

# BENEFITS MARKED

## Portland Gains by Expenditures for Lighthouses

### \$600,000 SPENT IN YEAR

Repairs of Government Vessels, Made in This Harbor, Contribute to Amounts Spent Near Home. Service Is Important.

Seattle's failure to secure the headquarters of a lighthouse district will draw no consolation from the fact that disbursements in the 17th district for the quarter ending December 31, 1908, complied yesterday by Commander Elliott, were \$177,000, and that most of that was spent in Portland. Seattle drew a profit through the fact that the aids maintained in the northern territory are contributory, so the men invest their earnings in Puget Sound cities, and minor repair work was ordered there during the period.

Portland, being the headquarters, derived the greatest benefit, and there were additional gains through work on the Umastilla Reef light vessel, which was in port for six months, on the tender Heather and other jobs, while at Astoria there were other disbursements. The sum expended is slightly in excess of the average, owing to the necessity for overhauling the gear. On that basis it is estimated that the year's expenses were \$600,000.

Efforts made by the Washington city to gain fame as a lighthouse district were decidedly disappointing, as the creation of the Alaskan district, which was being counted on to give Seattle the principal office, resulted in placing headquarters in Alaska. Hope is held out that the inspector in charge will spend most of his time in Seattle.

### BEAR HAS ANOTHER RECORD

#### Largest Coastwise Cargo From Portland Floated Yesterday.

Her hold stowed with freight from floor to hatch, the steamer Bear hauled into the stream from Alingwood dock at 4 o'clock yesterday afternoon with the port record of general cargo for a coastwise vessel, there being 2500 tons. With that amount her draft was 24 feet, and in appearance she was in better trim than any other since entering the service of the San Francisco & Portland Steamship Company.

It was not until yesterday that local representatives of the company knew just what the Bear and Beaver would carry, as the vessel generally carries that which is in excess of 2500 tons. It is said that the longshoremen have learned, through the directions of the stevedores, to load the vessel with greater care, and they have ferreted out the "nooks and crannies" in the hold so they know the vessel's capacity. Captain Nopander greeted the sudden shifting of the wind in the northwest as the vessel was in smooth bar, even though it brought gusts of snow, and he anticipated no delay in getting to sea at an early hour today.

### FIRST OF FLEET DEPARTS

#### Bayard Clears for Europe and David d'Angers Arrives.

Soon after the British ship Nile reaches the harbor from Antofagasta today the steamer Bayard, which is laden for Europe, will start for sea in tow of the steamer Ocklahoma. She cleared yesterday for Queenstown or Plymouth for orders, having on board 116,107 bushels of wheat, valued at \$91,288. She is the first member of the February cruise to get away, and will be followed by other next week.

The French ship David d'Angers, from Hamburg via San Diego, crossed into the river at 4 o'clock yesterday afternoon, 14 days on the way from the California port. She arrived there December 28 with general cargo and discharged all but general cargo of cement, which are consigned to Meyer, Wilson & Co. She was taken by Gilvin & Ely to load wheat outward, and her consignment date was January 21, but the Northwestern Warehouse Company, which is to provide the cargo, expects to proceed with the dispatch of the vessel regarding her charter party. As the Nile started upstream in tow of the tug Walluta and was met by the Ocklahoma, which will bring her in, the new arrival will have to wait 121 vessels may start up Friday, as the Ocklahoma will reach Astoria then with the Bayard.

### RIVER BUSINESS INCREASES

#### Bridgeman's Report Shows 520 More Vessels in 1910 Than 1909.

For the year ending December 31, 1910, it is shown in statistics compiled by Henry Richmond in charge of the Morrison-street bridge, that 520 more vessels passed through the bridge than for 1909. During the year the total reached 13,267 vessels and the average was in excess of 36 a day.

For January there were 131 vessels that passed the bridge on signals, a slight decrease from the corresponding month last year. There has been a spurt in business the last few years that is illustrated through the fact in 1909 there were 121 vessels accommodated in excess of the number for 1908. In 1909 the fleet numbered 13,766 vessels. The January showing is in excess of 24 vessels a day and that will be added to materially by Spring, as the reports for 1909 give seven months credit for more than 300 vessels each. Business at the Morrison-street bridge is an index of the life of the harbor, for being in the center of the busy district it has an equal share of traffic, though it does not operate on nearly so many vessels as frequently as the Steel and Burnside-street crossings.

### INVERMAY IS EXPECTED NEXT

#### Portland Stands Another Chance of "Whitewashing" Puget Sound.

Executives of the Portland Flouring Mills Company have in readiness a wheat cargo for the British bark Invermay, that is due from Junia, which port she cleared from December 1. The

vessel is under management to Hind, Ralph & Co. and is coming in ballast. The voyage from there is made in the average time of 40 days and it is expected that the Invermay will be reported off the heads within a few days.

Portland's success in January in beating Puget Sound districts more than two to one in the exportation and Coastwise shipments of wheat promises to continue this month, but with more severe losses to the Northern cities, as there is not a single carrier in port there but four on the way, while Portland has five that undoubtedly will clear. The Invermay will make six unless she is in trouble, because the vessel comes in ballast and her cargo will be started as soon as she is lined. There is a good chance that others on the way will put in, so they can load the Puget Sound cargo. The Whelimine, which is en route from Antwerp via San Pedro, will not receive quick dispatch, as she is in part cargo. She will make port by the middle of the month.

### Shippers to Attend Hearing.

ASTORIA, Or., Feb. 1.—(Special.)—Captain Parsons, of the bar tug Onontia, and Pilot M. D. Staples left tonight for Portland to attend a hearing tomorrow before Local Inspectors Edwards and Fuller regarding a collision between the steam schooner Johan Poulsen and the German ship Frieda, which occurred in the lower harbor January 12, as the two vessels were en route to sea. At the time the Frieda was in tow of the

STEAMER INTELLIGENCE		
Due to Arrive.		
Name	From	Date
Avril	London	In port
St. H. Bremer	Tillamook	In port
Golden Gate	San Francisco	Feb. 2
Palcos	San Francisco	Feb. 2
Beaver	San Pedro	Feb. 2
Honolulu	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Hercules	Hongkong	Feb. 12
Geo. W. Elder	San Pedro	Feb. 12
Beaver	San Pedro	Feb. 12
Strathlyn	Hongkong	Feb. 12

Scheduled to Depart.		
Name	To	Date
St. H. Bremer	Tillamook	Feb. 2
Avril	London	Feb. 2
Palcos	San Francisco	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2
Beaver	San Pedro	Feb. 2

Onontia and Pilot Staples was on board her.

### Strathlyn Leaves Oriental Shores.

Loaded with Chinese and Japanese merchandise, the British steamer Strathlyn, the latest addition to the Portland & Asiatic Steamship Company's fleet, got away yesterday from Yokohama, bound for Portland, and is expected to arrive here February 18. The Norwegian steamer Hercules, of the same line, is due at San Francisco today and will proceed here next week, as she is discharging part of her cargo within the Golden Gate. There is a full load awaiting the Hercules, and considerable space has been taken on the Strathlyn, so there will be no delay in their dispatch.

### Commander of Manning Detached.

ASTORIA, Or., Feb. 1.—(Special.)—Official notification has been received here that Captain G. L. Carden, commander of the revenue cutter Manning, has been detached from that vessel, but his new assignment has not yet been announced. Captain Carden has been in command of the Manning for a year, being on her during her summer cruise in Alaskan waters. He is now in the East on a leave of absence. Who his successor on the Manning will be is not known here, as the vessel is under the temporary command of Lieutenant O'Malley, her executive officer.

### Delta to Have New Machinery.

To have new engines installed and repairs made preparatory to resuming operations on the coast, the gasoline schooner Delta has hauled over to Supple's yards, where she will be lifted on the ways this week. The Delta, which was damaged by a fire in the boiler room, was hauled yesterday and proceeded to the Government moorings to take in tow the tug Walluta, which is to be overhauled at Supple's plant.

### Wilhelmina Still Ashore.

GARDNER, Or., Feb. 1.—(Special.)—The position of the gasoline schooner Wilhelmina, which stranded on the north side of the mouth of the Willapa river several days ago, has changed very little. The tug Gleason succeeded in getting a line to her yesterday, but was unable to pull her into deep water. The new gasoline freight and passenger tug Anvil arrived in the Umpqua river today to load canned salmon for Astoria.

### Marine Notes.

Wheat was yesterday started into the hold of the British ship Celtic Glen at Irving dock. As she sailed at noon yesterday from Tillamook the steamer Golden Gate is due here today and will depart tomorrow evening. Today the steamer Tamalpais will depart for Klamath and the steamer Casco will be loaded with lumber for California ports.

### Stevedores yesterday began loading

the American ship Jabez Howland with supplies at Astoria, and it is proposed to dispatch her in about a month as the first vessel of the Alaska cannery fleet.

Portals yesterday received from the lighthouse tender Manzanita since that ship had been at Coos Bay since January 29 and would proceed as soon as the tender is established a bell buoy at Baltimore Rock.

Under charter to the Government engineers, the tug Rowena, of the navy, has gone to Cannon Beach, where she will be employed in connection with blasting operations until next week. Many mariners and other friends of the Captain Arthur Leighton, bar pilot, will gather this afternoon at the Portland Crematorium, where services will be held for the late pilot, who died in the city from Astoria last evening.

Launchmen and scowdwellers occupying frontage at the foot of East Madison street, owned by the city, were yesterday ordered to vacate by instructions of Harbormaster Speier, as Mr. O'Reilly plans to utilize the space.

Through the removal of several launchhouses and floats from the foot of Stark street yesterday the headquarters of the harbor patrol has been shifted to the public landing there. Former tenants have moored their floats at the foot of Madison street.

In the event Captain Hensford returns today from San Francisco, the steamer Jessie Harkins will be laid up and her hold transferred to the steamer Stranger, as she is to be equipped with a new engine.

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# THE DR. GREEN SYSTEM OF MAN BUILDING TREATMENT



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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.

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Rash, Copper-colored Spots, Eruptions, Ulcers, Sore Mouth or Throat, Mucous Patches, Swollen Glands, Falling Hair. Our NEUTRAL-ATOXIC treatment for SPECIFIC BLOOD POISON leaves no poisonous after effect. It does not "lock in" the poison, but drives it out of the system, so there can be no comeback. Being a Blood Purifying, Blood-Making, Blood-Cleansing, healthy circulation speedily returns, and strength and soundness and robust health are soon restored.

**NERVO-VITAL DEBILITY**  
The cause of NERVO-VITAL Debility, as well as its evil effect upon the physical, mental and moral powers, is similar to all afflicted men. The symptoms need not be enumerated. We want all ailing men to know that our ANIMAL EXTRACT treatment is the ideal medicine for NERVO-VITAL DEBILITY. It does not stimulate temporarily, but restores permanently. All disagreeable symptoms soon disappear, nerve energy is regained, self-respect, self-confidence and self-control return, and a patient is prepared for the new period of life.

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302 WASHINGTON ST., PORTLAND, OR.

breakage in the big lens of the Gray Harbor lighthouse that illumination will again with less delay than the period. Repairs will be made as soon as possible.

Owing to landlides on the Coast Division of the line of the Pacific Coast & Navigation Company the tug George R. Voeberg and large Nahalem will be laid up at the Victoria dock for about two weeks, as there is no immediate demand for railroad steel, which has been transported from Portland for several months.

There entered at the Customs-House yesterday the steamer Casco, Tamalpais and Rosecrans, from San Francisco, and the bark Louisiana, from Seattle. There cleared the Bear with general cargo for San Francisco, and the French bark Bayard with wheat for the United Kingdom, Casco and Tamalpais, each with 350,000 feet of lumber for San Francisco, and the cranes in ballast for the Golden Gate.

On her first trip from Oregon coast ports the gasoline schooner Anvil reached port yesterday, and her departure from here. She will sail this evening and it is proposed to maintain a 10-day schedule. A D. Casco, one of the new 100-toners, who made the journey, said that six harbors were visited and that prospects for the new service were encouraging.

### Movements of Vessels.

PORTLAND, Feb. 1.—Arrived—Gasoline steamer Anvil, from San Francisco; steamer Argyl, from San Francisco, sailed; Steamer Bear, for San Pedro, via San Francisco; steamer Geo. W. Elder, for San Diego and way ports. From Kalamazoo—Steamer J. B. Steaton, for San Francisco. From Prescott—Steamer Carmel, for San Pedro.

Astoria, Feb. 1.—Condition at the mouth of the river at 8 P. M. smooth; wind north, 8 to 12 miles. Sailed at 9:15 A. M.—Steamer Alliance, for Coos Bay and way ports. Sailed at 9:20 A. M.—Steamer Argyl, from San Francisco. Arrived here at 4 P. M.—British ship Nile. Arrived at 4 P. M.—French ship David d'Angers, from Hamburg, via San Diego. Sailed at 12:30 P. M.—Steamer Shina Yak, for San Francisco. Feb. 1.—Sailed at 9 A. M.—Steamer Heaver, for San Pedro. Arrived here at 10:30 P. M.—Steamer Heaver, from Portland.

Tacoma, Feb. 1.—Arrived—Steamer Shasta, from San Francisco; Steamer Alaskan, from Honolulu; Steamer Buckman, and Admiral Sampson, from Seattle. Hongkong, Feb. 1.—Arrived—Reverend, Admiral Sampson, from Astoria, etc. for San Francisco. Jan. 30.—Arrived—Reverend, from Tacoma. Feb. 1.—Arrived—Strathlyn, from Tacoma. Feb. 1.—Arrived—previously—America Maru, from San Francisco; Mongolia, from San Francisco; Tacoma Maru, from Tacoma.

Seattle, Feb. 1.—Arrived—Steamer Cascade, from San Francisco; U. S. S. Albatross, from San Francisco; Steamer F. S. Long, from San Francisco; Steamer Tasha Marx, from Yokohama; Steamer City of Puebla, from Tacoma; steamer President, from San Francisco.

Sailed—Steamer Victoria, for Valdez; Steamer Victoria, for Skagway; steamer Charles Nelson, for Tacoma; steamer F. S. Long, for Tacoma. Arrived—previously—Bankdale, from San Francisco; Harpeaks, from San Francisco; Steamer Victoria, from San Francisco. Feb. 1.—Arrived—Steamer Carina, from Willapa; Itaria, from Hamburg; Mathilda, from Antofagasta. Sailed—Steam-

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NO MAN should suffer the loss of that vitality which renders life worth living, or allow himself to become less than Nature intended, when there is at hand a certain cure for his debility. Most of the PAINS, most of the DEBILITIES of the STOMACH, HEART, BRAIN, NERVES and AILMENTS of MEN from which men suffer are due to an early loss of Nature's reserve power. You need not suffer from this. You can be restored. The very element which you have lost you can get back, and you may be as happy as any man. You can be cured by the right kind of treatment. Come to my office; investigate my methods.

## FIRST WARNINGS OF DANGER

When you are first aware of any disease or debility upon your vitality, then you should procure 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.

My Original and Exclusive Treatment for Men's Ailments Has Been Proven in Numbers of Instances Where Success Has Seemed Impossible Before. Information That Is of Vital Interest to Every Sufferer Free. How They Can Be Cured Without Experimenting. Have You Violated the Laws of Health?

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## FELS AMONG BARBARIANS SOAPMAN FINDS SINGLE TAX DIFFICULT TO EXPLAIN.

Lesson on Tariff Drawn From Transactions in Borax—Party Goes to San Francisco.

Asserting that it was hard to talk to a mixed audience and easy to talk to single taxers because they understood the question, Joseph Fels, millionaire advocate of the single tax cause, was the chief guest at a luncheon yesterday given in the Y. M. C. A. by the Portland Henry George Club. There were 125 present. Not all were members of the club, some of those present being there out of curiosity. C. S. Jackson, C. H. Chapman and George M. Orton, of the Multnomah Printing Company, were among those who listened to the addresses.

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Smaller Shoes Can Be Worn by using TIZ, because it puts and keeps the feet in perfect condition. TIZ is for sale at all druggists, 25 cents per box or direct. If you wish, from Waiter Ludlow & Co., Chicago, Ill. Recommended and sold by The Owl Drug Co.

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We have every known remedy applied for TREATING YOU. Our experience is so great and varied that no one of our ailments of men is new to us. COME IN AND TALK IT OVER.

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

SPECIAL ALLIANCE—Newly contracted and chronic cases cured. All burning, itching and inflammation of treated elsewhere, are here, and are stopped in 24 hours. Cures effected on any ailment you suffer from. I don't care what you have tried to cure you, and has failed—I will give you a sure cure and a small fee. Don't give up before seeing me.

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