

ELECTRIC STORM FRIGHTENS TARS

Crew on Board the French Bark Jacobson Relate Awful Ex- perience at Sea.

TONQUES OF FIRE LEAP FROM YARDS AND STICKS

Remarkable Phenomenon Encoun- tered South of the Low Archipelago While Windjammer Was Slowly Making Her Way to This Port.

Many of the crew of the French bark Jacobson were nearly killed with fright during the night of August 22, when the ship was overtaken by an electrical phenomenon of the like of which none of them had ever witnessed before. Some of the men say they will never forget the awful experience, so lasting an impression did it make upon their minds. The windjammer was on her way to this port from Dunkirk, France, and had met with all kinds of conditions prior to that time, but the startling behavior of the elements that night capped the climax of the tedious voyage.

The Jacobson arrived in the harbor last night and berthed at Greenview dock to discharge 18,000 barrels of cement and other freight consigned to W. P. Fuller & Co. of this city. She looks none the worse for her long trip, which lasted 185 days from Dunkirk to Astoria, and brought her in many out of the way places seldom taken by the windjammers except when forced to do so by the capricious winds that sometimes make things disagreeable for ships for months and years.

Neither Captain Francois Sevin nor his officers or crew speak much English, but in relating the story of their experience on that memorable night their native language serves them better because it affords the opportunity of the necessary gestures when wishing to emphasize the more important details.

"We were near the Low archipelago of the Pacific islands when all of a sudden the night became very dark, so dark that we could not see anything but the glimmer of the ship's lights," said one of the spokesmen for the crew, "and the next thing that happened was an awful flash of lightning directly above us. It nearly blinded us

and the thunder was so terrific that no one would be capable of imagining it. We all rushed for cover in the cabin after taking in the few sails we were carrying at the time. Flash followed flash so quickly that the thunder kept up a continuous roar. It sounded as if a thousand cannons were being fired at the same time and the dark clouds that hung very low over the sea were illuminated in all the colors of the rainbow. For an hour this continued, then a heavy rain began to fall, but the atmosphere was so densely charged with electricity that for three hours the rigging seemed to be on fire. Large flames of a bluish tint flashed from the tips of the masts and yards and to all appearances the vessel was one of fire. The spectacle was grand but terrible and many of the sailors huddled away in the dark corners of the cabin that they might escape the sight."

The Jacobson's slow voyage was mainly due to contrary winds after leaving Hobart, Tasmania, where she put in for a fresh supply of water after coming from the Atlantic by way of Cape of Good Hope. In crossing the Indian ocean the windjammer ran within 200 miles of St. Paul island, where fire and lava shoot skyward from the craters of ever-active volcanoes.

WHITE WINGS GALORE

Big Fleet of Sailing Vessels Arrives at Mouth of River.

Favorable winds yesterday and this morning brought a half dozen windjammers to the mouth of the Columbia with dawn, and white wings are spread to the winds almost in every direction off the coast, according to a report sent in by the lookout at North Head.

Shortly before noon he took a peak at the horizon and saw no fewer than four ships and barks and two fore-and-aft rigged vessels playing about waiting for a chance to get in over the bar. A three-masted bark crossed in this morning at 8 o'clock, and she is believed to be the bark Le Perouse, which was riding at anchor near the lightship all night, having come too close in shore to work out with the prevailing wind. Le Perouse is believed to have been out side several days. She brings general cargo from Europe.

LIGHTS SWEEP INTO SEA

British Bark Inverness-shire Has Mis- sion Escape Off Cape Horn.

With all her binocular lights washed overboard save one, the British bark Inverness-shire had to proceed cautiously from Cape Horn to the Columbia river because at night it was difficult without the proper illumination to see the needle of the compass swing to and fro as the wind and waves played mercurially with the big windjammer. The lamps were washed overboard by a gigantic sea that boarded the vessel as she rounded Cape Horn.

The Inverness-shire arrived last night

and went to Mersey dock to discharge 18,000 barrels of cement consigned to Balfour, Guthrie & Co. Captain Tyndal, who is well known here, reports that the voyage from Astoria to the Columbia river took 147 days, a little longer than the average time.

In doubling Cape Horn the Inverness-shire got her share of nasty weather, so the sailors state. For four weeks she was fighting her way through a tearing gale, and decks were awash most of the time. Canvas was torn into shreds and big seas pounded upon the cabin and stowroom decks until they finally gave way and allowed tons of water to sweep everything clean. It was at that time that the binocular lights disappeared over the side and nothing could be done to save them.

From the Horn to the Columbia river the weather was fairly good, although every now and then the winds attained a velocity that was even too swift for the sailors. The four weeks' voyage was a dash, as the captain says, and she spoke a dozen vessels on her way out, among them being the French bark Genevieve Molino, which is now loading wheat at Irving docks. The Inverness-shire reached port about two weeks ago.

PORT COMMISSION MEETS

Annual Report Shows Drydock Pays Small Profit on Investment.

According to the annual report for the fiscal year ending September 30 the Port of Portland drydock is paying three per cent interest on its investment of \$390,000, which in round figures was the cost of the construction of the dock. The report was presented at the regular monthly meeting held by the Port of Portland commission yesterday afternoon.

The drydock earnings, including the furnishing of power to the Portland railway, amount to \$25,775, which sum added to the receipts from the tax lists of 1929, 1928 and 1927, brings the total receipts up to \$48,558. The operating expenses of the dock for the year aggregated \$15,207.45, which added to the bond interest of \$16,180, leaves a balance of \$16,871.55. Of this sum \$16,829.49 represents the net earnings for the past year, the balance being the residue of the receipts for the year 1928.

The operation of the dredges Portland and Columbia shows a decrease in the balance as compared with the year of the previous year. This is said to be due principally to extensive repairs made to both dredges. Repairs and maintenance to the dredge Portland cost \$12,248.45, while the same items for the Columbia amount to \$17,804.03. The total receipts for the operation of the dredges was \$18,458.15, and the total disbursements including payrolls and dredging fuel, maintenance, repairs and sundries amount to \$36,162.58, which leaves a balance of \$42,917.08 at the end of the fiscal year ending September 30, 1929.

Charles P. Doe, representing the owners of the steamer Geo. W. Elder, appeared before the commission and asked for a reduction in the bill for the use of the drydock for the year 1929. The total charge was \$12,022.55, of which \$7,394.55 had been paid. The commissioners will consider a written proposition from Mr. Doe, who believes the charge should be reduced some by reason of the fact that the repairs to the vessel were delayed many times because of no fault of the owners.

THREE VESSELS FIXED

One Taken to Load Wheat Here and Two at Tacoma.

Exporters of wheat were busy this morning chartering vessels to load here and on Puget sound for Europe in the near future. Three fixtures were reported, two of them for the sound and one for this port. The vessel taken to load here in the British ship Glenelg, which was chartered yesterday for Portland loading. The Glenelg was taken by Balfour, Guthrie & Co. She is now on the way to San Diego from Rotterdam.

Kerr, Gifford & Co. chartered the British steamer Franky and the British ship Blythwood to load at Tacoma for the United Kingdom for orders. The Blythwood is well known in this port having received dispatch here for years. The Franky is of 5,400 tons net register.

KEEP RIVER CLEAN

Steamboat Owners Pay Used to Notice From Government Officials.

D. B. Ogden has notified steamboat owners by letter that if they insist upon allowing fuel oil to escape into the river through blowoff pipes or otherwise they will be promptly prosecuted. They seem to obey the instructions, for the surface of the river has been free from the disagreeable scum since the letters were sent out, a couple of days ago.

The government engineers commenced a crusade some weeks ago against individuals and firms handling oil along the river and they have taken up the complaints against several sawmills accused of having permitted sawdust and waste wood to flow into the river. The result is already noticed and the engineers say the work will be continued.

BARRED FROM LANDING

Malicious on Board of Cement Carriers Afflicted With Trachoma.

Many of the sailors on board the British bark Inverness-shire and the French bark Jacobson will be refused permission to come ashore because of being afflicted with trachoma, an infectious disease of the eye quite common on shipboard. It was reported this morning that 70 of the crew on the British bark Inverness-shire are afflicted with the disease.

Both of the vessels arrived yesterday afternoon and are docked at the Mersey and Greenview docks respectively. Both are cement laden and under orders to load wheat for Europe as soon as ready to begin receiving cargo.

ALONG THE WATERFRONT

The steamer Rosonoke sailed for San Pedro via Eureka and San Francisco last night and the steamer F. A. Kilburn sails for San Francisco via Coos Bay and Eureka this evening.

The British steamer Hazel Dollar will finish lining this afternoon and shift across the river to Montgomery dock to begin loading wheat for Europe.

Digger dredge No. 3 is digging a new cut across Meldrum's bar below Oregon City near where the Clackamas empties into the Willamette. The cut will be 1,000 feet long, 60 feet wide and 7 feet deep at low water. It will permit oil barges to reach Oregon City tully laden.

Colonel S. W. Rowles, United States engineer, returned from Celtic waters yesterday, bringing a number of photographs of the work being done there on the canal. Work is said to be progressing fairly satisfactory.

WANTS CRAFT TO KNOW

The "American Lumberman" Gets a Remarkable Article From a California Friend—The Editor's Comments.

The remarkable article following, with the editor's comments thereon, is taken from the American Lumberman, the able exponent of the lumber interests of the country.

Editor "American Lumberman," Chicago, Ill.
Dear Sir: We are aware that there is a great deal of criticism being made and leveled against the lumber industry in general and more particularly against the men who are in duty to say to the public that we have a remedy on this coast which has a record for alleviating the sufferings of 10 per cent of the patients who have tried it. In one case in particular (a man 75 years old) it has cured somebody who had been suffering for 10 years with rheumatism and had been told by his physician and a number of other doctors that he would never be able to walk again. I have in mind another case which five eminent doctors of California and the East had given up. The man was informed by prominent men and the attending physician said he could live twelve hours. His family tried it and it kept him alive for five years. Owing to a climatic change he died, but I am certain that had he not tried it he would have died a year sooner. He would be alive today.

Several men of prominence and wealth have been saved. One I would mention in particular is a former justice of the Supreme Court, who was given up by the doctors twelve years ago, but is alive today. And I know of many people, both rich and poor, who have been cured. About six years ago a couple of Southern Pacific railroad conductors contracted Bright's disease and they were informed by their physicians that they were again at their posts and consider themselves fully cured. They were given up by the doctors twelve years ago, but I am certain that had they not tried it they would be dead today. I will see that they are supplied with literature for the patient, but I do not know, perhaps, a physician of the merit of the preparation and that it will protect life if not cure the disease. All I ask is that the party send stamps with his or her inquiry (6 cents would be plenty to cover the postage on the reading matter to be sent).

While I do not consider myself quite as good as a medical man, I have been informed by those who know them that they are again at their posts and consider themselves fully cured. They were given up by the doctors twelve years ago, but I am certain that had they not tried it they would be dead today. I will see that they are supplied with literature for the patient, but I do not know, perhaps, a physician of the merit of the preparation and that it will protect life if not cure the disease. All I ask is that the party send stamps with his or her inquiry (6 cents would be plenty to cover the postage on the reading matter to be sent).

San Francisco, Cal., Dec. 2, 1906.
The cure comes highly recommended. Mr. Harris' name is known in the trade and as a man is known to many of the fraternity. Therefore, they will not prescribe it. In certain cases, however, it may be prescribed under a different name and have repeated the benefit of its cure.

The idea of a specific being so effective as to cause an enthusiastic speculator entirely unknown to the consumer, to advertise it at his own expense and the destination of a great paper of national circulation to accept of an advertisement is an experience to history parallels.

This article refers to the recoveries being made by Fulton's Compound, and was as much a surprise to the Fulton people as to readers. Their names were mentioned in thirty days after the article appeared.

We, too, will see that people desiring it are supplied with literature for the patient.

WOODARD, CLARKE & CO., PORTLAND, OR.

MARINE NOTES

Astoria, Oct. 12.—Arrived down at 8:30 a. m., steamer Aurelia. Arrived down at 8:30 a. m., steamer Rosonoke. Left up at 8 a. m., French bark La Tour d'Auvergne. Arrived at 8 a. m., a three-masted bark. Outside at 10 a. m., four ships and barks and two schooners. Arrived at 9:30 a. m., British ship Buccleuch, from Antofagasta.

Astoria, Oct. 12.—Arrived at 3:15 and left up at 4 p. m., steamer Whittier.

Astoria, Oct. 12.—Condition of the bar at 8 a. m. rough; wind southeast; weather cloudy.

RACE WHITNEY WRITES NEW MUSICAL PLAY

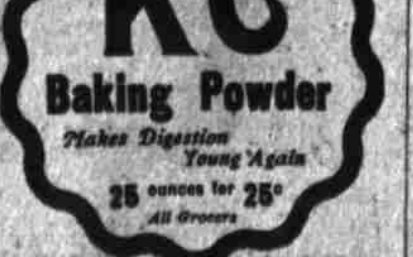
Race Whitney, formerly dramatic critic of The Journal and Waldemar Young, a former member of the staff of the San Francisco Chronicle, have written a musical play entitled "The Kingmaker," which will have its premiere in Seattle at the Great opera house in February, by the Stewart organization, the John Cort organization which was recently in Portland at the Helix. The musical score is by H. Bassett, a California musician, and the opera is said to include many original ideas. The show will be elaborately staged and taken into New York.

FAIR AT LEWISTON IS GREAT SUCCESS

(Special Dispatch to The Journal.)
Lewiston, Idaho, Oct. 12.—Success which has attended the Lewiston-Clarkston fair this year has been a revelation to even the most sanguine and with the close tomorrow it will be shown that it has been an event unrivaled in the history of the association.

In anticipation of the festivities of the closing day and to enjoy the events at the fair grounds today, crowds of people from both Washington and Idaho are flocking into the city. It is estimated that the crowd which will be in attendance tomorrow will be the largest ever seen here.

The races are a leading feature at the fair grounds and some fast time has been made.



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For \$1.00 a week the man on the left may keep himself looking as tidy and trim as the man on the right, from our clothing department. We are glad to credit any honest man. All we ask is a small deposit, then \$1.00 a week until the suit is paid for. No embarrassing conditions—no red tape—no "fuss and botheration." You select your suit from one of the best stocks in town, pay no more than at a cash store and in such a manner as not to feel it—and always look well dressed. Come in and talk it over with our clothing manager.

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Cartridge & Warner's
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Lewis
(FORM FITTING)

In the range covered by the above three makes the requirements of the most particular man can be supplied. We will be pleased to show you and quote prices.

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HOTEL PERKINS BLDG.

QUITS CARRYING MAIL TO GET FORTUNE OF \$50,000

Mare Island Letter Carrier Reluctantly Surrenders Job to Secure Inheritance.

(Journal Special Service.)
Vallejo, Cal., Oct. 12.—From carrying Uncle Sam's mailbags to and from the Mare Island navy yard to the possession of a fortune of \$50,000 or more, all in the coin of the realm, is the happy transition of John McGough, a native of Ireland, who has been employed in this city for the past three years.

Underscoring parts of a letter for empha- sis mars its ap- pearance.

The New Tri-Chrome
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which writes
black, purple or
red as desired,
enables you to
send out letters
emphatic to the
mind as they
are pleasing to
the eye.

This machine permits not only the use of a three-color ribbon, but also of a two-color or single-color ribbon. No extra cost for this new model.

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Millions of Mothers for their
children while teething for over
Fifty Years.
It soothes the child, softens the
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all pain, cures wind colic, and is
the best
remedy for diarrhoea.

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Is the Ideal Shop for
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The lines of Suits, Overcoats and Cravenettes we show are undisputedly the best made. They are authentic in every minor detail; distinction in the commanding features that point character and quality. Honest fabrics, shape-retaining construction. Gentle and pronounced patterns as well as blacks and blues—every authorized Fall style. The prices are always moderate and often the lowest consistent with quality. Besides you are privileged to pay for your outfit in small weekly or monthly payments, enjoying the same services, the same courtesy, the same values as those who pay when purchasing. No extra charge for credit.

Our Boys' Clothing Section offers strong values in nobby styles for school and dress wear. The "water-proof" Suit is specially recommended for rainy days.

Special Sale of Cut Glass

Our Men's Furnishing Section is full of gingery, snappy creations in newest toggery—Better see them. These Cut Glass pieces are not seconds—they are from our regular stock and offered at special prices tomorrow to acquaint you with our Jewelry Section.

Regular \$5.50 Bowls.....\$3.00
Regular \$5.50 Sugar and Creamer.....\$3.00
Regular \$2.00 Nappies.....\$1.15

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