

SHIPWRECK SNAPS IN STORM

Vessel Drifts Into Puget Sound From Station on Umattilla Reef.

RETURN WILL BE PROMPT

When Mooring Anchor Carries Away Light Harbor Anchor Will Not Hold—Tender Heather Goes to Aid of Drifting Ship.

Driven from her station on Umattilla Reef through the fact her heavy mooring chain snapped in the severe weather of Sunday, relief lightness No. 32, which has been on duty since No. 67 was ordered here in June for repairs, was yesterday reported to Commander Elliott, lighthouse inspector for the Seventeenth District, as having passed into Puget Sound.

In anticipation that she would put into Port Angeles, where a duplicate set of new moorings is available, Commander Elliott wired her master for a complete report and included instructions that he return to the reef without unnecessary delay.

The lightvessel was moored in about 20 fathoms of water, but owing to the "wing" on the chain as she rode the waves, additional lengths were carried, so that she had a complete chain of about 150 fathoms.

The tender Heather was at Seattle yesterday and orders were at once wired her master to stand by the lightvessel and furnish her with a complete bunker supply, so that when the last of her coal is aboard she can return to sea and resume her position.

"The assumption of some that a lightvessel never leaves her station except for repairs is decidedly erroneous," said Commander Elliott yesterday after dispatching his orders to Port Angeles. "There are times, such as this, for example, when there is no room for a lightvessel should attempt to stay outside, for she can be of no service and the proper thing for her master to do is to head for the nearest port, get in touch with headquarters so that we can be advised without delay that she is off the station, and then refit and get back there."

SOUND WANTS FIRST PLACE Portland Leads in Wheat Exports for Past Year.

Official figures of the Department of Commerce and Labor for 1910 give Portland first place in wheat shipments over the Sound, and the version of Seattle papers is "Puget Sound exports more wheat during 1910 than any customs district in the United States, except Portland."

In 1910, Portland floated 5,139,823 bushels, say the Government officials, and Puget Sound, which includes all water that waterway, sent away 4,697,487 bushels. Seattle was behind, with only 1,200,000 bushels, which represents Portland's gain for the 12 months. In December Portland dispatched 1,562,713 bushels and Puget Sound 1,275,224 bushels.

SHNA YAK LEAKING AGAIN Damaged Steamer Is Raised for Second Time.

"Leaking like a sieve" was the report made yesterday by the steamer Shna Yak, which was floated from the Oregon drydock Saturday evening. Late yesterday the steamer was again taken out of water for an examination. Robert McIntosh, who was awarded the contract for repairs to the hull, says he believes that the vessel is taking water through a number of seams, and only a few of them were caulked. This was done contrary to his advice that all seams should be given the same treatment, as the vessel had been strained greatly in striking the bottom of the Columbia river.

MASTERS' OPINIONS WANTED Inspector Suggests Plan Covering Request for Lightship.

Skipper of steamers operating between Portland and San Francisco are to be given an opportunity through the Chamber of Commerce to voice their ideas as to which point would be the most advantageous inside for the lightvessel No. 32, a self-propelled type which has been out of commission for two years. It has been suggested that she be used inside so as to facilitate the navigation of vessels at night, and the matter will be disposed of through recommendation to Washington.

Representatives of the Chamber of Commerce yesterday conferred with Commander Elliott, lighthouse inspector, with a view of ascertaining the chamber of commerce's opinion. Commander Elliott threshed the matter over and in the end provided the delegation with a list of categorical questions, which will be mailed to various steamship masters with a request for an immediate reply. When those opinions are received the State Board of Pilot Commissioners will be requested to voice their opinion as to the best location for the mass will be segregated those that the inspecting officer regards in line with his observations and a recommendation must be framed. But he has his own convictions and will not be guided solely by what others think.

WHARFAGE CHARGES FOUGHT

Protest Filed by Owners of Bark Colonel de Villebois.

12 VENIREMEN PICKED

Practitioner Under Whose Hands Vera Hall Died After Administration of Ether, to Be Prosecuted Vigorously by State.

Whether or not wharfage and weighing charges ought to have been imposed at Astoria when the French bark Colonel de Villebois Mareul discharged her cargo of coal is the question upon which is based the libel suit of the Campagne Maritime Francaise against George W. Sanborn. The action is for \$370.96, with interest from August 31 last.

The bark was chartered April 15, 1909, to Andrew Weir & Co. to take a cargo of coal from Newcastle, N. S. W., to Astoria. The vessel was loaded with 1511 tons at Astoria. The freight, it is alleged, was \$1.50 per ton.

Alleged, was to be paid on final discharge of the cargo, at 10 shillings a long ton. It is alleged the freight was \$216.89, and that only \$75.94 was paid. When the vessel was chartered, it is alleged, the understanding was that no wharfage charge was imposed at Astoria on ships discharging cargo.

Another addition to the Olson & Mahony steam schooner fleet is the steamer Fort Bragg, which is on the way from San Francisco. The vessel is on the way from San Francisco. The vessel is on the way from San Francisco.

Having finished loading wheat, the British ship Forfarshire yesterday went to the stream from the elevator and will leave tomorrow. The Pierre Antoine shifted in the afternoon from Martin's dock to Irving to finish cargo.

Unable to pass through the Cascade Locks because of ice, the steamer Dallas City returned yesterday and will remain here until there is a general thaw. The steamer J. N. Teal could not make the trip Sunday and will go to the plant of the St. Johns Shipbuilding Company today for repairs that will require about two weeks.

Having encountered the steamer Maverick yesterday off Point Reyes with a broken shaft, the steamer Assunodon towed her to San Francisco. In November she towed the disabled steamer Seattle, which was wrecked in the Columbia recently.

Not until early next month will a survey, being made from the upper end of Sand Island through Baker Bay to Fort Canby, be finished. The survey, which is being carried on to determine the advisability of digging a channel to the eastward of the island in connection with the proposed north jetty at the mouth of the Columbia.

There entered at the Custom House yesterday the German ship Elfrida, from San Francisco in ballast, the steamer Geo. W. Elder and the steamer Breakwater for Coos Bay, with the Norwegian steamer Henrik Ibsen for Hong Kong and way ports, and the British bark Inverness for Queenstown or Palmyra.

Movements of Vessels.

PORTLAND, Jan. 16.—Arrived—Steamer Klamath, from San Francisco; steamer Golden Gate, from Tillamook; steamer Sea Lion, from Astoria; steamer Housatonic, from Portland; steamer Housatonic, from Portland. Condition at the mouth of the river at 5 P. M.: rough; wind, southeast, 42 miles; weather, raining. Arrived—Jan. 16.—Arrived—Steamer J. B. Stevens, from Portland, for San Pedro, Ariz.; A. M. Steamer Johan Paulsen, from Columbia River. Sailed at 1 P. M.—Steamer Housatonic, for Portland. Arrived—Steamer Assunodon, with steamer Maverick in tow. Maverick had shaft broken. Sailed—Jan. 16.—Arrived—Steamer Columbian, from Salina Cruz; steamer Quito, from Esquiador; steamer Steamer Victoria, from Valdez; steamer Watson, from San Francisco.

ALLEGED SLAYER OF GIRL IN CRIMINAL

Dr. J. J. Rosenberg, Accused of Murder in Criminal Opera- tion, Faces Court.

12 VENIREMEN PICKED

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Dr. J. J. Rosenberg, alleged criminal malpractitioner, was placed on trial for his life in the first court yesterday afternoon. The first trial of the case was occupied in examining testimony and when court adjourned for the day 12 veniremen had been passed. The taking of testimony will be continued this morning.

No indication of the line of defense was brought out in the examination of prospective jurors. Each juror was asked merely if he had formed any set opinions from reading of the case in the newspapers. It is thought the jury will be completed this forenoon and that the taking of testimony will be commenced late in the day, following opening statements by defense and prosecution.

Girl Dies Under Drug.

Rosenberg chloroformed Vera Hall, a young girl, intending, it is alleged, to perform a criminal operation. The girl died under the anesthetic. Rosenberg and a companion of the girl removed the body secretly to Oregon City, where her mother, Mrs. Nettie Hall, resided. His efforts to cover up the crime failed, however, and his indictment on a charge of first degree murder was effected by the county grand jury.

The case is to be prosecuted vigorously. Deputy District Attorney Fitzgerald and Collier have been assigned to represent the state. Rosenberg is being defended by Attorneys Ralph Moody and George W. Stapleton.

Love for Woman Excessive

Real Estate Dealer Fined for At- tentions to One Not Wife.

"I do not believe you are a very bad man, but you are much too fond of the women."

White Slave Dealer Sentenced.

William Boyd, convicted of having engaged in white slave traffic, was sentenced to 45 days in the County Jail by Circuit Judge Gustave Harlow, 17 years old, to the Dallas for immoral purposes. The court advised Boyd that he was a white slave dealer, a highwayman. One year in the County Jail was the sentence plus a fine of \$200 which Boyd, having no means, will have to work out by 160 days of servitude.

SEAS STRIKE LIGHTHOUSE Damage Done on Top of Tillamook Rock Reported.

One panel gone from the iron railing around the rock and a window broken in the lower hallway of the lighthouse was the damage wrought by a monstrous wave that swept Tillamook Rock during the last severe storm off the Oregon coast, but none of the men sustained injuries and there was no harm to other parts of the station, according to Commander Elliott, inspector of the Seventeenth District, who succeeded in gaining the rock Sunday after waiting for favorable weather since early in the fall.

TANK STEAMER IN DISTRESS Assunodon Goes to Aid and Brings Disabled Maverick Into Port.

SAN FRANCISCO, Jan. 16.—The Standard Oil tank steamer Maverick, bound from Tacoma to San Francisco, in ballast, sent in a wireless call for aid early yesterday. Her tall shaft had been broken, and she was drifting helplessly off Point Cabrillo. Her message was picked up by the marine department of the Standard Oil Company, and from there word was sent to the steamer Assunodon, owned by the same company, with instructions to go to the Maverick's aid.

A LIFETIME OF DISFIGUREMENT

Mothers Should Realize What Neglect of Skin Troubles May Mean to Children.

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A lifetime of disfigurement and suffering often results from the neglect, in infancy or childhood, of minor affections of the skin and scalp. A mother overlooks a little rash or attempts some simple treatment and in a day, perhaps, the little one is covered with severe eczema or other distressing eruption. Then the struggle for a cure begins.

A multitude of remedies are tried, doctor after doctor consulted and hospitals visited, but too often the suffering extends, without substantial relief, from days to weeks, weeks to months and months to years. Added to this is the ever-present fear that the itching, burning and disfiguration will become chronic, marling future welfare and making life miserable.

Gleaner Reported Sold.

Latest of the sales of familiar vessels reported that of the American barkentine Gleaner, which is said to have been disposed of at Sydney to the Union Box & Packing Case Company. The Gleaner was to have been loaded at Newcastle for San Francisco under charter to J. & A. Brown, after discharging lumber loaded at Eureka. The Gleaner was built in 1892 at Hoquiam.

MT. HOOD LINE FIGHT PROPERTY OWNERS OPPOSE ROAD BEFORE COMMITTEE.

Halsey, Weldler, Irvington and Holladay Residents Argue Against Franchise—Some Favor It.

The street committee of the City Council heard heated arguments yesterday afternoon for and against a franchise for the Mount Hood Railway & Power Company to enter Portland on Halsey and Weldler streets.

A delegation headed by Sydney Smyth opposed granting a franchise to the company on Weldler street, particularly, and threatened to carry its objection into the courts, if necessary, to prevent the other part of the delegation from the Irvington and Holladay districts appearing to oppose the franchise, indicating that they would not object to another route. Still another part of the delegation wanted the franchise granted, and a majority were in favor of granting a franchise, but would not designate the route.

RHEUMATISM PAINFUL & DANGEROUS

Rheumatism is due to a diseased condition of the blood cells and corpuscles, brought about by an excess of uric acid in the circulation. It is not only a very painful disease but an extremely dangerous trouble. The briny, acid state of the blood gradually forms a coating over the muscles, and by depositing a cement-like substance in the joints frequently terminates fatally, or leaves its victim a helpless cripple. It is nature's "doctor" to spot that hurts, and it is quite right to use liniments, hot applications, etc., to get temporary relief from a painful joint or swollen tendon; but Rheumatism is not a skin disease, and such things, when depended on alone make one careless, and the disease gets a firmer hold on the blood. S. S. S. cures the disease because it is the greatest of all blood purifiers. It goes into the circulation, and removes every particle of the irritating uric acid, builds up the blood, makes it rich and oily, and in this way prepares it for the proper nourishment of all joints, muscles, nerves and bones. If you have Rheumatism, get the uric acid out of the blood by taking S. S. S., a purely vegetable medicine, and enjoy freedom from its misery. Book on Rheumatism and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., Atlanta, Ga.

I SHOW MEN I CAN CURE THEM

Dr. J. J. Rosenberg, Accused of Murder in Criminal Opera- tion, Faces Court.

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I demonstrate my ability in the treatment of the ailments in my specialty, first, by giving immediate benefits; secondly, by the rapid progress my patients make from the beginning, and each and every patient knows that he is going to get well from the fact that there is no standstill about the ailment, no weary weeks and months of waiting, hoping and watching for benefits—the trouble must yield if I tell you in the beginning I can permanently cure you, and it is because I am a scientific specialist and know how to CURE.

By the latest and best methods, I cure, to remain cured, Blood and Skin Ailments, Varicose Veins, Piles, Kidney and Bladder Ailments.

ST. LOUIS MEDICAL CO., Inc.

in behalf of the railway company, as its attorney.

DISTRICT FORESTER QUILTS C. S. Chapman to Be Secretary of State Forest Fire Association.

C. S. Chapman, District Forester, will leave the service of the Government January 29 to become the secretary of the Oregon Forest Fire Association. George H. Cecil, now Associate District Forester, will take Mr. Chapman's place. Mr. Chapman regards him as admirably fitted for the place, as he has had long experience in the work of protection against forest fires. He said last night:

MEN! FOR \$5 AND \$10 LET ME CURE YOU

I will treat some of your ailments for as low a fee as \$5 and \$10. I will make you an expert on any ailment you may suffer from.

DR. LINDSAY

Kidney Trouble Overcome by the Great Treatment

The DR. TAYLOR Co.

Insomnia

"I have been using Cascarets for Insomnia, with which I have been afflicted for twenty years, and I can say that Cascarets have given me more relief than any other remedy I have ever tried. I shall certainly recommend them to my friends as being all that they are represented."

DR. GREEN MAN BUILDING

THE SPECIALIST WHO CURES.

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It matters not what your ailment is, nor who has treated it, if it is curable we will give you immediate benefit and a quick and lasting cure. Do not allow money matters to keep you from getting well. We charge nothing to prove our methods will cure you. Our guarantee—NO MONEY REQUIRED UNTIL SATISFIED—is your absolute protection. Consultation, examination and diagnosis free.

What you want is a cure. Come to us and get it. Once under our treatment, you will quickly realize how simple a thing it is to get well in the hands of a specialist who knows his business. Our cures add not only years to life, but life to years of suffering. Our cures are given daily 9 to 5. Evenings 7 to 8. Sundays 10 to 1.

DR. GREEN CO.

MEN CURED \$10 IS OUR FEE Pay When Cured

Working together for protection, there is no reason why fees should not be kept out.

Pacific Coast Medical Co.

MEN AND WOMEN CURED \$5 and \$10 Is Our Fee PAY WHEN CURED.

Piles

BRITISH MEDICINE CO.

MEN AND WOMEN CURED

S. H. WAI JING CO.

L. T. YEE & SONS

Chinese herb and root medicine, with which we meet with any internal, external, eruptive disease ailments, Chinese doctor, lately from New York Oriental Hospital, cured more than 1000 cases when others fail. If you suffer, call on us. We will give you a trial or write to 301 1/2 First St., Portland, Or. Free consultation and examination.