

PILOTS OFF THE COLUMBIA RIVER

Barkentine Emigh Wasted Two Weeks in a Search for Escort Over Bar.

THREE SCHOONERS ARE STILL LOOKING FOR AID

Captain Ipsen Believes He Has Cause for Complaint Against Service at Astoria.

Had one of the tugboats at Astoria gone out after him, Captain Ipsen, master of the American barkentine T. M. Emigh, says he would have been at Portland more than two weeks ago. The vessel arrived yesterday after having been out from San Francisco since February 1. Her long passage had led many of the shipping people to think that she had met with a mishap. The derelict sighted off the mouth of the river the other day was thought to be her remains.

"Nothing was wrong with the Emigh," said the captain last evening. "The vessel was never in better condition, but there is something radically wrong with the tugboat service at the mouth of the Columbia river. We sailed up to the bar on four different occasions, but no tugboat came out to escort us through the channel. The first time we reached the bar was on February 11. The schooner S. T. Alexander and two other schooners were out there at the same time. After waiting around all day a small blow came up, and we put back to sea.

The following day we again headed for the bar, and after reaching it we went through the same experience. One of the tugboats came almost up to us, and then turned around and re-entered the river. "It is the worst service that could possibly be given. When we went to sea again, we drifted up the coast to a point off Cape Disappointment. One of the Gray's Harbor tugs came out and spoke us, and wanted to know if we needed any assistance. It shows that the tugboats up there are doing something for the shipping interests of that place. They go on the outside every day to see if there are any vessels waiting around to be towed into the harbor. A few days afterward we spoke the same tugboat.

When the Emigh reached the bar for the third time she was joined by four other vessels, which were waiting to be towed up the river. Several days elapsed and the tugboats had to wait to sea again. The skipper says it is very probable that some of the ships are out there yet. Had he been acquainted with the channel, he would not have made an attempt to sail in over the bar, rather than waste any more of his valuable time. When he approached the bar for the fourth time, no tug was in sight. The following day the long-looked-for tug made her appearance, and took the Emigh to Astoria.

The passage up the coast was made in about the average time," concluded the captain. "On the return we worked our way against strong head winds, and for about 24 hours we were held in a cove. Aside from that we made very good time, and had a big stock of supplies on hand, and have gone hungry before reaching Portland."

The Emigh is under charter to the Columbia River Lumber Co. to carry a cargo of lumber to Shastah. She will begin loading tomorrow at the Portland mill.

CHARTER SITUATION.

Commercial News Says There is No Gain Movement at San Francisco.

Relative to the freight and charter situation for the week the San Francisco Commercial News says: "In grain, freights to Europe there is absolutely nothing doing at any of the coast ports. Crop prospects are excellent, but there are many opportunities for a change before harvest time and shippers are holding off awaiting developments. In lumber freights there is a slight advance."

What Sulphur Does For the Human Body in Health and Disease.

The mention of sulphur will recall to many of us the early days when our mothers and grandmothers gave us our daily dose of sulphur and molasses every spring and fall.

It was the universal spring and fall "blood purifier" and "cleanser" of the mind you, this old-fashioned remedy was not without merit.

The idea was good, but the remedy was crude and unpalatable, and a large quantity had to be taken to get any effect.

Nowadays we get all the beneficial effects of sulphur in a palatable, concentrated form, so that a single grain is far more effective than a tablespoonful of the crude sulphur.

In recent years research and experiment have proven that the best sulphur for medicinal use is that obtained from Calcium Sulphide and sold in drug stores under the name of Stuart's Calcium Wafer. They are small chocolate coated Calcium Wafers containing the active medicinal principle of sulphur in a highly concentrated, effective form.

Few people are aware of the value of this form of sulphur in restoring and maintaining bodily vigor and health; sulphur acts directly on the liver, and excretory organs and purifies and enriches the blood by the prompt elimination of waste material.

Our grandmothers knew this when they doted us with sulphur and molasses every spring and fall, but the crudity and impurity of ordinary flowers of sulphur were often worse than the disease, and cannot compare with the modern concentrated preparations of sulphur, of which Stuart's Calcium Wafer is undoubtedly the best and most widely used.

They are the natural antidote for liver and kidney troubles and cure constipation and purify the blood in a way that often surprises patient and physician alike.

Dr. R. M. Wilkins, while experimenting with sulphur remedies, soon found that the sulphur from Calcium was superior to any other form. He says: "For liver, kidney and bile troubles, especially when resulting from constipation or malaria, I have been surprised at the results obtained from Stuart's Calcium Wafer. In patients suffering from boils and pimples and even deep-seated carbuncles, I have repeatedly seen them dry up and disappear in four or five days, leaving the skin clear and smooth. Although Stuart's Calcium Wafer is a proprietary article and sold by druggists and for that reason taboed by many physicians, yet I know of nothing so safe and reliable for constipation, liver and kidney troubles and especially in all forms of skin diseases, as this remedy."

At any rate, people who are tired of pills, cathartics and so-called blood purifiers will find in Stuart's Calcium Wafer a far safer, more palatable and effective preparation.

PATROL HORSE QUEEN MAKES SOCIAL CALL IN HARDWARE STORE



Queen, Sugar-Loving Patrol Horse.

When she stopped to munch a wisp of hay that lay in her path after release from the patrol wagon, Queen, a favorite of Patrol Driver Gruber, was given a slap on the shoulder. Indignant at this affront, she trotted out of the stable, and after ambling uncertainly around the street for a minute stepped on the opposite sidewalk and walked into the store of the Avery Hardware company.

The door by which the mare entered was barely wide enough to admit her. Gruber hastened after Queen and found her standing quietly in the rear of the store, with V. A. Avery, the proprietor, gazing in astonishment at his unexpected visitor, and George Zweifel, a youthful clerk, crouched behind a counter, over the top of which he was gazing with saucer-like eyes.

TO RAISE THE ELDER.

Another Effort Will Be Made to Get the Water Out of the Steamer.

Another effort was to be made at an early hour this morning to pump the water out of the steamer George W. Elder and raise her. The steamer was sent yesterday to supply the energy for jerking the powerful pumps which have been placed on board the Elder. The attempt to raise the craft a few days ago failed because the bulkhead, which had been built around the hole in the hull were not properly put together and permitted the water to enter into the other compartments of the steamer. More work has been done on them, and it is now believed that the steamer can be raised. If she is she will be brought to Portland, where the balance of her cargo will be discharged. From here she will be taken to the drydock at St. Johns and given a thorough inspection.

ALONG THE WATERFRONT.

Steamer W. H. Kruger cleared yesterday afternoon for San Francisco with 250,000 feet of lumber and a general cargo for the San Francisco & Portland Steamship company.

Captains Edwards and Fuller left last night for Astoria where they will inspect the steamer Seagull on Monday.

Steamer Alliance will not reach Portland from Eureka and way ports until tonight. She is bringing the passengers that the Oregon has to leave at Crescent City. The Roanoke is bringing the perishable goods which were in the Oregon's cargo, consisting of fruit, vegetables, butter, etc. She is due to reach port this afternoon. The Roanoke is also bringing a big shipment of oranges from Los Angeles. Agent Young says she will sail on the return trip Tuesday morning at 9 o'clock.

Steamer Aberdeen sailed for San Francisco last night with 475,000 feet of lumber. She will stop at Astoria and take on a shipment of 3,000 sacks of oysters. The oyster business has heretofore been handled by the San Francisco & Portland Steamship company. Owing to the mishap to the Oregon the Columbia is unable to take care of all the traffic of the line.

MILTON MARX GIVES PROMISE OF GREATNESS

Milton Marx, the first violin of the Philharmonic ring quartet, who made his first appearance last Friday at the

MARINE NOTES.

Astoria, March 4.—Condition of the bar at 5 p. m., obscured; wind southerly; weather foggy; no shipping moving.

San Francisco, March 4.—Arrived at 5 a. m., steamer F. A. Kilburn, from Astoria, Oregon, from Eureka, in distress.

KOKO HEAD AT ASTORIA.

After a passage of 11 days from Honolulu, the barkentine Koko Head arrived at Astoria yesterday and will come up to Portland in a day or two. She is under charter to the Pacific Coast Export Lumber company to carry a cargo of Oregon fir to the Orient.

Before starting to load, however, she will be placed on the drydock to be cleaned and painted. It is said the craft must be in a fine condition now, or she would have been unable to make such a fast trip from the Hawaiian islands. But few of the sailing vessels complete that run in less than 30 days.

Negotiations are also under way with the Port of Portland to purchase one of the light house tender Heather placed on the drydock for a general overhauling.

MOVEMENTS INTERESTING.

According to the San Francisco papers the British steamship Drayton Grange will soon sail from Wellington, New Zealand, for Portland. None of the local shippers knows anything about it. Some go so far as to say that they are positive she is not coming here. It is explained that the steamer is one of a regular line of freighters, and the owners would have no object in sending her in this direction.

The Drayton Grange is of 4,246 tons net register, and if she does come to Portland she will probably bring a cargo of coal. On the outward trip she would likely take a shipment of grain and flour.

FEELING FOR SUMMER RESORT.

Stones weighing from five to 10 pounds are being sucked up by the

dredge Portland and deposited on the bank of the river near Sellwood. The dredge is filling in some of the lowlands in that vicinity on which the Oregon Water Power & Railway company intends to build a summer resort. Those who were up on the way to see the dredge work say that she is removing heavier material from the bottom of the river than she ever before attempted to handle.

NOTICE TO MARINERS.

Capt. L. C. Hellner, inspector of this lighthouse district, has sent out the following notice to mariners: Columbia river, mid-channel buoy, PS, first-class can, was established March 2 in 37 feet of water, as a guide in the channel after crossing the bar, Cape Disappointment light house, N. by E. 1/2 E. Point Adams (discontinued) light house, E. 1/2 S. North Head light house, N. by W. 1/4 W.

MANOCHA CAROLINA.

Today the mammoth steamship Carolina of the Cunard line is expected to reach New York from Liverpool on her maiden trip. The vessel is 675 feet long, 72 feet 8 inches across the beam and 37 feet deep from the keel to the bridge. She has accommodations for 2,100 passengers, and space for 20,000 tons of freight.

SUNDAY CLUB FOR MEN GROWS IN POPULARITY

The men's meeting at the Y. M. C. A. this afternoon, called the Sunday club for men, will be addressed by Rev. Clarence True Wilson, D. D., the new pastor of Grace Methodist Episcopal church. Dr. Wilson will speak on the topic "Sin."

Although a young man himself, Dr. Wilson has been preaching for many years, having begun his ministry when scarcely more than a boy. His two Sundays in Portland have already shown his power as a speaker.

One of the most popular features of the programs of the Sunday club is the musical program. In the last two months the attendance at these gatherings has never fallen below 400 men, and several times has more than filled the auditorium, and undoubtedly the music has been one of the chief attractions. The music for today will be furnished by Coaker's orchestra, with a concert solo by G. B. Myer. The Excelsior Male quartet will sing several songs and a rousing song service will be led by Rev. F. Burgette Short, D. D., of the Taylor Street M. E. church.

Following the 3 o'clock program the large popular Bible classes led by Prof. W. M. Wilder and Messrs. C. A. Lewis and H. W. Stone will be held and the social luncheon served by the officers and crew of the steamer Sarah Dixon.

The program of the afternoon begins at 3 and is free to all men.

MILTON MARX GIVES PROMISE OF GREATNESS

Milton Marx, the first violin of the Philharmonic ring quartet, who made his first appearance last Friday at the

concert, is the son of F. D. Marx of this city. He is a student of E. O. Spletner, and has promise of a good career as a musician. He has good classical discrimination, produces a sweet, clear tone, and has a fine ear. The other members of the quartet are Miss Cornelia Barker, Victor Jorgensen and F. J. Packard.

SEAL AND EAGLE A DAY'S GAME BAG

A Three-Hundred Pound Seal Hooked at Caps Horn.

GIANT BALD EAGLE SHOT NEAR COLUMBIA SLOUGH

Bird Measures Seven Feet From Tip to Tip of Wings—Slayer Will Mount It.

Caught by a dozen hooks which were dangling from a sturgeon line, a seal weighing 300 pounds was captured and killed yesterday in the Columbia river near Cape Horn, by the officers and crew of the steamer Sarah Dixon.

The captive made a desperate struggle before he was dispatched. He fought savagely, churning up the water like a small whale. When drawn toward the boat he showed his teeth and growled fiercely. Once he flopped above the surface of the water and almost knocked the feet from under a couple of his captors, who were anxious to get him alive.

Seeing that it would be impossible to take the animal alive, Captain Del Shaver, who had charge of the boat, decided to put an end to the struggle and the seal was shot. The carcass will probably be disposed of to the Chinese, who prize seal oil very highly.

A fisherman who was catching sturgeon had a frog line stretched from the bank of the river to a sand bar over in the main channel. Every foot or two apart a huge fish hook dangled from the line. It is presumed that a sturgeon had been caught by one of these hooks, and while making a meal of the fish the seal himself became a prisoner. In his struggle for freedom he was caught by the other hooks on the line. After the seal was killed the crew on the Dixon spent almost half an hour cutting the hooks out of his body.

Seals are not very plentiful in the Columbia, and river men say this one is the largest they ever saw. He had a fine coat of short gray hair. When captured young the seals make ideal pets, and are easily trained to do many clever tricks.

While on his way to Portland from his ranch on the Columbia slough, about seven miles east of the city, this morning, John Holtgrieve spied a fine specimen of the bald eagle, which bird of prey was engaged in securing its morning meal off the many crows that inhabit the muddy waters of the Columbia. Not having a gun with him, Holtgrieve hastened back to his ranch and secured his shotgun and returned just as the bird had finished devouring a fat carp, and by a well-directed shot brought down the bird. On examination the quarry proved to be a genuine American bald eagle, which measured seven feet from tip to tip, and judging from the coloring of the plumage and other marks, must be in the neighborhood of 12 years of age. The bird's talons were 2 1/2 inches long. Mr. Holtgrieve intends to have the specimen mounted.

When the Snow Fell. The New Maid—Madam, your husband is lying unconscious in the library, with a large box beside him and crushing a paper in his hand. Madam—Ah, my new hat has come.

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A Three-Hundred Pound Seal Hooked at Caps Horn.

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Bird Measures Seven Feet From Tip to Tip of Wings—Slayer Will Mount It.

LEVEL ASSESSMENT MAY BE ADOPTED

By querying representatives of the Oregon grand lodge, A. O. U. W., throughout the state, Grand Master Barcroft has ascertained that the sentiment of these men favors the calling of a special session of the grand lodge to again take up the question of adopting the new combination step-rate and level assessment plan that has been recommended by the supreme lodge. He is accordingly issuing a call for a special session of the Oregon grand lodge to meet in Portland April 18.

The grand lodge, at its meeting last summer in this city, had this question up for settlement, and its discussion consumed several days' time. Opposition to the new plan of assessment was strong, many of the members resisting its provisions for a substantial increase in the rates of insurance. Advocates of the new plan wished to avoid a serious clash in the order, and the question was laid over for future action. Since that time the arguments advanced by those who favored the plan have been brought home to the opposition, and it is thought sufficient change of sentiment has been wrought to warrant another attempt to adopt the measure. The question will be thoroughly threshed out at the April meeting, and the new plan of assessment will probably be adopted.

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At this season of the year, when a man is sure to need an extra pair of Trousers, we always hold our Trouser Sale. We want to close out all broken lines and set the Trouser Stock in good order. Every pair goes into this sale.

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\$2.35	For choice from \$3.50 and \$3.00 Trousers.
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