The Pour york Dentist

WHEAT AND BARLEY

Two More November Cargos Were Cleared Yesterday.

TWELVE SHIPS FOR THE MONTH

Politalioch is Still Resting Ensy-Steamer Norma Goes to Wild Goose Espids.

Two more grain ships of the November fleet, probably the last for the month cleared, pasterday, and will leave down the river tomorrow. The Morven got away with a big cargo, consisting of 12,477 bushels of wheat, valued at \$73,000. She was dispatched by the Portland Flouring Mills Company, and will leave down the river drawing nearly 32 feet. The Cromaryshire was cleared by Kerr, Gifford & Co., and carries the fourth cargo of barley that has been shipped from this port this season. She has aboard \$1.55 bushels of barley, valued at \$25,61, and 17,781 bushels of whest, valued at \$25,61 and 17,781 bushels of whest and the same should be seen that the same should be same should be seen that the same shoul

dispatch, being in the river but 16 days. She has the distinction of going out un-der the highest charter rate that has been paid since 1995. She was chartered at 52s 6d and at the time she was taken C Krager, Chicago
C McConneil, N Y
Ass M Woods, N Y
Ass M Woods, N Y
R Scott, Chicago
H McClure, St Louis
B Trusx, A A Surg,
U S A
W Gerould, Chicago
W Lans & wf. S F
F Paine, St Paul
Ars E Collins
Ars A Sarg
Ars Ars E Collins
Ars A Sarg
Ars A Sarg
Ars Ars Ars E Eugen
Ars Ars Ars Ars
Ars Ars Ars Engles
Ars Ars Ars Ars
Ars Ars Ars Ars
Ars Ars Ars Engles
Ars Ars Ars Ars
Ars Arsur Reagies
Ars Ars Ars Ars
Ars Ars Ars Ars
Ars Ars Ars Ars was considered quite reasonable, as the Halswood, at that time the only disen-gased srain ship on the Pacific Coast, was refusing 52s 5d, and there was no near-by tonnage obtainable for less. Just mean-by tomage obtainable for less. Just at present the freight market is much weaker, but it is not beyond the reach of possibilities that the Cromartyshire's rate will be approached again before the entire crop of 1900 is moved. A sharp advance in the European grain market would most certainly send freights up again, as the statistical position of tonnage remains quite strong.

OBJECTED TO NONUNION MEN. Bailors' Union Attempted to Forcibly Remove Ship's Crew.

TACOMA, Wash, Nov. 28.—The attempt of the Sallors' Union, of the Pacific, to forcibly take a non-union crew from the ship Florence, at Tacoma, Sunday night, was reported last night on the American ship Sintram. Captain Meyer had signed a mixed crew at the same THE PERKINS:

A F W Bensin, Chehalls, Wash
Chas A Payne, Chinoch Mrs W L Toose, do
V Zarich, Astoria
C H Herling, San Fr
W L Pulliam Margers
C W Garretson, city
A L Johnson, city
F B Cornell, U S A
F N Martin, Spokane
F W Merwa, Spokane
G W Herwa, Spokane
G W Herwan, Spokane
F N Martin, Spokane
G W Herwan, Spokane wages for a trip to San Francisco with a cargo of coal. Yesterday afternoon s committee of the union were abourd the ship and notified the captain that unless the non-union men were removed they would board the ship and forcibly take them off. Captain Meyer said he proposed to run the ship to suit himself. He applied to the police, but the Chief re-W Garretson, L Johnson, city
B Cornell, U S A
N Martin, Spokanas
D J Collins, Indp. Or
Mrs Ricardo, Walha W
S D Gasdener, do
L R Stinson, Salem
F B Watte, Roeeburg
B W Molatosh, San Fr
A Zabele, Santa Rosa
Mrs Zabele, do
Mrs G Newby, do
Mrs G Newby, do
Miller G Newby, do
A E Imbler, Tillamook
A E Imbler, Tillamook
A E Imbler, Go
G G Glorer, Salem
Miller G Newby, do
A E Imbler, Tillamook
A E Imbler, Tillamook
A E Gunning, Dalles
G Goo H Snith, Eugen
Mrs Smith, Eugen fused to let his men go on the vessel.
Then Deputy United States Marshal DaMysson was secured and went on guard.
About 11 o'clock about 100 sallors and 'longahoremen, armed with clubs and mis-slies, appeared and marched out on the narrow wharf at the Electric coal bunk-ers. Deputy United States Marshal Davisson met them with drawn revolver, and threatened to shoot the first man who attempted to board the vessel.

who attempted to board the vessel.

There were some hotheads who advised a rush, but, after a violent outburst of words, the crowd deemed it best to withdraw. Meantime a force from the Sheriff's office appeared and remained on guard all night. A tug towed the vessel to sea early this morning. W. E. Reynolds, Cariand, Cal
J. B. Jones, Chicago
H. W. Buith, Turner
H. A. Enyder, Aurora
James Snyder, Aurora
Jordan, Melson, San Fr J. H. McClung, Engene
E. E. Whiting, Denver E. V. Honneyer, Seattle
E. C. Pentland, Sumptr C. A. Torgerson, Byokan
F. J. Morton, Seattle
C. M. Hutford, Beston
C. C. Haynes, Forst Gr. A. Little, Autoria
Mrs. Beadley, Dayton
Mrs. Beadley, Dayton
H. H. Inspills, Autoria
S. B. Huston, Hillsboro
S. B. Huston, Hillsboro
THE IMPERIAL

TO WILD GOOSE RAPIDS. Steamer Norma Makes a Successful

Trip From Lewiston. steamer Norma reached Lewiston last Baturday afternoon, after having made a successful trip to Wild Goose. The Norma carried about 100 tons of freight, says the Lewiston Tribune, and left Lewiston at 7 o'clock Thursday mornug. A landing was made at Asotin, there an additional cargo was received, and the boat then resumed her journey, tops were made at Bille Creek and Stops were made at Billie Creek and Salem Bar, where cargoes were discharged and the boat reached the mouth of the Grand Ronde River at 8 o'clock in the evening, where a tie-up was made. Wild Goose was reached early yesterday morning and about three hours was spent there, allowing passengers the opportunity of visiting the properties of the Wild Goose Mining & Milling Company, About 50 tons of supplies for this company was a part of the steamer's cargo. On the return trip, the Norma left Wild Goose at 50 o'clock and made a brief stop at Course Creek, where a cargo of 500 bushels of wheat was taken aboard. Although the water is now quite low for Upper Snake River navigation, the trip was a most successful one. Lining was not necessary at any point, and the only difficulty in climbing the rapids was encountered at Captain John. No date has yet been fixed for the next trip of the boat to Wild Goose.

FRASER SALMON FLEET. British Ship Ardnamurchan Clears

With a \$400,000 Cargo. The British ship Ardnamurchan cleared from the Fraser, Manday, with 78,100 cases of salmon, valued at \$400,000. The Ardnamurchan is the third vessel to sail from British Columbia this season. The Flery Cross has sailed from Victoria with \$1,000 cases, and the Clan Mackensie from the Fraser with \$4,50 cases. The from the Fraser with 69,451 cases. The Machribanish is loading on the Fraser, and the Najad is loading at the outer wharf at Victoria. The latter wants about 5000 cases to complete her cargo, and is awaiting the arrival of the steam-er Queen City from the West Coust to load these. The Queen City is bringing the salmon from Clayoquot, where a very good pack was put up this season.

The Port of Portland. The need of a geography and a little truth in the office of the Tacoma Ledger is apparent in the following which ap-peared in that fournel on Monday: "The steamer Mayflower, Friday, expe-rienced some of the vicissitudes of Portland and vicinity as a port, when she ran aground at the head of Sand Island, on route from Ilwado to Astoria. The steamer stuck fast and careened over on her side when the tide receded. sing tide eventually floated her about addnight, after about 100 sacks of cysters and been thrown overboard to lighten

Anita Will Quit Coast Trade. ASTORIA, Nov. 28.—The gasoline chooner Anita will not make any more trips to Coast ports this Winter, as no business is offering. She will be taken up to Portland to go into Winter quarters

Demestic and Foreign Ports. ASTORIA. Or. Nov. E.—Arrived last night, British ship Dunsyre, from Santa Rosalia. Reported outside, two four-masted vessels. Condition of the bar at 5 P. M., rough; wind, south; weather,

foggy.

Ban Francisco, Nov. 28.—Arrived—
Tacoma: Ban Francisco, Nov. 28.—Arrived—Steamer Matteawan, from Tacoma; steamer Progress, from Seattle; steamer Empire, from Coos Bay; steamer San Mateo, from Nanalmo; steamer Charles R. Wilson, from Gray's Harbor; steamer Senator, from Victoria; steamer Jeanie, from Beattle. Salled—Bark Prussia, for Port Blakely; schooner Viking, for Coos Bay; schooner, Maid of Oriesna for Gray's Harbor.

Neah Bay, Wash.—Passed out November 25, British ship British Isles, from Tacoma, for Queenstown.

ms. for Queenstown.

tutions! convenue Kong, Nov. 28.—Arrived previous ed by 555 votes.

FLURRY IN S. P. STOCK via Honolulu and Yokohama.
Tacoma, Wash.—Arrived, November II.
British bark Adderley, from Honolulu.
Hull—Arrived November II.
Bydney—Arrived Prior to November III.
Bydney—Arrived prior to November III.
ship Marion Chilcott, from Chemainus.
Sunta Rossila—Sailed October II. British ship Ben Lee, for Tacoma.
Viadvostock—Sailed — German steamer
Bun for Assoria.

from New York.

for New York. Southampton.

Idaho Mrs G H Horsfall, do W E Reynolds, Oak-land, Cal

THE IMPERIAL.

C. W. Knowles, Manager,

Hotel Brunswick, Seattle,

Suropean; first-class. Rates, Sc and up. One block from depot. Restaurant next door.

for New York.

Southampton, Nov. 28.—Sailed—Lehn,
from Bremen, for New York.

New York, Nov. 28.—Sailed—Oceanio,
for Liverpool; Afler, for Genoa; Kensingfon, for Antwerp, via Southampton. Arrived—New York, from New York.

AT THE HOTELS.

Tweed Denies That Huntington Bra, for Astoria.
Curdiff—Arrived November 21, French
bark Marechal Villiers, from Astoria.
Shimoneski—Salled November 35, British
steamer Hyson, for Tacoma. Stock Is for Sale or That There Is Union Pacific Alliance.

Steamer Hyson, for Tacoma,
Sydney-Arrived prior to November 21,
schooner Transit, from Chemainus,
Queenstown, Nov. 28.—Arrived-Majestic, from New York, for Liverpool,
Bouthampton, Nov. 28.—Arrived-Trave,
from New York, for Bremen,
Botterdam, Nov. 28.—Arrived-Massdam,
from New York NEW YORK, Nov. 28.—In explanation of the uncommon activity of Southern Pacific Ballway shares in the stock mar-Pacific Ballway shares in the stock mar-ket, a rumor was circulated this fore-moon that a powerful banking interest, not hitherto identified with the Southern Pacific, nor with the transcontinental rallroad situation, had arranged to ac-quire either all or a large part of the Huntington shares. Charles H. Tweed, chairman of the Southern Pacific direc-tors and one of the executors of Collis P. Huntington's entate said in reference from New York.
Liverpool, Nov. 28.—Arrived—Cuffe, from New York.
Glasgow, Nov. 28.—Arrived—Gamaritan, from Montreal. from Montreal
Bromen, Nov. 28.—Arrived—Prins Regent Luitpold, from New York.
Port Townsend, Wash., Nov. 28.—Sailed—Bark Coryphene, for Sydney.
Queenstown, Nov. 28.—Arrived—Montfort, from Montreal, for Liverpool.
Naples, Nov. 28.—Arrived—Fuerst Bismarck, from New York, for Genoa.
Shimoneski.—Sailed November 26, Graf Waklessee, from Hamburg and Boulogne, for New York. P. Huntington's estate, said in reference

POWERFUL BANKING INTEREST

SAID TO BE BUYING.

to the matter this afternoon:
"I do not know anything about a new banking interest coming into this property. Certainly no arrangements have been made for the Huntington shares to go to any interest. Those shares are not for sule and so far as I am able to judge at present, the Huntington holdings of Southern Pacific stock will be kept intact,"
Asked about the report that a close

mutuality of interest had been formed between the Southern Pacific and the Union Pacific Railroads, Mr. Tweed said: "Nothing new has happened in that re-spect. These two railroad companies are working harmoniously but without any alliance or agreement. We hope that the friendly relations now existing will

Mr. Tweed said he did not know what Mr. Tweed said he did not know what was causing the activity in Southern Pacific shares in the stock exchange. "It's a game of football over there," he remarked, "and nobody can tell what they are going to do next."

Charles M. Hays, the new president of the Southern Pacific, had a conference with Chairman Tweed this morning but declined to state the nature of their convenants. Mr. Haws returned to his home

versation. Mr. Hays returned to his home in Montreal today and early in December he will start on a leisurely trip across the continent to San Francisco, accompanied by Southern Pacific officers,

PANAMA RAILWAY FIGHT. Company Goes Into Steamship Bust-

ness-Pacific Mail Shut Out. NEW YORK, Nov. 28.-The Mail and

Express says:
"All signs point to a lively fight between the Fanama Railroad and the Pa-cific Mail Steamship Company after the termination of their five-year agreement, December 16. The same difficulties have me up which confronted them five years age, and there is little likelihood of their reaching an understanding. The Panama Railroad, it is understood, refuses to give the Pacific Mail Company the exclusive right as against other steamship lines to traffic carried over the isthmus. The Panama Railroad also insists on a larger thare of revenue than it has received un-der the old agreement. The Panami der the old agreement. The Panama Railroad has partially arranged for a steamship line of its own between Pan-ama and Ban Francisco. It has chartered one steamship and is negotiating for sev-

eral others.
"For traffic between the United States and Central American and Mexican and Central American and Mexican points, and Europe and Central American and Mexican points, the Panama Railroad has made working agreements with two different lines, and under this agreement the latter will take the place of the Pacific Mail Company in this traffic. The business between New York and Colon is now control by reserved. and Colon is now carried by vessels of the Panama line, and this will continue at any event. The steamphip companies with which the Panama Raitroad has concluded arrangements are understood to bonciuded arrangements are understood to be the Pacific Steam Navigation Company and the South America or Chilean line, which has already extended its service toward San Francisco. Up to this time they have stopped at Mexican points. Acpording to the terms now demanded by the Panama Railread, the Pacific Mail Company will have to stand on the same footing as the other steambly company. footing as the other steamship compa-

to establish a new steamship company to connect with the Panama Railroad. "President Tweed, of the Pacific Mail, was reticent today when asked about the possibility of reaching an understanding with the Panama Railroad. He said it was purely a question of making the best use of their ships, a numeer of which use of their ships, a numebr of which have been running to Central American and Mexican points."

Panama Line Charters a Steamer Panama Line Charters a Steamer.

SAN FRANCISCO, Nov. 28.—The Panama Railroad, through its local agent, E. P. Conner, has chartered one larke ocean steamship from the Aiaska Commercial Company, and has obtained options on other vessels. Conner made known the company's intentions at a meeting of the Harbor Commissioners today, and asked to be assigned necessary dockage facilities. He was informed that the Panama Company's vessels would be furnished with proper berths when the company was ready to inaugurate its new steam. was ready to inaugurate its new steam-ship service. It is announced that the Panama Railroad Company will do all of its own carrying out of this port after December 16, and that January 24, in pur-suance of a 30 days' notice, all traffic connections with the Pacific Mall, in-cluding the present arrangement whereby cluding the present arrangement whereby the Pacific Mail enjoys the exclusive privilege of handling all the Panama Company's business between Panama and the Pacific ports of Mexico and Central America, will terminate.

Its Territory Is Becoming Settled and Requires Freight.

St. Paul Special-"Frequently of late I have been asked the cause of our large I have been asked the cause of our large freight earnings in view of the drouth last season," said General Ereight Agent Moore, of the Northern Pacific, "and consequent reduction in the average bushels of wheat per acre, and will tell you some of the reasons. We have today over 750,000 more people along our line between St. Paul and Puget Sound than we had a few years ago. These people are consumers, and require provisions, clothing, and mining and farm machinery for mining and agricultural purposes. This increased trade creates increased freight earnings. These newcomers are also de-"The officials of the Pacific Mail, on the veloping many of the resources of our other hand, are not at all disturbed by vast Western country, furnishing us exearnings. These newcomers are also de-

GEORGE H. PHILLIPS.



WHO ENGINEERED THE CORNER IN CORN ON THE CHICAGO BOARD.

Mr Henry, Castor Ream P & Villant, Astoria C W Herald, Dayton Mrs Bale, Mrs Bale, Dayton Mrs Bale, Mrs Bale, Dayton Mrs Bale, Mrs B trolled' by the Southern Pacific. There the business would go by the Bouthern Pacific to Galveston, whence it would be taken to New York by the Morgan line. Mr. Huntington for a long time had such a project in mind, and, now that the Pacific Mail Company is controlled absolutely by the Southern Pacific, it is possible that it will be put into execution. The haul by rail over the Southern Pacific would be more expensive than by water transportation, and if it came to a rate war the Panama people think they would have the advantage. On the other hand, the Southern Pacific asserts advantage of prompter delivery. The meritage of prompter delivery. The meritage of prompter delivery. The meritage of prompter delivery is a such as a case of the increase is tributary to the Northern Pacific, the principal gain being in the northern part of that state. The gain in Washington was 186,000. Our system reaches almost every point in

They are preparing to strike back. If no agreement is reached they could run steamships into Guayamas, on the Guit of California, and there transfer traffic to the Sonora Railroad, which is controlled by the Southern Pacific. There

The haul by rail over the Southern Pacific would be more expensive than by water transportation, and if it came to a raile war the Panama people think they would have the advantage. On the other hand, the Southern Pacific asserts advantage of prompter delivery. The merchants of California are interested in section on the proposition to hold a constitutional convention shows it was defeated by 555 votes.

The haul by rail over the Southern Pacific would be more expensive than by water transportation, and if it came to a raile war the Panama people think they would have the advantage. On the other hand, the Southern Pacific asserts advantage of prompter delivery. The merchants of California are interested in section on the proposition to hold a constitutional convention shows it was defeated with other steamship lines, so as to get as low rates as possible. They are disposed to furnish capital, if necessary, loaded the propulation 155,000.

mines opened.
"The Northern Pacific management has spared no pains to increase the business at local points along our line during the past seven or eight years, and are now receiving in freight earnings some of the enefits resulting from these efforts. It is safe to say that during the past year or two not a single passenger train has been sent out for the West from the been sent out for the West from the Union Depot over the Northern Pacific which did not contain a number of immigrants, some trains having 15, 20 or 20, and some trains full carloads. These settlers, or immigrants, are going West to take up and imporve new lands or launch into some enterprise. Our tonnage and earnings must therefore increase."

BUSINESS AGAIN BOOMING. East Satisfied With the Election-

Railroads Preparing for Future. Railroads Preparing for Fature.

C. J. Eddy, of the Chicago, Milwaukee & St Paul, has returned from his semiannual trip East. He left Portland before the election, being convinced, he
says, that his vote would not be needed
to carry Oregon. He went East over the
Northern Pacific, and returned by way
of Los Angeles, where he left Mrs. Eddy
to spend the Winter.

Mr. Eddy says the result of the election
served to tone business up in the East,
and the prospect is excellent for four

and the prospect is excellent for four more years of prosperity. The transpor-tation outlook was never better. The railroads in every quarter are making extensive improvements and getting new rolling stock, and the volume of business is more than keeping pace with the facili-ties for handling it. The Chicago, Min-waukee & St. Paul is enjoying great pros-

perity, and the head officers look for it to continue, and are proceeding accordingly. "We had fine frosty weather in Chicago again struck a spanking gait, and there is no telling to what limit this internal expansion will go. Everybody is feeling good and confident of the future."

DERAILED AT TUNNEL MOUTH. Accident on Southern Pacific in Siskiyou Mountains.

ASHLAND, Or., Nov. 28.—The California express, which left here at 1 o'clock today was derailed at the south exit of the long tunnel at the summit of the Siskiyou Mountains, the rails spreading and two locomotives, the mail car and baggage car jumping the track. The location of the accident is an ugly deep cut where a rew days ago a freight car loaded with lumber jumped the track and caused a delay of nine hours to the two north and southbound passenger trains. While the passengers in the coaches were much shaken up by to-day's derallment, no one is reported as injured. A wrecking crew was promptly dispatched from Ashland and the track repaired after eight hours' hard work, and the California express resumed its southward run. The northbound Oregon express was delayed five and a half hours.

Livestock Exposition Rate.
CHICAGO, Nov. 28.—The Western Passenger Association has added another seiling date making four in all, November 30, December 1, 2 and 3, for reduced rate tickets to Chicago on account of the International Livestock Exposition. International Livestock Exposition.

Tweed Goes on B. & O. Committee. NEW YORK, Nov. 28,—It was announced today that C. H. Tweed, of this city, chairman of the board of directors of the Southern Pacific, has been elected a member of the executive committee of the Bultimore & Ohio Company.

THROUGH TOURIST EXCURSION CARS TO THE EAST

Are operated from Portland over the Ore-gon Short Line Railroad in connection with the Union Pacific and the Denver & Rio Grande lines, giving choice of These tourist or ordinary sleepers are 15-section cars, all recently built, and are models of comfort. They run through to Chicago and the East without change. Chicago and the East without change, and are personally conducted weekly excursions, which means that a special conductor is in charge to lock after the convenience of passengers. A through car also leaves Portland daily on the "Chicago-Portland Special," making the run to Chicago in 70 hours. For berth reservations and further information, apply to city ticket office, or address W. E. Coman, general agent Oregon Short Line Baliroad, 165 Third street, Portland.

Few Sheep Sales at Heppner. HEPPNER, Or., Nov. 27.—The only re-cent sheep sale here occurred today, when O. E. Parnsworth bought from Henry Blahm 1700 ewe lambs at 21 50. Blahm refuses 22 25 for 1700 wether lambs, and asks \$3 %. Range and hay are so iful here that few sheepm

Heppner's Depot Committee. The following committee has been appointed to confer with the O. R. & N. Co. and request that the rathroad be extended up town, near to the business center: Benator J. W. Morrow, Mayor Frank

addit advertise because

thanks to their many friends for their generous patronage thanks to their many friends for their generous patronage extend confidence extended to them. Generous patronage will endeador to merita a continuance of these favors, they giving the public the same excellent service in the future that has characterized their work in the past.

who reneved Ruman a few moths ago by Dr. Douglas Gray, who accompanied the force as medical officer. They were all black soldiers of the Queen, except the officers, who were British. A few years ago many of them were naked, slaveralding savages, living near Lake Nyassa. Today they are as well disciplined as any troops in the world. Many of them had never seen the sea

sefore they traveled from Central Africa to West Africa to fight for the Queen. But they are great fighters. They worked their seven-pounders and Maxims like handy men, and were dead shots with the Martini. They eat rice, and marched like the C. I. V. They plunged into the the C. I. V. They plunged into the jungle and frightened the Ashantis out of their stockades by getting round at the back, where they were not expected.

They ran sometimes—straight at the enemy. When the fire was hottest, or

when they were soaked in rivers, it nover occurred to them to filnch. They just aughed joyously and followed their offi-ers. One of the black heroes got a pullet in his skull, and thought it waste o Snished fighting.

Dr. Gray says that the black soldiers— the Yaos, Atongas, Angonis, Yorbas and Hausas—have proved in the Ashanti compaign that they can do anything, led by British officers. The Central African Riffes, to which the first tures tribes con-tribute, number about 2009 men. The tribute, number about 2009 men. The black force effected the relief of Kumasi in less time than white troops could have done it-at a tenth the cost,

Salem Statesman, The cheek of some men is as despicable as it is prominent. A fellow named Camp-bell writes a letter to The Oregonian of the most abusive and insulting character because that paper has courage and sense enough to tell the truth about political conditions in the South. That fellow carries the idea that the South is abused most of the time I was there," said Mr.
Eddy. "This is not exactly what an Oregonian wants, but I enjoyed the change.
The business interests of the East, which
hesitated a little for the election, have the South should write such a letter to a Southern paper as he has written to The Oregonian, he would be shot down like a dog, and there wouldn't be even an in vestigation of the occurrence. But the Southerner in the North feels perfectly mafe in reviling the people who not only tolerate him, but are willing to see him prosper and assist him in it.

Well-Known Printer Dead. Well-Known Frincer Dend.
HEPPNER, Or., Nov. 23.—Samuel M.
Teed, a printer, who was well-known
throughout Eastern Oregon and Idaho,
died here yesterday. He was a bachelor,
about 50 years of age, and had been on
a protracted debauch. Death was the result of exhaustion, caused by chronic
alcoholism. His mother and brother live
at Huntington. at Huntington,

All Mayors Are Invited. The convention of the League of American Municipalities, to be held at Charleston, S. C., December 12 to 15, inclusive, PORTLAND, OREGON ises to be an interesting gatherins

and the middle and northern part of our own State of Minnesota excelled any one of the other states mentioned, showing increase of from 20,000 to 20,000 people. The total increase in population in Minnesota during the past 10 years, according to the recent census, was 45,500, nearly half a million souls.

BRITAIN'S BLACK FIGHTERS invitations have been issued by the executive committee at Charleston. The invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been issued by the executive committee at Charleston. The invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been invitation centains the programme for the session and a great deal of other information. All Mayors of cities have been issued by the executive committee at Charleston. The invitation centains the program and a great deal of other information. All Mayors of the invi

rofessional

Dentists

Funston's Swimming Feat.

TOPEKA, Kan., Nov. 2.—Captain E. J. Hardy, of the Twentieth Kansas, denounces the publication in the new "History of Kansas" of the statement that "Colonel Frederick Functon swam the Mariace River" and captured 80 prisoners. Captain Hordy has taken the matter up with Frank Nelson, State Superintendent and Chairman of the State Text Book Board, and asks that proper credit between the Hardy and Privates Jack Huntsgiven to Hardy and Privates Jack Hunts given to Hardy and Privates Jack Huntsman and Wiley, of Company H, who, he claims, swam the river and returned with a boat, in which Colonel Funston later crossed. Mr. Nelson has written to the publisher of the history, E. P. Greer, of Winfield, spiggesting that an investigation be made, and 'f Captain Hardy's contention is sustained later editions of the history he revised accordingly. history be revised accordingly.

Rev. George Et Atkinson has resigned as paster of the Tekon Congregational

Dr. Sanden's Belt



Has no equal for the cure of Nervous and Physical Debility, Exhausted Vitality, Varicocele, Premature Decline, Loss of Memory, Wasting, etc., which has been brought about by early indiscretions or later excesses. Six thousand gave willing testimony during 1899. Established 20 years. Call or write for "Three Classes of

DR. A.T. SANDEN

BLOOD POISON

COR over a quarter of a century ! have been, by careful study, curing men of weaknesses and diseases, and never falled, and to any physician I effer to prove my ability TO CURE DISEASES OF MEN-to stay cured forever. ANY PHYSICIAN sending me a case of Syphilis (in any stage) I do not cure to his entire satfaction, it will cost him nothing.

My treatment does not contain in-jurious medicines, but leaves the pa-tient in as healthy condition as be- J. Hemri Kensler, M. D., Manages, fore contracting the disease.

Unlike some other physicians, I do not claim or attempt to cure all the diseases that afflict the human family, but confine my study and practice to the treatment of

VENEREAL DISEASES AND

Men suffering from SEXUAL WEAKNESS brought on by routhful in-discretions, mental worry or overwork, causing Lost Manhood, Dis-eases of the Bladder and Kidneys, highly colored urins, exhausting dreams, premature discharge, loss of ambittop and many other indications of premature decay. Gonorrhoen Recently Contracted Cured in 48 to 72 Hours.

Gleet, Stricture, Varicoccie, Hydrocele Permanently Cured. A CERTAIN CUASE is what you want. Look out for doctors who advertise in Scattle and San Francisco papers. They will promise to our anything. If you have tried them you know the results.

I GIVE A LEGAL CONTRACT IN WRITING to patients, and refer-

ences regarding my financial responsibility. My guaranty is back by 229,000 My charges are within the reach of all. Both rich and poor are invited to have a confidential talk about their troubles. No honest man need go without treatment that will effect his complete cure. Committation free. WRITE—Home treatment is always satisfactory, and strictly confidential. We tail nothing and answer letters in plain anvelope. Inclose 10 5-cent stamps when writing.

J. HBNRI KBSSLBR. M. D. ST. LOUIS MEDECAL AND SURGICAL DISPENSARY, PORTLAND, OR.