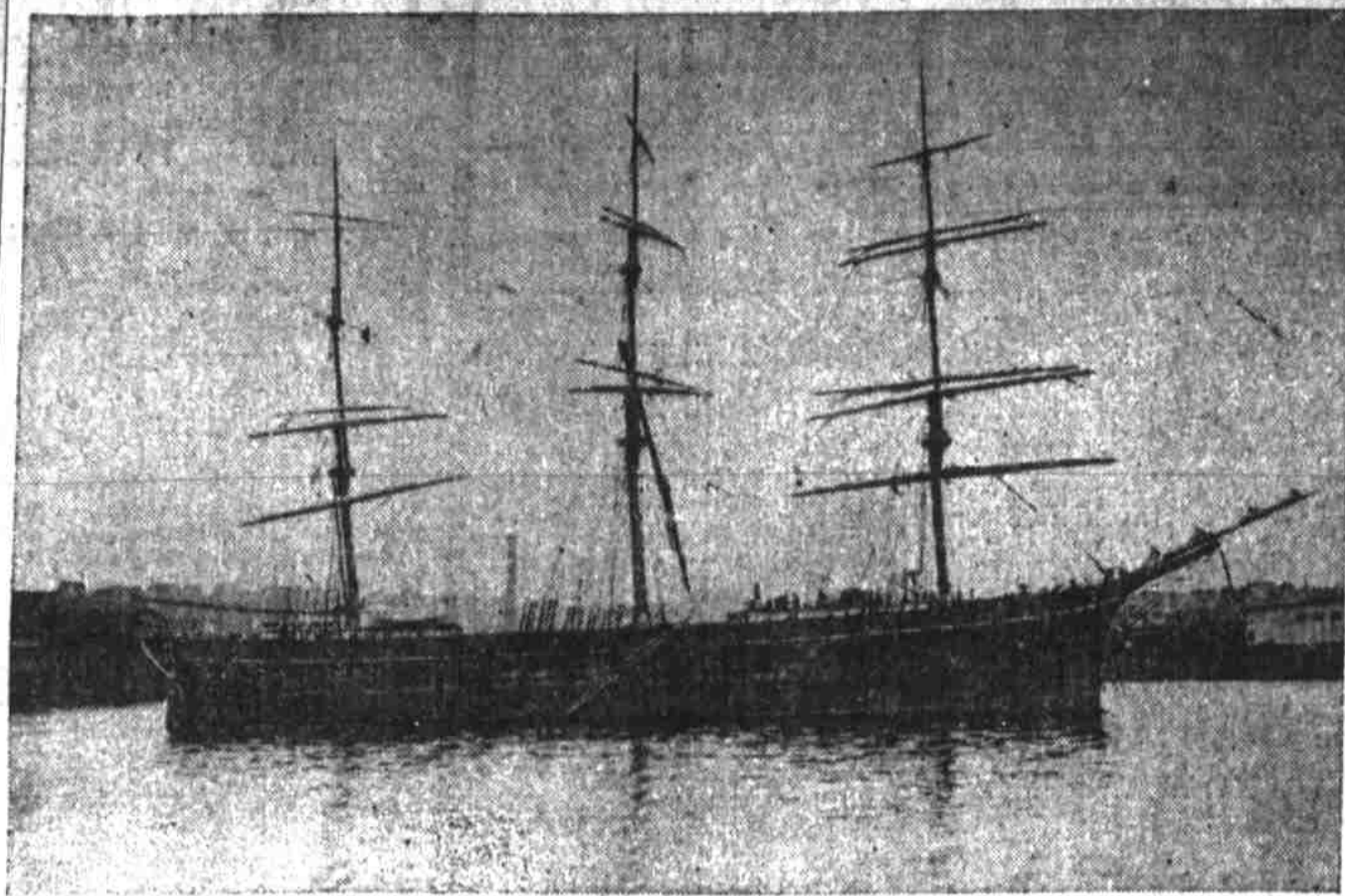


HISTORIC CRAFT AWAITING ORDERS IN PORTLAND HARBOR.



The ship Henry Villard which arrived here several weeks ago with a cargo of coal from Newcastle, Australia. It is one of the old school of American windjammers. Their number is rapidly decreasing, some meeting the final fate at sea, while others, in less romantic fashions, are converted into fore-and-aft rigged lumber droghers or old cargo hulks. The Henry Villard is one of the younger of its class, however, and will probably spread her white wings over the oceans many a year before her final chapter is written. In years ago the Villard engaged regularly in the Portland-oriental trade, a forerunner of the large freighters now operated by the Portland & Asiatic Steamship company. Captain Anderson is the tallest skipper in the harbor and he is also declared to be the handsomest of the lot. The Henry Villard will probably be given a lumber cargo or sent in ballast to Australia to return with coal. She belongs to Hind, Rolph & Co.

Most Brothers Apply to Commissioners for a State License.

HEAVY SHIPPING LOOKS ATTRACTIVE

Application Filed Three Weeks Ago Has Not Yet Been Acted Upon but Commissioners Will Probably Get Together During Week.

Two brothers, Harry and Charles Jost, have applied to the sailor boarding-house commission for a license to conduct a sailor boarding-house in this city. The application was filed about three weeks ago but the board has not yet acted upon it.

The Jost brothers have rented a building on Goldsmith street, Lower Alameda, and equipped it to house and board sailors. It has been a business furnishing men for ships before this had they been given the authority applied for. Somehow or other the commissioners have failed to get together but the matter will likely be taken up some time this week.

Charles Jost was formerly engaged as watchman for the old sailor boarding-house now having sole control of the business here. His brother recently returned from eastern Oregon where he operated a wheat farm for some years.

The commission having authority to issue sailor boarding-house licenses consists of the following members: William H. McManis, secretary and Captain Andrew Hoben, president.

Portland has dispatched a great number of ships this winter and there are many more to be sent away before the full months of summer roll around. Each one requires from \$100 to \$200 in wages and hence the business of furnishing them is considered lucrative, each man averaging about \$45 in the boarding-house masters, part of it being for board and lodgings and clothing.

The old sailor boarding-house is located at Second and Chestnut streets. So far there has been no trouble this season in securing crews, although shipping has been heavier than ever.

SHIPPING ON INCREASE.

German Merchant Marine Shows Material Growth.

United States Consul-General Richard B. Smith, of Portland, has issued the following statistics concerning the increase in shipping in Germany: The number of vessels built in the empire in 1907 was 1,011, of which 702 were registered tons, against 646 of 310,771 registered tons in 1906, and 535 of 267,391 registered tons in 1905. In addition to the foregoing there were built in foreign countries, on orders, for German firms, 119 vessels of 122,845 registered tons. This demonstrates the activity of the German shipping trade.

MEET AT RAINIER.

Longshoremen From Coast Ports Assemble in Convention. (Special Dispatch to The Journal.)

Rainier, Or., Jan. 4.—The Columbia River Longshoremen will hold their annual convention here January 5. Delegates are as follows: Portland, Nos. 265, 264 and 263, four delegates each; Astoria, No. 558, two; Rainier, three; Vancouver, one. Representatives from Coos Bay and San Francisco are expected. C. N. Thompson of Astoria, president of the union, and Andy Matson of Portland, secretary, will be present.

The longshoremen of Rainier organized their union about two years ago.

BUSINESS PICKS UP.

Rainier Sends Away Several Lumber Cargoes.

(Special Dispatch to The Journal.) Rainier, Or., Jan. 4.—The lumber trade at Rainier is gradually picking up, and it is expected that all the mills will soon be running. At present barquentine J. M. Griffith is loading 750,000 feet of lumber at the Wilson dock. The steamer St. Helens has just left here with a load of lumber for San Francisco via Portland, where the cargo will be finished. Several cargoes have been shipped here recently.

MILTONBURN LIBERLED.

Owners of Montgomery Dock Seek to Recover Damages. The British bark Miltonburn was to leave down this morning but she will be detained unless her captain furnishes a bond to insure the vessel's liability against the outcome of a libel filed last night.

The libel was brought to recover damages alleged to have been inflicted upon Montgomery when the vessel was there to receive cargo. The suit was brought by the owners of the vessel, United States Deputy Marshal Terry was placed in charge of the vessel over night.

MARINE NOTES

Astoria, Jan. 4.—Condition of bar at 5 p. moderate; wind, east; weather, cloudy. Sailed at 11 a. m., steamer San Gabriel, for San Francisco. Arrived at 11 a. m., barge No. 3, from San Francisco. Arrived at 12 noon, Lightship No. 50. San Francisco, Jan. 4.—Arrived, steamer Washington, from Portland. Arrived at 11 last night, steamer Senator, from Portland. Sailed last night, steamer Argyle, for Portland. Sailed, steamer Elder, for Portland. Arrived, steamer Johan Poulsen, from Portland. Yokohama, Jan. 4.—Arrived yesterday, steamer Persia, from Portland. Monterey, Cal., Dec. 31 and Jan. 1, steamer Lynn, for New York. Sydney, Jan. 4.—Arrived, schooner W. G. Garris, from Portland. Tides at Astoria Sunday—High, 2.20 a. m., 1.1 feet; 1.40 p. m., 9.3 feet. Low, 2.00 a. m., 3.9 feet; 2.30 p. m., 1.6 feet.

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LIGHTSHIP AT DUOY STATION

Captain Werlich, Light-house Inspector, Will Investigate.

NOTHING TO MARK ENTRANCE TO RIVER

Gas Buoy Will Probably Be Placed There Without Delay Unless Ship Can Be Repaired in Short Order—New Vessel Needed.

Captain P. J. Werlich, lighthouse inspector, leaves this morning for Astoria to inspect lightship No. 50, which was towed to the government buoy station yesterday afternoon as a result of her having been disabled in a collision with the British ship Port Patrick, Friday afternoon.

Captain Werlich has sent out notices to mariners warning them of the fact that the vessel has been withdrawn and notifying them that it will be replaced as soon as practicable. It depends upon the extent of the damages whether a gas buoy will be placed in the vessel's position while repairs are being made. The reserve ship is not available at this time, and it is being equipped with submarine telephone apparatus, and the third light vessel in the district is anchored on Umatilla reef.

A modern lightship is soon to come out here from the east, where it is now in course of construction, but there is no definite word as to how long it will be before the vessel will arrive. The contract was awarded several months ago, along with several others for vessels of the same name.

No information was gained yesterday as to how badly the Port Patrick was damaged in the collision. She stood tight to sea, and has so far failed to return. Her failure to return leads to the belief that Captain Sainy concluded the damages could be repaired by the ship's own machinery.

The lightship's upper works were badly crippled, the smokestack and part of the rigging having been carried away. That Captain Sainy would not put back unless utterly compelled to do so is conceded, because his return would mean a long detention by a libel against his vessel.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. G. W. Elder, San Pedro and way, Jan. 6. Breakwater, Coos Bay, Jan. 6. Senator, San Francisco, Jan. 6. Alliance, Coos Bay, Jan. 10. Arabia, orient, Jan. 10. Sinaloa, orient, Jan. 10. Roanoke, San Pedro and way, Jan. 12. Costa Rica, San Francisco, Jan. 15. Alameda, orient, Jan. 15. Alesia, orient, Jan. 15. Numanita, orient, Jan. 15.

Regular Liners to Depart. Alliance, Coos Bay, Jan. 5. Costa Rica, San Francisco, Jan. 6. Breakwater, San Francisco, Jan. 6. Geo. W. Elder, San Francisco, Jan. 9. Senator, San Francisco, Jan. 12. Hamale, San Francisco, Jan. 12. Rose City, San Francisco, Jan. 15. Roanoke, San Pedro and way, Jan. 15. Arabia, orient, Jan. 20. Sinaloa, orient, Jan. 20. Numanita, orient, Jan. 20. Alesia, orient, Jan. 20.

Vessels in Port. St. Nicholas, Am. sh., Astoria. Bertha, Am. sh., Astoria. Alice McDonald, Am. sch., Stella. Claverdon, Fr. sh., Montgomery. Versailles, Fr. bk., Columbia No. 1. Sully, Fr. bk., Columbia No. 2. Thine, Fr. sch., Stream. Henry Villard, Am. sh., Stream. Europe, Fr. bk., Linnott. Aeneas, Am. sh., Banfield. Strathgryfe, Fr. bk., Irving. Bloecher, Fr. ship, Columbia No. 1. Linnott, Fr. sch., Stream. Largo Bay, Fr. bk., Mill street. Eugene Schneider, Fr. bk., Bunkers. Glenelg, Am. sh., Columbia No. 1. Minerva, Nor. sh., Greenwell. Oakland, Am. sch., Knapton. Buffon, Fr. bk., Bunkers. Alice McDonald, Am. sch., Stella. Walden Abbey, Fr. ship, Stream. Clackmannanshire, Fr. sh., Centennial. Arken, Fr. bk., St. John. Minerva, Nor. sh., St. John. St. Helens, Am. sh., Port Lumber Co. Raleigh, Fr. ship, Astoria. J. M. Griffith, Am. bktn., Rainier. Stella, Fr. sch., Stream. Elginshire, Fr. sh., St. Johns. Marie Hackfeldt, Ger. sh., St. Johns. Jordan, Fr. sch., St. Johns. Alliance, Am. sh., Couch street. Costa Rica, Am. barge, Astoria. Claverdon, Fr. sch., Ainsworth. Gertrude, Fr. ship, Astoria. Guthary, Fr. bk., Astoria.

En Route to Load Lumber. F. S. Loop, Am. str., Goble. F. E. Sanders, Am. sch., San Francisco. Echo, Am. bktn., Callao. Yosemite, Am. sh., San Francisco. Jordani, Fr. sch., Valparaiso. Aurelia, Am. sh., Valparaiso. Irene, Am. sch., Redondo.

CARGOES DEPART; CASH IN RETURN

Portland's Shipments of Products Increase With Each Day.

BALANCE OF TRADE IN CITY'S FAVOR

Four Large and Valuable Consignments of Wheat, Flour and Lumber Cleared Yesterday for Ports in Europe and the Orient.

Four cargoes of grain and lumber were cleared yesterday afternoon through the local collector of customs office for Europe and the orient. The combined value of the cargoes is \$234,358.

The vessels cleared were the British steamers Valdivia and Strathrod and the British barks Strathgryfe and Gladys. The Valdivia cleared for China and Japan with 3,043,617 feet of lumber, valued at \$2,659; 10,902 barrels flour, valued at \$42,408, and 21,472 bushels wheat, valued at \$21,252, the total value of the cargo being \$108,219.

The Strathrod cleared for Port Pirie, Australia, with 4,665,891 feet of lumber, valued at \$35,292.48; the Gladys cleared for Queenstown or Falmouth for orders with 39,362 bushels of wheat, valued at \$17,572, and the Strathgryfe cleared for Queenstown or Falmouth for orders with 130,818 bushels wheat, valued at \$115,120.

A strange coincidence in connection with these clearings is the fact that the Valdivia is the largest steamer in the harbor and the Gladys the smallest. Movements of wheat and lumber will be extraordinarily heavy during the month of January and it would surprise no one familiar with the situation to see the month break all former records by rolling up totals exceeding those of the past month which proved so record-breaking. December was weak on lumber, however, whereas the present month gives promise of sending away enormous quantities of both breadstuffs and saw mill products.

The large four-masted bark Miltonburn finished loading last night, but failed to get through in time to clear. She was furnished with a cargo in double quick time, as was the bark Glenelg, the first to clear since the beginning of the new year.

Wild Goat of Europe. From the London Globe. The common wild goat is almost extinct in Europe—even from the Alps. The Piedmont mountains appear to be his last refuge, and even there he has to be protected in the royal park of Gressoney, where about 500 head are preserved.

Oil Steamers En Route. Atlas, Am. sh., San Francisco. Geo. Loomis, Am. sh., San Francisco. Seydl, Am. sh., San Francisco.

En Route in Ballast to Load Grain. Celtic Chief, Fr. sh., Honolulu. Vector, Fr. sh., Valparaiso. Alexander Black, Fr. bk., San Diego. Clan Buchanan, Fr. sh., Santa Rosalia. Charles Gounod, Fr. bk., San Francisco. Lady Woodseley, Fr. bk., Calata. Cambusodon, Fr. sh., Calata. Cloch, Fr. sh., Dunmore. Wayfarer, Fr. sh., Valparaiso. Nordsee, Ger. sh., Callao. Theodore, Fr. bk., San Francisco. Champigny, Fr. bk., San Francisco. Bourgainville, Fr. bk., San Francisco.

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Our Fee \$5 to \$30. CONSULTATION CONFIDENTIAL AND INVITED.—A personal thorough and searching examination is desired, though if inconvenient to call, write us a full description of your trouble. Our office hours are from 9 a. m. to 8:30 p. m., excepting Sunday from 1 to 12. Address or call on the

ST. LOUIS Medical and DISPENSARY. 291 1/2 MORRISON STREET, PORTLAND, OREGON.

OREGON ONIONS GO HIGHER IN FRISCO

(Special News by Longest Leased Wire.) San Francisco, Jan. 4.—The market for Oregon onions and firm at the advance. Oregon Burbank potatoes were quoted a little higher and Salinas had a wider range. There were moderate quantities of southern vegetables. Local tomatoes have been arriving in crates from across the bay in expectation of receiving higher prices, but they sell slowly. Mushrooms were in over-supply, the demand being slack. Only a few coops of California poultry were received. Oregon turkeys were about cleaned up at the close of the day. The receipts of dressed turkeys were 20 cases, and prices were about the same as on Friday.

Cheese remained as previously quoted, new flats being firm and Young America weak. Fresh extra eggs declined 4 1/2 per dozen, closing firm at the decline. Other fresh grades and storage goods were weak. Storage quarters were lower for extras.

Oranges had a firmer tendency, but prices were higher here. There has been some at Oregon outside packing points. Other citrus fruits were dull and very weak. The Hawaiian article was fairly good receipt. Apples are nearly done for the season, and there is now hardly any demand for them. Apples kept along at an expansion of receipts, orange pears have been pretty well cleaned up.

Wheat cargoes on passage were firm but active. The English country markets were firm, an Liverpool advanced and May was unchanged. Paris was lower.

In the local market there was no change to report and business was light. The receipts were 13,885 centals, including 12,510 centals from Oregon and 1,375 centals from Washington. For May delivery there was a closing advance of 2 1/2 per cental.

May barley sold 1 1/2 per cental above Friday's closing price. The spot market was quoted 2 1/2 per cental higher for feed, with some business at 1 1/2 per cental. The receipts were 68,081 centals, including 51,810 centals from Port Costa for export, and 5,840 centals from Oregon. Oats were firm but inactive. The receipts were 4,480 centals and all from the north. Beans remained at the previously reviewed prices. The receipts of hay were 49,000.

There was large receipts of flour, amounting to 9,898 barrels, including 3,926 barrels from Oregon and 1,900 barrels from Washington. The receipts of bran were 8,454 sacks, including 4,549 sacks from Oregon and 3,855 sacks from Washington.

The only change in butter was a decline of 1/4 per pound for fresh firsts. All fresh grades closed weak. Oregon extra No. 1 California extras were steady and all others were weak.

MONGOLIAN PHEASANTS.

Increasing Rapidly in Western New York and Becoming Very Tame. From the Rochester Democrat and Chronicle. The recent arrest of a young man charged with shooting a Mongolian pheasant just outside of the city limits emphasizes the fact that these birds have become numerous in this locality and incidentally nearly as tame as domestic fowls.

Under the game laws the killing of Mongolian pheasants or having them in possession is absolutely forbidden until the year 1910. When the birds were first introduced some doubt existed regarding their acclimation, and it was feared that they would die within a few years, and this was done. Contrary to the opinion of many naturalists the pheasants made themselves much at home and have increased with singular rapidity. Although the penalty for killing the birds is very heavy it is believed that large numbers are killed each season. Notwithstanding this handicap they have become so plentiful as to be regarded as a pest by farmers. It is charged that by reason of comparative immunity they have become bold and destroy crops to a greater extent than even crows.

It must be confessed that the farmer is placed in an anomalous position. He has to choose between damage to his crops by the saucy oriental beauties or killing them and risking a heavy fine. They are so fearless that in many cases they can be killed with a billet of wood, and the temptation to destroy them is almost irresistible.

If the pheasants found their habitat in the woods and groves only their presence would not be undesirable to the agriculturist. When they are protected and penetrate to the garden path patience and respect for the game law cease to be a consideration. The object of the long close season has already been accomplished and that a reasonable open season should be provided each year. The prejudice against the birds among the farmers has assumed such proportions that it is probable an effort will be made to modify the law at the coming session of the legislature, at least to the extent of allowing a national convention instead of two each, six delegates each in the Republican and two each in the Democratic.

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For 25 years men's diseases have been my specialty. I positively cure cases such as no other physician has ever cured. My professional advice is free at all times, either in personal consultation or by correspondence, and I am always glad to render such help as I can in the way of scientific suggestion.

Will Cure any Uncomplicated Disorder for only \$10. Pay Me After I Have Cured You.

My Direct Treatment for "Weakness" That disorder commonly known as "weakness" for years and generations baffled the efforts of physicians, yet to this very day a majority of doctors, specialists not excepted, are attempting to overcome it by methods that have been in constant use and have constantly failed for half a century.

Dangers of Varicocele. Many men afflicted with varicocele are endangering their general health, and even life itself, by allowing the disorder to remain uncured. Many of them believe it is an incurable disease, which is far from being the truth, as I have demonstrated not only hundreds but thousands of times.

Contracted Disorders. Absolute safety demands the most thorough treatment in all contracted diseases. If men realized the danger attending such ailments, they would not think of entrusting their cases in unskilled hands. Unless every particle of inflammation is removed, a chronic state follows just as surely as though the disease had received no treatment at all.

Specific Blood Poison. I cure this leprous disease completely. The system is thoroughly cleansed and every poisonous taint removed. The last symptom vanishes to appear no more, and all is accomplished by the use of harmless blood-cleansing remedies. Do not submit to the dangerous mineral dosing commonly indulged in. Such treatment merely obscures the symptoms.

Free Examination and Advice. It will cost you nothing to call and talk over your case. You can find out all about your trouble and you can later arrange to begin treatment any time you like. My offices, comprising ten rooms, are the largest, most elegant and best equipped in the west. CALL TODAY and be sure you come to the right address. If you cannot call, write. All correspondence sacredly confidential. My offices are open all day from 9 a. m. to 9 p. m., and Sunday from 10 to 1.

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