

SCHOONER FIXED TO CARRY LUMBER TO NEW ZEALAND

Lyman D. Foster Chartered by American Trading Company to Transport Lumber at 36s 3d; Wheat Rate Stiffened.

The latest charter for a cargo of lumber from this port to a foreign country is the schooner Lyman D. Foster, which was taken last week by the American Trading company for a cargo to New Zealand. Her rate is 36s 3d, and she has the option of loading on Puget sound. She is a vessel of 632 tons net register, and will carry about 550,000 feet of lumber. She is now 23 days out of Tacoma for Redondo. In regard to last week's charter market, the San Francisco Daily Commercial News has the following to say:

"The rate on wheat from the north has stiffened up during the week. Two steamers were taken at 80s and one sailing vessel rechartered at the same figure. There has been a good demand for steam tonnage in Australia, and several steamers have been diverted from this coast. The disengaged tonnage available at this port for grain is cleaned up and there is practically none in the north either in the way of coasters or in the way of coasters. Tonnage en route here and nearby is being snapped up pretty readily by grain shippers, consequently not much business has transpired in the lumber freight market. One tramp steamer has been taken to arrive, to load in the north for Sydney, and a couple of coasters have been taken for Santa Rosa, one for Callao, and one for New Zealand, the last named at 36s 3d.

"In coastwise business steam-schooners have been fixing for wheat at 31.25 and lumber rates are weak at 45.50 here and 44 south.

"Offshore lumber rates are quoted as follows: Lumber from Puget sound or British Columbia to Sydney, 80s and 32s 8d; to Melbourne or Adelaide, 80s and 32s 8d to 32s; by steamer, 82s to Port Phillip 23s 3d; to Fremantle, 42s; to China ports (steam), 2s 6d and 2s on gross; direct nitrate port, 45s and 41s 3d; Callao, 45s and 41s 3d; Valparaiso for orders, 42s 6d and 43s 3d, with 2s 5d less to direct port; to West African ports, 80s 3d and 60s; to United Kingdom or Continent, 87s 6d and 60s; Guaymas, 55.25; Mazatlan, 45.25; Santa Rosa, 26; Honolulu, 25."

FIRST TRIP AS MASTER

Captain Sorin Takes Place of Auf-ray, Washed from Deck.

On his first voyage as master of a ship, Captain Sorin brought the French bark Hoche into Astoria Friday night, after a passage of 130 days from Liverpool, by way of Hobart. She has 1650 tons of general merchandise consigned to Meyer, Wilson & Co., and she arrived up from Astoria and anchored in the stream yesterday afternoon. Last year Captain Sorin was master of the French bark Erbert Legouye. While on her way from this port last season with a cargo of wheat for the United Kingdom, the Hoche ran into a heavy sea during which Captain Auf-ray, then master of the craft, was washed overboard and the Hoche had to be taken to her destination by the mate. Captain Sorin was later placed in command of her.

During the passage from Liverpool to the Columbia river the Hoche had plenty of rough weather, 100 days of the voyage to Hobart being very bad, during which time her cargo was shaken up considerably. When 60 miles off the Oregon coast the Hoche ran into a heavy blow which ran her off shore. Four days later she ran to within two miles of the Tillamook light and they notified the tug next day. She did not pick up the pilot schooner until the day following, however. About two weeks before her arrival at Astoria the mate fell 12 feet down into the lower hold and was badly bruised but no bones were broken.

After discharging her general cargo the Hoche will load a cargo of wheat for the United Kingdom, having been chartered prior to her arrival by the Portland Flouring Mills company.

REDHILL IN STORM

Bank Line Steamer Has Rough Trip From Cape Flattery.

For four hours on Friday the British steamer Redhill, Captain Dowell, of the Bank Line, was tossed and beaten about by a fierce gale which sprang up suddenly and as quickly died away, while the vessel was on her way from Union Bay to Astoria. The Redhill was in stormy weather all the way down from Cape Flattery to Destruction island and

THE FEAR OF HUMBUG

Savents Many People From Trying a Good Medicine.

Stomach troubles are so common and in most cases so obstinate to cure that people are apt to look with suspicion on any remedy claiming to be a radical, permanent cure for dyspepsia and indigestion. Many such pride themselves on their astuteness in never being humbugged, especially in medicines.

This fear of being humbugged can be carried too far; so far, in fact, that many people suffer for years with weak digestion rather than risk a little time and money in faithfully testing the claims made of a preparation so reliable and universally used as Stuart's Dyspepsia Tablets.

Now Stuart's Dyspepsia Tablets are really different in an important respect from ordinary proprietary medicines for the reason that they are not a secret patent medicine; no secret is made of their ingredients, but analysis shows them to contain the natural digestive ferments, pure aseptic pepsin, the digestive acids, Golden Seal, bismuth, hydrastis and nux. They are not cathartic, neither do they act powerfully on any organ, but they cure indigestion of the common sense plan of digesting the food eaten thoroughly before it has time to ferment, sour and cause the mischief. This is the only secret of their success.

Cathartic pills never have and never can cure indigestion and stomach troubles because they act entirely on the bowels, whereas the whole trouble is really in the stomach.

Stuart's Dyspepsia Tablets taken after meals digest the food. That is, they digest it. Food not digested or half digested is poison, as it creates gas, acidity, headache, palpitation of the heart, loss of flesh and appetite and many other troubles which are often called by some other name.

They are sold by druggists everywhere at 50 cents per package.

when she arrived off the mouth of the Columbia river at 8 o'clock Saturday night she was unable to get in, although she had a pilot aboard immediately on her arrival, because the bar was so rough. She remained outside until yesterday morning when she succeeded in getting up to St. Johns, where she will commence working her lumber cargo for oriental ports. At the present time she has between 750,000 and 1,000,000 feet of lumber to take aboard, a part of which may be loaded at one of the mills here. She will be followed here next month by the steamer Superior, another of the Waterhouse line.

The British steamer Strathgairn, which is completing her cargo of over 3,000,000 feet of lumber for Australia at the Eastern & Western mills, is expected to finish tonight and get away for the sea tomorrow. She is under charter to Hind, Ralph & Co.

BAR TUG HAS NEW MASTER

Captain E. D. Parsons Will Take Charge of New Tug in Few Days.

With the arrival in Astoria of Captain Parsons, the latter part of the week, to take the position of master of one of the Port of Portland tugs, there will be four tugboat men in the bar service of the Port. Captain Parsons has resigned as master of the steamer Newport and will take command of one of the tugs, probably the Onyota, as there is a likelihood that she will be placed on the bar while the Wallula is washing boilers next week. Harry F. Campbell, superintendent of towage and pilotage for the Port of Portland, said this morning that the two tugs may be kept on the bar right along if the number of ships coming into the port warrants it. At any rate they will have four tugboat men among the pilots, one of whom will be in Astoria at all times. Captain M. Nolan will take up active duty as one of the pilots and if the Onyota is not placed in service Captain Parsons will have command of the Wallula. As there is only one vessel, the Danish bark Denmark, ready at Astoria to go out to sea, it is possible that the Wallula will be able to do all the work for the present.

In place of Captain Parsons, T. Fry takes command of the Newport today when she leaves for Bandon, to go in the lumber trade between that port and Coos Bay. Captain Fry has made a few trips on the steamer lately as mate, having formerly been on Alaska cannery ships for several seasons.

BABIN CHEVAYE SPOKEN

A Merchants Exchange report this morning states that the French bark Babin Chevaye, out 153 days today for this port with general freight from Liverpool, consigned to Meyer, Wilson & Co., was spoken October 6 40 miles west-northwest of the Columbia river.

7 TOWNS DESTROYED; MANY ARE HOMELESS

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here for Fort Frances, where they can transfer for Duluth.

At a mass meeting yesterday afternoon the citizens of Rainy River organized a vigilance committee, for the purpose of ending the activities of thieves and ghouls. Fifty men are guarding the ruins of the town today.

Walter Farlos was probably fatally injured yesterday when he attempted to stop three crackmen from blowing open a safe at the depot. One suspect has since been arrested.

MANY BELIEVE DEATH LIST WILL REACH THOUSAND

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within one mile of the center of the town, and it is feared that all the town is doomed.

Nine families, each having from three to eight members, perished near Rainy River. Their bodies were found along the railroad tracks.

Railroad officials state that the progress of the train loaded with refugees is slow, owing to heat twisted rails.

Nine women, three of them carrying babies, rode into War Road on horseback from the settlement. All were badly scorched and it is feared they will die.

DREDGE OREGON TO COOS

Barge A on Way to Take Pipeline From Grays Harbor.

Barge A, belonging to the United States engineers, was sent to Astoria yesterday, from which place she will proceed to Grays Harbor to take the pipe line of the dredge Oregon to that place to Coos Bay. It is expected that the Grays Harbor Tugboat company will tow the Oregon from Aberdeen to Coos Bay in a short time, as she will work on the bay channels there from Marshfield down to the sea, \$50,000 having been appropriated for that work. She has just completed the channel in the Chehalis river from Aberdeen to Montesano, \$25,000 having been expended on the work.

MARINE NOTES

Astoria, Oct. 10.—Arrived down and sailed at 6 a. m., steamer Yosemite, for San Pedro. Sailed at 6:30 a. m., steamer Rose City, for San Francisco and San Pedro. Arrived at 8 a. m., steamer Golden Gate, from Tillamook. Arrived at 8:15 and left up at 10:15 a. m., steamer Beaver, from San Pedro and San Francisco. Arrived at 8 and left up at 8:30 a. m., steamer F. S. Loop, from San Francisco. Left up at 7:30 a. m., steamer Golden Gate, to go to Coos Bay. Sailed at 7:30 a. m., steamer Yellowstone, for San Pedro. Sailed at 11:20 a. m., schooner J. K. Hall, for Adelaide.

San Francisco, Oct. 10.—Arrived at 9 a. m., steamer J. A. Chancellor, from Portland. Sailed at 9 a. m., steamer San Jacinto, for Columbia river.

Astoria, Oct. 9.—Sailed at 6 a. m., steamer Washnetaw, for Port Harford. Arrived at 7:40 and left up at 8:30 a. m., steamer Breakwater, from Coos Bay. Arrived at 9 a. m. and left up at 12 noon, steamer Northland, from San Francisco. Arrived at 9 a. m. and left up at 11:30 a. m., British steamer Redhill, from Seattle. Arrived at 12 noon and left up at 1:15 p. m., steamer Johan Paulsen, from San Francisco. Sailed at 12 noon, steamer Rainier, for San Francisco, and steamer Shasta, for San Pedro. Arrived at 1 p. m., schooner W. F. Jewett, from San Pedro. Arrived at 2 and left up at 2:30 p. m., steamer Elmore, from Tillamook. Sailed at 4 p. m., steamer Falcon, for San Francisco; steamer Eureka, for Eureka; at 4 p. m., steamer Quinalt, for South Bend.

San Francisco, Oct. 9.—Arrived at 5 a. m., steamer Shoshone; at 10 a. m., steamer Washington, from Portland. Sailed at 4 p. m., steamers Casco and W. S. Porter, for Portland.

October 10.—British steamer Damara still ashore, sea setting rougher; cargo out of forward hold and being jettisoned; water under control.

Astoria, Oct. 10.—Condition at the mouth of the river at 8 a. m., smooth; wind northwest, 15 miles; weather, cloudy.

Tides at Astoria Tuesday—High water, 6:59 a. m., 5.4 feet; 5:32 p. m., 7.0 feet. Low water, 11:15 a. m., 4.7 feet.

ALONG THE WATERFRONT

In tow of the steamer Cascades, the British tramp Unga shifted from Montgomery dock No. 2 to Oceanic dock this morning.

At 8 o'clock this morning the tow-boat left down with the American ship St. Nicholas from St. Johns to take her to winter quarters at Astoria. She will return with the schooner W. F. Jewett, which arrived this morning for a cargo of lumber.

Captain Villhøien, who will succeed Captain Bjerek as master of the Norwegian steamer Hercules, arrived yesterday morning from Bergen, Norway.

With cement and asphalt the steamer Johan Paulsen, Captain Lancaster, arrived this morning from San Francisco. She is discharging at the Supple dock and will load grain and lumber for her return trip to the bay city.

With 1,488,407 feet of lumber, valued at \$18,799, for Australia, the American barkentine Henry K. Hall went out to sea this morning. The French bark General de Boisdreffe, bound for Havre with 112,765 bushels of wheat, valued at \$108,000, also left out.

With 45 passengers and 1000 tons of cement and general freight, the steamer Northland arrived last night from San Francisco. She will load grain and lumber for the return trip.

Carrying passengers and freight, the steamer Beaver, Captain Klidston, will be due to arrive from San Francisco and San Pedro at 5 o'clock this evening. So had a good jag of freight to discharge at Astoria this trip.

Having replaced the whistling buoy off Coos Bay, the tender Measra will replace the Jetty buoy there immediately.

Fred Hagstrom has succeeded A. L. James as master of the steamer George Burton.

Laden with general freight and passengers, the steamer Golden Gate was due to arrive at noon today from Tillamook. She will sail again tomorrow night.

After being harried for eight days at Neatucca, the gas schooner Dallas

SPENCER PASSED BAD CHECKS IN TWO CITIES

(United Press Special Wire.)

Seattle, Oct. 10.—That L. E. Spencer, now under arrest at Mobile, Ala., obtained more than \$20,000 on fraudulent checks from business houses in Seattle and San Francisco is the statement made by Captain of Detectives Tennant.

Spencer came to Seattle about two years ago, and after engaging in the real estate and investment business went to San Francisco. During the few months that he was here numerous worthless checks bearing his signature were discovered and a warrant for his arrest has been issued by the prosecuting attorney.

In San Francisco he was indicted June 19 on a charge of passing a check on a bank in which it is alleged he had no funds.

HETLING DECISION

(Continued from Page One.)

the "goat" but the Hetling case, with the pennant at stake, is the most serious affair that the league has been con-

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Because there can be found at this store at all times FASHION'S LATEST EDICTS in greatest profusion— Whether for the HORSE SHOW or other FULL DRESS functions or for business and every day attire— One need not be informed on this important matter—My salesmen will cheerfully supply correct information without urging a purchase.

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By the addition of Venetian soap and gum lac alcohol can be compressed into briquettes for use in lamps that are to be carried about.

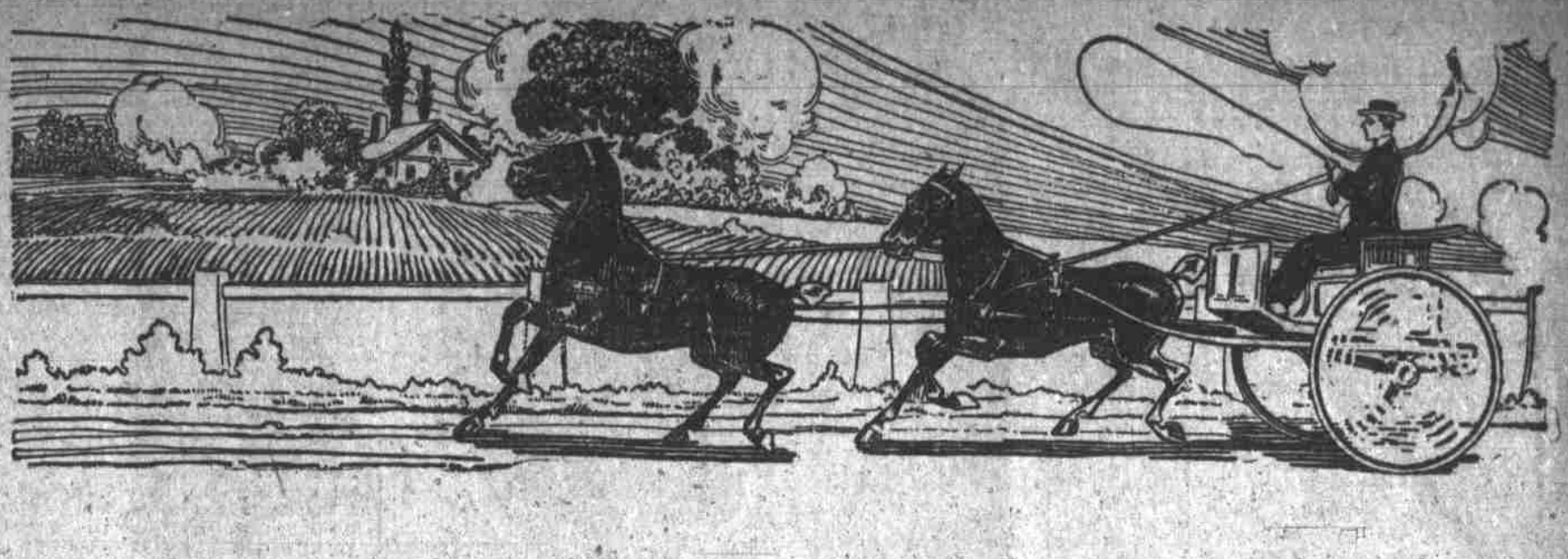
SUNDAY CLOSING LAW CRUSADE AT TACOMA

(United Press Special Wire.)

Tacoma, Oct. 10.—Police Judge Arntsen today ordered the prosecuting attorney to issue the arrest of several saloon men against whom informations have been filed by Chief of Police Maloney charging violations of the Sunday closing law. The arrests are expected to be made before night. Chief Maloney said today that evidence of a material nature had been obtained and that prosecutions would follow the arrests.

BRIGHTS DISEASE

People of open mind having Brights Disease or having friends who have, can hear of something to their advantage if they will write to John J. Fulpton, 652 Battery St., San Francisco, Cal. Helpful diet list mailed free.



BEN SELLING LEADING CLOTHIER

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