WHY AMERICA IS FIRST

OUR COMMERCIAL SUPREMACY AS

EXPLAINED BY OTHERS.

Foreign Papers Print a Story Attrib-

WILSON IS PROUD OF IT NERVOUS DYSPEPSIA

A CURE FOR IT.

5

Not a Patent Cure-All, Nor a Modern Miracle, but Simply a Rational Cure for Dyspepsia.

In these days of humbuggery and deception the manufacturers of patent medicines as a rule seem to think their medicines will not sell unless they claim that it will cure every disease under the



Department, as at present. The administration of forest reserves by sun. And they never think of leaving out dyspepsia and stomach troubles. They are sure to claim that their nostrum is cess, and the new regulations issued by Secretary Hitchcock are in direct conabsolutely certain to cure every dyspep-tic, and he need look no further. formity with the ideas that have been advanced by the Forestry Bureau of the Agricultural Department from the first. It is known, moreover, that a number of officials of the Interior Department are of the opinion that forest reserve adminis-tration is a matter the terms of the local states.

In the face of these absurd claims it is refreshing to note that the proprietors of Stuart's Dyspepsia Tablets have carefully refrained from making undue claims or false representations regarding the merits of this most excellent remedy for dyspepsia and stomach troubles. They make but one claim for it, and that is, that for indigestion and various stomach

troubles Stuart's Dyspepsia Tablets is a radical cure. They go no farther than this, and any man or woman suffering from indigestion, chronic or nervous dys pepsia, who will give the remedy a trial will find that nothing is claimed for it, that the facts will not fully sustain,

It is a modern discovery, composed of harmless vegetable ingredients acceptable to the weakest or most delicate stomach, Its great success in curing stomach troubles is due to the fact that the medical properties are such that it will digest whatever wholesome food is taken into the stomach, no matter whether the stomach is in good working order or not. It rests the overworked organ and replenishes the body, the blood, the nerves, creating a healthy appetite, gives refreshing sleep and the blessings which always accompany a good digestion and proper assimilation of food.

In using Stuart's Dyspepsia Tablets no dieting is required. Simply eat plenty of wholesome food and take these tablets at each meal, thus assisting and resting the stomach, which rapidly regains its proper digestive power, when the tablets will no longer required. Nervous Dyspensia is simply a condi-

Nervous Dyspepsia is simply a condi-tion in which some portion or portions of the nervous system are not properly nour-Good digestion invigorates the tervous system and every organ in the body.

Any druggist will tell you Stuart's Dyspepsia Tablets give universal satisfaction,

When a Japanese connoisseur breaks some precious piece of pottery or porcelain, he does not throw it away with disdain, net-ther does he try to deceive the casual observer into the belief that it is unbroken. Instead, he has it joined together, gener-ally with goid lacquer, in such a fashion that the fracture is boldly shown and commented on, as it were, by the frank exposition of the method by which it is made good. Curlously enough, a distinct-ly new and charmingly decorative effect in most cases added by these irregular gold lines, while the sense of craftsman-ship is tickled by the marvelous skill ex-hibited by the repairer in thus welding together the two dissimilar materials, Truth s preserved at no loss of artistic beauty; ndeed once more it is made clear that the two may always walk hand in hand

Long Distance Riding.

NEW YORK, Dec. 5 .- According to the World, Theodore Molkinton, once a crack horseman of the German Army, will attempt to break the world's record for long-distance riding by traveling from New York to Chicago in ven dav

Oregon Agricultural College

of wheat. The period wheat and carries 111,291 bushels of wheat. Two and possibly three more cargoes will be disand may drop out of the procession en tirely." patched this week, but unless some of BETTER THAN OAK. to a standstill right at a time when it should be the livelest. The Pembroke-shire is daily expected from the Orient, and will be the next steamer cargo to get

"Portland will be the Chicago of th

Northwest. It is destined to because the

financial and commercial center of all this North Pacific Coast country. Astoria's

participation in the onward march will be

of meager proportions unless sufficient inducements are offered to attract cap-

ital. The grandparents of the present generation in Astoria acquired land in large tracts, and held to it, because they

had faith in the ultimate development of the region. The children of the orig-inal holders have been selling town lots

whenever opportunity offered, but there has been no attempt to meet large inves-tors even half way. Until that is done

Astoria will be in the ruck in the parade,

of Oregon Fir Prove Its Tests Strength and Durability. PORTLAND, Dec. 1 .- (To the Editor.)-

In your issue of yesterday, ex-Mayor John Young, of Sydney, Australia, contributes an article on wooden-block pavements, showing its success in Sydney. Mr. Young Umatilla Reef Light Vessel No. 67 seems to have a strongly conceived preju-

Meyhoffer, who came from Brussels as an international delegate to the Young Men's Christian Association jubilee in Boston last June. He stayed long enough to study industrial and educational conditions in our leading states, including the burning question of Amer-ican trade supremacy. The conclusions of this article presenting a glimpse of how "others see us" cannot fail to be of interest to all American readers. "England and other European countries are anxiously asking for the causes of the bill would be about £66,000,000 less than commercial supremacy of the United it now is. We cannot succeed commer-

WILL TAKE A PROMINENT PART IN OREGON-IDAHO Y. M. C. A. CONVENTION.



Professor Wallace Howe Lee, W. A. Davenport, Secretary Boise of Albany, President.

will open here tomorrow, and continue over Sunday. A large number of delegates arrived today, and as many more will arrive tomorrow in time for the opening exercises at 2:30 in the afternoon. The convention will be honored by the presence of more prominent workers than any over held in Oregon or Idaho, and all are on the programme for an address. President Lee, of Albany College, will preside over the convention, which will hold its sessions in the Methodist Church and in the chapel of the

Y. M. C. A.

as well as of the yellow pines of that and other sections. And yet the work hose as yet been just begun. One of the most im-portant and promising lines of work of the bureau is its study of economic tree

this city authoritatively states that the life of an average stick of Oregon fir is greater than that of Oregon oak for ship-

oak. strength-White oak, 7060 pounds: fir, 8007

Transverse strength-White

pounds; fir, 11,131 pounds, Compressive

gon fir by the Pittsburg testing laboratory on June 5, 1896; here are the results

building purposes. Recently, a Seattle lumber concern shipped 100 carloads of treated fir blocks the principal streets in that city. It is a well-known fact that Indiana produces

-000 have a hard time."

ical) contains an interesting series of short articles by some of the most prominent engineers and business men in the United States upon the question of Amer-ican competition. Most of the writers agree in saying that the American workman is the chief agent in enabling Ameri-can manufacturers to take first place in the world. Walter MacFarland, of Pitts-He says:

burg, gives one important reason for this. "'It appears that the American workmen are much better time-keepers and far less given to dissipation than those in Great Britain. One of the best firms in Great Britain. One of the best firms of British shipbuilders, which has had no trouble with its men for years, recently stated that there is a loss of time, amounting to nearly 20 per cent, due largely to drunkenness. If anything approaching these figures is true gen-evally there can be no survive that

universal study of physiology, which in-

cludes with other laws of health those which relate to the nature and effects of

alcoholic drinks and other narcotics, began to be a legal requirement for all pu-pils in the public schools of this coun-try. During the past 10 or 15 years the

children have been carrying from the schools to the homes of the 75,000,000 peo-

ple of the United States the story of the evil nature and bad effects of alco holic drinks and other narcotics. As a

result of the diffusion of this knowledge. the railroads of the United States now almost universally refuse employment to

men who drink, whether on or off duty,

Total Abstinence Required.

"Hon, Carroll D. Wright's Labor Bu-

reau investigations show that more than 75 per cent of the employers of skilled

inbor in the United States require total abstinence of their employes, and 50 per

cent of the employers of unskilled labor

demand the same. These requirements, the cordial acquiescence in them by the em-

ployed, and the commercial supremacy

As a

country are totally ignorant of the effect of drink. He said that England ought not to leave the education on this subject merely to the temperance societies but that it 'should be undertaken by the state. Surely if the state must encourage the traffic for revenue it should in fairness educate every child in government schools as to the nature and danger of alcohol, and the beneilts of total abstlnence.' He added in closing: 'If the state will only educate the children against

strong drink. . . England commer-clally may even yet be saved." "It has been wisely said that 'indus-trial supremacy belongs to that country which enjoys the cheapest materials, the most improved machinery and the most efficient labor. As clear brains and steady nerves are needed for the preparation of both material and machinery, as well as for their use in production, that nation, erally, there can be no surprise that (English) firms open to competition from well-managed American works should other things being equal, whose brains are not dulled by alcohol and other narcotics will win in the world's competi-"In inquiring as to the cause of this tions."

department, and in point of equipment and efficiency there can be no question as to which is the better equipped for the work.

CORVALLIS, Dec. 5 .- All is in readiness for the Oregon-Idaho convention of the Young Men's Christian Association, which

purposes, as Mr. Young intimates, it would hardly seem probable that the peo-ple of the Hoosier state would send thou-sands of miles away from home in order

Has Again Broken From Moorings. dice again Oregon fir as a paving mate-Notice is hereby given that or December 4, 1961, Umatilla Reef Light December 4, 1961, Umatilla Reef Light Vessel No. 67 broke adrift from her sla-

master sent back word after leaving here is being erected there, and it should have that if his ship was damaged he would been Astoria.

tion about two and one-half miles south-west, % S. from Umatilla Reef (Flattery Rocks), making off from Cape Alsva Wash., and about four and one-fourth miles west-southwesterly from the Cape.

She is now at Port Angeles, Wash., and will be replaced on her station as soon as practicable

put into San Francisco. As he has not re-

BELEN AND LATIMER.

Two More Wheat Cargoes Ready for

the Long Trip Around the Horn.

An even half dozen cargoes for the first four days of the week were rounded out

yesterday, when the British ship Latimer

and the French bark Belen cleared. The Latimer was dispatched by Balfour, Guth-

rie & Co., and goes to Queenstown or Falmouth for orders, with \$8,385 bushels of wheat. The Belen was dispatched by

the overdue fleet gets around by the early part of next week the business will come

NOTICE TO MARINERS.

the Bay City, the vessel was

orted at

probably uninjured.

away from the port.

By order of the Lighthouse Board,

W. P. DAY, Commander U. S. N., Lighthouse In-

spector. Office of Inspector Thirteenth Light-house district, Portland, Or., Dec. 5, 1991.

Young Chinese Excluded.

board. The num of the bulwarks were cally intact, but her bulwarks were smashed, lifeboats gone, forerigging car-ried away and cabins damaged. There PORT TOWNSEND, Dec. 5 .- The Treas-ury Department has turned down two tinor sons of a Chinese merchant of Wal-a Walla, named Eng Go. The latter was on his way from China, accompanied by his two sons, and just before reaching this port on the steamship Olympia died on October 29. Upon the minor sons making application for admission they were refused by Collector Huestis, and the matter was taken to the department, which sustained the Collector's decision, and the boys have been ordered deported. Eng Go has considerable property interest in Walls Walls, and the two sons terest in while while, and the two some are his only heirs. It is understood they will, after returning to China, make an effort to come to the United States under section 6 of the act of July 5, 1884, which which is the advised on of Chinas of the

relates to the admission of Chinese of the exempt class.

Astoria Marine News. ASTORIA, Dec. 5 .- The master of the Norwegian ship Olivia, which arrived in port on December '2, reports that on November 28 he spoke the American ship ing there must be some mistake about this, as the ship seemed to be going along all right, Captain Hall passed under the Benjamin Sewell, of Boston, Mass., and she wished to be reported "all well." The position of the vessel was not given stern of the vessel and asked the captain what he wanted. He then learned from the captain's own lips that he wanted to O. C. Hensel, the clamdigger, picked up yesterday on North Beach a piece of a ship's boat about 15 feet long. It was painted white, both inside and out, there was nothing about it to show from Hall replied that he could not do that. whence it came. He also picked up a plece of a ship's rall. Both of these gave he could secure a tug. Captain Hall steamed to within 200 yards of the ship, the appearance of having been in the water but a short time.

The crew of the tug George R. Voeburg has been discharged, and she will be laid up here for the present.

Torpedo-Boat in Collision.

LONDON, Dec. 5 .- Another accident to a British torpedo-boat destroyer, fortu-nately without loss of life, has just been added to the long series of such accidents her cargo having shifted, and her crew was exhausted from trying to straighten out the cargo and afterwards working at suffered by the British Navy during the past few months. The torpedo-boat destroyer Wizard, while

steaming out from Portsmouth, collided with a passenger steamer. Her hows were stove in, but she managed to regain the harbor. The Wizard was badly damaged.

Lightship Broke Her Moorings.

PORT TOWNSEND, Dec. 5 .- Reports of cient. The hawser wore away as it passed under the ship's cutwater. Upon his arrival in Scattle Captain Hall will libel the Nelson for a large smount as

rial, and intimates that Oregon oak would be preferable. A leading boatbuilder in this city authoritatively states that the "Cassler's Magazine (an English period- great mass of the working people of this

to Indianapolis, Ind., for repaying one of

some of the finest oak in the United States, and if oak lumber had been found to be such a desirable material for paving

to supply themselves with an inferior paving material. paving material. Chief Engineer Kennedy, of the O. R. A N. Co., had a series of tests made of Ore-

pounds per square inch: fir, \$49 pounds. Tensile strength-Oak, all classes, 10,000

ture rich in pessibilities of useful work if its resources do not fall too far behind its actual needs. I have not bestated to recommend a considerably increased appropriation for this bureau for the coming year, because of the vast interests which depend upon forest res-vation. In a very real sense, an appropriati for these purposes protects and promotes t Reno Hutchinson, Director of Renterests, among others, of all that vast lesdy ligious Work, Portland Y. M. of our citizens to whom the success of irriga-C. A. tion, mining, grazing, transportation or the timber trade are of primary importance. This bureau has been in existence but one year, yet in that brief time it has

uting Much to the Sobriety of other workman in the world. THe the Workmen. does not drink,' says another English writer. England Beginning to See It. The subjoined article, which has ap "England is beginning to see the differ peared in papers in Belgium, France and ence in results between occasional talks England, was sent from this country by temperance advocates to school chilfor publication in Europe by M. Rudolph dren and the systematic graded public school study of this topic required by the law in the United States. At a recent

meeting in Birmingham, addressed by the archbishop of Canterbury, the presiding officer, Edwin Smith, said: "We are being beaten in skill by America. She has been lavish in spend-ing money in educating the brains of her ople while we have been lavish in polsoning them. If we spent per head on alcohol the same as America, our drink bill would be about £66,000,000 less than

toria. In an article in the June number of "The World's Work,' Sir Hiram fur-

nishes indirect testimony to the same point. While describing the results of the English trades unions, he adds: "The English workman spends a great

part of his earnings in beer, tobacco and betting; he has no ambition.' Of course

not, for beer in dulling the brain dulls ambition. 'The American workman,' he says, 'wishes to go on; he accomplishes

a great deal more work in a day than

The English workman spends a great

GOOD WORK DONE BY THE NEW

BUREAU OF FORESTRY.

It Is Encouraging Economic Tree

Planting and Working Hand-

in-Hand With Farmers.

WASHINGTON, Dec. 1.-Secretary Wil-

son is evidently very proud of the new Bureau of Forestry that has been in op-

eration throughout the past fiscal year

under the Department of Agriculture, be ing in direct charge of Gifford Pinchot

In his annual report, the Secretary speaks warmly of the work done by this bureau, and it is evident from his comments that

he believes it has a bright and growing

future. In fact, the comments of Secre-tary Wilson tend strongly to confirm a be-lief now current in Washington, that it

will not be long before the management and control of all public forests and forest reserves will be vested in the Department of Agriculture, rather than in the Interior

this latter department has not been a sus

tration is a matter that should be left to

the Agricultural Department, and they have so suggested to the Secretary.

Work of the Bureau.

The work of the Forestry Bureau of the Department of Agriculture is conducted along three lines:

First-Forest management, which in-

volves the preparation and execution of working plans for Federal, state and pri-

Second-Forest investigation, which in-cludes the study of commercial trees, of economic tree planting, of forest fires, grazing, lumbering, forest products and then investment line

other important lines of research. Third-The making and maintenance of

records which cover the work of the bu-

In his annual report Secretary Wilson

made extensive studies of the hemlock,

red fir and redwoods of the Pacific Coast.

planting, and its co-operation with farm

ers and others in making forest planta

It will be seen at a glance that the work

of this bureau has a much wider scope than the forestry work of the Interior De-

partment. This bureau is designed and operated with certain fixed ends in view.

It is striving to accomplish certain spec

lifed things in every state in the Union, and it has a capable and efficient force of field and office employes with whom to

accomplish these several purposes. A con-

flict between the forestry division of the Agricultural Department and the forestry

forces of the Interior Department canno

be avoided. The two will-often cover the same ground simultaneously, or one after

the other, thus wasting good time and

effort. There would seem to be, and by many officials in Washington, is believed

to be, a great many weighty reasons why

Japanese Porcelain Repairs,

all forestry affairs should be left to on

The Bureau of Forestry has before

vate forest lands.

says:

salvage for the company and crew,

NELSON DID NOT FOUNDER

ARRIVED AT PORT TOWNSEND

YESTERDAY AFTERNOON.

Was Picked Up by the Steamer

Walla Walla and Towed North-

Damages Are Not Serious.

PORT TOWNSEND, Wash., Dec. 5.-The British ship Nelson was picked up in

distress by the steamship Walla Walla,

and towed here today. The Nelson had a maryelous escape from being consigned

to the bottom of the sea, according to the captain of that cruft. She crossed the Columbia River bar 10 days ago, and be-

fore she had got a great distance encoun-

tered a severe storm and was roughly handled by the elements. Her cargo of

wheat shifted, causing her to list to star-board and go almost on her beam ends. In this condition she was picked up by a

tug and an effort was made to tow her to

Astoria, but the rug had to abundon her, Later the powerful tug Tatoosh took hold

of her, but found it impossible to tow her in, owing to the fury of the gale and high sens sweeping the bar. So the Tatoosh

decided to tow her to Puget Sound, but

had not proceeded far when the gale in-creased in fury and on Tuesday night at

10 o'clock the hawser parted and the Tatoosh was unable to find the vessel,

which had to weather the storm as best

finshlights all night, but failed to attract

the attention of versels, but on Weines-day morning the Walla Walla picked her

up north of Gray's Harbor. A high sea

was on at the time, and it was with much

difficulty that a hawser was gotten on board. The hull of the Nelson is practi-

Biondi, Lloyd's agent, will go to Scattie tonight and a survey will be held there

STORY OF CAPTAIN HALL.

Where He Picked the Nelson Up,

and the Tow to Port.

Walla Walla, Captain Hall, which picked up the British bark Nelson off Cape Flat-

tery at 3 o'clock on Wednesday and towed

southeast of Cape Flattery by the Walla Walla, the Nelson was in a dilapidated condition, and was laboring heavily in the

big sea which was piling up under the

effects of a southeast gale which was blowing. The ship had a heavy list, her

bulwarks were gone and her headgear had

been carried away. She was flying a sig-nal which the officers of the Walla Walla

read, "Can you take me in tow?" Think-

be taken in tow, and Captain Hall says he

asked him to tow him to Seattle. Captain

but would take him into the Straits, where

and, rigging a flyline, threw it onto the ship. By this means a steel hawser was

stretched between the two vessels. The

steamer proceeded all night under slow steam, and when morning broke they had

reached smoother water and better time

was made. Captain Hall says he was afraid to drop his tow when they got in-

side the Cape, as she had a decided list,

the pumps when the vessel was taking

water, there being three inches in her

himself as being much dissatisfied at the action of the captain of the Tatoosh in

leaving him off the Columbia. He says

the weather was rough, but the night was

The captain of the Nelson expressed

to Port Townsend, arrived here this ning. When sighted about 40 miles

VICTORIA, B. C., Dec. 5 .- The steamer

cargo of wheat is not known.

only three inches of water in her extent of the damage to her

Captair

\$20.5

Nelson fired rockets and burned

the could

tomorrow

evening.

TOWED INTO ELLIOTT BAY.

Officer in Charge of the Nelson Did Not Know When Hawser Parted.

SEATTLE, Dec. 6.-The British ship Nel-son was towed into Elliott Bay last evening by the tug Holyake.

The Nelson first encountered had weath-er a week ago, about 135 miles west of Astoria. She struck a hurricane which threw the ship on her beam ends, tore away every sail, and shifted the cargo until she had at least a three-foot list to starboard. How the ship managed to live in the hurricane is due entirely to the fact that the storm did not last long. The next morning, under the supervision of Captain George Perriam, the master of vessel, a new set of sails were set. and the ship started on its course to Asto-ria, arriving outside the bur last Tuesday morning. It happened that the tug Ta-toosh was the only tug available, and it was late in the afternoon before she tled onto the Nelson. At first it was attempted to get the vessel inside the harbor at Astoria, but this had to be abandoned. The tug then changed its course towards Puget Sound, in an endeavor to bring the ship into shelter.

After the tug was well under way for Puget Sound, Captain Perriam, of the ship, went to his cabin to get a little rest, thinking that the tug would not en-counter any trouble in getting the ship into shelter. It was § o'clock in the evening that his second mate came rushing into the cabin, and said the ship did not seem to be moving forward, and that for some time he had not been able to see the tug's lights. Captain Perriam immediately went upon deck, and found that the hawser connecting the tug and the ship had parted, and that the ship was rapidly drifting toward the shore. At this time the vessel was off Shoalwater Bay, and the wind was blowing a furious gale. The captain immediately set all of the sail he could and got the vessel away from the shore, for the ship had been rapidly approaching it, and the lights from the bay could easily be seen. In the meantime Captain Perriam had had shot off several rockets in an endeavor to let the tug know of its whereabouts, but his efforts did not meet with any success. But the ship was under fair control by this time and succeeded in living through the night. By morning the Nelson had made her way a considerable distance north of Gray's Harbor, having been sent along by the ter-rific force of the wind. It was not long before the steamship Walla Walla was sighted, and Captain Hall, of that vessel, consented to tow the Nelson as far as Port Townsend, It was no easy matter for the big steamship to hitch to the then unwieldy sailing craft, for there was a high sea on, and the greatest skill had to be exercised in bringing the ships along-side. After considerable delay a connection was effected and the ship brought into Port Townsend.

LAD ONE BOAT SMASHED.

Horda Strikes a Heavy Sea and Goes to Victoria for Examination.

The Norwegian steamship Horda, which crossed out of the river with the Langcrossed out of the river with the Lang-bank last Saturday evening, put into Vic-toria after leaving here, and reported that she had been hit by a sea after leaving the river, and it was thought that she had been tutured seriously. One of her boats the river, and it was thought that she had been injured seriously. One of her boats was smashed, but aside from this there was no damage of consequence. A diver made an examination of the hull, and, finding everything all right, the vessel proceeded on the way. The Langbank, which left the river at the same time, has apparently proceeded on her way. The

lenced for several years. The tug Dolphin, arriving from the Cape, reports that the lightship at Umalilla Reef broke her moorings and succeeded in reaching Neah Bay in good condition,

Shinano From Yokohama.

SEATTLE, Dec. 5.-The steamer Shina-o, the largest of the Nippon Yusen Kajsha line, reached this port today from Yokohama, with 6000 tons of freight, vai-ued at \$500,000. Heavy gales were en-countered during the last 48 hours of passters.

Domestic and Foreign Ports.

ASTORIA, Dec. 5.-Sailed at 8 A. M.-Steamer Geo. W. Elder, for San Francisco; steamer Alliance, for San Francisco and way ports; steamer Chico, for Seattle. Left up at 9 A. M.-British ship Riversdale. Arrived down at 9 A. M.-British ship Travancore. Condition M.-Brithen snip Riversonse. Arrived down at 9 A. M.-Brithen ship Travancore. Condition of the bar at 5 P. M., moderate; wind, east; weather, clouds. San Francheco, Dec. 5.-Salled-Steamer Dis-patch, for Seattle; bark Prussia, for Seattle. National Science Sci

Arrived-Steamer Progress, from Seattle, schooner Henry Wilson, from Gray's Harbor; schooner Albion, from Coguille River; ship Spartan, from Seattle, schooner Jennie Thelin, from Gray's Harbor; schooner Volania, from Partiand and Part Gamble. Ouersteam Der 5. Salled, Eblandard for

Queenstown, Dec. 5 .- Salled-Rhineland, for Philadelphia: Teutonio, for New York-both from Liverpo

rdnm, Dec. 5.-Salled-Amsterdam, for Rott New York. London, Dec. 5.-Salled-Mesaba, for New

York.

New York, Dec. 5.-Sailed-La Gascogne, for Havre; Bremer, for Bremer

Liverpool, Dec. 5-Arrived-Nomadic, from New York; Westernland, from Philadelphia. Cherbourg-Salled Dec. 4-Kaiser Wilhelm der Grosse, from Bremen for New York Seattle, Dec 5.-Arrived Steamship Ameri-can, from New York: British ship Boadica, from Valparaiso; steamship Shinano Maru, from Yokohama and Japan; schooner Arillia, from Nome; steamship City of Seattle, from Sailed-Steamship City of Pueblo, Skagway. for San Francisco. New York, Dec. 5,-Arrived-Deutschland,

from Ham from Hamleurg. Liverpool, Dec 5.-Arrived-Celtic, from New

York. New York, Dec. 5.-Arrived-Pretorian, from Glasgow

ADVICE FOR ASTORIANS.

Sandbagging Investors Must Stop,"

Says Samuel Elmore.

"If Astoria wants to secure new enterrises, and accomplish the establishment of new industries, the owners of desirable sites will have to be made to see the folly of attempting to sandbag prospective investors into buying land at impossible prices," said Samuel Elmore, of Astoria, yesterday, at the Portland. Mr. Eknore is vice-president of the Columbia River Packers' Association, and one of the most prominent capitalists and business men of the city by the sea. "The failure of the flour mill project," continued Mr. Elmore, "should be an object lesson. For it demonstrates that people who wish to locate in Astoria have

In this relation, it mu st be state greater sobriety of the American, the fact appears that 20 years ago business in-terests in the United States paid no at-tention to the effect of the beverage use that the tests of fir were made from some pieces of bridge chord after 12 years' serv-lce, yet despite this fact the superiority of Oregon fir is shown in every test. of alcohol or of tobacco on working abli-ity. About that time, the now almost If care be taken in the selection of treatity.

ed blocks, which should be cut from good, strong, not too old growth of timber, when the sap is down, and the street care-fully laid and maintained annually as shown by Mr. Young's letter, Oregon fir will make and is making a very desirable and valuable paving material. The people of the Pacific Coast States will certainly not, with a steadily increas-

ing demand for fir, contemplate seriously substituting gum or jarrah wood from Australia, even for street pavements. GEORGE M. CORNWALL.

Pan-American Bank Project. MEXICO CITY, Dec. 5 .-- The Pan-Amer-

an Congress bank committee met today and decided not to accept the amendment of M. Matte, of Chile, proposing that the bank be subsidized for five years at the rate of \$100,000 gold per year. The project will be reported tomorrow substa in its original form, and probably will be

accepted. Senator Davis, chairman of the United States delegation, today banqueted his col-leagues of the committee on Pan-American railroad and Pan-American' bank,

which this knowledge helped to secure to the United States, have been promoted by the truth taught by the school that

Serious Charge. alcoholic drinks injure working ability. "The different reception given by work-A young Austrian, Lee Makovich, 34 years old, of Gig Harbor, Wash., was men to the employers' demand for abarrested last night at Third and Davis streets by Detectives Snow and Ker-rigan, charged with betrayal, on com-

MAKE PORTLAND THE "ROSE CITY."

Next Sunday's Oregonian will contain an article by Mr. Frederick V. Holman, the well-known lawyer and amateur rosegrower, suggesting that every Portland-er who has a home should plant roses in anticipation of the Lewis and Clark Centennial Celebration. He names a score of varieties, specially adapted to Portland's climate, which are certain to bloom profusely from May to Decemberthe probable period of the proposed fair. Mr. Holman is no theorist in the matter of growing roses, therefore his advice has practical value. 'The planting should be done next Spring, so that the young bushes shall have three years' growth by the time the centennial comes around,

plaint of Carrie Novak, 18 years old, also of Gig Harbor. The police authorities received a despatch last night from Sheriff Hartman, of Pierce County, Wash., asking for Makovich's arrest, as he held necessary warrant. Mako-vich was seen at the City Jali by an Ore-gonian reporter, and he said: "I'm very much surprised that I am arrested. When I left Carrie, it was with the understand-

ing that I was to go to Oregon and make a home for her. I don't have the money to marry her at present, but she under-stands that I am willing to marry her. By occupation I am a fisherman and 'longshoreman. I cannot imagine who started this trouble."

Immense Mining Ditch Project.

UKLAH, Dec. 5 .-- To get full swing at the splendid placer properties on the north fork of the John Day, near Ukiah, chiefly the Oriental mines, an immense ditch whose total cost will be \$45,000, and total length between six and seven miles, is to be built to convey water from the north fork. For some of the distance fluming will be imperative. An Eastern company opening in this section has now obtained

manager of the Borsig factory in Germany recently posted an order forbidding the workmen to bring into the factory beer or other spirituous liquors or to drink the same during working hours. The workmen, numbering over 1000, held a meeting and objected to the order. The next day they conspicuously carried in their beer. During the excitement caused by the order, a pamphist appeared by an old factory official who affirmed that the use of alcoholic drinks was detrimental to the laborer's own interests. He re-ferred to the cleverness and sobriety of the American workmen, which makes them able to do very exact and precise work, which he says is not possible in German industry because of the drink-ing habits of the laboring classes. "The American workman does not re-

sent the employer's demand for absti-nence, because he has learned, often from his child in the public schools, that alco-hol not only duils the brain but weakens the nerve control of muscle that is neces-sary in the precision essential for fine work

"The nomination for knighthood of Sir Hiram Maxim, the American-born inventor, for his work in England, was of the latest official acts of Queen VicIt's a mistake to go on losing appetite and strength. Hood's Sarsaparilia cor-rects it.

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