BOATYARDS ARE ALL BUSY

RIVER CRAFT UNDER CONSTRUC-TION OR REPAIR.

Lively Movement in Deep-Water Shipping at the Month of River-Ocean Freight Situation.

There is more activity in the Portland boatvards at the present time than there has been at any previous season for many years. Not only are the yards well filled up with work now, but all of them are figuring on numerous craft to be constructed in the Spring and early Summer. Coast, 5086528 6d, Pisagua Range; Callao The yard of the Portland Shipbuilding Range, 5086528 6d; Guayaquil, 528 6d4698; Company, in South Portland, is perhaps the most interesting place just at pres-ent, on account of the building at that yard of the monster dredge for the port of Portland. While the big craft has not yet assumed shape, thousands of feet of lumber and timbers of all shapes and sizes are scattered around where the framework is gradualy arising out of chaos. This craft will be 225 feet long, 42 feet beam and II feet depth of hold. At the same yard work is well under way on a couple of wood barges for the port of Portland. These barges are 190

feet long by 30 feet beam. Just south of the barges the steamer into the water in about 10 days in better shape than ever. She has been replanted, caulked throughout, equipped with new cylinder timbers, new king post and new cylinders, her old 1s-inch cylinders being replaced with 16-inch, with the same stroke as the old ones. Her boller is allowed a steam pressure of Ee pounds to the square inch, and when she again enters the water, much better speed is ex-pected. The steamer Bonita was launched from the ways at this yard yesterday. after a general overhauling, and the barge Wilcox was inunched a few days earlier. The stern-wheel steamer which has been under construction here for the Orient has been completed, and workmen yesterday were completing the work of knocking it down" for shipment. All handled in this yard, and the Willamette Iron Works are supplying the engines.

Across the Madison-street bridge, at
Johnson's yard, an immense lumber barge

for the Nehalem lumber trade is under construction. It is the staunchest craft that has ever been built in this yard. and it will require a pretty heavy gale at sea to put it out of business. The craft is 150 feet long, and is fint-bottomed and not a beauty to look at, but has the appearance of being staunch enough to stand considerable bumping on Nehalem and Tillamcok Bars, where she will be employed. In front of this barge the frames of a trim-looking stern-wheeler are in place, and most of the planking on. This steamer is building for Capthe steamer Governor Newell, the engines of the latter steamer to be shifted to the new hull as soon as it is completed.

At Joseph Supple's yard, just above the Morrison-street bridge, a large force of men are at work finishing a couple of big barges for the Government for use in carrying rock to the Fort Stevens jetty. These barges are 122 feet long, 32 feet beam and 9 feet depth of hold, and have a carrying capacity of over 600 tons each. Mr. Supple is also placing the finishing touches on what promises to be the fastest craft ever built in this city. It is a small, clean-limbed propeller, built from a design of F. A. Ballin, for Robert Inman. It is a very pretty boat and is equipped with triple-expansion compound engines which will drive it through the

ater at torpedo-boat speed. The O. R. & N. yards in North Port land were being cleaned up yesterday preparatory to hauling out the Willam-ette River steamer Modoc, which will take the place of the Ruth on the ways. When the Ruth was hauled out for repairs, made necessary by a Willamette River snag, she was given a pretty thor-ough overhauling and the Modoc will now receive the same treatment. All of the boat-builders are figuring on new craft of different sizes and types for various trades in this vicinity, and the output of the yards for 1962 will probably exceed that of any previous year. Some complaint is heard of a shortage of help, and any man who knows anything about at-building need not long be out of work at the present time,

WELL REMUNERATED.

Judge Hanford Makes Another De-

cision Favorable to Tugbontmen. Judge Hanford, of Seattle, is the tug-coatman's friend, and few indeed are the salvage cases which come before him that do not prove remunerative for the men on the rescuing vessel. The latest decision made by Judge Hanford was in the case of the steamer Washtenaw and tug Ploneer against the steamer C. D. Lane. During a storm near Cape Flat-tery, in December, 1999, the Washtenaw found the Lane in a waterlogged condition about two miles from shore, and in imminent danger. The collier gave her a line and made an attempt to tow her, but the line broke. The C. D. Lane was chliged to anchor and the Washtenaw re-Pioneer to the rescue. Judge Hanford, in giving judgment in the case, severely condemned the carrying of insecure towing lines. The Judge found that the Washienaw did not render salvage serv-ice, but was to be rewarded as a messenger; that the Ploneer gave meritorlous service and carned rensonable salvage, and the Wanderer, which also went to the rescue, although not exposed to risk -as she did not go outside the Straits-was also entitled to a reasonable allow-ence. The awards were as follows: "To the Saginaw Steel Steamship Company, \$1900; and to the captain of the Washtenew, \$100; and to each of the other mem bers of the crew, \$10; to the Puget Sound Tugboat Company, \$2500; to the captain of engineer, \$300 each; and to each of the crew \$50."

BIG FLEET MOVING. Eleven Vessels Crossed Out of the

Columbia River Yesterday. Steam and sall vessels carrying a total of nearly 40,000 tons of Oregon products crossed out from Asteria yesterday, and three other big ships came in for cargoos. It was the nearest to a clean-up of the stormbound fleet that has been made for several weeks, and had there been a sufficient number of pilots, every vessel that was ready for sea would have crossed The first commenced moving at II o'clock, when the coasting steamers Alli-ance and George W. Elder crossed out, followed by the barkentine Addenda, bound for Valparaiso. At mon the hig steamship Pembrokeshire, which has been delayed for several weeks, undergoing repairs, started out, and with her went the steamship Hatasu, for Vladivostok; Binckbraes, Irby, Cambrian Warrier, Lita. for Queenstown or Falmouth for orders, and the Bertha, for Hamburg direct. Two urs later the big German bark Renbek,

the ingest saller in the port, crossed out.
While the pilots were sailing this fleet out the tugs brought in the British ships Bankleigh and Sierra Ventana, which have been in the offing for several days, and the French bark Bidart, which comes from Nantes in ballast. The Bankleigh and Slerra Ventana are both under charer, but the Blidart is disengaged,

THE WANDERER CHARTERED. Grain Freights Higher Out of Ta-

coma Than From Portland. The British ship Wanderer, which has been lying idle at Port Townsend for the past three weeks, was reported chartered yesterday, at 27 shillings, to load at Ta-

been offering at Portland at 26 shillings | Chehalis, from San Francisco for Aberdeen, within the past few days, it is apparent that some shipowners have a preference deen for San Francisco. Arrived-Schooner R. C. Stade, from San Pedro for Aberdeen, Sales from San Pedro for Aberdeen, San Pedro for Abe for this port, and up to date Portland is the only port on the Pacific Coast where a small ship has been chartered this season as low as 25 shillings. The situation in California remains practically un-changed. There is still a fleet of over 40,000 tons not register waiting for busi-ness, and a flect nearly as large in port under charter. The charter of the Wanderer on Puget Sound leaves the stenmers Wilhelmina and Folmina alone on the dis-engaged list. The Pax and the Lord Shaftesbury are still disengaged at this port. Lumber freights are quoted by San Francisco brokers as follows:

Sydney, 38s 905741s 2d; Melbourne or Adelnide, 46s 2d@56e; Part Pirie, 46s 2d; Fremantle, 57s 6d6/60s; Geraldton, 57s 6d6/60s; Guaymas or Santa Rosalfa, 1898-26; Ha-wall, 17-1698; Buenos Ayres, 608; Hong Kong, 328-646428-61; Shanghal, 408-6428-60; Kalo Chow or Wel Hat Wel, 45s 6d@ios: Japan, 37s 6d@40s 6d; Mania, 45s@ids 6d; Port Arthur, 47s 6d 950s; Taku, 47s 6dw52s 66; Niu Chwang, 47s 6dff52s 6d; Calcutta, 65676s; Vludivosiek, 42s 6dff45s; South Africa, Coliffe, as to port; U. K., Coliffe.

KEEL WILL BE LAID TOMORROW. New Steamer to Be Used as a Tender

to an Alaskan Cannery. ASTORIA, Feb. 22.-On Monday the keet Dalles City is perched on the ways, and under the supervision of Captain Sherman Short is receiving a complete overhandles, which will result in her going this the water in change in the control of the water in the control of an Alaska cannery. The same boatyard has also a contract with the Government to construct three center-board sailing boats, 18 feet in length, for use at different

lighthouse stations along the Coast, Antelope Under Charter,

The schooner Antelope, which arrived a yesterday from San Francisco, is under charter to the Columbia River Packets Association, to take a cargo of supplies to its Alaska cannery.

Steamer Alarm Launched.

The steamer Alarm, built by Richard Leathers for the Columbia River Packers' Association, was immeded this afternoon, and will be used as a tender for its Bristol Bay, Alaska, cannery,

Work on Sunken Henriette.

Another effort was made just night to ump out the sunken French bark Henriette, but it proved unsuccessful. The Hercules in furnishing steam for the pumps, and the after end of the vessel was affort several times, but her forward part would not lift.

PORT TOWNSEND, Feb. 22. - The steamer Excelsion was released from Diamond Point quarantine station this morn-ing, all the crew being detained at the quarantine station except Captain Moore. The report previously sent out, that she did not land passengers and freight at Valdes, was incorrect. She landed everything before the smallpox case was dis-covered, and she was sent back here, but was not allowed to bring any passengers save the five who had boarded the vessel

her arrival north. Captain Moore reports a rush from Val-des to the Chistachina country, and that over 200 men with big outfits have started over the glacier, and more are preparing follow. Reports from that country ought out late in the Fall were prost favorable, and many who are returning are old-timers. The weather at Valdes thus far during the Winter has not been very severe, but the snowfall has been emarkably heavy there, 25 feet having fation already, which breaks the record and it is probable there will be 15 feet more before Spring opens up.

Quiet Weter Front.

The French bark Asie was moved up from Davidge's dock yesterday and the work of repairing her will commence tomorrow. The British ship Conway arrived up yesterday afternoon. These two vessels were the only ones of the grain fleet in the harbor that were moving yesterday, and matters were very quiet down on the front. The Thyra has about completed her outward cargo, but as she is not scheduled to sail until next Friday, there is no rush about finishing her. The Acme was loading lumber up at the Portdrayelft was not working

Wreckinge of Schooner Sighted. NEW YORK, Feb. 22.-Captain Raker. of the Morgan Line steamer El Cld, which arrived today from New Orleans, reports that about four miles off Sen Girt, N. J. he sighted the wreckage of what appeared to be a schooner or barge. The hull had been cut in two as if by collision. On one of the pieces of wreckage there were two

Salled Peb. 21—Steamer Sequola, from Aber-deen for San Francisco. Arrived-Schooner R. C. Slade, from San Pedro for Aberdeen, schooner J. A. Garfield, from San Francisco for

San Francisco, Feb. 22.-Arrived-Steamer Fuiton, from Astoria. Satled-Scotner Iria for Astoria; steamer Columbia, for Astoria; steam-er Edith, for Seattle. Tacoma, Feb. 22.-Arrived-American schoon-

er Alvena, from San Pedro; American schoon-er Philippine, from San Pedro; American schooner Galden Shore, from Honolutu, steam-er Washienaw, from San Francisco, Salled-American schooner Forester, for San Fran-

Yekohama, Feb. 22. - Arrived previously-

Segostris, from San Francisco for Hamburg. Liverpool, Feb. 22. - Arrived - Belgenland, from Phitadelphia; Lucania, from New York; Cymric, from New York, Salied-Umbria,

Havre, Feb. 22.-Sailed-La Bretagne, for New York. Liverpool, Feb. 22.-Sailed-Cevic, for New Auckland, Feb. 22.-Sailed-Ventura, from

Sydney, N. S. W., for San Francisco, Antwerp, Feb. 22.-Arrived-Zeeland, from New York. New York, Feb. 22.-Satled-Etruria, for Liv-Scattle, Feb. 22.-Salled-Ship Kennebeck,

for San Francisco; steamer Dolphin, for Skag-way; steamer Santa Anna, for San Fran-cisco; stramer Newport for Quadra Bay. Ar-rived-Steamer Moteor, from San Francisco; steamer Excelsior, from Valdes, Sailed Feb. for Hamburg; Kalserin Maria Theresa, for

Antworn, Feb. 22 - Arrived - Tiger, from Portland, Or., via St. Vincent. Satisd-Vader-land, for New York.

BRAND-NEW BOATS

Enable Dominion Line to Announce Improved Service.

The Dominion line announces a regular weekly passenger service between Boston on-sallings Saturdays maintained by their famous steamers, Commonwealth and New England, and two new twin screw steamers the Haverford and Merion. The Dominion line will also have weekly sailings between Montreal and Portland and Liverpeol, in addition to their Boston-Mediterranean service.

The Haverford was built last year, and was launched last month, and is now receiving her boilers and engines. Both were constructed by J. Brown & Co., Limited, at Clydebank. They are sister ships, 11,635 tons gross; length, 530 feet; beam, 59 feet, and depth of hold, 35.9 feet. Their speed is about 15 knots.

They have spacious accommodations for first-class cabin passengers in a deck-house amidships. They carry 125 saloon and 100 steerage passengers. These ships also have large cargo capacity, and re-frigerators for fresh beef. The Merion will make her first satting from Boston March 22, and the Haverford May 3. The sailing day from Boston and Liverpool will be changed early in March from Wednesday to Saturday.

PRAISE FOR ROOSEVELT.

Grand Army Post Thanks Him for Preferring Veterans.

George Wright Post, No. 1, G. A. R., has adopted the following resolutions:,

Portland, Feb. 21.—To the President: At a einted meeting of this post, held Friday even-ing, February 21, 1962, the following preamble and resolutions were adopted by unanimous

Whereas, The recent executive order issued by President Roosevelt calls for the enforce-ment by Federal officials of the act of Congress giving veterans of the Civil War a prefin appointment to Governmental posi-

Whereas, This is the only instance within Resolved. That the thanks of this post be

Resolved, That the comrades of this post feel confident that President Rossevelt will enforce the execution of said law should it become that some time in the 46s a man from prising vices and in surprising quantity. nocessary at any time to appeal to him from Attest: BUSS T. CHAMBERLIN, Adjutant.

Lecture on the Trusts.

Tuesday evening, February 25, the citizens of Portland will be treated to a lecture by the social and political economist and platform orator, Professor Walter Thomas Mills, president of the School of Social Economy. Subject, "The Trust-

SOME MORE FRUIT TALK

(Continued from-Page 9.)

whole successful and profitable. He had what many a man lacks at the critical time-namely, the nerve to look his failures in the face and to discount their effect before they could impoverish him or seriously impair his fortunes.

In the course of my long talk with Mr. Stewart, reported at length in my letter of yesterday, many interesting facts in connection with apple production were developed, but nothing that interested me more than the story of how the Newtown Pipin, which is so general a favorite on the other side of the Atlantic Ocean, came into its very great reputation. There are, as the apple world knows, few places where the Newtown can be grown to perfection. Everywhere in the Mississippi Valley it is a failure, and it is only here and there in small spots on the Atlantic Coast that it is a prenounced success. One of these favored spots is in Albemarle County, Virginia, which has long enjoyed a specially favorable reputation in the Eastern apple markets. Some 30 or more years ago an Englishman of rank found his way into Albemarle County, and being greatly pleased with the quality of the apples which he found there, sent several barrels as gifts to friends and distinguished persons in England, among others to Queen Victoria. The Queen acknowledged the gift in a personal letter, which found its way to the Albemarle apple.

growers, who made it a point each year thereafter to send her a large consignment of their choicest production, specially polished and wrapped and packed in varnished barrels. Whoever came into hospitable contact with Queen Victoria for a long series of years was more than likely to be given opportunity to sample her American apples, and thus it came about that the Newtown Pipin-or the twin Albemarle Pippin, as it is commonly called , in England-grew into a great and spe-

cial fame, which lasts to this day and helps to make the fortune of the applegrower of Medford and other apple districts of Oregon. And this fame is not made her first sailing from Southampton likely to suffer in the hands of our peo-to New York in September. The Merion pic. The Newtown Pipin of Albemarie ple. The Newtown Pipin of Albemarie County, fine fruit as it is, is no match for the Newtown Pipin grown at Medford or Hood River and at some other places in this state, and already, when compared with the Oregon product, it ranks as second class in the markets of the East and of Europe.

Mr. Stewart believes that he has a very curious historical connection with the horticulture of pioneer Oregon, though he was wholly unconscious of it until after his first visit to the state in 1884. early orchards in the Willamette Valley and of Southern Oregon in that year he was surprised to find a range of varieties familiar to his youth, and which, so far as his knowledge goes, were never propaguted excepting in his father's hursery at there is destined to come a product great Quincy, Ill., in the early '40s. The history of these varieties is a peculiar one. The markets as it may be able to reach, so far from the sources of supply. On cellence-on account, indeed, of its peone occasion he commissioned a neighbor | cuitar excellence—the Oregon peach is not

who was going to Onio, then a relatively a good shipping fruit. If it had the tough new country, to bring him a new stock skin and the fibrous pulp of the Sacraof scions, and as a result got a quan- mento peach it would not be so luscious, tity of scedlings which had been devel- so good to eat from the hand, but it would oped in Ohio by settlers from New Eng- have better carrying quality, and thereland. From this invoice he produced a fore have higher commercial value than stock of trees of a kind never, to his knowi- it is. There is probably a commercial Whereas, This is the only instance within our recollection that the Chief Executive of the Government has appeared to make an earnest effort to enforce said law in letter and in spirit; therefore be it

Besolved. That is the only instance within edge, propagated by any other nursery; future for the Southern Oregon peach, but it is one limited to such markets as amend the said pleading by striking by striking by a brief carriage. In the cities of the Pacific Coast the hearing did Mrs. Pratt, through her

tendered to President Rosseveit for his kindly consideration in thus recognizing the rights of the matter to an old a serious rival, but its field is in these mental arithmetic or any other particular returns under the law; and be it further man who as a youth had been in his relatively local markets. The Southern fore the board disclosed the fact that personnel in the relatively local markets. that some time in the '46s a man from prising vigor and in surprising quantity. gotten, came to the elder Stewart's nur-sery at Quincy and hought a general as-fornia strawberry, for example, puts the take a philosopher to understand that sortment of fruit trees, which he intend- latter wholly in the shade; but the coned to take across the plains to Oregon. dition which establishes the quality of the They were packed with great care .or Ashland fruit is as well the condition the journey in a wagon bed. Mr. Stew- which limits its commercial value. It is the journey in a wagon bed. Mr. Stew-art has neither names nor dates in con-too juicy, too rich, too intrinsically good the County Superintendent. When petitioner prays to have examina-when petitioner prays to have examinanone other than that which Seth Leweiling not bear long distance transportation. Its dressed in oil clothes, and appeared to be Its Economic Development and the Reme. brought across the plains at a very early market must be found near at hand-in

ROSENTHAL'S Dissolution of Copartnership Sale

This great sale will be continued throughout the week. Enormous reductions are crowding our store with eager buyers. With the reputation for high-grade merchandise which we enjoy, the prices we quote below look little indeed. Their smallness, however, can best be appreciated by a personal inspection of the goods on sale. Country orders received to March 1, will be filled at SALE PRICES.

LOT NO. 1-Men's vici kid, box calf and patent leather lace shoes, latest toes, single soles, values \$4.00 and \$5.00; \$2.65

LOT NO. 6-Men's enamel, box calf or vici kid lace, newest toes, hand-sewed double soles, value \$5.00 and \$3.45

LOT NO. 14-Men's patent leather and calf lace shoes, sizes 5 to 6 and 91 to 11; were from \$3.00 to \$6.00; 950 LOT NO. 23-Brennan & White's cele-

brated steel shod school shoes:

Youths' sizes, from 11 to 2 \$1.70 LOT NO. 34-Ladies' satin one-strap sandals, French heels, colors pink, blue, yellow, lavender; were \$3.50; now

Boys' sizes, from 21 to 51 \$1.95

LOT NO. 5-Ladies' fine kid or calf lace shoes, hand welted, extension soles, kid or patent leather tips, latest toes; \$2.70 were \$3.50 and \$4; now

LOT NO. 22-Ail our ladies' patent leather and fine bronze \$5 evening slippers, cut steel buckle and bow ornaments, \$3.30 latest styles; now

LOT NO. 11-Ladies' button and lace shoes in vici kid, all styres, WIDTHS ONLY, were from \$3.00

LOT NO. 56—Misses' button shoes, 550

These last three lots are not complete in

Notice-Contract goods excepted during this sale.

JACOB ROSENTHAL

149 THIRD STREET

Bet. Morrison and Alder

tions which checker the mountain sides to the south and west of the city. Airendy to the south and west of the city. Airendy perintendent is sustained. The last parato the south and west of the city. Already the supply far exceeds the domestic degraph of petitioner to State Board is as mand; and from orchards already planted "Wherefore your petitioner prays your morable board to set aside the examenough to make a place for !tself in such inntion in the subject of arithmetic as deelder Stewart was a pioneer in the nur- There is, however, this serious fact in granted a new examination in the said sery business in Illinois, and found it dif-ficult to keep up his stock in a country ern Oregon, namely, that for all its ex 162 School Laws of Oregon." It is true, as set forth in the petition that the programme for examination pubthat the ished by the County Superintendent in the county papers, the applicant was led to believe that she would be examined in

mental arithmetic and not written arithbrought to the attention of the State Board, she filed the supplemental plead-ing, asking for a new examination in mental arithmetic. At the hearing before the Upon his return to Illinois he the Ashland product is not likely to find attorney, contend for an examination in Missouri, whose name was long ago for- Their flavor is unsurpassed. Comparison State Board of Education, and then on this worked great hardship upon the applicant, and she simply contended for new examination in whichever branch of arithmetic the State Board should indi-cate, which application was resisted by

vinced that this wagotload of trees was change of temperature; therefore it will then in arithmetic set aside and new exardination granted, giving her reasons to the same, and the examination is granted as asked, it is difficult to see the tion in the case under consideration decision orders a re-examination without any mention of "special examina her behalf." S. I. PI

The Plane Next Door.

My neighbors, all musical, day after day, On that horrible instrument ceaseless! The young ones play scales and their elders the

Of composers in vogue at the various shops. And if the whole family chance to go out. Then the servants go in for a musical bout; Thumping music-hall songs with an endiess

As they roughly assault that plane next door. If indeed 'tis a fiend in that instrument dwells And embitters my life with its ear-eplitting

I'm unable to say; but I think 'tis possessed, For by night and by day it is never at rest, And whenever I wake, be the hour what it

I am certain to hear it impulsively play; A succession of tunes it continues to pour, Till I audibly curse that plane next door!

Before I get up at high pressure it goes; When, with wool in my ears, I am taking my

If I'd sit down to read or would work with a With its out-of-tune wires it accompanies still. 'Tis in vain that I threaten or meekly implore; It is deaf, though not dumb-that piano next

Of my once happy home it a mockery makes, The amenities out of existence it takes.

It is spoiling a temper once mild and urbane;
It is making me—I must admit it—profane;
And, worse than all this (the whole truth let me own)—
In depenir, it has led me to learn the trom-

For 'tis only, methinks, by that instrument's I can play down that noisy plane next door!

Danger of Licking Postage Stamps. The London Lancet has an article in regard to the danger of moistening postage stamps with the lips or tongue, of the State Board of Education on the says that, when one considers how portage stamps are handled and how they are left lying about in all sorts of places there must always be a danger of infection from septic matter, so long as the habit of licking them is persisted in. The Lancet claims that cases of blood po! soning have been directly traced to this practice, and the fact, therefore, that the postal authorities do all in their power to protect the public by the materials used in the stamps does not do away with one of the greatest sources of danger to those insist on moistening stamps with

their tongue.

to the East. Lowest rates and most attractions via the Rio Grande lines through Salt Lake City and Denver. Through sleepers. Once a week excursions. Magnificent scenery. Before buying tickets, call at office, No.

WEAK MADE STRONG

Marvelous Eixir of Life Discovered by Famous Doctor- centist That Cures Every Known Ailment.

Wonderful Cures Are Effected That Seem Like Miracles Per ormed - The Secret of Long Li'e of Olden Times Fevived.

Remedy Is Free to All Who

Send Name and Address.
After years of patient study, and delving into the dusty record of the past, as well as following modern experiments in the realms of medical science, Dr. James W. Kidd, 1654 First National Bank building, Fort Wayne, Ind., makes the start-



Dr. JAMES WILLIAM KIDD. discovered the elixir of life. That he is able with the aid of a mysterious compound, known only to himself, produced as a result of the years he has spent in searching for this precious life-giving boon, to cure any and every disease that is known to the human body. There is no doubt of the doctor's carnestness in making his claim, and the remarkable cures that he is daily effecting seems to bear him out very strongly. His theory which he advances is one of reason and based on sound experience in a medical practice of many years. It costs nothing to try his remarkable "Elixir of Life," as he calls it, for he sends it free to anyone who is a sufferer, in sufficient quantities to convince of its ability to cure, so there is absolutely no risk to run. Some of the cures cited are very remarkable, and but for reliable witnesses would hardly be credited. The lame have thrown away crutches and walked about after two or three trials of the remedy. The sick, given up by home doctors, have been restored to their families and friends in perfect health. Rheumatism, neuralgia, stomach, heart, liver, kidney, blood and skin diseases and bladder troubles disappear as by magic. Headaches, backaches, nervousness, fevers, consumption, coughs, colds, asthma, catarrh, bronchitis and all affections of the throat, lungs or any vital organs are easily overcome in a space of time that is simply marvelous. Partial paralysis, locomotor dropsy, gout, scrofula and piles are quickly and permanently removed. It purifies the entire system, blood and tissues, restores normal nerve power, circulation and a state of perfect health is produced at once. To the doctor all systems are alike and equally affected by this great "Elixir of Life." Send for the remedy to the transfer of the transfer of the control of th day. It is free to every sufferer. State what you want to be cured of and the

sure remedy for it will be sent you free

olute proofs and 100-page led. Nobranch offices. Use full addre COOK REMEDY COMPANY

and still have aches and pains. Mucous Pat mouth, sore throat, pimples, copper spots, ulcers on any part of the bod of eyebrows falling out, it is this of the bod of eyebrows falling out, it is this still be achalience the world for a case we care. This disease has always buffled to f the most eminent physicians. So of the most eminent physicians. So capital behind our unconditional go

LUMBER VESSELS TAKING CARGO AT EASTERN LUMBER COMPANY DOCK.

Portland's grain fleet has made the Oregon metropolis famous all over the world, but the lumber-shipping industry is, to a considerable extent, under the head of new business. The Pacific Export Lumber Company has handled a large number of steamers in this traffic, but it is a rare rence to have more than one or two sailers loading at a Portland mill.

In the above picture, the British ship Fulwood is loading for Callao, the Star of Germany for the Orient, and the Forest Home for San Pedro. The latter is a new four-masted schooner of modern type, and will carry near-

lower, when a big wave swept the two men from the wreckage and they rose no

Domestic and Foreign Ports.

ASTORIA, Feb. 22 -Sailed at 11 A. M .-Steamer Alliance, for San Francisco and way porter steamer Geo. W. Elder, for San Fran-claco; barkentine Addenda, for Valparatso. Sniled at 12 noon-British ship Hackbraes; co and way British ship Irby, British bark Combrian War-rior; German ship Lita, for Queenstown or Palmouth for orders; German bark Bertia, for Hamburg; British steamably Pembrokeshire, for St. Vincent'a, for orders; British steamably Hatasu, for Vindivostok. Salled at 2 P. M.— German bark Beinbek, for Quernstown or Fal-mouth, for orders. Arrived at 6:30 P. M.— French bark Bigart, from Nantes: British bark Bankleigh, from Hunsee; Eritish ship Sierra Ventana, from Adelahis. Condition of the bar at 5 P. M., moderate; wind couth;

weather cloudy.
San Francisco, Feb. 22.—Arrived at 11:10 A.
M.—Steamer Fulton, from Portland. Salled at
2 P. M.—Steamer Columbia, for Portland. ma. As a number of near-by ships have

hurt or benumbed by cold, as he did not dy." The subject will be treated entirely date, and which became the parent stock San Francisco, Portland, Scattle and else-

Chicago's New Law School, CAMBRIDGE, Mass., Feb. 22.—President Harper, of the University of Calcago, has been in Cambridge conferring with the professors of the Harvard Law School regarding the new law school which is to be founded at Chicago. It is understood that both Professor J. H. Beale and Professor Samuel Williston have been approached with a view to securing their

services at the Chicago institution Pirst Unitarian.

First Unitarian Church, corner Yambili and Seventh streets. The morning service is at II. The minister, George Croswell Cressey, D. D., will speak on ton, the Man, and the Lesson of His Pa triotism, Applied to the Problems of To-day." Sunday school meets at 12:30. The William G. Eliot Fraternity meets at 7. subject, "Don't Worry."

M.—Steamer Fulton, from Portland. Salled at 3 P. M.—Steamer Columbia, for Portland. Self, take Hood's Sarsaparilla, it never dis-Hoquiam, Wesh., Feb. 20.—Arrived—Steamer appoints.

move or show any interest in the approaching steamer. The other was wasting around waving his hands. The steamer stopped her engines and a boat was manned and swang over the side rendy to his boyhood, and which, as above stated, were the special product of his father's nursery.

The facts are certainly interesting and suggestive, and it would be worth the while of some enthusiastic historical cident in connection with the pioneer inthan the Lewelling enterprise, and any new fact in relation to it is worthy of record. I suggest that the point be taken up by the State Horticultural Association

and fully investigated. new, abound in that region, and I know of nothing prettler than the many planta- that the decision of the State Board or-

A. H. Mrs. Pratt's Side of the Case.

PHILOMATH, Or., Feb. 21,-(To the Editor.)-An article published in The Ore-

gonian of January 29, relative to a decision appeal of Mrs. Jennie S. Pratt from the ruling of the County Superintendent of Benton, is so misleading in its character student to run them down. No other in- that it seems but just that the plain facts dustry of the country is more interesting of said article would make it appear that Mrs. Pratt had petitioned for special fawhen such intimation is very far from the truth. No "special examination agreed upon between County Superintendent and petitioner at the August exam-ination. Neither was there any mention Of course, all the horticultural energy of a "special examination" made in petiof Southern Oregon is not centered in the tioner's prayer to the State Board, Medford district, nor is it limited to the the County Superintendent's answer to the apple and the pear. The country about same. Believing that she should not have Ashland has long been famous for its been required to write on written arithmepeaches. Peach orchards, both old and in same set aside and a re-examination in