BELLMONT AND GULF STREAM ARE READY FOR SEA.

The St. Irene Floated-Tillamook Schooner Ashore-Inverness-shire in Trouble at Honolulu.

The March grain fleet made a good start yesterday, with a couple of car-goes. The Belmont was the first of the pair to clear, and will leave down in the morning with 89,759 bushels of wheat, valwheat, valued at \$45,500. She was loaded to those interests and its fleet now conby the Portland Grain Company, and sists largely of the steamships then pur-makes an even two dozen cargoes of chased. The rumor that the business is to wheat that have been cleared from Portland since January 1. Owing to the explicable to shipping men, who expected scarcity of ships, the March fleet from that the Atlantic Transport line would have that of February, sithough it is possible to run between Liverpool and New that some of the Honolulu vessels will York. It is rumored now that negotiathat of February, although it is possible that some of the Honolulu vessels will be along in time to figure in this month, which has three days' advantage over the one just closed. There are but five vessels still unfinshed in the river, with the exception of the Doyu Maru, which is taking wheat for the Orient, and of the five the Donna Francisca is the nearest to having her cargo completed.

### ST, IRENE FLOATED.

Big Liner Again in the Channel and Cargo Relonded.

The steamship St. Irene, which went ground Sunday, was floated Wednesday aground Sunday, was floated Wednesday night, and as soon as she was pulled back into the channel, the work of re-loading commenced. As there is plenty of water for her in the channel, all of the cargo will be placed aboard again, and she will go through to Astoria at her original draft—23 feet. There is a ner original draft—23 feet. There is a disposition in certain quarters to lay un-due stress on this slight accident, al-though it is not at all different from others which are of almost daily occur-rence in some port in the world, regardless of precautions. Here are a few that papers have mentioned during

British steamship Exmouth, from Philadelphia for Gibraltar, went aground February 4 at Pes Patch Island, a few miles below Philadelphia, and was obliged to lighter 900 tons, and was delayed until

February 10. British steamer Commonwealth (loaded at Portland two years ago), grounded just below Pensacola, while en route for Alexandria, and was not floated until a

British steamship Carliele, from Philadelphia for Sligo, while bound down the river from Philadelphia, February 17, grounded on Goose Island Bar, and was still in the mud on the 19th.

British steamship Orcadian, from Phil-adelphia for Glasgow, ran aground on Goose Island bar February 16, but got off the next day, with the aid of a tug. British steamship Catania, from Mobile for New York, stranded on the edge of the channel a few miles below Mobile, but was subsequently floated uninjured. German steamship Graf Waldersee, grounded in the lower harbor at New York February 17, and was not floated

until the 19th. British steamship Quernmore, from Baltimore for Liverpool, grounded February 12, at the junction of Cut-Off and Craig-hill channels, but was floated at midnight on the 14th

British steamship Virginia, from Baltimore for St. Thomas, grounded in Chesapeake Bay on the 13th, but was floated, and put into Norfolk for a survey.

British steamship Somerhill, from Mobile for Sabine Pass, grounded near Mobile, and was floated off with a broken shaft.

British steamship Goodwin, from Tacome for the Orient, grounded just out-side of Tacoma harbor, and lay in a perilous position all day. Was finally

towed off by three tugs, after lightering several hundred tons of cargo.

It will be seen from this list of recent disasters that no port of any prominence in the world is free from accidents to shipping. Tides, winds, currents, eddies, weight of the vessel and cargo, and s many other conditions are to be consid ered in handling vessels, that there will always be a certain percentage of acci-dents wherever ships are engaged. New York Philadelphia Baltimore Pensacola Mobile and Tacoma will not go out of the shipping business because an occasional ship grounds near those ports, and the slight accident to the St. Irene will not prevent Portland's Oriental steamship traffic for 1900 exceeding that of any

### BLOWN TO SEA. Portland-Bound Vessel in Trouble at Honoluin.

The big four-master Inverness-shire which is under charter for March loading at this port, had a lively experience in Honolulu during a recent gale in the harbor there, and her experience may de-lay her arrival at Portland. She was balinsted and ready to sail for Portland on the 15th, except for lack of a crew, and while lying outside the harbor a heavy gale sprang up and she dragged her an-chor and soon drifted out of sight. Cap-tain Peattle was on shore at the time the vessel's allest was noticed. tain Peattie was on shore at the time the vessel's plight was noticed, says a Honolulu paper. The wind was blowing so hard that it was considered dangerous to attempt to go out to the vessel in a small boat; but Captain Harry Evans, with Captain Penttle and Captain Rennie and Pilot Saunders, went out with the control of nie and Pilot Saunders, went out with the ship's captain and 15 men. For a time it was thought that the men

had not reached the ship and were blown to sea. The tug Eleu started the next af-ternoon to the rescue of the men, who it was feared had failed in their attempt to reach the ship Inverness-shire; but just as she got outside the harbor she met the schooner Surprise towing Captain Saunders' lifeboat, with news from the vessel whose drifting away had caused so much trouble and uneasiness. Captain Suunders reported that Captain Evans and the men with him had reached the

vessel and that they were in no danger. Captain Saunders thinks that the In-verness-shire will lose both her anchors and about 180 fathoms of chain. He got to the vessel with the pilot-boat some time before the two shore boats completed the dangerous trip. "There were no sails set," he says, "and one of the crew came to me and stated that he repre-sented the strikers and that low wages was the cause of the trouble. We did not ask them to work, but put the men we brought with us on duty, trying to hoist the anchors. The capstan broke after we had been working for a time. and we found it useless. We tried with tackles, but could make no progress, and at midnight gave up till morning. Next morning, while we were still at it, the schooner Surprise hove in sight and an-swered our signals. She towed the pilotboat in. I think Captain Peattie will slip both anchors, set sail and try to make port again. How long it will take him depends on the winds. I started at 8 in the morning and got in about 4 in the

The Inverness-shire was about 18 miles south southwest when Captain Saunders left her. She was in no danger, except that of losing the anchors, and all on board were well. The old crew, which went on strike, is likely to make the acquaintance of the police as soon as the ship gets in

#### ANOTHER SCHOONER ASHORE. Lillie and Mattie in Trouble on Til-

Inmook Beach.
TILLAMOOK, Or., March 1.—The lumber schooner Lillie and Mattle, from San Francisco to load lumber at Pacific Mills, went ashore about 300 yards from Bar-

TWO MARCH WHEAT SHIPS steamers Tillamook and Harrison tried to get her off but did not succeed, and she was driven farther on the beach last night. She has lost her rudder and is filled with water

> TRANS-ATLANTIC LINE SOLD. Leyland Steamship Co. Takes Over

the Atlantic Transport Line. NEW YORK, March L-It has been persistently rumored in shipping circles within the past three days, and as often denied by the officials supposed to be most interested, that the Leyland Steamship Line, controlled by Frederick Leyland & Co., Ltd., of Liverpool, has acquired abso-lute control of the Atlantic Transport Company's New York-London line of steamers, and will assume all the respon sibility for those interests May 1.

tions for the absorption of the Atlantic Transport Line by the Leylands have been pending since the latter decided to come

pending since the latter decided to come to New York.
Colonel Bernard M. Baker, president of the Atlantic Transport Company, who has been in Europe for several weeks, is said to be on his way here now with the contract for the purchase of his company's interests. P. F. S. Franklin, general manager of the Atlantic Transport Line, and Passenger Agent Gfoson, of the Leyland Line, denied absolutely that there was any truth in the rumors of a deal between the two companies. between the two companies.

#### WHERE IS THE FEARLESS! No Trace of the Tag Which Mysteriously Disappeared.

Cantain C. W. Weir, who has been dragging the Columbia River near Rooster Rock in search of the missing tug Fearless, is at a loss to decide whether the vessel has floated down the river or sunk where she was anchored and abandoned during the cold snap about two weeks ago. At that time one of the tug's pipes became frozen and rendered her helpless, and her crew, consisting of captain, mate and engineer, left her anchored in the stream while they went for material for repairs. When they returned next day the tug had disappeared. The Fear-less was a stout little steamer of 10 tons burden, and was owned by George L. Kiss, of Portland. The river is 40 feet deep at the point of her disappearance.

Arrival of the Breconshire

TACOMA, Wash., March 1.—The steam ship Breconshire arrived tonight from Yokohama, with 2000 tons of Oriental goods, part of which is silk and tea. She unloaded 30 Chinese passengers at Victoria, and brought three Japanese pas-

Captain Elliott reports a stormy trip, the ship encountering strong easterly winds all the way. The work of unloading the Breconshire will commence early tomorrow, and she will carry away all the freight she has room for, and will then be replaced at the dock by the Sikh, which is due now at any time.

German Battle-Ship Aground. BERLIN, March 1.—Dispatches from Kiel say the German battle-ship Sachsen

was stranded yesterday off Buelk, near the Kiel lighthouse, during a fog. Hopes are entertained that the vessel will float at high tide. BERLIN, March L-A dispatch from

Kiel announces that the Sachsen has been

First Ship to Siberia. TACOMA, March 1.-The whaleback Inverness, which took on a big lot of flour for shipment to Port Arthur yesterday, is the first ship of a regular line that is to operate between Puget Sound and Siberian ports. The service for the present will be one ship every 40 days, but when the rail-road across Siberia is completed it is pro-posed to have a ship on the Sound every

Two Vessels Clear.

ASTORIA, March 1.-At the custom-ouse today the three-masted schooner W F. Jewett and the steam schooner Signa cleared for San Francisco with cargoes of lumber from the Knappton mills. The cargo of the former consists of 615,000 feet, while the latter has 410,000 feet.

Lake Navigation Open. BENTON HARBOR, Mich., March 1. Navigation to Chicago opened today. There are five steamers each day to and

Domestic and Foreign Ports. ASTORIA, March 1.—Arrived at 10:50 and eft up at 12:39-Steamer Columbia, from San Francisco, Sailed-Steamer Geo, W. Elder, for San Francisco; steamer Signal and schooner W. F. Jewett, for San Fran-cisco. Condition of the bar at 5 P. M.— Rough; wind northwest; weather hazy.

San Francisco, March 1.—Sailed—Schoon-er Monterey, for Coos Bay. Arrived— Steamer Arcata, from Coos Bay. Arrived February 28-Steamer Coquille River, Arrived March 1-Steamer Progresso, from Tacoma; steamer State of California, from

A. Briggs, from Port Blakeley, for Philadelphia. Sailed February 28-Chilean bark Temuco, for Africa. Port Gamble-Arrived February 28-Barkentine Klickitat, from Port Town-

Yokohama-Sailed February 13-British Cardiff-Arrived February 28-British ship Arracan, from Tacoma. Plymouth, March 1.—Arrived—Graf Waldersee, from New York, and proceeded for Hamburg. New York, March 1.—Arrived-Kaiser

Withelm II, from Naples. London, March L-Arrived-Monteaim, from New York. Antwerp, March 1.—Arrived—Switzer-and, from Philadelphia. Bremen, March 1.—Arrived—Lahn, from

New York Naples, March 1.-Arrived-Trave, from New York for Genoa.

Southampton, March 1.—Sailed—Kaiser Wilhelm der Grosse, from Bremen for New York, via Cherbourg, Naples, March 1.—Sailed—Fuerst Bis-marck, from Genoa for New York, Liverpool, March 1.—Sailed—Irishman, Cherboury, March 1 .- Salled-Kalser Wil-

helm de Grosse, from Bremen, for New New York, March 1.-Arrived-Saale, from Bremen.

Spoken.

January 18, latitude 29 south, longitude 14 west, British ship Iverna, from New-castle, England, for Santa Rosilia.

Gems Have Organic Life.

Scientists frequently remind us that gem possess life-organic life. Everybody knows that opals and pearls grow dull when worn by invalids, and it has been lately proved that rubles and the turquoise show the same sens billty. Pearls are most delicate, and lose color and brilliancy and actually die. Rings and pins should not be worn by invalide, because the invisible emanations of disease penetrate the microscopic interstices of the gem and kill its life.

TO CURE A COLD IN ONE DAY. went ashore about 300 yards from Bar-view after sailing in over the bar. The Grove's signature is on each box. 25c.

## THE BRITISH ARTILLERY The board suggests that the vessel be used for harbor defense, and states that she is not worth any great expenditure of

VARIOUS GUNS AND PROJECTILES USED IN SOUTH AFRICA.

Ill Batteries Are Now Being Converted Into Sir George Clarke's Quick-Firing System.

The artillery arm of the English army is playing an important part in the opera-tions in South Africa. In a recent report it was noted that, although many men and many pieces of the various types had already been transported to the field of activity, additional shipments of men and pieces would be necessary to carry out the plans of the English commanding officers.

All the batteries in the British army, late the surgeon in charge at Hono-late the s

The Somers was purchased on March 2

1838, of the Schichau works, Elbing, Ger-many, for \$72,567. It was reported the Spanish Government was negotiating for her purchase, and to prevent her from passing into the possession of the Madrid Government, the American naval attache was authorized to pay the price asked by the Schichau works.

THE PLAGUE IN HAWAIL

Report of the Situation at Kohn-

horse and field, are being converted into a Regarding the appearance of the plague quick-firing system. The method was de- at Kahului, on the Island of Maul, the vised by Sir George Ciarke, and has as its doctor says three undoubted and two sus-



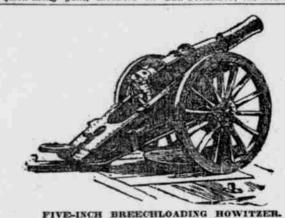
at the Woolwich arsenal, says the New York Tribune, and guns from these shops, as well as from the Armstrong and the Vickers establishments, have been burried

The artillery arm of the service contained in January, 1899, 34,804 "effectives." The artillery arm of the service contained in January, 1899, 34.804 "effectives."

Of this force there were stationed in the colonies 534 officers and men attached to the field artillery, 191 officers and men of the mounted artillery, and 7262 who came under the head of garrison artillery. About 500 of the force was stationed in Egypt, and the rest were at home. Since that time the drafts on the home body have time the drafts on the home body have to say how much intercourse there is be-been exhaustive, and at last accounts the tween them and the town. Owing to the British forces had the following pieces of artillery in active service at the front: from the mainland have been loading sugar for United States ports at Kahulu, howitzers. 54 batteries of horse artillery, and the following vessels departed on the and 234 field guns.

main object checking the recoil. The car- picious cases were reported to the Board riages made after his plans have been built of Health at Honolulu, and an examination showed them to be the disease of a malignant character. Seven cases in all were reported from January 30 to February II, all occurring in the Chinese quarter and traced to a store where Chinese foodstuffs, imported from the Orient, via

The 4.7 quick-firing guns, mounted on San Francisco; the Viking, from Haugua,



Captain Percy Scott's ingenious carriage for San Francisco; February 3, the Edis a navai gun. The carriage was made out of heavy beams belted together. The gun is a long-range one, and fires a projectile weighing 45 pounds, the chief kinds used being shrapnel and common shell. When common shell is used, it may be ward May, from Kihel, for San Francisco, via Haugua; february 11, the Mary Winkelmann, from Kahului, to San Francisco.

Haugua is about 40 miles from Kahului,

with cordite, which is smokeless. jectiles at low velocity, giving them a steep angle of descent and greater effect on bursting. Shots from these pieces have In Honolulu, the doctor says, one case what is known among artillery experts as has been recorded since the date of his last "searching effect." The projectiles are report, that of a Chinese child on the

When common shell is used, it may be filled with either powder or lyddite. The peculiarity of the explosion of lyddite is that the blast is of equal magnitude in all directions. The cartridges used in connection with these guns are brass caps, filled in the blast is of equal magnitude. The connection with these guns are brass caps, filled in the blast is of equal magnitude. at Kahului, and sugar is loaded by lighters. If possible, arranger

"searching effect." The projectiles are dropped behind cover which they could not penetrate. report, that of a Chinese child on the lith inst., from the southwest part of the city. Hartman, the white man on whom not penetrate.

Of the 12-inch quick-firing naval guns, the anti-plague serum was used, is recov-



4.7-INCH QUICK-FIRING NAVAL GU N ON IMPROVISED CARRIAGE.

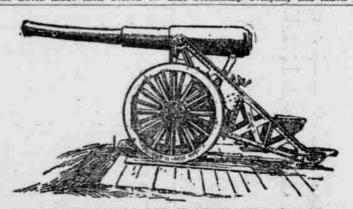
The one shown in the cut is drawn by a suits in the case of Armstrong Smith. accurate. The principal projectile used is the facilities for disinfection of baggage shrapnel, similar to the five-inch shrapnel. at Honolulu are inadequate, All the bag-Shrapnel differs from the common shell gage, however, including hand baggage, in that it contains a bursting charge, which has been sprayed with the 40 per cent time fuse, and balls of mixed metal, which bunks, ets., being sprayed in layers and are scattered over a large area, like drops then closed up at least six hours, of water from the spout of a watering pot. Common shell, on the other hand, has a fuse which causes it to burst on impact,

inch breechloader for firing common shell. shrapnel or common shell.

detachment of bluejackets, by whom it is volunteer nurse, whose illness was locked manipulated. These guns are rapid and upon as suspicious. Dr. Carmichael says becomes ignited in flight by means of a solution of formaline, the contents of

No passengers but first-cabin passengers have shipped from Honolulu since the plague was announced on December 12 and contains no balls. Shrapnel is easen that and contains no balls. Shrapnel is easen that and contains no balls. Shrapnel is easen that the common shell is used to destroy earthworks, mon shell is used to destroy earthworks, city is recorded, and they are rejected if the contains no balls. Shrapnel is easen that the common shell is used to destroy earthworks, city is recorded, and they are rejected if the common shell is used to destroy earthworks, city is recorded, and they are rejected if available place in Honolulu for a deten-These are like the guns used by the Boers.

The height of the gun above the platform could be confined for the time required, admits of a high parapet, which protects and in its absence the plan outlined above the gun detachment. It may be used for was adopted. Only the local boat between Honolulu and San Francisco of the Oce-When the Boers made their attack on anic Steamship Company has taken pas-



FIVE-INCH BREECHLOADER ON OVERBANK CARRIAGE.

Somers a Poor Investment. NEW YORK, March 1.-A special to the Herald from Washington says: Secretary Long has reports from the Board of Inspection and Survey stating that the torpedo-boat Somers is in many respects unsatisfactory. The Somers was able to make only 17½ knots, and the trial

Ladysmith in November with their 40-pounders, they were silenced by the 4.7-inch naval guns brought up from Durban, which fired lyddite shells.

sengers from Honolulu since the plague was reported, with one exception, the Gaelle, from Honolulu to San Francisco on December 12.

Burgiary This Morning. The residence of William Anderson, 996 East Sixth street, was burglarized this morning, about 1:30. The thieves entered by a rear window, and did not disturb the that the torpedo-boat Somers is in many respects unsatisfactory. The Somers was able to make only 17½ knots, and the trial showed that she was unfit for sea service. | working on the case.

### EXCITED MUCH INTEREST

DEBATE ON PUERTO RICAN CONSTI-TUTIONAL QUESTION.

Refreshing Independence of Some of the Members of Congress-General Politics of the Session.

WASHINGTON, Feb. 24.-The first time in many years when a constitutional ques-tion has really become interesting was during the debate that has been going in the House, and has continued in the Senate, upon the right of the United States to govern the Colonies as such. Usually a constitutional debate interests only the lawyers of congress. Upon the subject of the islands ceded from Spain, this debate was of such far-reaching import-ance and the belief being general that not only was the constitutional question involved, but also a great deal relating to politics which made it all the more interesting. The fact that the President was on one side and the Republican leaders on another, made it a rather curious spectacle, especially as it was the first time on any great question that the Re-publican President and the Republicans of the House and Senate have not been in entire sympathy and accord. This, with the far-reaching consequences of the legislation, made the debates very interesting, not only to members of both Houses, but to such speciators as could get into the galleries An Interesting Session.

Although ex-Representative Dockery, of Missouri, and a candidate for Governor of that State, had said that the people were not taking any interest in this Congress, it must be said that there is a great deal of material interest taking place here Not only has the House and Senate had under consideration the great financial bill, and the big constitutional question above referred to, but besides these there have been many questions of intense in-terest. Outside of the Senate proper and before committees have been the Quay Clark and Scott contest cases, the Clark case being of intense interest to everybody here, and, judging from what is said about it in the papers, it is of considerable interest to the people. Before the differ-ent committees of the House, there have been several important events, notably the investigation into the Idaho riots and polygamy, while both House and Senate have had hearings upon the ship subsidy bill, all of which have attracted attention far and wide. Mr. Dockery was very much mistaken when he said the people were taking no interest in this Congress, because when the results are known it many will be found that this has been the most there interesting Congress for many years. Of course, the war Congress was of tremendous importance, and its acts left the present Congress with many important questions to settle, which must interest the people who read or pay any attention to Governmental affairs.

Independent Littlefield. A thoroughly independent member of Congress is something novel and decidedly refreshing, for it has been some time difference where the cable starts from. The mere construction of a cable statton and the landing cuts very little figure. The telegraphic system of the entire United edly refreshing, for it has been known to assert themselves. no matter where it starts from, and the But Representative Littlefield has proven himself to be a fearless, aggressive and himself to be a fearless, aggressive and the cable should be laid out around by free-thinking member, and as such has way of Alaska or should it reach the posway of Alaska of Should it reach Hawaii, colleagues, even though they do not agree with his stand on many questions. A new latter route will be more expensive. One with his stand on many questions. A new member, he has not a peer as a legal debater in the House. As a speaker of sin-cerity, earnestness and force, he stands to-of war cable communication with Hawall, and in times of war cable communication with Guam day without an equal. But, aside from his ability, his nerve, his self-possession and his ready wit, make him an object of will be found better than from San Franfear, and he is really held in awe by his cisco. adversaries on the floor of the House. During his recent speech on the Puerto Rican bill he repeatedly attacked and denounced the floor leader, Representative Payne, and in no uncertain terms, calling the gentleman by name, that there might be no mistake. He hursed many darts at the brilliant gentleman from Ohio, General Grosvenor, who is generally conceded to be able to take is generally conceded to be able to take care of himself, but even he was not included in the care of himself, but even he was not included in facilitating trade between Germany and the Orient. This sample warehouse brings care of nimser, but even he was hot mediated to tackle the giant from the "backthat one or more Senators or prominent to the view of the German public the agriwoods of Maine." Mr. Littlefield denounced methods that appealed to him as
give the President their views. Of course

Enstern countries. nounced methods that appealed to him as imprudent, and denounced leaders who followed such methods, even though he might be endangering his own chances of secur-banks of Indiana, Spooner of Wisconsin

ing personal favors in the House, One From the West. But, while Representative Littlefield has taken this bold and deflant stand, there are others who are just as firm, a very few, among them being Representative Cushman, of Washington. Mr. Cushman, after looking into the question very thoroughly, concluded that we had a perfect constitutional right to levy a tariff on Puerto Rican goods, but he doubted the wisdom of taking such a step. He so announced his inclinations, and was soon beset by pleadings, which were followed by threats. But he stood firm. One member to him one day, and said: "Cushman, you don't want to vote against this party measure, drawn up by the Republicans, and reported by the ways and means com "Well," said he, in reply. frank with you. I am as good a Repub lican as you or any other member of the committee. You claim that this is a Republican party measure. I dispute that. What makes it a party measure? Here the chairman of the ways and means committee introduces a free-trade bill, and then, after confering with his colleagues, reverses himself, and reports this tariff bill. And yet you have the nerve to ask good Republicans to follow implicitly the lead of such a man. I tell you now that if you gentlemen on the ways and means committee would consult more fully with the Republicans of the House before you make these 'party' reports, you would have less talking, coaxing and driving to do after the reports are made. I was never consulted about this bill, and, being a Republican, I disapprove of it. The

under the circumstances, and believing as I do, I must decline to yield."

President is as good a Republican as you, if not better, and he opposes it. I think I

am doing right in opposing it, and you

can't convince me that that bill is properly

a Republican party measure. If it were,

and I had been consulted beforehand, I might give you some encouragement. But

No Leasing Legislation, At the beginning of the session a number of bills were introduced providing for leasing the public domain for grazing pur-The various bills contained varied ens, but at the time they drawn the various authors announced that they had no intention of pressing them to passage at this session, but rather to bring the subject before Congress and before the people. These bills had no reference to leasing the grazing lands within the forest reservations, which will require special legislation, and until such legislation is passed the grazing question as applied to the forest reservations will rest entirely with the Secretary of the Interior. Every member from the Western States has received hundreds of letters on this grazing question, some for a leas-ing system and others against it. The contention is made that a leasing system will soon throw the lands into the hands of corporations and in other ways work to the detriment of the settler. The authors of the bills, however, assert that nothing is further from their intention, and that they will first of all seek to protect the settler. But this free discussion is just what was sought, and if by the time Congress convenes next winter the people have arrayed themselves either for or against the leasing system, some action will likely be had on one or more of the pending bills. It can safely be said, how-ever, that no leasing legislation will be had at this session.

The Pacific Cable. It is too soon to say what will be done

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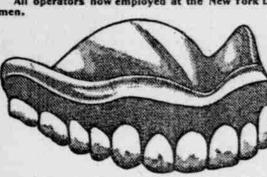
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one question to be considered is whether

of the prime necessities for the cable is a

If any one doubts that the President of the United States is a good politician they

ought to be around and hear some of the political advice he gives those who call

he talks a great deal with Senator Hanna,

and Allison of Iowa. Among those who

are regarded as very close to the presi dent, and whose views and advice are often sought are Scott and Elkins, of West Vir-

ginia, both of whom have had very hard

fights in their state, and who keep in close

touch with what is going on in this doubt

ful burder State. As to the situation in the West, or particularly Indiana and Il-

linels, Senator Fairbanks is relied upon, as he is regarded by the President and by

nearly all who have come to know him well

as one of the coming leaders of the Re-

publican party. It is generally believed

that from the time the campaign actively begins until it ends the President

will have a great deal to say, and will at

all times be in touch with everything that is transpiring in all parts of the country.

PORTLAND'S BOYS.

Shall They Have a Resort Like the

"Noon Rest" for Girls?

PORTLAND, Feb. 28 -- (To the Editor.)-

Though a "shut-in" at a home for the sick, I ask space in your paper for a few words on the interesting subject of

Portland's boys-the working boy, and the boy who does not work; the newsboy, the

bootblack and the almost countless boys who work in factory and stores.

During the past few months it has been

my privilege to work in the Third-Street Mission, and I have met and talked with a great many boys during that time. We

have there a boys' reading-room, where books and papers and games are on the

tables for the use of boys alone, and there are a great many boys of the North

End who use this room daily. Also there

is a Boys' Brigade, which meets and

drills once a week at the mission. It is made up of boys who mostly belong to

the mission Sunday school. This is well, as far as it goes; so are the efforts of

the management of the "Newsboys Union"

and the Y. M. C. A. classes for boys; but these institutions, helpful as they are, do not begin to fill the need and require-

of these lads live far out from the busi-

ness center of the city. They come to work every morning with the little cold

lunch mother puts up for the noon meal. Not a few of them attend some night school, and bring along a little extra bite,

so they won't have to go way out home before the evening class, for not many of the working-boys can afford car fare.

The W. C. T. U. has taken steps to open a place, "Noon Rest," where the working girl can take her lunch basket, go to a

restful place, and for 5 cents get a warm plate of soup or cup of something warm to go with the cold lunch. They have

books and papers and comfortable places to rest during the rest of the noon hour,

and I am thankful this is so; but Portland's working boys have no such place

as this, nor will they ever have such a

place until the people who are able, and who are truly interested in the best inter-

ests of the city will wake up and say: "We must and will look out for our

More than once this winter, in my

rounds in the North End and along the water front I have seen from six to ten

boys in one dark hallway, all of them under 14 years of age, all s noking, and

most of them chewing tobacco, guite often

in company with some grown brute of a hobo, who, with all the means at his

command, would be sowing the seeds of ruin and destruction in the minds of these boys. Our boys! What are we going to

ments of Portland's working boys.

N. E. Cor. Fourth and Morrison Sts.

Lady always in attendance. Hours, 8 to 8; Sundays, 10 to 4.

about the building of a Pacific cable, but the parents' fault; they are the ones to the action of the House committee which decided against government ownership brings out an issue which will cause a boy, just stop a moment and task brings out an issue which will cause a boy, just stop a moment and ask great deal of debate. It is believed that yourself, Was the dear old father or the Senate is in favor of government own-ership, and it is known that the Adminmother at fault, and to blame because I slipped away from home for hours every istration, through the Secretary of the Navy and Secretary of War, has advo-cated the cable construction and ownerday, with an excuse of selling papers of hunting a job or something else, and went to the dogs with a lot of other fellows of ship by the United States. This is be-lieved to be impracticable by a great many members of both Houses, and while my age? What mother can keep track of her boy when that boy leaves home to go to work before daylight begins, and there is a distinct inclination among some members not to do anything in the does not return until nightfall? Mr. Moody picked up out of the streets of Chicago, 15 of the toughest boys he could find, for his first Sunday school class, and the greater part of that class way of a Government subsidy. The rivarly between the routes is also likely to cause more or less trouble, as friends of the route from Washington, as well as that from San Francisco, are contending ien in the state of Illinois. for the privilege of laying the cable. As a matter of fact, it does not make much difference where the cable starts from. telegraphic system of the entire United

today are the foremost business men and land has just as bright boys as Chicago ever had, and all they want is a chance to prove it. I make an earnest appeal to the grown-up boys of Portland to start the ball rolling, that will end in at least a "noon rest" for the working boys somewhere in the business part of the city, where they can come in their working clothes, and feel that it is home to them, and that the city and people of Portland has use for them. Above all, let all who love law and order put down such hobos and rounders as lurk in so many out-of-the-way places in the City to snare the boys whom it is our duty to protect. Let rests not alone upon the parents of the boys, but upon every mother's son of and much good will come of it, W. E. WARDEN

Vice-Consul General S. W. Hanauer, An Oriental commercial museum has lately been opened in Berlin for the

## Unfit for Business

Does that mean you? Are your nerves so irritable and restless that you cannot sleep at night? Does the morning find you weary and worn out, without appetite for food and no energy or ambition to take up the cares of the day? Are your spirits depressed? Are you melancholy, got the blues? Ask your druggist for a bottle of Dr. Miles' Nervine, and insist on getting it. Before that bottle is gone you will find relief. It will give you new life, new ambition, new hope. Don't wait: begin today with

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and Liver Pills about one year ago. I felt
relief in 12 hours from the first dose, and
before the second bottle was gone I was
feeling like a new man." feeling like a new man."

EX-MAYOR T. N. L. CUNNYNGHAM,
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