GOLDEN GATE WILL USE NONUNION MEN

Owners of Tillamook Vessel Object to Overtime Wages for Handling Cargo.

COST REDUCED ONE-HALF

Agent Hears That Move Has Been Made to Prevent Loading at Various Docks — Payment of Straight Scale Offered.

Because of the employment of nonunion men to discharge and load the Tillamook steamer Golden Gate on her last voyage to this port, Al Chase, agent for the craft on the Central dock, says that relations with the Longshoremen's Union have reached such a stage that he understands that steps have been taken to prevent her working at Albers Bros.' mill and other docks in the harbor, where she customarily receives outward cargo for Tillamook.

Mr. Chase said yesterday that recently he informed the longshoremen that it was a losing proposition for himself and associates to pay the scale of 55 cents an hour and 82½ cents overtime, but that he was willing to pay 55 cents an hour straight time. He said that the dockmen promised that the subject would be referred to the union for a decision, but that he received no reply and has paid the scale. On the arrival of the Golden Gate Saturday he secured nonunion men, paying them 35 cents an hour and succeeded in dispatching the vessel.

When the nonunion men appeared for their wages, he says, they had been influenced by longshoremen and refused to accept less than 55 cents an hour. He declined to pay the rate. They returned yesterday for their wages, which they accepted on the basis of 35 cents.

"We loaded the Golden Gate at half the cost that has been incurred in the past, and while there is no disposition on our part to fight the union, we feel that we have not been treated properly," said Mr. Chase. "Threats have been made we will rue the step and that the steamer will not be permitted to use nonunion men in loading at other docks, but it is our intention to continue with nonunion men. The steamer has such a short layover here usually that it is necessary to work a few hours overtime, but 82½ cents an hour is more than we feel is due for the character of labor employed."

MUSKOKA'S TITLE DEFENDED

Captain Crowe's Late Command Rated Fastest Sailing Craft.

About the widely known clipper bark Muskoka, of which Captain Albert Crowe, of Anderson & Crowe, was skipper for a lengthy period and until recently retained an interest in, is centered an argument that began in New York and was discussed in the New York Post, dealing with the speed that windjammers can make.

Captain R. MacDonald, now of North Sydney, C. B., who commanded the bark after Captain Crowe, asserts that the Muskoka is one of the fastest craft that ever sailed the seas and points particularly to her voyage in 1902 from Antwerp to Vancouver, when the bark made 12 knots an hour close-hauled. The Muskoka is known in Portland as a fleet sailer.

In speaking of her performances Captain MacDonald writes:

I am by no means surprised to find even good judges skeptical about the Muskoka's ability to sail within five and a half points of the wind. When her yards were braced up as sharp as we were in the habit of bracing them at sea, which was with the lower yards nicely clear of the lee backstays, a plummet dropped from the main or crossjack weather yardarm would strike the deck about two feet inside the rail, and the lee yardarm would be just plumb with the lee rail. In my private journal I have the following entry relating to the passage of the Muskoka from Antwerp to Vancouver: "June 27, 1902. Noon. Lat. 41 deg., 35 min. North. Long. 16 deg., 32 min. West. Wind, sou'-sou'-west, hauling southerly, sea smooth, tacked (port tacks on board), 1 P. M. wind increasing. From 1 P. M. until 3:30 P. M. the log (Walker's Cherub) showed that in that time the ship had made 30 miles, being at the rate of 12 knots an hour. Wind and sea increasing, handed light sail."

CHRISTIAN BORS IS FIXED

Vessel on Way North With Coal Loads Here.

It has been learned that the Norwegian steamer Christian Bors, en route to Puget Sound with a cargo of Government coal, was fixed at 30 shillings to load wheat outward from Portland. She was taken with the usual option of Tacoma, Balfour, Guthrie & Company, being the charterers. The British Steamer Camphill, which arrived at San Francisco October 15 and was reported as bound for Portland, is said to be on the disengaged list. She loaded 6100 tons of coal at Norfolk for Chimbote, Peru, for the Government, but reported at her destination after the Pacific fleet had sailed, so was ordered to the Golden Gate.

J. J. Moore & Company have taken the Norwegian Steamer Titania, but her loading port has not been announced, while the Charles Nelson Company has taken the Norwegian Steamer Elsa to load lumber for Sydney. She is on the Chinese Coast. Of 22 lumber cargoes dispatched foreign from this port since May, 16 were carried on tramp steamers. In October, 1909, the lumber fleet for the offshore ports numbered four vessels, three carrying full loads. This month Portland will be credited with one full cargo, that of the Knight of the Garter, while port cargoes will include the Strathyre, Henrik Ibsen, Redhill, Iran and probably the Norwegian Steamer Eir.

LUMBER TO HELP NEW LINE

Bates & Chesebrough Will Enter Coastwise Field for Trade.

Lumber from the Pacific Northwest may form the bulk of the eastbound shipments in the Bates & Chesebrough service, which is to extend to the Atlantic Coast via Ancon, but it is planned to carry lumber only to San Francisco and Los Angeles. The new line is assured of westbound cargo in large lots, and large cargoes will move East from California, but in entering the Portland and Puget Sound territory the promoters are counting on hauling full cargoes of lumber south if contracts are made with San Francisco buyers.

H. S. Bates was to have reached Portland today to be present at tonight's meeting of the transportation committee of the Chamber of Commerce. He was in Seattle last week, but was obliged to return to San Francisco on business connected with the new service and is expected here in a few days.

At tonight's gathering the subject of encouraging the Panama line will be broached and it will probably be made clear to shippers that Portland may lose the line unless efforts are put forth to provide business, even if it is largely confined to bulky shipments handled by rail.

This port can send a large share of the lumber hauled south, if San Francisco interests sign transportation contracts, but as such a move would precipitate strong opposition on the part of the steam schooner owners, the proposition is somewhat doubtful.

MASUNDA AND EIR ARRIVE

Two More Carriers Are Chartered for Sydney Loading at 32s 6d.

The two tramps, the British Steamer Masunda, from Honolulu, and the Norwegian Steamer Eir, from Victoria, reached the Columbia yesterday afternoon and probably will arrive up today. The Masunda comes to load wheat for the United Kingdom under charter to Kerr, Gifford & Co., while the Eir will work lumber for Sydney under charter to the American Trading Company. She will take on a portion of her load at the North Pacific mill and finish at the Portland mill.

The American Barkentine James Tufts has been chartered to load here for Sydney at a rate of 32s 6d, and is to load for the return with Australian coal for San Francisco, the latter rate being 18 shillings. Another vessel has been taken, with a lumber capacity of 1,500,000 feet, also to load for Sydney at 32s 6d, but her name has not been announced.

The steam schooner Nehalem is daily expected to arrive from the south with 400,000 feet of redwood, to be loaded on the British ship Claverdon, which is working fir at the North Pacific mill for South America.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Klamath	San Francisco	In port
Hercules	Hongkong	In port
Rose City	San Pedro	In port
Sue H. Elmore	Tillamook	Oct. 21
Golden Gate	Tillamook	Oct. 22
Breakwater	Coos Bay	Oct. 23
Rygja	Hongkong	Oct. 25
Eureka	Eureka	Oct. 22
Geo. W. Elder	San Pedro	Oct. 23
Beaver	San Pedro	Oct. 25
Falcon	San Francisco	Oct. 26
Bear	San Pedro	Oct. 30
Roanoke	San Pedro	Oct. 30

Scheduled to Depart.

Name.	For	Date.
Hercules	Hongkong	Oct. 20
Rose City	San Pedro	Oct. 24
Sue H. Elmore	Tillamook	Oct. 23
Golden Gate	Tillamook	Oct. 25
Breakwater	Coos Bay	Oct. 25
Eureka	Eureka	Oct. 24
Klamath	San Francisco	Oct. 24
Geo. W. Elder	San Pedro	Oct. 26
Beaver	San Pedro	Oct. 29
Roanoke	San Francisco	Nov. 2
Bear	San Pedro	Nov. 3
Rygja	Hongkong	Nov. 10
Falcon	San Francisco	Nov. 28

Glenalvon Finishes Wheat Today.

If the same speed is maintained today by grain-handlers and longshoremen employed in loading the British Ship Glenalvon that has characterized their labors since Monday, the vessel will have the last of her cargo aboard before noon. She is to carry about 3200 tons of wheat and each of the two gangs has averaged 10,000 sacks a day. The British ship Kirkcudbrightshire, which reached Astoria Wednesday from Newcastle with a coal cargo, will discharge a portion of it at Astoria and it is probable that the French Ship Thiers, which reported the same day from Antwerp, will discharge 1000 barrels of cement there. The delay to these vessels will pospone their arrival here until next week.

Lighthouse Launch Delivered.

Averaging nine miles an hour on her trip, the new launch built by the Curtis Company for the local lighthouse district, to be used as a tender at the Tongue Point buoy station, arrived there yesterday. The craft has a length of 30 feet and is of the cruiser type. Commander Ellicott says that she will be operated between the station and Astoria, carrying supplies, and in rough weather is to be used in reaching lights in that vicinity. The cruiser was the last to be delivered of seven launches ordered this year, the others being for Alaska.

Makaweli and Jewett Finish.

With a lumber cargo destined for Delaga Bay, the American barkentine Makaweli is ready to shift to the stream at Westport and will be towed to sea tomorrow. The schooner W. F. Jewett has also finished loading at Goble and her cargo will be discharged at San Francisco. The Steamer Oklahama yesterday left up with the schooner Virginia in tow and her hay cargo is to be discharged at the North Bank dock. The schooner King Cyrus crossed in yesterday from San Pedro and will load on the Lower Columbia.

Iralda to Have New Pitman.

When the speedy Steamer Iralda arrives today from lower river points, a new pitman will be installed, as she broke one a few days ago but its loss was not sufficiently serious to prevent her from operating. The craft has added to her record for speed by making the run from the Steel bridge to the mouth of the Willamette, a distance of 12½ miles, in 45 minutes, and the same distance was covered on the upstream run in 45½ minutes.

Marine Notes.

Latest of the windjammers to leave European ports for this harbor is the British ship Vincent, which sailed from Antwerp October 18.

To begin working 2500 tons of flour, the Oriental liner Hercules yesterday shifted from the Albina dock to that of the Portland Flouring Mills Company.

Entries at the Custom-House included the steamers Washtenaw and Daisy, from San Francisco. The Daisy cleared for that port and the Washtenaw for Port Orford.

Oil and stores composed the cargo of the lighthouse tender Manzanita, which yesterday sailed from Astoria for Puget Sound to visit all stations in that locality.

General merchandise and asphalt are being discharged at Oak-street dock by the steamer Washington, which is to load lumber at Rainier and Knappton for San Francisco.

At Supple's yard yesterday afternoon a barge owned by the Columbia Contract Company was launched after having seams on the bottom recaulked and minor repairs made.

Three broken braces on the rudder of the steamer Klamath have further delayed her being floated from the Oregon drydock, and she may not be in the water until tomorrow.

It is planned by the Corps of Engineers, U. S. A., to start the new launch Salem for the Upper Willamette today, and she probably will remain at Oregon City until next week.

Captain Charles Jordan is master of the steamer Metlako, vice Captain G. F. Gildez; Captain E. D. Parsons has succeeded J. C. Reed as master of the Port of Portland tug Oneonta, and J. M. Bertrand is master of the tug Cruiser, vice E. B. Grunstad.

Dredging ordered by the Kenton Land Company to improve the channel in Columbia Slough, from its mouth to the Vancouver-avenue bridge, was completed yesterday afternoon by the crew of derrick 02, of the Diamond O fleet.

To take on additional lumber, the British steamer Needles yesterday shifted from Rainier to Prescott.

To begin work at Coos Bay, the Government dredge Oregon, operated by the Corps of Engineers, U. S. A., was towed yesterday from Grays Harbor and is expected to reach her destination tomorrow.

G. R. Putnam, commissioner of the newly-organized lighthouse bureau, is expected in Portland today from Seattle on a tour he is making of Coast districts, and will confer with Commander Ellicott regarding future improvements.

Movements of Vessels.

PORTLAND, Oct. 20.—Arrived—Steamer Rose City, from San Pedro via San Francisco; schooner Virginia, from San Francisco. Sailed—Steamer Shoshone, for San Francisco; steamer Washtenaw, for Port Harford; steamer Bandon, for San Francisco.

Astoria, Oct. 20.—Condition at the mouth of the river at 5 P. M., moderate; wind northwest 18 miles; weather, clear. Sailed at midnight—Steamer Falcon, for San Francisco. Arrived down at 4 and sailed at 11 A. M.—Steamer Roanoke, for San Diego and way ports. Left up at 6:30 A. M.—Schooner Virginia. Sailed at 7 A. M.—Steamer Claremont, for South Bend. Sailed at 9 A. M.—Steamer Bear, for San Francisco and San Pedro, steamer Casco, for San Francisco. Arrived at 10:30 A. M. and left up at 2 P. M.—Steamer Rose City, from San Pedro and San Francisco. Arrived at 4 P. M.—British steamer Masunda, from Honolulu, and Norwegian steamer Eir, from Victoria. Arrived at 2:30 P. M.—Schooner King Cyrus, from San Pedro.

San Francisco, Oct. 20.—Arrival at 5 A. M.—Steamers Geo. W. Elder, Shasta and Yosemite, from San Pedro. Sailed at 3 P. M.—Schooner Mabel Gale, for Columbia River. Sailed—Steamer Shasta, for Portland. Arrived at 9 A. M.—Steamer Asuncion, from Portland.

Hong Kong, Oct. 20.—Sailed—Norwegian steamer Selja, for Portland.

South Bend, Oct. 20.—Arrived—Steamer Claremont, from Portland.

Antwerp, Oct. 20.—Sailed October 18—British ship Vincent, for Portland.

Plymouth, Oct. 20.—Arrived, Prinz Friederich Wilhelm, New York, for Cherbourg and Bremen and proceeded.

Boulogne, Oct. 20.—Arrived, Noordam, New York, for Rotterdam and proceeded.

Boston, Oct. 20.—Arrived, Ivernia, Liverpool.

San Francisco, Oct. 20.—Arrived, Steamers Tampico, Seattle; Daisy Freeman, Lakme, Grays Harbor; Arctic, Port Angeles; Asuncion, Astoria; Queen Amelie, Nanaimo; Tiverton, Port Ludlow. Sailed, steamers Yosemite, Seattle; Westerner, Grays Harbor; Shasta, Astoria; schooner Mabel Gale, Astoria.

Tacoma, Oct. 20.—Arrived, steamer Eureka, San Francisco; steamer Olsen & Mahoney, San Francisco; Japanese steamer Panama Maru, Yokohama. Sailed, steamer Eureka, Everett; steamer Olsen & Mahoney, Sound ports; British steamer Beachy, Port Blakeley.

Seattle, Oct. 20.—Arrived, steamer Col. E. L. Drake, San Francisco; U. S. S. Cheyenne, Bremerton; British steamer Prince George, Prince Rupert; steamer Humboldt, Skagway; steamer President, Tacoma. Sailed, steamers Bertha, Eureka, Elihu Thompson, and Jeanie, Tacoma; steamer Lucy Neff, Bremerton; U. S. S. America, Alaska; British steamer Prince George, Portland Canal; steamer Bessie Dollar, Eagle Harbor.

Los Angeles, Oct. 20.—Arrived, Beaver, Portland. Sailed, Governor, Seattle; Chehalis, Grays Harbor.

Hongkong, Oct. 20.—Arrived, Empress of China, Vancouver, B. C.

Tides at Astoria Friday.

High.		Low.	
2:51 A. M.	7.6 feet	8:30 A. M.	2.5 feet
2:28 P. M.	9.6 feet	9:27 P. M.	1.0 feet

MEN'S AILMENTS CURED TO STAY CURED

Scientific Treatment

My success has come as a reward of ability and honest, earnest, scientific application of thorough understanding.

Original Methods

I depend upon nobody's theories, but treat my patients in the light of my own knowledge and experience.

MEN ONLY.

The Leading Specialist.

There is not another physician or specialist anywhere who treats men's ailments as I treat them. This is a fact that should be duly considered by those who have repeatedly been disappointed in their efforts to obtain a cure. In no other branch of practice has medical science so lagged and the forms of treatment now commonly employed among the profession are largely based upon theories that have been handed down through generations of doctors. An evidence of this is the prevalent inability to successfully cope with several of those ailments peculiar to men.

I have learned Nature's laws applying to their cause and cure. Through this knowledge I have perfected forms of treatment wholly original and distinctive. Every requirement for a thorough cure is scientifically met, and as a result I am able to completely master cases commonly regarded as incurable. I especially invite those who have been long afflicted to consult me. My success in curing difficult cases has brought my marvelous growth of practice and made me the foremost specialist treating men's ailments.

CONTRACTED AILMENTS.

Every case of contracted ailment I treat is thoroughly cured; my patients have no relapses. When I pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the disease will return in its original form or work its way into the general system. No contracted ailment is so trivial as to warrant uncertain methods of treatment, and I especially solicit those cases that other doctors have been unable to cure.

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Free Museum

Our $10,000 Museum of Anatomy is now open to male visitors. The largest and finest on the Coast. All men visiting Portland should see this educational exhibit, showing the human body in wax reproductions.

VARICOSE VEINS.

Without using knife, ligature or caustic, without pain and without detention from business, I cure Varicose Veins in one week. If you have sought a cure elsewhere and been disappointed, or if you fear the harsh methods that most physicians employ in treating this disease, come to me and I will cure you soundly and permanently by a gentle and painless method. Don't delay. Varicose veins have their dangers and bring their disastrous results. If you will call I will be pleased to explain my method of curing.

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

ADVICE AND CONSULTATION FREE

Come and have a private talk with me concerning your ailment. Even if you are not prepared to undergo treatment at this time, I can always give helpful suggestions to men who are diseased or ailing. If you cannot come to Portland, write for particulars of my system of home treatment. Interesting literature and colored charts if you will call.

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OUR CHARGES are the most reasonable in Portland—and we guarantee to cure you or make no charge for our services.

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I can positively assert that there does not exist a single case of Blood Disease, Nervousness, Varicose Veins, Piles, Kidney, Bladder and other Ailments of Men that I can not cure promptly, safely, permanently—if in reach of medical science.

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Not a Dollar Need Be Paid Unless Cured.

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for one week if you desire to prove that I can cure you. I have spent thousands to develop my treatment and I know what it will do. Don't experiment elsewhere. Try my treatment free, and be convinced that I can cure you.

While the ordinary doctor is experimenting and making mistakes, I accomplish cures. See me now.

Out-of-town Men Visiting the City

Consult me at once upon arrival and maybe you can be cured before returning home. Many cases can be cured in one or two or more visits, continuing treatment when home. Consultation and Advice Free.

IMPAIRED VITALITY

I promise you results so prompt and positive that you will not need any one to point out the improvement. In short I will give absolute results in every case and a written memorandum to refund every cent if you are not perfectly cured.

I want to talk with the men who have tried other methods and found them unavailing. I want to talk with the men who have almost given up hope of being cured. I can convince them by actual cures.

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at office or by mail. One personal visit is preferred, but if this is impracticable, write me a full and unreserved history of your case and get our opinion free. Many cases cured at home. Medicines fresh from my own laboratory, $1.50 to $6.50 per course.

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General Debility, Weak Nerves, Insomnia—Results of exposure, overwork and other **Violations of Nature's laws. Diseases of Bladder and Kidneys, Varicose Veins, quickly and permanently cured at small expense** and no detention from business.

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MOTHER'S FRIEND

DOCTOR GREEN

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WHERE MEN GET CURED

Moderate charges, fair dealing, skillful service, and speedy cures have won for us the confidence and patronage of afflicted men.

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MEN, if you are ailing, do not become a victim of neglect. Do not wait until your whole system is polluted. Do not delay until your nervous organization is tottering under the strain. Do not put off until you become well nigh a physical wreck, unfitted for study, business or social duties and obligations.

Procrastination is characteristic of the weak man; decisive action of the strong man.

DECIDE upon your physician **now**. Make up your mind **this moment** to regain your self-control, your self-confidence, your self-respect.

Our treatment will do for you what it has done for so many other ailing men. **It will CURE YOU.** We claim for it no "wonderful" or "secret" method—it is just our way of doing things.

Men, honestly investigate our strictly modern methods, and you will understand how easily we cure VARICOSE VEINS, OBSTRUCTIONS, SPECIFIC BLOOD POISON, NERVO-VITAL DEBILITY, PROSTATIC, BLADDER and KIDNEY troubles, and all contracted ailments.

If you are ailing, come directly to our office and we will give you private counsel and a careful personal examination **free of charge**. Then, if you decide to take treatment, terms and payments will be arranged to your own satisfaction. Hours, daily, 9 to 5; evenings, 7 to 8; Sundays, 10 to 1 only.

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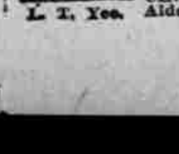

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Yee & Son's Medicine Co. spent lifetime study of herbs and research in China; was granted diploma by the Emperor; wonderful cure of all ailments of men and women when others failed. If you suffer, call or write to YEE & SON'S MEDICINE CO., 142½ First, Cor. Alder, Portland, Or.

STOP TAKING DRUGS

Don't ruin your stomach by doping it with poisons. Drugs are made to sell, not to cure.

The first impulse of a man who finds himself ailing in any way is to take some kind of medicine. Doesn't matter what kind, just as long as it gives him temporary relief. That's where the danger lies. The action of drugs is like that of whisky. Whisky will cause a man to "brace up" feel strong and full of vim for a few hours, but when the effect of the alcohol passes away the old stupid feeling returns worse than ever.

Now, drugs will give relief for a few hours, but the trouble returns as soon as the drug loses its power to stimulate. Every minute that drugs give relief they are busily engaged in doing harm. They destroy the delicate lining of the stomach and weaken the nerves. They mix with the digestive juices, causing poor digestion and constipation. Every part of your vitals that is affected by drugs is weakened by them.

There's only one way to cure any ailment. That way is to assist Nature. Drugs don't do that. Nature is the best doctor, and sometimes will accomplish a cure in spite of drugs. Then drugs get the credit for what Nature alone did.

The help Nature needs is electricity. It's the power that runs the machinery of your body, and most all ailments are due to the failure or breaking down of some vital part, the stomach, liver, kidneys, heart or nerves. The reason any organ fails to work properly is because it hasn't the power—electricity. Restore this force where it is needed and pain and disease will disappear. Electra-Vita does that.

Electra-Vita is an electric body battery, applied while you sleep. It sends a stream of electric life into every nerve and tissue of the body, building up vitality and strength, and removing the cause of disease.

Electra-Vita does not shock or blister. The only sensation is a mild, soothing glow.

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Electra-Vita has proven a great success. It has cured people all over the West, whom drugs had failed to benefit.

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