

TUGS TO PULL LINER

Attempt to Be Made Today to Float Santa Catalina.

HIGH TIDE MAY BE AID

Dredge to Be Used to Release Rusted Vessel if Lines Fail.

Efforts are to be made at noon to float the Grace liner Santa Catalina, near Columbia City, where she was beached a week ago Sunday after fire was discovered in her fireroom.

The Diamond O rigged four large pumps to perform the work and in addition steam is furnished last night to operate the Santa Catalina's pumps.

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Should the attempt fail a dredge will be engaged to dig her out.

The river has fallen more than three feet since the Santa Catalina was beached, but the removal of several hundred tons of fuel oil, the destruction of certain cargo, and the fact her superstructure amidships was wiped out, combined to make less weight and rivermen familiar with the situation are sanguine she will shift into deep water without much trouble.

Insurance representatives are on the ground, so that as soon as the ship reaches Municipal Dock No. 1 her discharge will be facilitated as much as possible and adjustments made.

A survey will be conducted by Captain I. Veyser, Lloyd's surveyor here, and it will be determined what steps are to be followed as to repairs.

Federal Investigation On.

About the same time United States Inspectors Edwards and Fuller will conclude their investigation as to the accident and the responsibility should they determine such a course is justified.

News is expected soon as to measures Grace Co. will adopt to continue the present service of chartering at least one additional steamer. It has been estimated that repairs can be completed in three weeks, at least, but meanwhile cargo is being engaged and equipment must be obtained to move it.

POSTOFFICE BAR WORK IS ON

Dredging Stopped on Lower Willamette by June Freshet Resumed.

Extensive improvements outlined by the Port of Portland committee during the Postoffice Bar, and which were started early in the year but abandoned with the advent of the June freshet, will be completed by the 30-inch suction dredge Willamette, which started to widen and deepen the cut yesterday afternoon.

The Willamette dredged the last material in front of the new O. W. R. & N. dock site Tuesday. She had been there for over two weeks, and headway was necessarily slow as she encountered asphalt, ends of piling and other debris, and had to wait until the skeleton of an old barge was removed from immediately in front of the dock site.

NEW SHIP REACHES HARBOR

Atlantic Comes From Boston as First in New Service.

Making her initial bow to Portland's waterfront, the new liner Atlantic, of the Boston-Puerto Rico line, tied up at Municipal Dock No. 1 last night, completing her maiden voyage. The vessel is consigned to Statter & Co., Portland agents, and will be loaded up at night by R. T. Johns, of Hind, Ralph & Co., Coast agents for the fleet, which is in the city from San Francisco.

When the Atlantic was launched some marine critics pronounced her hull the most graceful ever turned out in America for a commercial steamer. Her length, over all, is 465.3 feet, and 388 feet between perpendiculars. The beam is 54.4 feet and moulded depth 21.3 feet. She is rigged with three pole masts and two king posts, having a boom capable of lifting 25 tons, and 12 of five tons, operated by nine winches. She is rated a modern cargo carrier in every respect. The vessel turns back here for Boston, completing her load at San Francisco, and the Pacific, her sister ship, is on the way to Puget Sound with her first cargo.

CARGO TO BE CARRIED FIRST

Russian Line Does Not Expect to Book Passengers at Outset.

Misleading information is said to have been given out on Puget Sound to the effect the Russian Volunteer Association, which is prepared to operate a large fleet of steamers between Vladivostok and Vancouver, B. C., making either Puget Sound or Portland also, is about to establish agencies for handling passenger business. But four, Guthrie & Co. are Pacific Coast agents for the line and representatives of that firm aver that they have not been advised that it is planned to seek passenger business at the outset.

It is realized that as an official announcement was made of the coming of the line Tuesday, some time will be required for firms here to get in touch with Russian buyers, so the first cargoes may be light. The location of this city is held to be such that Vladivostok can purchase here as well as in the north and that machinery and other freight from the East can be moved via Portland easier than via Puget Sound to be loaded.

COAST TRAVEL IMPROVING

Rose City and Yucatan Sail With Many Passengers for California.

More than 150 were in the steerage and about 115 in the cabin of the liner Rose City when she hailed into the stream from Alnsworth dock at 3 o'clock yesterday afternoon and the crowd was one of the best indications that passenger business is not suffering because of the war and consequent tightening of purse strings. For a time after the European theaters of conflict opened travel on coasters was given a setback, trains suffering as well as steamers, but that seems to have improved.

The steamer Yucatan sailed last

evening for California ports and is credited with a full list. Cargo offerings are normal, but wheat is not going south in such large quantities as earlier in the month. The Bear is due today from California harbors with a fair list of passengers and average cargo. On the return of the steamer Rose City she is to undergo her annual inspection.

CAPT. MATHEWS TO BE TRIED

Loss of Rochelle Prompts Supervising Inspector to Order Complaint.

Acting under direct instructions from Captain John Bulger, supervising inspector of the district, with headquarters at San Francisco, United States Inspectors Edwards and Fuller yesterday filed charges against Captain Mathews, a Columbia River bar pilot, who brought the steamer Rochelle into the river when she piled up on Clatsop Spit a week ago, of carelessness and negligence and set his trial for November 3.

As the Rochelle was under register and came from Boat Harbor, B. C., with a cargo of coal, it was inferred that the steamer could be taken against licensed officers, but it was said that Captain Mathews had no state branch and Captain Bulger ordered that his Federal license be proceeded against.

The Rochelle piled up on Clatsop Spit and turned over, catching fire soon after, and was totally destroyed, though it is thought the some of the machinery may be salvaged. It is said that the Rochelle cost her owners \$80,000 above what she had earned.

CHILE'S CREW IN PRISON

Sailor Tells of Seizure of Ship After Discharging Portland Grain.

Writing from Omsenberry, England, Eberhard Grech, a sailor on the German bark Chile, which loaded wheat here in January, has narrated interesting events of his experience for the past 10 months he made at the Seaman's Institute here.

He sets forth that the ship was 140 days making Limerick from the mouth of the Columbia and after discharging she was towed to Cardiff, arriving there August 5, so the British Government seized the vessel and German members of the crew were taken prisoners. There are numerous other merchantmen that flew the German flag seized at British ports when war was declared and to care for the prisoners alone is said to have become a grave responsibility. Camps have been established, where they are held much the same as they are prisoners of war, and Grech states that he and others of the Chile's crew are taking advantage of the opportunity to study English.

News From Oregon Ports.

ASTORIA, Or., Oct. 28.—(Special).—The steamer Navajo arrived today from San Francisco, via Coos Bay, with cargo for Astoria, Clifton and other ports.

The French bark general de Sonis, with a cargo of wheat from Portland for the United Kingdom, went to sea tonight.

The dredge Colonel P. B. Michie dropped into the lower harbor today and will work there while her machinery is being repaired.

The American-Hawaiian line steamer Kentuckian sailed today for New York, via Puget Sound.

The steam schooner Thomas L. Wand sailed today for Southeastern Alaska with general cargo from Portland.

The steam schooner Slekiyou arrived during the night from Hoquiam, where she loaded 400,000 feet of lumber for San Pedro, and will finish her cargo at Portland.

The tank steamer Atlas sailed today for California after discharging fuel oil here and at Portland.

The American steamer Atlantic arrived today from Boston, via San Francisco, en route for Portland.

The steamer Breakwater sailed tonight for Coos Bay with freight and passengers from Portland and Astoria.

Marine Notes.

Bound for San Pedro, the steamer Temple E. Dorr was cleared yesterday with 700,000 feet of lumber. The steamer Nehalem arrived to load lumber, bringing San Francisco cargo made up of 300 sacks of pliers, 215 sacks of beans and 945 barrels of asphalt.

Captain L. O. Horsford has relieved Captain P. A. Copeland as master of the steamer Georgiana. It is reported from Puget Sound that the British steamer Nehalem arrived to load lumber, bringing San Francisco cargo made up of 300 sacks of pliers, 215 sacks of beans and 945 barrels of asphalt.

It was reported to the Merchants Exchange yesterday that the Royal Mail liner Den of Airle had arrived on front from Seattle, and that the liner Merionethshire is due to sail from Vancouver, B. C., tonight for Portland to discharge European cargo and load for Seattle.

Invitations are out for another series of parties to be given during the Winter aboard the cruiser Boston by the Oregon Navy Club. The first of which will be held this evening. Admission to the vessel is by invitation only.

When a lounge fell from the Washington-street dock yesterday, his sudden drop being due to his inability to walk close to the edge of the wharf and at the same time balance a cargo of stimulants, he was kept from sinking by a rope around his waist and kept the erring one afloat. A rowboat was put off and the wet victim taken ashore.

J. E. C. Lockwood, designer of the Port of Portland dredge, Willamette, conducted efficiency tests on pumps aboard the digger yesterday morning.

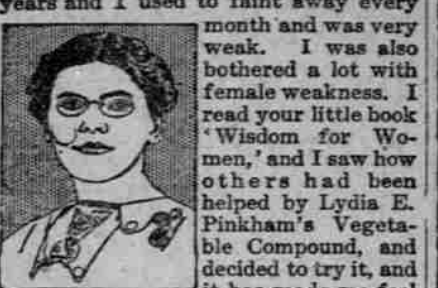
To load more coals for the United Kingdom the British steamer Gowanus shifted yesterday from the flour mill to Montgomery dock. The British steamer Orians arrived from Seattle, European cargo yesterday and left for Puget Sound to discharge the remainder, after which she proceeds here to take on grain for England.

Captain W. C. Barclay, master of the United States Army transport Lisicum, left yesterday on the steamer Rose City after having been on leave at Oregon City visiting relatives.

IN STERLING LIVES A GIRL

Who Suffered As Many Girls Do—Tells How She Found Relief.

Sterling, Conn.—"I am a girl of 22 years and I used to faint away every month and was very weak. I was also bothered a lot with female weakness. I read your little book 'Wisdom for Women,' and I saw how others had been helped by Lydia E. Pinkham's Vegetable Compound, and decided to try it, and it has made me feel like a new girl and I am now relieved of all these troubles. I hope all young girls will get relief as I have. I never felt better in my life."—Miss BERTHA A. PELOQUIN, Box 115, Sterling, Conn.



Massena, N. Y.—"I have taken Lydia E. Pinkham's Vegetable Compound and I highly recommend it. If anyone wants to write to me I will gladly tell her about my case. I was certainly in a bad condition as my blood was all turning to water. I had pimples on my face and a bad color, and for five years I had been troubled with suppression. The doctors called it 'Anemia and Exhaustion,' and said I was all run down, but Lydia E. Pinkham's Vegetable Compound brought me out all right."—Miss LAVISA MYRES, Box 74, Massena, N. Y.

Young Girls, Heed This Advice.

Girls who are troubled with painful or irregular periods, backache, headache, dragging-down sensations, fainting spells or indigestion, should immediately seek restoration to health by taking Lydia E. Pinkham's Vegetable Compound.

and called at 5:30 P. M., British steamer Strathmore, for Adolais, via Puget Sound, Seattle, Wash., Oct. 28.—Arrived—Steamer Den of Airle (British), from Astoria, via Orient; Northland, from Southeastern Alaska; Salsburgh Steamer Tithonus (British), for Liverpool, via Orient; Admiral Selby, for San Francisco; City of Seattle, for Southeastern Alaska; Montana, for western Alaska; Montana, for New York; San Francisco, Oct. 28.—Arrived—Steamers Yosemite, from Astoria; Pittfield, from Yakima Bay; Orange River (British), from Newcastle; Austral, Dewey, from Seattle; ship Star of Oregonland, from Wrangell; Astoria-Boston Alaskan, for Seattle; Ansonia, for Portland.

Tides at Astoria Thursday.

High. 10:02 A. M. 7.5 7:13:02 A. P. 12.7 10:15 P. M. 11:43:26 P. M. 11:15 11.5 ft.

Yucatan Libel Suit on Trial.

The libel suit filed by the State of Oregon against the steamer Yucatan on the charge of damaging the cruiser Boston occupied all day in Judge Bean's department of the Federal Court yesterday. The Boston was struck by the Yucatan March 2, while the captain was trying to send his boat through the Broadway bridge. On the ground that the bridge was not opened in time to allow passage, the County of Multnomah is charged by the shipowners of cross libel. The repairs to the Boston, which cost \$1100, while the Yucatan owners assert that the collision cost them \$1200.

COSTIVE BOWELS, HEADACHE, COLIC, TAKE CASCARETS

No Headache, Sour Stomach, Bad Cold or Constipation by Morning.

Get a 10-cent box now. Furred Tongue, Bad Colds, Indigestion, Sallow Skin and Miserable Headaches come from constipation and clogged bowels, which cause your stomach to become filled with undigested food, which sours and ferments like garbage in a swill barrel. The first step to untold misery—indigestion, foul gases, bad breath, yellow skin, mental fever, everything that is horrible and nauseating. A Cascaret tonight will give you constipated bowels a thorough cleansing and straighten you out in a matter of an hour while you sleep—a 10-cent box from your druggist will keep you feeling good for months. Millions of men and women take a Cascaret now and then to keep their stomach, liver and bowels regulated, and never know a miserable moment. Children, too, need a good, gentle laxative, too.—Adv.

A WOMAN'S TERRIBLE EXPERIENCE!

The way a nation treats its women.

A country's civilization or barbarism can be told by the way it treats women. This is the test of its standing among the nations of the world. Husbands should treat their wives with the greatest consideration for the wife is often weighted down by a crushing burden of weakness, dizziness or despair.

Thousands upon thousands of mothers, wives and daughters in every section of this great country, who have regained health, vigor and cheerful disposition after months of misery and even despair, are the ones who truly appreciate the marvelous restorative power of Dr. Pierce's Favorite Prescription.

Every woman who has reason to believe that backache, headache, unnatural pains, low spirits, nervous nights, irregularities or a catarrhal condition is caused by a derangement of the womanly functions, owes it to herself and dear ones to speedily overcome the trouble before a general breakdown causes permanent prostration.

Dr. Pierce's Favorite Prescription is a remedy that any ailing woman can safely take because it is prepared from roots and herbs, containing tonic properties of the most pronounced character.

It is not a secret remedy because its ingredients are printed on wrapper.

Get Dr. Pierce's Favorite Prescription today, either in liquid or tablet form, at any dealer in medicines, if you want to better your physical condition surely and speedily. Every ingredient in "Favorite Prescription" is printed along with the directions. If you want a specialist in women's diseases to diagnose your case, consult Dr. Pierce by letter, correspondence private and confidential, address Dr. Pierce, Invalids' Hotel, Buffalo, N. Y.—Adv.

"JOKERS" IN "DRY" AMENDMENT ADMITTED BY "DRYS"

Big Blunder in Misleading "Prohibition Campaign" Is Made

J. E. WHEELER, CHAIRMAN OF COMMITTEE OF ONE HUNDRED

ADMITTS in Public Print— That Prohibition is AN INFRINGEMENT OF PERSONAL LIBERTY. That the word "DISTRIBUTION" was DELIBERATELY LEFT OUT of the proposed "prohibition" amendment. That "ANY CITIZEN" may ship liquor "direct from some other state to HIS OWN HOME."

Every Claim Made by the Anti-Prohibition Forces Against the Proposed Prohibition Amendment in Oregon Is Confessed in the Three Above Admissions.

The Anti-Prohibition Forces Have Steadfastly Claimed:

- that "Prohibition is an infringement of PERSONAL LIBERTY." Mr. Wheeler admits it word for word in public print. that "Prohibition will not prohibit." Mr. Wheeler's admission proves his Committee of One Hundred is not trying to prohibit. that "Prohibition does not mean dry Oregon." that "Prohibition would be a death blow to the present healthy growth of TRUE TEMPERANCE SENTIMENT in the land." Mr. Wheeler's admission proves it. that "Prohibition would let down the bars to BLIND-PIGGERS and BOOTLEGGERS, who would deal in deadly decoctions," the same law allowing any "blind-pigger" with a HOME to ship liquor "direct from some other state to HIS own home. The BLIND-PIGGER is as much of a "CITIZEN" as any other man or woman in Oregon. The blind-pigger, because he is not under inspection by State, Federal or City officials, will "manufacture" one barrel of PURE WINE, BEER or LIQUOR into a DOZEN BARRELS of POISONOUS BEVERAGES that will make a new generation of imbeciles, idiots and criminals in Oregon.

Mr. Wheeler's Three Blundering Admissions Are the Best Three Reasons Why His Mismamed, Misleading "Prohibition" Amendment Is an Alarming Menace to the State

IT IS AN ALARMING MENACE— BECAUSE he would have the people of this state vote away their PERSONAL LIBERTY in the belief that they were voting for a "dry Oregon." BECAUSE he would take away the present splendid HOME RULE and LOCAL OPTION LAWS from the CITIES and TOWNS and transfer liquor traffic control to the state. BECAUSE, with all kinds of vile liquor being shipped in "FROM OTHER STATES" into "ANY CITIZEN'S HOME," not subject to Federal, state or Local inspection, it will be ENTIRELY UNREGULATED, and will become as "free as water." BECAUSE it will permit any BOY OR MAN to "ship" in whisky in any amount, without even having to SIGN HIS NAME with the TRANSPORTATION COMPANIES, as under the present HOME RULE and LOCAL OPTION laws. BECAUSE it will in no way check the IRRESPONSIBLE DRINKER, whom a "prohibition law" is said to protect. BECAUSE it would wipe out \$900,000 in LICENSE REVENUES in the state, without aiding TRUE TEMPERANCE.

Read What Mr. Wheeler, Chairman of the "Prohibition" Committee of One Hundred, says in his own words in the "official dry organ," The Evening Telegram of Portland, Sept. 29, 1914:

"The 'wet' forces are seeking to make capital of the fact that the proposed Oregon dry amendment DOES NOT FORBID THE 'DISTRIBUTION' OF LIQUOR, but merely its 'MANUFACTURE' and 'SALE.' "THEY ARE CORRECT. This was done DESIGNEDLY and DELIBERATELY BY THOSE WHO DREW THIS AMENDMENT. Oregon has many citizens, especially many of foreign birth, who desire to have liquor IN THEIR HOMES. They feel that it would be a HARDSHIP and an INFRINGEMENT OF THEIR PERSONAL LIBERTY absolutely to forbid them the use of liquor. "The present proposed law DOES NOT FORBID THE USE OF LIQUOR by any citizen, be he poor or rich, provided he wishes to have this SHIPPED DIRECT FROM SOME OTHER STATE TO HIS OWN HOME."

Can Any Intelligent Voter Fail to See the Jokers?

VOTE 333 X NO And Put an End to This Prohibition Agitation.

(Paid Advertisement, Taxpayers' and Wage Earners' League of Oregon, Portland, Oregon.)