

# IVERNA IS STILL MISSING

## Mariners Begin to Fear That Ill-fated Bark Has Been Lost With All Hands During Recent Storm.

Bar Pilot George Wood, who told Captain Morton of the steamship Columbia that he had seen the missing British bark Iverna off the Columbia river three times while cruising about in the pilot schooner Joseph Pulitzer during the past two weeks, is now of the opinion that it was the British bark Galena he sighted. Pilot Wood did not know that the Galena had been wrecked on Clatsop beach when he related his experience to Captain Morton of the Columbia, but learned of the disaster upon reaching Astoria after he had turned the Columbia over to River Pilot Snow. In an interview in Astoria last night with a Journal representative he said he is now positive that the bark chased by the pilot schooner was the ill-fated Galena. The Galena, too, has already been stated in The Journal, was off the bar for nine days, riding out the storm.

Chased the Bark. Captain Wood says he chased the bark far to the north, with flag flying when she first appeared off the bar, but was unable to get within distance. The day before she went ashore he again gave chase, this time to southward, until Tillamook light was nearly reached. Both vessels were then close in and Pilot Wood turned back, remarking that if the Englishman went further she would be unable to keep off the beach. He saw no more of her, but was not surprised to hear that she had piled up on the sands.

This leaves the Iverna mystery as puzzling as ever, with even slimmer hopes for her safety. She has now been missing for more than a month, the last seen of her being on October 18, when she parted company with the French bark Sully in the vicinity of Tillamook rock. She stood out to sea in order to avoid being caught by the current that sent the four-masted bark Peter Ireland and Galena to their doom. A four-masted bark in ballast was seen a few days later by the lookout at North Head and he at once telegraphed to Astoria for a tug. The Wallula went out, but had to return along the following day, the big windjammer having outdistanced her in a race to seaward. Since then not a sign has been seen of the phantom bark.

Offer No Solution. Shipping men, looking into the matter with all seriousness, are unable to offer any solution whatever to the puzzle.

## DAY'S EVENTS ON EAST SIDE

Property Owners on Stark Street Up in Arms Over Proposed Improvement.

FACTIONS ACCUSE EACH OTHER OF DISLOYALTY

Declare Private Interests Are Being Guarded and Public Welfare Relegated to the Rear—Other Notes From the East Side.

East Side Department.

and should have been opened up long ago.

J. H. Newhall, president of the East side bank, when asked his opinion said that the improvement should be made at once, as it will have to be made soon anyway. Senator Nottingham protests because under the present contract the value of his property will be affected and a building will be practically destroyed, but he forgets that a number of years ago I lost a building on Union avenue because of a fill of a similar character, the old east side hotel, and other people were injured in the same way.

Asks for Square Deal.

C. A. Bigelow says that the method now being used to block the opening of East Stark should not be sanctioned by any one who wishes to see fair play given to east side interests.

W. B. Hall, president of the East Side Business Men's club, said: "It is contemptible. After so many attempts to hold back the development of this section of the city, this act is outrageous. First one excuse and then another has been offered to hold back this street which is the most important street we have—and which should have been opened long ago. It connects us directly with Mt. Tabor and Montavilla by the Belt Line road and is an easy grade, and would be the main street of this side of the river if given half a chance."

Case Is Dismissed.

The Reding case in which Stephen Reding was charged with wife beating has been dismissed by Judge Olson and will not come up for trial. The charge was only made so that Mrs. Reding could get her effects together and leave the country. While Reding was being detained in jail Mrs. Reding received money from her people in the east and

## LEPROSY THEME OF LECTURE

Dr. Ralph Matson Tells Academy of Science All About the Disease.

IS NOT FEARED NOW AS MUCH AS FORMERLY

Science Solving the Puzzle and Probable Cure Has Been Found—Disease Is Peculiar in Many Things—Sometimes Not Contagious.

Dr. Ralph C. Matson, bacteriologist of the state board of health, last evening told the Oregon Academy of Science, assembled in the city hall, how the treatment discovered by Captain Ross of the India medical service has vastly altered all preconceived ideas of leprosy. He also told how he and his brother, Dr. Ray Matson, had manufactured leprosin from the sores of the Chinese leper whose presence in the city hall, how so disturbed the residents of the King's hill neighborhood. The old Chinese, who contracted the disease in China, is now being treated on the county farm. He occupies a shanty by himself, and the effect of the leprosin is being eagerly watched.

Stereoscopic slides showing the bacteria colonies on cultures and also in the blood vessels were thrown upon a screen. Hawaiians and Hindoos suffering from extreme cases of the disease were vividly portrayed.

"The disease has been spread because to let it be known that a person was suffering from it meant isolation," said Dr. Matson. "These people have been confined without any right whatever. It has been proved that leprosy is not an incurable disease, and that in its early stages it can be cured as easily as tuberculosis and by similar methods."

Dr. Matson told what a curious disease it is. Here are some instances: Children of leper parents do not necessarily have the disease. A husband and wife rarely both have it. One Chinese woman had three leprosy husbands one after the other and never contracted it. Leprosy is primarily a disease of filth and poor food, though a king once died of it.

In Iceland, where there are many cases, parts of the body not covered by clothing, such as the face, are the only portions attacked by the disease.

Norwegian emigrants brought the disease to Minnesota.

Always Follows War.

Leprosy always follows war and pestilence, the people being usually physically impoverished and less able to withstand the assaults of the germs. These germs may live in the skin for 10 years without ever entering the system or making their presence known in any way. Leprosy germs are killed by contact with chlorine or any of its salts, such as common salt.

The leprosin, in brief, is a concentrated essence of the leprosy germs killed by heat and strained. When this is injected the living germs cannot abide their presence, immediately rush out through the skin, causing a high fever. The presence known in any way. Leprosy is swamped with demands for it from all over the world. Dr. Matson is one of the few other bacteriologists who have made it.

During the course of his lecture, Dr. Matson said that the theory that fish diet was partially responsible for leprosy is now held to be false.

returned to them and when she had safely departed Reding was released. The couple reside at Gates.

Trolley Wires Break.

Trolley wires on East Morrison street caused some trouble again yesterday afternoon and traffic was suspended for a few minutes on the bridge because one of the wires broke near the end of the draw. Breaks are occurring often in this vicinity and causing considerable inconvenience to those having occasion to pass over the Morrison bridge. It seems that the poles are not heavy enough to support the traffic and residents declare that some new ones of different style will have to be provided before the street is secure from further accidents in this line.

## BARK ALDEN BESSE BELONGS HERE

Historic Old Bark Bought by William T. Carroll From San Francisco Owners.

WILL CARRY LUMBER BETWEEN COAST PORTS

Second Vessel to Be Purchased by Portland Capital During the Past Few Days—Piled Between Portland and Orient in Early Days.

Another historic old windjammer has been purchased by Portland capital and this port will now boast of having two notable lumber droghers registered here. William T. Carroll, who recently bought the old favorite bark Galena, yesterday purchased the equally old and historic American bark Alden Besse. The bark is now on Puget sound loading lumber for San Francisco, but she is expected to come here as soon as her present charter expires.

The Alden Besse is one of the oldest craft afloat on the Pacific and she is known almost everywhere, for there are few ports of importance at which she has not touched at some time or other. She was once upon a time engaged in freighting between this port and Hongkong, as did the Coloma, and many stories are yet being told along the waterfront of how she did a landoffice business carrying Chinese, dead and alive. She carried live Chinese coming this way and the remains of deceased ones returning to the orient. Frequently she was engaged in the coasting trade on board, for in those days the bodies of departed Celestials were shipped more often than the bones, as is now the system in vogue.

The bark is said to be a growing interest in marine matters here and men with capital are seriously considering building several steam schooners for the coast lumber trade. At present most of the cargo is carried on the coasters owned and operated out of San Francisco, although most of the cargoes are furnished by the northern ports.

PUT IN FOR SHELTER

Government tug Sotomoyo at Astoria on Way North.

The government tug Sotomoyo is at Astoria for coal and shelter on her way to Emerston to act as one of the station tugs at the davy yard. She left San Francisco November 8, and reached Astoria Thursday after a very stormy voyage.

The weather was thick all the way from the Golden Gate to the Columbia river and off Cape Blanco the tug encountered a big storm that compelled her to leave to port for eight hours. The crew report that she was to all intents and purposes a submarine, because her decks were under water most of the time.

The tug is in command of Lieutenant E. H. Dodd, who was here a year ago last summer on the coast and a destroyer Paul Jones. She carries a crew of 15 men and G. Johnson, mate. The Sotomoyo is only 92 feet long and has a tonnage of about 275 tons, but can make 11 knots under good weather conditions.

BEGINS LOADING TODAY

Norwegian Steamer Jethou Joins Fleet in Harbor.

Three gangs of longshoremen will go to work this morning loading lumber on board of the Norwegian steamer Jethou at the mills of Inman, Foxsen & Co. The steamer arrived in the harbor yesterday afternoon from Port Los Angeles under charter to the Pacific Export Lumber company to load for China. She will carry approximately 2,500,000 feet.

Captain Peterson reports having had a fair voyage from the California port to the Columbia river, but he ran into thick weather off the coast and had to make a detour to the coast and to the Jethou on Wednesday morning until Thursday morning. A gale sprang up and it was about all the big freighter could do to hold her head to the sea. Her engines were turned to their capacity, but she made barely perceptible headway against the seas and wind. By hanging close to the lightship the steamer was ready to cross in a few minutes as conditions became favorable Thursday morning.

The Jethou carries a Norwegian crew numbering 30 all told. She signed the men at Antwerp, from which port she brought a cargo of cement and building material to Port Los Angeles. She was fortunate in meeting with good weather all the way from Europe, the storms off Cape Horn even subsiding in her path. Other steamer companies and the Jethou at the same time reached port with tales of awful hardships and close escapes from total destruction, yet the Jethou hardly shipped a sea on the entire passage.

Captain Peterson is well known here as the former master of the Norwegian steamer Norman Isles. The latter vessel was here a few months ago and took a lumber cargo to the orient. She is expected to return here soon.

ALONG THE WATERFRONT

The Harriman liner Columbia did not get away for San Francisco last night because of additional freight being received at the dock up to a late hour last night. About 200 passengers went on board, however, and she will leave down some time this morning.

The big tramp steamer sighted off the bar yesterday morning is believed to be the old tank steamer Atlas. She did not cross in during the day, but stood off, evidently waiting for the bar to quiet down.

The steamer George W. Elder will sail for Port Los Angeles via San Francisco and Seattle Tuesday morning. She will take all the freight she can carry and most of the passenger accommodations have already been spoken for.

The oriental liner Nisumata, which arrived from Hongkong via Yokohama early yesterday morning, will take a full cargo of flour when she sails for the orient in about a week.

The Norwegian steamer Terje Viken will finish loading lumber at the mills of the Portland Lumber company Monday or Tuesday. She goes to Port Pirie, Australia, and will return here for another cargo as soon as the first one has been discharged.

MARINE NOTES

Astoria, Nov. 15.—Condition of the bar at 6 p. m., rough; wind, northwest 30 miles; weather, cloudy. Arrived at 9:30 a. m.—Schooner Irene, from Redondo. Sailed at 5:05 p. m.—Steamer Asuncion, for San Francisco. Arrived

# Now is the Time to Furnish

A WORD TO CAREFUL BUYERS

Our fall stock is now complete and awaits your inspection. Critical house furnishers will be pleased with the grace and beauty in the design of the new patterns, while the prices will appeal to the thriftiest shopper. And we will give you what credit you need. No matter how small the deposit may be we'll meet your demands somehow. Every business man uses his credit. Why don't you use yours? Come in this week and take advantage of our new stock; then let our salesman figure on furnishing your home.



### Iron Beds

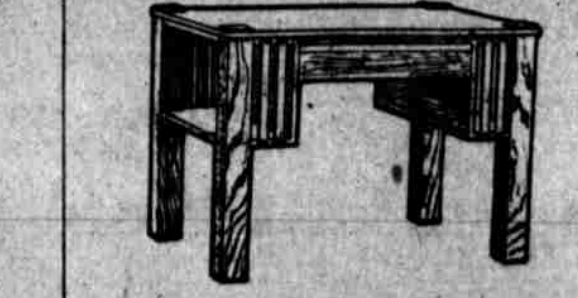
No. 657—Iron Bed, 11-16-inch continuous post, heavy filling, finished Vernis Martin. \$14.00  
No. 926—Iron Bed, finished cream and gold, 11-16-inch post, well filled. \$10.50  
No. 706—Iron Bed, 11-16-inch continuous post, straight rod filling, 3 brass spindles in head and foot, finished Vernis Martin or cream and gold. \$9.00  
No. 772—Iron Bed, full brass filling, continuous post, finished in cream enamel. \$22.50

### NAPOLÉON BEDS.

No. 7—Full Napoleon Bed, in genuine mahogany, heavy claw feet. \$55.00  
No. 76—Napoleon Bed; low head; finished in mahogany, birdseye maple and quarter-sawn golden oak. \$42.50  
No. 340—Napoleon Bed, finished in birdseye maple, mahogany and quarter-sawn golden oak. \$51.50

### DRESSERS AND CHIFFONIER.

No. 50—Dresser, finished golden, mahogany and white maple, 20x24 French bevel oval mirror. \$15.00  
No. 22—Dresser, finished golden, 18x24 French bevel mirror. \$12.00  
No. 2199—Dresser, base 45x24 inches, 30x30 round bevel mirror, made in golden oak and birdseye maple. \$38.50  
No. 308—Golden Oak Dresser, full swell base, 30x34 French bevel mirror. \$39.00  
No. 19—Chiffonier, finished golden, mahogany and white maple, oval French bevel mirror. \$14.75  
No. 51—Chiffonier, finished golden, extra large, 5 drawers. \$9.00  
No. 334—Chiffonier, birdseye maple, golden oak and mahogany, shaped French bevel mirror. \$25.00



### Mission Furniture

No. 312—Chair, finished weathered oak, upholstered in Spanish leather. \$12.50  
No. 268—Weathered Oak Library Chair, saddle seat. \$7.50  
No. 9—Rocker, weathered oak, upholstered in Chase leather. \$6.75  
No. 2259—Mission Rocker, in weathered finish, saddle seat. \$6.50  
No. 6398—Cellarette, complete with bottles and tray, weathered finish. \$15.50  
No. 150—Weathered Oak Hall Seat, upholstered in leather, heavily carved back. \$15.25  
No. 16—Library Table, top 28x42, weathered finish. \$30.00  
No. 755—Library Table and Magazine Rack combined, weathered oak, strictly mission in design. \$25.00

### HALL MIRRORS.

No. 851—Hanging Hall Rack, finished golden or weathered oak, 12x30 French bevel mirror. \$7.50  
No. 102—Hanging Hall Rack, in golden or weathered oak, 12x18 oval French bevel mirror. \$6.50  
No. 438—Hanging Hall Rack, 14x14 French bevel mirror, weathered or golden oak. \$4.00  
No. 790—Hanging Hall Rack, in quarter-sawn golden oak, 18x24 oval French bevel mirror. \$9.75

### MUSIC CABINETS.

No. 547—Music Cabinet, in genuine mahogany, oval French bevel mirror in door. \$19.50  
No. 0551—Music Cabinet, in Circassian walnut, full swell front. \$35.00  
No. 490—Golden Oak Music Cabinet, French legs and patent door pocket. \$18.50  
No. 541—Music Cabinet, in mahogany finish, French bevel mirror on top. \$19.50  
No. 550—Music Cabinet, in mahogany finish. \$6.75

# POWERS

THE STORE THAT SAVES YOU MONEY

DIGNIFIED CREDIT FOR ALL FIRST AND TAYLOR

down at 2:30 p. m.—Steamers Alliance and F. A. Kilburn.

San Francisco, Nov. 17.—Arrived—Steamer Costa Rica, from Portland. Arrived—Steamer Sailor Boy, from Portland.

## STAGE BREAKS DOWN WITH PETER LOGGIE ABOARD

### And Veteran Boomer of Coos Bay Has to Tramp Seven Miles in Mud.

En route to Kansas City and Washington, C. O. as a delegate to the Trans-Mississippi congress and the National Rivers and Harbors congress, Peter Loggie of North Bend arrived in Portland yesterday and left for the east. He was delayed a day by the heavy storms that swept the coast counties and crippled the stage line between Marshfield and Roseburg.

"Trees were falling around us, and at nightfall the stage broke down, and I had to walk seven miles through mud to reach the nearest place where I could stop over night. It was the hardest trip I have had between Coos bay and Portland in the many years I have lived on the coast."

Mr. Loggie goes to Washington as a delegate from Coos bay cities to work to secure government aid in improving the harbor and rebuilding the jetty, which is now nearly destroyed, owing to the illure of the government to renew it. The Coos bay people ask for an appropriation to extend the jetty and deepen the channel to something like 80 feet over the bar. Mr. Loggie will probably remain in Washington most of the winter, looking after Coos bay interests.

## OREGON EXPLOITED IN NEW RAILROAD BOOK

Portland and Oregon are the conspicuous features in a new booklet just issued by the advertising department of the Chicago & Northwestern railway. The booklet is entitled "The Pacific Northwest," and is one of the best illustrated publications issued by any of the railroads interested in this section of the country.

The agricultural, fruit, mining and fishing resources of Oregon are shown to great advantage, and the book is a credit to the railway company. Portland is shown in a birdseye view from

## YOU ARE BETTER OFF

Trading at one place where you are treated right is much more safe for your investment. We are proud to say that we held the same customers for the past 13 years and many of our new patrons have been recommended to us through our square dealing. We always carry a large stock of first class Men's and Children's Clothing with a general line of Shoes, also Trunks, Suit Cases, Blankets and Comforters. We make no arrays, but we save you money on our prices

# JOHN DELLAR

181-183 FIRST ST. AND 53-55 NORTH THIRD ST.

## Clarke, Woodward Drug Co.

Wholesale, Manufacturing and Importing Druggists.

Announce the completion of their Analytical Laboratory, completely equipped in every detail for the analysis of foods, rocks, fuels, fertilizers, drugs, mineral waters and for technical research. Our establishment, corner Fifth and Hoyt, and conveniently located near Union Depot and Terminal Grounds, is the largest in the northwest.

Dealers in Cuscuta Bark, Balsam Fir and crude drugs of the northwest.

Aoki Coming to Coast.

(Special Dispatch by Leased Wire to The Journal) Washington, Nov. 17.—Aoki, the Japanese ambassador, is going to the Pacific coast to study the conditions of his countrymen there, especially in relation to the California situation.

## THE BIG STORE WITH THE LITTLE PRICES.

# SUITS OVERCOATS AND CRAVENETTES

Every garment cut according to the latest dictates of fashion—from substantial Woolen and Worsted Fabrics.

SOME STORES ASK \$15.00 FOR THEM—OTHERS ASK EVEN MORE.

SEE WINDOW EXHIBITION.

Salsbury Hats—The best known, and known as the best. \$2.50

Tomorrow, \$2.00 and \$2.50 values PANTS—Special. \$1.50

Boys' and Children's Suits and Overcoats at almost... 1/2 PRICE

J. B. Stehens Hats, Any Style and Color, \$4.00.

# Famous Clothing Company

CORNER MORRISON AND SECOND STREETS.