BUNN MAY CET

Northern Pacific Presidency May Go to Him.

P CEDENT WOULD BE BROKEN

Only One President, Thomas F. Oakes, Has Risen From the Ranks -Retirement of C. S. Mellen Now Seems Certain,

It the directors of the Northern Pacifi cleat General Counsel Buna president of that ad, as Wall street reports Indicate a probable, precedent will have re-ceived another joit. The Northern Pa-cific is not in the habit of selecting its presidents from among the list of sub-ordinate officials. But one president of the Northern Pacific, Thomas F. Oakes. has come up from the ranks. It could almost be said that Oakes and Mellen are the only thorough railroad men who

have ever headed the Northern Pacific.
While local sentiment may not have anything to do with the selection of a successor to C. S. Mellen, there is no question but that the people along the line of the Northern Pacific and the employes of the road would be gratified if president is chosen from one of the cutive officers of the line.

Minnesota papers are urging the election of someone now identified with the Northern Pacific, and in this connection it is pointed out that the heads of different Northern Pacific departments are on good terms with the general public. The cordial relations maintained by these people with those outside the comthe Northern Pacific's popularity.

While no strong objection is made by those who are following the fortunes of the Northern Pacific closely to the introduction of a competent railroad man from some other system, the argument that one who is already acquainted with the system should go to its head is finding support. This cannot affect the action of the directors to any appreciable extent, however, since the comment mes from sources that are not par-

ticularly interested in the system.

It is a curious fact, however, that the Northern Pacific has drawn its presidents from outside sources rather than developed its own material. Railroad men do not read from this experience that Northern Pacific directors have believed their employes incompetent, but rather that the introduction of new blood was believed to be advisable. This theory does not hold good entirely, for some of the presidents of the Northern Pacific were mere figure-heads and still others y represented the financial inter-The management of the system depended for its success upon subordinate

Gregory Smith, the first president of the Northern Pacific, was a Vermont man. He had considerable experience with Eastern rallroads and took up the work of putting the system on its feet, inaugurating the work of building the line west from St. Paul. During the presidency of Mr. Smith and during the receivership which began shortly after the scheme was launched and lasted until 1879 comparatively little aside from railroad building and readjusting finances was attempted. Frederick Billings was a Vermont attorney at the time he was put at the head of the Northern Pacific, and he gave way to Henry Villard, Villard, originally a newspaper man, went to the front in Northern Pacific affairs as a result of the famous "blind pool." Though un-questionably one of the greatest promoters America has seen, he is not re-

Robert Harris, who went to the North-ern Pacific from the Burlington, was a good railroad man, or at least has been so regarded, but he was a mere figure-head. It is not clear that he represented any particular interest, but it is certain that Thomas F. Oakes, first vice dent and general manager, was the real head of the Northern Pacific during Harris' regime. Mr. Oakes held the same po sition during the time C. B. Wright, a Philadelphia capitalist, was at the of the Northern Pacific. Wright was the representative of the heaviest finaninterests in the road, while Oakes fulfilled all the active duties of the presi-

The election of Thomas F. Oakes as president of the Northern Pacific gave that road its first president who had served, in minor offices connected with the system. Oakes, as general manager, had been virtually president for several years before he attained to that office. He is regarded as a good railroad man. but was unfortunate in the fact that the financial depression struck the Northern Pacific while he was president. The receivership that followed gave way to the presidency of Edmund Winter.

Winter was a thorough railroad man,

He had been identified with the Chicago, St. Paul, Minnespolis & Omaha and was engily versed in modern railroad. But he only remained with the Northern Pacific for a few months, and as a result did not have the opportunity of putting the system on its feet again. S. Mellen went to the Northern Paclfic from the New Haven in 1896. He came up from a clerkship through practically all departments of railroad work, being familiar with traffic questions, the auditor's office, the general manager's duties and the work devolving upon perintendents. Railroad men regard Mr. Mellen and T. F. Oakes as the only presidents the Northern Pacific have had who were thoroughly experienced in railroad work. Of course this is an assertion too broad to remain uncontradicted, for Win-ter and Harris might be regarded as active railroad men, though neither had the opportunity with Northern Pacific that fell to Oakes and Mellen.

In railroad circles it is regarded as cer-tain that Mellen is to leave the line. The assertion is made by preminent officials of the Northern Pacific that he has succeeded better than any other president of the road in enlisting the entire sym pathy of every employe with whom he has had to deal. Northern Pacific men declare that Mellen's retirement will be regretted by every one connected with the road, a fact that is decidedly complimentary to him.

HAS MILLIONS TO SPEND.

Wall Street Journal Estimates Har-

riman's Resources at \$36,600,000. The Wall Street Journal, in discussing Union Pacific plans, insists that the Harriman interests are contemplating extenimprovements in the West, particu-along the lines of the O. R. & N and Oregon Short Line. This question is understood to have been thoroughly discussed by Mr. Harriman during the visit well supplied with funds to carry forward extensive railroad work. It is shown that

cross, of the Oregon Short Line, has presented | country with the Coast section.

to the City Council of Salt Lake City a petit to the City Council of Sait Lake City a petition setting forth the plans of Oregon Short Line-and the San Pedro route for a joint terminal-in that city. The total cost of this terminal-including the amount paid for real estate, etc., will be about \$1,000,000. Oregon Short Line has spent, within the past two years, \$275,000 on real estate in the city, desired in become the site of the buildings.

designed to become the site of the buildings and yards now planned. Options have been obtained on other property worth \$225,000, mak-ing the total expense of property \$500,000. The joint passenger station designed will cost \$250,-

coil. The remainder of the \$1,000,000 will be spent in new freight yards, viaducts, etc. It will be remembered that Ban Pedro leases its Sait Lake terminals from Oregon Short Line, under the agreement whereby a part of regon Short Line was sold to Senator Clurk were hardly up to the requirements of Oregon Short Line alone. When Mr. Harriman was building his line to the Southwest, recently sold to Senator Clark, he set about the pur-chase of property in Salt Lake, knowing it would be needed.

would be needed.

The arrangement of July 6 is not altered by the new plan. Oregon Short Line will build the new terminals and San Pedro will lease the right to use them. The lease runs for 500 years. The preparation of Oregon Short Line to han-le a greatly increased business through Balt Lake Jity emphasizes the fact that within the past two years the far Northwest has advanced traffic importance relatively faster than any ther territory covered by the Harriman lin The advance is due primarily to J. J. Hill. Portland has consistently claimed that the Har-riman lines have not done for Portland and he north Pacific coast as much as for Sar

Francisco and the south Pacific coast,
Three months ago The Porlland Oregonian
openly criticised the Harriman policy on the
ground that it had lost glorious opportunities and had not done anything to prevent the advance of the ports of Puget Sound at the ex-pense of Portland. He also intimated that if Mr. Harriman did not think it worth while to do something for Portland the City Council knew some one who did.

Since that time the Northwest has received more attention from the Harriman forces than com any other portion of the Harriman terri-Reports have reached New York many and the coast, looking for new routes through entral Oregon and elsewhere. Harriman plan are never officially announced until well under way, but it is noteworthy that none of these reports have been officially denied.

If the figures available on Union Pacific finances are taken as a guide, it is pretty clear that the Harriman system is well provided with funds to prosecute its plans in the Northwest. The following outline indit available by, the amount of each and credit available The following outline indicates, rough inde available during the past year for ate purposes of the Union Pacific system

Total \$31,000,000 Oregon Short Line bonds issued take up floating debt, of the \$42,000,000 North rn Securities stock held by Oregon Short Line inpledged, the \$2,500,000 Rock Island preferred received in the Houston transaction, or, in fact, of any unpledged collateral held by the com-

ROADS INTO OKANOGAN.

Great Northern and Harriman Will Both Build Next Year,

Rival roads are preparing to build into he Okanogan country, in northern Washngton, and there is every prospect that we lines will be constructed next year o tap this district.

The Great Northern, which has had a line from Wenatchee to Republic under onsideration for some time, has made the official announcement that the road will be built. The construction work is to be started in the Spring, a contract probably being let before the end of the present year since the final surveys will e completed within 30 days.

Bellingham Bay & British Colum bia, which now reaches from Whatcom to Maple Falls, is to extend its system into the Okanogan country. It is declared by he railroad officials that the line will be oult through the Mount Baker and Slate Creek mining districts into the Methow Valley, following the Methow River to Pateros and thence along the banks of the Columbia River and thence to Spo-

The Bellingham Bay & British Columbia garded as a thorough railroad man, in is regarded as a Harriman line, and it is the sense of being a practical operating understood that construction work will the sense of being a practical operating official. He is regarded now as having represented the financial interests behind the line and to have been in charge for the purpose of putting through the dentire length of the line have not yet been completed, but this work will be financial interests behind the forces of the company may meet in the Methow Valley. Surveys for the entire length of the line have not yet been completed, but this work will be financial. shed in time to allow construction work early next year.

> The Great Northern's Wenatchee line to tap agricultural, mining and timber

The construction of these lines will reduce the number of Washington countles without railroads to five. These are Claiam, Island, San Juan, Kitsap and Asotin, Island and San Juan counties are island listricts and cannot expect railroad transportation. The Northern Pacific has projected that will ultimately reach Ciallam County.

BUSINESS OF CANADIAN PACIFIC. Operating Expenses Increase Faster Than Net Earnings.

The annual report of the Canadian Pa-ilie has shown some interesting figures o reflected men. A Wall street authority, in discussing the report, points to the fact that the increase in the gross earnings of the ratiroads proper was 17.5 per cent, while the increase in the offsetting conducting transportation expenses was 21.2 per cent, or in other words that for every per cent increase in gross earnings an crease of 1.2 per cent occurred in operating expenses. However, on the face of the report the road is able to show earnings amounting to 10.20 per cent on the common stock, as compared with 8.69 per cent

The following are interesting traffic and

J	operating expenses g	iven in	comparative
	form:	2000	1000
9	Passenger Earnings- Passenger miles	ENT 200 ON	1902. 523,660,022
	Passeifter density Earnings per passen-		2 69,133
ч	ger mile	1.730	1.750
1	Earnings per passen-		
1	ger train mile	1.3	
П	Passengers per train	6	
1	Average journey	11	4 110
8	Ton railes4,		
П	Freight density Earnings per ton	487,28	411,608
ö	mile	.746	.760
3	Freight train earn-	-190	1490
ч	ings	1.8	8 1.76
ij	Revenue tons per		
ä	train	252.4	2 233.65
1	Revenue tons per	700	
3	loaded car	15.3	
-	Average haui		
E	Passenger miles ha		
	The second secon	Appropriate Contract	and the same of th

cent, and ton miles 22 per cent. The earnings per passenger mile are about the same, but the number of passengers per train have risen from 56 to 64, and the

earnings from \$1.17 to \$1.33 The freight train mile earnings have risen from \$1.76 to \$1.88. This is entirely due to the increased tonnage per train which is now 22.43 tons, or an increase sof 8 per cent.

After 1904 Convention. The Southern Pacific Railroad has prepared to make an energetic fight on be-half of Portland before the New Orleans meeting of the American association of traveling passenger agents. Instructions have been sent to the traveling passenger agents of that line to attend the meeting and to work to secure the meet-

ing of 1904 for this city. it is expected similar interest in the loaded wagons behind it. Several of these Portland movement will be shown by all large wagon trains may often be observed of A. L. Mohler, president of the O. R. & the lines which enter Portland or which coming into the town from one direction.

N., to New York. Mr. Mohler is now reare well represented in this city. The and they form a scene of typical frontier are well represented in this city. The and they form a scene of typical frontier movement to bring the 1964 meeting here life as they move slowly along the dusty The New York paper shows the interesting fact that Harriman interests are well supplied with funds to carry forward extensive railroad work. It is shown that Lewis and Clark Exposition of the country far to the country far pected to follow his return to Portland. has the approval of all the Coast Rail-The New York paper shows the interwell supplied with funds to carry forward extensive railroad work. It is shown that a total of \$135,600,000 is on hand which might easily be made available in the Northwest. The Journal saye:

Within the past week General Manager Bantham and the immense value to the addition to tag commerce that passes through it. Antelope enjoys the trade of much country tributary to it. The former aids the town indirectly, while the latter is the main source of revenue.

Should the Columbia Southern be ex-

CORRECT ANSWERS BY SIX

HARD QUESTIONS AT THE LIBRARY EXAMINATIONS.

Literature and History Are the Topics-Two Women Get Places.

the eight young women who took the library examinations six were suc-cessful, Miss Anna L. McBride, Miss Leora Cross, Miss Mabel McDowell, Miss Lily Fox, Miss Edith Karr and Miss Florence Walrath. Miss McBride and Miss Cross, whose answers were the best in the list, will be installed at once in the places left vacant by Miss Irons and Miss

"It was the best examination we have had at the library since I have been here, Miss Isom said yesterday, "and we are, of course, greatly pleased." The questions given at the Monday examination were as follows:

Literature. What books do you re-read from time to tim Give an authoritative writer upon each of the following subjects: Modern Europe, psychology, United States history, labor question, Arctic

regions, mushrooms, education, astronomy, volution, fine arts.

Mention 25 authors whom you would choose first if you were asked to select a library of the world's best literature.

Trace briefly the development of the English novel, mentioning the leading novelists in each Name two contemporary French writers; two erman; one Italian; two Scandinavian; two

Russian; and one Spanish.

What men are suggested by pre-Raphael-itism; transcendentalism; modern school of realism; Lake poets; Oxford movement? Give the names of the authors who have written under the following pseudonyms: Mies Mulock, Ralph Cunnor, Owen Meredith, Lewis Carroll, Ralph Iron, Uncle Remus, George Sand, Box, Charles Egbert Craddock, Christo-

What do you consider the best English ency-cloredia? The best one published in America? Compare the two in a general way. Name the standard dictionaries in the Englanguage, and mention in what particular

ach is especially strong. Name an historical poem, giving the country and events illustrated and the author's name a poem of travel, giving author and country written about; a noted sonnet; a well-known ballad

History and General Information What influences determined Napoleon to sell-oulsiana to the United States? Why was Jefferson accused of inconsistency in making

What is meant by a "sphere of influence"?
What parts of the world are said to be under
England's "sphere of influence"? What under
Russia's? What under Germany's? Where country make its power felt in a sim What is the fifteenth amendment? What re-

annufactures of England? manufactures of England?
Give a brief account of the Revolt of the Netherlands, mentioning the causes, the time, the principal leaders on each side, and the results to Spain and to the Netherlands. Tell the story of one of the Greek or Norse nyths; connect it with some work of literature

Rousseau, Stein, George Inness, Webgwood, Froebel, Xerxes, Pole, John Muir, Bachel, Chopin, Father Marquetts, Parnell, William Hamilton Gibson, W. S. Rainsford, Veiasquex, Rosebery, Henry George, Lavignac, John Marshall, Judge Tart.

What commission is in session in London, and what is the point at issue?

ON A TRADE MISSION. American Consul Discusses Trip He Is to Make to Abyssinia.

CANTON, O., Sept. 23.-United States Consûl-General Skinner to Marseilles, who is here on a furlough, and who will make an official visit to King Menelik of Abyssinia, will leave for Marseilles October 8. In an interview, Mr. Skinner said that the purpose of his going to Abyssinia is simply one of the State Department's efforts to create trade where none exists and to extend elsewhere; that American goods have filtered into Abyssinia for

many years almost without the knowledge of our own people.

Mr. Skinner stated that Abyssinia is a kingdom of 10,000,000 population, with a stable government, and a recently completed railroad with the outer world. American manufacturers are not in the habit of dealing directly with such faraway lands, it is Mr. . Skinner's duty to go there and ascertain the conditions un-der which business is transacted in that region, with the view of increasing Amer-

can commerce there.

Another matter that makes Mr. Skinner's trip opportune will be to extend an invitation to King Menelik to have his government represented at the Louisiana Purchase Exposition.

AMERICA STANDS FIRM.

San Domingo Refuses to Recogniz-Acts of ex-President.

SAN DOMINGO CITY, Sept. 23.-The Dominican government has informed United States Minister Powell that it absolutely does not recognize the validity of the agreement regarding the claims of the improvement company, and therefore cannot appoint an arbitrator in that case. Mr. Powell has informed the government that the engagements made must be kept, and he expected it to name its arbitrators.

He also pointed out to the Dominican government that if it accepted engagements with other powers those made with his Government must also be re-spected, and if some of the acts of ex-President Vasquez' government were considered legal they all must be. Quiet revails throughout the republic

HAY ACTS FOR JEWS.

American Charge in Russia Asked to Look Into Gomel Outrages.

WASHINGTON, Sept. 23.-The State Department has been appealed to by the Jewish residents of Philadelphia, who ent political and sociological controversy has brought this amendment into prominence?

How did the American Civil War affect the press dispatches have reported, rioting ocpress dispatches have reported, rioting oc-curred in which the Jews suffered, to procure news of their relatives. The department already had sent a communica-tion to the American Charge at St. Petersburg asking him whether American in terests were involved in the affair, and the petitioners at Philadelphia have been For what are the following people noted: informed of this action by the depart-rive country and approximate date? Answer 10.

ANTELOPE

AND THE PROMISING MINES NEAR IT.

espondence.)-Antelope is one of those prosperous towns in Eastern Oregon that stock industry, but there seems to be other resources that will, in time, be of much ald to it. One of these is agriculture and the other is a promise of commercial inmining district of Ashwood.

The town has a two-story schoolhouse has an efficient waterworks, on the gravplerces Okanogan County and is expected store, confectionery store, furniture store, miners

hotels, four saloons, butcher shop and a feed yard. It also has a local newspaper. Antelope has been at its present location for about I7 years. Previous to that time it was located about two miles farther up Antelope Creek, but on account of a change in a mail route it was removed to its present site. The town is pleasantly situated on ground that gently slopes southward from a high hill to a depression that marks the course of Antelope Creek. It is rather attractive in appearance, and is a welcome sight to the weary travelers as they came in view of it from any di-rection. It is rather compact, there being rection. It is rather compact, there being but few outstanding houses. And the green lawns and trees surrounding some of the residences are a pleasing contrast to the barren appearance of the hills on

each side. The name of Antelope is derived, as may be supposed, from the timid animal of the same name. In earlier times there were hundreds of antelope in that vicinity, but they are to be seen no more since man has taken possession of the locality. Indeed, there seems to be but one place in Oregon where they can be found in large quantity still, and that is in Harney County.

There is but little more I can say that will aid the reader in having a clear conception of the town. It is just an attractive, thrifty little place that has sprung into existence in a nook among the hills. It is inhabited by congenial, enterprising people and there is a promising future before it. That is Antelope in a nutshell.

Agricultural Possibilities, directions from Antelope, that are now used only for range, but which in the future may present scenes of agricultural activity. From what I am told and from my own observations I am sure that this land is capable of producing good crops of grain without irrigation. There is found here the same kind of bunchgrass land as that which is producing large crops in adjoining counties, while the altiand climate are practically the same. But these are not the only reasons to believe that crops will grow on it without the aid of water, for the experiment has last season grain has been raised in two or three places on the higher hills with success, and I feel confident that Antelope will awake to find itself some day in the midst of an inmportant agricultural community.

On the creek beds near Antelope there are some wonderful orchards and gardens. These are irrigated, but they prove what the climate and soil can be made to pro-

Commercial Resources.

It is only seven miles from Antelope to the terminus of the Columbia Southern Railroad, and most of the freight from the latter point to the interior country passes through the former place. Often a team of as many as ten horses or mules is seen there drawing two or three loaded wagons behind it. Several of these In addition to the commerce that passes through it, Antelope enjoys the trade of much country tributary to it. The former

ANTELOPE, Or., Sept. 15 .- (Special Cor- | be in its route, but that is a matter of some uncertainty as yet.

That which will be of the greatest aid

to the town of Antelope in years to come have a bright future. At present it de-is probably Ashwood, the promising min-rives its support principally from traffic ing camp that has been attracting so through it to the railroad, and from the much attention of late. By way of the present wagon road, it is about 18 miles from Antelope, but by a straight line it is only about 13 miles in a directly southern course. All the supplies and mail of Ash-wood come by way of Antelope, thus the tercourse of importance with the new interests of the two places are very much

For more than 30 years it was known in which three teachers are employed. It has an efficient waterworks, on the gravthrough ordinary tests to show its valu-) ity system that has been in use for about able contents. At last a sheepherder lo-five years. Its business enterprises con-cated it. He left the country without desist of two general stores, one grocery veloping his claim, and later practical store, confectionery store, furniture store, miners discovered the ledge and found harness shop, tin shop, barber shop, two that the rock assayed about \$400 to the ton in gold. They re-located it, sunk a shaft at a great expense and also tapped the vein with a long tunnel. The result of their work was exceedingly encouraging, and they began to realize that they had a mine of much value. They named it the Oregon King, and Just as they were pre-paring to complete its development, the original locator returned and instituted suit against them. For about three years the mine was tied up with litigation, the final settlement being reached last May. It ended in a kind of compromise, the later claimants retaining the property, though the suit had cost them about \$10,000

After the discovery of the rich find of the Oregon King a considerable prospect the Oregon King a considerable prospect-ing began to be carried on in that vicinity and resulted in the location of a number of claims, most of them being valuable prospects. The general characteristics of all these are not exactly alike, but the scientific expert at the Oregon King told me that he was confident several of them would develop into productive properties. As yet there is no other prospect in Ash wood so well developed as the Oregon King. Its shaft is now down to 500 feet below the surface and the quality of the vein is improving with the depth. It might truly be said that it has now passed from the stage of being a mere prospect to that of being a mine of an established value. A Description of this mine may give the reader a definite idea of the mineral re-

A Visit to the Oregon King.

It was noon when I arrived at the Ore-There are large tracts of land in various | gon King mine, where I was hospitably received by the management. After lunch, in company with the manager, who is a scientific miner, I went up the hill to the mouth of the shaft, where a hoisting works was elevating large buckets of dirt There is from the black, gloomy hole running on a slight incline into the depths of the cing large earth. I did not then accept the invitation to make the descent in the bucket, but agreed to explore the tunnel that made connection with the shaft from the

bed of the canyon.

It was an interesting affair that trip of been made with good results. During this | 600 feet into the mountain. My companion provided me and himself each with a candle, and with these lighted we entered the forbidding dark cavern and were soon lost to the light of day. Although I have been in similar places on previous occasions. I enjoyed the novelty of the surroundings and became interested in the various small veins of ore that were cut

y the tunnel at various points.
At last we gained the ore bodies of the mine, and, turning abruptly to the right followed them for a short distance till we came in contact with the main shaft. By this time I had become so interested in the mine that I wanted to descend to the lower level, but all efforts to signal for a bucket to take us below failed, and we were compelled to give up the idea of a descent unless we climbed to the top of The Herpicide Co., Detroit, Mich. the hill again, which we concluded not

By the aid of the dim light of the candle the manager of the mine pointed out to me the systems of the ore bed. The gleaming sulphides, or, according to the revised orthography of chemists, "sul-fides," overhead and on the sides of the tunnel showed the course of the veins The narrow breaks in the earth's crus that had occurred untold ages ago were marked by the minerals that had been deposited as precipitates from the hot solu-tions which had been forced upward so tended inland it is believed Antelope will long ago from the boiling caldron of the

Wengwood, earth's interior. These wonderful stories in a material way are more highly interesting than when obtained from a dry de-scription in books, though without the latter the former cannot be interpreted even

in an incomplete manner.

The formation in which the Oregon King mine is located occurs in Andesite, being thus named from the Andes Mountains in South America, where Humboldt first disovered it, and after taking it to Europe for classification gave it the title it now bears. It is in reality the primary lava flow, though it is often termed porphyrite

r porphyry. There are two distinct ore deposits in the mine, each forming a separate sys-tem. One is a massive sulphide, and consists of galena, chalcopyrite, pyrite and zinc sulphide or blend. This system a massive pyrite that occurs solid lenses, which were encountered be-low the 300-foot level. The other system is space filling and partial replacement, in which quartz and partially destroyed An-desite occur as gang. These ores carry gold, sfiver, copper and some lead. From the surface to the 100-foot level the ores are oxidized. Below the 100-foot level to the present bottom of the mine they are sulphides. They carry no arsenic or antimony, except perhaps in minute quantity. if at all present. It is termed smelting ore, and at present it is being shipped in its natural state to Tacoma for treatment. but it is probable that a concentrating mill will be placed at the mine in the ear future.

Values in the ores run from \$10 to \$1000 per ton, but only the higher grades will oay for shipment till convenient railroad transportation can be secured. There is l large amount of it on the ground now sacked and ready for shipment, that is expected to average more than \$100 per

But the Oregon King mine is probably no better property than several other prospects will be found to be when they are better developed. Among the more are better developed. Among the more important of these prospects are the Red Jacket, Oregon Queen, Gold King and White Butte. The shafts on the Red Jacket and Gold King have been sunk to about 150 feet. The former is about three miles east of the Oregon King, and is considered one of the most important prospects in the district. The Gold King is about 1700 feet east of the Oregon King and is giving promise of becoming a very valuable property. But it will require capital to develop each of these into mine, if it is capable of becoming such. Ashwood is considered by many mining en to be the leading young camp in the state, but it is not place for a poor man to go to seek his fortune. It is a place of deep mining, the operation of which

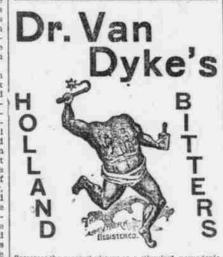
requires no small amount of capital. Need of Smelter at Portland. On several occasions in Idaho and in Eastern and Central Oregon my attention has been called to the need of a smelter in Portland. At Ashwood the subject was again brought up and from what mining men tell me it would be to the interest of the Portland Chamber of Commerce to

give the matter special attention. There are vast bodies of low-grade ore in Oregon, it is said, that must forever lay idle unless they can be shipped and smelted at a reasonable figure. those that are on a railroad line must often lay dormant as it will not pay to ship as far as Tacoma. Fortland is the most convenient scaport town to a great region for such an enterprise, and if one were established and railroad facilities were provided, the mineral industries in Oregon would grow, probably beyond the expectations of many of the best-informed nining men.

"It is a shame," said one man, "that Portland should allow a city of another state to capture the results of an Oregon Doan's Kidney Pilis expresses my feeling towards them very mildly." And old miner of Hatley, Idaho, said

that Portland would receive much of the ore from that region if a smelter were established there. It would be cheaper to send to Portland than to Denver, as is now being done.

LIONEL A. JOHNSON



and regulator of the intestinal system. Purgatives give only temporary relief, but Dr. VAN DYKE'S HOLLAND BITTERS absolutely cures

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Its action is mild and gentle and its taste most pleasant Take a half wineglass of VAN DYKE before each meal It will give you an appetite, cure dyspepsia and kindre isoubles and build up the entire system.

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DANDRUFF CAUSED BY A GERM. New Discovery That Kills the

Germ and Prevents Baldness. Pretty nearly all the hair preparations for dandruff have some merit in allaying itching of the scalp, and in being a fairly good dressing for the hair, but there is only one that recognizes what causes dandruff, falling hair and baldness, and that destroys the cause, a little germand that is Newbro's Herpleide. This germ eats its way into the scalp; it digs up the scalp into little white scales. Unless it is destroyed there's no permanent stopping of falling hair and cure of dandruff and baldness. Newbro's Herpicide kills the germ. "Destroy the caus remove the effect." Sold by leading drug-



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sion of Portland people, should be evi-

dence beyond dispute for every Portland

reader. Surely the experience of friends

and neighbors, cheerfully given by them,

will carry more weight than the utterances

of strangers residing in far-away places,

Mrs. D. E. Sawin, of 65 East 10th street

says: "Doan's Kidney Pills were brought

to my notice from reading about them in

the paper from my home. Leominster,

Mass. Every now and then I read of

some one whom I knew personally being

known them to be good, reliable people,

who would not make such a statement un-

less it were absolutely true. Last Fall.

when I found my kidneys were not per-

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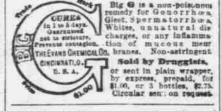
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