LARGE FLOUR CARGO

Indravelli Breaks Freight Record From Portland.

SAILS TODAY FOR THE ORIENT

Takes 54,184 Barrels of Flour to Japanese and Chinese Ports-Cotton, Lumber, Apples and Beer Also in the Hold.

The Portland & Asiatic liner Indravelli will leave down at daylight this morning for Hong Kong and way ports with the largest flour cargo ever shipped out of the Columbia River. It consists of 54,184 barrels, which is 1605 barrels larger than the cargo taken out by the Indrasahma Octo-ber 27, which heretofore held the record.

The bulk of the flour on the Indravelli is for Hong Kong, and the remainder is consigned to merchants at Yokohama, Moji. Kobe and Shanghai. The total value of the flour aboard the steamer is \$176,096. There are also 986 bales of cotton-550 for Moji, 336 for Kobe, and 100 for Yokohama-and 112,210 feet of lumber, principally for Hong Kong. The apple shipments begun some time ago continue, with 539 boxes for Yokohama, Kobe, Hong Kong, Nagasaki and Shanghai. Other items on the steamer's manifest are 125 casks of beer, 4238 pounds of news paper, 65 sacks of shells, 65 cases of fruit and a quantity of glass, hardware, paper-makers' felt, but-ter, cotton bags and hardware. The total

value of the ship's cargo is \$236,859.

The Indravelli gets away a week later than her scheduled date for sailing. She was delayed in arriving here by rough weather on the Pacific, and the storms of the past few days made the work of load-

CUSTOM-HOUSE TRANSACTIONS. Summary of Business Done in The Past Month.

The November statement of transaction of the Custom-House of the Willamette district does not make as favorable a showing in the matter of exports as that of the preceding month. The total value of domestic exports for the past month was \$346,232, as compared with \$1,447,896 in October and \$1,643,496 in November last year. The summary of the business of the office follows:

Entries for warehouse Entries for export to adjacent British

Licenses for coasting trade granted.... Licenses to vessels under 20 tons granted.... Total number of documents to vessels

Value of exports-

aneous customs receipts unt of refunds and drawbacks

POSTON MAY LEAVE PORTLAND.

Will Probably Recome Superintendent of Pacific Const Company.

Several changes are announced in the official roster of the Pacific Coast Com-pany, the headquarters of which is in Seattle. J. C. Ford, formerly assistant the position of vice-president and general manager, and W. E. Pearce has gone up from superintendent of coal agencies to assistant general manager. This leaves a vacancy in the office of superintendent of coal agencies, and it is said that N. Pos-ton, who has been Portland agent of the Pacific Coast Company for several years, will receive appointment to that office. He is now at Seattle, in charge of the work, during the absence of Mr. Pearce on a trip in California. Mr. Poston has on a trip in taken great interest in the coal business, and is one of the best informed men on the Pacific Coast in that industry.

With the Fleet at Sand Island. Captain Milman, of the British ship

Crown of Denmark, one of the fleet of loaded vessels lying at the mouth of the river waiting for a chance to cross out. writes an interesting letter to a friend here of the uninteresting situation down The ship is anchored at Sand Island, and near him are the Mor-ven, Copley, Ancenia, Magdalene and Madagascar. The weather for the past few days had been a raging gale, making communication between the ships and the shore almost an impossibility. The tumbling bar was in plain sight, and the low mouning of the breakers was always to be heard, except when it was drowned by the shricking of the wind. Altogether con tions were most unpleasant, especially to a skipper whose ship was all ready for sea and all aboard were looking anxiously for a change of the wind or a subsidence of the storm which would permit them to

Jettlsoned Part of Cargo.

PORT TOWNSEND, Wash., Dec. 5 .- The schooner Polaris, which sailed from Ever-ett for San Pedro November 29, was towed in this morning with 11 feet of water in her hold. She reports having jettisoned part of her deckload December 3, 40 miles outside of Cape Flattery.

The Polaris was caught in the heavy storms which have been making things interesting for shipping all along the coast during the past 10 days, and, laboring heavily, was strained and sprung a leak. In order to save the vessel from becom-ing entirely water-logged and unmanage-able, part of the deckload was sacrificed. The Polaris is a new vessel.

ASTORIA. Dec. 5.—(Special.)—The Brit-ish ship Foylesdale, Captain Kerry, which arrived in yesterday from Liverpool, reported the accidental death of two mem-bers of the crew during the passage. Gab-riel Callit fell from aloft while the vessel was still in the Mersey, shortly leaving port, and was killed. He buried the next day at ses. While the vessel was in the South Atlantic and sail was being made after a storm, Alfred Waterhouse also fell from aloft and was He was buried at sea the nex

Procyon Leaking at Bahia.

BAHIA, Dec. 5,-The British bark Pro cyon. Captain James, which sailed from San Francisco August 10, bound to Queenstown, has put into port with the loss of her compass, a boat and some sails. She reports having jettlsoned 30 tons of her cargo. While mooring here she went aground. She is leaking at the rate of half an inch per hour. A survey will be

Volcanie Dust.

The collection of curios in the office of local United States Inspectors Edwards and Fuller has been increased by the addition of two bottles of volcanic dust from Guatemala. Thus were sent us by Cap-

at San Francisco. The dust is from the volcano of Santa Maria, and fell on the deck of the German steamer Luxor while deck of the German steamer Luxor while she was passing up the Guatemalan coast at the time of the recent eruption. It is a whitish sort of stuff, somewhat resembling white pepper. The first fall was while the steamer was 165 miles at sea, and the dust is of the fineness of flour. The second lot came down while the Luxor was 70 miles distant from the coast, and this dust is of a coarser grain and quite gritty. quite gritty.

Steamer Burned at Her Dock. PHILADELPHIA, Dec. 5.- The Boston & Philadelphia Company's steamer S was burned at her dock at midnight. vessel is a total loss. She is a sister ship of the steamer Norman, which went aground in the Delaware River near Chester yesterday. The fire originated in the engine-room. The loss is unknown. The vessel was of 1290 tons register, and plied between this city and Boston.

German Ship in Hurricane. SAN FRANCISCO, Dec. 5.—The German ship Henriette, which arrived tonight from South Shields, reports a stormy passage, August 15 she encountered a hurricane in latitude 58 south, longitude 64 west, which did considerable damage. Both chronom-

COAST COUNTIES GROWING PORT ORFORD FEELS THE TOUCH

Golden Opportunities for Investment in Unoccupied Farming Lands of Tillamook County.

OF PROSPERITY.

PORT ORFORD, Or., Dec. 2-(Special correspondence.)-It would be impos to write in an optimistic spirit if writer had never seen, from actual experience, what changes will take place in a country in a few years, when its ad-vantages are made known, its wants ad-vertised and resources developed. This country has resources, but they cannot be made to yield their full profit until cap-ital, and large capital, takes hold of such enterprises as will facilitate trade and manufacture. The writer well remembers when in Eastern Oregon, traveling for miles among the rolling hills, covered with bunchgrass, not one foot of which was owned by any one, and hearing the residents of the country say "a man would

RECENTLY APPOINTED ON THE ASYLUM MEDICAL STAFF AT SALEM.



Dr. A. E. Tamiesie,

terday elected to fill the new posttion on the medical staff of the Oregon State Insane Asylum, is a practicing physician in this city. He is a native of Iowa, but has resided in this state and Washington for 18 years. After finishing a ourse of study in pharmacy, he practiced as a druggist for six years, and then took the medical course at Willamette University. graduating in 1902. During the last two years of his medical course he served as house physician at the Salem Hospital. Immediately fol-New York and took a course in the Hospital. Late last Summer he returned to Salem, and began the practice of his profession. Dr. Tamiesië is one of the most popular young men in this city, and

SALEM, Or., Dec. 5 .- (Special.)-

is the recipient of many congratulations upon his appointment. It has been the policy of the Board of make no changes in the medical westare of the institution demands it. All the appointments have been

of young men who have shown themselves to be devoted to their work, ambitious to succeed and efficient in their educational attainments. Dr. Tamiesie has all these qualifications, and will be a valuable member of the medical staff at the asylum. His great success as house physician at the Salem Hospital demonstrated his aptness for his chosen work and strongly commended him to the consideration of the Board of Trustees of the asylum. If the present policy in the management of the institution shall continue, the appointment is practically a life position. Dr. Tamiesic is a brother of Dr. J. P. Tamiesic, of Forest Grove, and Dr. G. W. Tamiesle, of Portland. He is 30 years old

eters and medicine chests were lost, starve to death trying to farm such land" Everything movable on deck was washed away, together with the captain's personal

Gasoline Schooner to Go for Whales. SAN FRANCISCO, Dec. 5.—Captain Foley, an old whaler, formerly of the bark Gayhead, is fitting up the gasoline schooner Monterey for a whaling voyage. This is believed to be the first time a gasoline

The Bidston Hill anchored below St. Hel-ens for the night, and will arrive in port

vessel has been chosen for the whaling

The Inspectors of Hulls and Bollers will 27 miles, and there is power and to spare inspect the steamer Ione on the 9th, and for making The Dalles a manufacturing inspect the steamer Ione on the 9th, and for the steamer Jordan at Astoria on the 10th. city. The County of Roxburgh, now at Montgomery dock No. 1, will move into Columbia No. 2 as soon as she can get a berth

Domestic and Foreign Ports. ASTORIA, Dec. 5.—Arrived at 8:30 and left up at 10 A. M.—Steamer Prentisa, from San Francisco. Sailed at 12 M.—Steamer Alliance, for San Francisco. Arrived down at 3:30 P. M.—British ship Clan Galbraith. Reported outside at 11 A. M.—German ship Emelle, from Antwerp. Condition of the bar at 4 P. M. Antwerp. Condition of the bar at 4 P. M., rough; wind west; weather cloudy.

St. Helens, Dec. 5.—6 P. M.—Hercules anchored ship two miles below St. Helens.

Sen Francisco, Dec. 5.—Salled—Schooner Liz-

Glasgow, Dec. 5.—Arrived-Livonian, from zie Vance, for Portland. sgow, Dec. 5.—Arrived—Livonian, from by twenties, and are "taking possession of by twenties, and are "taking possession of the land." In a few years all the Government lands will be gone.

I will repeat what I have said before

Philadelphia.

Isle of Wight, Dec. 5.—Passed—Noordam, from Rotterdam for New York.

Liverpool, Dec. 5.—Arrived—Irishman, from Portland.

Glasgow, Dec. 5.—Salled—Siberian, for St. Johns, N. F., and Philadelphia. New York, Dec. 5.—Arrived—Laurentian. San Francisco, Dec. 5 .- Sailed -- Schooner W.

San Francisco, Dec. 5.—Sanico-Schooner V.
F. Jewett, for Gray's Harbor; ship Glory of
Seas, for Comox, schooner Gem, for Coquille
River; schooner Ivy, for Coos Bay.
Hoquiam, Dec. 4.—Arrived—Schooner W. F.
Witzerman, from San Francisco for Aberdeen; steamer Inqua, from San Francisco for Aber-

Scattle, Dec. 5.—Arrived—Steamer Umaillia, from San Francisco. Salled—Steamer Queen, for San Francisco; schooner Charmer, for San Tacoma, Dec. 5 .- Arrived-Steamer John S.

Kimball, from Scattle. Salled-Schooner En-deavor for San Pedro; steamer Mackinaw, for San Francisco; German steamship Amasis, for ort Blakeley.
Liverpool, Dec. 5.—Salled—Nomadie, for New

Moville, Dec. 5.—Sailed-Pretorien, from Liverpool, for Hallfax, N. S., and St. Johns, N. F.

FOR DEFACING MAIL BOX. Edward Ehlers Is Arrested and Bound Over to U. S. Grand Jury.

Edward Ehlers was held to appear be fore the United States grand jury yester-day morning, by United States Commis-sioner J. A. Sladen. The boy was charged with defacing a mailbox on a rural de-

livery route.

Postoffice Inspector T. J. Flavin, in the Postoffice Inspector T. J. Flavin, in the complaint, charges young Ehlers and another boy with using the box of J. B. Kauffman, of Montavilla, as a target, and states that they defaced it seriously with their shots. Nearly all of the boxes on the Cleone route, to which Kauffman's belongs, have been damaged in the same way, and Edward Ehlers was finally caught in the act. After the hearing yesterday morning he was released on ball. terday morning he was released on ball.

Big Contracting Firm Fails.

BOSTON, Dec. 5 .- Serious delay to municipal and Government work is like occur by the fallure here today of the contracting firm of F. G. Coburn & Co one of the largest firms of its kind in the East. The liabilities are estimated at \$150,000, one-half of which is due to the Central National Bank. The assets are about \$62,000. The company is building two hospitals for the City of Beston and two great shops at the Charlestown navyyard for the United States Government. The failure is attributed to the closing of the Central National Bank, which tied up

Portland-St. Louis. to you know about the new tourist vice between Portland and St. Louis i Memphis? Call up O. R. & N. ticket ce, Third and Washington.

but it is only 20 years ago, and now all that country is under fence, the yelds of effects. While entering port Otto Goise, a sailor, fell from the fore yardarm, sustaining fatal injuries.

grain are enormous, and branch railroads have been built to handle the crops, and thriving towns have sprung up as if by thriving towns have sprung up as if by

What has been done will be done again, and there are thousands of acres of land lying vacant among the mountains here will some day be owned and be made into farms for contented and happy peo-ple. The writer remembers when the falls of White River, in Wasco County, were admired for their beauty, making a com-bined leap in several falls of more than 200 feet, but no one ever suggested that the power going to waste could ever be utilized; but today ejectric wires are carrying 1000 horsepower from White River Fells to The Dalles, a distance of

As I go along the coast I meet persons who are ready to prove by argument that the present condition of things here is to be the same for years to come, and a resident of Port Orford, a property-owner, too, is one of them; but I do not agree with them. The capital of this country is eager to find profitable investments. and it only needs to be shown where it can find a favorable opening to pour in almost any quantity of money. Nativeborn Oregonians have never seen the rise in value of timber lands, such as the pcople of Michigan, Minnesota and other states have seen, and as a consequence they cannot be made to believe that it will "nay" them to invest in timber; but Eastople are coming here by twos and

in these letters, that the resources of these coast countles need only be investiletters, that the resources of gated to convince any one that there are golden opportunities here. Instead of taking a vacation at some popular resort in California er Oregon next Summer, costing hundreds of dollars, why not pack up a camping outfit and take a tour along the coast, from Tillamook to Crescent Bay. Go dut into the mountains and examine the vacant lands, and when you find something that suits you, make a location. An investment in these lands, even at second and third hands, is better than placing the money in a bank to draw

Port Orford was once a rival of Crescent City for being a distributing point for the mines of Southern Oregon. Captain William Tichenor commanded a steamer in 1851 which ran between San steamer in 1851 which ran between San Francisco and Portland. He went into Port Orford harbor on June 9 of that year to be sheltered from a heavy storm and was struck with its many advantages as a seaport, the site of a future city and distributing point for Southern Oregon, so decided to take up a section of land. In those days Uncle Sam gave a man and his wife 500 screen. Sam gave a man and his wife 640 acres of land as a donation claim. There were Indian villages all along the coast and quite a large one just west of where Port Orford town is now. He made a sort of treaty with these Indians and left nine man on Battle Pook a high left nine men on Battle Rock, a high narrow ledge just in front of the present town site, and told the men he would return in 12 days. The men were sup-plied with provisions and rifles and a cannon and the rock made them a good fortress. But Mr. Tichenor failed to re-turn in the 12 days and the Indians decided to attack the "palefaces." They fired on them from Fort Point with ar-rows, but did little harm, although their was so accurate that arrows were shot through a hole in a board the men had in their barricade. Finally the Indians decided upon a combined attack. The rock towards land extends in a narrow ridge, not more than three feet wide, and perpendicular on each side. The Indians came up in single file and when just on this ridge the cannon was fired and swept every Indian from off the rock and the rest fled, as it was first "big gun" they had ever heard. The men then saw that the Indians were in force north of Humbug Mountain, and were building canoes, evidently intend-ing to attack them from land and water at the same time. Ammunition was get-ting low and so the men decided to try and make their escape, under cover of were building canoes, evidently intendand make their escape, under cover of darkness. They succeeded in getting a night's start of the Indians before they were discovered in their flight, and trav-eled at night and hid during the day. The second night out they found, about daybreak, a fallen fir tree crossing the path, and under its branches they hid

and during the succeeding day counted

Academy, at Portland, and in 1825 became the wife of Mr. G. Dart, and they are now living here, the townsite being divided in three parts to the three children or heirs—of whom Mrs. Dart is one.

The lands lying along the shores of the bay here are very steep and quite high, rising to an elevation of from 50 to 200 or more feet. From a wind blowing southward the harbor is absolutely protected, and the water is deep and the bay amply large. A wharf has lately been constructed and a vessel can sail or steam in and lie alongside the wharf in almost any weather outside, unless it be a heavy storm from the south. The harbor is all right, and vessels are constantly touchright, and vessels are constantly touch-ing here and get what freight there is, and experience no difficulty. With the exception that the shore land is higher and the bay larger, Port Orford Bay reminds me very much of Crescent

City Bay. There is the same sandy beach north and south, the same rocky headland and a pebble beach, and near it a lake of water similar to Lake Earl, but smaller. The country northward is level, just as it is at Crescent City, and is just about as heavily timbered, but with dead instead of growing trees, as the fire here in 1868 killed nearly every tree in its path, and the tall stumps still stand. There should be some fine dairy farms made out of the lands among this burnt timber, and a few miles to the north I am told the dairy business leads all others in importance. Port Orford Bay was selected several years ago as a port of refuge, and \$150,000 appropriated to make a sea wall, but the money has never been expended. When a railroad is built down the coast this appropriation will no doubt become available, as there will be such an increase of business here as to make

it a necessity.

A const railroad would pass through the very center of the town and follow up coast through a country very level offering no difficulties in construction. The sawmills on Eucre Creek and Mussel Creek, south of here, would have facilities for shipping their lumber, and the two mills of Enk River, north of here, would also do a much larger busi-ness. In consequence of being able to handle their lumber more cheaply and more expeditiously.

The two mills on Elk River are soon to

be connected with the bay by means of a local railroad, which will be built next year. I understand a railroad will also be built up Mussel and Eucre Creeks in a year or so, to bring out the timber, and it will be shipped from a wharf at Frankfort, a cove between the mouth of Mussel and Eucre Creeks. Eventually a railroad would have to be built to Port Orford and connect the three railroads, but a coast railroad would obviate this

There are several very good dairy farms along Eucre Creek, or near there, and there is an opening for a creamery. At present only about 175 cowe can be furnished, but in a year or two there could be at least 300.

Port Orford undoubtedly has a bright future, when the surrounding country be-comes more thickly settled and the trade can be centered by means of a coast will be the main business street of the town, even with a population of 1000 or 2000, and landowners would have a fine opportunity to speculate on future develments. Corner lots are chean here now figure until a coast road is actually commenced. The lay of the land in the town. site will center the business portion to a few streets, and the residences will be the sloping hillsides, and the town on the sloping hillsides, and the town will show off to good advantage, either from land or sea.

To the north of Port Orford Elk and Sixes Rivers flow into the beean. These streams have their source in Iron Mountain, which is said to have a variety of minerals, among rugged canyons, George Currey here has been prospecting and min ing there for several years, and is familiar with the country. About 13 miles from here, on Elk River, he says there is a large granite ledge, which is of excellent quality for any required purpose. At pres-ent it is of no value as it is not accessible, but a railroad along the coast would admit of its being quarried at a profit. Farther up Elk Creek there are several waterfalls, and one in particular of 70 feet fall. The stream has a good volume of water ever at its lowest stage in the Summer, and thousand horsepower could be developed, as within three-quarters of a mile there is a fall of 425 feet. Along both Elk and Sixes Rivers are bodies of good timber, and a logging railroad could bring out the lumber on the shores of Lake Orford near here, and there shipped. The timber con-sists of cedar and fir principally, but there is also myrtle, maple and oak. This same railroad could transport granite to tide water. There are croppings of coal in that country also, and with a means of transportation it could be mined. These water powers along the coast are some day going to be electrified and utilized. Iron Mountain has an elevation of over 2000. Mountain has an elevation of over 3000 feet, and from its summit, I am told, streams flow to every point of the com-pass. Gold mining is done there in pla-cers, and the gold is quite coarse and but little worn, which would indicate rich ledges. But little prospecting has ever been done.

with Fish Commissioner Van Dusen, en-deavoring to get funds for locating hatch-eries for salmon on Chefca River, Elk River, Sixes River and Florres Creek, and claims he can do so for about \$1000 on all four streams. His method is one of his own invention, and is as yet a secret. These streams all are in need of hatcheries, and the outlay seems very small, considering the great advantages which result from stocking the streams

The Pacific Lumber & Furniture Company, of San Francisco has, during the

Lace Curtains

I have used Pearline to-day for washing lace curtains and like it very much. Washed easier and cleaner than with any soap used before. I like it very much. Mrs. Rev. J. D. E.

One of the Millions

in Portland. When Captain Tichenor arrived Just a day after the departure of his men and learned the condition of affairs he went to San Francisco and brought back 60 men who built a fort on Fort Point, near Battle Rock, and this was the commencement of the settlement of Port Orford, It may be necessary to add that this occurred 50 years ago and today you scarcely ever see an Indian and none are hostile.

Mr. Tichenor brought his family out from New York the next year and they took up their home where Port Orford is now, the town being on the land of their donation claim. Troops were stationed at Port Orford soon, and the discovery of gold in the sands along the beach drew hundreds of people to the Coast and the town grew rapidly. Miss Anna Tichenor, daughter of Captain Tichenor, spent the years 1853-54 and part of 55 in attending school in the Portland Academy, at Portland, and in 1855 became the wife of Mr. G. Dart, and they are now living here, the townsite being divided in three parts to the three chil-

In 1868 a terrible forest fire extended is carried on to a limited extent, but with along the Coast from Coquille to Port a more reliable market, through regular Orford and the town was entirely burned. Orford and the town was entirely burned.

Since then it has been rebuilt to about its former size, and now contains about 200 people. There are two merchandles stores, a jewelry store, drug store, blacksmith shop, saloon, two hotels, livery stable, church, photograph gallery and newspaper.

Port Orford Bay.

The lands lying along the shores of the land signing along the coast there would be a wonderful change in the appearance of these farms in a few years. On the headthese farms in a few years. On the head-waters of these streams are bodies of fine timber, much of it not yet even surveyed. As soon as 2 railroad is built along the coast all the vacant lands will be taken, and the timber resources will add greatly to the wealth of this part of Curry County. The streams all flow into the ocean and a coast railroad next to the ocean would tap every timber belt from one end of Curry County to the other. Local railroads up the streams carrying logs to sawmills alongside the coast railroads. When cleared of timber these lands are

well adapted to grazing and in many places to farming. What these hills and mountains contain in the line of minerals will never be known until a railroad along the coast offers encouragement for pros-pectors to go out and locate the ledges, or mineral deposits. I express my honest opinion of the situa-tion along the coast between Chetco and Port Orford, when I say that the full development of the resources of the country can never be secured until a railroad is built. It should be located near the ocean, crossing the streams near their entrance into the ocean, and thus drain their val leys of timber, agricultural and other products. Such a road would prove a good investment and the railroad cro

on every stream would be a place of ship-

ment for the country back of it. As soon as such a road is built this country will coon become settled.

E. C. P. Disease Carried in Cowboy's Clothes. NEW YORK, Dec. 5 .- In connection with the prohibition of the importation of cat-tle from New England, veterinary experts here assert, cables the London correspondent of the Tribune, that the foot and mouth disease is so contagious that cattlemen themselves have carried the infec-

Going to Memphis? Before starting call up O. R. & N. ticket office and ask about the new tourist car service via Denver, Kansas City and St. Louis, City ticket office, Third and Wash-

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Leave Seattle 9 A. M.

Steamships Cottage City or City of Seattle, Dec. 7, 13, 19, 25, 31, Jan 6).

Steamers connect at San Francisco with company's seamers for ports in California, Mexico and Humboldt Bay. For further informa-Steamers connect at San Francisco with company's steamers for ports in Cali-fornia, Mexico and Humbold Bay. For further informa-Right is reserved to change steamers or salling dates.

ing dates.

AGENTS-N. POSTON. 246 Washington at.
Portland; F. W. CARLETON, 967 Pacific ave.,
Tacoma; Ticket Office, 113 James at., Seattle,
GEO.W. ANDREWS, North Western Passenger
Agrat, San Francisco. Ticket Office, 4 New
Menisgenery at. C. D. DUNANN, Gen. Pass.
Agt., San Francisco.

WHITE COLLAR LINE

PORTLAND ASTORIA ROUTE.

STEAMER BAILEY GATZERT

Leaves Portland daily 7 A. M., except Sunday.
Leaves Asteria daily 7 P. M., except Sunday.
THE DALLES-PORTLAND ROUTE.

STEAMERS TAHOMA AND METLAKO
Leave Portland daily 7 A. M., except Sunday.
Leave The Dilles daily 7 A. M., except Sunday.
Leave The Dilles daily 7 A. M., except Sunday.
Both phones, Main 351.

E. W. ONLOWERS.

TRAVELERS' GUIDE

SHORT LINE AND UNION PACIFIC THREE TRAINS DAILY

FOR ALL POINTS EAST UNION DEPOT. | Leave. | Arrive. CHICAGO-PORTLAND 9:00 A. M. 4:30 P. M. Daily.

For the East via Hunt-lington. SPOKANE FLYER. 6:15 P. M. Daily.
For Eastern Washington, Walla Walla, Lewlaton, Coeur d'Alene
and Gt. Northern points ATLANTIC EXPRESS S.50 P. M. S.10 A. M. Dally.

OCEAN AND RIVER SCHEDULE. FOR SAN FRANCISCO.

S. S. Columbia— ' From Alexworth 5:00 P. M. Dock, S. S. Geo. W. Eider— Dock, S. S. O. P. M. FOR ASTORIA and \$.00 P. M. 5:00 P. M. way points, connecting Daily ex. baily with strainer for liva-Sunday, co and North Beach, Fathranz, Strainer Harvest Queen, 10 P. M. Azh-street Dock.

For Salem, Corvaills Monda) a G:00 P. M. and way points steam. Wednesday Tuesdays. Furndays. Thursdays. Saturdays. Saturdays. FOR DAYTON, Oregon 1:00 A. M. City and Yamhili River Tues., points, str. Elmore, Thurs., Ash.-m. dock.
(Water permitting.)

Wed., Fri.

For Lewiston, Idaho, 4.05 A. M. About and way points, from daily Rigaria, Wash, steam-except ers Spokane or Lewis Saturday, ex. Friday, ten. TICKET OFFICE, Third and Washington. Telephone Main 712.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, cailing at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Mamila, Port Arthur and Vindivestok.

INDIAVELLE SAILS DECEMBER 6. For rates and full information call on or agrees addictals or agents of O. R. & N. Co.

Caron Depot | Arrive OVERLAND EXPRESS TRAINS,
for Salem, rooseburg, Assitant, Sacrainento, Og d e n,
San Francisco, alujave, Loss Angeles,
Est Paro, New Onrealis and the East,
Adming train cou-

reals and the East, alonning train con-pects at Woodburn (uaily except Suday) with train for Mount Angel, Su-verton, Brown a-ville, Springfield, Wending and Na-tron. *8:30 A. M.

Alcany passenger .. *10:10 A. M. Connects at Wood-burn with Mt. An-gel and Silverton

ll4:50 P. M. Sheridan passenger. lis:25 A. M. *Daily, "Daily except Sunday, PORTLAND-OSWEGO SUBURBAN SERVICE AND

AND

YAMHILL DIVISION.

Leave Portland only for cowego at 7:30 A.

M. 12:50, 2:05, 3:25, 5:20, -25, 8:30, 10:10
P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25, 4, M. 4:30, 11:30 P. M. Sunday only, 8:00 A.

Returning from Oswego, arrive Portland daily 8:30 A. M. 1:55, 5:05, 4:35, 6:15, 7:35, 7:25, 8:30, 10:20, 11:45 A. M. Except Monday, 6:25, 7:25, 8:30, 10:20, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10:00 A. M.

Leave from same depot for Dallas and intermediate points daily except Sunday 4:00 P. M.

The Independence-Monmouth and Alrive fortland 1e:20 A. M.

The Independence-Monmouth and Alrive, connecting pendonce.

First-class rebate tickets on sale from Portland to Sacramento and San Francisco; net rate, \$17.50; berth, \$5 Second-class fare, \$15. without rebate or berth; second-class berth \$2.50.

Tickets to Eastern coints and Europe. Also Japan, China, Honolulu and Australia, city Ticket OFFICE, corner Third and Washington streets. Phone Main 712.



Puget Sound Limited for Ta-coins. Scattle. Planta. Gray's coma, Senttle, Olympia, South Bend and Gray's Harbor points erth Coast Limited for Ta-7:25 am 4:15 pm

A. D. CHARLTON, Assistant General Pas-senger Agent, 255 Morrison st., corner Third, Pertland, Or.

THE GREAT NORTHERN

Ticket Office 122 Third St. Phone 680 LEAVE The Flyer daily to and ARRIVE No. 4 from St. Paul, Minne-No. 3 spoils, Duluth, Chicago 7:00 A. M. and all points East. Through Palace and Tourist Sieepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE KAGA MARU

For Japan, China and all Asiatic points, will leave Seattle About December 16

Willamette River Boats

Steamer POMONA, for Salem, Independence, Albany and Corvallis, leaves 6:45 A. M. Tuesdays, Thursdays and Saturdays.

Steamer ALTONA, for Dayton, McMindville, and way, leaves 7 A. M. Mondays, Wednesdays and Fridays.

OREGON CITY TRANSPORTATION CO. Office and dock, foot Taylor afreet.