BIG FLOUR CARGOES

Steamship Adato Carries Over 50,000 Barrels.

PORTLAND'S GREAT RECORD

Has Cleared Twenty-four Cargoes Averaging Nearly 45,000 Barrels Ench-Vessels Which Navigate Columbia Ground in Elbe.

The Oregon & Oriental liner Adato finished loading at the Portland Flouring Mills last evening, and will clear today for Hong Kong and way ports. She falled to come up to the record of the Thyra, Eva and Bergenhus as a carrier, but she is one of the few vessels that have ever carried a flour cargo in ex-200,200 quarter sacks or 50,660 barrels, and is the seventeenth vessel to leave Portland with a cargo in excess of 40,000 barrels. No other port in the world has shipped so many large cargoes of flour, as have cleared from Portland. Whilebut 17 of them have been in excess of \$0,000 barrels, the average of 20 of them has been almost 45,000 barrels, the 20 yessels carrying the enormous total of \$99,-712 barrels of flour. The list of big cargoes which have cleared from Portland

Name.	Barrels.	Nume.	Barrels
Bergenhus	54,425	Mogul	44,99
Eva		St. Irene	44,73
Thyra	51,931	Braemar	45,06
Adato	50,050	Mogul	43,01
			42,79
			****** 40.07
Abergeldie	46,988	Argyll .	3c.bl
			le 35,18
			34,50
Abengeldie			277.00
Braemar	40,493	Total .	
Average 1	per cargo		44,98

PORT OF HAMBURG DOOMED. Ships Which Navigate the Columbia Safely Ground in the Elbe.

The German bark Ecuador, which loaded Portland about two years ago, and carried 4104 tons of wheat through to Astoria without touching was recently aground for several days in the Eibe River, 13 miles below Hamburg. She was en route from Hamburg for the Orient, and was obliged to lighter a por-tion of her cargo, before she was fin-ally floated. Following out the Astoria theory, accidents of this kind, would commercial doom of Hamburg, but this is not the worst, for on the same duy that the bark Ecuador grounded in the Elbe, two big trans-At-lantic liners met the same fate in the same stream. Here is what the New York papers printed about them under a Ham-burg date line: "The Hamburg-American steamship

Fuerst Bismarck, Captain Barends, rubbed bottom in the River Eibe at Schu-lau, today, 13 miles from here, on her way to the sea. She was bound for New York and the mishap may slightly delay

The Pretoria, of the same lines, under Captain Kariowa, also bound for New York, also struck on her way down the river today, not far from the Bismarck. Neither vessel is considered in the least

and resume their interrupted trips. Tugs were sent from here to help them free.

"The River Elbe narrows at Schulau.
It is a hend on the river. The bottom of the channel, of shifting sands, frequently changes with the tides. It was nisty when the two vessels stuck, but hey were in what had been the center

of the channel.
"The Elbe, from Hamburg to Schulzu, runs a little north of west. Then it makes a turn to the northwest. The channel, obeying one of its idlosyncrasies, had shifted closer to the northern shore." than it had been when the Bismarck and Pretoria entered Hamburg. They had at that time passed over the very course which caused them to stick today. Emil L. Boas, manager in this coun-

try of the Hamburg-American line, said last night that there was not the least danger to either vessel.
"'It is a mere incident of the passage

into and out of the Elbe,' said Mr. Boas, Vessels rub bottoms frequently in that part of the river, and it is not worth noticing. It happens so frequently that we know it means nothing more than a mere temporary delay, and no damage to the ships."

SHIPS ARE VALUABLE. Aspice Sells for Nearly \$30,000 More

Than She Did Three Years Ago. Marine property continues to rule at high rates all over the world, and ehlps are selling at higher prices than at any time during the present decade. As an example of the increase in value, the case of the British ship Aspice, which loaded wheat at Portland a few months ago, is interesting. This ship was built at Glasgow in 1894, at a cost of 475,000. She came from the stocks just in time to strike a very low freight market, and just as freights began to go up in 1897, she was sold for \$00,000. Her new owners made plenty of money with her for the past three years, and have recently sold her to the Italians for \$57,500, her value gaining at the rate of nearly \$10,000 per year while she was in the hands of her nd owners, while it has increased over 2000 per year for every year since she was built. A small interest in the Brit-ish ship Scottish Isles now due at this port, was sold recently on the basis of \$45,000 for the entire ship. The vessel is

THE BAR STILL OBSCURED.

Columbia Finds an Opening, How-

The thick fog is still hanging like a pall over the mouth of the river and nothing has been heard from the overdue lines Monmouthshire. The steamer Columbia found an opening in the gloom for a few minutes yesterday morning, and reached Astoria shortly after 10 o'clock. She left up about 1 o'clock on the top of high water, with one of the biggest tides of the year to help her along. She came up the river so fast that she left a smoking wake behind her, making the run in about six hours. The Malpo is on way down the river, but is making a progress on account of the fog slow progress on account of the fog hanging on for the greater part of the

THREE DEATHS AT SEA.

German Liner Lands Nearly 1900 Passengers at New York.

NEW YORK, Dec 7.-The North Ger-man Lloyd steamer Friederich der Grosse, which arrived today from Bremen and Cherbourg, had a very stormy voyage. Throughout the passage heavy westerly Throughout the passage heavy westerly gales and high seas were encountered and between longitude & and 67 the wind blew with burricane force, with a tre-mendous high sea, and the steamer made little headway. Three children died in the ateerage during the voyage.

The Friederich der Grosse brought 176 cabin and 1721 steerage passengers

Port Captain of Columbia Pilots.

ASTORIA, Dec. 7.—At a meeting of the Columbia River bar pilots Captain James
Tatton was selected as port captain, to before life was extinct

serve for a term of three months on shore and look after the business inter-ests of the other pilots. The selection is insidered an admirable one, as no bar lot is better informed about the busipliot is better informed a ness than Captain Tatton

VICTORIA, B. C., Dec. 7.—The steamer.
Alpha, which left Wednesday for Japan,
with a load of salted salmon, put back today, badly leaking. She was one day
from port when it was found that het
hold was filling with water. It was a
race to get back in time to save the ship.
It became necessary to work hand pumps.

Cieone on the Rocks. SAN FRANCISCO, Dec. 7.—The steam-er Cleone, which plies between this city and Northern California ports, is reported on the rocks off Punta Go:da. She struck yeaterday morning and was abandoned last night by her crew.

German Liner at San Diego, SAN DIEGO, Cal., Dec. 7.—The Kosm teamer Hathor arrived this afterno from Hamburg.

Domestic and Foreign Ports. ASTORIA, Or., Dec. 7.—Arrived at 10:40 A. M., and left up at 1 P. M., steamer Columbia, from San Francisco, Condition of the bar at 5 P. M., obscured; wind,

west; weather, foggy.
San Pedro, Cal.—Arrived, December 5, San Pedro, Cal.—Arrived, December 5, schooner Glendale, from Gray's Harbor.
Hoquiam, Wash.—Safled, December 5, schooner A. J. West, from Aberdeen, for Manila, P. I.; schooner Reporter, from Hoquiam, for Honolulu; schooner Jennie Stella, from Hoquiam, for San Francisco; schooner Eva, from Aberdeen, for Fiji Island; schooner C. T. Hill, from Aberdeen, for Guaymas, steemer New. Aberdeen, for Guaymas: steamer New-burg, from Aberdeen, for San Francisco. New York, Dec. 7.—Arrived—Cevic. from Laverpool; Germanic, from Laver-pool. Salled—Weimer, for Bremen. Boston, Dec. 7.—Arrived—Common-

wealth, from Liverpool, San Francisco, Dec. 7.—Sailed-Steamer Irmgardi, for Honolulu, Tacoma, Wash.—Arrived, December & Norwegian steamer Eldsvold, from Ma-

San Francisco, Dec. 7.—Arrived—Steamer South Coast, from Coos Bay; steamer Rival, from Willapa Harbor; steamer Empire, from Coos Bay. Salled—Steamer Victoria, for Chemainus; steamer Umatilla, for Victoria; schooner Coquille, for uille River; steamer Levi G. Burhess,

for Tacoma.

Seattle, Wash.—Salled December steamer Czarina, for Tacoma.

Port Townsend, Wash.—Arrived December 6, United States steamer Wheeling.

from Alaska, not Manning, as reported

yesterday. San Diego, Cal.-Sailed, December 6, British ship Falkland, for Tacoma, Port Ludlow, Dec. 7.—Salled—Ship Heo-la, for Port Blakeley. Callao—Arrived, November 20, British

bark Ivanhoe, from Whatcom. Cape Town-Arrived, December 6, ship Eliwell, from Chemainus, Gibraltar, Dec. 7.—Arrived—Aller, from

New York for Naples and Genoa, and Queenstown, Dec. 7.—Arrived—Campa-nia, from New York for Liverpool, and

Rotterdam, Dec. 7.—Arrived—Amster-dam, from New York via Boulogne. Liverpool, Dec. 7.—Sailed—Bovic, for

New York.
Portland, Me., Dec. 7.—Arrived—Parisian, from Liverpool via Halifax, N. S.

LIVELY PRIZEFIGHTS.

Two Spirited Contests at Exposition Building.

Two lively fights took place at the Exposition building last night, in each case the contests going the limit, the decisions being given on points. Denny won from Riley, and Haughton won from
Payne. Thirty rounds of good, clean
fighting was the bill given to the large
er. This season there was a spell of calm crowd of sports assembled. In either case a draw would have suited the sports, but as a decision was advertised, the man-agement carried out the programme to the letter.

The Jimmy Riley-Martin Denny match was the maln event, Denny getting the decision. It looked very much as if Riley was entitled to at least a draw, but Ref-eree Jack Grant summed up the matter by stating that Denny was stronger nearing the end, that neitner man exerted himself in the final rounds, and that un-der the circumstances all that was left for him to do was to give the stronger man the decision and declare all bets off. In the opening rounds, up to about the

seventh, the fight was fast and clever, Riley rushed matters, but his onslaughts on Denny's rugged constitution made no impression. As to condition, Denny had much the better, for at no time did he show the effects of the fact pace, while Elley weakened from the seventh to the 13th round. Riley's point of attack was the wind, while Denny paid particular attention to his opponent's upper works. It was evidently Jimmy's intention to wear the Australian down by pummeling the body, but Denny's condition was too good, and then the question only was who would land the blow soporific. At all stages of the game Denny's blows lacked the steam that was looked for, and Riley's cleverness offset the rest. The last few rounds were somewhat of a hugging match, with not much doing in the aggressive fighting line. It was a good, fast right while it lasted, and every one seemed satisfied at seeing a good, scrap-

py 12 rounds. "Chick" Haughton, of Pertland, and "Tom" Payne, of Chicago, fought 10 rounds as a preliminary, Haughton getting the decision. Payne, a colored boy, was somewhat lighter than Haughton fought a good, plucky fight, in the main and would have been entitled to a draw had be not sought the mat on several occasions to avoid punishment. The ninth round was a corker. Haughton caught Payne a swift one on the jaw, and it looked all off with the latter, as he was very groggy and took the full count. Haughton left an opening, and out shot Payne's right, and down went Haughton. A badly sprained ankle prevented Chick from doing further injury during the round, and the colored boy had tin recuperate before the belt rang for the

Thurston County's Official Bonds It is probable that the Thurston County board at its present session will reduce the bonds of the county officials, over which the board has control as to securities. It is understood that the guarante companies which have usually furnished onds have combined and put up the rate to a very great extent, and for this rea-son the county officials-elect will petition the board for a reduction. Several of the son the county officials-elect will petition the board for a reduction. Several of the officials handle but little money, while the bond demanded in the past has been large. The Sheriff, for instance, at pres-ent, must provide a bond of \$500, which will cost under the guaranty companies raise, \$100, while at no time does he handle more than \$50 monthly of county

Junior Order Entertainment. The Junior Order, Council No. 1, of American Mechanics gave a pleasant entertainment at the Alisky Hall last evening. Rev. Alexander Blackburn delivered an appropriate address, and Professor an appropriate aggress, and chamberian gave a unique exhibition of Chamberian gave a unique exhibition gave a unique exhibition

roping. The hall was well filled

with friends of the order. O. Erickson, a miner from the Summit district, on the Cascades, reports a miraculous escape from a snowslide a few days ago. He was working on the Blue Bell

GRAVE ALASKA PROBLEM

TRANSPORTATION SO CHARACTER-IZED BY GOVERNOR BRADY.

Comprehensive Statement of Many Difficulties Which Must Be Contended With.

WASHINGTON, Dec. 2.—Transportation is one of the leading factors in the present and future development of Alaska, a fact which is fully realized by Governor Brady, who in his annual report devotes a special section to the treatment of that subject. His remarks in this connection are in part as follows:

"Transportation has been and will continue to be a grave problem in Alaska; not so much so in Southeastern Alaska as in the great body of the main part. In the southeasterin part nature has provided waterways with a lavish hand. The Alexander Archipelage is a wonder-

The Alexander Archipelage is a wonderful system of islands and channels, nav-igable for the largest ocean-going crafts. Some of these canals extend into the mainland for hundreds of miles. The increase in freight and passenger traffic in the southeastern part has multiplied many fold during the last four years. The trouble here has been to ascend the different passes. This has been successfully accomplished by the White Pass & Yukon Railroad, which company has now in operation 112 miles of railway, extending from salt water at Skagway to White Horse Rapids. All the waterways and harbors in the southeastern part are ac-cessible throughout the year. Along the main coast of Alaska, on its southern side, nature has been liberal in providing anchorages and harbors from Cape Spen-cer to Unalaska, Yakutat, Prince Will-lam Sound and the inlets of the southern of Kenai Peninsula, all harbors on Kodiak Island, as well as those on the southern part of the Alaska Peninsula, are likewise open and accessible throughare likewise open and accessible throughout the year. The headwaters on Cook
Inlet freeze, and are not open until late
in the Spring. Tremendous tides rush
into the inlet and make navigation very
dangerous. Still, our knowledge of all
the facts is not complete, and we may
be able yet, on further investigation, to
utilize this magnificent arm of the sea
for making access into the heart of for gaining access into the heart of

"The difficulties and solution The difficulties and solution of the problem of transportation begin after we leave Unalaska and begin to approach any part of the coast berdering on Behring Sea. The mighty Yukon pours its waters and its silt into this sea and forms a delta which extends for hundreds miles. Far out into the sea and beyo the sight of land vessels are liable caught upon a shallow bottom. The large mercantile and transportation companies have been struggling with the trans-portation problem, and they have spent vast sums of money in endeavoring to get the best possible crafts to navigate the Yukon. St. Michael Island is about 60 miles north of one of the outlets of the river known as the Aphoon mouth They have erected immense stores, ware-houses, hotels and other buildings on the east side of the island. The water is shallow near the land, and navigable only for light vessels. It is only an open road-stead for seagoing crafts, the largest of which will not enter in much closer than Egg Island, seven or eight miles distant. All freight is discharged upon lighters, which are towed to the warehouses. When the wind starts to blow, there may be a period of several days when no work can be done. Now, after the freight is landed from the ocean-going vessels in the warehouses, it is to be loaded on river steamers, to be transported to different places, as far as Dawson. It is a very risky business for these vessels to get from St. Michael into the mouth of the

river. weather, which was very favorable to the shippers, for they were able, by the ald of barges, to lighter the freight and passengers with comparative ease. But it is an awful beach. A slight wind from the south starts the surf to rolling, which is always dangerous. It is nardly pos-sible for a community in our day and generation to do business upon such a shore. The steamships lie off in the distance, some of them two and three miles, under a head of steam, ready to go to sea in case the storm becomes too vio-lent. The prices demanded for lighterage were exorbitant enough to make a good freight rate from the lower ports to

"There are no great obstacles in the navigation of the Yukon River from Nuluto to Fort Yukon, but over the Yukon fats it is difficult to find the proper depth of water. From Circle City the river become easily navigable for large steamers as far as Fort Selkirk, where the Pelly and Lewes Rivers unite. If such an avenue of transportation were opened up, it would do away with the horrors of Nome beach and the uncertainties and of the open roadstead to St. M Will it pay any company or corporation undertake such an enterprise the Seward Peninsula will be a gold-pro-ducing district for years to come can hardly be doubted; that the Yukon Valley will have a teeming and prosperous population is not doubted by any man who has gone up and down the river and who has carefully considered the pos-sibilities of the country for a careful and industrious population to earn a living.
"Large ocean-going craft can land all construction material at Port Clarence at

a comparative small cost. The country along the Koyukuk will furnish timber for crossties, bridges and telegraph poles. The transportation companies which are already located at St. Michael, and who have spent such large sums of money in their various plants, can hardly be ex-paced to look with favor upon a new route of travel and transportation, which will make these properties competed it is by worthless. When the prospector is supplied with transportation and outfits at a less cost than is now generally prevailing, the country will be more quickly opened up and a larger number of laborers can follow and find profitable employment. The rate of freight and passage to points in Southeast Alaska is controlled by the Joint Tariff Steamship Association. General merchandise to Association. General merchandise to Association. General merchandise to Association. Association. General merchandise to Ketchikan from Sound ports is \$8 per ton; passenger fares, \$10 and \$17. Mer-

\$18 and \$30 "Either 3000 pounds or 40 cubic feet make one ton. Feathers, hay and household goods will be taken by measurement. The freight tariff is classified. For instance, hardware is, first class, 39 to Sitka, 16c, prepaid and at owner's risk is 1½, or \$13.50 to Sitka. Game, fresh, prepaid and at owner' risk, double first class, or \$15 to Sitka. Mu-

the new diggings in the Tanana country, about 125 miles' distance. Packets were getting \$1 25 per pound to transport supplies on horses from Circle to the camp. Allowing \$25 as the transportation chargifrom a Sound port to St. Michael for a ton of goods, it will cost a miner \$250 to have that ton of supplies placed at his camp. The invoice price must be added to make up the total cost. Is it a wonder that a prospector seeks for coarse wonder that a prospector seeks for coarse gold that will go several dollars to the

pan?
"The schedules for the White Pass & Yukon Railway are not at hand. Their

Yukon Railway are not at hand. Their rates until lately were 5 cents per pound for carload lots from Skagway to Lake Bennett, a distance of 42 miles, and 510 for a passenger for the same distance. "The interior of Alaska can be reached by way of Vaides. Captain Abercrombie has opened up more than 115 miles of trail, and some parties have taken in a very considerable amount of supplies on pack horses. In the pear future there on pack horses. In the pear future will, no doubt, he a railroad up the Cop-per River Valley to the divide, with branches extending to Eagle, Circle and to places lower down on the Yukon. This will solve the question of an all-American route. Citizens of the United States who are bound for Pagle and Circle and other places on the Yukon within Alaska dir-like to come in contact with the Canadian oustoms officials. There are so many delays and hindrances which make it an-noying and costly. In connection with this subject of transportation, the mer-chants of Skagway complain that they are not treated fairly and justly. The discriminations against them by the Ca-nadian authorities are severe and prohib-tive. For instance, when merchants in itive. For instance, when merchants in Vancouver or Victoria, B. C., purchase American goods in Seattle or San Fran-cisco, they can be shipped through with-out hindrance, and only a duty on the Seattle or San Francisco involces will be exacted, but when the merchant at Skag-way attempts to ship similar goods of identical brands the customs officers denand that the shipper must present an invoice of the cost of the goods laid down in the warehouse at Skagway; that he must add the freight and wharfage and storage to the original invoice and pay duty on that amount."

Washington Notes. The Spokane Athletic Club will erect :

The annual contracts for lighting Seatthe will soon be made.

A local Y. M. C. A. will be started at
Aberdeen as soon as possible.

The dredge Seattle is at work at the mouth of the Snohomish River. J. E. Lawrence was found dead in bed at Sedro-Woolley Tuesday morning. There is no change in the aspect of the strike of telephone linemen at Scattle. The normal school at Cheney has re-ceived a number of new students recently.

Two large colonies of French and Dutch immigrants arrived at North Yakima this week.
Smallpox has broken out in the neighborhood of the Lincoln schoolhouse, at

Several grocery stores at Everett were broken into and robbed of articles Tues-Large numbers of Chinese are leaving

for home on each outgoing steamer from Puget Sound. The Municipal Improvement Society, of Ellensburg, will endeavor to secure land for a city park.

The Pierce County Bar Association will meet next Thursday to discuss proposed changes in laws.

The State Agricultural College football team has chosen Arthur L. Hooper, cap-tain of next year's eleven. The Collector at Port Townsend has re-ceived advice that bills of health are subject to tax under the war revenue act.

The Scattle Humane Society has asked

the Government to kill several crippled animals in the corral at North Seattle. The disabled steamship Santa Ana, recently returned from Nome in tow of the Centennial, has been libeled for salvage. The North Yakima Council has decided to put signs on streets, in order to facili-tate the publishing of a directory and delivering of mail. delivering of mail.

Monday night the editors of papers printed in Snohomish County will meet at Everett for the purpose of organising a county editorial association. J. L. Gibbs, switchman in the yards of the Northern Pacific Railway Company at Pasco, fell under a car Wednesday night and his right foot was crushed.

The widow and son of Jay Adams, who was run over and killed by a Northern Pacific train, have been awerded \$1400 against the company by the Federal Court at Spokane

Waitsburg is building a wooden bulkhead above the Coppel bridge, or Touchet, to prevent an overflow of that stream from damaging adjacent property. The expense will be about \$500. Treasurer Guernsey, of Columbia County, reports that \$80,320 52 of the 1899 taxes

has been paid in leaving a balance \$6041 @ still outstanding. He also sts \$6041 49 still outstanding. He also states that 97 per cent of the taxes of 1896 has been paid, The records at the Port Townsend Com

tom-House show that the imports of canned salmon into the Puget Sound customs district amount to 57,569 cases, val-ued at \$129,710 75. The duty on the salmon amounts to \$35,913 23.
Alfonso Salvador, who inflicted serious

Anicoso Salvanor, who innicted serious knife wounds upon Pasquale Ferraro in a fight at Sauk last Sunday, is reported to have himself sustained several ugly cuts in the row. He is being care for by friends at Sauk. It is not likely that either party to the affray will prosed While out hunting one day last w Andrew Swedberg, of Medical Lake, with quite a serious accident. carrying his gun with the middle finger of the left hand thrust into the end of the barrel, and the trigger caught in his clothing, with the result that the finger was shot away.

The library movement among the schools of Walla Walla County is being zeniously pushed forward. There are 68 schools in the county, 40 of which are already well supplied and have made an ex-cellent start. Nearly \$000 was raised last year by the several schools by entertain-

chandise to Juneau. 39: fares, \$12 and \$20.

Merchandise to Skagway. \$10: fares, \$15
and \$35. Merchandise to Sitka, \$9: fares, \$16
\$18 and \$30.

The stage in disposing of the stock, and in various others way violated their agreeerty. Parker, it is said, objected to the company's leasing the paper to Fred Mar-vin. It is alleged that Catron and Miller erty.

Ernest Lister, secretary of the State Board of Audit and Control, has given out ce, advance sheets of his blennial report. He is reviews the work of the board for the past two years, giving considerable space risk, to the different ways in which economies Mu-are effected at the various state institu-tions. One of the most important recomdouble first class, or \$15 to Sika. Musical instruments by weight or measurement, at carrier's option, three times first class, or \$27 per ton to Sika. Fresh meat, at owner's risk, prepaid, by weight, but not less than 50 cents per carcas, four times first class, or \$35 per ton to Sika. Flour, by weight, second class, \$7.50 to Sika. Empty trunk, owner's risk, third class, \$5.50 to Sika. Hours and hoofs, in sacks, fourth class, \$6.50 per ton to Sika. Excelstor, fifth class, \$5.50. Empty oil cans, cased and measured, sixth class, \$4.50 per ton, etc. Corpse, first-class fare. Shippers who contract with a company to do all their shipping through it get a rebate of 20. contract with a company to do all their shipping through it get a rebate of 20 per cent or more.

There are the rates for places along the usual route taken by the steamships, and for outlying points a certain amount of business must be assured before they will make a call.

"River steamers ascend the Koyukuk is miles to Bergman. The fare from St. Michael is \$185. freight, \$125 per ton. At the present time Circle City is the outsiting point for those who wish to reach

Strength

Vigor

Mr. C. M. Scott, 1849 Dor chester Avenue, Boston, Mass., telli how he became a strong, hearty man :

"About two years ago I suffered from general debility and I doubt if there was anybody more niterly miscrable than I was. I had no life or energy, and was as depressed mentally as I was worn out physically. It was not at all unusual for me to go to aleep over my work. My blood was thin and watery, but the worst of it all was the dreadful, wearying nervousness at night. When I retired at ten o'clock, instead of going to sleep I would toss and turn till well on into the morning, and when I awake it was without any feeling of being refreshed or rested. I lost so much flesh that I got down to 121 pounds in weight, and I had no desire for food.

"Last isnuary a friend unred me to try Dr. Williams I had no had a supplementation of the morning and weight, and the many account of the mental isnuary a friend unred me to try Dr. Williams I had no had a supplementation of the mental industry.

"Last January a friend urged me to try Dr. Williams' Pink Pills for Pale
People. I had previously tried many different kinds of remedies and had
consulted three physicians, but the little relief they gave was very brief, so
I was completely discouraged. My friends, however, insisted and I tried the

"By the time the second box was begun there was such evident improvement that I continued taking them till the ninth box, when I feit that I was sentirely cured. I now weigh his pounds. There is no sign of nervousness, I rest well and feel strong, and am able to enjoy life once more. Mrs. Scotwas feeling a little run down a few weeks ago, but she immediately begrataking Dr. Williams Frink Pills for Pale Poople and she is experiencing the same beneficial results that I did."

Dr. Williams' Pink Pills for Pale People

Are sold in boxes (never in bulk, '55 cents a box, or six boxes for \$2.50, and may be had of all drugglats, or direct to pall from Ds. Williams Municipal Company,

JESSIE MORRISON ON THE WITNESS STAND.

Said She Was Attacked by Mrs. Castle and Killed Her Antagonist to Save Her Own Life.

ELDORADO, Kas., Dec. 7.—Jessie Mor-rison today took the stand in her own de-fense, and in a quiet, determined manner, told minutely of her relations with Olin Castle before his marriage, and as calmly pictured the scene at the Castle house during the bloody rough-and-tumble fight with Mrs. Castle. She proved an unexpectedly strong witness. Miss Morrison approached the witness chair pale and trembling and began her testimony with an effort. As she proceeded, she gained confidence and related her story without healtation. She denied most of the dam-aging testimony adduced by the prosecu-tion. She flatly denied many of the state-ments made on the stand by Olin Castle, and declared that he had tried to make Mrs. Castle jealous and that Mrs. Castle had flaunted her husband's act in her face. On the day of the tragedy, she de-clared, Mrs. Castle had called her into the house as she was passing, had ac-cused Miss Morrison of trying to sepa-rate her and Castle, and when she denied it, called her a liar. Mrs. Castle had, the witness declared emphatically, begun the fight, shashing her with the razor again and again, and compelling the de-fendant to attack her antagonist in self-

During her thrfiling recital of the two women rolling over one another on the floor in their combat, the spectators riv-eted their eyes upon Miss Morrison. In all her testimony Miss Morrison was direct and positive; not once did she flinch, and at only one time during the cross-exam-ination did she shed a tear. It had been feared, even by the defense, that she would break down during the cross-examination. The state did not su making her contradict any of the telling points in her testimony.

Kentucky Murderer Breaking Down. MAYSVILLE, Ky., Dec. 7.-William Gibon, who is charged with the murder of his stepdaughter, at Cattlettsburg, Ky., two weeks ago, is breaking down, and a confession from him is expected at any moment. There is no indication tonight of a mob coming from Cattlettsburg, as

> Defacing Our Beauty Spots. Leslie's Weekly.

It is suggested that the goods of firms who greedily spoil our greatest beauty spois to advertise their wares be general-ly boycotted. Only step a foot on the grass in Central Park and a policeman will pounce upon you. Yet gaze across the Hudson and you will see that the sign-painter has been permitted to deface the noble Palisades with praise of pills, soaps, and sarsaparilla. Go on a railway journey through our beauty spots, and you find our valleys hideous with advertisements of every kind of commodity painted on unsightly board fences. Barns that would otherwise be picturesque red, black and yellow with jarring vertising catch-words. Noble trees tricked out with gaudy tin signs that make a true lover of the beautiful do more swearing than buying. Hillsides that once reflected back the beauty, love and peace of Nature are made abhorrent by this advertising vandalism. It is astounding that the advertisement fiend tounding that the advertisement flend should have a vaster liberty allowed him than any other member of the commu-nity. It is disheartening that, while this evil is on an amazing increase, nothing effective is being done against it. Per-haps the suggested general boycott would

GOLD MEDAL, PARIS, 1900

The Judges at the Paris Exposition have awarded a GOLD MEDAL

to Walter Baker & Co. Ltd. the largest manufacturers of cocoa and

late in the world. This is the third

BAKER'S GOGDAS AND CHOGOLATES

award from a Paris Exposition.



are always uniform in qual-ity, absolutely pure, deli-cious, and nutritious. The genuine goods bear our trade-mark on every pack-age, and are made only by

the fisce Walter Baker & Co. Lid. DORCHESTER MASS.,

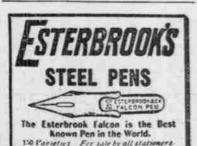
TRADE-MARK ESTABLISHED 1750.

Thompson's Eye Water

HER OWN DEFENSE be the best weapon, but law-makers should also be urged to give their attention to the evil. In all our large cities passengers in street-cars are confronted with flaring advertising cards that cannot but have an inharmonious effect on the beholder. Yet these railroads are organized for the passenger-carrying trade; nothing in their charters allows them to earn one dollar by becoming advertising mediums. It is strange that the newspapers, in their own interest, do not seize upon this point and agitate cease-leady or referre. This media is confronted to the confronted to th passengers in street-cars are confronted lessly for reform. That would be an ef-fective start of a crusade that would re-move these advertising offenses against the trate and mental comfort of a longsuffering public.

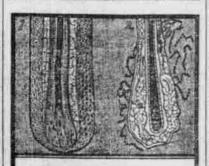
For a Cold in the Head.





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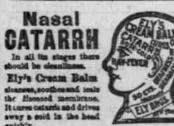


Health and Disease as illustrated in the Scaip. Fig. 1

shows a section of a healthy hair magnified. Fig. 2 shows the deadly effect of the DANDRUFF GERMS that are destroying the hair root. Destroy the cause you remove the effect.

No Dandruff, no Falling Hair, no Baldness, if you kill the germ with NEWBRO'S HERPICIDE.

For Sale by all Druggists. Price \$1.00.



ever the membrane and is absorbed. Relief is im-mediate and a cure follows. It is not drying—does not produce measing. Large Size, 50 cents at Drug-gists or by mail; Trial Size, 10 cents by mell.

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absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

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