# TWENTY LESSONS IN FRENCH CONVERSATION

THE OREGONIAN'S HOME STUDY CIRCLE: DIRECTED BY PROF. SEYMOUR EATON

Note.—These lessens have been prepared for The Oregonian's Home Sindy Circle by Prof. Benno Kirschbaum, of Pulladelphia. They are intended primarily for Americans who purpose attending the Paris exposition. The lessons in-clude (1) common French words and phrases, (2) easy conversation and (3) simple reading

### LESSON NO. 4. QUATRIÈME LECON. KAT-TREE-

Hints on Pronunciation. 1. In pronouncing a French word put the stress always upon the last syllable. This stress, or emphsis, is very slight. The conconants, the student must remember,

are pronounced as in English. Consonants at the ends of words are not sounded, except c, f, l and r. These

are generally sounded.
3. The following letters seem to be the

most bothersome to Americans: g is silent before n, as in magnifique; mahn-yee-feck.

A is usually mute; hôtel; o-tell.

gu has almost always the sound of k; quatre: cat-tr.

Nore-Like in English, q is always united with and never stands alone. is harder than in English, principally at the beginning and the end of words.

between two vowels is like z; refuser; rab-fub-zny. a at the beginning of a word is bissing;

th has the sound of the English t; theatre; tay-str. Note-The English th has no equivalent in French. The sound of "th" does not exist at all

se is generally like the English o; this letter is not used frequently. Note-Students must not give the sound of the English w to the v. e at the end of a word is mute, as doux;

doo. It has sometimes after a vowel the sound of pa; exemple; eggs-ample. Note—There are, of course, a great many exceptions to these rules, which are given here nerely as practical hints for students who are inxious to get along as well as circumstances

As a general guide and for the purpose of a review we shall now give the twentysix letters, with propounciation, which make up the alphabet of the French lan-

A	Lee	Sess
Bbay	J ziee	T tar
C	Kkāh	I has no orac
11	The control of the second seco	Emplish ander
E-Note: Fore	Memm	mient.
nee lessons 2	Afternage store Chill	V see Willy
and 3.	O	
	Ququu	
Hfish	R. aler	7zed
	Carried State of the Control of the	

Memory Exercises: Much-Needed Words and Phrases. 1. Money; l'argent; lar-zjang.

2. Silver money; nar-zjang.
2. Silver money; monnale d'argent;
moh-nay d'—.
3. Gold money; de l'or; duh lore.
4. Paper money; billets de banque;
bee-yah duh baunk.

5. Change me; changez-moi; shan-jay 6. This coin; cette pièce; cett pee-ess. 7. Here is a franc; voici un franc;

wws-cee un fraunk. Note—A frame equals about 20 cents in Amer-fenn money, or about 9 pence 2 farthings English money. A centime, the smallest French coin, is the one-hundredth part of a frame. The French recken by frames and centimes. The prigcipie of recknoting is very simple. The American has only to remember that 1.50 means 1 frame and 50 centimes; 1.75 means 1 frame and 75 cen-

S. Iron; le fer; -9. Gold; l'or; lore. 10. Silver; l'argent; lar-zjong.

11. Copper; le culvre; luh-quee-vr.
11. Brass; culvre-jaune; — zjone.
Note-in French before every noun the article
must be employed silbough frequently omitted

13. Steel; Pacier; lab-see-ay. Note—The names of metals, trees, preci-giones, seasons, months and days are genera-masculine. There are exceptions, however.

14. Will you have a cup of coffee? Voulez-vous\_une tasse de café!

Voo-lay voo zoon tass duh kaf-fay. Non, monsieur; je préfère un verre de vin.

duh vans. 16. Some iced tea; du thé glacé; doo tay glas-say. Some sed tea; du the frappe; -

17. A small cup of black coffee; une demi-tasse; — democ-tass.

Note-Demi-tasse is always applied to after-dinner coffee, black, which is in French cafe noir; bolr; kaf-fay noi-abr.

18. A cup of coffee with milk; une tass de cafe au lait; oon tass dub kaf-fay ô lay. 19. Give me a glass of hot milk; donnez-mol un verre de init chaud; — show. 20. Lemonade; lin.otade; lee-mon-nabd. 21. Tabic claret; vin\_ordinaire; vang nor

22. The wine list; la liste des vins; leest day vang-23 Give me the bill of fare; donner-mod la carte: --

24. Show me the menu; montres-mol le menu; mont-ray mwa luh muh-nu. 25. I am hungry and thirsty; J'ai faim et soif; zhay fahng ay swaf. The student will now memorize the fol-

lowing numbers:
13; treize; trayze. 14; quatorse; cat-orse.
15; quinze; cas-ze. 16; seize; says. 17; dix-sept; dee sett. 15; dix-huit; deex weet. 19; dix neuf; deex-nuff. 20; vingt; vangt. 21; vingt-et-us: — aung. 22; vingt-deux; — dub. 23; vingt-trois; — trwa. 24; vingt-quatre; — cattr.

26. I am going to the theater. Je vals\_au theatre.

Zhuh vay zo taysatr. 27. Are you going to the bank?
Allez yous A la hanque?
Al-lay you gah lah baunk.

28.1 am going out; je sors; 29. Where does be live?
Où domeure-toil?

Oc dem-cu-hr-teel.
What is the distance from here to-1

Combien y a-t-il d'ici à -Kom-bee-yan ee ah teel dee-cee ah. It is about a mile. II y a environ un mille. Eel ee ab-an-vee-rong ung meel. 32. I think only 560 yards.

Il n'y a, je pense, que cinq cente mètres. Bel nee ah ahub-pangs kuh sank

Note-Miles are not used in France; distances the measured by "kilométres."

33. You must take a cab to go there Il faut prendre un flacre pour y aller. Eel fo prondr ung fee-ner pour ee all-ay.

34. Will you take the street car? Prendrez-vous le tramway? Pron-dray voo lub -

35. Let us go to the exchange office.
Allons & la Bourse. Ahlon zah lah boores. 36. Take your mbrella along. Prenez votre parapluic.

Prenez votre parapinie.
Pren-ay votr para-plwee.
S7. \$15 change: quinze dollars\_en petite
nonnale; canz dol-lar ong p'teet moha-nay,
38. The 17th le dix-septième; lub deca sett-ee em. 29. The nineteenth time: la dix-neuvième

fois; lab deez-nuv-ee em fwa.
40. The twentiet cen ury; le vingtième siècle: lub vant-ee em see-ekl. Easy Reading Exercise.

The following is the proper translation of the last French exercise:
(1) I have lo my ay, (2) Direct me to the staticn. (3) Where is the post-office? (4) I will accompany you there.
(5) Thank you, you e too kind. (6) Is there a drug store near here? (7) Oppo-site the hotel, near the news stand. (8) When does one buy postage stamps? (9) At the tobacconist's. (10) When do they collect from this letter box? (11) Four times a day. (12) At what hours? (13) At 7 and 9 o'clock in the morning. (14) At 6 and 8 in the erening. (15) Where is

the cab stand?

Vocabulary — Cela; that. Prix; price. Envoyez; send. Demain; to-morrow. Matin: morning. A ll. sisc. on " y. Caoutchoucs; rubbers. Correspondance; exchange ticket. Paire; pair. Vingt; twenty. Cinquante; ofty.

Read and translate into English:

(1) Donnez-moi de la monnale pour cette pièce de vingt dollara. (2) Quel est le prix de cela! (3) Cola vaut, un franc cinquante. (4) Envoyez cela à mon tôtel. (5) De-main matin. (6) Palment à livraison. (7) Une paire de caoutéhouce. (8) Sortez-vous? (9) Conducteur, une correspond-ance, s'il vous plait. (10) On demeure votre ami? (11) Dans une de ces maisons, je pense. (12) Eh bien, prenons le tram-

Note-The English translation of this exercise will be given in the following lesson, which will be published next

Note.-These papers on Practical Science have | sharp points. Each individual filing

## II.-WIRELESS TELEGRAPHY.

been prepared for The Oregonian's Home Study Circle by Prof. William J. Hopkins, of Drexel

The Coherer.

The spark-gap detector used by Hertz was extremely simple, but of limited sensitiveness, failing to respond at distances greater than about 200 feet. The first requisite, therefore, to make space telegraphy of practical value was a detector which should be reliable and sufficiently sensitive to respond at a distance of miles instead of yards. This was found in the "coherer," which has been ascribed to Branly, although it was known and used in one form or another long before his

Since the first use of the microphone as

telephone transmitter the fact was well nown that a simple microphone contact, like the Blake, if the prints were both made of metal, became faintly welded to-gether under the action of the current; and this, a defect in a telephone, was one of the principal reasons for the use of carbon. A single metallic contact of this sort is the form of coherer which has welds the points, the whole action being been used by Lodge. Hughes noticed this practically instantaneous. peculiar sensitiveness of a microphonic contact, either single or multiple, to a discharge through it, and the same effect appears to have been observed by others. Omesti, however, seems to have been the first to make use of this property, and Branly increased the sensitiveness of the coherer by modifications in the design. coherer by modifications in the design. As alternating magnetic field, at present used the coherer consists of a small glass tube in which metallic pistons.

The extraordinary sensit fit tightly. The space between these pistons-one-twentieth to one-quarter of an inch-is filled somewhat loosely with filings of metal. The ends of the pistons are smeared with mercury, and the filings, which must be sharp, are worked up with a little mercury for the best results. In addition to this Marconi has used coherers in which the space between the pistons is practically or wholly exhausted of air. Filings of any metal will work, but the best results are obtained with a mixture of about 96 per cent nickel and 4 per cent silver. The tightness with which they are packed in the tube must be carefully adjusted by moving the pistons. Action of Coherer.

When a discharge of electricity passes through a mass of filings, which are or-

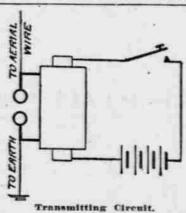


dinarily in no particular arrangement, but g in random positions, the filings at marshal themselves in regular order. point to point, and the chains thus established are made more perfect by the slight welding action of the contact. The resistance of the mass of filings, which before was infinite, becomes finite-from 100 ohms to 500 ohms-and if a battery is in connection with the coherer a current may be made to pass and actuate a re-

The cause of this behavior of the filings is probably the well-known action of a vertical wire.

static change, which is most intense at In the method by which the greatest

therefore, is most intensely and oppositely charged by induction at opposite sharp points, and each positively charged point is attracted to the negatively charged point of a neighboring filing. As soon as



contact occurs the charge passes and To restore the coherer to its sensitive condition these welds must be broken. This is actually accomplished by causing the tongue of a vibrator or buzzer to tar the tube and shake up the filings. The same thing may be effected by rotating the coherer or by placing it in a rapidly

Sensitiveness of the Coherer The extraordinary sensitiveness of the coherer may be dimly appreciated when the conditions under which it works are known. It has been computed by Abbott that, working at a distance of 35 miles-it has responded to more than twice that distance—the coherer has an efficiency of only one five hundred-millionth of 1 per cent. That is, it uses only one fifty-billionth of the energy put in at the trans-mitting end. Even then the sensitiveness will probably be increased.

Marconl's System. The system employed by Marconi is shown in the diagrams. The simplest form of transmitting device consists of an induction coil or other alternator, with spark gap in the secondary and battery and key in the primary. When the key is closed a stream of sparks passes across the gap, setting up corresponding ether waves which radiate in all directions and are detected by the receiving apparatus.

The spark gap may be simple or a Righi oscillator may be used, in which two

To send these waves in any particular direction a parabolic reflector of metal is so placed that the spark gap is at the focus and the open side of the reflector points in the desired direction. So far as has yet been announced, no distance greater than two miles has been covered by the use of reflectors. The receiver for directed waves has a similar reflector with the coherer in the focus, and neither transmitter nor receiver is connected with a

larger brass balls, very close together, are

placed between the terminal balls of the

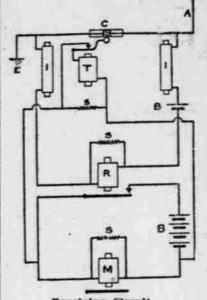
side of the coherer is connected to the vertical wire, the other side to earth; and the coherer is also included in the cir-cuit of a local battery and sensitive relay. When a discharge passes through the oherer, its resistance is so far lowered that the local battery actuates the relay. This, in turn, closes another circuit in which is a Morse recorder or other reg-istering instrument. The tipper is also

success has been attained, however, Mar-coni uses a vertical wire of height ad-justed to the distance over which the sig-nals are to be sent. One side of the spark gap is connected to the vertical wire, the

other to earth.

The receiver circuit is less simple. One

connected in this second local circuit and



Receiving Circuit. A. serial wire; BB, batteries; C. coherer; E. eurth connection; II. inductive resistance; M. Moree printer; R, relay; SSS, non-inductive shunts; T, tapper.

keeps up its hammering on the coheren so long as the discharge is passing. Every contact is shunted by a non-in-ductive resistance to prevent sparking. The light armature of the relay is in more or less continuous vibration, but the heavy armature of the Morse instrument does not respond so quickly and remains down as long as the transmitting key is closed, recording the regular Morse characters.

## SHOWS MINE OPERATIONS.

Valuable Addition Made to Free City

Colonel L. L. Hawkins has secured for the City Museum a very valuable and in-teresting mining exhibit that differs wide-ly from those usually shown. The exhibit hows the practical working of a mine in all its various stages of concentration of orea, from the time the ore is taken out until it is ready to be shipped to the smelters in the form of concentrates. The object Colonel Hawkins had in view in securing this exhibit was to interest nov-ices in practical mining, and to give to the teachers in the schools an opportunity to explain the operation of mining to their classes. Several teachers have already classes. Several teacher taken advantage of this.

The exhibit was personally gathered by Colonel Hawkins, from the Standard mine, in the Coeur d'Alene mining district. The ore and concentrates are placed in pana, which are arranged in rows in a glass case, showing each stage of concentrates and ores from the mines to the buttons of metal from the assayer's crucibles. In the exhibit are pictures of the mines and mill and several specimens of quartz and granite cores from diamond drills.

#### HOTEL ARRIVALS. THE PORTLAND.

Albert Joske, San Antonio, Tex Thos Doyle, Tacoma Tom C Grant, San Fr S E Carr, Chicago Paul F Markoff, Grand Rapide M Karpen, Chicago M Brown, San Fran B Sheedman, San Fran B Simon, Denver Sami Johnson, Cincinn S Ullman, N Y C W Buck, Highland, III E J Cooper, Minnpls H B Thearle, Chicago C A Peplow, Kalispeil Mr & Mrs C H Post, do F W Gwell, Central Point, Or W S Jameson, N T J L Freeling, Chicago

I L Freeling, Chicago

THE PERKINS.

I Sylvester, Omaha
C C Happer, Forest Gr
T Wigman, Portland
A J Johnson, Astoria
E H Short, Coos Bay
W Miller, Portland
M W Buckley, Starbok
A Abrama, Astoria
G A Davis, Coyvallis
G W Evans, Spokane
G W E Miller, Parking
G W E Abrico, Or
T L Weiney, Go
G Hannah, Phila
Mrs W A Whitney, Grand
E A Banth, Locater
L C Palmer, Bridai Vi
J W Owen, Eugene
Cap Thomas Doures,
Astoria
C F Fryer, Manila
Mrs C Hannah, Phila
Mrs C G Hannah, Phila
Mrs E A Danks, Go
G Owens, Oakland
M Summer, Butte
H C Fannell, Eureka
H R Robbins, San Frn
den, H R R Robbins, San Frn
H R R A H A Hays,
Aberdeen,
Mrs H H R Robbins, San Frn
H R R Robbins, San Frn
H I Wakefeld, Elmira
H R H R Robbins, San Frn
H R H R Robbins, San Frn
H R H I Wakefeld, Elmira
H R H I Wakefeld, C M Miller, Spokane
d C M Miller, Portland
Mrs H H R Robbins, San Frn
d H I Wakefeld, C M Miller, Spokane
d C M Miller, Spokane
d C M Miller, Portland
Mrs E E Miner, dor, of
T L Weiney, So
T M S M A B Miller, Prodokne
Mrs E A Bantha
Mrs S A Danks, Comming
M W L Lees, Ontario
T M H THE PERKINS.

THE IMPERIAL

C. W. Knowlea, Manager.

R. H. Miller, Sumpter
A. B. Miller, Limiton
Mrs Mountain, Seattle
H. S Spillimin, Children
Mrs Mrs Marker, Salem
J. L. Wash
Miller, Limiton
J. L. Warner, Alamo
G. Brayen
J. L. Warner, Alamo
J. L. Warner, Mrs Harris, Corvailis
L. Goldstein, San Fran
Mrs Goldstein, do
T. A. McKride, Or City
Mrs M. Holosan, Sprague
J. W. Ghowell, Astoria
P. H. Peyran, San Fran
Mrs W. Tinson, do
A. B. Leckenby, Rainier
Wm. German, Stella
John S. Lyster, Gardiner
Mrs R. H. Knox, Indep
J. K. Weatherford, AlL. A. Ash, Salem
THE ST. CHARLES. THE IMPERIAL.

THE ST. CHARLES.

R S Evans. Cheneyville! Z M Seeley, Greenville
Mrss Evans. do
Discourage of the control of th THE ST. CHARLES.

Waydilict, Albany Hotel Donnelly, Tacoma. European plan; headquarters for e-mercial men. Chilberg's restaurant connection.

For Goldendale, Wash., take stage at Grants. H. Glass, prop.

## OVERDUE LYDGATE SAFE

NOTHER WINNING FOR THE REIN-SURANCE SPECULATORS.

fany Portland-Bound Ships Have Frightened Underwriters With Long Passages-Marine Notes,

The British bark Lydgate, under charter to load wheat at Portland, arrived at Shanghal last Monday, after a long passage of 200 days from New York. The ship was well known in this port as a slow sailer, and her master, Captain Longer formering the Galesta and Trade Jones, formerly of the Galgate and Trads Winds, was also known as a careful master. Accordingly, no uneasiness was felt over the long passage she was making. Some of the underwriters, however, were inclined to be frightened, and they began quoting reinsurance six weeks ago, and the San Francisco Commerciai News of last Saturday quoted the rate at 15 per cent. This particular case of course has touched the underwriters rather lightly. but their timidity, which has caused them in many cases to begin offering rethem in many cases to begin offering re-insurance on vessels before they were fully due, has given reinsurance specula-tors many good things on Portiand-bound vessels within the past year. The best winning they have made in that period was on the Macduff, the figures on this creft solve up as high as 70 per cent becraft going up as high as 70 per cent be-fore she finally arrived at Astoria in safety.

The Lorton was also considered a sufficiently hopeless case to warrant 30 per cent reinsurance being paid on her, and, like the Macduff, she also turned up safely after a long passage. The next winner elected by the reinsurance men was the French bark Louis Pasteur, and, for no apparent reason, the underwriters began naying reinsurance on her before she was fully due at Astoria, and by the time she reached the Columbia, after a passage that was not unusually long, 30 per cent had been pald. On the Jules Verne, an-other French bark due about the same time, the rate got up to 10 per cent be-fore the vessel was out 130 days, which is

only at average passage.

In addition to the Portland-bound fleet, several of the Sound vessels have proved very profitable speculations for the men who took reinsurance on them, 60 per cent being paid on the American ship May with a number of others quotable from 5 to 15 per cent.

### BEHRING SEA PATROL.

Fleet for the Coming Season Will Include Five Cutters.

NEW YORK, March 25.—A special to the Herald from Washington says: Arrangements are being perfected by the Treasury Department for the establish-ment and maintenance of the Behring Sea patrol. This patrol will be made by five cutters, including the Bear, the Manning, the Perry, the McCulloch and the Rush. The Bear will leave early in April for Behring Sea and the other cutters will follow promptly after her. The Man-ning will not be able to join the fleet until May, as she has just arrived at Callno, Peru, on her way to San Francisco. It is not intended to assign a senior officer to command the patrol fleet. Each commanding officer will receive instruccers in preventing pelagic sealing, and they will be required to make such ar-rangements that one vessel only will be in port at Unalaska at a time, and then only for a couple of days. The same rules which have been followed for sev-

eral seasons past will be observed.

The patrol is necessary because of the failure of the Joint High Commission to settle the questions at issue with Canada. The commission has agreed upon a mode of settling the Behring Sea question, under which the United States would have purchased the sealing vessels and outfits of Canadian sealers, and have obtained control of the Northern Pacific, but the governments to determine the Alaskan boundary controversy caused the failure of all negotiations with respect to the Canadian question.

## NEW RIVER CRAFT.

Five Stenm Vessels Mensured by the Customs Authorities.

More steamboats are being built in the yards of this city at present than for a long time before. Deputy Collector of Cusoms Barnes has lately measured several boats, and one seagoing steamer, as fol-

The Kvichak, a steel propeller, being built by Wolff & Zwicker for the Alaska Packers' Association, is 208 feet long, 35.5 breadth of beam, and 16 feet depth of hold. Her tonnage is 1663 gross; 610 net. The propeller Reliance, being built at Supple's yard for The Dalles, Portland & Astoria Navigation Company, has her machinery in, and is receiving her finishing touches. She is 128 feet long, 20.5 feet breadth of beam, and 6.5 feet depth of hold. Gross tonnage, 153; net, 104. At Johnson's yard, the Bonita, to be run by Captain Hosford on the La Camas about ready to hunch. She is 109 feet long, 24.4 feet breadth of beam,

and 4.8 feet depth of hold. Gross tonnage, At Supple's yard, Freese Bros, have about completed the tug Resolute, a pro-peller. She is 52 feet long, 12½ feet breadth of beam, and 5 feet depth of hold. Gross tonnage, 24; net, 12.

At the Os R. & N. Co.'s yard, the new

Harvest Queen, intended to be the finest tugboat on the river, is under construction and progressing rapidly toward comple-tion. She is 187 feet in length, 38.8 breadth of beam, and 8.4 feet depth of hold.

#### GRAIN FLEET MOVEMENTS. Ocklahama Coming Up With a Heavy Double Tow.

The O. R. & N. Co.'s towboat Ockla hama is on the way up the river with about as heavy a tow as is often brought up by a single boat. She has the British bark Inverness-shire, 2147 tons, and the British ship Thornliebank, 1969 tons. She met a headwind soon after leaving Astoria, and will probably not reach Portland until late in the afternoon today. The British bark Berwickshire, the small-est vessel that has visited Portland for over two years, arrived in Sunday, and the Emma Hayward has been dispatched to bring her up. The Berwickshire registers but 901 tons, and the Hayward may take her on deck. The William Law ar-rived up Sunday afternoon, and is now discharging ballast. The arrival of the Berwickshire cleans up the list of vessels known to be due at this port, although some of the Island fleet may come along with the next fortnight.

The French bark Marechal Villiers,

which was supposed to be close at hand, is yet several weeks distant. According New York papers, the vessel was still at Montevideo February 27. As she put into that port early in November, it is apparent that the damage she sustained ust be greater than was at first reported.

#### WHALERS GOING NORTH. San Francisco Will Have Nine Vessels in the Arctic. SAN FRANCISCO, March 26.-During

this week the last vessels of the Pacific whaling fleet will depart for Arctic waters. The steamers Belvidere, Baylles and Jeannette have already sailed for Herschel Island, near the mouth of the Mackenzie River, the Jeannette having left only a day or two since. The whalers to leave port within the next few days are the Karluk, Alexander and Beluga whalers already in the Arctic from this port are the Grampus, Norwhal and Bal-

Captain MacGregor, of the Karluk, and Captain Cook, of the Belvidere, are the

### RAPID LOADING.

Abergeldie's Flour Cargo Taken at the Rate of 120 Sacks Per Minute. Brown & McCabe were not out for a second when they loaded the big liner Abergeldie last week, but at the Portland flouring mills plant, in Albina, they put an enormous amount of flour aboard put an enormous amount of flour aboard in a comparatively short space of time. They started loading at the mills at 16 A. M., March 22, and in 17½ working hours put aboard 125,007 sacks of flour, Considering the number of packages handled, this is about the fastest work that has been done in this port. An average of over 120 sacks per minute for a stretch of 17½ hours is fast enough to please the most exacting shipmaster. most exacting shipmaster.

NEW YORK, March 26.-A special to he Herald from Washington says: Townsend & Dowley, New York ship-builders, who endeavored to obtain a con-tract for building one or two protected cruisers for the naval service, will probably now receive the contract for building a revenue cutter for the lakes. The cutter will probably be christened the Mackinaw. Proposals will be invited shortly for the onstruction of a revenue cutter for the Pacific Coast. The department is anxious to obtain authority to build two revenue cutters for Puerto Rico. As soon as the civil government supersedes the military in the Philippines, steps will be taken to secure authority for the construction of revenue cutters for that archipelago.

Special Permits Granted. PORT TOWNSEND, March 26.-Colector of Customs Huestis today received advices from Washington that the Treas-ury Department has issued special permits to the American schooners Nellie G. Thurston and Emma and Louise to clear direct from Puget Sound for Cape Nome, with the understanding that if, after arriving in Alaskan waters, they come within 20 miles of any port created by law, they shall be entered according to the usual course of procedure.

Norwegian Steamer Ashore.

WASHINGTON, March 28.-The Lifesay ing Service has received word that the Norwegian steamship Vidar, of Freder-ickshold, Captain Sorenson, from New York to Norfolk in ballast, went ashore shortly after midnight at Damneck Mills, 19 miles south of Cape Henry, Va. The lifesaving crew has established connection with the vessel. The crew of 18 men is safe, and for the present will remain on board.

No Trouble With Samson's Boilers. ASTORIA, March M .- The tug Samson arrived in from San Francisco today. The captain denied the report that an accident had occurred to her boilers while en route. Heavy head winds forced her to take refuge at Crescent City 40 hours.

The State arrived in about 4 o'clock yes-terday afternoon. She made a fast run up the river.

The German bark Niobe, from this port for Queenstown, was spoken February 21, in latitude 17 south, longitude 30 west. The British ship Cumberland, which arrived on the Sound last week from Japan, made one of the fastest passages of the eason, coming across the Pacific in lays.

The Abergeldle arrived down at Astoria early yesterday morning, after an-choring all night at Brookfield. She was drawing 23 feet 5 inches of water, and went through without touching. Two of A. M. Simpson's barks, the Echo and the Addenda, sailed from Caleta

Buena for Honolulu February 9 and 16 respectively, and will thus have a good opportunity to demonstrate their merits

# Domestic and Foreign Ports

ASTORIA, March 26.-Arrived-Steamer State of California, from San Francisco tug Samson, from Gray's Harbor. Ar-rived down-British steamer Abergeldie. Left up-British bark Inverness-shire, British ship Thornilebank, steamer State of California. Condition of bar at 5 P. M., rough, weather cloudy, Redondo-Arrived March 25-Steamer Dispatch, from Portland.

San Francisco, March 26.—Arrived— Steamer Geo. W. Elder, from Portland. Satled—Schooners Webfoot and J. A. Garfield, for Coos Bay. Salled March 25-Tug Astoria, for Gray's Harbor. Glasgow, March 26.-Arrived-Anchoria

from New York.
Queenstown, March 26.—Sailed-Lucania, for New York. Liverpool, March 26.—Sailed-Cevic, for New York; Pennland, for Philadelphia.

Moville, March & Arrived-Aschoria, from New York for Glasgow. Liverpool, March 25.—Arrived-Georgic, from New York; Lacatrian, from Boston, Genoa, March 26.-Arrived-Werra, from New York, vin Naples. March 26.-Arrived-Rhien,

Bremen, Mar from New York. Southampton, March 26.-Arrived-Bremen, from New York for Bremen. Hamburg-Arrived March 25-Fuerst Bismarck, from New York, via Plymouth; Pretoria, from New York via Plymouth. Philadelphia, March 26.—Arrived—Belgenland, from Liverpool.

San Francisco, March 26.—Snifed—Steam-er Uranus, fishing; steamer Coquille River, for Gray's Harbor.

San Pedro-Arrived March Z-Barkentine Quickstep, from Tacoma. Sal'ed-Point Reyes, March 26.—Passed—Norwegian steamer Titania, from Port Los

Angeles, for Nanaimo. Gray's Harbor-Sailed March 25-Steam er National City, for San Pedro, Seattle-Salled March 21-Steamer City of Scattle, for Skagway.

Port Townsend-Arrived March 25-British ship King Arthur, from Hong Kong. San Diego-Arrived March 25-French



war steamer Protet from Santa Rosalia East London-Arrived March 21-British http MacDuff from Oregon. Yokohama — Sailed March 23-British teamer Empress of India, for Vanc

Liver Troubles.

Spoken. January 1, latitude 42 south, longitude 61 west, British ship Montstuart, from Lon-don, for Puget Sound.

## A Sorely Afflicted Woman,

Coquille City Herald.

Mrs. J. F. Wilson, of Fishtrap, was in town last Friday to have the physician's attendance upon a little son who is orippled from some hip complaint. Mrs. Wil son is visited with sad afflictions of late. A few weeks ago her husband died, and last Tuesday she got word of the death of her sen, Walter, in California, at the age of about 17 years; now her baby boy is threatened with being a cripple for life and she herself is close to motherhood again. We understand her neighbors are good and very kindly disposed, and it is to be hoped others will assist whenever they can.

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of heart (Fig. 4), impaired digestion and loss of appetite (Fig. 5), weakness of limbs (Fig. 6). Again, we have impaired memory, trembling, tendency to faint, lack of energy and general weakness as prominent symptoms of nerve weakness or nervous exhaustion.

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