

Sound. Tacoma. Nov. 24. —Arrived—Steamer Ala-media, from Alaska. Ban Franclaco, Nov. 25.—Arrived—Steamor Calcutta. from Yokohamar; steamer Lurline, from Honolulu, steamer Leelanaw, from Na-nalmo; steamers Olympic, and Tamalpais, from Hoquiam; schooners Occania and Vance, from Mulkliteo. Salled—Steamer Hilo-nian, for Honolulu, via Seattle and Tacoma; steamers Wushington and Shana Yak, for Astoria.

Tides at Astoria Friday.

Man Killed by Train.

OREGON CITY, Nov. 24 .- (Special.)

Astoria.

us towards the beach. A few hours later the Deflance, which had been searching for us for nearly 24 hours, hove in sight, and I assure you she was velcome sight. Captain Trapp put another hawser on board and brought us up to the month of the Columbia this morning. As this hawver was a light one, it was not considered safe to tow in across the bar and the tug Oneonta brought us inside, tired but safe and thankful to

TOWLINE IS LOST

Barge Coronado in Straits Of

Lee Shore.

WIND CHANGES IN TIME

Vessel Keeps Outside Breakers and

Is Saved in Nick of Time-Tug

Oneonta Helps Finish Voy-

age Into Columbia.

ASTORIA, Or., Nov. 21.- (Special)-

The barge Corenado, formerly an Amer-lean barkentine, arrived today from San Francisco after narrowly eccaping contemption in

San Francisco after narrowly excepting essituction in the recent gale, but ane came in unformed and with her cargo intact. In teiling of the trip Cap-rain Lawless, master of the craft, safe "We sailed from San Francisco at 3 octock on Saturday afternoon in tow of the tog Defiance. Captain Trapp, and with a cargo of 1500 tons of ce-ment. There was a helsk southeast wind blowing but we came along in fine shape until Monday night, when the gale struck up. I never saw a

The gale struck us. I never saw a worse one, the sens running high and coming from all directions. "We labered along, bowever, until about 10 o'clock Tuesday morning, when we were several miles off Cape Mairs, the cable parted and for a fine wa were at the morey of the wayes.

we were at the morey of the waves, close in on a lee above. We set sails quickly as possible, but the deck was

quickly as possible, but the deck was full of water and the men were washed away from the braces several times. Finally they were able to get the bower topenil up. This was fully an hour after the cable parted and in the mean-time we had been carried some distance impore. We could not work our way out to see, so we bent every effort to heep outside the line of breakers. "All hands worked like Trojans and at 4 oclock on the following morning.

at 4 eclock on the following morning, Wednesday, we were about eight or nine miles off Willapa Harbor. For-

tunately the wind shifted somewhat and we were able to wear the vessel around and put off shore. The change came

CORONADO TO LOAD WHEAT

have escaped so fortunately.

Rate of \$1.50 Quoted for Return

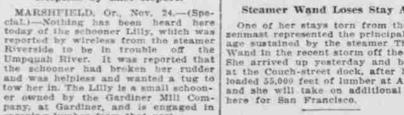
Voyage to San Francisco.

It is expected that the tug Defiance will bring up the river today the barge Coronado, which the Oneonta yesterday assisted to complete her voyage into the Columbia River. On her return the De-flance will take the barge Gerard C.

North

Tomey to San Francisco. The Coronado. Ilko the barge Annie Johnson, now discharging cement at the Pacific Bridge Company's dock will load with wheat for San Francisco, under engagement to Balfour, Guthrie & Co. They one to take out combined correspondent are to take out combined cargoes of 5000 tons on a rate of \$1.50. The obmson will be ready to load next week.

while the Coronado will get away early in December also. The Coronado was launched in 1374,



carrying lumber from that port. It is announced here that the steamor Alliance has been purchased by the North Pacific Steamship Company and will be put on the run from Port-land to Coos Bay and Eureka. It is

also reported here that the steamer in local waters as to the maximum at Eureka will again go on this run. Both steamers formerly made this port, but fines, it is said, have no terror for steamboat-masters who are urged by their owners to make up lost time, but if convictions are had in the Federal tribunal the punishment from a finan-

Pulitzer's Weather Apparatus Is

ASTORIA, Or., Nov. 21.-(Special.)-The pilot schooner Joseph Pullizer came inside today and will remain two or three days taking water and supplies. Mendocino inst Tuesday night, Last night, off Cape Blanco, she sighted the steam schooner Johan Poulsen, which She had a rough experience in the recent gales, but suffered no damage excepting that her weather apparatus sailed from here Tuesday morning.

8:48 A. M. 8:55 P. M.

and. Small
Small
Tokohama, Nov. 74.—Arrived previously, Kamakura Maru, from Tacoma,
Port Said, Nov. 24.—Arrived—Oanfa, from Glasgow, for Seattle,
Bingapore, Nov. 24.—Arrived—Admiral Fourietion, from Antwerp for San Fran-

cisco. Seattle, Nov. 24.—Arrived—Steamer Hum-boldt. from Skagway. Yokohama, Nov. 24.—Arrived—Empress of Japan, from Vancouver. Los Angeles, Nov. 24.—Arrived—Steamer





I have no specific or cure-all preparascientifically according to its particular re-guirements, closely watching it and carefully following its symptoms with varied remedies through every state, and stake my reputation on the result. tions, but treat each case separately and



mpany speed law in the future may have to Port-face the Federal Court, as the Corps It is of Engineers, U. S. A., has jurisdiction

PILOT SCHOONER COMES IN cial standpoint can be made severe.

Dorr's Deckload Discharged.

Marine Notes.

steamer Klamath, which reported Wednesday that she had passed the

of the Balley Gatzert's

Three Vessels Are Sighted.

ASTORIA, Or., Nov. 34.-(Special.)-The steam schooner F. S. Loop, arriving

The pilot schooner Josephanit in England and was christened in Sets imile in England and was christened inside today and will three days taking water transferred to Germany, and she sailed the high sear as the German bark J. C. Pfluger. Under the American regis-try she was known, as the bark J. C. try she was known as the bark J. C. Pfluger and in time she altered her rig to that of a barkentine. With the Coronado, the Ocean Barge

& Tugboat Company has four barges en-gaged in the Portland-San Francisco trade, but the Gerard C. Toney and Amy Turner will remain in the lumber business so far as southbound cargoes figure. They have been assigned to transport thes from the Columbia River for the Southern Pacific at San Francisco and, while several cargoes have been loaded, it is said there is sufficient material un-moved to retain them in that work until Sering.

LIFE BUOYS FOR ALL DOCKS

First Aid to Drowning Persons May

Be Provided.

Recent drownings in the harbor have stirred Harbormaster Speler to a de-termination to incorporate in the regulations of the part, with the sanction of the Council, a provision that each dock shall be equipped with life buoys, secured to which will be a long line, so that passengers boarding steamers who fall overboard can be given imme-diate assistance and can hang to the

buoy until reached by small boats." In the case of a sallor drowned Mon-day, from the French bark Babin Chevays, evewitnesses say that had a buoy been thrown from the vessel there is every reason to believe that he could have reached it, as he was a strong have reached it, is the present of the present the present to save them had to first depend on getting a boat into the stream. The boat into the stream. The present terday in tow of the Ocklahama. The British bark Iverna, the ploneer of the 1910-11 grain fleet, and which arrived to order November 14, has been ordered to be the present terday in the order of the present terday in the ploneer of the plon

STEAMER AND TUG COLLIDE at Cork November 14, has been ordered to Limerick to discharge.

Navigators Quickly See Danger and

Reverse Engines.

ASTORIA, Or., Nov. 24 .- (Special.)-About 6 o'clock this morning, during a heavy fog, the bar tug Wallula left her wharf for the mouth of the river, going around the tank steamer J. A. Chanslor around the tank stander J. A. Chansio, which was anchored in the stream, and at about the same time the steamer General Washington started for deep river, going across the bow of the Chansior. As the two steamers came around the tanker the navagators saw each other and reversed their engines, but other and reversed their engines, came together when almost at a atandstD

The starboard guard of the Wushing-in was slightly damaged, but the tug as uninjured and both craft proceeded on their trips.

WILHELMINA BACK IN PORT

Breakwater Will Carry Staslaw Cargo to Coos Bay First.

Stormy weather off the Columbia River, which prevented the gasoline schooner Wilhelming from crossing out, caused her to return to Portland resterday, and it has been decided that she will take on more cargo, eliminating consignments for Siuslaw. Arrangements have been en more cargo, eliminating conseminants for Siuslaw. Arrangements have been made through which the steamer Break-water will load Siuslaw cargo and dis-charge it at Coos Bay, where the Wil-heimina will relead it for its destnation. Arrangements are being made for ad-

Navigation Aid Changes Out.

lately the steamer Breakwater has been the only connection with Portland.

Disarranged in Gales.

ASTORIA, Or., Nov. 24.—(Special.)— The work of discharging the deckload of lumber from the steam schooner Temple E. Dorr was completed today and the buits on the top side of the hull are being caulked. As soon as that is finited the deckload will be placed Commander J. M. Ellicott, lighthouse inspector, has issued the following list affecting aids to navigation in the 17th district:

Columbia River entrance-Clatsop Splt soy, HS. first-class can, reported out of contine, November 21; will be replaced. Washington-Willapa Bay-Willapa Hay a light, structure carried away and light lecontinued. November 3; will be replaced is finished the deckload will be placed on board again and the vessel will sail for San Francisco. She will probably leave next Sunday.

on. Willapa Bay-Beacons carried away, No-under 3; will be replaced as soon as prac-table. Grave Marbor entrance-South Suit Jetti

Grays Harbor entrance-South Split Jetty Buoy. HS. flowt-class can, will be perma-estly discontinued about November 2: and oplaced by a first-class num-ered "2 Jetty" which will also mark the matory side of the new south channel over the har. Lumber inden for San Pedro, the schooner Mabel Gale, which left here last week, put to sea yesterday. Mon employed on the dredge Port-land, which has finished work at Hunt-

the har. Grays Harber entrance-Trustee Spit Buoy, 2. first-class nun, will be replaced about November 25 by a Fif first-class can thout 1800 root northeasterly of the present ention of No. 2. Grays Harbor entrance-Trustee Spit Buoy, the reported missing November 16: and a Juan de Fuca Strait-Foint Wilson Buoy No. 8. reported missing November 21; will se replaced as soon as practicable. er's Bar and been towed to the St. Johns drydock, have been discharged. To load lumber at Prescott for the United Kingdom, the German bark Wandsbeck has been chartered by the and Oregon Pine Export Company. She will carry 1.800,000 feet. There arrived in port last night the

Kirkeudbrightshire Goes to Sea.

steamer Hornet off the Coquille River Conditions had so moderated vesterwith her deckload of lumber gone to day at the entrance to the Columbia that the British ship Kirkeudbrightthe rall. Members shire, with wheat for the United King-dom, got to sea at 2 o'clock in the afternoon. She is expected to be folcrew ate turkey dinner yesterday in Poriland, as the steamer was at her dock at 2:30 o'clock, making a run from The Dalles that reminded waterlowed by the German ship Selene, which arrived down Wednesday, and the French bark Babin-Chevaye will be a close third, as she left down yesfront denizens of racing days a few years ago. At Supple's yard the gasoline craft Eva, the first of that name built by Captain Amos and which has been suc

ceeded 4n his fleet by a new launch, has been hauled out by her present owners, the Portland Fish Company, and after repairs, will be equipped with a new engine and placed in com-

Two Steam Carriers Arrive.

Two tramp steamers yesterday wended. mission as fish tender. their way into the Columbia River from Puget Sound-the Hazel Dollar, which files the British flag, and is to load lumber for China, at the Portland Mill,



Movements of Vessels. Thes the British flag, and is to load lumber for China, at the Portland Mill, and the Norwegian steamer Bjornstjerne Bjornsen, under charter to Kerr, Gif-No married woman's happiness

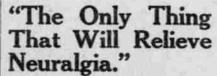
is complete without children; she yearns with the deeper longings of her nature for the joys of motherhood. But women who bear children should prepare for the coming of baby

by properly caring for their physical systems. Mother's Friend is the expectant mother's greatest help. It is a remedy which prepares the muscles and tendons for the unusual strain, renders the ligaments supple and elastic, aids in expanding the skin and flesh fibres, and strengthens all the membranes and tissues. It is especially valuable where the breasts are troublesome from swelling and congestion. Women who use Mother's

9

Friend are assured of passing the crisis with safety. It is for sale at drug stores. Write for free book for expectant mothers.

THE BRADFIELD CO., Atlanta, Ga.



The piercing pains of Neuralgia, which often follows a bad cold or La Grippe, are frequently almost unbearable and few medicines afford any relief to the sufferer.

'I am a rural mail carrier and have been a user of the Dr. Miles medicines for years.

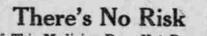
Dr. Miles' Anti-Pain Pills can't be beaten. They are the only thing I have found that will relieve my neuralgia and I have tried most everything, besides medicine from the doctor. I am willing to

tell anyone what the Anti-Pain Pills did for me." CHARLES HILDERBRANDT. Box 205 Woodvill, Ohio

If you, like Mr. Hilderbrandt, "have tried most everything' in vain, why not do as he did, fight your aches and pains with Dr. Miles' Anti-Pain Pills. Let the pills bear the brunt of the battle. No matter how stubborn the contest, they will come out victorious. Dr. Miles' Anti-Pain Pills

stand on their record, which is a long list of cures extending back a generation.

Druggists everywhere sell them. If first package fails to benefit, your drug-gist will return your money. MILES MEDICAL CO., Elkhart, Ind.



If This Medicine Does Not Benefit, You Pay Nothing.

A physician who made a specialty of stomach troubles, particularly dyspep-sia, after years of study perfected the formula from which Rexall Dyspepsia Tablets are made.

Our experience with Rexall Dyspep-sia Tablets leads us to believe them to be the greatest remedy known for the relief of acute indigestion and chronic dyspepsia. Their ingredients are soothing and healing to the inflamed mem branes of the stomach. They are rich in pepsin, one of the greatest digestive aids known to medicine. The relief they afford is almost immediate. Their with pereistency and regularity for a short time brings about a cessation of the pains caused by stomach dis-

Rexall Dyspepsia Tablets will insure healthy appetite, aid digestion and pro-mote nutrition. As evidence of our

sincere faith in Rexall Dyspensia sincere faith in Rexall Dyspepsia Tablets, we ask you to try them at our risk. If they do not give you entire satisfaction, we will return you the money you paid us for them, without question or formality. They come in three sizes, prices 25 cents, 50 cents and \$1.00. Remember, you can obtain them only at the Owl Drug Co. Inc., Cor 7th and Washington ats Cor. 7th and Washington sts.