo carried to Coos Bay, it being reported at 800 tons. Some con-signments were left on Alaska dock. The craft had 70 passengers.

The steamer Beaver, also of the Har-riman coterie, which departs this morning for San Francisco and San Pedro



MEN

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pliance for THEATING YOU. Our ex-perience is so great and varied that no one of the allments of Men is new to us. COME IN AND TALK IT OVER CON suitation is absolutely free.

If your aliment is yet curable WE can cure it, and you may be sure that our charge will be satisfactory and

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Hudson, Ohio.—"If mothers realized the good your remedies would do deli-cate girls I believe there would be lfewer weak and atlular and painful periods and such troubles, would be relieved at once in \$ E many cases. Lydia E. Pinkham's Vegetable Compound fine for ailing girls and run-down women. Their delicate

organs need a tonic and the Compound gives new ambition and life from the first dose."—Mrs. George Strickler, Hudson, Ohio, R. No. 5, Box 32. Hundreds of such letters from mothers expressing their gratitude for what Lydia E. Pinkham's Vegeta-ble Compound has accomplished for them have been received by the Lydia E. Pinkham Medicine Company, Lynn, Mass

Young Girls, Heed This.

Girls who are troubled with painful or irregular periods, backache, ache, dragging-down sensations, fainting spells or indigestion, should take immediate action to ward off the seri-ous 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 confiden-tial letter to Mrs. Pinkham, at Lynn, Mass. Her advice is free, and always helpful.

will likewise establish a record, but it will be for human cargo. Yesterday afternoon the entire cabin list had been disposed of and a dozen applications were refused, including a party that wired from Seattle for reservations. From Portland over 400 persons will depart, while at Astoria 80 Chinese, flushed with wages from the Alaska cannery camps, will embark to splurge among their countrymen within the Golden Gate. The Bear held the pre-vious record of the present ficet with 446 passengers, but her sister ship will earn the new laurels. The Beaver also has an unusually large shipment of wheat, weighing 1400 tons.

It Saved His Leg.

"All thought I'd lose my leg," writes J. A. Swensen, of Watertown, Wis. "Ten years of eczema, that I5 doctors could not cure, had at last laid me up. Then Bucklen's Arnica Salve cured it, sound and well." Infallible for Skin Eruptions, Eczema, Salt Rheum, Bol's, Fever Sores, Burns, Scalds, Cuts and Piles 25c at all druggists.

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When you are first aware of any disease or debility upon your vitality, then you should procure the proper medical advice and treatment without delay. You will secure to yourself that health, success and enjoyment of life which is every man's lot, whose bright and steady eyes, clear and healthy skin, active brain, congenial make-up and physical development show that no contaminating influences of disease are devastating his system, that no mental, moral or physical debility is making his life a miserable failure.

### MY TREATMENT AND DIAGNOSIS

I do not treat symptoms. I treat and cure the ailment behind the symptoms. If the case presents even the slightest feature upon which I have a doubt, or if I recognize incurable complications, I positively refuse treatment. I would rather give up my practice than indulge in either guesswork or make-believe cures. I have devoted years of earnest and conscientious endeavor to the unravelment of some of the most perplexing problems that ever confronted the profession, and believe that I have attained the limit of medical possibilities in my particular branch of practice. I have brought to light the true nature of men's ailments and the causes of the symptoms they present. In addition I have by the scientific blending of drugs produced remedies that meet every condition that it seems possible to cure. There is no cause to hesitate. Consultation costs nothing, and I will not offer my services unless I can cure you.



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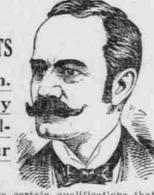
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The Lending Specialist. in treating a full assortment of human ills that he cannot devote special study to any particular branch of practice. Most ailments are sufficiently simple as to require no special training other than that received in the medical colleges and that afforded by experience in general practice. The more complex and perplexing ailments the family practitioner seldom cares to treat. He prefers to be relieved of tasks beyond his training, though he cannot, without fear of injuring a patient's confidence in his ability, recommend the services of a specialist instead of his own.

The true specialist is a physician who is absolutely expert in the treatment of a few ailments. He knows all about the few ailments he treats, and he treats the most common ailment. For 25 years I have been treating men's ailments only. I began my special work after thorough preparation at the best medical colleges and hospitals of the country, and have cured more men than any other specialist in the West, some of whom were themselves physicians.

If afflicted with any of the ailments constituting my specialty, seek an expert's and not an amateur's services. You can come to me knowing that I have treated hundreds of cases exactly like your own and thousands of others very similar. You can rest assured that I will know just what to do-will not make a single misstep in the treatment of your case-and that a complete and permanent cure will follow.

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