# CONTRARY WINDS DELAY SCHOONER

## Mindoro Makes Port After Tedious Voyage From Australia.

### UNABLE TO PICK UP FAVORABLE TRADES

**Long Voyage of Coal-Laden Ship Lends Faint Hopes of the British Bark Castle Rock Making Port, Although Now Given Up for Lost.**

Head winds and calms are responsible for the schooner Mindora's long and tedious voyage from Newcastle, New South Wales, to this port. She arrived here last night after having been out 110 days. Captain Laesen declares that for 94 days straight he had to battle with stubborn head winds.

"Only one day did the wind blow in our favor," said the captain last night in speaking of the voyage, "and then we made the best of it. We were near the mouth of the Columbia, and hoped that at last the spell had been broken, but it was all in vain, for before midnight the breeze had again veered around, and it was up to us to resume beating against it. I never saw such luck. Try what we would, it seemed impossible to work into a favorable belt, everywhere it was from the opposite quarter."

The Mindoro was out long enough almost to cause her going on the reinsurance board, but somehow friends of Captain Laesen felt certain she would come in all right and that nothing but contrary winds could possibly be to blame for her tardiness. And she reached Astoria Thursday night looking as spick and span as had she been out only a few days.

She came up the river yesterday and berthed at the Pacific company's bunkers at 7 o'clock last night, where she will discharge her cargo of 2,000 tons of coal. In the meantime her owners will cast about for new business, no charter for outward loading having been closed so far as Captain Laesen is informed.

When in midocean Second Officer W. Schroeder fell overboard from the poop deck and drowned. A boat was lowered as soon as the accident was discovered, but despite the fact that he was picked up in less than 10 minutes, Schroeder was dead. Schroeder had been chewing tobacco, and in the excitement incident to his going overboard swallowed part of it, with the result that it choked him. This accounted for his body remaining afloat, although the man apparently made no attempt to swim. The body was consigned to the deep with the usual ceremonies. Schroeder was aged about 50 years, and hailed from Port Blakeley, where he formerly worked at longshoring.

In drifting about in the tropics the schooner ran close to several islands, but the natives made no attempt to reach her.

The voyage of the Mindoro lends a faint hope of possibly the British bark Castle Rock yet reaching port, although she was given up for lost several weeks ago, when about 150 days out. The Castle Rock was bound from Newcastle to Puget sound, and no word of her has been received since she struck out with her coal cargo. Captain Laesen of the Mindoro reports no unusually severe weather in his path, and it is therefore taken as not altogether improbable that the missing bark might have fallen into one of the prolonged calms and either drifted ashore on a remote coral reef or gotten so far out of her course that she is still slowly making her way toward her destination. Captain Laesen, however, does not care to venture a guess on the fate of the Castle Rock.

### NOTICE TO MARINERS.

**Several Changes Announced in Marks on Columbia River.**

Captain P. J. Werlich, lighthouse inspector, yesterday issued the following notice to mariners:

Columbia river entrance, south channel bell buoy, P. S., marked "S. C." in black, heretofore reported missing, was temporarily replaced by a P. S. tall type first class nun, April 27.

Clatsop spit buoy 4, a first class nun, found missing April 27, was replaced the same day.

The following buoys, removed April 28, 1908, on account of the high water in the Columbia and Willamette rivers, will be replaced when the present freshet subsides, of which due notice will be given:

Mount Coffin channel buoy 2, second class spar.

Cowlitz river buoy, ½, a black first class spar.

Cottonwood Island shoal buoys, 1 and 3, each a first class spar.

Carr slough, 2, first class spar.

Hunter shoal buoys, 1, 2 and 4, each a first class spar.

Martin Island bar buoys, 2 and 4, each a first class spar.

Reeder Crossing buoys, 2, 4 and 6, each a first class spar.

Willamette river—Coon Island channel buoy, 2, a first class spar.

Nigger Tom Island buoy, 1, a second class spar.

### MANY COASTERS COMING.

**Steam Schooner Olympia Will Be New Among Visitors.**

A large fleet of steam schooners will be in the river this week to load for California ports. Tomorrow the Northland will be at Couch street dock with a full general cargo from San Francisco and Monday the Homer will be at the same wharf with another large quantity of freight from the Bay City.

The Northland will take lumber at the mills of the Portland Lumber company for return cargo and the Homer will go south with a full cargo of wheat. She will in all probability receive her cargo at Irving dock where she loaded about 10 days ago for San Francisco.

On the lower Columbia the steam schooners Cascade, Yosemite, Yellowstone, Westerner and Olympia will load lumber for California ports. The Olympia was never on the Columbia river before but the others are among the constant visitors. Each of these has capacity from 700,000 to 900,000 feet.

### ALLIANCE OFF FOR COOS.

**Liner Leaves With Large List of Passengers and Big Freight.**

The steamer Alliance, Captain Olson, left Couch-street dock at 9 o'clock last night for Coos Bay, with a large list of passengers and a good freight, including a lot of machinery. The gasoline schooner Condor which was scheduled to leave for Waldport and Newport, did not get away but will depart Monday morning.

F. P. Baumgartner, Portland representative of the Gray Steamship company, who suffered a broken arm Thursday night while starting his automobile is again able to be about. He had the broken bones set yesterday and in the afternoon appeared at the office as if nothing had happend.

### TO LOAD FOR PANAMA.

**Norwegian Steamer Hornelen Arrives for Lumber Cargo.**

The large Norwegian steamer Hornelen reached Astoria yesterday afternoon and is expected at the mills of the Portland Lumber company in South Portland this afternoon to begin loading lumber for Panama. The Hornelen is here in place of the British steamer River Forth which was originally chartered for the business.

This is the Hornelen's second visit here and she is still in command of Captain Nelson who once upon a time made this city his home. He was then employed on the river boats plying between here and Astoria.

On her last voyage out of this port, the Hornelen carried a cargo of wheat.

### NEW BOAT FOR UPPER RIVER.

**Steamer Kennewick Will Soon Ply Between Pasco and Grand Rapids.**

Spokane, Wash., May 2.—The Kennewick, is the name of the new boat which will be launched at Kennewick, Washington, on the Columbia river. The boat was built by the Seattle Shipyard company and was brought to Kennewick, via Portland. She will ply between Pasco and Grand Rapids on the Columbia.

### MARINE INTELLIGENCE.

**Regular Liners Due to Arrive.**

| | |
|---|---|
| Breakwater, Coos Bay | May 3 |
| Rose City, San Francisco | May 5 |
| Roanoke, San Pedro and way | May 5 |
| Eureka, Eureka and Coos | May 7 |
| Sue H. Elmore, Tillamook | May 7 |
| Alliance, Coos Bay | May 7 |
| State, San Francisco | May 12 |
| G. W. Elder, San Pedro, way | May 12 |
| Alesia, orient | June 1 |
| Numantia, orient | July 1 |
| Arabia, orient | Aug. 1 |
| Nicomedia, orient | Sept. 1 |

**Regular Liners to Depart.**

| | |
|---|---|
| Breakwater, San Francisco | May 6 |
| Roanoke, San Pedro and way | May 7 |
| Sue H. Elmore, Tillamook | May 8 |
| Eureka, Eureka and Coos | May 8 |
| Rose City, San Francisco | May 9 |
| Alliance, Coos Bay | May 9 |
| Nicomedia, orient | May 10 |
| Geo. W. Elder, San Pedro | May 14 |
| State, San Francisco | May 16 |
| Alesia, orient | June 8 |
| Numantia, orient | July 5 |
| Arabia, orient | Aug. 5 |

**Vessels in Port.**

| | |
|---|---|
| Broderick Castle, Br. ship | Stream |
| Largiemore, Br. sh. | O. W. P. dock |
| Edward Detaille, Fr. bk | Irving |
| Moller, Fr. bk. | Stream |
| Crown of India, Br. bk. | Drydock |
| Leyland Bros., Br. sh. | O. W. P. |
| Albyn, Rus. bk | N. P. Lumber Co. |
| Eugene Pergaline, Fr. bk | Oceanic |
| Cornil Bart, Br. bk. | Montgomery No. 2 |
| Nomia, Ger. bk | Montgomery No. 2 |
| Donna Francesca, Br. bk | Astoria |
| Urania, Nor. bk | Oceanic |
| Alsterkamp, Ger. bk. | Astoria |
| Bretagne, Fr. sh. | Stream |
| Strathgyle, Br. ss | Drydock |
| Ancaios, Br. ship | Albina |
| Boveric, Br. ss. | E. & W. Mills |
| Churchill, Am. sch. | Astoria |
| Mabel Gale, Am. sch. | Inman-Poulsen |
| Echo, Am. bktn. | Linnton |
| Nome City, Am. ss. | Flour Mills |
| Sheila, Br. ss. | Pacific bunker |
| Mindoro, Am. sch. | Couch Street |
| Condor, sch. | Alaska |
| Nicomedia, Ger. ss. | Portland L. Co. |
| Hornelen, Nor. ss. | Astoria |
| W. R. Hume, Am. sch. | |

**En Route to Load Lumber.**

| | |
|---|---|
| Melville Dollar, Am. ss. | San Francisco |
| Ravalli, Am. ss. | San Francisco |
| Kelburn, Br. bk. | Mojillones |
| Virginia, Am. sch. | San Francisco |
| W. R. Hume, Am. sch. | San Francisco |
| Homer, Am. ss. | San Francisco |
| F. S. Loop, Am. ss. | San Francisco |
| R. D. Inman, Am. ss. | San Francisco |
| Irene, Am. sch. | San Francisco |
| King Cyrus, Am. sch. | San Francisco |
| H. K. Hall, Am. sch. | San Francisco |

**En Route With Cement and General.**

| | |
|---|---|
| Aberfoyle, Br. sh. | Antwerp |
| Edmund Rostad, Fr. bk. | London |
| Emanuele Accame, It. bk. | Hamburg |
| Asgard, Nor. ship | Antwerp |
| Bidart, Fr. bk. | Antwerp |
| Albert Rickmers, Ger. bk. | Antwerp |
| Clan Graham, Br. sh. | Cardiff |
| Eugenie Fautrel, Fr. bk. | Antwerp |
| Vincennes, Br. sh. | Antwerp |
| Gael, Fr. bk. | London |
| Neatsfields, Br. ship | Hamburg |
| David de Anjers, Fr. sh. | Antwerp |
| Brabloch, Br. bk | Antwerp |
| Killoran, Br. sh. | Antwerp |
| Joinville, Fr. bk. | Antwerp |
| Carmanian, Br. bk. | Hamburg |

**Coal Ships En Route.**

La Roche Jacquelin, Fr. bk. Newcastle, A.

**Tramp Steamers En Route.**

| | |
|---|---|
| Inverkip, Br. ss. | San Francisco |
| Boveric, Br. ss. | San Francisco |
| Taunton, Br. ss. | Guaymas |
| Foeric, Br. ss. | San Francisco |
| Madura, Br. ss. | San Francisco |
| Tabor, Nor. ss. | Bremerton |
| Strathfillan, Br. ss. | Batavia |
| Guernsey, Nor. ss. | San Francisco |

**En Route in Ballast to Load Grain.**

| | |
|---|---|
| Manx King, Br. sh. | Taltral |
| Port Crawford, Br. sh. | Callao |
| Agnes Oswald, Br. sh. | Callao |
| River Falloch, Br. bk | Callao |
| Nordsee, Ger. sh. | Callao |
| Oregon, Ger. sh. | Yokohama |
| Gen. Faidherbe, Fr. bk. | Yokohama |
| Henrietta, Ger. sh. | West coast |
| Aster, Ger. bk. | Valparaiso |
| Marechael de Noailles, Fr. bk. | West coast |
| Helena Blum, Fr. bk. | Bristol |

**Oil Steamers En Route.**

| | |
|---|---|
| Geo. Loomis, Am. ss. | San Francisco |

## Horrors of Fat Girls Coming Out

Coming out is the first great event of a girl's life. She thinks and dreams about it from the hour she understands what it means. It is to be her first triumphal social hour. Then how terrible must be the anticipations of the over-fat young maiden who realizes her proportions are far from conforming to the standard of fascination set by the more shapely girls with whom she is about to compete. Hence, ensue desperate efforts, by means of rigid dieting, curtailment of fudge and chocolate delights, strenuous exercising at the risk of developing a square-set and angular outline of figure, to take off the excess of matronly fat. Or else the distracted debutante flies for succor to the "patent" and "secret" advertised remedies.

The result only too frequently is that the so-called remedies and starvation diet ruin her stomach, while the exercise makes her coarse and boyish, and may be accompanied by serious physical danger. A far better plan, one which other fat folks by the way, whether male or female, old or young, may adopt with equal benefit, is to go to the druggist, get these three simple remedies, viz: ½ oz. Marmola, ½ oz. Fluid Extract Cascara Aromatic, and ½ oz. Syrup Cimplex, mix them together and take one teaspoonful after meals and at bedtime.

With the aid of this harmless receipt one can reduce as much or as little as one pleases, quickly and safely. It works naturally, does not cause wrinkles and reduces the body symmetrically. Furthermore, it depends on neither exercising nor diet to help to do the work, and it will not distress the stomach. On the contrary, it is beneficial to the system, cleansing the blood and clearing the complexion. Finally it saves a girl's money, for any druggist will fill this receipt for a small sum.

### ALONG THE WATERFRONT.

The schooner W. R. Hume, which reached Astoria yesterday, is under charter to load lumber at this port for Callao, Peru.

The Harriman liner Senator left yesterday morning for San Francisco with 350 passengers. Her place will be taken by the State of California, the latter being due to arrive here May 12.

The Harriman liner Nicomedia is discharging freight at Alaska dock. She will begin loading for the orient tomorrow or Tuesday.

The steamer Chas. R. Spencer will go into commission tomorrow morning between Portland and The Dalles, operating on a daily schedule for the time being. Possibly the boat will be put on the Portland-Astoria run later in the season.

### MARINE NOTES.

Astoria, May 2.—Arrived down during the night steamers Argyll, Eureka and Elmore; arrived down at 10:20 a. m. and sailed at 11:40 p. m. steamer Asuncion for San Francisco; arrived at 1:30 p. m. Norwegian steamer Hornelen from San Francisco; arrived down at 3:50 p. m. and sailed steamed Senator for San Francisco; sailed at 11 a. m. steamer Eureka for Eureka.

San Francisco, May 2.—Sailed last night steamer Shoshone for Portland; arrived steamer St. Helens from Portland; sailed at 11:30 a. m. steamer Rose City for Portland; sailed schooner Irene for Columbia river.

Tides at Astoria Sunday: High water—2:08 a. m., 8.8 feet; 3:18 p. m., 7.3 feet. Low water—9 a. m., 0.7 of a foot; 8.58 p. m., 3.2 feet.

## BUSINESS GOOD, AUDITOR SAYS

### Books Show There Was Much Doing in Clarke in Month of April.

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—According to the report of County Auditor Kies, for the month of April the business of the office is forging ahead steadily each year. The total fees collected amounted to $694.05, the most ever taken in by the office in a single month. Prior to this October, 1905, was the banner month, with $629.75. However, at that time the marriage license fee was $5, while now it is but $3. Forty marriage licenses were issued during the month just closed, which would add $80 more to the total on the same basis that October, 1905, was reckoned.

The total number of deeds filed during April was 203, while only 85 mortgages were recorded. There were 52 satisfaction of mortgages.

## NEW WOODMEN READY AGAINST ROSE SHOW

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—General Organizers Kennedy and Dibble of Seattle are in Vancouver in the interests of the Woodmen of the World. It is their plan to spend the best part of the month in this city and county working up the interest of Woodcraft, and on the evening of June 5 there will be a log rolling in this city, at which it is expected to initiate at least 100 members.

June 6 is Woodmen day at the Portland Rose Carnival and the camp here will take part in the parade, in which there will be at least 20,000 Woodmen in line.

### At the Churches.

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—Services will be held at the various houses of worship in this city as follows:

Methodist — Ninth and Columbia streets. Sunday school, 9:45 a. m.; morning service, 11 o'clock; Epworth league, 7 p. m.; evening service, 8 o'clock. Rev. William A. Lovett will preach both morning and evening.

Baptist—Eleventh and Harney streets. There will be preaching at 11 a. m. only. At the close of this service a letter from Rev. Mr. Poole in answer to the call to the pastorate will be read. Bible school, 10 a. m.; B. Y. P. U., 7 p. m.

Christian — Thirteenth and Grant streets. Rev. D. C. Kellems, pastor. Sunday school, 10 a. m.; morning service, 11 o'clock; Christian Endeavor, 7 p. m.; evening service, 8 o'clock. The pastor will preach at both services. Morning topic, "The Greatest Grace in the Bible"; evening topic, "Let Your Women Keep Silence in the Church."

St. Paul's English Lutheran—Thirteenth and Franklin streets. Rev. W. C. Drahn, pastor. Sunday school, 9:45 a. m.; morning service, 11 o'clock; Luther league, 7 p. m.; evening service, 8 o'clock. The pastor will occupy the pulpit both morning and evening. Subjects: Morning, "The Lord Is My Shepherd"; evening, "A Christian's Defense Against Atheism." Reception to new members at the close of morning service.

St. Luke's Episcopal—East Eighth and C streets. Rev. W. C. Sheppard, rector. Services as usual at 8 and 11 a. m., with preaching by the rector.

Christian Science Society—Sohn's hall. Sunday school, 10 a. m.; Sunday service, 11 o'clock. Subject of lesson sermon, "Everlasting Punishment." Mid-week testimonial meeting, Wednesday, 8 p. m.

Presbyterian—Tenth and Park streets. Usual services. Pastor will occupy pulpit. Mrs. C. B. Sears will sing at the morning service.

## SUICIDE OWNED VALUABLE CLAIM

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—The funeral of William Barton will be held from the Vancouver undertaking parlors at 2:30 o'clock Monday. Interment will be in the City cemetery.

It is learned that Barton, who committed suicide and who had no known relative, was possessed of a timber claim valued at $3,000.

### Tennis Club Organized.

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—The Vancouver Tennis club was organized last night and the following officers were elected: Dr. R. D. Wiswall, president; C. Quarnberg, secretary and treasurer; R. D. Wiswall, D. McMaster, W. DuBoise and C. Quarnberg, trustees. The club has at present 30 members and has leased tennis grounds at Fourteenth and Columbia streets.

### Real Estate Transfers.

(Special Dispatch to The Journal.)

Vancouver, Wash., May 2.—The following transfers of real estate were filed for record in the county auditor's office yesterday:

Betsy Ough to J. F. Wendel, lots 3 and 4, block 9, Washougal, $250.

Lyss Weire to W. E. Chandler, 40 acres, section 21, township 5 north, range 2 east, $1,100.

E. F. Tempes to E. J. Rederick, lot 10, Tempes' addition to Vancouver, $400.

Claus Bloom to Swan Bloom, 23 acres, section 13, township 3 north, range 2 east, $1,000.

Emma Olson to Swan Bloom, 23 acres, section 13, township 3 north, range 2 east, $800.

Swan Bloom to James Norberg, 23 acres, section 13, township 3 north, range 2 east $3,000.

M. C. Black to George Thomsen, lot 8, block 87, East Vancouver, $1,800.

D. E. Pearce to George Thomsen, lots 1 and 2, block 57, Vancouver Heights $2,000.

## OHIO BOY OF TEN TO WRITE BOOK

Akron, Ohio, May 2.—To study the juvenile court problem and write a book on it, Lucien Fairchild, 10 is in Cleveland.

He is the son of Lorenzo Fairchild, Akron business man and philanthropist.

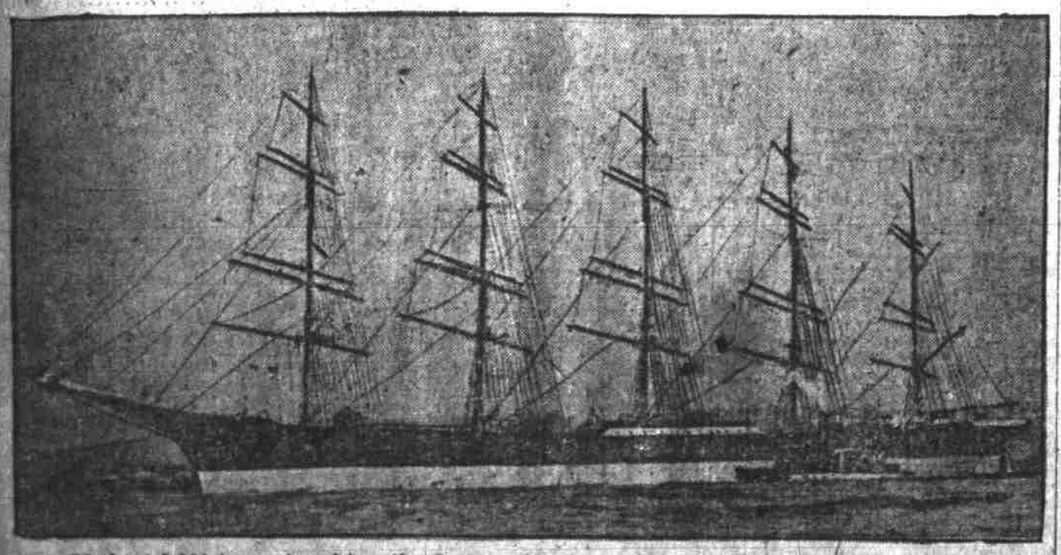
The boy has taken a great interest in the movement to improve the welfare of juvenile offenders. He has read largely on the subject.

To add practical knowledge to his theories, he is in Cleveland as the guest of Mrs. Louise A. Stegman, probation officer of the court. He spent Sunday at Judge Addams' house and was in juvenile court Monday listening to cases on trial.

### Excursions to Hermiston.

Pendleton, Or., May 2.—The first of the week-end excursions to be run to Hermiston over the O. R. & N. will leave here tomorrow on the Portland local train. Beginning Sunday and continuing indefinitely, the O. R. & N. will run these excursions on Saturday and Sunday of each week, running from Portland and Pendleton to Hermiston and return.

THIS IS THE LARGEST SAILING SHIP IN THE WORLD.



Of about 5,000 tons net register, the German ship Preussen is the largest windjammer in the world. She is five-masted and full-rigged as shown by the picture.


# SHARES ARE NOW 50c

**WILL SOON BE $1.00. DON'T HESITATE OR YOU WILL REGRET IT**

# Northwestern Exploration and Development Co.

Our stock is being taken up with surprising rapidity. The millionaire, the merchant, the doctor, the lawyer, the mechanic, are all buying it. Why not you? And do it now. We want to hear the hum of the wheels of our mill within a few months, then the shipping of our lumber, and then the income. Will you be one of the lucky ones to share in the profits? $100 invested now will give you a life income.

I can positively convince you that there is no better investment on the present market than the one here offered.

Think of it! Four billion feet of high-priced hardwood, merchantable timber, located on the Coast, accessible and easily logged, on good, wide, tidewater rivers.

The market for every foot of this vast tract is already established and the profits will be enormous. Ten million feet per year can be sold in the immediate vicinity of our plant. This one market guarantees a net profit of 30 per cent on the entire investment, and represents but a small proportion of our output.

This large tract of timber is located on the Pacific Coast, where we have the best shipping facilities to any port in the world available.

The timber consists principally of the highest-priced woods used in the manufacture of pianos, hotel fixtures, shipbuilding, railroad and electric cars, house and office trimmings, furniture and many other indispensable wood commodities.

The woods comprise MAHOGANY, LIGNUM VITAE, EBONY, CEDAR, ROSEWOOD, OAK, RUBBER, BALSAM COPOEBA, COCOABOLA.

The net price of this valuable tract of timber is less than 20c PER THOUSAND FEET, and most of it finds a ready market at prices ranging from $100 to $400 per thousand.

The LIGNUM VITAE is in great demand and marketable at more than $1,000 per thousand feet.

The Board of Directors of the Northwestern Exploration & Development Co., which controls this timber, has authorized me to sell a limited number of shares of its stock at 50c per share (par value $1.00) for the purpose of installing a plant of sufficient size to meet the demands of the market.

I have on exhibition at my office samples of wood (highly polished), cut from this tract; also cruisers' reports and other data, which will convince at once the most skeptical of the wonderful money-making resources of this enterprise.

Call or write and secure subscription blanks. Do not delay, or you may miss the opportunity of a lifetime.

**GEO. W. DOUGLAS** 318 WORCESTER BUILDING PORTLAND, OREGON



1000 PEOPLE TURNED AWAY SATURDAY—Twenty-five Extra Sales People For This Week

# Great Sale of Fine Clothing and Hats

BY

# Worburton Salvage & Adjustment Co.

133 Fifth Street, Second Store From Olds & King's Department Store

**$45,800.00 worth of highest class suits, pants and hats. The entire stock must be sold within 30 days to adjust losses on a basis of**

## 42 Per Cent On the Dollar

The goods are of the best qualities and latest styles and must be sold to adjust losses and claims. Open Fridays and Saturdays till 10 p. m. to give those an opportunity that cannot attend during the day.

**Tailors: Sale lasts 30 days, no longer.**