

SHIP PRICE RAISED

Owners Ask More Money for Service to England.

NO VESSELS CHARTERED

Dull Tonnage Market Offers No Relief—Union Among Foreign Vesselmen Reported Broken—Only Two Taken in Month.

Chartering of ships for early loading was yesterday reported at a standstill and it was said that owners, taking advantage of the scarcity of available tonnage, had refused offers of the rate that has ruled of \$75 a day from Portland to the United Kingdom, and were asking not less than \$85 a day.

Marine Notes.

Captain W. R. Thomas is skipper of the steamer George W. Simons, which plies between The Dalles and the cascades, vice Captain J. F. Atwell.

Captain R. F. Caples has succeeded

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Palm Beach	San Francisco	Sept. 28
Geo. W. Elder	San Pedro	Sept. 28
Beaver	San Pedro	Sept. 28
Kittiwake	San Francisco	Sept. 29
Hercules	Hongkong	Sept. 29
Sear	San Pedro	Sept. 29
Sue H. Elmore	Tillamook	Oct. 1
Golden Gate	Tillamook Bay	Oct. 1
Rosomoe	San Pedro	Oct. 1
Rose City	San Pedro	Oct. 1
Hercules	Hongkong	Oct. 1

Scheduled to Depart.

Name.	To	Date.
Palm Beach	San Francisco	Sept. 28
Geo. W. Elder	San Pedro	Sept. 28
Beaver	San Pedro	Sept. 28
Kittiwake	San Francisco	Sept. 29
Hercules	Hongkong	Sept. 29
Sear	San Pedro	Sept. 29
Sue H. Elmore	Tillamook	Oct. 1
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Captain George T. Eury, master of the steamer George W. Elder, San Pedro, will resume his command this morning at Montgomery dock No. 2. Others of the fleet now fixed for grain are the British bark Andromeda, which will start shortly, the Glenvalley, the French bark Bidart, Danish steamship Monarch and the British steamer Scottish Monarch.

STEAM SCHOONERS LAID UP

Lack of Grain and Lumber Cargo for Outsiders Is Responsible.

Inability on the part of owners of steam schooners to find cargoes for them return cargoes of lumber from northern harbors is said to be responsible for vessels being laid up at San Francisco, and it was yesterday made known here that the steamers Coaster, Tacheo, Westerner and Eastern had been ordered out of commission. All but the latter are known here.

The Excelsior has been operating between San Francisco and Eureka. Steamers in which stockholders in sawmills have interests will no doubt continue to operate during the season, but the lumbermen have largely curtailed their output as a whole, as some have released night crews and are cleaning up stocks on hand.

The steamer Claremont left here Monday for South Bend to load lumber after having discharged general cargo and the steamer Houquaie departed for the Columbia River.

The trade formerly enjoyed in hauling wheat from Portland is also materially curtailed for steam schooners through the strong bid made by the Harriman interests. The steamers Rose City, Beaver and Bear carry over 1200 tons each trip, while the steamer Houquaie in three or four days after it is loaded, while the schooners load it in the hold and then shift to the mills for a deckload of lumber, and on reaching their destination the lumber must be removed first, thereby delaying the delivery of wheat twice as long as the others.

BRABLOCH ONLY SHIP ON WAY

Donna Francesca Is Latest of Last Season's Fleet to Arrive.

Only one of the 1500-18 grain fleet has not reported out, and that is the British ship Brabloch, which got away April 22. She is making a slow passage, which will be May 15. She is reported to the Merchants Exchange as having passed Kinasho, Mandate. She is bound for Queenstown. The Arctic Stream sailed May 15 and made the run in 120 days, arriving at Cork Sept. 12. She was beated as to time by the French bark General de Fairber, which was 119 days on the way, and the French bark La Rochejaquelein, which sailed it in 118 days.

Another report yesterday telegraphed to the Merchants' Exchange was that the French ship Marechal de Castries, bound here with general cargo for Astoria, Astoria & Company freighters, had been towed to Punta Arenas in a damaged condition and that her cargo had shifted. The craft put out of Dubbo July 7 and from Brazil July 12. The fact that her cargo shifted is taken to indicate that she encountered heavy weather. The vessel may not be in a seaworthy condition again for over a month.

BIDART USES BOTH ANCHORS

Harbormaster Speler Warns Captain Not to Let Bark Swing Free.

Failure of the skipper of the French bark Bidart, which is anchored in the stream, to take his anchor in to go with an order Monday night to let go the stern anchor, caused Harbormaster Speler to visit the craft yesterday, and on his emphatic instructions that the "mud hook" was dropped.

The Bidart arrived Sunday, and was anchored in the stream, with a berth at Columbia dock No. 1. As only the forward anchor was used, the vessel was permitted to swing from one side of the stream to the other, thereby blocking the channel at times, and drawing enthusiastic comment from citizens. Apparently the skipper saw no unreasonableness in his act in using so much of the harbor for the benefit of his ship. It is planned to shift the Bidart to her berth today, to begin discharging cement.

TRAMP LOADING LUMBER FOR LINING

Between 70,000 and 80,000 feet of lumber will be required to line the British tramp, Scottish Monarch, so that she can load wheat for the United Kingdom. The carrier arrived up yesterday and berthed at the North Pacific mill to take on lining material. The vessel came here from Chimboe, to which port she carries coal from

Newport News, for vessels of the United States Navy assembled there. On the voyage from Chimboe, it is reported that the "No. 1" fireman, who had charge of the Chinese in the firemen's crew, leaped over the side and was drowned.

Swells Break Denmark's Line.

Having lost a hawser through the fact of swells breaking, caused swells that prove greater than it could withstand, the skipper of the Danish bark Denmark yesterday requested that pilots and masters of large craft pass his berth at Linnton under a slow bell. The bark is discharging ballast there, preparatory to being lined for wheat and will probably shift before next week.

Columbine Has Lighthouse Gear.

Carrying big lenses and other gear for the lighthouse, also equipment for the fog signal, the tender Columbine will put to sea from Astoria today heading for Cape Hinchinbrook, where a lighthouse built under contract is about ready for acceptance. It is hoped to have the light in operation in advance of early winter weather.

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Scientific Specialists Men Only

Treatment for Men Only

Thorough preparation is the first essential for thorough work in medical practice. Upon this point my great success of effecting permanent cures where others have failed speaks sufficiently. I have gained practical experience by several years in the practitioners' field and by 25 years as a specialist in men's ailments. All these years have been years of observation, study and research. I have had every opportunity to acquire a thorough knowledge of men's ailments. I have cast theories aside and have stepped out upon the truths that I have for myself ascertained. I have replaced inaccurate and inadequate treatment with methods and remedies of my own devising that are accurate, scientific and thorough. I have developed a system of practice as broad and comprehensive as the entire range of men's ailments.

Men's Ailments

It is but partially cure an ailment is almost as dangerous as to allow it to go untreated. Unless every particle of infected tissue is removed, the probability exists that the ailment will gradually work its way into the general system. Perhaps 25 per cent of the cases I treat are a direct result of such an infection. During the past five years I have treated over 4500 cases of these ailments and have effected an absolute and thorough and safe cure in each instance. There have been no relapses or undesirable developments. When once a patient has been cured in less time than other and less thorough forms of treatment require in producing even doubtful results.

Blood Ailments

This most troublesome of all ailments can no longer be classed as incurable. The idea that the limit of medical knowledge is reached when one begins persistently dosing the system with medicines is as incorrect as many other ancient ideas to which the profession cling. Such treatment is frequently results in the virus being driven into the system, headache attacks and destroys even the very bones of the sufferer. I positively drive the virus from the system. The cure is thorough and permanent, and every symptom of the ailment vanishes, never to reappear. I use harmless drugs or medication, as well as harmless blood-cleansing remedies heretofore unknown in the treatment of this ailment. I regard my success as the crowning triumph of my professional career.

You Can Pay When Cured—Consult Me Free

If you are afflicted in any way it certainly will be to your best interests to come and have a friendly talk with me. It will save you a great deal of worry and anxiety. It will not cost you ONE CENT, and you will not bind yourself in any way to take treatment from me. I will tell you frankly what your condition is, and then you can decide for yourself as to whether I shall treat you or not. If you cannot call, write. Correspondence invariably has my personal attention and is regarded as strictly confidential. All replies mailed in plain envelopes. Office hours from 9 A. M. to 8 P. M. Sundays, 10 to 1 P. M.

The DR. TAYLOR Co.

234½ Morrison, Corner Second



The Leading Specialist.

Consultation is FREE and confidential, and you place yourself under no obligation to me whatever by coming to talk with me about your case.

Kidney and Bladder

My treatment removes the necessity of surgery, operations, diets, etc., in most cases of long standing. No other physician employs my methods of overcoming disease, and the results are often original and distinctive. Do not give up hope because others have failed. I can give you hope because I have not failed.

FREE

Varicose Veins

Many men afflicted with varicose veins are endangering their general health, and are subject to all sorts of physical impairment to remain uncured.

Varicose veins result from partial paralysis of the delicate nerve fibers that have a part in controlling local circulation of the blood. The normal course of the veins becomes depraved, nervous communication and control become inactive, weakens and relaxes. The blood vessels expand from the pressure within, the circulation becomes impeded and frequently stagnates, pools form in little knobs and pockets that constantly enlarge as the relaxation continues.

I guarantee to cure varicose veins in one week by a method that involves no cutting. No other physician employs a like method, and the thoroughness is my work that need not be the slightest fear of a relapse into the old condition.

Those who have been long afflicted with varicose veins will need to take the injection, which has caused until this time the vim, energy and buoyancy of spirits that a complete cure will bring.

Why My Cures Are Lasting

Because the methods I employ meet even the most minute detail of these ailments to which they apply, and are adapted to the individual requirements of the individual cases. Because my treatment is ample, scientific and complete, and does not interfere with the natural processes of the body.

Just as our methods of treatment are in a distinct and superior class, so also is the minimum fee superior to anything else. Minimum fee, superlative and lasting, and my patients have no relapses. For the same reason I am usually able to cure in much less time than is commonly required in obtaining but partial results.

FREE MUSEUM NOW OPEN

We have spared no time or expense in establishing our new Portland Museum of Anatomy and Science, which is open to the public daily from 10 A. M. to 8 P. M. and on Saturday from 10 A. M. to 5 P. M.

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