MYSTERIOUS STEAMBOAT

UNLICENSED CRAFT PROWLING AROUND THE COLUMBIA RIVER.

Owners Will Soon Be in Conflict With Uncle Sam-Marion Lightbody Reaches Queenstown.

There is a mysterious steamboat bob bing up and down the Columbia and Wilamette Rivers, engaged in trading with the farmers along the shores, and inci-dentally accumulating a stock of trouble dentally accumulating a stock of trouble dentally accumulating a stock of trouble for her owners that may prove very expensive. This modern Flying Dutchman, according to the best advices obtainable, was built on the Cowlitz River and began operations without the formality of span operations without the formality of statemer Ocklahama, which has been trying to "kick" a channel through the sands at the north end of Sand Island. It was found that while the steamer loosened the found that while the steamer loosened the base been trying to "kick" a channel through the sands at the north end of Sand Island. It was found that while the steamer loosened the curing licenses for her master and engineer. The local inspectors were notified found that while the steamer loosened the of her presence in the river several days ago, but thus far have falled to overhaul her. She is occasionally seen by passen-gers on the river boats, running in and out of the woods along the Columbia, and has also made a few trips to Portland, but never stays long enough in a port

to get caught.

The craft bears the name Trader, and the most singular feature of her per-tiffs allege that on October 8, 1800, the formances is the fact that the men who Northern Commercial Company, owners of are running her seem to be making no studied effort to keep out of the way, but are apparently ignorant of the law covering such cases. The penalty for runering such cases. The penalty for running a steamboat without inspection or
without licensed officers is very severe,
fines of several hundred dollars and imprisonment being imposed where guilt is
person a number of negative are continuously. proven. A number of parties are on the lookout for this mysterious craft, and it is only a question of time before she will e rounded up by the Government and seld to answer for her shortcomings.

SUBSIDIZED STEAMER.

Astoria Making a Bid for Trade of Lower Columbia,

ASTORIA, May 22.—The necessary amount for the establishment of an independent steamer line between this city and lower river points has been sub-scribed by the business men of Astoria, and the boat will shortly be placed on the run. The steamer people asked a guaran-tee of \$600 monthly, and the merchants have subscribed \$500, the subscriptions to extend for three months. In all \$1500 is available, and any deficit in the receipts of the steamer can be met for several

The steamer which is to be chartered for the run will ply as far up the river as Stella. The object mainly is to catch the trade of the 4000 people of Wahklakum County, Washington, most of which now goes to Portland. This trade naturally belongs to Astoria, which is much nearer than the metropolis, but, owing to the present poor boat service, the people liv-ing along the river have been able to go to Portland with more convenient of The trade of 4000 people is a matter of some consequence to Astoria, so the mer-chants determined to reach out for it. every day, leaving Stella or Cathlamet in the morning, and, on the return, leaving Astoria at 2 or 4 in the afternoon. This will give the people living along the river three or four hours in town. It is the integrion that the boat shall cross the river from Cathlamet, touching at West-port, where a new saw mill has recently been built. The Robertson Raft Com-nant will employ a large number of men will employ a large number of men and this trade will be no small Editor Williams, of the Skamokawa Engle, states in a letter to Harry Hamblet that Astoria will certainly get the trade of 4000 people by the establish-ment of the new line, and that the business of local machine shops will probably be doubled by orders from river log-

MARION LIGHTBODY OUT.

Chief Contestant in Ocean Race Made a Slow Passage to Queenstown.

The British bark Marion Lightbody, one the quartet of big ships which salled away from the Columbia early in January on a long ocean race to Queenstown, arrived out at the lrish port yesterday, making a very poor third in the race, in 137 days. The British bark Muskoka, which won the race, went home in a ratiling run of 101 days, and the Herrogin Sophie Charlotte came in second, with a passage of 120 days to her credit. The greatest rivalry between any of the ships was between the Marion Lightbody and the H. S. Charlotte, and it will be a sore disappointment to Captain Cordiner to find that the Ger-man has besten him over two weeks. The tail-ender of the quartet, the Arden-

The tail-choice of the quartet, the Aren-craig, sailed on the last day of Decem-ber and has not yet reported out. The Marion Lightbody made one of the fastest passages on record between Santa Resalia and Portland last Fall, and her formance at that time led a great ny in this city to believe that she would make a better showing with the German ship. The latter, however, carried a crew twice as large as that on the Lightbody, and all were trained men, while many of those on the Britisher came under the head of what North Enders term "stiffs," The Muskoka was also handicapped with a few green hands, but her master is on record as saying that his ship "has a reputation for making sailors out stiffs," and he certainly made good the reputation with his remarkable run

WILL BUILD A BIG BOAT.

Captain Spencer to Use Billings Machinery for a Towing Steamer.

Captain E, W. Spencer has let a con tract to Joseph Paquet for the building of a powerful tugboat to be used for tow-ing log rafts principally, and to be spe-cially adapted for that kind of work. She is to be 150 feet in length, 32 feet beam and six feet depth of hold. The powerful machinery of the wrecked steamer Billings will be placed in her, comprising a fine large boiler and engines having 20-inch cylinders and eightfoot stroke. She will be of about the same power as the Oklahuma and is insame power as the Oklahama, and is intended to be the best log raft towboat on the rivers. The boat is to be built on the East Side, where Hale & Kern built their fleet of modeled barges, and the contract calls for her completion within 100 days. Mr. Paquet will without doubt have her completed on time.

INDRAPURA FILLING UP.

Big Liner Will Take Over Six Thou sand Tons of Freight.

big liner indrapura came up from the flour mill yesterday and went to Al-bina dock to continue discharging and loading. She has enough freight in sight to insure nearly a full cargo, which is a petter showing than was expected for the second ship of the line. The unsettled condition of affairs in the Orient is affecting other lines besides the one just startfrom Portland, and within the past week two steamers which the Tacoma pa-pers call Oriental liners have been in-viting bids for wheat charters from this port. The Enight Companion, which is to follow the Indrapurs in the Portland line, will have a full cargo, and from now on the Portland line will have plain sailing, unless too many unpatriotic Portlanders ntinue shipping by the Puget Sound

CUTTER GRANT ASHORE. Government Vessel in a Bad Post-

States revepue cutter Grant, Captain Togler, ran ashore on an uncharted rock
in Saanich Inlet at 5 o'clock this morning. She struck on her blige well forward and tore a bad hole in her hull.

"Mamma, is heaven like a circus": "Why,
of course not, Bobble!" "Well, I have always
been afraid I should be disappointed in it."—
Life.

The inrush of water filled her forward part to the main deck, throwing her after part up, leaving it dry. The crew gathered together what effects they could and went ashore in the cutter's boats, arriving in Cole Bay, where they are camped, at 9 A. M., and Lieutenant Sadler came to this city to get assistance. He returned with a wrecking outfit at 5 P. M. The Grant was on a special mission in that water, presumably to investigate smuggling, when she stranded. She is in a bad position, but Lieutenant Sadler thinks she can be saved. ler thinks she can be saved.

NO MORE "KICKING."

O. R. & N. Quits Work to Secure Channel at Saud Island.

ASTORIA, Or., May 22.—President Moh-ler, of the O. R. & N., and several offi-cials of the road made a visit to the other side of the river. Captain Conway carry it away, and the work has been

The Centennial Libeled.

SAN FRANCISCO, May 2.—In the United States District Court today the American Mercantile Company libeled the steamer Centennial for \$14.281. The plain-

Rush Sails for Alaska.

Rush Sails for Alaska.

SEATTLE, May 22.—The revenue cutter Richard Rush, Captain Kilgore, sailed today at noon for Southeastern Alaska, where she will be stationed permanently. Her headquarters will be at Sitka, and she will patrol the whole southeastern coast. The Rush will proceed direct to Skagway. It is reported that on her arrival at Skagway the revenue cutter will take Judge C. Brown and Judge James Wickersham on board and sail with them for Valdes, Cook Inlet and adjacent points. points.

Buoying of Channel Completed. ASTORIA, Or., May 22.-The lighthous ender Manzanita has completed the work a channel from Harrington Point to Knappton. Captain Sullivan, of the steamer T. J. Potter, was on board the Manzanita while the work was being done, and it is said that this steamer will use that channel on the run between Portland and Ilwaco this Summer.

Gray's Harbor Lighthouse.

WASHINGTON, May 22.—The Light-house Board has given notice that on or about July 1, the color of the tower at the Gray's Harbor light station, Wash-ington, on the seaward side of Point Chehalis, and on the southerly side of the entrance of Gray's Harbor, will be changed from stone color to white.

Lightship Almost in Water. ASTORIA, Or., May 22.—Progress was made today in launching the lightship into Baker's Bay, and her bow is now almost in the water. It is expected that another day will see the vessel affoat, as there are no reasons for it not being done except that it is much slower work than was sufficient as

LIMA, Peru. May 22.—The Chilean steamer Limarie, Captain Roberts, from San Francisco for Valparaiso, bringing the United States malls from Havana, was quarantined mine days at Guayaquil. One death from yellow fever occurred on

Health Officers' Bont.

RAINIER, May 22.—The Wilaris, a new steam launch, built by Milton Smith, of this place, for the Government, made its initial trip today to Astoria. It is to be used as a health officer's boat.

German Steamer Ashore PERIM, May 22.—The German steamer Ascania, from Hiogo via Singapore, April 30, for Hamburg, is ashore on Azelea reef. She has eight feet of water in her forehold.

Domestic and Foreign Ports ASTORIA, May 22.—Sailed at 5 A. M.— Steamer Alliance, for San Francisco and way ports. Sailed at 5:15 A. M.—Steamer Elmore, for Tillamook. Condition of the bar at 4:30 P. M., smooth; wind, south;

Tacoma, May 22.—Sailed—Steamer City of Topeka, for Alaska.

Everett, May 22.—Arrived—Bark Oak-land from San Page.

This is the most family the river brings one to Mule Back Crossing. This is the most family the river brings one to Mule Back Crossing.

bor; steamer Matteawan, from Tacoma; steamer Empire, from Coos Bay. Salled— Bark Hadyn Brown, for Chemainus. Port Hadlock-Arrived May 21—Bark

Bertha, from Iquique.
South Bend-Arrived May 21-Barkentine Omega, from He Port Blakeley-Arrived May 21-Ship Columbia, from Shanghai.

Port Townsend, May 22.—Arrived—Bark Yellowstone, from Valparaiso.

Tacoma, May 22.—Arrived—Steamer

Tacoma, May 22.—Arrived—Steamer Buckingham, from Hong Kong. Nanaimo—Arrived May 21.—Steamer Wyefield, from Royal Roads. Tacoma—Salled May 21.—Steamer Walla Walls for Seattle.

San Diego-Sailed May 21-British ship Pythomene, for Oregon. Post Blakeley-Arrived May 21-Schooner Lyman D. Foster, from Portland. Port Townsend, May 22—Passed in— Steamers Victorian and Cottage City, from Skagway for Seattle, New York, May 22.—Salled-Oceanic, for

Liverpool; State of Nebraska, for Glas-gow; Peunland, for Antwerp. St. Johns, N. F., May 22—Arrived—Si-berian, from Glasgow and Liverpool for Hallfax. May 22.-Arrived-Assyrian

Boston, May 22.—Arrived—Assyrian, from Glasgow; Ivernia, from Liverpool. Liverpool, May 22.—Sailed—Sylvania, for Southampton, May 22.—Arrived—St. Louis, from New York. Cherbourg, May 22.—Arrived—Deutsch-land, from New York for Hamburg and

New York, May 22.—Arrived—Kensington, from Antwerp, Rotterdam, May 22.—Arrived—Maasdam,

Rotterdam, May 22.—Arrived—Maasdan, from New York.

Queenstown, May 22.—Arrived—Servia, from New York for Liverpool.

Plymouth, May 22.—Arrived—Deutschland, from New York for Hamburg.

New York, May 22.—Arrived—Barbarossa, from Bremen; Teutonic, from Liver-

Queenstown, May 22. - Salled - Lake Champlain, for Montreal, Taku, May 21—Arrived-Norman Isles, from Portland Yokohama, May 22.—Arrived—Belgian King, from San Diego for Hong Kong. Liverpool, May 22.—Arrived—Majestic,

from New York via Queenstown tion in Saanich Inlet.

VICTORIA B. C., May 22.—The United land, from Philadelphia for Liverpool, and

-Picturesque Mining Region.

Otto M. Rosendale, the well-known local mining engineer, has just returned from a trip to the mining districts of Jack-

Merlin I took a conveyance to the old trading post of Galice. In all my travels I have never met with such a steep and dangerous road as this old stage road in the wilds of the Rogue River Mountains. One portion of the road reaches the so-called divide, over 900 feet above the Rogue River valley. A stone dropped from the road goes down into Rogue River without striking the side of the mountain, and in case of accident at this particular point, taking into consideration the laws of gravity and momentum, very little would be left of either team, wagon or men to tell the tale.

tale,

"Galice consists of a store and postoffice, which occupy the historical spot
where the old blockhouse stood. In this
blockhouse, in 1855, 100 miners were besieged by a hostile and savage band of
Rogue River Indians, who were bent on
exterminating the white intruders. It was
the custom of these savages to lie on the
opposite side, among the hasalt rocks. a trip to the mining districts of Jackson and Josephlne counties in Southern Oregon, and the picture he paints of the possibilities of that section as a mining center, is a rosy one. Mr. Rosendale believes that the half has not yet been told of the richness of the district. In describing his trip he said:

"I left Portland for Medford, Jackson County, by rail. From there I took a team to Jacksonville, of historic memory, as the mining capital of Southern Oregon in other days. From the best figures obtainable from the Wells-Fargo Express agent at Jacksonville, I am led to be-

LIEUTENANT-GENERAL MARIANO TRIAS



FROM FIRST PICTURE RECEIVED IN THIS COUNTRY.

WASHINGTON. May 22.-The most important capture in the Philippines, according to the views of many officials of the War Department, was not that of Aguinaldo, but Lieutenant-General Mariano Trias, who was Commander-in-Chief of the insurgent forces while Aguinaido was hiding in the hills of Northern Luzon. For many months past few or no orders were received or obeyed by any insurgents which were sent out by Aguinaido, and Trias was looked upon as the chief of the insurgent forces. Trias does not look very much like a General from the American point of view, but he looks as much of a Commander as does Agui-

\$650 o \$20.

"A man named Kahler, who has placer

Everett, May 22.—Artived—Bala Land, from San Pedro.
Valparaiso—in port March 11—British ship Moelian, for Oregon.
Hamburg—Arrived prior to May 21.—French bark General Melinet, from Oregon.
Liverpool, May 22.—In port May 12—British ship Riverside, for Oregon.
Queenstown, May 22.—Arrived—British ship Marion Lightbody, from Oregon.
San Francisco, May 22.—Sailed—Ship Vanduara, for Queenstown. Arrived—Steamer City of Pueblo, from Victoria; ing and washing out certain bars, which shope of the same o Back Crossing. This is the most danger-ous ford of the Applegate, and requires have either been hastly worked or over-looked altogether.

"All along the river one finds hemmed by very steep mountains, and that heav-ily timbered, small fruit ranches and well-kept truck gardens; but the chief industry is placer mining, with only oc-casional attempts to cultivate the soil.

"After leaving the last-mentioned crossing or fording of the river, the road reaches the top of the divide by a precipitous and dangerous route. At some of the most dangerous points one looks straight down into the rushing waters of the Applegate, swelling and sucking their way through deep, rocky can-

"As the shadows of evening spread themselves over the valleys we reached Watkins' camp, our destination. This is the headquarters of the Applegate Ditch the headquarters of the Applegate Ditch & Placer Mining Company. The next morning I inspected the property of this company, which carries over 12,000 miners' inches of water from the influx of Carberry Creek into the Applegate through a high-line ditch, seven miles in length, to the placers of the company. The headworks of this ditch consist of a wing dam across the Applegate with The headworks of this ditch consist of a wing dam across the Applegate with dam approaches on both sides, and two reversible headgates, which regulate the inflow of the water.

"At times the Applegate River swarms."

with salmon and salmon trout, and whenever it becomes necessary to shut off the water and let the ditch run dry the larger salmon become stranded and have to be driven back into the river. stream is a veritable fisherman's

"My duties required me to traverse the "My duties required me to traverse the whole length of the ditch. In places it has to be carried in a flume across guiches and canyons. Over one of these canyons the water is carried in a flume that rests on a high trestie work, itself. a plece of engineering skill. The fall of the ditch is seven feet to the mile. The ditch is hewn through rock, being an extremely hard variety of granodite. The company contemplates in the very near future the extension of the ditch, which will carry the water on a steep mountainside over valleys and canyons, to or near Jacksonville, and make profitable thousands and thousands of acres of socalled placer ground, which until now have remained unexplored by reason of the lack of water. The length of the ditch, as thus extended, will be 22 miles. If this project is carried to a successful conclusion the production of precious metal in Jackson and Josephine Counties will be enormous. "I then went on the train to Merlin, a station on the Southern Pacific about to or near Jacksonville, and make prof-

lieve that from \$30,000,000 to \$35,000,000 in extensive copper properties on the foot-gold dust has been taken from that place, hills of the Old Peavine. The underground from 1890 up to the present time. The agent has been there 42 years. He showed me some remarkable specimens of placer gold, ranging in value from timbered. The ore from this copper property consists of about 500 feet of tuncing, made in excellent miner-like manner, and we timbered. The ore from this copper property consists. erty runs all the way from 3 to 18 per cent in copper and is an excellent smelt-ing ore.
"The country around Mount Peavine

"A man named Kahler, who has placer claims in the vicinity showed me over \$990 in dust, which contained two specimens, one smaller than the other, but still exact counterparts of each other. Both bore a striking resemblance to an English coat of arms. The fact of the resemblance of these two specimens to each other is very singular.

"From Jacksonville I took a team to Cameron's Crossing, where you have to ford the Applegate River. This is a very swift stream. Its headwaters are in the Siskiyou Mountains, and it empties into the Rogue River above Grants Pass. We made the ford all right, although the water came over the wagon-bed, and swift current almost carried the horses off their feet.

"A drive up the river brings one to Mule Back Crossing. This is the most danger-back of the Applegate and recultes from the very surface of the string ore.

"The country around Mount Peavine presents an almost park-like appearance, Game of every description abounds, and the climate is most salubrious and health-ful. This camp gives employment to about 200 men, and produces gold in appearance of this district is that the gold is deposited in placers high above the river bed, in so-called old channels. These chammels consist of decomposed sediment and finely-powdered granite. The foremost producing placers are the Old Channel mine, the Rocky Gulch property, the Big Yank, and Silver and Bear Creek placers. The only drawback is the inaccessibility of the country. According to the best figures, over \$17,000,000 in gold has been taken from this district. With appearance, game of every description abounds, and the climate is most salubrious and health-ful. This camp gives employment to about 200 men, and produces gold in appreciable quantities. The peculiar feature of this district is that the gold is deposited in placers high above the river bed, in so-called old channels. These chammels consist of decomposed sediment and finely-powdered granite. The fore-most producing placers are the Old Channels.

"A drive up the river brings on has been taken from this district. With proper facilities it will produce enormous ly, as every pan of dirt taken at randon from above and at the river shows from five to 12 colors of exceedingly fine gold bright in appearance and almost pure."

FOR THE STREETS. Suggestion for Expenditure of En-

tertninment Fund. PORTLAND, May 21 .- (To the Editor.)-

A suggestion has been made through The Oregonian that the funds secured and pledged for the Presidential demonstration in Portland be used to secure an extensive Fourth of July celebration; another suggestion was announced which reade:

In addition to the various suggestions already made in reference to the disposal of the money subscribed for the reception of President Mc-Kinley, a Washington-street merchant comes to Affiney, a washington-street merchant comes to the front with still another. "Spend the money on the streets," says he. He is of the opinion that money could not be spent to better ad-vantage in Portland than in the improvement of streets.

To me this last seems a most excellent plea on behalf of our streets, and is timely and wisely expressed; all acknowledge that while the streets and sidewalks in the business portions are more or less good, that a few minutes walk will take one to the loocation of rickety and creaking thoroughfares, full of hummock where sidewalks with their decaywhere sladwards with their decayed planks will—if the pedestrian fail to step "plumb with the middle"—fly up and strike him, lest he be a nimble dodger. Let those who have the power (if it be le gal) come to the front with this fund, which I am sure would cause each donor to echo "amen" were they promised good streets and good sidewalks would be the outcome, and not a lot of debris which would follow a big Fourth of July racket of bomb and cracker, causing a great loss of powder, maybe a runaway horse or two, and perchance an accident—even though a glorious opportunity be afforded a few favored ones, to enjoy free rides in carriages, or be proudly mounted upon prancing steed which steps to the tune of

a military band.

I am surprised that the philanthropic spirit in the Woman's Club has not ro to see and embrace its opportunity; if its 200 members would set their heads, hearts and tongues together, they could march by a tune exceeding any military band for its rhythm of push-which certainly would be aided by gentleman friends who are always loyal, gallant and true to a good cause and so weave a thread of "better streets" into an "endless chain" which would surely lead to a glorious vic-tory in the evolution of the streets in Portland.

Liberal in Creed as in Practice. New York Evening Post.

Presbyterian creed revision seems predestined, after the report on the subject
which is to be laid before the General Assembly in session at Philadelphia. The presbyteries have been voting on the subject, and the returns show that the churches desire some kind of change in a station on the Southern Pacific about | churches desire some kind of change in eight miles north of Grant's Pass. At | their creed statement, and that the plan

most in favor is to adopt a summary of the "present doctrines" held by the Presbyterfan church, which shall neatly explain the ugiler sections of the Westminster Confession without really impairing the system of which they have been supposed to be an integral part. This seems to us a wholly commendable step. Its aim is simply to make the creed come somewhere near stating what Presbyterians actually believe. In practice, and especially among the laymen, the Northern Presbyterian church is one of the most liberal denominations going. But its clergy and officers have to subscribe to a creed which only a few of them are able to take in any but a nonnatural sense. To find some clear and honorable escape from this awkward situation has evidently come to be the prevailing desire of the Presbyterian churches; and that it should now be in a fair way to be gratified is a triumph of continent the season over metally sentent assessment. fair way to be gratified is a triumph of plain reason over metaphysic DAILY CITY STATISTICS.

Marriage Licenses. Henry W. Shreve &, Mrs. Jennie Hew itt 28. Al Florian McIntire 25, Maude L. But-ler 20.

Building Permits. C. R. Davis, two 2-story dwellings Han-cock street, between Nineteenth and Twenty-first, \$2800. George H. Morgan, 114-story cottage, southwest corner East Eighth and Bea-con streets, \$1900.

Birth Returns. May 12 girl, to the wife of John W. W Miller, Woodlawn.
Contagious Diseases.

Two children of Phillip Bunner, 891 Sec. Six cases of measies. Death Returns.

May 7, Mollie A. Davison, 17 years, Capian Addition; tuberculosis. May 16, Casper Keller, 45 years, St. Vincent's Hospital; pernicious anaemia.

Real Estate Transfers. Ida and F. W. Paine, lots 20, 21, 22, 33 and 24, block 19, Arbor Lodge, May 6

May 15 Gustaf Peterson and wife to G. W. Shirley 330x511 feet, D. D. Pretty-man D. L. C., May 23

Pacific Coast Abstract Guaranty & Trust Co. Abstracts, trusts, title insurance, loans, 204-5-6-7 Falling bldg., 3d and Wash.

Doctor-Well, you got those leeches I sent for your husband, Mrs. Glies? Mrs. Glies-Yes, rur; but what on earth be the good o' sending they little things vor a girt big chap like he? I jes' took an' clapped a ferret on 'un.—Punch.

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Made from the choicest California figs, prunes and selected grains.

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Physicians recommend Figprune.

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"No tongue could express the pain that I endured before I commenced taking Dr. Pierce's medicine," writes Mrs. Mollie Colgate, of Randciph, Charlotte Co., Vs. "I was not able to do anything at all. Could not cat anything except bread and ten—or if I did the top of my head hurt so it segmed it would kill me; but now I can eat a little of almost anything I want and can do a good day's work as well as any body can. Am better than I have been for years. I think your medicine is the best that ever was made for it is the only thing that ever did me any good. I tried many other kinds but none did me any good but your 'Favorite Prescription' and 'Golden Medical Discovery,' I can never praise them too highly."

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We even cool the beer in plate glass rooms in nothing but filtered air. Then we filter the beer. Then we sterilize every

pottle. And Schlitz beer is aged. The beer that makes you bilious is green beer.

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