

CAT TRAVELS FAR TO REACHERSHIP

Left Behind by Accident When Minerva Sailed From Norfolk, Va.

WAITING ON PORTLAND DOCK TO GREET FRIENDS

Ill-Tempered, Dirty Levesia Is Welcomed With Open Arms by Sailor Men Who Never Expected to See Her Again—How She Traveled.

When the Norwegian steamer Minerva left Norfolk, Virginia, for Bremerhaven, Washington, with a cargo of coal for the navy yard, Levesia, the ship's cat, inadvertently got left behind on the pier. That happened about three months ago. Chief Officer J. Christoffersen, who had picked up the cat at Pensacola, Florida, about a year ago, thought that was the last of the feline. But, the cat came back.

When the Minerva reached Portland day after New Year's and berthed at the wharf of the Portland Lumber company to load lumber for the Good Panama, Chief Officer Christoffersen became almost paralyzed with surprise when he beheld Levesia sitting on the edge of the dock meowing and curling her tail as if wishing to say: "Hello, there, here I am ahead of you."

He could hardly believe his eyes and called Captain Mathiesen into consultation while the big freighter was still sliding back and forth closing in on the



"Bloody Me! If 'Tain't the Cat!"

dock under the strain of the hawsers, and he, too, thought it strange but true nevertheless. There was no getting away from the cat, and she was waiting for her old home to tie up.

Levesia's trip to the Pacific coast from the Atlantic port was a mystery that could not be left unsolved and no time was lost running down every clue. Nor was it very difficult to do so.

The British steamer Strathford had just hauled out from the mill wharf to give room to the Norwegian tramp and from the Strathford's officers it was ascertained that the cat had gone ashore when she saw the Minerva poking her broad bow through the Madison bridge draw. No amount of coaxing would bring her back. Since there was no time to lose it was concluded to let her stay behind.

Comparing notes the officers of the two steamers found that the Strathford had taken the berth vacated by the Minerva at Norfolk and the cat came aboard after having evidently exhausted all patience trying to locate the Norwegian craft. The Strathford delivered her coal cargo at Mary Island, navy yard and came north under charter to load lumber for Port Pirie, Australia, while in the meantime the Minerva was discharging at Bremerhaven. By chance the two steamers happened to occupy the same berth in quick succession for a second time and thus Levesia got back to her old haunts around the pier after a trip half way around the globe.

There never was a more vicious cat on board a ship in the world. She is a Levesia, for she will scratch and bite strangers who would dare fondle her, but to members of the crew she is kind and playful as a kitten. She is a very ordinary cat, dirty with coal dust from the bunkers, but originally brown and white with trimmings.

"You may think Levesia did not know the ship when we arrived here," said Chief Officer Christoffersen, but she did. I know she did because she went right forward to where she had hid long since with the rats and renewed her warfare. There is no use talking; a cat is a cat and it will come back."

BEGINS LOADING AT ONCE.

German Steamer Germanicus Arrives for Lumber Cargo.

When the German steamer Germanicus arrives at the wharf of the Eastern & Western Lumber company this morning a large number of longshoremen will be there to go to work to send lumber on board without a moment's delay. Being under time charter the ship will be rushed with all possible haste.

The Germanicus arrived at Astoria yesterday shortly before noon and left for the city at 4 o'clock in the afternoon. She dropped anchor in the stream overnight but will pull into the dock with sunrise this morning. The Germanicus will be in the harbor only a few days since she has already taken on half a cargo at mills on Grays Harbor. The Pacific Export Lumber company is furnishing the cargo and it is destined for Sydney, Australia. All told, it will amount to about 2,500,000 feet of lumber.

While at Grays Harbor Captain Berndt had considerable trouble with his crew, a number of the men appealing to the citizens of Aberdeen for help on the ground that they were poorly fed and insufficiently clothed. It will probably be renewed here unless the sea are paid off.

UNION GIVES SMOKER.

Longshoremen Entertain Friends in Hall on Stark Street.

Longshoremen's union No. 255 gave a smoker last night at Union hall, Second and Stark streets at which a large number of members and friends were present.

A good program had been arranged, and it was listened to with interest, while refreshments were passed around. Longshoremen's union No. 255 is one of the largest organized bodies in the Pacific northwest, and its members have been much in demand this fall and winter owing to the heavy wheat shipments from this port, as well as from Puget sound ports.

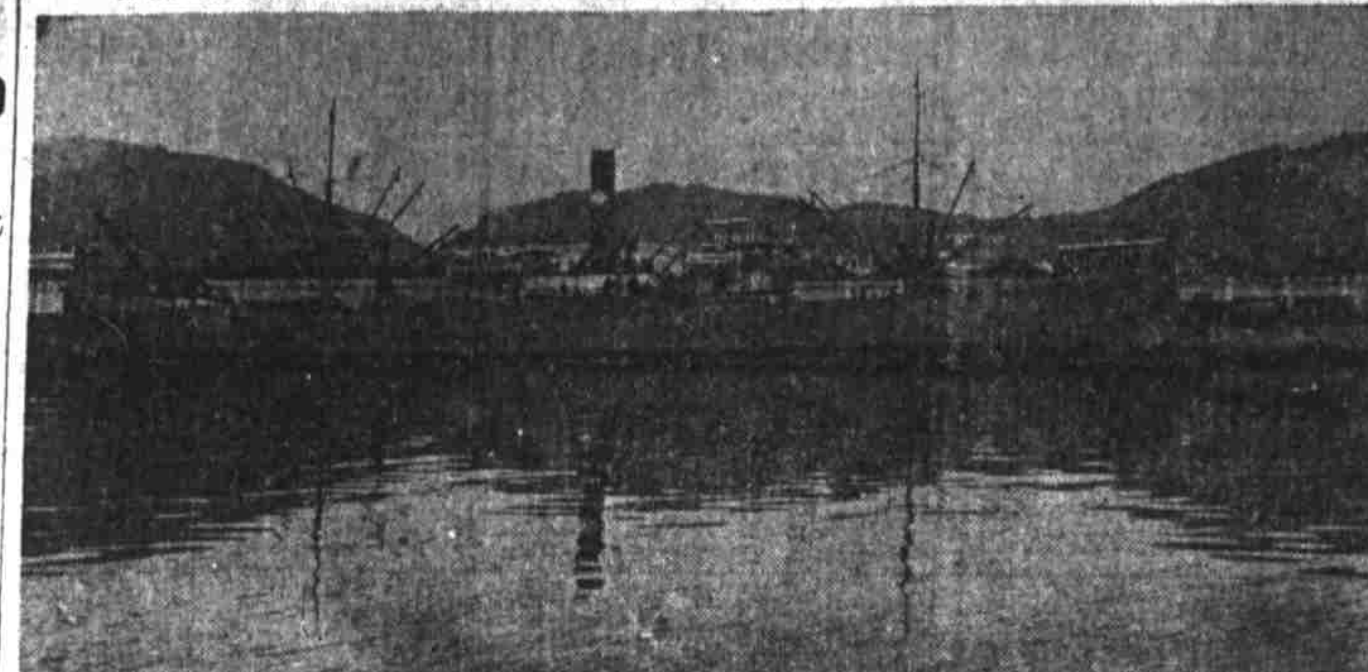
COMING IN BALLAST.

British Ship Leyland Brothers Enroute From Valparaiso.

It was announced last night that the British ship Leyland Brothers, which sailed from Valparaiso, December 6 for this port in ballast, presumably under charter to carry lumber to Europe.

The Leyland Brothers is a large carrier, being of 2,320 tons net register. She should arrive here in a couple of weeks unless detained by contrary winds or calms. This is her first visit to this port.

NORWEGIAN STEAMER MINERVA LOADING LUMBER FOR PANAMA.



Will Carry the Largest Shipment of Lumber Ever Made From This Port to Canal Zone.

The Norwegian steamer Minerva, Captain Mathiesen, which is now loading at the Portland Lumber company, will leave Portland with the largest

shipment of lumber ever shipped from this port to the canal zone. The timber is for government use in connection with the construction of the canal. The Minerva will carry away approx-

imately 2,500,000 feet and the intention is to get her ready for the sea by the end of this week. She received a part of the cargo at the St. Johns Lumber company's mills, St. Johns.

WHISTLING BUOY TOO, GOES ADRIFT

Swiftsure Bank Temporarily Devoid of Warnings to Navigators.

AMERICAN FLOAT DRIFTS ONTO BEACH

Captain Werlich, Lighthouse Inspector of This District, Will Replace Important Buoy as Soon as Weather Will Permit.

Captain P. J. Werlich, lighthouse inspector of this district was notified last night that the American whistling buoy on Swiftsure bank, off the entrance to the Straits of Fuca, has broken away from its moorings and drifted ashore on Vancouver Island.

The news was received from two sources, Captain Goudon, in charge of the lighthouse department at Victoria, and Captain Werlich's keeper at Cape Flattery, having telegraphed it about the same time. Captain Goudon's message stated that the buoy had been found near the mouth of Indian creek not far from Cape Pachina where it can probably be recovered.

Since the terrible Valencia disaster, Swiftsure bank buoy has been replaced by two buoys, the one maintained by Captain Werlich's department and the other an immense acetylene buoy, maintained by Captain Goudon's department, but the British Columbian buoy went adrift about two weeks ago so that when the American buoy returned there was nothing to warn mariners of their approach to the dangerous shores.

Captain Goudon in his message last night stated that he has managed to get a gas buoy placed on the bank and that every effort will be made to maintain it there until the old buoys have been replaced.

Captain Werlich will probably leave early during the week to replace the missing buoy. Originally it was placed in position with great difficulty, because of the stormy weather and the depth of water, but this is the first time it has gone adrift. The current is 26 fathoms, which necessitated a rather light chain. To make it as secure as possible the chain was secured to the bottom and tapering towards the top.

A peculiar feature of the going adrift of the buoy is that the American buoy drifted on the American buoy, the British Columbian buoy drifted into the straits and bore with it the American buoy. The current has a tendency to set it on the island as is attested to by the number of boats that have been wrecked there, but Captain Werlich explains that this fact notwithstanding it was possible for the big British Columbian buoy to take the opposite course on a flood tide.

MARINE INTELLIGENCE.

Regular liners due to arrive.

Breakwater, Coos Bay, Jan. 20
G. W. Elder, San Pedro and way, Jan. 20
Senator, San Francisco, Jan. 21
Rose City, San Francisco, Jan. 22
Alliance, Coos Bay, Jan. 23
Costa Rica, San Francisco, Jan. 27
Roanoke, San Pedro and way, Jan. 28
Nicom, Fr. bk., Portland, Jan. 30
Nunantia, orient, Feb. 1
Alesia, orient, March 16

Regular liners to depart.

Alliance, Coos Bay, Jan. 19
Arabia, orient, Jan. 22
Breakwater, San Francisco, Jan. 22
Geo. W. Elder, San Francisco, Jan. 22
Senator, San Francisco, Jan. 24
Rose City, San Francisco, Jan. 26
Roanoke, San Pedro and way, Jan. 30
Costa Rica, San Francisco, Jan. 30
Nicom, Fr. bk., Portland, Feb. 1
Nunantia, orient, Feb. 25
Alesia, orient, March 10

Vessels in Port.

St. Nicholas, Am. sh., Astoria
E. S. Sanders, Am. sch., San Francisco
Versailles, Fr. bk., Columbia No. 1
Henry Villar, Am. sh., Stream
Europe, Fr. bk., Ninton
Laurie, Am. sh., U. S. Mills
Sully, Fr. bk., Columbia No. 1
Eugene Schneider, Fr. bk., Greenwich
Nicom, Fr. bk., Portland
Ville de Moulou, Fr. bk., Martius
Walden Abbey, Fr. sh., Centennial
Minerva, Nor. ss., Portland Lbr. Co
Berkley, Am. sh., Portland
Marie Hackfeldt, Ger. sh., Columbia
King Cyrus, Am. sch., Rainier
Amazon, Fr. bk., North Pacific Lbr. Co
Laurie, Am. sh., Flour Mills
Guthrie, Fr. bk., Stream
Reinbeck, Ger. ss., Montgomery No. 2
Giacometti, orient, Redondo
Bayard, Fr. bk., Stream
Armen, Fr. bk., Oceanic
Irene, Am. sh., Gobie
E. S. Sanders, Am. sch., Elevator
Arabia, Ger. ss., Albina
General Boisdorff, Fr. bk., Stream
Nicom, Fr. bk., Stream
Vile de Dion, Fr. bk., Portland Mills
Alliance, Am. ss., Couch street
Provence, Fr. bk., Astoria
Germanicus, Ger. ss., U. S. Mills
R. D. Inman, Am. ss., Inman-Poulsen
John A. Campbell, Am. sch., San Pedro

WHAT FATE HAS BEFALLEEN CRAFT?

Steamer Goto Maru and Ship Castle Rock Food for Speculators.

MIGHT HAVE HIT EXPLOSIVE MINES

Japanese Freighter Has Been Out Two Months Crossing Pacific, While Coal-Laden Windjammer Is Long Overdue From Australia.

What fate has befallen the Japanese tramp steamer Goto Maru that left Hakodate, Japan, more than two months ago for Portland via San Francisco? So far she has failed to report. Did she go down before one of the awful gales that are known to have swept the Pacific since her date of departure or was she sunk in a collision with some other craft?

The failure of the big freighter to appear adds another mystery to a long list already placed to the credit of the north Pacific and it will perhaps never be solved. Mankind is a curious lot, however, and shipping men in particular keep a guessing. She might have encountered a floating mine, or a death-dealing evidence still existing from the late war between Muscovite and ambitious Mongolian, or she might have come to pieces upon a partly hidden rock. Any number of things might happen to a vessel on the vast expanse of the sea without the world at large ever learning the details of the mysterious tragedy.

The Goto Maru is a large craft, of a historic career, and her mysterious disappearance furnishes a fitting chapter to her chain of thrilling adventures. Under the name of Silviana and with the British colors waiting over her stern she tramped for one part of the world to others for many years until finally her owners ran the risk of getting quickly by carrying contraband of war for the Russians at Port Arthur. She was not swift enough for the Japanese auxiliary cruisers, however, and maiden trip she was captured and her identity for the time being. Towed to Chimoneseki she was tied up and allowed to remain idle until after the close of the war when a shipowner firm secured control and placed her in the Japanese merchant marine under the name of Goto Maru. One of her voyages under the Japanese flag and with native officers and crew was made to this port for a cargo of breadstuffs only about a year ago.

She was booked again to come here via the Bay City to carry flour for a return voyage, but hope of her arriving has been abandoned. It is believed that another vessel giving cause for anxiety is the British ship Castle Rock, which left Sydney, Australia, for this port 12 days ago with a cargo of coal. No word has been received from her and it is feared she, too, has foundered.

On his way to this port from Japan the captain of the American bark Acme, now in this harbor, ran close to a floating mine in the vicinity of the Hawaiian Islands and there he said it was a wonder that he had not been destroyed to his vessel had the explosive not been noticed in time. The mines are modern and would have meant destruction to his vessel had the explosive not been noticed in time. The mines are those who believe that either the Goto Maru or the Castle Rock might have encountered the danger so narrowly escaped by the Acme.

ALONG THE WATERFRONT.

The steamer Costa Rica, Captain Mason, left last night at 5 o'clock for San Francisco.

The steamer Alliance is scheduled to leave this evening for Coos Bay. Breakwater is due to arrive here tomorrow from Coos Bay.

The British ship Province arrived at Astoria yesterday from Buenos Ayres in ballast under charter to load wheat at this port for Europe.

The British steamer River Forth, which recently arrived at San Francisco, is under charter to carry wheat to Europe from Portland or Puget sound. The vessel suffered a terrific fire coming out from Australia.

Great Sale Talk Machines.

There should now be a talking machine in every home in the northwest. A modern one is very cheap and is bought during the next few days at just about half the regular prices. See the advertisement of Eilers' Piano House on page 11 of this issue of this issue, and take advantage of it.

MARINE NOTES

Astoria, Jan. 15.—Condition of the bar at 5 p. m., smooth, wind west, 22 m. W. weather clear, light breeze.

Arrived down at 7:50 and sailed at 8:15 a. m.

CURE, NOT TALK IS WHAT YOU WANT

YOU MUST COME TO US SOONER OR LATER. WHY NOT NOW? REFUSE TO SUFFER ANY LONGER ON PROMISES OF OTHERS.

CONSULTATION FREE. If we do not cure you it will not cost you one cent.

BLOOD POISON. SKIN DISEASES, SORES, ECZEMA, PIMPLES, ERYSIPELAS, FURUNCLES, BURNING, DISCOLORATIONS OF THE SKIN.

STRicture. KIDNEY, BLADDER, PROSTATIC, GLEET, DISCHARGES, INFLAMMATION AND ALL URINARY TROUBLES COMMON AMONG MEN.

CONTRACTED DISEASES. EVERY CASE.

Of contracted disease we treat is thoroughly cured; our patients have no relapses. When we pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the case will return in its original form or work its way into the genitral system. No contracted disease is so trivial as to warrant uncertain methods of treatment, and we especially solicit those cases that other doctors have been unable to cure.

OUR FEE NEED NOT BE PAID UNLESS CURED.

Of contracted disease we treat is thoroughly cured; our patients have no relapses. When we pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the case will return in its original form or work its way into the genitral system. No contracted disease is so trivial as to warrant uncertain methods of treatment, and we especially solicit those cases that other doctors have been unable to cure.

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 12 p. m., excepting Sunday from 9 to 12. Address or call on

ST. LOUIS Medical and DISPENSARY
CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.

8:15 a. m. steamer Catania for Port San Luis; arrived at 8:30 a. m. British bark Province from Buenos Ayres; arrived at 11:30 a. m. steamer Colonel E. L. Drake with cargo No. 3 from San Francisco; Colonel Drake proceeded to Seattle; arrived at 11:40 a. m. and left up at 2:15 p. m. German steamer Germanicus from Grays Harbor; sailed at 12:15 p. m. British bark Milford from Queenstown or Palmona; and steamer B. Stetson for San Pedro; arrived down at 2:15 p. m. barkentine J. M. Griffith.

San Francisco, Jan. 15.—Sailed at 1 p. m. George W. Elder for Portland; arrived yesterday schooner Oakland from San Pedro.

San Pedro, Jan. 15.—Sailed yesterday schooner John A. Campbell for Columbia river.

Sydney, Jan. 15.—Sailed January 15, British bark Acadia for Portland.

Valparaiso, Jan. 15.—Sailed December 6 British ship Leyland Brothers for Portland.

Hamburg, Jan. 15.—Sailed January 15 German ship Albert Rickmers for Portland.

Liverpool, Jan. 15.—Arrived yesterday British steamer Den of Airle from Portland.

Tide at Astoria Sunday: High—2:02 a. m., 7.5 feet; 1:12 p. m., 8.3 feet. Low—7:46 a. m., 3.6 feet; 8:09 p. m., 0.3 of a foot.

C. Gee Wo
The Well-Known Chinese Doctor

Has made a life study of roots and herbs and in that study discovered and is giving to the world his wonderful remedies.

NO MERCURY, POISONS OR DRUGS USED—RELIABLE WITHOUT OPERATION, OR WITHOUT CUTTING.

He guarantees to cure Catarrh, Asthma, Cough, Throat, Rheumatism, Nervousness, Female Debility, Gleet, Gonorrhea, Kidney Troubles, also Lost Method, Female Weakness and All Private Diseases.

A SURE CANCER CURE

Just Received From Feking, China—Safe, Sure and Reliable.

IF YOU ARE AFFLICTED, DON'T DELAY. DELAYS ARE DANGEROUS.

If you cannot call, write for symptom blank and circular, inclose 4 cents in stamps.

CONSULTATION FREE

THE C. GEE WO CHINESE MEDICINE CO., 106 1/2 First St., Cor. Morrison, Portland, Oregon, Phone Astoria 1133.

MORPHINE

and other drug habits are positively cured by HABITINA. For hypodermic or internal use. Sample sent to any drug habitué free. Regular price \$2.00 per bottle. Sold at your druggist or by mail in plain wrapper. Sells Chemical Co., St. Louis, Mo.

For sale by Skidmore Drug Co., 124 Third St., Portland, Oregon.

CHICHESTER'S PILLS

THE DIAMOND BRAND.

Best and most reliable for all ailments of the bowels, stomach, and bladder. Sold by druggists everywhere.

Foster & Wheeler, Signs

MEN

How and Why I Can Cure

Any man diseased or weakened from private disorders seeks earnestly and desires most a permanent cure of his trouble. It is but natural that many men become discouraged when they have tried different medical courses of treatment, patent preparations, electric and other appliances, receiving, if anything, but temporary relief. Bear in mind that for 25 years I have made a specialty of the half dozen ailments peculiar to men. I do not dose the stomach with powerful drugs, as do other specialists; I have no electric belts or other trick-a-trap devices to sell you for a fat price—or any other price; neither have I any nostrums or tonics to work on you for so much per; but I have developed a Direct-Method Treatment that will CURE ANY CASE OF WEAKNESS IN MEN. Instead of destroying the digestive and assimilative processes of the stomach and bowels by filling them up with drugs, I apply curative medicines DIRECTLY to the DISEASED REGION, and thus effect a CURE in a comparatively short time.

MY DIRECT-METHOD TREATMENT

In any diseased condition Nature needs help. The right kind of medicine administered by the DIRECT-METHOD will assist Nature in overcoming inflammation and congestion, and REVITALIZE diseased tissues and soothe and heal, where barrels of drugs taken internally would merely impair the digestion, deplete the blood, weaken the vital functions and produce general havoc throughout the system.

My Fee for a Thorough and Lasting Cure of Any Ailment of Men Is Only \$10.00 In Any Uncomplicated Disorder

YOU PAY MY FEE WHEN CURED

"Weakness" Permanently Cured

No other ailment yields more readily under my treatment than functional "weakness." No other disorder peculiar to men so completely baffles ordinary medical effort. When a treatment course there is a reason why it cures, and when a remedy fails there is also a reason why. My treatment cures because all effort is directed toward the restoration of normal conditions, throughout the organic system, removing all inflammation or over-sensitiveness of the prostate gland, which is the sole cause of the functional derangement. Other forms of treatment fail because they are calculated to excite activity by stimulating the nerve centers. I treat more cases of "weakness" than any other physician, and I obtain perfect results in all instances.

Contracted Disorders Quickly Cured

Any one of the ordinary forms of treatment may cure, or it may show no results whatever. These diseases are treacherous and demand the most careful and thorough treatment. Many a case that appears practically cured is all the while developing chronic complications that may cause a lifetime of suffering. The only safety lies in the quickest cure possible, and that means a cure by my own system of treatment. In half the usual time required I effect a radical cure, cleansing the membranes of every vestige of disease and removing every possibility of chronic developments.

Varicocele Cured Without Cutting

Varicocele can be cured without surgery. I am curing cases every day by mild and painless treatment, thus demonstrating the folly of resorting to harsh and dangerous methods. But one week at most is required, and seldom is it necessary to even detain the patient a single day from his business or occupation. My cures are permanent. There are no relapses or unpleasant after effects. The treatment I employ is original with myself. There is no other doctor who treats varicocele as I treat it, or who duplicates my cures.

EXAMINATION FREE

I offer not only FREE consultation and advice, but of every case that I will make a careful examination and diagnosis without charge. No ailing man should neglect this opportunity to get expert opinion about his trouble.

If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 a. m. to 9 p. m., and Sundays from 10 to 1 only.

I also cure Varicocele, Hydrocele, Weakness, Stricture and Reflex Disorders

The DR. TAYLOR Co.
334 1/2 Morrison Street, Corner Second Street, Portland, Oregon

MEN

When You Need a Specialist Consult One of Wide Experience.

MY SPECIALTIES ARE

NERVOUS DEBILITY, LOST VITALITY AND ALL WEAKNESSES OF MEN

If you have violated the laws of health, and are conscious of a constant drain which is undermining your system, come to me before you become a nervous and physical wreck. If you are weak, gloomy, despondent, have bad dreams, depressed, lack ambition and energy, unable to concentrate your thoughts, lack vim, vigor and vitality, come to me at once. My treatment will stop all drains and overcome all weaknesses and positively restore you to strength and health. I have cured hundreds of weak men, and I will give you a written guarantee to cure you.

The Reliable Specialist

Blood Poison, Ulcers, Sores, Swollen Glands

Cured to stay cured. My treatment is scientific and rational and will eliminate every vestige of poison from your system. If you have sores, pimples, deep ulcerations, sores in the mouth and throat, call at once. Because I am a Specialist in these diseases, I will guarantee a permanent cure, and back it up.

OBSTRUCTION

For the cure of obstructions in the urinary canal I have discovered and developed a system that gives all the benefits of surgery without the pain that surgery involves; a painless system of curing obstruction which acts directly upon the affected part, dissolves the abnormal tissue, stops all irritation and allays all inflammation of the Bladder and Prostate.

VARICOCELE

Varicocele is a diseased condition of the scrotal veins. It may be caused by blows, kicks, falls, heavy lifting, mumps, early induration, or may be a symptom only of some special weakness.

Though causing you no trouble at the present time, your Varicocele will, if permitted to go without the proper treatment, impair and destroy the elements of vitality.

I daily demonstrate that Varicocele can be positively and speedily cured without cutting, burning or any other form of operation.

URINARY AND PROSTATIC DISEASES

Cystitis, Irritation at Neck of Bladder, Enlargement and Inflammation of the Prostate Gland and all diseases of the Bladder and Kidneys quickly yield to my modern methods of treatment. I especially invite chronic cases that have been unsuccessfully treated elsewhere.

Consult Us (Free) Before Placing Your Case Elsewhere

Call for FREE CONSULTATION and EXAMINATION or write for full information before taking treatment, as you will find our charges lower and treatment quicker and better than elsewhere.

Many patients have told me, after I cured them, that they hesitated at first to come on account of having been deceived by unreliable, dishonest or unskilled specialists, and they had almost become so skeptical as to think there was no cure for them. I want an opportunity to treat just such men.

At all times we are anxious to see those who have "given up hope." Barely, if ever, is a case beyond help. No matter whether it is Urinary Obstruction, Varicocele, Hydrocele, Stricture, Bladder, Loss of Vitality, Nervous Debility, Blood Poison, Ulcers, Sores, Kidney and Bladder or Contracted Diseases or any of the diseases and weaknesses of men.

Oregon Medical Institute

192 1/2 Morrison Street, Between 4th and 5th, Portland, Oregon