

FOG DENSEST IN NUMBER OF YEARS

Steamers Remain at Docks Until Vapor Scatters Before Sun.

STEAMER EUREKA IN FROM SOUTH

Roanoke, Departs With Freight and Passengers for San Pedro and Way Ports—Slow Trip Down the River Because of Fog.

Navigation was practically tied up on the rivers this morning by one of the densest fog banks ever experienced here. Between the hours of 7 and 9 it was impossible to distinguish an object 20 feet ahead on the river. The docks were completely enveloped in the white vapor and the bridges could not be seen from a point in line with the draw rests. River boats catering to the passenger traffic were held at the docks and had to move with extreme caution. Tow boats and freighters remained at their docks until the fog had lifted, the owners considering it too risky to have them venture out. This morning's fog is said by river men to have been the densest recorded here for many years. It was much denser than yesterday and extended most of the way from here to Astoria, following the river course very closely although here in the city it extended quite a way into the hills. The steamer Roanoke, which left Martin's dock last night at 8 o'clock is expected to be late reaching Astoria because of the fog. The Roanoke carries 40 passengers and goes to San Pedro via Eureka and Coos Bay. The steamer Eureka of the same line reached Astoria at 10:30 this morning from Eureka via Coos Bay and will be at Martin's dock about 8 o'clock tonight. She made an unusually quick trip to this time having been favored with a northerly breeze going south and a strong southeaster coming north.

BARGE TO BE LAUNCHED.

Diamond O Line Enlarges Fleet of Lighters on River.

Saturday afternoon the Diamond O steamship line will have another barge added to its fleet. It will be launched from the yards at the yards of the Portland Shipbuilding company. The barge is 138 feet long, 40 feet wide and 10 feet deep and will be named Ocean. It will be the fifteenth in number owned by this company which gradually grew out of the old Oregon Lumber company. With the exception of the barges purchased when the company first went into the lightering business, they are all known by names beginning with the letter "O," as for instance, the Orient, Oregon, Omaha, Owl and O. Another to be known as the Ohio, will be built as soon as the Ocean is completed. The O's will be of the same dimensions as the Ocean.

OCTOBER SHIPPING BUSINESS

Collector of Customs Completes Report for Past Month.

While the collections were not particularly heavy, the collector of customs department of this port did a

big business in the way of a number of transactions during the month of October. Collector Malcolm's monthly report ending October 31 was completed to-day showing the following summary of transactions: Vessels cleared for foreign ports, 16; vessels entered from domestic ports, 51; vessels cleared for domestic ports, 27; entries of merchandise free of duty, 20; entries of merchandise for duty, 112; entries for warehouses, 4; entries from warehouse for consumption, 35; entries for immediate transportation without appraisement, 6; total number of entries of merchandise, 177; entries for consumption liquidated, 181; entries for warehouse liquidated, 4; certificates of registry granted, 2; licenses to vessels under 20 tons granted, 1; total number of documents to vessels issued, 1. Value of domestic exports, \$1,899,913.

Receipts From All Sources.

Duties on imports, Philippine islands	\$35,322.23
Fines, penalties and forfeitures	3.15
Miscellaneous customs receipts	174.10
Storage labor and cartage	107.20
Official fees	72.20
Total	\$36,970.96
Amount of duties and drawback paid	\$ 212.51

TO BEGIN LOADING SOON

Vessels Chartered a Week Ago to Carry Barley to Europe.

The British ship Brodick Castle, which was chartered several days ago to carry grain from this port to Europe, will begin loading soon. Barley will constitute the entire cargo and it will be the third of its kind to be set afloat for Europe since the beginning of the season. The Brodick Castle will remain only three days engaged vessels available for grain in this harbor and on the Columbia river. They are the British ships Donna Francesca, Leyland Bros. and Aberfoyle. The Aberfoyle is in the harbor, the Donna Francesca awaiting word to proceed to Portland for load. But now that the disengaged fleet is dwindling down to a few vessels, those whose owners are holding out for the unit rate will undoubtedly also be turned to profit earnings.

SPEAKS TWO VESSELS

Captain Law of the Lydgate Reports Ship Brablock.

Captain Law, master of the British bark Lydgate, which arrived here yesterday after a stormy voyage from Santa Rosalia, reports that October 29, 1908, he was in the harbor, the Leland 40:34 north, he spoke the British ship Brablock, from Antwerp, June 3, for Portland about a day later he spoke the British bark Balmoral from Tacoma for Queenstown. The Lydgate will discharge her ballast at Linton preparatory to coming into the harbor to receive wheat cargo for Europe. Captain Law has been here several times before and has a large number of friends in Portland.

MARINE NOTES.

Astoria, Nov. 6.—Sailed at 10:30 a. m.—German steamer Nicomedie, for Hongkong and way ports, and French bark Vincennes, for Queenstown or Falkland. Santa Barbara, Nov. 6.—Arrived—Steamer Yellowstone, from Portland. Sailed yesterday—Steamer Geo. W. Elder, for Portland via San Francisco. Santa Barbara, Nov. 5.—Arrived—Steamer South Bay, from Portland. Astoria, Nov. 6.—Condition at the mouth of the river at 8 a. m. obscured; wind, southeast 9 miles; weather, dense fog. Tides at Astoria Saturday: High water—11:57 a. m., 9.3 feet. Low water—5:59 a. m., 1.5 feet; 5:40 p. m., 0.4 feet. Astoria, Nov. 6.—Arrived at 10:30, steamer Eureka, from Eureka via Coos Bay.

ALONG THE WATERFRONT.

The French bark Sainte Anne is discharging ballast at Linton. The Harriman liner Rose City, Captain Kidston, leaves Alingworth wharf this afternoon for San Francisco. A report of the weather bureau this

ASSAULTS CHIEF OF POLICE

Expresses Hope That Head of Police Department Will Lose Eyesight.

"I hope that old chief goes blind tonight."

An angry mother, Mrs. Frances J. Van Zandt, said this after she had heard Chief Gritzmaier testify that her 15-year-old son had used language of an unprintable nature. "My son doesn't know how to swear," she had interrupted, but the testimony of all the officers examined was practically the same as to the tongue of Harry Van Zandt and its ability to frame curse words that would shock a longshoreman. Mrs. Van Zandt had preferred charges against Officers Gruber, Evans and Rudolph for arresting her son at the Jefferson street and taking him to the police station as a "drunk" when, as she alleged, the boy was in need of medical attention. That she hearing was heard before the police committee last evening. The officers were exonerated. According to the story of the mother, the boy had been injured in a football game last Sunday morning, and his actions were the result of his injuries. With the departure of the boy, she brought him to the police station, after trying to get a physician to examine this harbor and on the Columbia river. Every indication of being drunk, and that it was only on account of his youth that they had stopped at the office of Chief Gritzmaier had been present when young Van Zandt was brought into the station and his testimony as to the actions and language of the boy was conclusive.

Before Thomas G. Greene, chairman of the police committee, had finished his summing up of the testimony, preparatory to giving a verdict, Mrs. Van Zandt had been leaning into the witness stand. When she concluded Mr. Greene announced that the officers were exonerated and that she hearing was over. Two officers heard Mrs. Van Zandt say she wished Chief Gritzmaier would be stricken blind for his testimony against her son.

The charge of making a false arrest preferred against Detectives Coleman and Price was continued until the evening, although the committee kept at work on it until after midnight. A young woman suffering with rheumatism several stores was detained by the detectives until she could be identified. At the last moment the complaint was signed by the woman, who had caused the arrest, and as a damage suit is pending the charges were brought to rest on some other matter. As Price was not on duty the day of arrest it soon developed that Detective Coleman's name should be substituted for Price's.

MARINE INTELLIGENCE.

Regular Liners Due to Arrive. Eureka, Eureka and Coos, Nov. 6. Breakwater, Coos Bay, Nov. 6. State, San Francisco, Nov. 6. Sobrasima, Salina Cruz, Nov. 9. Roanoke, San Pedro and way, Nov. 10. Homer, San Francisco, Nov. 10. George W. Elder, San Francisco, Nov. 10. Alliance, Coos bay, Nov. 12. Arabia, orient, Nov. 14. Rose City, San Francisco, Nov. 14. Nevada, Salina Cruz, Nov. 22. Alesia, orient, Nov. 25. Numanita, orient, Dec. 10. Nicomedie, orient, Jan. 1.

Regular Liners to Depart.

Rose City, San Francisco, Nov. 6. Eureka, Eureka and Coos, Nov. 7. Nebraska, Salina Cruz, Nov. 11. Breakwater, Coos Bay, Nov. 11. Homer, San Francisco, Nov. 12. Geo. W. Elder, San Pedro, Nov. 12. State, San Francisco, Nov. 12. Roanoke, San Pedro and way, Nov. 19. Arabia, orient, Nov. 20. Nevada, Salina Cruz, Nov. 22. Alesia, orient, Nov. 25. Numanita, orient, Dec. 10. Nicomedie, orient, Jan. 1.

Vessels in Port.

Broderick Castle, Br. sh., Coal Bunkers. Leyland Bros., Br. sh., Drydock. Donna Francesca, Br. sh., Drydock. Churchill, Am. sch., Astoria. Asgerd, Nor. sh., Irving. Alvina, Am. sch., Astoria. W. Jewett, Am. sch., Astoria. Irene, Am. sch., Astoria. Washington, Am. ss., Drydock. Gaal, Fr. bk., San Francisco. Wynnstay, Br. sch., Elevator. Crescent, Am. sch., Stream. Alexander, Br. sch., Doolittle. J. M. Griffith, Am. sch., Stella. Ville du Havre, Fr. bk., Linton. W. H. Talbot, Am. sch., Imman-Pullen. Bankfield, Br. ss., Irving. Wrestler, Am. bktn., Rainier. Hazel Dollar, Br. ss., Linton. Nevada, Am. bktn., Linton. St. Anne, Fr. bk., Linton. Rose City, Am. ss., Alingworth. Rainier, Am. ss., Tongue Point. Melville Dollar, Am. sch., Puget. Taurus, Am. sch., Kalama. Lydgate, Br. bk., Linton. Cascazzup, Am. ss., Puget. David d'Anges, Fr. bk., Astoria. Eureka, Am. ss., Martin's dock.

En Route to Load Lumber.

F. S. Loop, Am. ss., San Francisco. Riveria, Am. ss., San Francisco. Bee, Am. ss., San Francisco. Annie E. Smaile, Am. ss., Honkong.

En Route With Cement and General.

Nestfields, Br. sh., Hamburg. Brodick, Br. bk., Antwerp. Joynville, Fr. bk., Antwerp. Barmanian, Br. bk., Antwerp. Rochambeau, Fr. bk., Antwerp. Gulf Stream, Br. bk., Antwerp. Allee, Fr. bk., Antwerp. Eugene Schneider, Fr. bk., Antwerp. La Tour de Auvergne, Fr. bk., Antwerp. Armen, Fr. bk., Lublin. Blenniron, Br. bk., Antwerp. Desaix, Fr. bk., Antwerp. Poitallock, Br. sh., Antwerp.

Coal Ships En Route.

Bosquet, Fr. bk., Newcastle, A. Torridale, Br. sh., Newcastle, A.

Tramp Steamers En Route.

Aboukir, Br. ss., San Francisco. Corcoran, Br. ss., Puget sound. Glyceric, Br. ss., San Francisco. Admiral Borreson, Nor. ss., West Coast.

En Route in Ballast to Load Grain.

Fort Crawford, Br. sh., Callao. Oregon, Ger. sh., Yokohama. Merschat de Nouilles, Fr. bk., West coast. Howard Bound, Am. bk. Yang's, E. C. Sulby, Fr. bk., Antwerp. Thiers, Fr. bk., Belfast. Francois, Fr. bk., San Francisco. Anieres, Fr. bk., San Francisco. Seneca, Nor. ss., Callao. Clan Graham, Br. bk., Caleta Colosa. Laingee, Fr. sh., Kahluli. Clifton, Fr. bk., Hobart.

ORDINANCE FORBIDDING THE CONSTRUCTION OF WOODEN BUILDINGS OF MORE THAN THREE STORIES RECOMMENDED TO COUNCIL.

No more wooden apartment buildings and others of similar character are to be erected in Portland if an ordinance recommended to the council this morning by the health and police committees becomes a law. The ordinance provides that no wooden building of more than three stories shall hereafter be constructed and that none now standing shall be so altered as to be occupied by more than six families.

INSPECTS NEW LINES AND BRIDGES

At about 10:30 the Hill special, consisting of a locomotive, baggage car and six private cars, pulled into the depot. A short stout little man, with a heavy gray beard, wearing a flat-topped black hat and a rusty looking black overcoat was the first person off the train, stepping down from the near platform. He was Mr. Clark—the "Manitoba." This, of course, was Mr. Hill.

Interview and Footnote.

There was a rush of reporters and news photographers, and Mr. Hill shook hands hurriedly, said he was glad to see them, snapped out, "Well, go ahead," and started ahead himself, leaving the reporters tagging on behind.

Just then the railroad magnate reached the end of his 90-yard dash going east, doubled quickly and started back west again. He had gathered near the train gates to watch the field events laughed and cheered on the field constantly.

"Are you going to build the Portland-Seattle line of the North Bank road?" called out one from behind the railing, several feet behind the leader.

"I don't know anything about it," was the answer.

"How about the extension of the new line from Pasco to Spokane? How soon will that be open?"

"You'll have to go to Mr. Elliott for that," he said.

"Can you fix the date for the actual opening of the new road and the operation of regular trains out of Portland?"

"I don't know anything about it," was the answer.

"Dodge the Photographers." At this time the photographers had seen him coming and they tried to head him off.

"Now gentlemen, gentlemen," remonstrated Hill, shaking his head into that of President Howard Elliott of the Northern Pacific, he hurried away from the under-pavement into the waiting room of the depot.

Here the Hill party separated. Mr. Hill, Louis Hill, president of the Great Northern, and E. T. Nichols, of the Great Northern Pacific, and then followed a walk from the union depot to the freight office of the North Bank at Tenth and Hoyt streets, while President Clark of the North Bank, President George B. Harris of the Burlington, Vice-President Darius Miller of the Burlington, General Manager M. Graeber, and Great Northern General Superintendent H. C. Nutt of the Northern Pacific, Chief Engineer A. H. Hoegeland of the Great Northern and Superintendent Forrest and L. C. Gilman of the North Bank went up to the Commercial Club building.

Louis Hill, who is very dapper looking, wears an Alpine hat, a London smock, English walking gait and an auburn Van Dyke beard, and James J. Hill picked their way through the mud of Hoyt street, over the freight houses and the site for a possible passenger depot for the North Bank and the Northern Pacific and then decided to take an automobile ride, starting Mr. Charlton out to find an automobile garage.

Hunts Up a Garage. Mr. Charlton started in advance up Seventh street and the Hills and Mr. Elliott followed, looking at the wholesale district through which they walked, and stopping to examine the customhouse from the outside. The party walked to Seventh and Burnside streets before they came to a garage. Here Mr. Charlton got two big touring cars and they started out to the town on their own hook.

In the meantime the reception committee was keeping the telephones busy trying to locate Mr. Hill. They found him at the office of the president of the Great Northern, but he was back in their cars at the depot, having ridden for an hour over the downtown part of the city.

Then the committee arranged to have the railroad men take luncheon with them at the Arlington club and later go for another and authorized automobile



The Pills That Cure Sciatica

That sciatic rheumatism can be cured by the use of Dr. Williams' Pink Pills is evidenced by the case of Mrs. Stewart McEwan, of Fort Hunter, Pa. She says: "For five months I was under a doctor's care, suffering from what is termed chronic sciatic rheumatism. The disease settled in my hips and knees and I suffered intense darting pains. So severe was the pain at times that I would have to cry out, and sometimes I was perfectly helpless. My limbs were so sore that I was unable to bear the weight of the bed clothes over me. I was extremely nervous, had no color, and did not seem to have much blood. I had no appetite and food caused me great distress. I was constipated and suffered constantly from a dull throbbing headache."

"I had no strength and was reduced in flesh until I was a mere skeleton. As the doctor could not help me, I decided to try Dr. Williams' Pink Pills, which were recommended by a aunt. After using the pills a short time I noticed a decided change for the better, and I kept on with them until the rheumatism left me entirely."

Dr. Williams' PINK PILLS

Per box, 6 boxes, \$1.00, at all druggists or from Dr. Williams Medicine Co., Schenectady, N. Y.

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- 12 Advertise for female help
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- 36 Advertise business chances
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The above illustration plainly shows what a few days use of Gauss Catarrh Remedy will do for any sufferer.

Catarrh is not only dangerous, but it causes bad breath, irritation, death and decay of bones, loss of thinking and reasoning power, kills ambition and energy, often causes loss of appetite, indigestion, dyspepsia, raw throat and consumption. It needs attention at once. Cure it with Gauss' Catarrh Cure. It is a quick, radical, permanent cure, because it rids the system of the poisonous germs that cause catarrh.

In order to prove to all who are suffering from this dangerous and loathsome disease that Gauss' Catarrh Cure will actually cure any case of catarrh quickly, no matter how long standing, or how bad, I will send a trial package by mail free of all cost. Send us your name and address today and the treatment will be sent you by return mail. Try it! It will positively cure you so that you will be welcomed instead of shunned by your friends. C. E. GAUSS, Marshall, Mich. Fill out coupon below.

FREE This coupon is good for one trial package of Gauss' Combined Catarrh Cure, mailed free in plain package. Simply fill in your name and address on dotted lines below and mail to: C. E. GAUSS, 3210 Main Street, Marshall, Mich.

Are You a Lard Eater?

Half the time when a person feels blue and out of sorts you may take it for granted that he is a victim of the "lard habit." Lard-cooked food and good stomachs are never friends for long. Lard food is not healthful food and no ordinary stomach can thoroughly digest it. Lard comes from the pig-sty; Cottolene from the cotton fields of the Sunny South. Lard is greasy, indigestible, and sometimes absolutely harmful; Cottolene makes food digestible, nutritious, delicious. Cottolene is the perfect shortening and frying medium. It is pure and healthful. It contains not an ounce of hog-fat. Cottolene is today in use by thousands of housewives who would no more think of going back to lard than they would of reverting to tallow dips for lighting their homes. Cottolene is one of the products which pure food advocates always endorse.

COTTOLENE is Guaranteed Your grocer is hereby authorized to refund your money in case you are not pleased, after having given Cottolene a fair test.

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