

BEAR WINS HONOR BY SPEEDY WORK

Bulldog of Fleet Will Carry
Flag Denoting Record for
Early Arrival.

SUMMER SCHEDULE AT END

Captain Nopander Widely Congratulated on Reaching Portland at 10:11 Carrying Usual Cargo and 203 Cabin Passengers.

Terminating the summer season yesterday the steamer Bear came into the harbor at 10:11 o'clock in the morning, lowering her own record for early arrival by 13 minutes. She reported from San Francisco August 29 at 10:23 o'clock, which clipped 21 minutes off the best previous time made by the Bear, but September 9 the latter was only a few minutes behind the Bear's time at the four mill, where the count is made.

The Bear sailed yesterday at 9 o'clock on her last voyage for the season under the summer card and as the Bear was reported to have left Astoria at 2:50 o'clock it was fully expected that she would reach Astoria dock before the Bear slipped her lines, but fog was encountered at Astoria and it continued until the ship was in the harbor, though she passed St. Helens at 8 o'clock.

Bear Officers Gloomy.
Aboard the Bear was a gloomy official family. The ship held the best time for speed and early arrival so long that it was a bitter pill to swallow, when everything appeared favorable for the Bear taking the pennant. At 2:54 o'clock the Bear was away from the dock with the Bear not in sight, so her officers were saved the humiliation of being caught at the berth. But even the 1913 Fair pennant, customarily flown at the mast-head of the Bear, failed to reach the trucks and she left the harbor admitting defeat—her banner being at half-mast.

Captain Mason, master of the Bear, which has been known as the "Bulldog of the Fleet," was made the object of numerous gibes from friends on the dock, but consoled himself that the Bear yet holds the record for the fastest time for the season, 12 hours and 25 minutes.

Bear Crew Joyful.
Captain Nopander and other officers of the Bear were as joyful as a crowd of undergraduates as the "Bulldog of the Fleet" hauled alongside the dock and the first line was ashore at 10:30 o'clock. Had it not been for fog there would have been two of the "Big Three" lines in port at the same time. W. D. Wells, general agent for the San Francisco & Portland fleet, congratulated Captain Nopander on his early arrival and it is understood that before the ship sails presentation of a "flagship" pennant will be made, which will pass to the Bear if she lowers the time of arrival.

The Bear had usual northbound cargo and 225 cabin passengers, there being a slight falling off in first-class travel with the opening of Fall. She will sail at 4 P. M. October 3.

CARDIGANSHIRE IS BIG SHIP

New Royal Mail Liner of 14,000 Tons and 500 Feet Long.

Late additions to the schedule of the Royal Mail fleet operating to the Coast from Europe include the departure of the new steamer Cardiganshire, from London, December 20. She is of the 14,000-ton class, and was launched recently. The vessel has a length of 500 feet and is reputed the latest in cargo ships, being equipped with the most modern gear for handling cargo. Two others of the same type are to be finished in December and January. The Monmouthshire leaves London October 25 and the Glenhead leaves London October 26. The next to reach here in that service will be the Den of Crombie, which is on Puget Sound and will proceed south this week. Movements of others in the fleet are as follows: Vestalia, sailed for Yokohama from Seattle September 16; Den of Ruthven, sailed from Portland, September 16; Den of Crombie, arrived Vancouver from Yokohama, September 25; Den of Clams, sailed from Manila for Victoria, via Seattle, September 16; drama, sailed from Seattle for Yokohama, September 26.

SUBMARINE BELLS INCREASED

British Columbia Adopts Deep Sea Signal Equipment.

Eight more submarine signal bells are to be installed on the Coast at points not designated, according to A. A. Richards, who supervises the work of placing the bells in this district, the most recent of which was on the Mammoth buoy off Fox Rock, Orford Reef. Henry L. Beck, inspector of the Seaford Light-house District, receives frequent reports from shipmasters concerning the big buoy, and so far is pleased with the operation of the bell.

British Columbia officials are said to have taken steps to have a bell placed on the Sandhead light vessel, anchored off Fraser River, in the Georgia Straits. With bells working on the American coast and receiving apparatus more generally used for locating them in thick weather, most vessels will be safeguarded. At present the equipment is confined to the larger passenger steamers.

THREE SAILERS REACH PORT

Lord Templeton and Harvethudine in Ballast and Billings Has Coal.

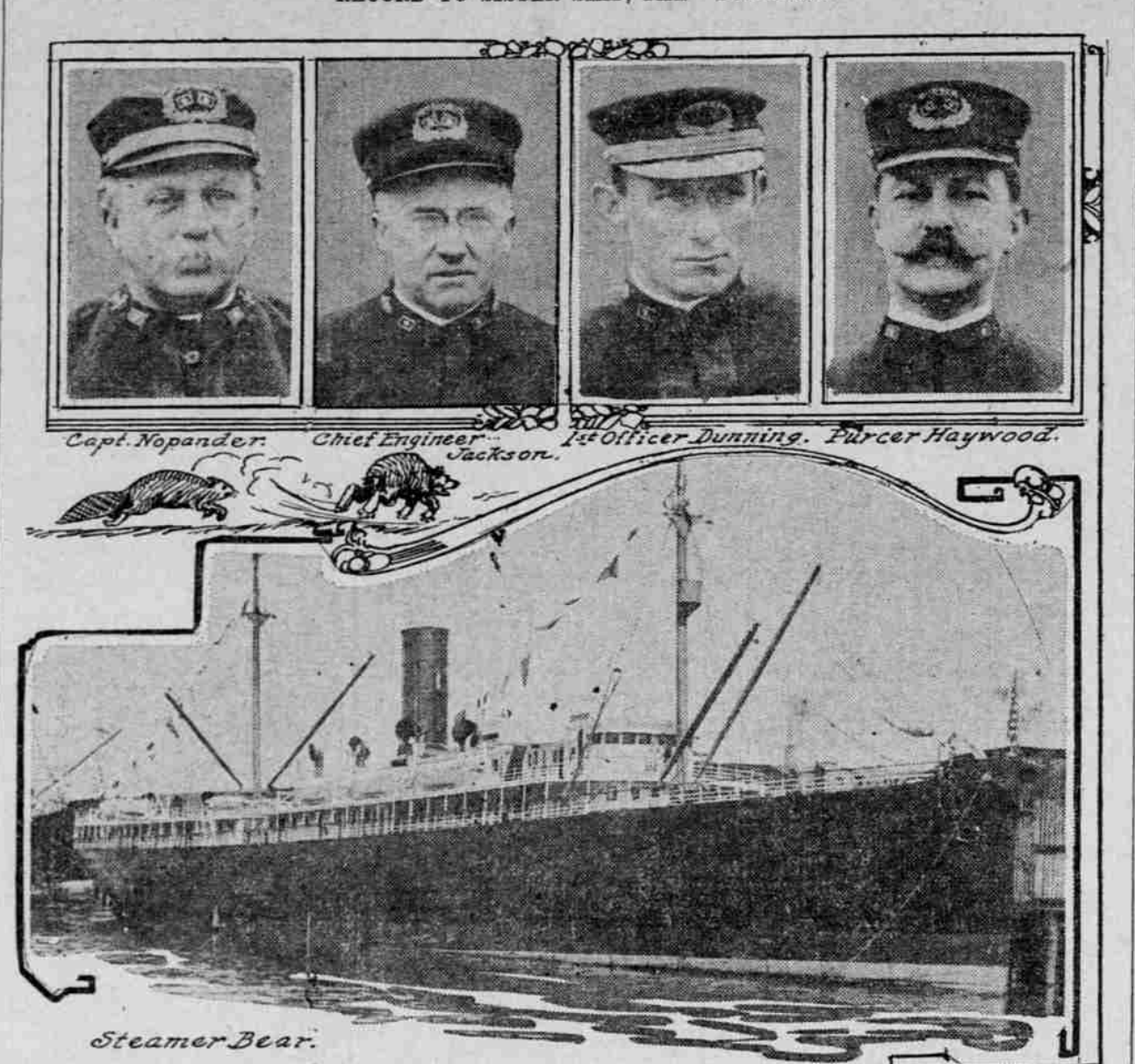
Three offshore windjammers reported in the river for 24 hours ending yesterday. The British ship Lord Templeton arrived Sunday to load lumber for Sydney in the interest of Hind, Rolph & Co. She came here from San Francisco and was 15 days on the way. The German ship Harvethudine came in from Mazatlan Sunday evening. She is under engagement to M. H. Houser to load grain for the United Kingdom. The schooner Geo. E. Billings arrived from Newcastle, Australia, yesterday and according to reports received will discharge a coal cargo at Astoria and proceed here to load lumber. She left the Australian harbor July 22. The British ship Glenessin, hailing from Santos, is looked for next among the sailers and a continuance of southerly weather is being counted on to help several up the coast.

SHAWER LINE GETS DAMAGES

Federal Court Gives Judgment for Loss of Steamer Henderson.

Marine men were deeply interested in a decision made public yesterday in an action growing out of a collision near Puget Island the night of July

STEAMER BEAVER, "FLAGSHIP" OF SAN FRANCISCO & PORTLAND FLEET, LOSES EARLY ARRIVAL RECORD TO SISTER SHIP, THE "BULLDOG."



OLD CASE REVIVED

Jean Clark Holton Sued for Divorce by Wife Number 1.

FRAUD IS AMONG CHARGES

Return of Property, Declared Unknowingly Deeded to Husband, Also Sought in Suit—Denial of Accusation Is Made.

BUOYS REPLACED ON UMPQUA

Lights Re-established on Middle and Lower Columbia.

Mariners are advised from the office of Henry L. Beck, inspector of the 17th Light-house District, of the following changes in navigation aids:

Umpqua River—The following buoys, heretofore reported as out of position, were re-commissioned September 18. Outer buoy, PS, second-class can; inside bar buoy, PS, second-class can.

Columbia River—The following lights, heretofore reported as temporarily discontinued or moved, have been re-established: Channel buoy, Martin Island, Martin Island Light, Hood Bar, Multnomah Falls.

The following lights were again placed in commission: Cascade, September 18; September 19; Wind River, September 22.

Marine Notes.

Captain H. C. Nelson, master of the steamer Bear, who was in charge of the 17th Light-house District, says the latter has so far recovered that he expects to make but one more voyage in the ship to Coast Bay.

Yucatan, says weather conditions outside were fair. He remarked yesterday that he reported to one of the bar, that a squarerigger vessel was 15 miles southwest of Tillamook Rock when he passed her, yet the tug headed for her at once. He says there are few tug boats in the area where tugs will make such a run to assist a windjammer inside.

Hugh Brady, municipal grapple, has attained such fame that a request was made yesterday for him to proceed to American Lake, Wash., and endeavor to locate the body of a young man drowned there Sunday.

After discharging cargo here the steamer P. H. Leggett sailed last night for Seattle to load for San Francisco.

Harbormaster Speier complained to the Custom-House authorities yesterday that when his men were patrolling the harbor Sunday night they met the steamer Metako towing a raft of logs without lights aboard and only one lantern showing on the raft, and that was on the after end. The Metako was ordered to tie up and display the requisite illuminations before proceeding through the harbor.

Movements of Vessels.

PORTLAND, Sept. 29.—Arrived—Steamer Bear, from Los Angeles and San Francisco; steamers Klamath and Saginaw, from San Francisco. Sailed—Steamer P. H. Leggett for Seattle; steamer Beaver, from San Francisco and Los Angeles. Arrived at 2 and left up at 2:55 A. M., steamer Bear, from San Francisco and San Pedro. Arrived at 4:30 and left up at 8 A. M., steamer Klamath, from San Francisco. Sailed at 12 noon, steamer St. Helena, for Honolulu. Arrived at 2 P. M., schooner Geo. E. Billings, from Newcastle. Arrived down at 4:10 and sailed at 5:30 P. M., steamer Beaver, for San Francisco and San Pedro.

San Francisco, Sept. 29.—Arrived at 1 A. M., steamer Olympia, from Portland. Arrived at 2 A. M., schooner Nohomis, from Portland. Arrived at 6 A. M., steamer W. S. Porter, for Portland. Arrived at 8 A. M., steamer El Segundo, towing barge No. 81, from Portland.

Astoria, Sept. 29.—Arrived at 7:20 P. M., British ship Lord Templeton, from San Francisco. Arrived at 10 P. M., steamer Saginaw, from San Francisco. Arrived at 9:30 P. M., German ship Harvethudine, from Mazatlan.

Raymond, Wash., Sept. 29.—(Special.)—Arrived September 25, steamer Avon, from Seattle. Arrived September 26, passenger steam schooner Santa Monica, from Seattle. Arrived September 26, steamer Quinault, from San Francisco. Arrived September 26, steamer Sherida, from San Francisco.

Seattle, Sept. 29.—Arrived previously—Steamer Tallyho, from Tacoma, for Liverpool. Arrived September 29, steamer Seattle Maru, from Tacoma via Vancouver. Arrived September 29, steamer Newcastle, N. S. W., Sept. 29.—Sailed—Steamer Hawkhead, for San Francisco. Sailed September 29, steamer Governor, from San Diego; Buckman, from San Francisco. Sailed—Steamer Minnetonka, for Yokohama. Arrived—Steamer Olympia, from Astoria; Claremont, from Willapa; Willapa, from Seattle; schooner Annie Johnson, from Makukoma. Sailed—Steamers San Jacinto, for Hoquiam; Ashabula (Brittish), for Phagusa.

Tides at Astoria Tuesday.

High. 6:50 A. M., 5.8 feet; 6:32 A. M., 5.4 feet; 6:49 P. M., 9.3 feet; 7:24 P. M., 9.2 feet.

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be a falsehood. Next he told them that his parents had moved and he could not find them.

SCHIEWE THROWING ROCK

Man Who Married Whole Family
Month Ago Explains Actions.

Adolph Schiewe married a family several months ago, a widow and nearly a dozen children. Since then he has been constantly in court on various charges, divorced by his wife, Hermina. He was in Municipal Court yesterday on a charge of throwing rocks through the window of his wife's home on Maryland avenue.

Schiewe recently passed 90 days in jail, after the judge had offered to release him if he would go back and live with his wife. Schiewe said he preferred the sentence. While he was serving it he collected the rents of a number of houses he owns through the city.

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The symptoms are fever, thirst, excitability, dry skin followed by rash, and many indications wrongly diagnosed as Pott's disease. This condition is almost universal in all climates and is quickly overcome by the action of S. S. S. Many people who act hastily from violent temper are simply suffering from the effects of poisoned blood, produced by faulty elimination. But by far the greatest peril is the daily danger from bruises, contusions, the scratch of a rusty nail, insect bites, poisoning and the house fly that deposits the germs of Typhoid, Malaria, Diphtheria and other malignant diseases.

The medicinal properties of S. S. S. are relatively just as essential to well balanced health as are the nutritive properties of the meats, grains, fats and sugars of our daily food. And if you will bear this fact in mind and get your blood under the dominating influence of S. S. S. you will not only drive out those impurities that cause Rheumatism, Catarrh, Eczema, Pimples, Boils and other skin diseases, but you will feel anew the thrill of health that can come only from a purified blood stream.

Do not accept anything else in place of S. S. S.; pay no attention to the "Just as Good" claims of those who would sacrifice your health to make an extra profit. S. S. S. contains no minerals, no crude drugs, nothing but the most beneficial botanical materials. So be sure and get S. S. S. and avoid disappointment. Get a bottle today and write for free advice to The Swift Specific Co., 222 Swift Bldg., Atlanta, Ga.

BOY ESCAPES CLAD AS GIRL

Incorrigible Lawrence Black Leaves
Fraser Home Once More.

Juvenile Court officials have been searching vainly for Lawrence Black, aged 12 years, who disappeared from the Fraser Home more than week ago.

When he left the Home he was clad in girl's clothes. He is known to have gone first to the home of his parents at 1057 East Alder street, and changed his attire. Since that time no clews to his whereabouts have been found. His mother is worried, fearing that harm has come to her son.

Lawrence is a well-known character in Juvenile Court circles. He is continually running away from home, but at no previous time has his absence been as long as this. The first time he got away from the Fraser Home he was found and dressed in girl's clothes, the officials thinking that he would leave in that attire.

Juvenile Court officers say that he has always a new excuse when found and believe that he has applied to some one for assistance, told a pitiful story, and been taken into some home. He told the court officers first that he had no parents. This the officers found to

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officers at the police station. Divorce action has been filed by both sides of the Schiewe family.

Henry P. Platt Is Sentenced.

SAN FRANCISCO, Sept. 28.—Henry P. Platt, assistant cashier of the California-Pacific Title & Trust Company, was

MRS. MANGES ESCAPES OPERATION

How She Was Saved From
Surgeon's Knife by Lydia
E. Pinkham's Vegeta-
ble Compound.

Mogadore, Ohio.—"The first two years I was married I suffered so much from female troubles and bearing down pains that I could not stand on my feet long enough to do my work. The doctor said I would have to undergo an operation, but my husband wanted me to try Lydia E. Pinkham's Vegetable Compound first. I took three bottles and it made me well and strong and I avoided a dreadful operation. I now have two fine healthy children, and I cannot say too much about what Lydia E. Pinkham's Vegetable Compound has done for me."—Mrs. LEE MANGES, R. F. D. 10, Mogadore, Ohio.

Why will women take chances with an operation or drag out a sickly, half-hearted existence, missing three-fourths of the joy of living, when they can find health in Lydia E. Pinkham's Vegetable Compound?

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If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

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