EASY WORK, BIG PAY

Sacramento Firm Offers Bait that he could get it cheaper if there a railroad into the Nehalem Valley to Letter-Writers.

COPYISTS TO GET \$20 A HUNDRED

Portland Woman Follows Instructions, Sends 50 Cents, and Then Finds She Must Victimize 100 Friends Before Being Paid.

A fraud petty in its character, cruel be cause it victimizes only those who can ill afford to lose even 56 cents, many years afford to lose even so cents, many years old, and yet young with the perpetual youth of all schemes based on the eternal credulity of the human race, is being worked with some success in Oregon by different gangs of sharpers who reside in Chicago, St. Louis, Sacramento, and elsewhere.

Their method, which is practically the Their method, which is practically the same in all cases, is to advertise in various newspapers for women to write letters at home and to promise for this work the attractive pay of \$30 a hundred. Were this promise to be fulfilled, preity nearly anybody could make several hundred dollars a week

a week.

Every applicant for this remunerative job receives a circular which conveys the glad tidings that the applicant is hereby appointed to write letters, and that the company will pay promptly at the end of each week "30 cents for each letter sent us, as stated in our letter of instructions sent to employes."

The circular proceeds to say that in or-

sent to employes."

The circular proceeds to say that in order to prove the applicant's good faith and to cover the cost of material it will be necessary to send the company 50 cents.

When this is done the applicant receives a number of copies of the circular and instructions to write a short postscript to it saying that she knows the company's offer to be a good one, and then to mail the circulars to friends or acquaintances. For circulars to friends or acquaintances. For each letter containing 50 cents which is received by the company from these friends the company will pay 20 cents, and for no others. And thus the hope of easy work and big pay fades from the victim.

Mrs. Effic Brandt, who lives at 264 East

Thirtieth street, recently answered an ad-vertisement of the foregoing description inserted by the Pacific Supply Company, of Sacramento, Cal. In reply she received a rircular which addressed her as "Dear Friend" and proceeded as follows:

"Your application is received, and in re-ply beg to say we have given you the em-pleyment and shall be pleased to have you

COMMENCE WORK AT ONCE.

"The work is easy, and the position will not interfere with your household duties, as you are not compelled to write any certain number of copies per day.

"We pay you promptly every week at the rate of TWENTY DOLLARS PER HUNDRED, OR TWENTY CENTS FOR EACH LETER sent us as stated in our printed circular of instructions to em-ployes. The letter which we send you to opy contains only 5 words, or eight lines in all. We tell you this frankly because we have seen copies of letters from other firms that are so long you could not earn more than \$2 or \$3 per week.
"We state everything plainly, so there

can be no misunderstanding between us; another thing, YOU GET PAID PROMPT-LY EACH WEEK; we do not compel you to work a month before receiving your money, as other firms do."

The circular then passes on to more im-portant matters. "You don't pay one penny, or anything," it says, encouraging-ly, "except FIFTY CENTS, which we ask you to send us along with the order blank herewith inclosed for which we send you, all charges prepaid, goods for your own see exactly what you are writing about. You receive full value for this small amount, so you can't possibly lose any-

His use of the word "unscrupulous" tingles with horror.
"It is necessary," continues the circu

"to ask for this small amount to protect ourselves from unscrupulous person who answer advertisements only to a what they can for nothing. We don't think for one moment that you are one of this kind of people, or we would not an-swer your application, but we found it necessary to adopt this rule with every-

"I guess I'm an idiot," said Mrs. Brandt yesterday, "but I needed the money and I sent the supply company 50 cents. In reply I got a number of the same circulars that I had received in answer to my first letter, and a box of headache powders.
"The company said for me to write a

note at the bottom of all these circulars saying that I had accepted their offer and had found it to pay very well. I was then to mail them to people who knew me and who would be influenced by my recommen-dation. Then the company said it would remit me 20 cents for each letter received from my friends containing 50 cents. I didn't think this would be honest, so I just did nothing and made up my mind that my 50 cents was gone to people who were

marter than I."
Mrs. Brandt then remembered the headache powders. The reporter wondered aloud what use they were, and Mrs. Brandt had an explanation.

"When the people who answer the adment get the company's answer, he, "they are liable to have such headache that the powders will be useful."

COAL NEAR PORTLAND. Yet City Pays High Prices for Wood Fuel.

"It is strange that the people of a prosperous city like Portland should go on burning wood at high prices and suf-fering for a lack of good fuel when on the west slope of the Coast Range within 40 miles of this city there are vast coal measures and the finest forests in the

world."

This remark was made to a reporter yes-terday by ex-County Assessor Greenleaf, who has lately made an extensive excursion along the ocean side of the Coast

get wood for \$2.50 a cord and a Chinaoan sawed and split and carried it in for 80 cents. Now we pay \$4 or \$4.25 for a cord of fir wood, 50 cents for sawing it, and \$1 for having it split and carried in, which is nearly double what we used to pay. All wood within easy hauling distance of Portland is gone. There was plenty of the best of wood on the hills back of the city in those days. Dealers are now hauling two cords as easily as they used to haul one, but they have to haul twice as far, so most of the wood comes in on trains and barges, but the best still comes from the bills and is

called farmer's wood.
"We need manufactories here and in order to get them we need cheap fuel. There is something wrong. I can't understand it. Here within 40 miles of the city is plenty of coal. Some of the veins have been worked and Nehalem coal is known to be of good quality. It is strange that Portland capitalists do not build a railroad to these coal deposits. strange that Portland capitalists do not build a railroad to these coal deposits. The pass in the range is only 1100 or 1206 feet abowe sea level, and there is 25 miles in which to make that ascent.

"I have been all through the country on the west side of the Coast Range and key sailouts, The main occupation of people in the surrounding country is stockraising, and nearly all the tillable land near it is used in the production of hay.

Dayville is 25 miles from Canyon City, and a few miles below it I crossed the line between Grant and Wheeler countries.

From Mr. Greenleaf's earnestness in this matter it is probable that he has just been negotiating for a supply of fuel for Winter and has come to the conclusion that he could get it cheaper if there was

FLOOD SWEEPS A RESORT Famous Alpine Watering Place in Austria Suffers Serious Damage.

NEW YORK, Sept. 18 -- A disaster in the shape of a storm has failen on this place, says the Herald dispatch from Bad Gastein, a famous Alpine watering place, in Austria. Snow fell on top of accumulated snow and then came a heavy rain, and on both sides of the valley from the great ranges of mountains for miles came spurt-ing forth turbulent cataracts. The water from these rushed into the Aachen, a small but rapidly flowing river, which runs through the center of the valley, and the mountain stream became a whirl-ing mass of turbid waters, rushing at such a rate that wherever it took a sharp turn the danger threatened the banks.
The famous waterfall which runs

through Bad Gastein became a thundering mass of furious water, roaring down its rocky bed, causing all the houses in the neighborhood to vibrate from its force. The climax came at 11 o'clock Thursday

evening. About that hour the main street of the usually quiet town, where people go to bed early, resounded with the ominous sound of long, loud bugle calls, recognized in the neighborhood as the call of alarm and the signal that assistance was badly needed. The citizens hurriedly dressed and made for the street. The waterfall had increased to mighty proportions. Trees and great masses of wood came thundering down. Earlier in the evening the electric lights all over the town had gone out, and the upper bridge

The electric works, which supplied the Imperial Hotel, were completely wrecked. The dynamo was washed into the bed of the torrent. All communication with the nearest station here, Lend Gastein, has been cut off owing to the fall of the bridge, and the few visitors remaining here are temporarily imprisoned.

IMMIGRATION IS ILLEGAL Nearly All the Japanese in Hawaii Got in by Crooked Work.

HONOLULU, Sept. 18.-Edward Rosenberg, traveling agent of the American Federation of Labor for the Philippines, China and Japan, who has been investigating conditions in Hawaii, makes the announcement that 19 per cent of the Japanese coming here are illegally assisted immigrants. Hundreds are arriving monthly. He says he will so report to the federation, which will probably take steps to stop them.

No Cars to Ship Shingles.

ELMA, Wash. Sept. 18.—(Special.)— Nearly all of the shingle mills in this vicinity are closed on account of the low prices of shingles and scarcity of box cars. Lumber mills are running, as lumber can be shipped on flat cars, which are more plentiful than box cars. A. W. Deming's mill will start again next Monday.

there that would furnish Portland with a CUTS THE WAY TARIFF

REGULATOR COMPANY APPLIES LOW RATE TO DALLES CITY.

Cheap Traveling for the People of Upper Columbia Towns-Susquehanna's Stormy Trip.

There is no likelihood of the trouble between the Regulator and Spencer lines being patched up in the immediate future As evidence of its determination to contro the upper river business, the Regulator Company yesterday applied the cut rates that have been in effect on the steamer Balley Gatzert also to the steamer Dalles City. The latter is the way boat that leaves up on the same days as the Gatzert and the Charles R. Spencer. Since the be ginning of the struggle the Spencer Company has applied the cut rates between Portland and way landings, as well as be-tween Portland and The Dalles, the Regulator Company contenting itself with cutting only the Portland-Dalles rate. The new tariff, which was ordered yesterday by General Auditor Simons, who is In The Dalles, is 50 cents for the rour to any point between Portland and The Dalles

Under the new arrangement, the Gatzert is to stop at Washougal, Cascade Locks, Stevenson, White Salmon, Hood River, Lyle and The Dalles. All other landings are to be made by the Dalles City. No move in retaliation has been made by the Spencer line, which has a 50-cent sin-

gle-trip rate to The Dalles and to way points. Captain Spencer says he is satis-fied with the business he is getting, and will keep the cut rates in force indefinite-ly. The O. R. & N. has taken no part in the warfare yet, but as soon as it finds on the main read to the Bockstein had its rall business diverted to the water lines fallen. A little later the one below the big waterfall gave way.

| The water water water lines its rall business diverted to the water lines it will be forced also to reduce rates to protect itself.

IN A BLOW OFF THE HORN. Stormy Voyage of the Susquehanna

From Baltimore,

SAN FRANCISCO, Sept. 18.-The American ship Susquehanna salled into the har-bor today, ending a short but storiny voyage from Baltimore with a cargo of coal Captain Bailey reported that all went well until almost within sight of the entrance to the Straits of Lemaire, when the wind that had been blowing from the north suddenly swung around and came from the south with hurricane violence. The storm continued day after day, and the ship was 19 days in getting around the Horn. During the blow the boatswain was washed from the forecastle head and dashed against the bulwarks by the force of the water that rushed over the ship. He was so badly injured that he died a few hours afterward.

VIOLATED CUSTOMS LAW. American Tugboat in Trouble at

Vancouver, B. C. The American tug Wyadda, which towed the barkentine Blakeley to Vancouver, B. C., rendered herself liable to a fine of \$400 by breaking the Customs regulations.

FROM CANYON CITY TO FOSSIL

A Trip of One Hundred Miles in the John Day Country.

government for adjoining counties, Grant and Wheeler, respectively, is a distance of 115 miles. The route is interesting from the variety of the scenery it pre-

covered mountain.

It was late in the forenoon of one of these tranquii Summer days, so common use which we are advertising, so you can in Eastern Oregon, that the writer began see exactly what you are writing about. his trip from Canyon City to Possil, riding on horseback, which is the most conveninent, though not always the pleasant-est method of traveling in this portion thing. This is the only payment to be made, and will not be called for again, no matter how long you work for us."

The Pacific Supply Company is much grieved at the baseness of human nature. and the traveler finds himself in the shady streets of the old but attractive town of John Day. The town marks the junction of Canyon Creek with the John Day River, but as I have described the place in a previous article, it is not necessary for me to again tell of its features of interest, nor of the great mining dredge that is digging gold from the river banks near at hand. But imagine, if you can, that you are

riding with me down the long, narrow val-ley, where a continuous line of willows in-dicate the winding course of the river through the grassy meadows. You watch with interest the crews of men gathering the hay and hoisting it to the tops of high stacks. In this work some are using wag-ons and others are using bucks, a kind of large rake that moves ahead of the horses and gathers the hay. The latter is a great labor-saver, for it picks up the hay and transfers it to the derrick for elevation to the top of the stack without once requiring the use of a pitchfork. Maud Muller would have been without a job had these machines been in use in

After passing down the river for a few miles, the traveler turns in his saddle to take another look at higher peaks of the Blue Mountains that he is leaving behind him. A branch of the mountains lies south of him, but the higher points, Canyon Mountain and Strawberry Butle, are in the rear and their steep, timbered slopes loom up tall and majestic through the blue haze that gave the range its name.

The scene is indeed picturesque

Eight miles below John Day, in a little nook in the side of the valley, is Mount Vernon. It consists of a postoffice, a single store, a blacksmith shop and a feed stable. It is probable that in time a town of some importance will grow up there for there is a good agricultural country above and below it on the river bottom. It was noon when I arrived at Mount store. The stable was closed and I had some difficulty in finding the owner, and the independent attitude he exhibited was rather amusing. He was at dinner, and when I asked him if I could get my horse fed some grain he replied: "I don't have ursion along the ocean side of the Coast any grain, and I don't think you can get any here, though, maybe, the folks up the lane there have some. If you want to feed your horse some hay, why just tie him in a stall and go up a ladder in-side and throw him down some." It is certainly fortunate for the traveler that he rarely meets with such indifferent peo-

ple in Eastern Oregon. After paying the man for the hay I had fed my horse, I resumed my journey, but I found but little difference in the character of the John Day Valley below Mount Vernon than that I had seen in the morning. There was a continuation of green fields and meadows where hay had been

freshly cut.
It was after dark when Dayville was It was after dark when Dayville was reached. It is a little place, and is also named after John Day, the Hudson Bay stretch of country that interested me so Company's representative of early times in this country. There was no trouble in obtaining good accommodations here for myself and horse, and I was rather favorably impressed with the place. Dayville consists of two hotels, a feed stable, postoffice, one store and two saloons. The

on the west side of the Coast Range and line between Grant and Wheeler counknow what I am talking about," continued ties. About this place the road leaves the road on not more the course of the river, and crosses a than a 2 per cent grade can be built in series of rolling hills that are barren and LIONEL A. JOHNSON.

From Canyon City to Fossil, seats of | quite uninhabited. In some of the guiches are streams of clear spring water, and their courses are marked with willows and cottonwood trees.

It was in one of these hollows that I found a corral where a number of men sents. It passes through valleys of the John Day River, over rolling hills, through rock-walled canyons and over a timberinterest to me.
"Dipping" is a medicinal bath that is

given sheep to cure and prevent the dis ease called scab. The liquid is placed in a long, deep trough that is only wide enough for one sheep to pass along it at a time. Two or three men catch the sheep and drop them in at one end of the trough, and several other men stand along its side and push the frightened animals forward by the aid of long, forked sticks. An in-cline at the other end of the trough allows the sheep to escape into another part of the corral. After taking a picture of the

men and their sheep, I was soon plodding along over the series of low hills. It was after noon when I arrived at Spanish Gulch, the most noted mining camp of this section. Many acres of ground have been moved here in the process of placer mining. Some very large nuggets have been dug out here, and there is much more gold that will be obtained in years to come. Lack of water causes the operations to progress slowly, and, in turn, each mineowner has nearly the entire use of it for a season. A little more than a mile from Spanish Guich and the scene changes. The road

eaves the rolling hills and descends into kind of basin, or wide canyon, in the cottom of which are a few buildings, one being a store and a postoffice. The place is known, geographically, as Antone. In the hollows coming down from the timber line are occasional ranches that add va-

At a stage station about a mile below Antone, I was able to obtain a very good Antone, I was able to obtain a full meal. The young man of the family was particularly sociable, and told me of his trips to Portland, and of his visit to The valuable cargo had escaped destruction. onian building. He expressed some logical views on the range question. and I was so interested in his conversa

tion that I departed with regret. .

The afternoon ride was a long and tire-some one. With the exception of a level valley in which there was a continuous row of ranches for five or six miles, the road was up and down steep hills. It grew dark before I reached Mitchell, and when I came around a curve in a deep canyon and saw the lights gleaming from the windows directly in front of me, it was

with a sense of deep relief.

Mitchell is an interesting little town built in the bed of a narrow canyon. There is a single street that curves with the canyon, and as the town grows it will have to enlarge in length rather than is width. Although the population is only about 175, there is much business activity width. for it is a trading point for a large section of range country. It is one of the oldest places in this part of the state, and this, together with its novel location, is one reason of its being so well known. It is a town with many characteristics that are peculiarly its own.

It was late in the forenoon of the da

after my arrival there that I left Mitchell and rode out a few miles to take lunch at a farmhouse. Until the John Day River was again reached, which was 18 miles from Mitchell, the road lays over a rather unattractive range of hills. At the point where the river is reached there are sev-eral ranches scattered along a narrow valley, and after going about half a mile be yound the place where I forded the river I put up for the night with the people who keep the Twickenham postoffice. On the following morning I started in good season on the last part of my ride to Fossil, which was 22 miles away. Durmuch as that between Twickenham and Fossil. The road goes over a high mountain, and much of the way is through tall pine timber. It was a warm day, but in the timber's cool shade there was refreshment. Occasionally I stopped to get a drink from one of the many cool swrings.

that lined the wayi

Below the timber line the road follows a creek that is bordered with the houses of farmers and ranchers. At last the road follows the creek into a narrower bottom, which only extends for a little

a drink from one of the many cool springs

master of the Wyadds received a fressing down at the hands of Collector of Customs Bowell that he will not forget in a hurry. Every foreign bottom entering that port must enter at the Customs. If vessels are must enter at the Customs. If vessels are berthing at any of the wharves along the city front, the entering is done after the berth is made, but in the case of a vessel going up the Iniet, a Customs officer must be taken on board before the second Narrows is reached. The Wyadda entered with the Blakeley in tow, and made directly for Barnet. She did not heave to and pick up a Customs officer as she is required to by law. The matter was reported, and when the Wyadda came down from Barnet she was pounced upon by the Customs men.

ustoms men. The master of the tug pleaded ignorance as an excuse, and stated that he had been nformed by men familiar with the port laws that it would not be necessary for him to enter till the return from Barnet. For that reason the fine was not imposed. The Collector of Customs states that the next similar case to come before him will be severely dealt with.

SHIPPING TRADE DEPRESSED. Serious Effect Upon Business at

Lloyd's, Recent advices from London are to the effect that the depression in the shipping trade is having a serious effect upon business at Lloyd's Premiums are not only abnormally low, but owners are de-creasing the valuation of their vessels. For instance, a steamer valued at £40,000 last year is regarded as worth £35,000 this year. Hundreds of idle boats are laid up

in all the principal ports.

Those owners who are sufficiently fortunate to secure freights are compelled to charter at reduced prices, and this also tends to depreciate insurance.

While the three preceding years were regarded as excellent, it is admitted that this year the total made will fall short of the average amount by many thousand pounds. A first-class vessel which would pounds. A first-class vessel which would yield five guineas per cent last year will now produce only four and a half guineas per cent. Ordinarily tramp steamers which were insured last year at 9 per cent are at present bringing 8 per cent. The difference in the price of premiums involves a large sum when it is remem-bered that the value of the boats insured has declined from 5 to as much in some

cases as 20 per cent.

The owners may insure the remainder against total loss, but this can be done at 2½ per cent. For the vessels which are laid up waiting for freights the underwriters merely receive a nominal premium

of 1s 6d per month.

As there is little prospect of an early improvement, a rise in rates may be expected. Owners having decided to com-bat the depression, Lloyd's will in turn make up for the lack of insurance by increasing the cost. Meanwhile shareholders in shipping companies are receiving an-nual reports minus the dividends.

CONSTRUCTING IMMENSE SHIPS. Many Large Vessels, Affont, but

Greater Ones Are Building, The rank of the biggest ships in the world, according to their registered ton-

nage, is as follows:	
	Tonnage
Minnesota	21.00
Dakota	
Celtic	
Celtic	20,80
Oceanic	
Kronprinz Wilhelm Columbus	
Kaiser Wilhelm der Grosse	14.00
Minnetaka	
Minnedora	19 4
Minnehaha	13.4
Minneapolis	13.4
Cymric	
Finland	
Kroonland	
Kaiser Wilhelm	
Korea	
Siberia	
The Cedric, Celtic, Oceani	e, Kalser WI
halm day Grayge and Kron	order Willials

and Lucania, all have 30,000-horse power engines. The new Kaiser Wilhelm II has engines of 42,000-horse power, and is there-fore the fastest passenger steamer affoat The Cunard Company is now building two steamers which will surpass every thing, being 760 feet long, 80 feet beam, 28, 600 fons and 65,000-horse power, which would make the Great Eastern look very small, for it was 19,000 tons, 2700-horse power and 680 feet long.

MANAUENSE SAILS FOR SIBERIA. Danish Vice-Consul Expresses Sat-

isfaction With Settlement. SEATTLE, Sept. 18.-After vexatious delays occasioned by charges preferred against the vessel and the Northeastern Siberian Company, the steamship Man auense sailed tonight for Siberia by way of Nome. While she took a crew composed principally of Russians, her commander, Captain S. S. Connauton, and of-ficers are all Americans. John P. Jacobson, Danish Vice-Consulstated tonight that the Manauense man

respecting the settlement. Bought a Profitable Wreck,

agement had done more than he required

NEW YORK, Sept, 18.-Officials of a Bayonne, N. J., oll company are cha grined over the discovery that they sold for \$1800 a vessel full of oil and naphtha. worth \$40,000. The steamer Maria took fire at the Bayonne plant two months ago and was towed out in the bay to burn. It was thought that its cargo had been con-sumed in the blaze, in which the lives of two men were lost. The Bayonne concern offered the ship for sale, and when the buyers had docked the supposed

Movements of Vessels,

ASTORIA, Or., Sept. 18 .- (Special.)-The chooners Volant and Guide are due to arrive at Hobsonville, on Tillamook Bay, from San Francisco to load lumber. The schooner Oakland with 500,000 feet of lumber loaded at Nehalem for San Francisco was towed to sea by the tug George R. Vosburg on Wednesday.

The steam schooner Sequola arrived at
Nehalem on Wednesday with a cargo of

150,000 feet of lumber sailed on Thursday for Eureka, where she will load redwood for San Francisco. Spruce Log Raft From Nebalem. ASTORIA, Or., Sept. 18.—(Special.)—The tug George R. Vosburg arrived in last evening from Nehalem and had in tow a raft containing 68 spruce logs, that will measure about 175,000 feet. This is the third raft that has been successfully towed from Nehalem Bay to this port by the Vosburg and the experiment is prov-

general merchandise, and after taking on

ing a most profitable one to the owners. Glenner Clears for San Francisco ASTORIA, Or., Sept. 18.—(Special.)—The American barkentine Gleaner cleared at the Custom-House today for San Francisco with a cargo of 570,000 feet of lum ber, loaded at the Knappton mills.

Heather Goes Out With Supplies. ASTORIA, Or., Sept. 18.—(Special.)—The lighthouse tender Heather crossed out this vening with supplies for the Umatilia Reef lightship and the Destruction Island light station.

Dock Strike at New Orleans. NEW ORLEANS, La., Sept. 18.-The commerce of this port was again tied up today by a strike of the Longshöremen, which has been revived. Not a ship is being loaded.

Marine Notes.

The J. H. Lunsman will finish loading piles for Shanghal today. The Red Rock, which is discharging coa at the O. R. & N. dock, will finish early next week. Electric lights are to be replaced or

lightship No. 70, off San Francisco Heads.

October 20. The Sargent has finished discharging her cargo of Alaska salmon at Alasworth

Reinsurance on the overdue steamer Laurel Branch, 27 days from Coronel for Punta Arenas, has been raised to 60 per cent. The rate on the Andora, 150 days

cent. The rate on the Andora, 150 day from Baltimore for Iquique, was advance to 25 per cent, The steamer South Portland began load

dock, and has gone down to Winter quar-

Ing wheat at Montgomery dock yesterday morning, two gangs working on her. She will probably get away for San Francisco this morning. The steamer will carry about 1100 tons. The Lighthouse Inspector of the Twelfth

The Lighthouse Inspector of the Twelfth District reports that the corrected position of the Yaquina Bay outside bar whistling buoy, perpendicularly striped, marked "Y" in white, in 31 feet of water, is as follows: Lifesaving Station, S. 61 degrees E. true (E. % S. mag.) Yaquina Head lighthouse, N. 11 degrees E. true (N. % W. mag.). The Port Patrick will begin discharging

Hamburg cargo at Greenwich dock this morning. She brings 2647 casks of cement and 147 tons of coke. At Astoria before coming up the river she discharged 2550 casks of cement. The ship is consigned to Girvin & Eyre, and is on the free list. The steamer Despatch has entered from San Francisco with 400 tons of cement. Local United States Inspectors Edwards and Fuller returned yesterday from Wal-lula, where they inspected the Elsle May.

Domestic and Foreign Ports.

ASTORIA, Or., Sept. 18.-Salled at 10:30 A. -Barkentine Gleaner, for San Francisco.
adition of the bar at 5 P. M., smooth; wind outheast; weather clear. San Pedro, Sept. 18.—Arrived—Steamer Robert Dollar, from Portland. New York, Sept. 18.-Arrived-Hecla, from

Liverpool, Sept. 18 - Arrived-Germanic, from New York.

San Francisco, Sept. 18.—Sailed—Steamer City of Puebla, for Victoria; schooner Guide, for Tiliamook; steamer Centennial, for Seattle. Arrived—Schooner Stanley, from Behring Sea, Hamburg, Sept. 18.—Arrived—Furst Bismarck, from New York.
Consenhagen. Sept. 18.—Arrived—Norge, from Copenhagen, Sept. 18 .- Arrived-Norge, from New York. Liverpool, Sept. 18.—Arrived—Peruvian, from Halifax.

New York, Sept. 18 .- Sailed-Celtic, for Liv-Sydney, N. S. W., Sept. 18.-Arrived previously, Sierra, from San Francisco.

Tacoma, Sept. 18.—Sailed-Steamer Queen,
for Seattle and San Francisco; steamer San
Mateo, for San Francisco.

Liverpool, Sept. 18 .- Sailed-Arabic, for New York, via Queenstown New York, Sept. 18.—Arrived—Auguste Vic-toria, from Hamburg, Southampton and Cher-

Queenstown, Sept. 18 .- Arrived-Cedric, from New York, for Liverpool, and proceeded, Seattle, Sept. 18.—Saited—Steamer James Dollar, for San Francisco; ship Leicester Cas-tle, for Tacoma; ship America, for Eagle Har-bor.

Largest Apples in the World. A rather handsome apple of unusual ize, slightly peculiar shape, and red colored, has been sent to The Oregonian by a farmer who desires to know what

yarlety it belongs to. On the authority of George Lamberson, secretary of the Board of Horticultural Commissioners, it is pronounced to be a specimen of the "Wolf River" variety. Just where or by whom this variety was originated is not definitely known, but the Wolf River has the distinguished honor of being the largest and the statement of the est apple grown in Oregon and therefore of course the largest in the world. The Gloria Mundi used to be considered the largest and it was big enough to satisfy most people, but it has had to take a back seat in presence of the Wolf River. Specimens of the Wolf River were displayed at Hood River last Fall, 20 of which filled an apple box, and a reguation box at that of the size adopted by the Northwest Fruitgrowers' Association which is the standard size in Oregon Washington, Idaho and Montana. Speci-mens of fine Gloria Mundi apples were also exhibited at the same time, but it took 25 of them to fill a standard box. In California, where apples to compare with those of Oregon cannot be produced, they have got up a box, narrower, shallower and longer than the Oregon box, in order that they may be able to fill them with four tiers of apples. Oregon growers do not have to descend to such artful dodges, but grow apples so large that four tiers fill a full-sized box without difficulty. As may be imagined, neither the Wolf River nor the Gloria Mundi can be nsidered a choice variety of eating apbeing rather coarse grained, will pass where there are no better eat ing apples and are a very fair second

rate cooking apple. But they are the largest grown. BUSINESS ITEMS

If Baby is Cutting Teeth,
Be sure and use that old and well-tried remedy,
Mrs. Window's Soothing Syrup, for children
teething, it soothes the child, softens the gums,
slays all pain, cures wind colic and diarrhoes.

THE MISCROSCOPE

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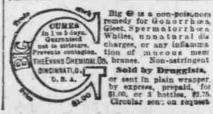
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