COMBINATION AMONG RAILROADS PRODUCES THIS EFFECT.

Interstate Commerce Commission Says There Can Be No Doubt of It-More Power Needed.

WASHINGTON, Dec. 17 .- The tendency combine continues the most significant feature of railway development, according to the annual report of the Interstate nerce Commission issued today. The

report says:

"It is not open to question that the competition between railroad carriers which formerly prevailed has been largely suppressed or at least brought to the condition of effective restraint. The progress of consolidation in one form or another will at no distant day confine this competition within narrow and united. this competition within narrow and un-important limits, because the control of

most railway property will be merged in a few individuals whose common interests impel them to act in concert.

"While this will insure, as probably nothing else can in equal degree, the observance of published tariffs and so measurable. urably remove some of the evils which the act is designed to prevent, the resulting situation involves consequences to the public which claim the most serious A law which might have answered the purpose when competition was relied upon to secure reasonable rates is demonstrably inadequate when that competition is displaced by the most far-reaching and powerful combinations. So great a change in conditions calls for corresponding change in the regulating statute.

The commission reaffirms its recommendations for amending the interstate commerce law and urges the grave necessity for legislation. The report says that the fact that no convictions have yet been obtained nor indictments found in the cases of the roads which were shown by an investigation last Winter

shown by an investigation last Winter to be giving secret rates to grain shippers emphasizes the fact that the criminal provisions of the present interstate law are practically a dead letter. The commission says that the effect of issuing injunctions to compel roads to observe published tariffs has been materially to advance on the commodities the rate actually received by the carrier and actually read by the shipper, and that their ally paid by the shipper, and that their operation, as applied to the present con-dition of railroad ownership, enables advances in rates which might not other-wise be made and maintained. While the producers of grain will undoubtedly pay producers of grain will unconseculy pay henceforth 5 to 7 cents, in some instances 10 cents, per 160 pounds more to transport that grain from the field to destination than he had paid for some time before these injunctions took effect, this is not to be regarded as an argument against the injunctions. There ought to be some to be regarded as an argument against the injunctions. There ought to be some power which can not only compel these carriers to maintain the published rate, but which can compel them to publish a fair and reasonable rate.

Thirty-eight formal proceedings, double the number brought in the praceding year, and involving rates and practices of 300 railroads, were instituted during the year. To promote more general compliances with the spirit of the safety appliances isw in the use of air brakes, the commit-tee recommends the passage of an act forbidding the running of trains in which less than one-half the cars are equipped with power brakes, and empowering the commission to issue general orders re-quiring the use of power brakes on more than 50 per cent of the cars in a train whenever it shall find such use to be practicable, and also authorizing the com-mittee to permit for a specified period the running of trains with power brakes in use on less than 50 per cent of the cars

#### LOUISVILLE & NASHVILLE. Belmont and Smith Retained-No Change of Policy.

LOUISVILLE, Kr., Dec. 17.-The adheld today. More than ordinary interest held today. More than ordinary interest centered in the gathering, as it was the first meeting since the system passed under control of the Atlantic Coast Line. A board of 13 directors was elected. August Belmont was among those retained. The Atlantic Coast Line was well represented. The meeting of the stockholders was harmonious throughout, and all who attended were picased at the outlook, as evinced by the declaration of the new di-

evinced by the declaration of the new di-rectors. While control of the property has passed to the Affantic Coast Line, it seems certain that the old officers of the Louisville & Nashville will be retained, and the old policy continued. W. R. Belknap presided, and a little over 400,000 of the 600,000 shares were represented. The fol-lowing board of directors was chosen: August Belmont, R. C. Erwin, M. H. Smith, H. Walters, Warren Delano, Jr., Warren G. Elliot, Michael Jenkins, D. P. Kingsley, Attilis Cox, W. G. Raoul, John I. Waterbury and Walter G. Onkman.

Belmont sold: directors of the road will meet in New York on Friday. I prefer not to forecast their action, but I will say that there will be no radical change in policy. and that the officers to be re-elected will be agreeable to the old constituency of the road."

When seen after the meeting, August

It is said that Mr. Smith will be re-elected president on Friday, and that there will be no changes among the officers of the road.

#### RATES FOR LIVESTOCK MEETING. Prices From the Northwest, and Dates and Terms.

Dates and Terms.

KANSAS CITY. Mo., Dec. 17.—The Great Northern and Northern Pacific and O. R. & N. Companies have issued circulars announcing a rate of 140 for the round trip to the sixth annual convention of the National Livestock Association, which convenes in this city on January 13. from Great Falls, Helena and Butte, Mont., and intermediate points the tick. Mont., and intermediate points, the tickets to be routed via Pocatello. From points in the Northern part of Montana rates will be based on Great Falls, not to exceed \$60 75. From Idaho, Washington and Oregon a rate of \$50 for Portland and common points to Kansas City and re-turn has been made. From Spokane and contigious territory, \$55; from Billings. Mont. \$28.35; from Helena and Garrison.
\$40. These rates apply via Billings.
Those destring to go via St. Paul \$5.75
additional will be charged, and returning through California \$12.50 additional will be charged. The tickets will be sold January 8, and final return limit 30 days from

The Atchison, Topeka & Santa Fe has issued a revised circular making a rate from Ashford, Ariz., and all points East. The rules governing the sale of these tickets will apply as these in force in the Western Passenger Association.

#### O. R. & N. TO CHANGE TIME.

Will Herenfter Make Close Connections at Spollane for East.

By a change of time to go into effect on the O. R. & N. next Tuesday, December 23, the Spokane train will leave Portland is minutes earlier and arrive in this city & minutes later. The Chicago-Portland special will leave Portland 20 minutes later and arrive here 2 hours and 20 minutes later. The Kansas City and Chicago Express will leave Portland 25 minutes earlier and arrive in Portland 25 minutes earlier and arrive in Portland 25 minutes earlier and arrive in Port-land at the same hour as now. The new schedule will be as follows:

COMPETITION IS LESS | Northern and Spokane Falls & Northern doing away with an annoying wait tha doing away with an annoying wait that has heretofore been unavoidable there. The labor troubles of the Union Pacific cause delay to the trains from that road, but now that Winter is on in the Rocky Mountain region it is deemed best to make some allowance for it.

#### MANY LINES GET ENTRANCE. Erle and Lackawanna Will Enter

New York City. NEW YORK, Dec. 17.-Controller Groundannounced today that the Eric and Delaware, Lackawanna & Western Railroads would enter New York through the New York & Jersey tunnel, for which the Board of Aldermen granted a franchise yesterday, after voting in favor of the Pennsylvania Railroad tunnel. The terminal of the tunnel in this city will be a large station between Hudson street and the North River, near Christopher street. Controller Grout said he had the most reliable information that the capitalists sehind the New York & Jersey Railroad

Lackawanna roads. President W. G. McAdon of the New York & Jersey Railroad Company, said this afternoon that the Erie and Lackawanna roads would not enter this city way of the tunnel, but the tunnels will be built to the Jersey City terminals of the railways, and passengers will be able to change to the trolley cars for New York.

#### Another Line to California. SANTA FE, N. M., Dec. 17 .- New York,

Virginia and New Mexico capitalists today incorporated the California Short Line Rallway, capitalized at \$1,350,000. A line ... miles long has been surveyed from Alamo Gordo to Deming, crossing the Rio Grande at Las Cruces. It will connect the Rock Island system at Alamo Gordo with the Southern Pacific at Deming, and with the Santa Fe at Les Cruces and Deming. It still further reduces the Rock Island's mileage from Chicago and Kansas City to Los angeles and San Francisco 75 miles, making it by far the shortest trans-continental line in connection with the Southern Pacific.

Minnesota Case Again Adjourned. ST. PAUL, Dec. 17,-The merger hearing was today adjourned, to be resumed at New York on December 29. Railroad Commissioner C. Staples was called to identify showing correctly the railroad lines in this state, and Charles D. Cook, S. A. Hoyt, Franklin Benner and F. Christonson, dealers in farm lands, testified that lands close to two or more competitive railroads were more valuable than lands on only one callway. It had been expected that J. J. Hill would be called as a witness, but the state desired not to put him on the stand. He may appear as a witness for the roads in the state case.

#### Unorganized Clerks Suffer.

TOPEKA, Kan., Dec. 17.-The difficulty which Western railroads are finding in keeping enough mechanical help is fecting in a peculiar manner the clerks they employ. Some of the roads, the Santa Fe included, have begun reducing valaries of the office employes. The high wages paid to mechanical help makes it necessary to retrench in expenses, and the doing this among their office forces. No organization exists among the clerks, but it is understood that steps will be taken to request the roads to discontinue the reduction policy

#### The Lewis River Bridge.

Messrs. Wakefield and Jacobson yester day took the necessary plant down to Lewis River to build the draw for the Lewis River bridge of the Kalama-Van-couver line of the Northern Pacific. Ow-ing to the impossibility of getting the steel for this draw the company has been obliged to make transfers across this river on a barge for nearly a year. The steel has at last arrived, and the draw will be completed in about six weeks, so

Northern Pacific Buys Big Engines TOPEKA, Kan., Dec. 17.-The Santa Fe has made arrangements to sell to the for mountain service, where the Santa Fe expected to use them for hauling immense freight trains. Others have been ordered to take their places.

CHICAGO, Dec. 17.-Members of the Central Freight Association met here today with a view to obtain an agreement to raise many commodity rates. The opin ion was almost unanimous that a great nany rates are too low, and that change should be made.

#### CANNOT SURVIVE SHOCK. Double Operation on Lorenz' Little Patient Will Prove Fatal.

NEW YORK, Dec. 17 .- Five-year-old Marion Greene, on whom Professor Lor-enz operated last Friday, has had convulsions and is in a dangerous condition, says the Philadelphia correspondent of the World. The Jefferson Hospital physicians are not sure that the child can survive. The operation was performed before a small company of invited surgeons. The child was afflicted with con genital dislocation of both hips. Besides sustaining the shock of a douple operation, she was etherized twice. Her zerious condition the physicians attribute to the ether rather than to the reduction of

the dislocations. Little Marion was among the five pa-tients chosen to be operated upon at the. Thursday clinic, but after four had been treated Dr. Lorenz was exhausted. Ma-rion was under ether for 35 minutes on that day. The child's parents were near-ly heart-broken when Dr. Lorenz passed her by, and he was so touched that he performed the operation the following day.

Loving Cup for Herrick Johnson. CHICAGO, Dec. 17 .- Dr. Herrick John-

son, who recently celebrated his 70th birthday anniversary, was the guest of honor at a banquet given last night by the Chicago Presbytery at the University Club. Representatives of the Ministerial body, faculty and members and alumni of the McCormick Theological Seminary and distinguished men of other denominations combined their eloquence in praise of Dr. Johnson's long service to the church and its educational interests. Special reference was made to his efforts toward securing the revision of the creed. At the conclusion of the speech-making a loving cup was presented to Dr. Johnson, who responded with much feeling.

X-Ray Expert Needed. CHICAGO, Dec. 17.-The office of X-ray expert and electrical diagnostician of the law department of Chicago has been created, and will be filled by Dr. H. Preston Pratt. In his letter tendering the posi-tion to Dr. Pratt, City Attorney John E.

Owens says:

"This office has become necessary on account of numerous attempts at fraud through the evidence of X-ray and electrical so-called 'experts' in claims against the city for personal injuries."

Extra Dividend on Telephones. BOSTON, Dec. 17.-The directors of the American Telephone & Telegraph Com-pany have declared a regular quarterly dividend of 1½ per cent and an extra dividend of ½ per cent.

For a Bad Cold.

#### MORE TROUBLE FOR PORT

BOARD'S ADVERTISING MUDDLED BY A CHICAGO PAPER.

Copy Was Not Lost, as the Tribune Reported-Commission Put to Useless Expense.

The Fort of Portland Commission is having no end of trouble with its Eastern advertising. When it decided to sell \$150,000 worth of bonds for the new drydock to the highest bidder, advertisements were sent to a number of Eastern papers, among others the Chicago Tribune. Not long ago the clerk of the board, E. T. C. Stevens, received a letter from the Tribune Company, dated the 3d inst., notifying him that the copy for the bond advertisement had been lost and requesting that a fresh copy be transmitted. The board was hurrledly called together and decided that the only thing to do, in order to comply with the law, was to make a fresh start and readvertise for bids. This was done, and a fresh date bids. This was done, and a fresh date set for opening of the bids. Now comes another letter from the Tribune Company to increase the wrath of the board. The escond letter, under date of December 12, informed Mr. Stevens that publication of the advertisement, under the original planations, began on November 25. No explasation is given of the bungling error previously made and no apology is sent, only a bill for printing the advertisement. which the board does not feel under any obligation to pay, considering the circum-stances. As it has sent out the second set of advertisements specifying the new date for opening the bids, no further ac-tion in the bond matter will be taken. Several members of the commission have gone to Seattle to be present today at the launching of the Port of Portland tender John McCraken. The tender is nearly completed, and will be brought around to Portland about February 1.

#### FOUR WHEAT SHIPS SAIL.

until after Christmas.

More, Londed for Australia, Ready to Leave Down.

The towboats at the mouth of the rive had a busy time of it again yesterday Besides the arrival of the French bark Surcouf, from the north, four loaded grain ships were towed to sea, all bound for Queenstown or Falmouth for orders They were the French bark Cannebisric, British ship Crown of Denmark, British bark Lodore and German ship Christel. The Crown of Denmark had been in the lower river since November 17. The change of wind is helping to clear

away the accumulation of vessels at As-toria, but the quick dispatch given at this end is preparing the ships for rea about as fast as they can be dispatched from the lower harbor. The Holyrood, with a big load of wheat for Europe, left down yesterday afternoon, and the Matterhorn intended to go also, but her departure was delayed a day. The latter vessel will go to Sydney. She cleared yesterday with 110.214 bushels of wheat worth \$88,328, shipped by Kerr, Gifford & Co. Another big Australian cargo cleared is that of the Wandsbek. It consists of 134,056 bushels of wheat velved at \$134,056. bushels of wheat valued at \$107,242. The Northwestern Warehouse Company is the exporter. The Wandsbek will sail to Melbourne. Other wheat ships that have fin-ished loading here are the Cornil Bart and the Nal.

#### IN THE ICE ON LAKE ERIE. Steamer and Three Schooners in

Dangerous Positions. DETROIT, Dec. 17 .- The steamer H. K. Martin and her tow, the schooners James Spademan and Belle Hanscombe, are tonight reported in a dangerous position about eight miles below the mouth of the Detroit River, in Lake Erie. About seven Northern Pacific its three enormous de-capod engines—the largest in the world. The engines did not prove satisfactory schooner is flying signals of distress. A schooner is flying signals of distress. A strong wind is piling ice up on the vessels, and there is danger of the ice cutting the hulls below the water line. Tugs have gone to the relief of the distressed ves-

#### Astoria Marine Notes.

ASTORIA, Or., Dec. 17 .- (Special.)-The oll barge Santa Paula, which left out to-day for California in tow of the Rescue. was delayed here so long because the tug, which burns oil, has only a capacity for 100 hours, and it was necessary to await favorable conditions before start-

One of the sailors on the British ship Isle of Arran jumped overboard last even-ing and tried to desert by swimming ashore. A small beat was lowered and the man recaptured before he had gone very far away from the vessel. If he had been let alone he would surely have drowned, but when taken back to the ship he was very violent and threatened to set fire to the vessel if forced to go to sea in her. He was kept on board notwithstanding his threats.

New Pacific Mail Steamer Siberia.

The new steamer Siberia, one of the largest vessels that has been built in America, sailed from New York, December 12. The vessel was built by the Newport News Shipbuilding Company. She was launched October 20, last year, and has a displacement of 18 400 tons. She has a displacement of 18.400 tons. She has a length of 572 feet 4 inches, a beam of 68 feet and a depth of 40 feet. Her contract speed is 18 knots, but with her 8000 horsecower it is expected. 8000 horsepower it is expected that she will be able to make 20 knots easily. Ac-commodations for 200 saloon and 1200 third-class passengers are provided.

Vessels Missing From St. Johns. ST. JOHNS, N. F., Dec. 17 .- The Allar Line steamer Siberian arrived here from Liverpool. She encountered furious gales, which swept her decks and smashed her lifeboats. Three schooners, with crows aggregating 23 men, are missing, and the government has dispatched a tug in search

#### Ashore in Lake Ontario

OSWEGO, N. Y., Dec. 17.-The scho John E. Hail is ashore on Ducks Island, 20 miles out on Lake Ontario. The crew probably has been drowned, as nothing has been seen or heard of the men.

Barge Goes Ashore. CAPE VINCENT, N. Y., Dec. 17.—The barge Isaac Stevenson, of Ogdensburg, broke from her tow in the terrific gale on Lake Ontario, 19 miles west of here this morning. The crew is safe.

German Ship Wittelsback Ashore. COPENHAGEN, Dec. 17.—The German turret ship Wittelsback is ashore near Köswor. The German warships Kaiser Wilhelm der Grosse and Prinz Heinrich have gone to her assistance.

#### Marine Notes.

The Dowan Hill has moved from the sand dock to Victoria dock. The Wiscombe Park is dicharging general cargo at Mersey dock. The Portland & Asiatic liner Indrapura sailed from Yokohama for Portland Tues.

The Austrian steamer Klek began load-ing grain for South Africa at Columbia dock No. 2 yesterday.

dock No. 2 yesterday.

In the foreign trade of the United Etates in 1901, according to the report of the London Board of Trade, 5.4 per cent of the tonnage was owned in the United Kingdom. The same report states that, while the tonnage built in the United Kingdom in 1901 was but \$83,123 tons, against \$94,257 in 1990, the tonnage built

in the United States in 1900 was 453,485 tons, against 393,790 tons in 4900.

ASTORIA, Dec. 17.—Arrived at 1 P. M.—French bark Surcout, from Royal Roads. Sailed at 1 P. M.—French bark Canneblere and British ship Crown of Denmark, for Queenstown or Falmouth for orders. Arrived down at 1 P. M.—British ship County of Roxburgh. Sailed at 1 P. M.—Tug Rescue, with barge Sants Paula, for San Francisco. Loft up at 2 P. M.—German bark Werra, Sailed at 2:30 P. M.—British bark Lodore, for Queenstown or Falmouth. Sailed at 3 P. M.—German ship Christel, for Queenstown or Falmouth. Condition of the bar at 4 P. M., moderate; wind northeast; weather basy.

northeast; weather basy.

San Francisco, Dec. 17.—Arrived 16th at 10
P. M.—Steamer Geo. W. Elder, from Portland.

Arrived at 2:10 P. M.—Steamer Homer, from

Portland.

Yokohama, Dec. 17.—Sailed 16th — British.
steamer Indrapura, for Portland.
San Francisco, Dec. 17.—Arrived—Steamer
Charles Nelson, from Seattle. Sailed—Steamer
Umatilla, for Victoria; steamer Acme, for Willapa Harbor

lapa Harbor.

Gibraltar, Dec. 17.—Passed—Phoenicia, from
New York for Naples and Genoa.

Liverpool, Dec. 16.—Arrived—Canadian, from
New York: Mechanican, from New Oricana.

Arrived 17th—Tunisian, from St. John, N. B.,
and Hallfar.

London Dec. 17. London, Dec. 17 .- Arrived-Metaba, from New York.

Hamburg, Dec. 17.—Arrived—Teutonia, from Montreal, vis Sydney, C. B. Antwerp, Dec. 17.—Arrived—Switzerland, from Philadelphia. Genoa, Dec. 17.—Salled—Ligura, for New London, Dec. 17.-Arrived-Columbian, from

New York, Dec. 17.—Arrived—Karamania, from Naples. Safied—Oceanic, for Liverpool; St. Paul, for Southampton.

Tacoma. Dec. 17.—Arrived—German bark Al-

Tacoma, Dec. 17.—Arrived—German bark Alsterberg, from Montevideo; German steamship
Hermonthia, from San Francisco. Sailed—Bark
Hesper, for San Pedro.
Seattle, Dec. 17.—Arrived—Japanese steamer
Riojun Maru, from Japan and China. Sailed
—Steamer Dotphin, for Skagway.
Hoquiam, Wash., Dec. 16.—Arrived—Steamer
Coronado, from San Francisco for Aberdeen;
schooner Dauntless, from San Pedro for Ho-

gulam. The new dredge Columbia has resumed work at Postoffice Bar, and her operations are entirely satisfactory. The dredge Portland has been laid up just below Oceanic dock and will probably be idle town, Dec. 17. - Arrived - Teutonic Yokohama, Dec. 17.—Arrived previously—Em-

rose of China, from Vancouver for Hong Kong, etc.
Hong Kong, Dec. II.—Arrived previously— Gaelic, from San Francisco, via Honolulu and Yokohama. Liverpeol, Dec. 17.-Salled-Celtic, for New

### SMUGGLING OF LIQUOR.

Army and Navy Officers and San Juan Officials Suspected.

SAN JUAN, Porto Rico, Dec. 17 .- Col-SAN JUAN. Porto Rico, Dec. 17.—Collector C. Cruson today selzed several hundred cases of liquors which had been brought from St. Thomas on board the United States lighthouse tender Laurel. It is rumored that certain Army and Navy officers, as well as some prominent citizens of San Juan, are implicated in the matter. The case will go before the Federal Court, and the Bureau of Insular Revenue will also take some action. It is said that this method of smuggling It is said that this method of smuggling has been in operation for the last 19 months, and that goods amounting to several thousand dollars have been land

antorial Fight in North Dakota. FARGO, N. D., Dec. 17.-The Cass County Legislative delegation of 12 members met here and enthusiastically States Senator. He is a banker and a nephew of Senator Hanna, of Ohio. Cass County members assert that he is the candidate upon whom the factions can unite. Supporters of Senator Hans-brough say he has votes enough to elect without Cass County.

#### IT IS IMPORTANT

To Know What You Are Taking When Using Catarrh Medicines.

Catarrh is the short route to consumption, and the importance of early and judicious treatment of catarrh, whether ocated in the head, throat or brenchial tubes, cannot be too strongly emphasized.

The list of catarrh cures is as long as the moral law and the forms in which they are administered, numerous and confusing, from sprays, inhalers, washes, oint-

The tablet form is undoubtedly the most convenient and most effective, but with nearly all advertised catarrh remedies it is almost entirely a matter of guess work as to what you are taking into your sys-tem, as the proprietors, while making all sorts of claims as to what their medicines always keep it a close secret as

o what they are.

The success and popularity of the new catarrh cure, Stuart's Catarrh Tablets, is largely because it not only cures catarrh but because catarrh sufferers who used these tablets know what they are takin into their systems. Stuart's Catarrh Tab lets being composed of Red Gum. Blood Root and similar valuable and antiseptic and being dissolved in the mouth they take immediate effect upon the mucoue lining of the throat, nasal passages and

whole respiratory tract. The cures that Stuart's Catarrh Tablets have accomplished in old chronic cases of catarrh are little short of remarkable and the advantage of knowing what you are putting into your stomach is of para-mount importance when it is remembered that the cocaine or morphine hebit has been frequently contracted as the result of using secret catarrh remedice. Stuart's Catarrh Tablets meet with

cordial approval from physicians, because their antiseptic character renders them perfectly safe to the general public to use and their composition makes them a com-mon-sense cure for all forms of catarrha

All druggists sell them at 50 cents for

TEETH EXTRACTED AND FILLED LATELY WITHOUT PAIN by our late scientific method apiled to the gums. No sleep-producing agents or cocaine. These are the only dental parlors in Portland having PATENTED APPLIAACLAS and ingredients to extract, fill sind apply gold crowns and porcelain crowns undetectable from natural teeth, and warranted for 10 years. WITHOUT THE LEAST PAIN. All work done by GRADUATED ENTISTS of from 12 to 20 years experience, and each department in charge of a specialist. Give us a call, and you will find us to do exactly as we advertise. We will tell you in advance exactly what your work will cost by a FREE EXAMINATION.



Set of Teeth ..... \$5.00 Gold Filling ..... \$1.00 Gold Crown ..... \$5.00 Silver Filling ..... \$ .50

In our GOLD CROWNS and BRIDGE WORK, of which we are making a SPE-CIALTY, the most BEAUTIFUL PAINLESS AND DURABLE of all dental work known to the profession, you will find an example o. the HIGHEST ARTISTIC ATTAINMENT, the adaptability of which to the HYGIENIC conditions of the mouth is unquestioned.

#### **New York Dental Parlors** MAIN OFFICE-FOURTH AND MORRI-SON STS, PORTLAND.

Branch, 614 First Avenue, Seattle. HOURS: \$:30 A. M. to S P. M.; Sundays, \$:30 A. M. to 2 P. M.

"As no unwelcome

guest" -Longfellow Signifies the entry into every schold of an article of

### Gorham Silver

A fact to be borne in mind by those who are seeking suitable gifts for friends or relatives. The infinite variety of the Gorham manufactures still further recommends them for this purpose. All tastes, ages and predilections may be suited in Gorham ware.



responsible jewelers



## WHY THEY SUCCEED

Because They Are for a Specific Purpose.

Nothing can be good for everything. Doing one thing well brings success. Doan's Kidney Pills do one thing only. They're for sick kidneys.

They cure backache, every kidney ill. Here is undeniable evidence to prove it.

Mrs. A. M. Weaver, of 115 N. A street,
Crippie Creek, Colo, whose husband is
superintendent of U. P. R. R. quarries,
says: "Doan's Kidney Pills are a remedy in which I have great confidence, and I heartily reindorse what I have before stated about them in our Cripple Creek papers. Some three years ago I gave them to our little girl, who was troubled with a weakness of the kidneys. A few doses checked the annoyance, and a shi tinuation of the treatment cured i has had very little trouble since, with the exception of when she caught a severe cold; then there were symptoms of a recurrence, but a few doses of the pills never falls to ward off an attack. I recommended them to a lady friend of mine some time ago, who used them, and was also benefited. I keep them constantly in the house, so as to have them on hand in case of recurrence. I do not hesitate

to advise any mother to use them in her family where necessity demands." Ask the Laue-Davis Drug Company what their customers say about Doan's

For sale by all dealers. Price, 50 cents. Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name-Doan's-and take

#### "CLEANLINESS"

is the watchword for health and vigor, comfort and beauty. Manking is learning not only the necessity but the luxury of cleanliness. SAPOLIO, which has wrought such changes in the home, announces her sister triumph-

#### HAND SAPOLIO FOR TOILET AND BATH

A special soap which energizes the whole

body, starts the circulation and leaves an exhilarating glow. All grocers and dragglets.

C. GEE WO, The Great Chinese Doctor



C. GEE WO. The Great Chinese Doctor

A came a great occause his wonderful cures are so weh known throughout the United States, and because so many people are thankful to him for saving their lives from operations. He treats any and all diseases with powerful cultures which powerful cultures herbs, roots to usus, hark and vegetaoves, that are entirely unknown to medical science in this country, and the has successfully used in different disease. He guarantees to cure catarra, eases. He guarantees to cure catarra trouble, and all private diseases. Hundreds of testimuniass. Charges moderate. Call and see him. CONSULTATION FREE Patients out of the city write for blank and circular, inclose stamp. Address THE C. GREE WO CHINESE MEDICINE CO. 1234 Done in Consultation.

icott's Santal-Pepsin Capsules A POSITIVE CURE For Inflammation or Catarrie of the Bladder and Diseased Kidneys. No cure no pay. Gures called and Fermanently the worst cases of Geonografisea and Glocet, no matter of how long standing. Absolutely harmless. Sold by druggists. Price 51.00, or by mail, postpaid, \$1.00, 3 boxes, \$2.75. Midneys. No cure no pay. Gures callely and Permanuity like worst cases of Gonorrhoea and Gicet, no matter of how long standing. Absolutely harmless. Sold by drugists. Price 51.00, or by mail, postpaid, 51.00, 3 bezm, \$3.76.

THE SANTAL PEPSIN DU., BELLEFONTAINE, OHIO. LAUE-DAVIS DRUG CO., Portland, Or.

## **Blood Poison**

is the worst disease on carta, yet the eastert to cure WHEN YOU KNOW WHAT TO DO. Many have pumples, spots on the skin, sores in the mouth, ulcera, failing hair, bone painst catarrh, don't know it is BLOOD POISON. Sent to DR. BHOWN'S, 935 Area St., Philadelphia, Pa., for BROWN'S BLOOD CURE, \$2.60 per bottle, lasts one month. For sale only by Frank Nau, Portland Hotsl Pharmacy.

## Steam-Heated

Yes, the Burlington's thro' train to Kansas City and the Southeast is steam-heated from smoking car to standard sleeper. It also carries a tourist sleeping car, reclining chair cars and dining cars.

> Three routes east-via Billings, St. Paul or Denver-all are good.



TICKET CF/ICE: Cor. Third and Stack Sta R. W. Feater, Tloket Agent



Leave	turen nebat	Arrive
*5:30 P. M.	UVERLAND EA- PRESS TRAINS, for Salem, stoss- burg, Assissed, cac- ramento, Og de s, sam Francisco, mo- jave, Los Angeres, fil Pass, New Or- teans and the East Morning train con- meets at Woodburn (daily except Sun- day) with train for alount Angel, Sil- verton, Brown-	*T:45 A. M

orvallis passenger. '5:50 P. M. 114:50 P. M. | seridan passenger. | 8 25 A. M. \*Daily. ||Daily except Sunday. POHTLAND-USWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

ron. Libany passenger ... connects at Wood-

urn with ML An-

10:10 A. M.

Leave Portland daily for Uswego at 7:30 A.
M. 12:50, 2:05, 3:35, 5:20, 6:25, 8:30, 10:10
P. M. Daily except Sunuay, 5:30, 6:30, 8:35, 10:25 A. M. 4:00, 11:30 P. M. Sunday only, 8:00 A. M. Returning from Oswego. arrive Portland-8:00 A M. Returning from Oswego. arrive Portland-daily 8:30 A M. 1:50, 5:05, 4:35, 6:15, 7:35, 8:55, 11:10 P. M. Daily except Sunday, 6:25, 7:25, 9:30, 10:20, 11:45 A. M. Except Monday, 12:25 A. M. Sunday only, 10:10 A. M. Leave from same depot for Patias and Intermediate points daily except Sunday 4:00 P. M. Arrive Portland 10:20 A. M. The Independence-Moumouth motor line operates daily to Momouth and Airire, connecting with 8. P. Co.'s trains at Dallas and Independence-

pendence.

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

Tickets to Eastern points and Suropa Alse Japan, China, Honolulu and Australia.

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Steamers connect at Ban Francisco with company's steamers for ports in California, Mexico and Humboldi Bay. For further informa-Leave Seattle 9 A. M. Steamers connect at Ban Francisco with company's steamers for ports in Call-fornia, Mexico and Humboldt Bay. For further informa-

Bay. For further information obtain folder.

Right is reserved to change steamers or saliing dates.

AGENTS—N. POSTON, 246 Washington et.
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JAPAN - AMERICAN LINE RIOJUN MARU For Japan, China and all Asiatic points, will leave Seattle

### About December 30th Willamette River Boats

Steames POMONA, for Salem, Independence, Albany and Corvalile, leaves 6:45 A. M. Tutsdays, Thursdays and Saturdays.

Steames ALTONA, for Dayton, McMinnville and way, leaves T A. M. Mondays, Wednesdays and Fridays.

OREGON CITY TRANSPORTATION CO.

Office and dock, foot Taylor street.

# OREGON SHORT LINE

### AND UNION PACIFIC THREE TRAINS DAILY FOR ALL POINTS EAST UNION DEPOT. | Leave. | Arrive.

CHICAGO-PORTLAND 9:00 A. M. 5:30 P. M. Dally.
For the East via Huntington. SPOKANE FLYER. 6:15 P. M. 7:00 A. M. For Eastern Washington, Walla Walls, Lewiston, Coeur d'Alene and Gt. Northern points ATLANTIC EXPRESS 8:50 P. M. 8:10 A. M. For the East via Hunt- Daily. Daily.

OCEAN AND RIVER SCHEDULE. FOR SAN FRANCISCO. 8. 8. Columbia— From Alasworth Dec. 8, 18, 28. Dec. 13, 22. See P. M. 5:00 P. M. FOR ASTORIA and \$.00 P. M. way points, connecting Daily ex. with steamer for Ilwa-Sunday, co and North Beach, Saturday, steamer T. J. Potter, 10 P. M. Sunday, steamer T. J. Potter, 10 P. M.

For Salem, Corvailly Mondaya, dio P. M. and way points, steam. Wednesday Tuesdays. Dock. FOR DATTON, Oregon 7:00 A. M. City and Yamhill River Tues., points, str. Elmore, Thurs., Ash-et. dock, (Water permitting.) For Lewiston, Idaho, 4:05 A. M. About and way points, from daily 5:00 P. M. Riparia, Wash., steam-except daily ex Friday.

#### Ticker Office, Third and Washington. Telephone Main 712 PORTLAND & ASIATIC

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For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manifa, Poer Arthur and Vladivestok.

INDRAFURA SALLS ABOUT DECEMBER 28.

For rates and full information call on or audress officials or agents of O. R. & N. Co.



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