# IS OIL-BURNING STEAMER

THE PRENTISS NOW EN ROUTE TO PORTLAND ON MAIDEN TRIP.

Will Be First Vessel of Her Class to Enter the Columbia-Lumber Cargo for the Orient.

Unless she blows up or goes down, runs ashore, or meets with some other acci-dent, the first oil-burning steamer to enter the Columbia River will arrive today or tomorrow. The pioneer oil-burning liner to this port will be the new steam achoon-er Prentiss, which has been added to the Gray Steamship Company's fleet plying between this city and California ports She is on her malden trip, having passed first inspection last week. The Prentiss Is a fast propellor slightly larger than the Fulton, of the Gray line, and has a carrying capacity of 425,000 feet of lumber. She was built at Oakland, Cal, and is in command of Captain Ahlstrom. Loca Agent F. Baumbariner was on the vesse on her trial trip, and states that she is the finest craft of her class that has ever been put in the coast lumber trade. On her first two trips to the Columbia, the Prentiss will load at Carroll's Point a short distance below Kalama, Wash. After that she will probably be placed on the Portland route. The steamship Inqua, which sailed Sunday, is taking the place of the Fulton in the Gray line, and their equipment on the Portland-San Francisco route at the present time consists of the

Alliance, Iaqua and Prentiss.

Oil-burning steamers are becoming quite dentiful in San Francisco, but as yet but few of them have been placed on the northern routes, coal being so much cheaper in the northern ports than it is in San Francisco, that shipowners been slow to adopt the new fuel. Prentiss sailed from San Francisco Sun its per hour, should cross in at Astoria

#### UPPER SNAKE STEAMERS. Revival of an Old Project for Navi-

gating the Upper River. The old project of an Upper Snake steamboat line is again being revived. The story of the latest scheme now going the rounds of the interior press is as

"The steamers are to run between Huntington. Caldwell and similar points. This service, which will be small steamers plying every other day, was originated re-cently by farmers and business men who have a great deal of freight to move, and who cannot wait for land travel. Wool, hides, and vast quantities of wood are to be taken up through this means of transportation. It is believed that the early watermelon trade from the sheltered coves of the upper river will also be of im

The entire cost of the steamer line is not to be excessive, as the vessels must be small enough to be removed entirely from the river during Winter weather, as it would be next to impossible to save them from being ground to pieces by fiont-ing ice in the event they were left within reach of the vast gorges which form when the ice goes out in the Spring. Then, too, the channels on the upper river are not always of the best, and there are at limes such shallow places to be passed that the lightest-draught vesself are a necessity.

"There will be no attempt made to bring these little vesse's into the lower river, as the rapids and dangerous shoals mercus and difficult of passage It is to be strictly an interior line, but one which will be of great benefit to those in its immediate neighborhood."

#### QUEEN MARY COMING. Big Lumber Carrier Has Sailed for Comox for Fuel.

steamship Queen Mary, under charter to the Pheine Export Lumber Comny, sulled from Vancouver yesterday Comox, B. C., where she will fill her Queen Mary is a new steamer, and her lumber-carrying capacity is as yet an urknown quantity, but it is expected that she will carry well up toward 3,000,000 feet of lumber. She brought a cargo of

port, the cargo was taken out at a recordbreaking rate. The Province says: "The cargo-discharging record of Van-couver and all other ports in this prov-ince was broken by Stevedore Alex. Mc-Dermott jast Saturday, when his men took out of the steamer Queen Mary in 10 hours, 720 tons of raw sugar. The rec ord is an exceptionally good one, and is likely to remain untouched for some time

raw sugar to Vancouver, and according

to the Province, printed at the Canadian

#### ALTA FOR TSINGTAU. Largest Lumber Cargo Ever Carried

The Pacific Export Lumber Company got out another hig cargo for Tsingtau yesterday, clearing the barkentine Alta with 1,250,600 feet of lumber and piling, which was kept in place by 133,652 feet of slabwood. This is the largest cargo ever sent out of the Columbia river on a barkentine, although a number of square-riggers and barks have castled much larger cargoes, and the big steamships sent out by the company have carried nearly three times as much. Piling makes up the greater part of the vessel's cargo, there being 948,448 feet. There is over 300,-000 fect of lumber. The work of cutting ports in the big German bark Carl was completed Saturday, and the vessel was towed down to the North Pacific mill yesterday to commence taking in lumber

While the export trade is not as brisk as it has been, there is still considerable in sight, and the coasting trade is at high tide. The schooner John A. was cleared yesterday for San Francisco with 20,000 feet of lumber, and there are a number of small coasters yet to load in the river.

#### ANOTHER AMERICAN STEAMER. Cutch Comes Into the Fold by the Only Method Possible.

The acting collector of customs at Port Townsend has received notification authorizing him to grant American registry to the steamer Cutch, and the necessary formalities were gope through with im-mediately, adding to the list of American merchant marine the well-known steamr which for years was operated out of lictoria as a British bottom. The Cutch ran between Victoria and

Lynn canal ports, carrying freight and passengers until August, 1900, when she piled up on the rocks near Douglas Island one rough, stormy night. Her owners abandoned the vessel to the underwriters, believing that she would prove a total wreck. The insurance was promptly paid, and then the insurance people advertised for bids. Charles Clin-by owners and trainers of bo ton, of Cincinnati, O., bought the vessel, and in a short time floated and took her to Senttle. There she was docked and repaired at an approximate cost of \$20,000, and then her owner applied for American registry.

### Narrow Escape for Docks.

NEW YORK, April 21. — Fire in two barges heavily laden with baled hay threatened early today to cause great damage to their piers and grain elevator at the foot of Pavonia avenue, Jersey The blazing barges finally towed away from the piers, and the hay was raked off into the river.

minal port on this side for the projected Canadan fast mail service, is being very keenly waged, says a London dispatch to the Tribune. Representatives of each of the five ports are doing everything in their power to lay before Lord Strathcona

a stronger possible case.

Astoria Marine Notes.

ASTORIA, Or. April 21.—The steamer Astorian has been leased to the White Collar Line by H. B. Parker for an indefinite period at a monthly rental, the terms being private. It is understood that she will be tied up at Portland and not used.

Inspectors Edwards and Fuller were in Astoria today and inspected the bar tug Walluis and the steamer R. R. Miler. Both boats were found to be in good con-

Domestic and Foreign Ports. ASTORIA, April 21.—Sailed at 12 M.—German steamer Theodor Wille, for Shangbal, Sailed at 1 P. M.—Steamer North Star, for Alaska, Condition of the bar at 4 P. M., moderate: find northwest; weether cloudy. Eureka, April 21.—Sailed at 12 M.—Steamer Alliance, for Portland.

## HOW A DRYDOCK WORKS

STEAMSHIP OREGON EASILY LIFT-ED FROM THE WATER.

Moran Bros., of Seattle, Accomplish a Remarkable Feat With a Small Dock.

SEATTLE, April 21.-The accompanying photographs show the steamship Meteor, of the Globe Line, and the Oregon, well known to all Oregonians, in Moran Bros." drydock. When it is taken into considera-tion that the Oregon is 283 feet in length, and the dock is but 200 feet and ballasted with 1100 tons of gravel, it will be readily seen that the dock has a most remarkable lifting capacity. The dock was not con-

Harvard University, who will participate in the conference to decide on rules for the aerial competition, reached St. Louis

## DIOCESAN MISSIONARY.

Rev. A. K. Glover Entered on His Work in Oregon.

Rev. A. K. Glover, who was recently appointed diocesan missionary by Bishop Morris, has taken up his residence in Portland, and has entered upon his new

fleid of labor.

Mr. Glover was born in Boston, Mass.,
in 1881. He was educated at Columbia
University, New York City, and at the
Institute of Technology, Boston, Mass.
He was ordained to the priesthood in 1891 by the Bishop of Indiana, and has been rector of Episcopal churches at Madison, Indiana; Appleton, Wisconsin; and Wells,

Minnesota.

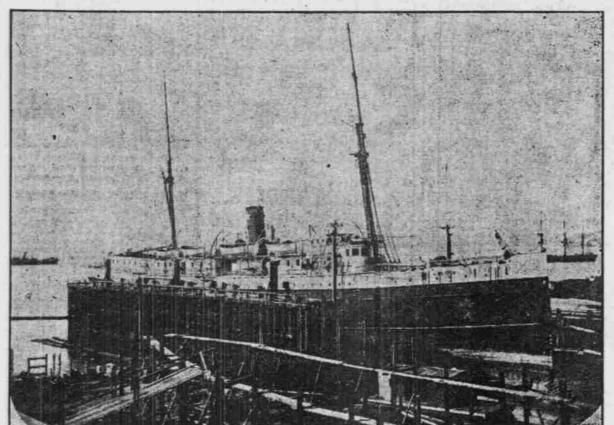
Mr. Glover is both a writer and lecturer structed with the intention of using it and is a recognized authority in Jewish for ships of this size, but as each hoist history and on Chinese subjects. At one demonstrated that the dock was capable time, under the administration of Presiof heavier work, the Moran Bros. Com-pany, who had a contract to make and United States Minister to China, on ac-put in a new stern frame and rudder on count of his know; edge of Chinese affairs. Alliance, for Portland.

New York, April 21.—Arrived—Cymric, from Liverpool; Zealand, from Antwerp.

Seattle, April 21.—Sailed April 20.—Steamer Faration, for Skagway; steamer City of Topeka, for Skag-fore prepared the dock for this purpose

Alliance, for Portland.

Pany, who had a contract to make and United States Minister to China, on account of his knowledge of Chinase affairs. He is a member of he Sons of the American Revolution, Order of Freemasons and Order of Evening Star. He comes to



LIFTING THE STEAMSHIP OREGON

San Francisco.

Arrived-Steamer Ellhu Thompson, from
Skagway. April 21—Steamer John S. Kimbail,
from San Francisco; steamer Chicó, from Astoria; schooner Nottingham, from Port Los
Angeles. April 21—Steamer Progreso, from

San Francisco; Schooner Eric, from San Pe Arrived-Schooner Eric, from San Pedra. St. Vincent, C. V., April 21.—Arrived-Hero-dit, for Scattle and San Francisco, from Ham-

burg. London, April 21 .- Arrived-Minnehaha, from New York.
Bremen, April 21.—Sailed—Rhein, for New York.

Tucoma, April 21.--Arrived-German steamship Neko, from Hamburg via San Francisco; stramer Edith, from fishing banks. Salied— American bank Carrollton, for Honolulu, New York, April 21.—Arrived—Nomadic,

Gibraltar, April 20.-Arrived-Trave, from the graving dock for the purpose of caning her hull before coming to Portland She will probably get around to Portland about Saturday or Sunday. The Queen Mary is a new steamer and her substance of the substanc on, for Grays Harbor.

Move for Bult in Efforts for Speed. NEW YORK April 21.-With the Metropolitan Handleap, one mile, for 2-year-olds and upwords, and the Juvenile stakes, over the last five furlongs of the Eclipse course as the star attractions of the opening day. May 3, at Morris Park, the real opening of the New York racing season will be

tributed the weight equally, but made room for doing the work about the stern. The vessel was successfully raised, and the dock had 16 inches of freeboard,

The first craft lifted by this dock was the tug Samson, owned in Portland, But this could be done 1100 tons of gravel ballast had to be placed in the bottom of the dock before it could be submerged deep enough to allow the tug to float over the keel blocks. Thus its re-markable buoyancy can be realized when with this amount of ballast in it it will lift a vessel of more than 200 gross tons. The steamer Jeanie, the Alaska freighter, was lifted out on this dock with but four men handling it.

The dock is 200 feet in length, 80 feet in

kept down to the lowest possible point, of the The dock was designed and constructed points. y 3, at Morris Park, the real opening the New York racing season will be own use, and its capacity has exceeded people would be by having descriptive their expectations. They are contemplations matter of Western Oregon distributed at

way. April 21-Steamer City of Puebla, for by building an apron or outrigger on one Oregon with the highest testimonials as to end of the hull of the dock to support the overfang of the bow. By leaving but a small portion of the stern end to overhang at the other end, they not only discharge the support of the s ing address. His sermon in St. David's church Sunday morning was very im-pressive and ejoquent, and was listened to with wrapt attention by an unusually large congregation.

Mr. Glover has a wife and family, and will take up his residence in Portland. His work, however, will be carried on outside of this city, among the various mis-sions throughout the state,

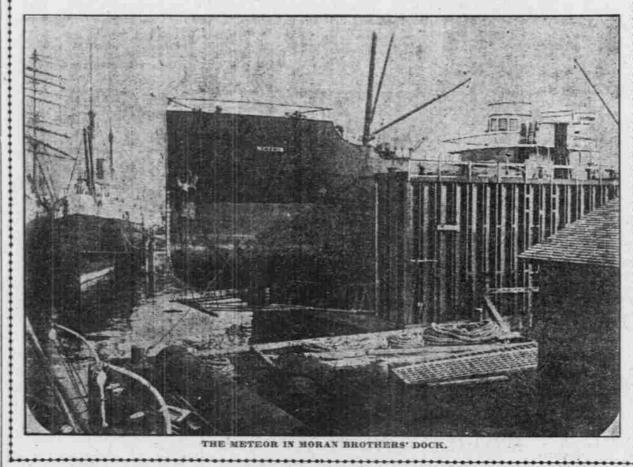
# BRING TO THE COAST.

Commecial Traveler Suggests a Plan to Attract Homeseekers.

DAYTON, Wash., April 18 .- (To the Editor.)-A few lines upon the necessity of Portland and Western Oregon making

is equipped with six electric-motor-driven and necessarily spend a large part of centrifugal pumps, receiving the electric-my time en route, on the trains from its from the company's own plant. It is obvious that such a dock, with such equipment, would be suitable for Portland's needs, and where electric power is so available operating expenses can be land, or Western Oregon, and two-thirds of them are destined for Washington

A good plan to reach a number of these



course already are nearly filled, and from all indications stable room this Spring will be at a premium. The latest important stable to arrive at Morris Park is that of Colonel James Epper, under the care of Trainer Crit Davis, containing 23 horses,

A concerted movement has been started by owners and trainers of borses in favor of calling a halt on the rivalry between the track-owners for prestige in the time records. The horseowners especially are anxious for track managers to return to old methods and are unanimous in as-serting that the desire of trackowners for fast time has been the first cause in shortening the period of usefulness horses within the past two years.

### BUSINESS ITEMS.

If Baby Is Cutting Teeth, Be sure and use that old and well-tried remedy, Mrs. Winslow's Southing Syrup, for children teething, it southes the child, softens the gums, allays all pain, cures wind colic and diarrhoea.

NEW YORK, April II.—Competition be-tween Bristol, Cardiff, Liverpool, Milford Try them,

ing building another 400 feet in length for Huntington, Pendleton and Spokane, eithhandling the largest-sized vessels, and er by a person stationed at these points one about 150 feet long for small craft. or traveling on the trains, to and from H. C. LORD. Chief Engineer U. S. Lighthouse-Tender

Santos-Dumont Wants No Reception. ST. LOUIS, Mp., April 21.—The public reception proposed for tonight in honor of M. Santos-Dumont, the Brazilian zeronaut, who is in St. Louis conferring with World's Fair officials in regard to the coming aerial tournament, will not be held, in deference to the visitor's wishes It was broached to him, and he declared that he was opposed to much attention. The trip to Charleston with the World's

or traveling on the trains, to and from these places.

In conversation and appearance they

appear to be a very desirable class of people, and have means to purchase small homes. Portland and the Willamette Valley are missing a great opportunity to secure desirable citizens, by not using methods

to bring their advantages to the notice of these homeseckers.

G. A. TALYOR.

# Taking Desperate Chances.

It is true that many contract slight colds and recover from them without tak-The trip to Charleston with the World's Fair directors to celebrate Louisiana Purchase Exposition will not be participated in by Santos-Dumont, as originally proposed. He declared that he feared this digression would make him late for his engagement in London during the coronation, when he expects to sail from the Crystal Palace around the dome of St. Paul's Cathedral and back.

Professor A. L. Rotch, of Boston, meteorologist of the Blue Hill observatory of the street of th

NEW SCHEDULE ON THE NORTHERN PACIFIC MAY 4.

Two Trains to St. Paul, One to Kar sas City and St. Louis, One to Puget Sound.

For the first time in the history of the Northern Pacific Railway it will run regular trains daily out of Portland after May 2. Two of those trains will go through to St. Paul, one will turn at Billings and go down over the Burlington to Kansas City and St. Louis, and the other will run to Seattle. The time schedule of the trains at Portland was determined upon yesterday afternoon, and will be as

The Burlington train will leave Portland at 8:26 A. M., and its arriving time in Portland will be 11:10 P. M. The local train to Puget Sound points will leave Portland at 9:25 A. M., and will return at 6:20 P. M., passing by way of Olympia and making connections for South Bend and Gray's Harbor points. The North Coast Limited will leave Portland for Minneapolis and St. Paul direct at S. P. M. and will reach Portland.

from the east at 7 P. M.

The Twin Cities Express will leave
Portland for Minneapolis and St. Paul direct at 11:30 P. M., and will reach Portland from the East at 5:20 P. M. The Northern Pacific is the first line to put on three transcontinental trains a

rect at 2 P. M. and will reach Portland from the east at 7 P. M.

No railroad runs so many into California. And this will also be the first ap-pearance of four regular daily passenger trains on the Pacific division of the North-

Assistant General Passenger Agent Charlton says the new train schedule is abso ton says the new train schedule is abso-littely necessary to handle the business of the Northern Pacific. At no time in the history of the road has the passenger movement along its lines been so great, and even a greater volume than is now moving is in sight. When the settlers' and homeseekers' rates shall expire the Summer touriets will claim attention, and a number of conventions. East and West, number of conventions. East and West, will call a lot of people to travel. A large number of California tourists will soon be seeking the Northern pleasure grounds and will pass this way as they return to the East. All these factors, together with the general movement of passengers in a time of prosperity like this, will keep the transcontinental railroads busy, and the Northern Pacific has laid plans for accommodation of its full share of the traf-

Considerable new equipment will added to the passenger facilities of the road. There will be 12 brand new Pullman sleeping-cars for the North Coast Limited. These will be 12-section draw-ing-room cars, and an important feature of them will be larger smoking and dress-ing-rooms for gentlemen and more com-modious dressing-rooms for ladies.

The Northern Pacific is now doing the largest business in its history. It is estimated that by the end of next month it will have carried West more than 20,000 people on settlers' and homeseekers' tick-ets—a full 1000 a day during the time the eap rates are in effect. A large part of this movement has been to the States of Washington and Oregon. This beats the record even for the Northern Pacific, which has always made a specialty of carrying settlers to the Pacific North-

It is said that the Great Northern is considering the matter of adding another through train to accommodate the travel that is pressing the present facilities on that line

### SHORT IN THEIR ACCOUNTS. Officials of Kettle Valley Lines Dis-

SPOKANE, Wash., April 21.—A special dispatch from Grand Forks, B. C., says: "A rumor has been current for several days to the effect that T. E. Birbeck and Colonel W. C. Haywood, general freight and passenger agent, and auditor, re-Portland and Western Oregon making spectively, of the Kettle Valley lines, are some efforts to secure a share of the immigration which is now pouring into Northeastern Washington Courses and their present whereabouts are unknown. Tonight of an expert examination of the railway books, that a large defalcation has been discovered. The amount is nearly \$5000, and other accounts have yet to be ex

> Two expert accountants have been making an examination of the books for near ly a week. They had not proceeded far before they ascertained that a systematic plan of falsifying the books had been practiced for months past. Birbeck be-fore leaving town with Haywood, announced that he had voluntarily resigned his position to accept a larger salary from his former employers. Haywood was at one time engaged in the real estate busi ness in Seattle, Victoria and Vancouver. It has been learned that the alleged defaulters left Grand Forks at 1:20 A. M. taking a private conveyance to Republic After staying there several days, the roceeded to Spokane via the Kettle Falls stage route. When asked about the shortage, W. C. Morris, assistant general manager of the Kettle Valley lines, refused to deny or confirm it, but added that he would probably make a statement later.

Burlington Makes Another Fast Run DENVER, April 21,-A new record for a long-distance run up grade was made on the Burlington road this morning. The second section of passenger train No. 3, with three cars, pulled by engine No. 279, made 112 miles from Akron to Denver Union Depot in 120 minutes exactly. The entire 112 miles is up grade. As the en-gineer was obliged to slow down to a speed of 10 miles an hour on reaching the city limits the average speed up to the city limits was about a mile a minute. On certain portions of the run this speed was exceeded. A distance of 14.7 miles from Fort Morgan to Corona was covered in 13 minutes.

Can't Move General Offices. TYLER, Tex., April 21.-The Cotton Belt line has been enjoined from moving its offices from this place to Texarkana, where the ground has been purchased and work begun on a five-story office build-ing. The injunction is based on the alle-gation that the road has a contract with the citizens of this place which makes it obligatory for it to keep the general offices here always.

Deed for Goble Railroad. ST. HELENS, Or., April 21.-L. C. Stanley, of Chippewa Falls, Wis., and F. M. Seller, of Portland, filed a deed for rec-ord today for the Goble, Nehalem & Pacific Railway property in this county. The deed was made April 16, by Sheriff R. S. Hattan, foreclosing the Security Savngs & Trust Company's mortgage for

#### DEWINDT IN EAST SIBERIA Explorer's Party Frostbitten While Crossing Mountain.

LONDON, April 21.-Letters were re-ceived here today from Harry DeWindt, leader of the expedition which is at-tempting to make its way overland from Paris to New York, dated Verkhoyansk, East Siberia, at the end of February. In spite of the forebodings of the officials at Yakutsk, who strongly urged M. De-Windt not to continue his journey, saying the conditions were worse this year than ever, the expedition reached Verkhoy-ansk, 600 miles north of Yakutsk, Feb-

The members of the expedition had a terrible experience while crossing the Verkhoyansk Mountains. The cold was intense, 63 degrees below zero being registered. All the travelers were frost-bit ten. Otherwise they were well and in good spirits, and were leaving the same

day for Zenedne Kolymsk, a town of East Siberia, 300 miles farther on, which the party hoped to reach about the mid-die of March. Then it was their intendie of March. Then it was their inten-tion to push on 1500 miles to East Cape, on Bering Straits. Probably the next news of the expedition will be its arrival in the United States, via the Bering

Straits.

DeWindt mentions a report that the Baron Tolles expeditionary ship Seria was stranded on the Siberian Islands; that only seven tons of coal remained on board. Advices from St. Petersburg, December II, said that Baron Toles, who is heading an expedition to explore Siberia, telegraphing from Yakutsk, said that Winter quarters have been established on Noroposk Coast, in the neighborhood of Lena Delts, and that an observation station had been opened at Kotelnys lands. The Toles expedition intended circumnavigate the Siberian Islands.

Bartender's Wound Proves Fatal. HELENA, Mont. April II.—Thomas Crystal the bartender, who was shot by James S. Keerl, ex-president of the Mon-tana Society of Engineers, in the Mil-waukee beer hall, in this city, April II, died this evening at \$:30 at St. John's Hospital. Keerl alleged that Crystal had assaulted him, and, going to a pawnshop, secured a pistol. He returned to the sa loon and shot Crystal three time will be arraigned on the charge of murder in the first degree

Three New Swimming Records. BAN FRANCISCO, April 21-News of the breaking of three world's swimming records by Dick Cavill, member of a fa-mous family of Australian life-savers, has just reached here. Cavill established the new marks at a tournament held in Wanganul, N. Z. In the mile race he finished in 24:11 2-5. The half-mile was made in the wonderful time of 11:58. Last on the list was the race for quarter-mile honors, and this course was covered in 5:371/4.

Unique Wedding Ceremony. NEW YORK, April 21.—A unique wed ding ceremony has just been celebrated in Brooklyn. Richard Fleming and Delphic Hinchman, both blind from birth, were married. The couple met only a few months ago, and seem to have been mutually attracted through the sound of each other's voice. Fleming, despite his affliction, conducts a large manufactur-

Denver Times Changes Hands DENVER, April 21.—The Denver Times was today sold by its bondholders for \$110,000, David H. Moffatt, president of the First National Bank, being the purchaser A strong new company will be immediate ly organized to purchase the paper from Mr. Moffatt. It will be continued as a Republican paper.

Boy's Arm Fractured. VANCOUVER, Wash., April 21.—Colo-nel John I. Van Orsdale's little son, Alian, while riding with a companion Sat-urday afternoon, fell from the pony and fractured his arm a few inches below the



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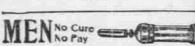
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SMITH, GEORGE S., Cashler Equitable Life 300 STUART, DELL, Attorney-at-Law. 617-618 STOLTE, DR. CHAS. E., Dentist. 704-705 STOW, F. H., General Manager Columbia 608 ...606 THE NORTH PACIFIC PUBLISHING SO-THRALL, S. A., President Oregon Camera 

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