

TOSSED TEN DAYS BY WAVES, BARK REACHES ASTORIA

Pierre Antonine Brings Coal From Newcastle, N. S. W., and Will Load Wheat Here for Foreign Ports.

Beaten about by contrary winds, the French bark Pierre Antonine, which arrived at Astoria last Friday with a cargo of coal from Newcastle, N. S. W., was tossed for ten days in the mouth of the Columbia river before she was able to make port. The bark was blown about by the wind and waves, and it was impossible for her to go on, according to the story of Captain Nedelke. She made the river on the last day of November, after a voyage of 74 days from the Australian port, arriving late in the afternoon. She was met by the pilot boat on Saturday, and one of the pilots placed aboard, but it was impossible for her to hold her position and she had to put off. From that time she beat around off the mouth of the river until she finally made the lightship again and was picked up by one of the bar tugs on Friday and brought into Astoria.

The Pierre Antonine is now discharging a part of her cargo of coal consigned to J. A. Brown, at Astoria. It is expected that she will leave tomorrow morning to discharge the remainder of her cargo at the bunkers of the Pacific Coast Coal company.

The bark was here about a year ago, when she took on cargo grain to the United Kingdom. This is Captain Nedelke's third voyage to Portland, however, he having been here first in the French bark Marchand de Turenne. During the voyage from Newcastle, she was but one day off sick, and the sailor will probably be sent to the hospital here.

STANFORD READY FOR SEA.

Barkentine Repaired After Injuries on Grays Harbor Bar.

After having been in port since October 28 discharging her lumber cargo, undergoing repairs and loading again for Brisbane, the barkentine Jane L. Stanford, Captain Peterson, is expected to be ready to go to the stream tomorrow at St. Johns, and will probably leave down for the sea Thursday morning.

While going out of Grays Harbor on October 25 the Stanford hit the bar and soon began to leak to such an extent that it was found necessary to make for the mouth of the Columbia river and she reached Astoria in a waterlogged condition October 28. She was brought up to the Port of Portland drydock, where she discharged her cargo, after which she was taken to the Oregon drydock, where she underwent repairs. For the last two weeks she had been reloading her cargo.

SUPPLIES FOR THE MONTH.

Columbia Will Take Christmas Dainties to Light Ship.

As soon as supplies can be placed aboard, the lightship tender Columbia will make a trip from Astoria to Puget sound to distribute Christmas supplies to the stations along the coast and to the lightships.

A large amount of turkey for the men employed both on the lightships and at the stations.

In addition to the supplies the Columbia will take some keepers to Destruction Island to relieve those already there and also some men for the lightships.

When the Port of Portland towboat Oklahoma was on her way down at an early hour this morning with the British ship Glenholm in tow she was struck by the tugboat and in the collision it was stated that when a steam vessel is towing other vessels she shall sound.

Lungs Declared Sound—Life Insurance Granted

If you knew a remedy that really had cured tuberculosis, that had saved from death quite a number of people, would you try to get Consumptives interested in it and induce them to take it, or would you rather be killing them for fear of losing offense?

We know the medicine. We know the people cured—some of them. We have the stories of cure of many—and affidavits from some. We advertise Consumptives' Journal, and we know we have lung disease what has been done by its use. Investigate the following: 1613 W. DuPont St., Phila., Pa.

SHOSHONE MAKES RECORD.

Steamer Does Very Fast Work With One Winch.

What is said to be a record on the Columbia river for one day's work on straight lumber with one winch, was done on the steamer Shoshone last Saturday when she took on 30,000 feet the first day at St. Helens. It is no unusual thing with this, it is said, but with lumber it is an extremely large amount. She will probably get away from the river for San Francisco today.

MARINE NOTES.

Astoria, Dec. 13.—Left up at 6:30 a. m., steamer W. S. Porter; arrived at 9 and left up at 9:30 a. m., steamer Nome City, from San Francisco; arrived at 10 and left up at 11:30 a. m., steamer J. B. Stetson, from San Francisco.

San Francisco, Dec. 12.—Arrived, steamers Yellowstone and Yosemite, from San Pedro; sailed at 10 a. m., steamer Rose City, for San Pedro.

San Pedro, Dec. 12.—Arrived, steamer George W. Elder, from Portland; sailed, steamer John A. Brown, for Portland.

Astoria, Dec. 13.—Arrived at 2:15 and left up at 10 p. m., steamer Golden Gate, from Tillamook. Arrived at 11 and left up at 11:30 a. m., steamer Tampala, from San Francisco.

San Francisco, Dec. 12.—Arrived at night, large barkentine, from Portland; sailed at 2 p. m., steamer Bear, for Portland; at 5 p. m., steamer Coaster, for Columbia river; at 7 p. m., steamer Falcon, for Portland. Arrived, steamer Washenau, from Port San Luis.

Cosco Bay, Dec. 12.—Arrived, steamer Albatross, from Portland.

Astoria, Dec. 13.—Condition at the mouth of the river at 8 a. m., smooth; wind, east 3 miles; weather, clear.

ALONG THE WATERFRONT.

With passengers and freight the steamer Sue H. Elmore, Captain Schrader, will sail this afternoon for Tillamook. The steamer Breakwater, Captain Magness, is also scheduled to sail for Cosco Bay this afternoon.

The steamer Hustler is being hauled out at the Supply shipyard today to have a new stem and new fillers for her pitman rods.

When she sailed yesterday afternoon for San Francisco and San Pedro, the steamer Beaver, Captain Nelson, had a full list of passengers and all of the freight that she could handle.

Laden with 50,000 feet of lumber, the steamer Svea, Captain Allen, has sailed from this port for San Pedro.

With 22,000 barrels of fuel oil, and 600 barrels of gasoline, aboard the Standard Oil company's tanker Colonel E. L. Drake, Captain Bunting, arrived at Portsmouth from Richmond last night.

Deputy Collector of Customs R. F. Barnes will wield the hammer at the auction sale of some damaged goods from the American-Hawaiian steamer which came ashore at the dock at 2 o'clock in the afternoon, and at 3 o'clock 4 cases of musical instruments will be sold at the United States appraisers' store, corner of Eighth and Davis streets.

CONVENTION ENDS. SURE OF SUCCESS FOR GOOD ROADS

(Continued from Page One)

ing the next few years and the men who attended the convention believe it. First of all, we must learn how to build good roads. We must learn the science of permanent construction. We must learn the value of system. We must learn the value of economy. We must depart from the vanity of desire among counties to establish their own plans of road building. That we have no better roads in Oregon today than we have, is a beacon light to the officials that it could build roads without advice. It has established a deplorable waste, which the adoption of a systematic plan of construction will overcome. The most fundamental thing in the whole plan is the creation of the highway board and the appointment of a state highway commissioner.

The Oregon Good Roads association must continue with greater zeal, greater life and greater energy than ever before. It must live to see the words "Good Roads" written in big letters across the state.

"The need for good roads is crystallized into a demand for them, and this was the great voice at yesterday's convention. It is a voice that will grow greater and more insistent as the days pass by. The coming legislature has the witness of the people that better highways must be built now. The coming legislature has upon it a tremendous obligation and responsibility. The providing of means whereby better built highways may become an actuality is to my mind its most immediate duty. I believe the legislature will perform this duty."

Dr. Andrew C. Smith presided at yesterday afternoon's session of the convention. The delegates, numbering several hundred and representing nearly every county in the state, remained throughout the session, taking keen and intelligent interest in every proposition connected with the proposed legislation and debating every point until it was made clear and satisfactory.

Every delegate had his own expenses to come to the convention. In many instances this expense was not light. It was conceded the most representative gathering of practical road and state builders ever brought together in Oregon.

Ford Granger of Washington county, A. L. Mason of Hood River county, Judge Culbertson of Hood River county, J. H. Albert of Salem, Mr. Lee of Clatsop, and many others took prominent part in all the discussions. All had come with clearly defined conceptions of what road building should mean to the development of Oregon. An expression of County Judge Culbertson of Hood River county was characteristic:

"We should learn how to build roads," said Judge Culbertson. "We want experts to teach us. We should have such an expert in the office of state highway commissioner. We want a man who will be at once financier and diplomat, a man who understands the larger problems of construction and who can advise as to the best plan for individual counties. We don't want an engineer, because engineers can be employed whenever necessary. We must have a man who will get a grasp of the whole situation."

Question of Taxation.

Al Mason of Hood River gave hearty support to the fundamental features of the proposed legislation.

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all the bills read. He thought that about property owners should help pay the bills, but this when put to a vote was defeated. Mr. Albert of Salem, a man who had studied the matter carefully, said that nonresident timber owners and the county of Multnomah would bear the greater proportion of the cost of state aid for county road building. He had estimated that the people out in the state would pay but a little more than 14 per cent of the total. The bills were then divided: Portland, \$237,000; public service, \$200,000; \$134,000; \$90,000; timber owners, \$150,000; out-state people, \$281,000; total, \$800,000.

Ernest McGaffey, secretary of the Vancouver Island Development league and special representative of the Victoria board of trade, came all the way from Victoria to attend the good roads convention. He brought the message that Canada will build its portion of the Pacific highway from the southern border to Alaska and that a practical beginning has been made on the work. F. W. Fretwell, secretary of the Pacific Highway association, told of the progress Washington has been making toward the construction of the Pacific highway. He told of the work done in California and suggested that unless Oregon does work more practically and more rapidly that the Pacific highway may be constructed to both southern and northern boundaries of the state before anything definite has been done here.

One potent factor in the fight is the attitude of Henry McKinley of Baker county. McKinley has been a candidate, and he has some votes. There is a probability, said to be pretty strong, that McKinley will get out of the race in his favor in the event that Rusk shows strength enough to give him a good fighting chance. McKinley wants to see an eastern Oregon speaker, and so he has supporters, and they will naturally go to Rusk in the event the switch is made.

Others After Job.

M. F. Eggleston of Jackson has also appeared as an active candidate. Eggleston says he is out to win if it is possible, and he contends that his experience as a parliamentarian and his knowledge of affairs will win him his votes. He is going to get into the fight hard and see what he can do, believing that the time has come when a third man stands a good chance as a compromise candidate.

When all this can be readily seen that the speakership fight is pretty badly baffled up and is, as yet, anybody's game, though Eaton and Rusk are in the leading positions. Here, too, the atmosphere will very probably be cleared within the next two or three days.

Man Kills Niece for Burglar.

Albuquerque, N. M., Dec. 13.—W. A. Gray, who shot and killed Mary Williamson, his niece, thinking her a burglar, will probably be exonerated by the coroner's jury, which will hold an inquest today. Gray is completely unnerved by his part in the tragedy. He declared today that he was still asleep when he fired at Miss Williamson. "She called me for breakfast," he said. "I must have been dreaming, for I thought she was a burglar. Until the report of the gun woke me up I did not know what I was doing." Gray was not arrested.

Schooner Ranger Sold.

It is reported that the schooner Ranger, well known here and at points on the Columbia, where she has loaded lumber many times, was sold at auction Monday at Seattle, by order of the federal court, to satisfy the salvage claims of the Vancouver Tugboat company. The vessel was owned by the Pacific Shipping company.

La Grande will issue improvement bonds to the extent of \$61,433.

Grows Hair on Bald Heads.

Resorcin is one of the latest and most effective germ-killers discovered by science, and in connection with Beta Naphthol, also a powerful antiseptic, a combination is formed which destroys the germ which robs the hair of its nutriment, and thus creates a clean and healthy condition of the scalp, which prevents the development of new germs.

Florescine is a well known agent for restoring the hair to its natural color, where the loss of color has been due to a disease. Yet it is not a coloring matter or dye.

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will see the situation sufficiently clarified so that some guess may be made as to the final outcome. But just now it is anything to beat Selling, and such a thing might happen.

In the speakership fight no one can even guess what the outcome will be. It is very apparent, however, that Allan H. Eaton of Lane is not possessed of 32 pledges of support as is claimed by W. J. Clemens. This is shown by the fact that one rival candidate for speaker has letters from 33 members of the house, all of which state that the writers are not pledged to anyone.

Rusk Also Candidate.

It is also doubtful if Eaton will have a majority of the Multnomah delegation for him when the votes come to be counted. The highest number of certain votes conceded to Eaton by any of his opponents is 15.

John Sharp and Samuel Braun, union pickets for the machinists on a strike, were found guilty yesterday afternoon by a jury in the municipal court for being disorderly and were each fined \$10. An appeal to the circuit court has been taken. Arland Moore, a strikebreaker, Friday, who was found guilty on a similar charge Friday, was fined \$10 by Judge Tawell.

The three men were arrested in a strike riot last week in front of the Smith & Watson iron works, First and Madison streets. Moore, machinist in the shop, admitted striking Sharp, whom he said had called him via names. Several other union pickets took up the fight, and workmen from the shop poured out to help their fellow employees.

Sharp is under a charge in the municipal court for assaulting a worker three weeks ago, who is in the hospital with a broken jaw. The case will be called Wednesday.

MUST PAY \$7,405.72 FOR CUTTING TIMBER.

Joseph W. Evans, a sawmill operator of La Grande, will have to pay the government \$7,405.72 for timber cut from a claim in the La Grande land district, if United States District Attorney Maguire wins the suit he filed in the federal court today. The complaint alleges Evans filed on a homestead claim October 10, 1904, but never established any residence upon it. We made any improvements excepting to build a fence at the estimated cost of \$50. The government alleges Evans cut about 400,000 feet of timber from the claim.

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I positively cure Varicose Veins, Rupture, Obstruction, Special Ailments of Men, Kidney, Bladder and Blood Ailments and Nervous Weakness.

Stop suffering, get strong and vigorous. I positively cure, cure to stay cured, treat with the old reliable firm. Don't waste your money with cheap and unskilled specialists. Get the best always. The best is none too good for you and always the cheapest in the end.

Call at once and let a true specialist examine you today, not tomorrow. Stop suffering, get strong and vigorous. What more to be desired than health? Nothing. Come and consult us free of all charge.

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Corner Alder and Second streets. Entrance 1234 Second street, Portland, Or. Office hours: 9 a. m. to 8 p. m. Sundays, 10 a. m. to 1 p. m.

MEN CURED \$10 IS OUR FEE Pay When Cured

We have every known remedy applied for TREATING YOU. Our experience is so great and varied that no one of the ailments of men is new to us. Come in and let us examine you. General Debility, Weak Nerves, Exhaustion—Results of exposure, overwork and nervous prostration. Diseases of Bladder and Kidneys. Varicose Veins, quickly and permanently cured at small expense and no detention from business.

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