WOMEN AND OCULISTS

PREJUDICE OF THE FAIR SEX AGAINST EYEGLASSES.

Would Rather Suffer Physical Pain Than Mar Their Beauty—An Oculist's Story.

Every one objects to putting on eyeglasses and postpones the evil day as long as possible; but the feminine objections are more complicated than the masculine, and women are the trial of an oculist's life. A man says bluntly that glasses are a nuisance. He resents the fact that he has to be bothered by the beastly things; but, if the oculist assures him that he needs glasses, and that they will add to his comfort, he puts them on, and there's an end to it.

The average woman also says that glasses are a nuisance; but that isn't the serious part of her arraignment. A being who can, with resignation, wear trailing street gowns, could put up with a serious nuisance; but when a woman thinks that glasses are unbecoming, or that they are a confession of age, then there's a hard proposition before the oculist whom she consults, and he needs infinite patience and consummate tact in addition to his professional skill.

"Women are queer," said a prominent New York oculist to a New York Sun reporter. "Nine-tenths of them would rather suffer physical pain than wear anything they consider unbecoming. The average woman's first remark when she comes into the office is: 'Now, Doctor, I don't intend to wear glasses.' I expect that, as much as I expect 'good morning' or 'good afternoon,' and accept it as tiresome but inevitable. 'I've been having a great deal of trouble with my eyes,' she goes on, 'but glasses won't help me at all. I've tried all kinds and I can see better without them than with them. I want you to examine my eyes and tell me what to do about them.' I say 'yes, yes,' and go ahead getting things ready for an examination, while she tells me all about her symptoms. I don't need the symptoms, but it seems to give her pleasure to describe them. Finally I ask her to sit down in a chair and take off her hat. Funny how women do cling to their hats, isn't it? It seems to trouble them terribly to take off their hats and put them on again. I can't figure out whether it's really such a bother to poke the pins in and out, or whether they think their hair will be mashed down when the hat comes off, and they will not look well. I've never seen a woman who could remove her hat and seem happy, without having consulted a mirror. After I've examined my patient's eyes through the various instruments used for that purpose, I hang up my chart and my clock face and settle adjustable spectacle frames on the woman's nose. She stiffens at once. I know that no matter what glasses I slip into the frames first she will declare that she can't see as well with them as without them; so I'm not particular about the selection, and use the first lens that comes to hand. Probably it does obscure her sight, and she announces the fact triumphantly. Often, when I put the frames on, before I've inserted any glasses, she says, with great sternness, that she can't see as well as she could before. You see, she thinks there are lenses in the frames. That used to amuse me when I was young; but it's such a matter of course now that I don't even smile inwardly. I never point out her break. That would be impolite. After I've had her judgment on the first lens I try another, still worse. Then I put over that one another that positively neutralizes it so that she is looking through what is equivalent to plain glass. If she says that is worse than the others I know that she is either self-deceived or isn't being honest with me. I work gradually around to the lens which my other examinations have assured me is the one for the eyes, and, if the patient will admit that it is the least objectionable, and that she can see through it, almost as well as she could without it, I am satisfied. I couldn't expect a greater concession.

"The next task is to persuade the woman that she ought to wear glasses at least part of the time. It's useless even to suggest that she should wear them constantly, no matter how much she may need them; but she may be brought around to the idea that she could use them in reading, sewing, etc. I fit a pair of rims with plain glasses on her nose and ask if they are comfortable. She promptly makes a dive for the mirror. Comfort doesn't cut much of a figure with her, but she's sure that she must look like a fright. She studies herself carefully, and as glasses aren't really an improvement to the appearance of more than one woman in a thousand, or perhaps ten thousand, she probably turns upon me indignantly and says that nothing could induce her to make such a guy of herself. That's where natural eloquence is a blessing to the oculist. He ought to convince that woman that she really looks exceedingly well in glasses; but, if he's too little inspired, or too dignified to do that, he can represent to her that she needn't wear the glasses where anyone will see her, but even occasional use of them will benefit her, that if she neglects precaution now she will have more serious trouble later on. Sometimes she will not be convinced and goes away to come back later on with her eyes in much worse shape than at the time of the first visit. Sometimes she submits to the inevitable, and having made the first plunge and found that the glasses do relieve her eyes she, by degrees, comes around to wearing them constantly. She may even achieve much mastery of vanity as to graduate into genuine spectacles with hooks around the ears, but that needs a strong mind. I've a certain respect for a woman who comes in and says, 'Doctor, I'm having trouble with my eyes. I'd like to have you tell me what's wrong. Glasses are unbecoming to me, and unless there's something seriously wrong with my eyes I'd rather suffer the pain than mortify my pride.' There's a frankness of admission about that that I admire, even though it is folly; but the women who are actuated by that same motive and make a thousand and one other excuses and insist that glasses couldn't help them—well, they make me tired.

"Very often a mother brings a daughter in here and she almost invariably starts off by saying she isn't willing her daughter should be disfigured with glasses. The best way to manage such a case, if there is actually anything wrong with the girl's eyes, is to point out the fact that wearing glasses for a time instead of disfiguring will prevent disfigurement, will smooth out the furrows on the brow and between the eyes and preserve the beauty and clearness of the eyes. The accusation is often made nowadays that oculists give children glasses when it isn't necessary. Only today a woman told me that it was all nonsense to say her little girl needed glasses—that children never used to wear glasses as they do now and that they got along just as well. Now that isn't true. More children do wear glasses today than formerly, and the result is less serious trouble with their eyes among the grown-up children. Then look at the change in the children's own eyes. I can remember when one could hardly walk a square without meeting a cross-eyed child. Now you can walk the street for days without seeing one. Seventy-five years ago nothing was done for crossed eyes. Then operation for the trouble became common and helped the situation slightly. Now nine-tenths of the incipient cases of cross-eyes are cured by the use of glasses. The defect in the eyes that will lead to the disfigurement is discovered before it progresses far and the glasses, if skilfully fitted, will correct the evil and prevent the disfigurement.

"Going back to the subject of women's eccentricities in the matter of glasses, another rather absurd fact is that a good many women simply will not have their glasses readjusted to agree with advancing years. A change in glasses marks definite progress toward old age, you see, and that's unpleasant. However, the men share that little foible with the women. Their reasons may not be the same, but they do seem to think that a pair of glasses that suited them once, ought to suit them always. A woman came to me a short time ago and said she wanted me to make out a prescription just exactly like the last one I had given her. Something had seemed to go wrong with her glasses, and she had ordered another pair from her optician, but they weren't right. She was sure there had been some mistake, and she thought it would be better to get a duplicate prescription from me, so that all chance of error might be avoided.

"'When did I give you the prescription?' I asked.

"'Let me see. It was in the spring of 1882.' Eighteen years before, you see, and she expected the same glasses to fit eyes eighteen years older.

"This lorgnette business is another invention demanded by woman's vanity. It is ornamental, and nose glasses are not. Some women simply will not wear nose glasses, and yet can't get along without something; so they carry a lorgnette. The things are an abomination. If women would hold them correctly, so that the lenses were straight and close to the eye, they wouldn't be so bad, but not one woman in a thousand holds them that way. It's enough to make an oculist tear his hair to see a crowd of women with lorgnettes. One lens is up and the other down, and they are skewed at all sorts of angles. Every look through them is a disastrous strain on the eyes. Fortunately half the women who carry lorgnettes have only plain glasses in them, and carry them merely because they are decorative and paralyze the men. Fortunately, too, one never looks through them long at a time, because one's arm gets tired. Occasionally, when I have a patient whose eyes are in very bad shape, need complete rest and ought not to be used even with glasses, and yet who cannot get along on all occasions without glasses of some kind, I fit her her out with a lorgnette. She can use it in an emergency, but she can't use it steadily, as she would use nose glasses, and so her eyes will get the rest they need.

"On thing that reconciles some women to glasses is a conviction that they have a very superior variety. I've known a girl who daily refused to wear steel set or comonplace glasses, but who became devotedly attached to glasses gold-set and fitted out with new quirks and lenses; not because she could see better through them, you know, but because no other girl in school had a pair like them. An optical defect with a very impressive name reconciles some women to glasses. They seem to have a pride in the seriousness of their cases; but a plain astigmatism isn't interesting enough to appeal to a patient, nowadays. Oh, I tell you, an occulist's profession has its trying side. I've always found certain grim humor in the epitaph of the Florentine man who is said to have invented spectacles. Did you ever read it?"

The reporter hadn't.

"I'll show it to you."

The doctor rumaged among his books, pulled out a dusty Italian folio, and opening it, pointed out the epitaph, which, in Italian; said:

Here lies Salvino of Amari,
Inventor of Spectacles,
May God pardon his sin.

WHY BOSTON HAS NO STRIKES

Arbitration System Settles All Doubt Before Any Work Is Begun.

The method of preventing strikes and lockouts which has been tried for 10 years in Boston between the Master Builders' Association and the workmen has been absolutely successful in every respect, says William H. Sayward, secretary of the association, a former member of the Legislature, as reported by the New York World.

The system was adopted 10 years ago. The basis of the system is the "form of arbitration" which was proposed by the National Association of Builders, and has been adopted here by the Master Builders' Association on the one hand, the association of workingmen in the building trades on the other.

The employers take the position that it is for the interest of both parties that the workingmen's unions should be recognized. Therefore, it is preferred that men join the labor unions. With this known as the policy of the employers, the union men cannot object if a non-union man is found occasionally upon the work.

Another fundamental idea is that the interested sides to a question shall settle it for themselves, and that no outside interest shall come in to draw men off into strikes. There shall be no sympathy strikes. It is further one of the essentials that the representatives of the two sides shall have absolute power to settle disputes, and there is no appeal from their decisions.

"All questions of mutual concern" must be brought before the joint committee, which is to be appointed annually by each side.

The joint committee must consist of not less than six members, equally divided between the associations represented, and an umpire, who must be chosen the first thing after the committee completes its annual organization. He must not be a journeyman craftsman or an employer of journeymen. The umpire for the first three years was John D. Long, but he was never called upon to act. Every issue was settled by the committee without referring anything to the umpire. Then, for two years, William Lloyd Garrison was the umpire, and he was called upon only once. Charles Francis Adams, second, is the present umpire. He has been obliged to settle one question.

If any employer refuses to abide by a decision of the joint committee he may be thrown out of the association. In case the workmen refuse to abide by the decision of the committee they may be disciplined.

Either side may refer matters to the joint committee, and, after the committee reaches a conclusion it transmits that conclusion to each association for its government.

The National Builders' Association is an advisory body, of which Mr. Sayward is secretary, and it impresses upon its local constituents the desirability of making advances to the workingmen's unions, recognizing them at the outset, and inviting them to recognize and cooperate with the employers' associations. One of the objects of the association is to prevent any matter of mutual concern from reaching the stage of a grievance.

Doubtful points must be settled before any work is done. The Boston people came home from the convention of 10 years ago determined to put the system upon trial. Mr. Sayward addressed letters to the different building trades—the masons, the carpenters, the painters, the plumbers, and so on—urging them to come into the movement.

An immediate response was made by the mason builders, and he urged them to effort so that they immediately addressed the bricklayers, the stonemasons and the building laborers, telling them about the plan for avoiding strikes and lockouts. They laid the matter before their unions and favorable reports were received. The hoisting engineers came in and the boss plasterers were able to bring in their employes. Other trades, such as the carpenters, have not yet come in, as Mr. Sayward believes, because of their conservatism. But enough have entered into the system to control the situation in the building trades and to make strikes a thing of the past.

Coffee reached Constantinople about 1554, and was of universal use in Mohammedan countries before the close of the 16th century. So essential was it deemed to domestic happiness that a Turkish law recognized a man's refusal to supply his wife with coffee as sufficient ground for her claiming a divorce.

SCHLEY ANTICIPATED IT

DECLARED MACLAY CRITICISM WOULD NOT PASS UNNOTICED.

Captain Cook's Report of What Happened When Admiral Cervera's Fleet Came Out of Santiago.

This week's issue of the New York Independent contains the following timely article relative to the Schley-Sampson controversy:

"'I will not forecast at this time what my action is to be. To do so would neither be wise nor desirable. But I will say that this matter shall not be allowed to pass unnoticed. The conduct of the U. S. S. Brooklyn at the battle of Santiago is a matter of public record and any one who desires to do so can see what that conduct was by referring to the appendix to the Bureau of Navigation reports for the year 1898.'

"The above utterance was made by Rear-Admiral Winfield Scott Schley, on Friday last to the writer, who visited him at the home of his sister in Great Neck, L. I.

"When the visitor first arrived at the house where the Rear-Admiral was staying he sent in his card and with it a copy of the article by Park Benjamin, which quotes the extraordinary language used in the latest edition of Maclay's "History of the Navy," concerning the conduct of Rear-Admiral Schley at the battle of Santiago.

Soon after the card and the article were sent in, the Rear-Admiral came out on the piazza, where his visitor was waiting. He was courteous, cheerful and vigorous, and began by saying:

"I remember you perfectly. I remember our meeting in Washington."

There was some further talk on this subject, and then the visitor said: "Admiral, the Independent thought that this latest attack on you, made in a volume that is used as a text-book in the Annapolis Academy, might induce you to break your silence."

"Is it a text-book—isn't it only a political pamphlet?" asked the Admiral.

"It is used as a text-book at the Naval Academy."

"Ha! Well, you know that up to the present I have been careful not to say anything foolish, and I do not intend to depart from that rule now. Who is this Maclay? I don't know him."

"Why does he attack you?"

"I don't know.

"What will you do in regard to Maclay's attack?"

"I will not forecast at this time what my action is to be. To do so would neither be wise nor desirable."

"For the benefit of your friends throughout the United States, won't you say that you will take some action?"

The Rear-Admiral, who was as frank as a child in conversation that was not to be published, immediately became cautious; he took the writer's pencil and paper, and, after considering for nearly five minutes, wrote:

"But I will say that this matter shall not be allowed to pass unnoticed."

His manner was that of the wise and prudent man engaged in a game of skill with formidable opponents and fully intending to win.

Afterward, in response to other questions and suggestions, he added:

"The conduct of the United States ship Brooklyn at the battle of Santiago is a matter of public record and any one who desires to do so can ascertain what that conduct was by referring to the appendix to the Bureau of Navigation reports for the year 1898."

The appendix contains reports of the Captains of the various United States warships engaged at Santiago. The testimony therein shows that Rear-Admiral Schley's ship, the Brooklyn, inflicted 54½ per cent of all the damage done to the Spanish fleet by the guns of our vessels, and that she suffered 58 per cent of all the damage our ships received.

When Rear-Admiral Schley was asked if he would not call attention to this showing he said:

"No. That would be bragging."

Captain F. A. Cook, U. S. N., commanded the Brooklyn at the battle of Santiago and made a report to Rear-Admiral Schley four days after the fight. The Brooklyn was Schley's flagship. He was aboard her, and in the absence of Rear-Admiral Sampson was in temporary command of the American fleet engaged in the battle. The entire Spanish fleet was destroyed before the New York, with Admiral Sampson, could get into action. The report is printed in the appendix referred to, which was published by the United States naval authorities. It represents the Brooklyn as foremost in the fight, and Schley, as cheering on the men with "Fire steady, boys, and give it to them!"

Official reports of the other officers engaged in the battle of Santiago bear out this picture of Schley's promptness and gallantry, and seem to prove that he fully deserved the commendation and promotion bestowed upon him by his official superiors.

When the writer asked a Rear-Admiral who has taken no part in the controversy, how Schley's silence could be reconciled with the theory of innocence, he said:

"Why should he reply to irresponsible attacks? The Department replied for him when it commended and promoted him."

Maclay is a clerk in the bureau of supplies at the Brooklyn Navy-Yard. He got into the naval service very shortly after the war. A naval Captain now at the Brooklyn yard said on this subject:

"Maclay entered the service late in 1898 as an attache of a lighthouse at North Beach. I was on the Lighthouse Board at the time, and was opposed to his getting in, as he informed me that his purpose was to devote himself to literature, while using this lighthouse place as a means of support. I did not think that that attitude accorded with the needs of the service; however, I was ocerruled."

Captain Cook's Report.

"U. S. F. S. Brooklyn, first rate.
"At anchor, Guantanamo Bay, July 7, 1898

"Sir—At 9 A. M., July 3, I gave orders and arrangements were made for general muster at 9:30 A. M. At 9:30 A. M. the enemy were telegraphed by the Iowa as coming out. At the same time they were discovered by the Quartermaster on watch, N. Anderson, of this ship, and reported to the officer of the deck. The executive officer, Lieutenant Commander Mason, who was on deck about to execute the order for general muster, immediately gave the order, 'Clear ship for action and general quarters.' Signal was made at the same time, 'Enemy coming out—action.' I went immediately forward, stood for the enemy and gave orders to get steam on in all boilers.

"We started with steam on three boilers at about 12 knots speed.

"The head of the Spanish squadron in column was just outside the entrance of the Harbor of Santiago, proceeding about southwest. The Spanish squadron consisted of the Maria Teresa (flag), Viscaya, Oquendo and Colon, and two torpedo destroyers. We opened fire on the leading ship in five minutes from the discovery.

"The port battery was first engaged as we stood with port helm to head off the leading ship and giving them a raking fire at about 1500 yards range. The enemy turned to the westward to close in to the land. We then wore round to starboard, bringing the starboard battery into action.

"The Brooklyn, leading, was followed by the Texas, Iowa, Oregon, Indiana and Gloucester. The Vixen, which had been to the westward of us in the blockade, ran to the southward and eastward of us, and kept for some time off our port side distant about 1000 yards, evidently intending to guard against torpedo attack upon this ship. The shells passing over us fell very thick about her, some passing over her. At this time the firing was very fast and the whistling of the shells incessant, and our escape with so little injury was marvelous and can only be attributed to bad marksmanship on the part of the enemy. The Maria Teresa, which had dropped astern while we were wearing, under the heavy fire of our fleet ran ashore, the Viscaya, Oquendo and Colon continuing on and gaining in distance.

"The Brooklyn was engaged with the three leading ships of the enemy which were forging ahead, the Texas, Iowa and Indiana keeping up a heavy fire, but steadily dropping astern. The Oregon was keeping up a steady fire and was coming up in the most glorious and gallant style, outstripping all others. It was an inspiring sight to see this battle-ship with a large white wave before and her smokestacks belching forth continued puffs from her forced draft. We were making 14 knots at the time and the Oregon came up off our starboard quarter at about 600 yards and maintained her position, though we soon after increased our speed to 15 knots and just before the Colon surrenedered were making nearly 16.

"The Oquendo, soon after the failing out of the Teresa, dropped astern and on fire ran ashore. The Viscaya and Colon continued on under fire from Brooklyn and Oregon. The other vessels of our fleet were well astern and out of range. The Texas was evidently coming up fast. At about 10:30 A. M. the Viscaya was seen to be on fire, and the Colon passed inside of her with increased speed, took the lead and gradually forged ahead. The Viscaya soon after ran on the beach, ablaze under fire. We signalled the Oregon ceased firing on the Viscaya, as her flag was down. Firing immediately ceased, and we both continued the chase of the Colon, now about 12,000 yards away from the Viscaya, as she kept in and out from the coast. We steered straight for a distant point near Cape Cruz, while the Colon kept close to the land, running into all the bights. She could not have come out without crossing her bows, and we were steadily gaining on her. We were getting more steam all the time, and now had four and one-half boilers on and the remaining one and one-half nearly ready.

"After running for about 50 miles west from the entrance, the Colon ran into a bight of land, fired a gun to leeward, and hauled down her flag. The Oregon and Brooklyn had just previously begun to fire upon the Colon, and were landing shell close to her.

"I was sent on board by Commodore Schley to receive the surrender. The Captain spoke English, and received me pleasantly, though naturally much depressed. He surrendered unconditionally. I was on board about 15 minutes. As we came from the Colon, the flagship New York came in with the Texas. I reported on board the flagship to Rear-Admiral Sampson. I stated to him that I believed the Colon could be gotten off the beach.

"During the entire action I was in constant communication with you, so that I was enabled to promptly execute your orders and instructions. The officers and crew behaved with great and exceptionable coolness and bravery, so that it is difficult to discriminate. They were encouraged in their best efforts by your enthusiasm and your cheery words: 'Fire steady, boys, and give it to them.'

" . . . The ship (Brooklyn) was struck 20 times by whole shot and many times by pieces of bursting shell, and from small shot of machine guns. No serious injury was done to the ship, and all repairs can be temporarily done by the ship's force, excepting to the five-inch elevating gear. The smokestacks were hit in several places; the signal halyards, rigging and flags were cut in many places. The flag at the main was destroyed, being much cut by shot and pieces of flying shell. . . . We fired 100 pounds of eight-inch, 473 of five-inch, 1200 of six-pounder, and 200 of one-pounder ammunition. F. A. COOK.

"Captain U. S. N., Commanding.

"The Commander-in-Chief of Squadron, United States Naval Force, North Atlantic Station."

HIS MAJESTY'S HEADGEAR.

Styles That Edward VII Has Created, and Those That He Follows.

London Express.

Is it true that the first gentleman in Europe leads the fashion in hats?

Yes and no. When the King "adopts" a hat its future is assured, but almost invariably it has had a successful, if obscure, past. In the course of his career His Majesty has "created" two or three styles, of which one, the low-crowned silk hat, enjoyed some vogue, while another, a sort of Welsh sugarloaf, lasted less than a month. And there are some shapes worn by men in every rank of life from the blood royal downward which the King has never patronized at all.

The supremacy of the black silk hat was certainly due to His Majesty's encouragement. Other men might wear white hats on hot Summer days, but for years he clung to black. His Majesty did not relinquish this palladium of British respectability even when being received by Said Pasha under the scorching suns of Egypt, nor when negotiating the turbid rapids at the head of the St. Lawrence, while exposed to the keen Canadian winds on a lumber raft. It was he who ordained that the proper and only wear for Goodwood was the tall black hat, and it is only in recent years that he has relaxed his own rule. Hence it was with a sense of relief that he was observed at the garden party in the grounds of Buckingham Palace in the Summer before the diamond jubilee to be wearing a white hat, a color which turned up again at Goodwood two years ago, and the descent from this to the white bowler which he wore at Sandown last year became inevitable.

But for the King, too, the narrow cloth band would never have replaced the silk galloon for ordinary wear. This cloth band was soon perceived to be not only dressy, but also very convenient, because most of us are in complimentary mourning for the greater part of our lives. His Majesty, however, has always set his face against the cruder display of sartorial grief that marked the earlier Victorian regime.

To His Majesty we owe the habit into which we fall unconsciously of clinging to our hats at public functions as if they were our talismans. Whether receiving an address of welcome at an exhibition, attending an afternoon lecture, or unveiling a memorial in a public museum, the King's manner has been to hold the hat in the left hand, resting lightly upon the hip if he be standing, or upon the thigh—not the knee—if sitting down. When the proceedings are drawing to a close he fingers the nap lovingly and uses the palm as an auxiliary. He has abandoned a habit, which he once taught us to observe, of using the coat sleeve for this purpose.

The King uses the round bowler nowadays on every possible occasion. He had at one time a great affection for the brown bowler, and for many years patronized the comely gray. In nothing has the influence of the King been more paramount than in the introduction into England—obstinate, insular England—of the Homburg felt. For lounging about the estate, for driving along the Norfolk lanes, for taking a morning turn in the saddle, there is no doubt that this comfortable shape is exactly suited to His Majesty's face.

The King knew and loved the soft felt years ago in its older form of the Offenbach or the Tyrolese, and both in the forests of mid-Europe and in the English coverts the tuft of feathers in the back of the hat was never omitted.

When on Deeside early boyish experience taught the King to appreciate the Glengarry bonnet, and he dons the national costume to this day. But there is no doubt of his preference for the cloth peaked cap.

The distaste of the King for the straw hat arises from two causes. The flat-topped, low-crowned hat would be discordant with the lines of his build, and apart from this he never has occasion to indulge in those pastimes for which the boating straw is the only perfect wear. His Majesty's size is seven; he wears everything well down over the temples, and the front line of the brim is always horizontal.

Downing, Hopkins & Co.

ESTABLISHED 1893.

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Persons calling for these letters will please state date on which they were advertised, August 4. Letters will be charged for at the rate of 1 cent each.

WOMEN'S LIST.

Aiken, Miss Mina	Holmes, Miss Grace
Allen, Mrs M	Hotson, Miss Mary
Allen Miss Luella	Hoyle, Mrs Edward
Amsburg, Mrs M	Hoyt, Mrs Jennie
Anderson, Miss Ellen	Isensee, Mrs Emma
Aplanalp, Miss Mary	Ireland, Mrs F C
Austin, Miss Jenet	Johnson Miss Annie
Ayers, Miss W E	Keeler, Miss Hattie
Aylsworth, Miss Oma A	Keller, Mrs Martha
Bautria, Miss Ollie	King, Miss Edith
Billion, Mrs E A	Laverty, Mrs Elsie
Belts, Mrs Rachel	Lamont, Helen
Bissell, Mrs James H-2	Larson, Eliza
Blakey, Lilly	Lett, Mrs C M
Boone, Mrs J G	Leighton, Miss Bertha
Bostrom, Miss Olivia	Lovelace, Miss Lillie
Brekenfield, Miss Julia	McNutt, Myrtie
Broughton, Mrs Clara	Maxell, Miss Hazel
Brooks, Miss M B	Mack, Miss Vera
Brown, Miss Jessie	Manson, Mrs Alic
Bruce, Miss Annette V-2	Marks, Miss Ila
	Manetta, Edna
Bryan, Miss A	Mason, Mrs Geo F
Burdette, Mrs F H-4	Mason, Miss Vic
Campbell, Mrs Frank	Mills, Mrs Jno
Cammack, Mrs Clarah	Moyan, Miss E
Casey, Miss May	Mooney, Mrs E C
Carey, Miss Alice	Moore, Jessie M
Clifford, Mrs Bosetta	Morgan, Mrs L E
Coe, Miss Birdie	Orendorff, Mrs
Cole, Miss M	Ott, Mrs Sophia
Collins, Miss Ida	Osborn, Hannah M
Conklin, Mildreth	O'Neil, Miss Lucy E
Converse, Miss Emily	O'Reilly, Mrs J C
Compton, Miss Sadie	Overstreet, Muttie
Conklin, Mrs Millie	Payne, Mrs
Cook, Miss Minnie W	Patton, Mrs Ella
Cooper, Miss Mary	Phillips, Miss Ella
Cox, Miss Helen Terry	Phillips, Mrs Frank
Crane, Mrs W O	Pierce, Miss Jessie
Curtis, Mrs A	Quirt, Mrs C E
Dale, Mrs G Phillip	Quinn, Mrs
Davis, Mrs Bertha	Ram, Mrs Louis
Dawson, Miss Maude	Randolph, Clara A
DeSpain, Mrs W E	Rasmussen, Mrs E W
Divine, Miss Cannie	Reardon, Mrs Andrew A
Drake, Miss Emma	
Eaton, Miss Louisa	Round, Martha E
Ellis, Mrs Tillie	Robertson, Mrs L M
Engel, Miss Emma	Sandrock, Minnie
Enright, Mrs	Schmidt, Daisy
Eversen, Mrs Eva	Seidner, Miss L
Fenn, Miss Hannah	Sharp, Miss Mierie
Fish, Mrs Julia A	Sheldon, Miss Mary
Fisher, Miss Stella	Shephard, Mrs R O
Fossig, Mrs Ida R	Spugna, Mrs A
Foy, Miss Edna Ray	Storey, Miss Sarah E
Forward, Miss Annie	Stonach, Ellen
Freeman, Mrs Lizzie	Svenson, Miss Bertha
Freeman, Miss Thurzie	Tanno, Miss Helen
Gay, Miss Hazel	Taylor, Miss Florence
Gaither, Mrs S J	Taylor, Miss F M
Galvin, Miss Katie	Templeton, Miss Lucy
Galigher, Mrs D	Thorn, Mrs E D
Gelwick, Miss Thula	Tufts, Mrs Waren
George, Mollie	Url, Miss Mary P
Gibbs, Miss Rosie	Walters, Lillian
Goddard, Sadie	Warawick, Mrs Ada
Graham, Miss Gladys E	Warren, Katherine
	Weissgarber, Johann
Graves, Mrs Josie	Welch, Mrs R E
Gravell, Mrs Maud	Whitney, Mrs Chas
Gray, Miss Winnie	Wilbur, Mrs H C
Grosch, Maud	Wilcox, Miss Jessie
Hall, Mrs J F	Williams, Miss Nannie
Hanson, Miss Annie	Woodward, Pearl M
Hansen, Mrs Lena	Woodward, Berthalda
Haselwood, Miss Josie	Wood, Bertha
Hermann, Stella	Wood, Mrs S L
Hibbs, Miss Blanche	Wulatz, Mrs L A
Hill, Mrs S E	Young, Mrs
Hill, Miss Julia	

MEN'S LIST.

Allaird, Woodards Co	Hodgkin, William M
Allen, John	Howell, Dwight
Amon, E L	Howard, Dow
Andrews, Thomas A	Hugh, Chas
Anderson, John	Hull, E F
Arkers, Wm T	Huntley, N A
Applewhite, J A	Jarrette, Sam
Ashmore, D M	Jennings, C
Ashton, G	Johnson, Chas-2
August, C W	Jones, J F
Axman, J J	Kienck, L G
Bahn, Joseph	Kettler, F
Baker, Eddie	Keeton, W C
Barriere, Wm	Kelley, John
Barker, A D	Kensell, Frank H
Barnes, M F	Kiddoe, F M
Batchelder, Fred	Knox, John
Boyle, Geo A	Kramer, John
Beck, J C	Laughlin, Jas
Beller, Chris L	Late, R H
Besser, S	Lamorey, Dr
Billings, Leslie	LaMoree, Dewitt M
Bingman, Steve	Larney, J V
Blythe, S	Larson, Louis
Bonban, Edmond	Levenworth, Mr
Booth, Humphrey	Littlefield, E E
Book, H M	Luche, C J
Booth, N A	Lloyd, J H
Boscamp, A L	Lynn, J & Co
Boyle, J A-2	McIntire, W S
Braucht, David	McCabe, R
Brown, C E-2	McConnel, S A
Brown, John	McDowns, Judge G
Brown, M T	McFarland, Earl
Brown, J R	McGee, Chas H
Brown, Salmon	McKay, Wm
Buehler, Ch	Magic Catarrh Co
Bundy, William	Milne, H A
Burdett, Fred H-2	Mongina, Jno
Butler, Russell-2	Morrill, Frank B
Calderon, Frank A	Morris, L C
Campbell, J E	Mullan, R J
Carder, John	Munrry, Jas
Carnahan, C G	Murphy, D
Carter, Neil	Murphy, H J
Case, A C	Nelson, S P
Chambers, Billie	Nelson, Peter
Chandler, Benj	Olson, Fred
Cohill, K	Oregon Savings Bank
Colbert, Wallace	Osborn, Guy
Collins, Mr and Mrs T D	O'Hara, Jno
	O'Malley, Jno
Collins, Col Chas	Palmer, Oscar F
Collins, Mr. Real Estate Agent	Peck, E T
	Peake, Hobert H
Commons, L M	Putman, F U
Comer, W C	Robateau, Claud
Converse, Frank	Radler, W T
Cornett, Louis	Rawlings, Edwin G
Corbin, S B Porter	Reuter, J A
Costanso, Nat	Rees, Amasa
Coyan, Joe	Richardson, E
Cox, E M	Richards, Geo
Cremen, Peter J	Romney, O D
Creighton, Mr and Mrs John V	Roach, Jno
	Rodney, Prof
Dawson, Mr	Roberts, C I
Davlin, Joseph	Roberts, Chas E
Davis, James	Robinson, Leo J
Day, Jesse	Robinson, Arthur
DeBoard, S A	Rhoades, R
Delano, Arch	Sanborn, H D
Donahue, Wm	Saunders, S V-2
Downs, M J	Schink, Chas
Douglas, M J	Scott, Chas L C
DuSaussois, Monsieur	Scott, Morill W
Eads, Carrence	Seabright, Hunter S
Elman, Fred	Sellwood Sheet Florists
Ekstrom, E	Shaw, Daniel
Eldridge, Ern	Sharp, J T
Emerson, A	Sherard, H Saville
Eweing, E M	Smith, Beton
Eyre Co	Spear, Wesley
Feigenbaum, A E	Sprague, Rev F W
Finks, N J	Sterling, Noah
Foreman, Frank	Stevenson, Geo H
Foster, W S	Stone, Charles M
Gannaway, G W	Tatso, Henry
Garrison, Frank M	Taylor, W P
Garner, R P	Tees, J S
Geer, U A	Thielmann, C W
George, S E	Thurston & Bates
Goell, G L	Thompson, Elmer
Govro, Willie	Tunderburg, Will
Goodwin, C H	Turman, Albert
Gordon, William	Tuffs, Jas & Co
Gould, Edwin	Tufts, Waren
Graham, J E	Vito, Kizzo
Graham, E J	Walters, Fred G
Gray, Scott	Wallace, Wm T, Mr and Mrs
Gunn, B G	
Hawenstein, Phillipp	Wallworth, Jas-2
Hamilton, J A	Wetmore, B B-2
Harvey, Rex	Weaver, W H
Harack, Gustav	White, Guy
Harris, Floyd W. Capt	White, Captain
Harrison, Roy	White, J B
Hawkins, Stayton F	Whyette, Samuel
Haynie, J W	White, S S
Hayes, Arthur	Wiand, Burr
Hegsted, Isaac	Wills, Sigrted
Height, Harry	Witman, B B
Heintze, U R	Wulff, J R
Herboldt, Louis	Woods, Walter
Hewitt, E E	Worbell, N
Hickey, H B	Younger, A
Hill, F C	Zeigler, Chas
Horndorf, Felix	Zimmerman, E
Hoyle	Zilly, Carroll K

PACKAGES.

Dillion, Mrs Lou, photo	Good, Edward, photo
Ewing, Miss H J, photo	Redmond, Jno C
Holland, Miss Annie, photo	Whitfield, Medora

A. B. CROASMAN, P. M.

Burlington Route

Pleased With the Service

"Last Summer I enjoyed a trip over the Burlington from Kansas City to Billings, and to say that I was pleased with the service is putting it very mildly. I take pleasure in recommending it."

F. REICHENBACK.

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Omaha, Chicago, Kansas City, St. Louis—and everywhere beyond.

Information on request.

TICKET OFFICE: Cor. Third and Stark Sts. R. W. Foster, Ticket Agent.

NORTHERN PACIFIC

Time Card of Trains

PORTLAND

	Leaves.	Arrives.
"North Coast Limited"	2:00 P. M.	7:00 A. M.
Twin City, St. Louis & Kan. City Special	11:30 P. M.	8:00 P. M.
Olympia, Tacoma, Seattle, South Bend and Gray's Harbor Exp.	8:30 A. M.	5:15 P. M.

Two trains daily to Spokane, Butte, Helena, Minneapolis, St. Paul and the East.

A. D. CHARLTON, Asst. General Pass. Agt., 255 Morrison street. Portland, Or.

THE GREAT NORTHERN

Ticket Office, 122 Third St. Phone 630

LEAVE		ARRIVE
No. 4 6:00 P. M.	The Flyer, daily to and from St. Paul, Minneapolis, Duluth, Chicago, and all points East.	No. 3 7:00 A. M.

Through Palace and Tourist Sleepers, Dining and Buffet Smoking-Library Cars.

JAPAN - AMERICAN LINE

STEAMSHIP RIOJUN MARU

For Japan, China, and all Asiatic points will leave Seattle

About August 6th

Astoria & Columbia River Railroad Co.

LEAVES	Depot Fifth and I Streets.	ARRIVES
8:00 A. M.	For Maygers, Rainier, Clatskanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hammond, Fort Stevens, Gearhart Pk., Seaside, Astoria and Seashore Express. Daily.	11:10 A. M.
*6:55 P. M. ‖2:30 P. M.	Astoria Express. Daily.	9:40 P. M.

*Daily except Saturday. ‖Saturday only.

Ticket office 255 Morrison st. and Union Depot.

J. C. MAYO, Gen. Pass. Agt., Astoria, Or.

DOMINION LINE

Record Voyage 6 Days, 7 Hours, 22 Minutes.

BOSTON to LIVERPOOL via QUEENSTOWN

New England, Twin Screw, 11,600, Aug. 14
Commonwealth, Twin Screw, 13,000, Aug. 28

PORTLAND to LIVERPOOL

Cambroman ...Aug. 3 Dominion......Aug. 10
Vancouver ...Aug. 31 Vancouver .....Oct. 5

THOMAS COOK & SON, P. C. Gen'l Agents, 621 Market St., San Francisco, Cal.

WHITE COLLAR LINE

STR. BAILEY GATZERT.

DALLES ROUTE.

Daily round trips. Leaves foot Alder street every morning at 7 o'clock, except Monday. Arrive at The Dalles 3 P. M. Leave The Dalles 4 P. M. Arrive Portland 10 P. M.

Landings - Vancouver, Cascade Locks, St. Martin's Springs, Hood River, White Salmon, Lyle and The Dalles.

ASTORIA ROUTE.

STR. TAHOMA (Alder-street Dock).

Leaves Portland daily every morning at 7 o'clock, except Sunday. Returning, leaves Astoria every night at 7 o'clock, except Sunday. Oregon phone Main 351. Columbia phone 351.

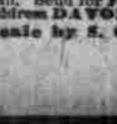
Oceanic S.S. Co.

NEW TWIN SCREW 6000 TON S.S. SIERRA, SONOMA & VENTURA

SS. AUSTRALIA, for Tahiti—Aug. 6, 10 A. M.
SS. MARIPOSA, for Honolulu, Saturday, Aug. 10, 2 P. M.
SS. SONOMA, Honolulu, Auckland and Sydney ....Thursday, August 22, 10 A. M.

J. D. SPRECKELS & BROS. CO., General Agents, 327 Market St. Gen'l Passenger Office, 643 Market St., Pier No. 7, Pacific St.

WINE OF CARDUI CURES WOMAN'S ILLS



MANHOOD RESTORED "CUPIDENE" This great Vegetable Vitalizer, the prescription of a famous French physician, will quickly cure you of all nervous or diseases of the generative organs, such as Lost Manhood, Insomnia, Pains in the Back, Seminal Emissions, Nervous Debility, Pimples, Unfitness to Marry, Exhausting Drains, Varicocele and Constipation. It stops all losses by day or night. Prevents quickness of discharge, which if not checked leads to Spermatorrhoea and all the horrors of impotency. CUPIDENE cleanses the liver, the kidneys and the urinary organs of all impurities. CUPIDENE strengthens and restores small weak organs.

The reason sufferers are not cured by Doctors is because 90 per cent are troubled with Prostatitis. CUPIDENE the only known remedy to cure without an operation. 5000 testimonials. A written guarantee given and money returned if 6 boxes does not effect a permanent cure. $1.00 a box, 6 for $5.00, by mail. Send for FREE circular and testimonials.

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TRAVELERS' GUIDE.

O. R. & N.

OREGON SHORT LINE AND UNION PACIFIC

THREE TRAINS DAILY FOR ALL POINTS EAST

UNION DEPOT.	Leave.	Arrive.
CHICAGO-PORTLAND SPECIAL. For the East via Huntington.	9:00 A. M. Daily.	4:30 P. M. Daily.
SPOKANE FLYER. For Eastern Washington, Walla Walla, Lewiston, Coeur d'Alene and Gt. Northern Points.	6:00 P. M. Daily.	7:00 A. M. Daily.
ATLANTIC EXPRESS For the East via Huntington.	9:00 P. M. Daily.	8:10 A. M. Daily.

OCEAN AND RIVER SCHEDULE.

FOR SAN FRANCISCO.	From Ainsworth Dock.	
FOR ASTORIA and way points, connecting with str. for Ilwaco and North Beach, str. Hassalo, Ash-street Dock.	8:00 P. M. Daily ex. Sunday. Sat. 10 P. M.	5:00 P. M. Daily. Ex. Sun.

Str. T. J. Potter, for Astoria and Ilwaco, daily except Sunday and Monday. Leaves Ash-Street Dock this week as follows: Tuesday, Wednesday, Thursday and Friday at 9 A. M.; Saturday, 1:15 P. M.

FOR SALEM and way points, str. Elmore, Ash-street Dock.	6:45 A. M. Mon., Wed., Fri.	3:00 P. M. Tues., Thurs., Sat.
FOR DAYTON, Oregon City and Yamhill River points, str. Modoc, Ash-street Dock.	7:00 A. M. Tues., Thurs., Sat.	3:00 P. M. Mon., Wed., Fri.

TICKET OFFICE, Third and Washington. Telephone Main 712.

PORTLAND & ASIATIC STEAMSHIP CO.

For Yokohama and Hong Kong, calling at Kobe, Nagasaki and Shanghai, taking freight via connecting steamers for Manila, Port Arthur and Vladivostock.

INDRAPURA SAILS AUGUST 28.

For rates and full information call on or address officials or agents of O. R. & N. Co.

EAST VIA SOUTH

SOUTHERN PACIFIC COMPANY

Leave	Depot Fifth and I Streets.	Arrive
*8:30 P. M.	OVERLAND EXPRESS TRAINS, for Salem, Roseburg, Ashland, Sacramento, Ogden, San Francisco, Mojave, Los Angeles, El Paso, New Orleans and the East.	*7:45 A. M.
*8:30 A. M.	At Woodburn (daily except Sunday), morning train connects with train for Mt. Angel, Silverton, Brownsville, Springfield, and Natron, and Albany Local for Mt. Angel and Silverton.	*7:20 P. M.
*4:00 P. M.	Albany passenger	*10:10 A. M.
*7:30 A. M.	Corvallis passenger	*5:50 P. M.
‖4:50 P. M.	Sheridan passenger	‖8:25 A. M.

*Daily. ‖Daily except Sunday.

Rebate tickets on sale between Portland, Sacramento and San Francisco. Net rates $21.25 first class and $14 second class, including sleeper.

Rates and tickets to Eastern points and Europe. Also JAPAN, CHINA, HONOLULU and AUSTRALIA. Can be obtained from J. B. KIRKLAND, Ticket Agent, 140 Third street.

YAMHILL DIVISION.

Passenger Depot, foot of Jefferson street.

Leave for Oswego daily at 7:20, *9:40 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30, 11:30 P. M.; and 9:00 A. M. on Sundays only. Arrive at Portland daily at *6:35, 8:30, *10:50 A. M.; 1:35, 3:10, 4:30, 6:15, 7:40, 10:00 P. M.; 12:40 A. M. daily, except Monday, 8:30 and 10:05 A. M. on Sundays only.

Leave for Dallas daily, except Sunday, at 5:05 P. M. Arrive at Portland at 9:30 A. M.

Passenger train leaves Dallas for Airlie Mondays, Wednesdays and Friday at *3:50 P. M. Returns Tuesdays, Thursday and Saturdays.

*Except Sunday.

R. KOHLER, Manager. C. H. MARKHAM, Gen. Frt. & Pass. Agt.

Northern Commercial Co.

Nome---St. Michael---Yukon River

Sailing dates approximate only.

	From San Francisco.	From Seattle.
Conemaugh	Aug. 3	Aug. 10
St. Paul	Aug. 26	....
Portland	....	Aug. 28

Connecting at St. Michael for Dawson City and all intermediate points.

For rates of passage, freight and other particulars apply to

Empire Transportation Co.

Puget Sound Agent.

Seattle, Wash.

Pacific Coast Steamship Co.

For South-Eastern Alaska

Leave Seattle 9 P. M.

Steamships QUEEN, COTTAGE CITY, CITY OF TOPEKA and AL-KI, July 5, 9, 12, 14, 19, 22, 24, 29; Aug. 1, 3, 8, 13, 14, 18, 23, 25, 28.

For further information obtain company's folder. The company reserves the right to change steamers, sailing dates and hours of sailing, without previous notice.

AGENTS—N. POSTON, 249 Washington st., Portland, Or.; F. W. CARLETON, N. P. R. R. Dock, Tacoma; Ticket Office, 618 First ave., Seattle, M. TALBOT, Comm'l Agt., C. W. MILLER, Asst. Gen'l Agt., Ocean Dock, Seattle; GOODALL, PERKINS & CO., Gen'l Agents, San Francisco.

REGULATOR LINE STEAMERS

COLUMBIA RIVER SCENERY

The Dalles Route

Steamers daily, except Sunday, between PORTLAND, CASCADE LOCKS, HOOD RIVER and THE DALLES.

Leave Oak-street Dock night and day at 7 A. M. and 11 P. M.

M. V. HARRISON, Agent, Portland. W. C. ALLAWAY, General Agent.

For Oregon City, Salem and Way Landings

Steamers Altona and Pomona, for Salem and way landings, daily except Sunday, 6:45 A. M. Steamer Leona, for Oregon City, leaves week days 8:30, 11:30 A. M., 3 and 6:15 P. M.; Sundays, leaves 8, 9:30, 11 A. M., 1, 2:30, 4, 5:30, 7 P. M., Oregon City, round trips 25c. Office and dock foot Taylor st.