DULL COASTING TRADE

STEAMERS AGAIN SEEKING RETIREMENT IN OAKLAND CREEK.

Lumber Rates Cut from Coos Bay—More Grain Ships Depart—Boarding-House Men Steal Sailors.

The big dividends which have been going into the coffers of owners of coasting schooners and sailing vessels for the past four years are in a fair way to be materially reduced. Business is declining in sympathy with the decline in deep-water shipping, and rates are beginning to tumble. The steamer South Portland, which has been carrying lumber between Portland and San Francisco, has been sent to Oakland Creek to lay up until business improves, and the colliers Washtenaw and Asuncion have accompanied her. While there has been no open cut in lumber rates from the Columbia River to California ports, there has been a decline of 75 cents per thousand on lumber from Coos Bay to San Francisco, the rate now standing at $3 50 per thousand, with plenty of tonnage available. The retirement of the three coasters mentioned is partly due to the introduction of oil as a fuel, for both the Washtenaw and the Asuncion were in the coal trade almost exclusively, while the South Portland made occasional trips as a collier when she was not engaged in the lumber trade.

With the deep-water ships, distant tonnage is about 2s 6d higher than it was about two months ago, but there has been little or no improvement in the spot situation. The steamship Kirkdale has been lying idle in San Francisco for over three months, and the Dutch steamer Folmina, which made a few trips in the coal trade, has been out of employment for the past two weeks, and is offering for wheat, lumber or any old thing. In this port, the steamship Quito, which has been undergoing repairs, has been ready for business for the past ten days, but thus far has been unable to secure anything. These vessels hanging over the market, together with a number of others comparatively close at hand, will tend to minimize the profits of shipowners for an indefinite period.

THE WONDERFUL ALERT.

Coos Bay Steamer Which Is Equipped With Great Inventions.

The marine reporter of the Marshfield Coast Mail has written a very glowing description of the remodeled steamer Alert, which was launched recently. If all that is said about her is true, which, of course, is the case, the Alert is a wonder. The Mail's story is as follows:

"The steamer Alert is now a fine specimen of marine architecture, and Captain Edwards may well feel proud of his boat, in remodeling which he has introduced all the modern improvements.

"As her run is up the North fork of Coos River, and it is a long way to Alleghany, she has been lengthened out so that she can reach that point without traveling so far. Captain Edwards figures that the distance thus saved on each trip will effect a great economy in fuel in the course of the year.

"As the water is somewhat shoal at the head of the river, the bottom of the boat is provided with ring staples on the top side, into which pulleys are hooked and the bottom can thus be raised up to avoid sandbars. In fact, the decks and sides of the steamer are all made collapsible, so that she may be adapted in size to the stream in which she runs. Her keel and skag are on detachable hinges, so that they may be folded up or taken off altogether. Captain Edwards says that the steamer will now draw a great deal of water when a full head of steam is on, and all the pumps are working, the old method of drawing water by the use of buckets having been discarded.

"Another improvement in her machinery is the introduction of condensers, which condense milk as well as water, and this will be found very convenient on the Coos river run. Her new engines are also constructed to boil water at a very low temperature. Extra strong hog-posts and hog-chains have been placed on board, as the Coos River hogs, which she sometimes carries, are very large and fierce.

"She will sail by compass altogether, and thus save following all the tortuous bends of the river to find her way to Alleghany.

"Many other improvements have been introduced by Captain Edwards, but lack of space forbids their enumeration."

BARK PAX CHARTERED.

After Many Weeks of Idleness, the Vessel Will Load for South Africa.

The British bark Pax was chartered yesterday by Kerr, Gifford & Co., of this city, to load wheat at Tacoma for South Africa. She receives 27s 9d, which is about $3 per ton less than the rate for which she was chartered when she arrived at Portland, over four months ago. She came in under charter to the Portland Flouring Mills Company to load flour, but a quantity of coal tar, which was part of her cargo, had escaped from the barrels which held it, and distributed such an odor through the ship, that she was unfit for flour loading. This was very disappointing to the charterers, and the owners were obliged to pay a small sum in the way of damages for failure to fulfill their contract. The Pax was aground shortly after leaving Liverpool on her trip out to Portland, and, as he changed owners while en route, she was sent to Quartermaster Harbor to enter the dock for an examination. This accounts for her loading on Puget Sound instead of at Portland.

GRAIN SHIPS LEAVING.

Dovenby Hall and Barmbek Cross Out of the Columbia Yesterday.

The German bark Barmbek and the British ship Dovenby Hall sailed at noon yesterday for Queenstown or Falmouth for orders, leaving the lower harbor bare of loaded ships. The Agnes Oswald, however, is on her way down the river, and will reach Astoria today. The departure of these vessels cuts the in-port fleet down to pretty small proportions. The Vendee, after some delay on account of repairs, is at last ready for business, and commenced taking in cargo Monday. She is the only vessel now in port working wheat. The Brunel, under charter for wheat loading, has not yet finished discharging her inward cargo of coal, and will not be ready for wheat in time to finish loading this month. The big four-masters Speke and Lord Shaftesbury are still on the disengaged list. They might be fixed if owners were willing to accept a rate justified by the condition of the local market, but both are such large carriers that it is not an easy matter to pick up a cargo for them so late in the season.

MAY WIND AND WEATHER.

Government Forecast of What May Be Expected in North Pacific.

The North Pacific Pilot Chart, with its forecast for wind and weather for the month of May, has just been received at the branch hydrographic office in this city. It contains the following under the head of "Winds Along the American Coast":

"To the northward of 45 deg. and between the coast and 125 deg. W. the wind will veer from SE. (with falling barometer) through W. to NW. (with rising barometer). Immediately under the coast the wind holds longest in the SE. quadrant; between 125-130 deg., in the NW. Throughout the belt 40-45 deg. N., and under similar barometric conditions, the wind will veer from S. to N., holding longest at NW. South of 40 deg. the prevailing direction will be NW., easterly winds (NNE.-SSE.) being practically excluded. Gales infrequent.

"Continuing southward, northwesterly winds may be expected between the coast and a line drawn from 35 deg. N., 130 deg. W., to 15 deg. N., 115 deg. W. Between 15 deg. N. and 5 deg. N. light baffling winds will prevail, and south of 5 deg. N. light southwesterly winds becoming southeasterly beyond the 100th meridian.

"An elongated trough of low barometer (29.75 inches) extends east and west to the northward of the Aleutian Islands. Around this trough the circulation of the winds is cyclonic, or contrary to the motion of the hands of a watch, thus imparting to the winds in the higher latitudes a westerly direction.

"After crossing the 180th meridian, eastward bound sailing vessels will thus find the maximum percentage of westerly winds between 40-45 deg. N."

The prospects for fog, mist and haze are figured as follows:

"Coast of China from Hong Kong to Shanghai, 12 per cent (i. e., 12 hours in each 100); Eastern Sea and Gulf of Pechili, 21 per cent; south and east of Japan, 14 per cent; Gulf of Alaska, north of 55 deg., 14 per cent; south of 35 deg., 16 per cent; American coast, Puget Sound to San Francisco, 16 per cent; San Francisco to Cape San Lucas, 19 per cent."

BOLD BOARDING-HOUSE MEN.

San Francisco Sailor Runners Take Entire Crew From a Ship.

San Francisco boarding-house men seem to be engaging in some high-handed proceedings this season. The French ships going to that port are exceptionally unfortunate. Saturday's San Francisco Bulletin has the following regarding the treatment accorded one ship:

"Fifteen sailors were stolen by boarding-house runners last night from the French bark Saint Rogatien, lying at Beale-street wharf, and a merry fight preceded their leaving the vessel. Evidently there was a prearrangement between the men and the runners, for when the latter went aboard shortly after 8 o'clock the seamen were all in the forecastle with their dunnage packed up ready to be over the bows onto the wharf. Somehow Captain Arneau and the mate got wind of what was going on forward, and they headed into the forecastle to find it in darkness and all hands in their bunks. Not a strange face was to be seen, and this was explained today when it was learned that the runners had hidden themselves in the bunks behind the sailors.

The skipper and mate walked aft again and as soon as their backs were turned a light was struck by the sailors. The captain ran forward along one side of the house, and the mate on the other, and a battle followed. Watchmen from the wharves were called by the officers, and fists went flying wherever a head showed. Finally the men gave way and Captain Arneau claims a victory because he has all their belongings."

CAPTAIN GOODALL IN TOWN.

Ex-Skipper of the State of California en Route North on Business.

Captain Harry Goodall, formerly master of the steamship State of California and most recently engaged in the stevedoring and Government contracting business in San Francisco, Cal., passed through the city yesterday. Captain Goodall states that he is not in possession of the many millions which a San Francisco paper credited him with making out of the Government. He says he has carefully searched his pockets and figured up his books, and is unable to find the money; consequently does not believe that he ever received it. He is interested with other San Francisco men in a number of British vessels which the American Government does not permit to sail under the Stars and Stripes, and is on his way north to look after private business. Victoria, B. C., is the nearest to an American port where these vessels can be registered, and the owners are obliged to make periodical trips to the north to look after their interests.

Vancouver Island Wreckage.

The harvest of the sea on the West coast of Vancouver Island is certainly a unique one, and those sea farmers who search the barren rocks and skirt the shingle in their canoes have found many things. Last week the Indians in the neighborhood of Ucluiet found a puncheon of rum; some time before the Indians of Neah Bay found a cask of wine, and now, according to a telegram from Carmanah Point, the Indians in that vicinity have found a punching bag. The operator wires "Indians have picked up a punching bag near here. Wonder if it's off the Condor." The next find made by the Indians will probably be a ping-pong set. Punching bags are carried by the officers of many of the liners running to this port, and the find hardly denotes wreck, rather a harder punch than usual, which drove the leather bag from its hanging and wafted it into the sea, to drift until the medicine man of some West Coast tribe found it and put it up in his illahee to make his muscles strong.

Vosburg's Fine Reduced.

ASTORIA, April 22.—Word was received from the Treasury Department today that the fine of $500 imposed some time ago by Collector of Customs Fox on the tug George R. Vosburg, for carrying more passengers than her certification allowed, had been reduced to $5. In his appeal to the department, Captain Loll stated that besides the members of the crew and the 12 passengers allowed the only persons on board were a number of children for whom no fare was collected.

Capital $170,000,000.

NEW YORK, April 22.—A special dispatch to the Evening Post from London, referring to the Morgan combination of steamship lines, says:

As at present planned, the capital of the new shipping combination will be $60,000,000 in 6 per cent preferred stock, $60,000,000 common shares and $50,000,000 of mortgage bonds.

Independent Lines Pleased.

GLASGOW, April 22.—Representatives of the Anchor and Allan Steamship Lines say that, although their companies are outside the new shipping corporation, they are not unfriendly thereto, nor pessimistic as to effects, adding that if it results in uniform rates, the combine will be regarded as an advantage to the other lines.

Domestic and Foreign Ports.

ASTORIA, April 22.—Sailed at 1 P. M.—German bark Barmbek and British ship Dovenby Hall, for Queenstown or Falmouth, for orders. Condition of the bar at 4 P. M., smooth; wind northwest; weather clear.

Falmouth, April 20.—Arrived—British bark Crown of India, from Portland.

San Francisco, April 22.—Arrived at 10:30 A. M.—Steamer Lakme, from Portland.

Tacoma, April 22.—Arrived—Steamer John S. Kimball, from San Francisco; revenue cutter U. S. Grant, cruise; schooner William F. Witzeman, from San Pedro.

San Francisco, April 22.—Sailed—Schooner Western Home, for Coos Bay; steamer Charles Nelson, for Seattle; steamer Empire, for Coos Bay; schooner Free Trade, for Coos Bay. Arrived—Steamer Tellus, from Comox; steamer Edith, from Seattle; steamer Santa Ana, from Seattle; brig W. G. Irwing, from Roche Harbor.

New York, April 22.—Sailed—Tauric, for Liverpool; Kaiser Wilhelm der Grosse, for Bremen.

Naples, April 17. — Arrived — Denbighshire, from Tacoma.

Shanghai, April 19. — Arrived—Ching Wo, from Tacoma. Sailed April 18—Hyson, for Seattle.

Manila, April 18. — Sailed — Kintuck, (from Seattle), for Liverpool.

FOR TORPID LIVER

Horsford's Acid Phosphate.

Take it when your complexion is sallow, and you are troubled with constipation, malaria and sick headache. It stimulates healthy liver activity, increases flow of bile, and improves the general health.

C. J. EDDY WILL LEAVE

HAS REPRESENTED ST. PAUL IN NORTHWEST MANY YEARS.

Will Travel Abroad With His Wife Whose Health Does Not Permit Residence in Portland.

When C. J. Eddy, North Pacific Coast agent of the Chicago, Milwaukee & St. Paul Railway, opened his mail yesterday morning he found in it a letter from Traffic Manager Hiland accepting his resignation, which had been tendered nearly four weeks before. This released the news of his resignation, which was a matter of much interest to Mr. Eddy's numerous personal business friends, and there was general regret that he had resolved to leave this field. The resignation will take effect May 1.

Mr. Eddy's letter to the traffic manager under date of March 26, gave his reason for desiring to be relieved, as follows:

The desire to return to my home to live has grown upon me to such an extent that I do not feel satisfied to remain here; furthermore, I desire to visit Europe as soon as I can arrange my affairs satisfactorily. For these reasons I kindly ask you to accept my resignation at your earliest convenience. I would like to return East about May 1, if agreeable to you, although I am in no particular hurry.

I am pleased to say that our business in this district is larger this year so far than for any similar period in the past, and the future outlook is very favorable. If it should be that tariff rates will prevail with all the Chicago lines, this company should keep to the front, as it is recognized as among the first.

For a quarter of a century I have served the Milwaukee to the best of my ability, and this long service has been of the most pleasant nature. I, therefore, leave it and its pleasant associations with deep regret. For yourself and all the officers of the company I entertain the highest esteem, and wish for you all the greatest prosperity.

Traffic Manager Hiland in accepting the resignation said:

I regret very much that you find it necessary to take this step, but trust it is for your best interest in every way. I beg to assure you of the thorough appreciation of your services and your loyalty and fidelity to the company during the many years that you have been connected with it. If there is anything I can do for you in the future, either personally or officially, please command me.

General Freight Agent E. S. Kelley volunteered a personal letter to Mr. Eddy in which he said:

I learn through Mr. Hiland of your determination to retire from the company's service on April 30. I cannot quite clothe my thoughts in words that would be expressive enough on this occasion, and can only say that your leaving us will be the cause of the most sincere regret on my part. Such feelings, however, are simply natural when it comes to parting with one who has been so ever faithful and loyal to the interests of the company, as you have been for the years you have been connected with the C., M. & St. P.

It would afford me great pleasure in the future if I could in any way be of service to you. I assume it is your intention to come back East, and if so would like to have a talk with you.

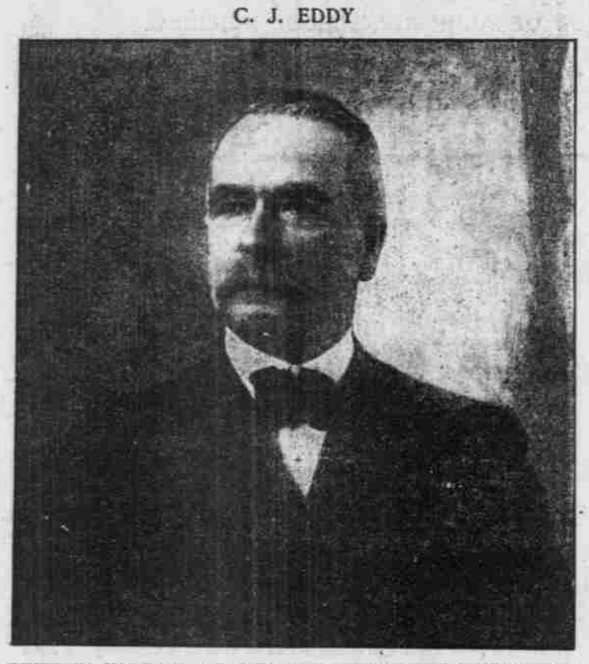
For 35 years Mr. Eddy has been in the railroad business. A quarter of a century of this period has been spent in the employ of the Chicago, Milwaukee & St. Paul, and half that time he has been in Portland as the North Pacific Coast agent of the company, having been appointed here 12 years ago last July. He is now well along in years, and is understood to be in comfortable financial circumstances and it is not surprising that he should want to take a rest.

Mr. Eddy was born in Rochester, N. Y., and his first railroad work was as clerk and telegrapher for the Chicago, St. Paul & Fond du Lac Railroad in Chicago. Then he went to the Illinois Central as clerk and cashier at Dunleith, Ill.; after continuing there about three years he received the appointment as assistant secretary of the Northwest Packet Company at Dubuque, Ia., from which position he resigned to accept the appointment as chief clerk in the general freight office of the Chicago & Northwestern, at Chicago. His next position was as assistant superintendent of the Atlantic & Pacific Telegraph Company at New York; then he began his services with the Chicago, Milwaukee & St. Paul road, and served in the capacities of contracting agent, assistant commercial, and later commercial agent of the road at Chicago. He served as arbitrator of the Iowa Trunk Line Association at Omaha, and general freight and passenger agent of the Fargo & Southern Road. Twelve years ago he was appointed general agent of the North Pacific for the C. M. & St. P., which position he is now leaving. During all this long period of service he has met with the greatest success and has the esteem of all with whom he has been associated.

The climate of Portland did not agree with Mrs. Eddy, so she was obliged to live elsewhere. For this reason the family home in Chicago has been retained all these years. While still retaining their Chicago home Mr. and Mrs. Eddy expect to travel abroad for a time. Mr. Eddy is delighted with the climate and all the conditions at Portland, but he is a man of family and wishes to be at liberty to enjoy his own home and take it easy for a while. He is entitled to it by reason of his long, active and thoroughly honorable business career.

There is as yet no intimation as to who will be Mr. Eddy's successor in the Northwestern field. It has been intimated that the extension of the community policy might render it unnecessary to continue St. Paul representatives here, but railroad men do not believe this and look to see the vacancy caused by Mr. Eddy's resignation filled by the appointment of a new man soon.

C. J. EDDY



RETIRING NORTH PACIFIC COAST AGENT OF THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

Reduced Rates to the East.

The O. R. & N. Co. has issued a circular quoting excursion rates for the annual meeting of the National Educational Association at Minneapolis, July 7-11. From Portland and other North Pacific Coast common points to Minneapolis and return the fare will be $52. Tickets will be on sale June 28 and July 1 and 3, good till September 1 for return. Stop-overs will be allowed both going and returning, but going trip must be commenced on date of sale and Minneapolis reached by July 10.

On the same dates, tickets will also be sold to Missouri River terminals, Kansas City to Sioux City inclusive, at the same rate and with the same conditions. Tickets to either Minneapolis, St. Paul or Missouri River points will be good to return via a different route. Tickets will also be sold to Chicago on the same dates, same conditions governing, at the rate of $72 for the round trip.

From Pendleton, Lewiston, Spokane and intermediate and common points the fare for the round trip will be $47. To Minneapolis and return via Spokane and the Great Northern Railway, in both directions, the fare from Pullman and all stations north will be $4 50, from Moscow $42 80, and from Lewiston $44 35.

HOW TO GET PUBLIC LAND.

Pamphlet by Columbia Southern on "Ten Thousand Free Farms."

The Columbia Southern Railway has just issued a neat pamphlet of 22 pages entitled "10,000 Free Farms," and devoted to a description of the country served by the railroad and information as to getting the free farms. In the statement of marvelous development of Sherman County it is shown that 20 years ago its total grain product would hardly have loaded a 25-ton car, and in 1900 4300 cars of 25 tons capacity each were required to move its grain. Besides this, the county yielded in 1900 25,000 bushels of potatoes, 13,000 bushels of fruit, 12,000 pounds of butter and cheese, 37,000 head of livestock and 282,000 tons of hay. And the population was but 3500.

A large region essentially similar to Sherman County stretches away to the southward in the geographical center of the state—this pamphlet says there are 7000 square miles of it. Of this area, 2,000,000 to 2,500,000 acres of good farm land still belongs to the Government.

After a brief but comprehensive statement of the agricultural, timber and mineral resources of the country, the following valuable directions for getting public lands are given:

"Each 16th and 36th section is state school land, the remainder being Government land. School lands are sold by the state at $1 25 per acre, one-third of the purchase price being required to be paid down and the remainder to run at 6 per cent, or the whole may be paid down and a patent obtained at once. Sales are restricted to 320 acres to one purchaser, but the amount of school lands purchased does not in any way interfere with a person's right to enter Government land.

"Government land may be acquired in several ways, the direct method being under the homestead, the timber and stone and the desert land acts. There is one restriction which applies to all these acts, viz.: That the amount of land which any person can obtain title to under any or all of these acts combined is limited to 320 acres filed upon or entered since August 30, 1890. It follows, of course, that lands entered or filed upon prior to that date are not included in the 320 acres that the person may take. For instance, a person prior to August 30, 1890, having had the benefit of the homestead act, is still entitled to 320 acres under the desert act, or 160 acres under the timber and stone act and 160 acres under the desert act. No person is allowed the benefit of the homestead law but once, but if for any reason he lost or forfeited his right, or if he commuted a homestead entry prior to June 30, 1900, he is entitled to a second homestead entry of 160 acres, requiring five years' residence upon and cultivation of, and a total cost of about $40 fees and commissions to perfect title, or a residence of 14 months and a cash payment of $1 25 per acre.

"Desert entries may be taken in tracts from 40 to 320 acres by any citizen of the state, either male or female, over the age of 21 years. Twenty-five cents per acre must be paid down, and $1 per acre at time of final proof, which may be made at any time within four years after the land has been reclaimed by conducting water thereon, and an expenditure in money or labor of $3 for each acre of the tract. Residence is not required on desert land, but one-eighth of the land must have been cultivated at least one year.

"Under the timber and stone act a person may purchase 160 acres, valuable chiefly for stone or timber, at $2 50 per acre, to be paid down after publishing notice of intention to purchase.

"In addition to the above methods, lands may be purchased in quantities limited only by one's ability to pay, by the location of school land indemnity, forest reserve or railroad scrip, which is worth $3 50 to $5 per acre, and may be located on any unoccupied Government land."

SANTA FE TAKES PETROLEUM.

To Control 3500 Acres in the Kern River Field.

LOS ANGELES, Cal., April 22.—According to a special to the Express from Santa Barbara, where President E. P. Ripley is staying, the Santa Fe Railroad is about to take over the holdings of the Petroleum Development Company, a corporation controlling nearly 5000 acres of oil land, situated in the Kern River field, about eight miles north of Bakersfield. It is understood the cash price for the property will be $1,270,000, or on a basis of about $11 a share. Revenues allowed to the sellers to the last moment of actual transfer will swell the purchase figure to $1,415,000. The Petroleum Development Company has for two years furnished its entire output of oil to the Santa Fe system on a five-year contract. The output has averaged 30,000 barrels a month.

Canada's Yukon Charter Policy.

VANCOUVER, B. C., April 22.—A special from Ottawa says:

In the railway committee today, the Minister of Railways, Hon. A. G. Blair, announced that the government would still adhere to its policy not to grant any more charters from American territory into the Yukon. This announcement was made when the Yukon Pacific asked for an incorporation to build a line from Pyramid Harbor to White Horse. The company's charter was amended so as to give it power to build from White Horse in a southwesterly direction to the boundary line between the Province of British Columbia and the territories, or about 20 miles from the international boundary line.

Rock Island's Western Extension.

LOS ANGELES, Cal., April 22.—The first official confirmation of the plans for the Western extension of the Chicago, Rock Island & Pacific Railroad was given today by R. R. Cable, chairman of the board of directors of the company, who passed through Los Angeles returning to his home, after spending the Winter at Santa Barbara. Mr. Cable said that a westward extension from Denver would be the first undertaking of his company. A line through to the Coast, he said, would not be undertaken, because present joint traffic agreements with the Southern Pacific are so satisfactory that there is no need of another road.

New Colorado Railroad.

DENVER, April 22.—The Rio Grande, Pueblo & Southern Railroad has filed articles of incorporation. The company will build a track between 60 and 70 miles long from Pueblo to Walsenburg. The incorporators are Charles W. Waterman, William W. Field, Herman F. Dunham, Thomas Tipton and William H. Paul, all of Denver. They deny that they are connected with either the Denver & Rio Grande or the Colorado Fuel & Iron Company.

Tomb of a Bishop Opened.

PHILADELPHIA, April 22.—The tomb in which the body of Bishop John J. Newmann was placed 42 years ago was opened today by a special ecclesiastical court, the proceedings being one of the final acts preliminary to the beatification of the prelate. This disinterment was made in secret and was for the purpose of identifying the remains of Bishop Newmann and to ascertain their state of preservation. Two witnesses swore that they witnessed the burial of the bishop and two physicians wrote a minute description of the remains. They were then placed in a new coffin and restored to the vault, which was sealed by Archbishop Ryan.

The evidence collected by the ecclesiastical court during its inquiry, which has been in progress for several years, will now be forwarded to Rome.

Bishop Newmann was born in Bohemia in 1811, and came to America at the age of 23 years. He was made bishop of this diocese in 1852. He died suddenly in 1860.

Thought They Were Kidnaped.

NEW YORK, April 22.—Of the 5000 immigrants who have just arrived in the steerages of the liners Patria, Cymric, Zealand and Gascogne, there were 400 in the latter vessel who were not sure of their final destination until they saw the American flag over the forts at the Narrows. These immigrants were from Greece, and a rumor having spread among them that they were about to be kidnaped and shipped to South Africa to help England in the Boer War they had flatly refused to go on board the steamship after their arrival at the quay in Havre from Marseilles on April 9. In vain the officials pleaded, but not until two attaches of the Greek Consulate at Havre arrived could quiet be restored. There were more than 50 who refused to believe, and the company's agents refunded their passage money.

New Jersey Man a Mandarin.

NEW YORK, April 22.—According to private advices received at Newark, N. J., Frank W. Redding, of that city, has been made a mandarin by the Sultan of Mindanao. Redding formerly was a member of the Astor Battery.

SCHOOL GIRLS.

School girls are proverbially pretty. Fact is, it's a pretty age—that time in a girl's life when she has all the beauties of womanhood without the later lines of care and worry.

But here and there even among school girls appear pale drawn faces—a dullness and lack of freshness which tells a plain story of thin blood.

Now this is not right. But Scott's Emulsion can make it right. Scott's Emulsion is what these pale girls need. Scott's Emulsion brings back the beauty to their faces because it is blood food.

Send for Free Sample.

SCOTT & BOWNE, Chemists, 409 Pearl St., N. Y.

"ALL WRIGHT—FOR MORE THAN HALF A CENTURY"

McMUNN'S ELIXIR OF OPIUM

Possesses all the sedative and anodyne qualities of Opium but produces no sickness of the stomach. In acute nervous disorders it is an invaluable Remedy. Recommended by best Physicians everywhere.

WRIGHT'S INDIAN VEGETABLE PILL CO., New York.

Who Defined

"Soap-powder" in the Standard Dictionary? Sounds as if some old-fashioned soap-maker had written it. Used in dish-water! Yes, and when it is PEARLINE, used in everything where soap can be used. PEARLINE is modern, up-to-date soap; a *better* soap; it has revolutionized the soap trade. 666

Ask Your Friend

TO THE MAN WHO THINKS.

LOOK yourself squarely in the face and see if you are not half ashamed to be without Ivory Soap in your house. Worse than this, your wife is without it. It is bad enough for a man, though a man often doesn't care how his comfort is mis-spelled. But a woman misses all these little helps to housekeeping. And Ivory Soap is one; its great potency makes it actually cheaper than yellow soap for general work. It floats.

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A LINE OF PARTICULAR OATS JUST AS ALL COMMON

CRANKS ABOUT GOOD SENSE

WHO ARE MIGHTY MAKING SCOTCH AS IT CAN BE. PEOPLE APPROVE IT.

Cranks make Scotch Oats what it is—the best and most natural food. It is not a crank food, except that the oats are chosen and bought by men who are cranks on the point of getting the best grain that is grown in America, no matter what corner of the continent it comes from. It is milled by men who are cranks on the point of bringing out the fullest nutriment of the grain, and cranks on preserving its character as an absolutely natural food. Its mill superintendents are cranks on the point of cleanliness and thoroughness—such cranks that they let no hand touch the grain throughout the whole process, and let no speck of dust or hull remain. And it is sold by men who are cranks on the point of having it in every grocery store where it can possibly be asked for—which means every grocery store. And it is advertised by men who are cranks on the point of always reminding people that, as long as Scotch Oats is the best grain, from the best process, and while so many imitations are being brought out, they must be cranks enough on the subject of food to insist on getting the food that they ask for. The advertisement cranks request the food cranks to remember that unless the picture of the Kilted Piper appears on the package, it isn't real Scotch Oats. So you see all these cranks are simply cranks on the subject of common sense and honesty.

DR. BURKHART'S WONDERFUL OFFER 30 DAYS' TREATMENT for 25 ¢ents. Dr. Burkhart's VEGETABLE COMPOUND.

In the Spring the blood should be freed of uric acid and other poisonous substances by taking Dr. Burkhart's Vegetable Compound. It cures Rheumatism, Constipation, Catarrh, Malaria, Pains in the Side and Back, Dizziness, Sour and Bloated Stomach, Coated Tongue, Night Sweats. 10 days' trial free. All druggists.

DR. W. S. BURKHART, Cincinnati, O.

No More Dread OF THE Dental Chair

TEETH EXTRACTED AND FILLED ABSOLUTELY WITHOUT PAIN, by our late scientific method applied to the gums. No sleep-producing agents or cocaine.

These are the only dental parlors in Portland having PATENTED APPLIANCES and ingredients to extract, fill and apply gold crowns and porcelain crowns undetectable from natural teeth, and warranted for 10 years, WITHOUT THE LEAST PAIN. Full set of teeth $5, a perfect fit guaranteed or no pay. Gold crowns, $5. Gold fillings, $1. Silver fillings, 50c. All work done by GRADUATE DENTISTS of from 12 to 20 years' experience, and each department in charge of a specialist.

EXAMINATION FREE

SET TEETH	$5.00
GOLD CROWNS	$5.00
GOLD FILLINGS	$1.00
SILVER FILLINGS	.50

We are making a specialty of gold crown and bridge work; the most beautiful, painless and durable of all dental work known to the profession. Our name alone will be a guarantee that your work will be of the best. We have a specialist in each department. Best operators, best gold workmen and extractors of teeth; in fact, all the staff are inventors of modern dentistry. We will tell you in advance exactly what your work will cost by free examination. Give us a call and you will find we do exactly as we advertise.

Our aim is to give the best work possible and guarantee all work for 10 years with a protective guarantee. All of our prices are the lowest consistent with first-class work. We do not compete with cheap dental work, but our charges are less than one-half that charged by others.

New York Dental Parlors

Main office.

Fourth and Morrison Sts., Portland.

HOURS—6 TO 8; SUNDAYS, 8 TO 2.

Branch offices—614 First ave., Seattle, Wash.

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The New Ladies' Syringe Best, Safest, Most Convenient.

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed—it gives full particulars and directions invaluable to ladies. MARVEL CO., Room 290 Times Bldg., New York.

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"My greatest trouble was sleeplessness. I was nervous and restless, and would toss and roll for hours. Had no ambition and had to abandon business. One bottle of Dr. Miles' Nervine put me on my feet again."

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gives that sweet sleep so grateful to body and mind.

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It cleanses, soothes and heals the diseased membrane. It cures Catarrh and drives away a Cold in the Head quickly. It is absorbed. Heals and Protects the Membrane. Restores the Senses of Taste and Smell. Full size 50c.; Trial size 10c.; at Druggists or by mail.

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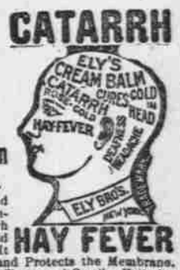
CATARRH



HAY FEVER