

MARKETS FOR FRUIT

Secretary Dosch Makes His Report.

NO DANGER OF OVERPRODUCTION

Interesting Facts Relative to the Increased Demand in the Orient, Which is the Natural Market for Oregon's Surplus.

Secretary Henry E. Dosch, of the Oregon State Board of Horticulture, has this morning given his report on the fruit situation of his office since his appointment in April, 1900. He recites various formal matters, and goes somewhat into the question of marketing fruit. Following are some of the most practical and interesting chapters of the report:

Oriental Market.

"It has been my aim continually to enlarge the usefulness of this office, reaching out in all directions for expansion of our fruit industry; by reason of these efforts a beginning of fruit shipments to the Orient has been made. Through correspondence with Consuls and dealers, it has been learned that there is quite a field for operation in Shanghai, Hong Kong and other ports. The Chinese, as well as Japanese, are showing an interest in the fruit of this country. A shipment of apples was recently made to Vladivostok, Siberia, which found a very sympathetic market among the Russian inhabitants with every promise of expansion. One firm in Nankai asked me to have shipped to them, last year, as a trial order, 100 boxes of apples by first steamer, and a like quantity on the following steamer, paying cash for them. These orders were turned over to a commission-house in Portland, which filed them with evident satisfaction, as the trade since then has steadily increased. These Oriental markets are of so much importance that I cannot help talking about them, and I recommend the closest investigation of them, as they will give us an outlet for all our surplus fruit. We cannot always expect failures in some of the Eastern or European fruit centers for the marketing of our surplus. There are years when all sections have abundant fruit crops, and then the market is glutted to the west of us will be very apparent. As this is liable to occur at any time, it is well to be prepared.

German Market.

"For a number of years I have kept in close touch with Consul-General Frank Mason, at Berlin, Germany, who is one of our fine Italian prunes found a friendly market, and were sold as high as 1 1/2 mark (25 cents) per pound. He wrote to me recently, and says that the popularity of American dried and preserved fruit in this country has increased from year to year by reason of their relative cheapness and their unrivaled flavor and excellence, until a leading wholesale dealer in such products at Berlin informs this Consulate that his applications from his customers—who are mainly grocers and provision dealers in other towns and cities—are being turned down because of the inability to procure them in sufficient quantities. This is a gratifying reflection on the quality of our fruit, and one which almost exclusively to American fruit.

Our Prunes Supplant French.

"Pacific Coast prunes are rapidly supplanting the fine, but expensive, French product and the low-grade Bosnian prunes in the German market. It is interesting here that can successfully compete with the dried pears and peaches and evaporated apples from the United States. It will therefore be of interest to American exporters to know that the tedious and annoying inspection of dried fruit at the German frontier—as a precaution against the supposed danger from the San Jose scale—has been discontinued since the latter part of the year. The way is now open to an unrestricted trade. Last year the supply of American dried fruit was insufficient to meet the demands of the German market, but this year large contracts have been made by the American merchants, who after the Paris exposition, have come to this country, and, by way of combining business with travel, have visited the principal German cities and personally offered their products to the more important dealers.

Careful Packing Necessary.

"As to fresh fruits, the inspections at the frontier will be still maintained, but, it is believed, in a fair and liberal spirit. It is noted in this connection that hitherto cases of San Jose scale have been found most frequently among the highest and most expensive class of apples, such as are wrapped in tissue paper, and put up in boxes for family and hotel use, whereas such infections rarely have been detected in the common grade of apples, which are packed loosely in ordinary barrels.

TO STOP LIQUOR FEES.

Law is Sought to Prevent Collision With Indian Drinkers.

WASHINGTON, Dec. 10.—Judge Hanford, of the United States district court of Washington, is interested in National legislation looking to the prevention of collision on the part of Indians and others in securing contracts for selling liquor to Indians. He has introduced a bill to amend the act in this regard, which has been introduced in the Senate. The bill provides for the payment of fees and mileage to the Indian witnesses who are attending as witnesses, examinations and trials of persons accused of selling or disposing of intoxicants to them, has a tendency to encourage the Indians to sell liquor to the regular business of bootleg liquor, and to secure professional witnesses, so that the many delinquents by the Government to such witnesses to make the purchase or obtain the liquor, and to prevent the Indians from being able to pass the inspection without danger.

Apple as a Commercial Fruit.

"Speaking of apples so continually referred to by all Consuls and dealers from every foreign port, we stand head and shoulders above our rivals as producers of the fruit. Oregon has acquired the sobriquet of 'The Land of Red Apples,' and justly so, ever since that healthy fruit was first introduced by Mr. Leach in the early '40s. While apples are grown to perfection all over our state, yet certain sections are better adapted for apple culture than others. In our Willamette Valley apples grow everywhere in great profusion, but they have neither the keeping qualities of those raised either in Southern or Eastern Oregon, though equally fine flavored and highly colored. Apple trees standing on my own grounds near Portland, and planted nearly 50 years ago—Baldwins, Spitzenberg, Fall Pippins, Gloria Mundi and Belleme—bear as fine fruit today as they ever did.

"The total acreage planted to apples at present in Oregon is about 16,000, but now that it has become apparent that the apple is the commercial fruit, many new plantings are being made, notably in Southern Oregon, in the Hood River Valley and the higher plateau region of Eastern Oregon, where apples can be grown to perfection commercially.

"My observation at the Columbia exposition, held at Chicago, in 1892, and more recently at the trans-Mississippi exposition at Omaha, led me to the conclusion that the apple is the commercial fruit par excellence of the whole world as a fresh fruit, followed by our fine prunes as an evaporated product.

"We only need to keep track of production and consumption to become convinced soon that such is the case, as people become more educated, or civilized, so to speak. If you compare the statistics of a terse expression, the more they learn that fruit, especially apples, is the best food for man.

SHORT CREW'S WORK

Cedarbank Makes Wonderful Run to Queenstown.

ONLY 105 DAYS FROM ASTORIA

Sailed With but Little More Than Half a Crew—Thirteen More Grains Ships Arrive—Threemonthers' Holiday Cargo.

If the experience of the British ship Cedarbank is a criterion, a short crew is a great feature for developing speed. This vessel was the central figure in the sailor's reports here last summer, and in his anxiety to escape further litigation, the captain put to sea about seven men short, and at least one boy included among the sailors. He evidently made sailors out of his short crew without loss of time, for the ship reported out at Queenstown Sunday, after the average passage of the season. She made the run in 105 days, which is getting down pretty close to the record, and is nearly a month better than the average. This is the second vessel of the August fleet from Portland to arrive at Queenstown, and not a single sailing vessel from any other port had reached there August 20. The Cedarbank has not only made the best run of the year 1900, but she also carried the largest cargo that has been floated at Portland since 1899. It consisted of 656 bushels of wheat, which was cleared by Gilvin & Eyre.

WITH A HOLIDAY CARGO.

Monmouthshire Brings Many Luxuries for the New Year.

The Oriental liner Monmouthshire entered her big cargo at the Custom-house yesterday, and commenced discharging shortly after. Her cargo consisted of a prominent place on the manifest, there being for this port 2500 bags of rice, 1500 bags of paper-makers' clay, 120 bags of sugar, 200 bags of coffee, 575 bags of tin, 10 bags of black pepper, and 275 packages of miscellaneous merchandise. For San Francisco there were 2500 sacks of rice and 800 rolls of matting. The cargo for Portland consisted of 15 of the principal cities in the East was over 30,000 lbs. of matting. The miscellaneous merchandise for Portland included a long list of provisions and luxuries which are for the Chinese trade during the coming New Year festivities. Under the head of general merchandise for Portland was the following bill of fare:

Taro, water chestnuts, ginger, water lilies, dried sausage, cuttle-fish, sugar plums, salted vegetables, yams, lily roots, salted eggs, dried duck, salted fish, salted piggies, feather dusters, canned hilly seeds, nut oil, vinegar, soy, salt cucumbers, salt olives, quail dried meat, bean sticks, tobacco, mushrooms, joniou, paper ware, earthenware, dried oysters, salted greens, sweet potatoes, abalone, fish fins, china oil, joss sticks, bamboo shoots, paper flowers, plum sauce, bamboo ware, oyster oil, sugar cane, canned duck, bean cake, belting pills, rice flour, clothing, water lily root, salted and pickled vegetables, dried fish, etc.

The Monmouthshire brought the largest inward cargo that she has ever brought here, and the Milos, which is following her in the plant, is also bringing a large cargo. The Milos was expected to leave Yokohama yesterday, and so much freight was offering for her that an extra steamer will probably be put on the route between the Milos and Portland, which was scheduled to follow her.

YUKON STEAMBOATING.

Over 40,000 Tons of Freight Taken Down to Dawson.

The Dawson Nugget has the following review of the season's work on the Upper Yukon: The first steamer to arrive from up the river with freight since the opening of navigation last Spring, was the Flora, which arrived here May 15, with 63 tons of merchandise. She made 12 trips during the season, and landed here a total of 881 tons. The Orin made 10 trips with a total of 51 tons. The Nora made 10 trips and handled 69 tons. The ill-fated Florence S. made a trip to the Yukon country, and on her return part of the season, and later made two round trips to White Horse, bringing a total of 10 tons of freight. On her third trip she was lost. The Sled made two round trips and brought in 180 tons. The Sybil made 12 full trips and brought a total of 530 tons. The Golden Star made nine and a half trips, and landed here a total of 524 tons. The Canadian made 13 trips and delivered 395 tons, and the Bailey made 12 trips and landed 187 tons. The Eldorado brought in seven trips 153 tons, and the Zouzoulan brought a total of 153 tons in 11 trips. The Lightning made 10 trips and brought 370 tons, and the Bonanza King brought 354 tons. The Aurora made six round trips, and carried 584 tons. The Clifford made eight trips and brought down 161 tons, and the J. P. Light landed 268 tons, and the Quick brought 29 tons. The cargo of the Tyrrell is represented by 284 tons.

REMEMBERED THE INSPECTOR.

The Knockers' Club Honors Its Chief's Anniversary.

Sunday was the 30th anniversary of the marriage of Captain E. S. Edwards, local inspector of steamboats, and the 'Knockers' Club, of which he is one of the most active members, remembered the event by sending their esteemed brother and his life partner an elaborate china dinner set. The local set was a gift from the club, and the victim of practical jokes in the hands of the knockers that was afraid to open the barrel which contained the present, and was obliged to remain in suspense regarding its contents until Inspector Fuller was summoned to assist. The present was accompanied by an appropriately worded testimonial from all of the Knockers who were in the city, and congratulatory telegrams from the absent brothers. Captain Edwards was too much overcome to inspect any boats yesterday, but he will leave down for Astoria today, to look over a small craft.

THREE GRAIN SHIPS.

Wilkommen, Blairhook and C. H. Watlen under Previous Charter.

The grain fleet in port was reinforced yesterday by the arrival of three grainers, and with the C. H. Watlen, which arrived Sunday, the numerical strength of the fleet in port is as great as it was before the fire. The three grainers which were coming to hand yesterday were the Ger-

man ship Wilkommen, well known in this port in former years as the British ship Eagle. Following this vessel came the British bark Blairhook, which was out nearly four months from Port Natal. Ships from that port have been few in number this season, the bulk of the ballast cargo being shipped from the west. The German ship Alice, which arrived in Saturday, left yesterday morning. The Andrea arrived yesterday afternoon, and is lying in the stream.

Steamship Wreckage Found.

VICTORIA, B. C., Dec. 10.—The steamer Queen City, from the West Coast, reports that the lighthouse-keeper at Carmanah found a wreck on the beach. The vessel, painted with red and yellow letters. It is the end of the board, and has the letters "AL 62." The letters are eight inches long. A great quantity of small pieces of iron, brass, and other metals, a boat's gunwale, several oars, a number of empty cases and four life belts marked "S. San Pedro" were also found. The San Pedro was the steamer which several years ago was blown up near this city, and the life belts must have been sold by the wreckers.

River Steamer Burned.

VANCOUVER, B. C., Dec. 10.—Fire today totally destroyed the steamer Hattie Young, plying on the Fraser River between New Westminster and Mount Lehigh. The passenger crew had narrowly escaped with their lives. The fire broke out in the hold under the boiler, and spread so rapidly that in a few minutes the ship was buried to the water's edge. The Young was valued at \$20,000, and was formerly on the American register as the Josie Burrows.

Suit for Salvage.

SAN FRANCISCO, Dec. 10.—John Moran and others of the steamer Empire, filed a libel today in the United States District Court against the Oregon Coal & Navigation Company to recover salvage for the steamer Empire, which was disabled in a storm. The value of the steamer is stated at \$30,000, and that of her cargo of coal at \$50,000.

Domestic and Foreign Ports.

ASTORIA, Or., Dec. 10.—Arrived at 2:50 A. M. steamer Elmore, from Tillamook; at 10:50 A. M. German ship Wilkommen, from Kiao Choo; at 4:30 P. M. British bark Phoenix, from Portland; at 10:00 P. M. British steamer Adato, from Hong Kong. Left at 9:40 A. M. German ship Alice, bound for San Francisco; at 11:00 A. M. British steamer Adato, from Hong Kong. Condition of the bar at 5 P. M. moderate; wind, south; weather, cloudy.

San Francisco, Dec. 10.—Sailed—Schooner Hooker for Sitka; steamer Bristol for Chemung.

Seattle, Dec. 8.—Sailed—Steamer Al-Ki and steamer Dolphin, for Skagway. Arrived—Steamer Cottage City, from Skagway.

Port Blakeley, Dec. 8.—Sailed—Steamer Schooner Carrier Dove, for Valparaiso.

Port Ludlow, Dec. 8.—Sailed—Steamer German ship Phoenix, for Hamburg.

San Francisco, Dec. 10.—Sailed—Bark Empire, for Adelaide. Arrived—Steamer Hathor, from Hamburg; steamer Hancock, from Manila; bark Martha Davis, from Honolulu; barkentine S. G. Wilder, from Honolulu.

Honolulu, Wash.—Arrived December 7.—Steamer W. H. Kruger, from San Francisco. Arrived December 10.—Schooner La Gloria, from San Pedro, for Honolulu.

Leghorn, Dec. 10.—Arrived—Steamer Karamania, from New York, via Lisbon and Gibraltar, for Naples and Genoa.

Honolulu, Dec. 10.—Arrived—Lancaster, from Boston; Turic, from New York.

Bremen, Dec. 8.—Sailed—H. H. Meier, for New York.

Southampton, Dec. 10.—Sailed—Vaderland, from Antwerp, for New York.

San Diego, Dec. 8.—Sailed—Schooner Marion, for Port Hadlock.

British steamer Arandell, from Vancouver. Arrived—German steamer Eva, for Astoria.

Moran, Dec. 8.—Sailed—British steamer British steamer, for Port Townsend.

Brisbane, Dec. 7.—Sailed—British steamer Milnera, for Vancouver.

Shipping Owned by Americans.

New York Journal of Commerce. The American merchant marine engaged in foreign trade, which is almost entirely ignored. Fifteen steamers of 100,225 tons are owned by the International Navigation Company, of 103,338 tons by the Atlantic Transport Company, 11 steamers of 41,744 tons by T. Hagan & Sons, eight steamers of 30,273 tons by E. B. Bliss, six steamers of 20,273 tons by the Canadian and Ohio Railroad, five steamers of 16,429 tons by W. R. Grace & Co., and two steamers 3215 tons owned by the United Fruit Company. Here are 94 steamers of 588,125 tons, but only 50 are American, but which are not permitted to carry the flag of their owners' country. We desire to see the American flag in every port as much as Senator Frye does. It is a pity that the American flag is so despised. It is a pity that these steamers are permitted to raise the American flag on them. If, for any reason, they do not wish to do it, it will then be time enough to consider the expense of the flag. The list of vessels owned by Americans, there is a considerable number of vessels on time charters to Americans, many of which would be bought if the American flag were respected. The American merchant marine can probably be resuscitated without expense to the Government.

A Subsidy Not Needed.

Boston Herald. The shipment to Europe within the last few days from this country of a large quantity of steel plates intended to be used in constructing a canal over the ship-waifs' prove that at the present time we can manufacture the material for ship-building at a lower price than any of our neighbors. The shipbuilders on the coast are already over 600 were shot at one place; that McKinley had been elected as chairman of the Street Cleaners' Union, and that one member knocked his 'stovepipe' over his eyes because he was not present at the right time, and more of this sort of stuff. Why such things are invented, nobody knows.

German Fairly Treated.

Writing from Bremen, Germany, under date of November 11, a young American says: "I notice McKinley has been re-elected with a still larger majority than in 1896. The Germans do not think much about it, but the German papers admit that it is, perhaps, for the best interests of both countries. In regard to the people, generally, they are apt to be exceedingly prejudiced against McKinley. Had Bryan been elected, on the other hand, they would have been against him just as well. I do not doubt at all that great excitement prevailed during election in the United States, but such stories as are circulated here are really ridiculous. For instance, it is said that in New York City alone over 600 people were killed or wounded, and in Kentucky over 600 were shot at one place; that McKinley had been elected as chairman of the Street Cleaners' Union, and that one member knocked his 'stovepipe' over his eyes because he was not present at the right time, and more of this sort of stuff. Why such things are invented, nobody knows."

Daniel's Franchise Proposition.

Rehearsed over-president Baltimore Sun. The local set was a gift from the club, and the victim of practical jokes in the hands of the knockers that was afraid to open the barrel which contained the present, and was obliged to remain in suspense regarding its contents until Inspector Fuller was summoned to assist. The present was accompanied by an appropriately worded testimonial from all of the Knockers who were in the city, and congratulatory telegrams from the absent brothers. Captain Edwards was too much overcome to inspect any boats yesterday, but he will leave down for Astoria today, to look over a small craft.

Kind-Hearted.—Mrs. Peabody.—Do you know, our receipts will fall on the same day as the day of the year, and I will break it! I will change mine, of course. I wouldn't be disappointed you for anything.—Brooklyn Life.

LIVESTOCK MEN ORGANIZE

STATE ASSOCIATION OF BREEDERS LAUNCHED.

Richard Scott, of Milwaukie, Chosen President—Better Freight Rates Asked for Blooded Stock.

Livestock men were in evidence yesterday at a meeting held at the office of the Rural Spirit, when the Oregon Stockbreeders' Association was permanently organized and the first Board of Officers elected. Those present were: Richard Scott, of Milwaukie; George Chandler, Baker City; H. West, Seaside; J. H. Early, Salem; Charles Cleveland, Gresham; J. W. McCoy, Astoria; and F. J. Painter, Oregon City; A. D. Gribble, Macleburg; M. D. Wisdom and J. W. Bailey, of Portland.

Mr. Scott was elected temporary president, and Mr. Wisdom temporary secretary. In a short speech, Mr. Scott said that the object of the proposed association was to advance the interests of the livestock men in Oregon, and to encourage the breeding of pure stock, and to assist in distributing the same throughout the state. The interests of breeders of cattle, horses, sheep, swine, goats and poultry would be watched.

Permanent Organization.

These officers of the association were then elected: President, Richard Scott, Milwaukie; vice-president, George Chandler, Baker City; secretary, W. C. Wisdom, Portland; treasurer, Charles Cleveland, Gresham. A committee was appointed to prepare by-laws and draft a constitution for the meeting at this stage adjourned for lunch.

Who May Be Members.

Soothed in the interim by the influence of teetotalism and fragrant Havana, the meeting convened at the afternoon session. Mr. Wisdom confessed that the committee on by-laws and constitution had not had the necessary time to perform the work, and preferred to report at another meeting. "But we have prepared several recommendations," went on Mr. Wisdom. "We think that the membership of this association should be open to any one engaged in breeding, raising and dealing in horses, mules, cattle, sheep, swine, goats, and poultry, and to stockyards and transportation companies; to representatives of the Agricultural College, the State Board of Agriculture, the State Veterinary Board, the State Food and Dairy Commission, and also to representatives of farm and stock newspapers." The secretary was instructed to embody these recommendations in by-laws and to call a meeting.

Ask for Better Rail Rates.

"Whereas, the livestock breeding in this state is fast becoming one of the leading industries, and believing that a more liberal policy on the part of transportation companies in shipping pedigreed stock would greatly encourage and promote the distribution of better blood in livestock throughout our state, we recommend that our executive committee make the request at an early date for a reduction of the rates on pedigreed stock throughout this state in lots less than carloads.

Second.—That this association appreciate the liberal policy of the railroads in this state in transporting livestock to and from the Oregon State Fair this year.

One member wished to place on record that the association appreciated the liberal policy of the Southern Pacific in hauling stock to the fair free of charge, but several speakers objected, and President Scott ruled that no motion did not wish to discriminate in favor of any railroad. Delegates to Suit Lacked. It was decided that the association apply for membership in the National Livestock Association, which meets at Salt Lake City January 15. "We will now elect delegates to the National Association meeting," said Mr. Wisdom. "Do delegates have to pay their own expenses?" "Yes, sir," was the reply; "whoever goes will have to pay his expenses in Salt Lake City. The members at this point did not seem ambitious to become delegates. Ultimately, President Scott, Charles Cleveland and D. H. Looney, of Seaside, Or., agreed to represent the association. On motion of Mr. Wisdom, it was decided that after the sessions of the National Livestock Association shall have been concluded at Salt Lake City, next month, to invite the members to visit Portland, and also try and have the National Association choose Portland as its meeting-place in 1901. Mr. Wisdom stated that the National association has already been asked to visit Omaha in 1902.

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A Healthy Stomach.

Makes pure blood, vigorous nerves—a strong body. Hostetter's Stomach Bitters strengthens weak stomachs. An occasional dose will keep the bowels active. Taken regularly, it will cure indigestion, constipation, dyspepsia, biliousness, inactive liver or kidneys, malaria, fever and ague. It will cure you. See that a Private Revenue Stamp covers the neck of the bottle.

Hostetter's Stomach Bitters. It Has No Superior.

in Grandma's Day,

Women were straight and strong. They could walk or work side by side with the men of the family. They lived under healthier conditions; there was more simplicity and less strain. Today it's different. The woman has all the care of the house and the wear of motherhood with duties superadded which were never dreamed of in Grandma's day. As a natural result she's worn out when she ought to be in the full beauty of mature womanhood. Women who would preserve their health and strength should guard the delicate womanly organs. When these are diseased the whole body suffers loss of strength and beauty. Doctor Pierce's Favorite Prescription cures the diseases that weaken women. Inflammation, ulceration and female weakness promptly yield to the power of this great remedy.

FAVORITE PRESCRIPTION

MAKES WEAK WOMEN STRONG, SICK WOMEN WELL.

"I had been a great sufferer from female weakness for about two years," writes Mrs. Emma Richardson of Gosh, Wayne Co., Ky. "Could not do my work part of the time. I took four bottles of Dr. Pierce's Favorite Prescription and felt as well as I ever did."

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Distinguished Everywhere for Delicacy of Flavor.

Superiority in Quality.

Grateful and Comforting to the Nervous or Dyspeptic.

Nutritive Qualities Unrivalled.

Your Grocer and Storekeeper sell it.

In Half-Pound Tins only.

Prepared by JAMES EPPE & CO., Ltd., Homoeopathic Chemists, London, England.

BREAKFAST SUPPER

EPPE'S COCOA

MINYON'S COLD CURE

When Prof. Minyon says what his cold cure will do he only says what his cold cure does. Nearly everybody seems to be taking this remedy, and for good reason. It cures the cold, cough, throat and lungs as quickly as that a cold need no longer be a fearful ailment. It is a safe, reliable, and effective remedy, and it is sold everywhere. Write to Broadway and 28th St., New York, for medical advice free.

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Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

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