FOR LINE TO ALASKA

Board of Trade to Incorporate Steamship Company.

RESOLUTION ON SANITARIUM

Institution Indorsed and Encouraged—The Plan for Portage Road Around The Dalles Is Progressing Favorably.

The Board of Trade last night resolved to file articles of incorporation of the Portland & Alaska Steamship Company, and to raise a minimum capital of $25,000. The board commended the work and objects of the Portland Sanitarium, to the people of this city, in the following resolution:

Resolved, That the Portland Sanitarium be accorded the indorsement of this board; that its course and enterprises be commended to the public as most worthy of substantial support, and that a special committee of five members be appointed by the president of this board, further to confer with and to assist the sanitarium in carrying out its plans for building up a permanent institution in this city.

This committee will be appointed by President Beach on his return from Eastern Oregon, where he has gone with other Portland citizens in the interest of the Lewis and Clark fair. The committee will co-operate in the public effort to raise means to keep the institution in Portland and to permit the development that is necessary to its proper functions.

Alexander Kunz, chairman of the Alaska steamship committee reported that the outlook for a line from Portland is exceedingly favorable. He had so far done little or no canvassing, but had received assurances which indicated the success of the line. Two mercantile firms had each guaranteed to ship to Alaska 50 tons of freight by each steamer. A third will ship 1200 tons from Portland in the next four months. It will bring back in the Fall over 1000 tons of salmon. This firm had been invited by the Pacific Coast Steamship Company to sign a contract for shipment from Seattle, but was willing to give the business to a Portland line. "These three firms alone have guaranteed 175 tons for each steamer, or $11,000 in freight charges," said Mr. Kunz. He also said the third firm would take from $500 to $1000 of the capital stock. "The line can be put into operation within a month," he declared. He insisted upon immediate action, because the summer season in Alaska is short. Establishment of the line, he argued, was as important to Portland as completion of The Dalles portage road. "But we cannot succeed," he went on, "unless we go at the business with confidence and show to shippers that we are working not for preliminaries, but for permanent results."

Proposals from several steamship owners were presented. The Homer, 600 tons carrying capacity, was offered for $2800 a month, cost of coal and expenses of purser to be additional. The Santa Ana, 800 tons, and the Nome City, 1000 tons, were also offered, on which charter rates were to be fixed later. Mr. Kunz said vessels desired were between 400 and 700 tons capacity, and that 1000 tons was too large. He said the line would lose money at first, but that after it had existed a year it would lose no longer and other steamship lines and shippers generally would recognize it as a fixture. The minimum rail rate of $4 to Seattle he declared was now an embargo on Portland's trade with Alaska.

"Why not raise the $25,000 in quarterly payments?" was asked.

"Because it would take at least 50 per cent. of the capital to get the line started," Mr. Kunz replied.

"Why not raise $50,000?" asked James Steel.

"Because $25,000 is sufficient."

Finally it was resolved to file articles of incorporation of the company and to appoint a committee to canvass for stock. The incorporators will be R. F. Prael, John C. Carson and W. B. Glafke.

B. Lee Paget and Samuel Connell, who were requested by the board to inspect the Portland Sanitarium, filed a report commending the institution. It is in part as follows:

Other communities are alive to the advantages of the Portland Sanitarium, and overtures have already been made, asking for its removal. One of our Northwest cities has offered lands and buildings valued at $10,000, and substantial propositions have been received from other cities within this territory. We have some ground for belief that public spirit in Portland has been roused to such an extent that some plan will be devised to keep this worthy institution in our midst.

The handicaps encountered are unsuitability of location and lack of room. The trustees have $30,000 available for building purposes. Suitable plans have been prepared for a four-story brick building, but the difficulty encountered is how to procure a well-adapted site, but the management feels that, in view of the methods pursued, results accomplished and future attainments assured, they have a case which they can submit to the public with reasonable assurances that a generous and hearty response will be made.

Another feature which no doubt justifies an appeal to the public for help is the fact that the charitable work already done runs into thousands of dollars, and represents an actual expense which would otherwise have devolved upon the county.

We have no hesitancy in saying that as a hospital and charitable institution and as a manufacturing establishment, the Portland Sanitarium is entitled to the fullest indorsement of this board, and the moral and financial support of the general public.

Joseph Gaston, chairman of the railroad committee, reported good progress with the portage enterprise. Nearly all the papers for organization have been prepared. Pledges have been received already for nearly $100,000 of the $300,000 to be raised by bond sales. Steamboatmen have affered to build boats above and below the road, so that the new company may be spared that expense. Mr. Gaston said the road will be ready for this season's crops.

No Politics in Silver Now.

New York Evening Post.

The most striking fact about this week's fall in silver to 23 5-16 pence per ounce—a lower price than was ever before touched in the history of the world—is the world's complete indifference to the news. To realize how great a change in popular feeling is thus chronicled, the mind needs to run back to 1893, when silver broke to 30¼ pence per ounce on the stopping of India's free coinage and the call of Congress to repeal the silver-purchase law. All of us remember the dire warnings and threats which at that period filled the air, even in high financial circles. Two groups of prophets devoted themselves to alarming the public as to the consequences of these moves. One, which may be called the political group, demonstrated that, as silver's price declined, so must the prices of all other staple commodities. These declines were to be permanent in their nature, and utterly ruinous to industry in their effects. The second group of prophets intimated that, since silver could be mined no longer at a profit, production would stop until bankruptcy had driven the miners into one world-wide trust, which would thenceforth fix the price of silver.

Recalled in the light of this week's situation, it is hard to say which of these two predictions was the more absurd. Silver last Monday reached a price some 7 pence per ounce below the low level of 1893—a decline of no less than 23 per cent. Yet this occurs in the face of the highest price of the generation for almost every staple; when the community's problem appears to be, not how to make a profit on production, but how to restrain the general rise in the cost of living. As for the silver trust and its certain curtailment of production, all that need be said is that in 1901, with the price of the metal falling steadily from January to December, the world produced more silver by 2,500,000 ounces than was mined in any previous year of history. It is not surprising, therefore, that the announcement of a new "low-record price" fails to stir the slightest flutter, even on the floor of Congress. At the present price of silver the bullion value of the silver dollar is between 26 and 27 cents.

THE PACIFIC CABLE.

Congress Is Too Busy With Sugar to Do Needful Business.

Chicago Inter Ocean.

There are 13 cables across the Atlantic between the United States and Europe. There is not one across the Pacific between the United States and Asia. The construction of a Pacific cable has been under discussion in the United States and England for 20 years. Up to 1898 no project took definite form because no one government possessed along any practicable route landing places or islands on which cables could be landed and the electric current reinforced.

When the United States came into possession of Hawaii, Guam and the Philippines, the landing places were at our command and great impetus was given to the project for an all-American cable from San Francisco to Manila and from there to Kong Kong. There always had been good commercial reasons for the construction of the cable, but after the annexation of the Philippines there were the best of political reasons.

Statesmen as well as capitalists in the United States and England saw the importance on the one hand of an all-American cable and on the other of an all-British cable. Surveys were made about the same time for an American line and for a British line. The American cable was to extend from San Francisco 2078 miles to Hawaii, from there 1140 miles to Midway Island, from there 2293 miles to Guam, and from there 1360 miles to Manila. A survey was made also for a line from Hawaii 2000 miles to Wake Island, and from there 1204 miles to Guam.

The British line was to extend from Vancouver 3265 miles to Fanning Island, from there southwest 1884 miles to the Fiji Islands, from there 865 miles to Norfolk Island, and from there 751 miles to Grafton, in Australia, or to Sydney. A branch line was to extend from Norfork Island to Auckland, in New Zealand.

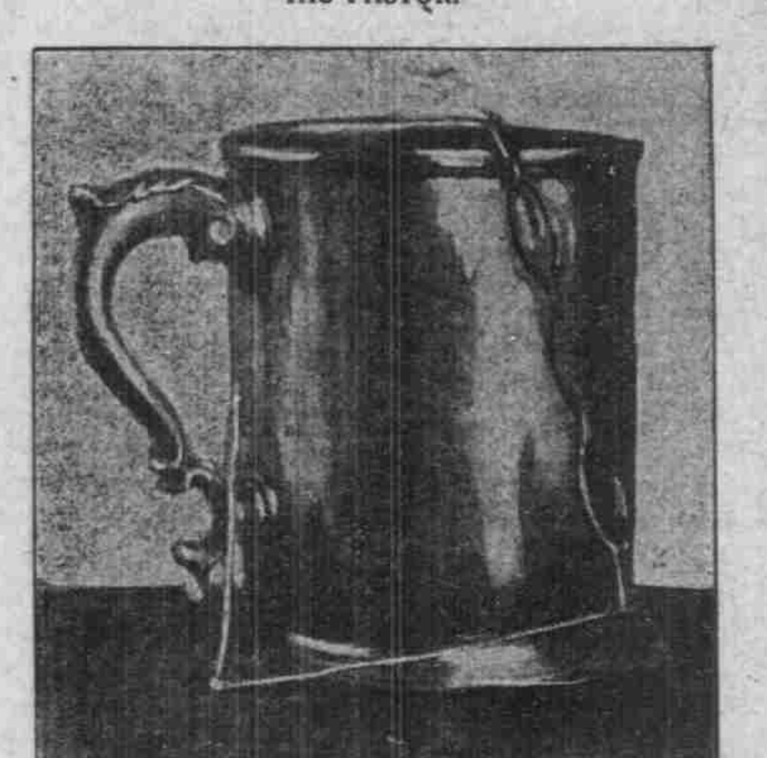
The American project presented fewer difficulties than the British. As the latter called for united action on the part of the imperial government and the Canadian and Australian governments, it was taken for granted that there would be more delay in entering upon work on the British line. But the three governments came to an agreement, contracts were let for the laying of the cable, and a few days ago the section between the Fiji Islands and Sydney, Australia, was opened for business.

A bill for an all-American Pacific cable was passed by the Senate April 11, 1900. This bill with amendments was reported to the House last January. The President, in his message, recommended immediate consideration of the project, but no action has been taken. Meantime, a contract for the construction of a commercial cable from San Francisco to Honolulu has been let to a British company.

With the completion of the Pacific cable from Australia to Vancouver, Great Britain, having already a cable from Australia to the Cape of Good Hope, and a government line from Vancouver across Canada and from there across the Atlantic, will have a complete circuit around the world.

In case of war, England would have an almost incalculable advantage over the United States in the Pacific Ocean, which we have hoped to control. There is small opportunity for the United States to boast of American enterprise when Congress haggles and hesitates over the laying of a Pacific cable while England, Australia and Canada are building one.

CUP WHICH PRESIDENT JEFFERSON PRESENTED TO HIS PASTOR.



THE PROPERTY OF AN ELMA, WASH., MAN.

ELMA, Wash., May 12.—Marshal C. E. Clay, of this city, is the proud possessor of a cup which was presented to his grandfather, the Rev. Charles Clay, by President Thomas Jefferson. The inscription on the cup shows that the presentation was made in 1799. It is as follows:

THOMAS JEFFERSON
to
C. CLAY.
August 15, 1779.

The cup is solid silver, five inches in height, and four inches in diameter. Rev. Charles Clay was a first cousin of Henry Clay, one of the most famous men in American history. He was a warm personal friend of President Jefferson, and once served as pastor of his church.

TRUSTS IN LOUISIANA.

Governor Heard's Message to the Legislature.

BATON ROUGE, May 12.—The biennial session of the Louisiana Legislature began at noon today. Among the matters to come before the body are a re-organization of the judiciary, the reapportionment of the state for an additional Congressman, legislation affecting the insurance situation in Louisiana, and trusts. Governor Heard presented his biennial message this afternoon. On the subject of trusts, the governor urges that the laws affecting them be remodelled in accordance with the decisions of the Federal supreme court in order that the state may be able successfully to oppose the combinations which he says have practically assumed power to impose special taxes upon the great body of the people.

One taken every night stimulates the liver, carries off the bile and improves the digestion and appetite. Carter's Little Liver Pills. Don't forget this.

PUSHING TO GOLDENDALE

PROGRESS OF THE COLUMBIA RIVER & NORTHERN RAILROAD.

Survey Completed, Contract for Construction Soon to Be Let, Purchase of Ties and Rolling Stock.

Definite location of the Columbia River & Northern railroad up the Klickitat River to Goldendale has been made and the map will be filed in a few days. Chief Engineer Oliver is now in Portland attending to the completion of this record. The distance is found to be 42 miles. The road will cross the Klickitat River twice. At Lyle it will start on the east side, nearly three miles up it will cross to the west side and a dozen miles further up it will recross to the east side and go out through Swale canyon to the valley of Klickitat Creek, in which Goldendale is situated. Practically all the right of way has been secured and construction will be pushed as fast as the various steps can be taken.

Contracts will be signed to day for 120,000 ties for the new road. Rails for it are already afloat, having been purchased some time ago in Belgium. G. W. Simons, of the Pacific Bridge Company, will leave for the East Thursday to purchase rolling stocq for the road. This will consist of two locomotives, two passenger coaches, a dozen box cars and about 40 flat cars. Arrangements will be made for delivery of the rolling stock by the time the road shall be ready for it, late in the summer.

Specifications for the track construction will be prepared in a few days and bids will then be asked for grading and for laying the rails. The railroad company will not do this work. A wharf boat will also be necessary at Lyle and the contract for that will soon be awarded. All the preparations for getting the new road in condition for business by harvest time will be completed within the coming two weeks, and it will then be merely the matter of pushing operations to a conclusion on the plans already matured.

LINING UP PASSENGER RATES.

Chief Rate Clerks of Lines in the Northwest Meet in Portland.

Passenger representatives of the transcontinental railroads that reach the Pacific Northwest met in Portland yesterday and will be engaged here all week in checking up passenger rates to Eastern points. The Great Northern is represented by T. B. Cudworth, of St. Paul, chief passenger rate clerk; the Northern Pacific by C. B. Sealy, of St. Paul, chief passenger rate clerk; the Oregon Short Line by J. B. Durham, of Salt Lake City, chief passenger rate clerk; the O. R. & N. by W. B. Coburn, chief passenger rate clerk; the Canadian Pacific, by E. J. Coyle, of Vancouver, assistant general passenger agent. The Southern Pacific was not represented at the meeting yesterday, but General Freight and Passenger Agent Miller will probably take a hand in the proceedings before the end of the week.

It is not the purpose of this meeting to make any new rates, and no changes will be made in the fares to Eastern centers. But there are a great many places the rates to which are built up, taking a certain basis and adding a certain local to it. A point that is, for example, half way between St. Paul and Omaha, which may be reached equally well by use of the Union Pacific or over one of the northern lines, will be served either way at the same price. But the desire of the railroads to handle all the business they can get and the number of different routes often available from the Eastern centers frequently lead to various quotations by the several companies when there should be but one, or to but one quotation where differences should appear. The complexity of the rate problem and the competition between different lines often bring inconsistencies into practice that it is desirable to eliminate. This is done by representatives of the lines getting together and "lining up" the rates so there will be uniformity in the fares exacted.

About a year ago such a meeting was held in St. Paul, a year before it was held in Winnipeg.

GRAY'S HARBOR TROLLEY LINE.

Portland Men Said to Have Acquired an Interest in It.

ABERDEEN, Wash., May 12.—Drake C. O'Reilly, formerly assistant general freight agent of the O. R. & N. Company, and M. J. Roche, of the Rio Grande lines, arrived here from Portland Saturday night to investigate the Aberdeen & Hoquiam Electric Railway proposition, with a view to acquiring an interest in the company and becoming actively connected with the construction and operation of the road. A careful inspection of the route between this city and Hoquiam was made by these men, in company with the officials of the road, and so well pleased were they with the outlook that they closed a deal for all of the holdings of E. B. Benn in the company.

Mr. O'Reilly expressed the opinion that the Aberdeen & Hoquiam line has the best prospects of any new enterprise of the kind in the Northwest. He went up to Tacoma this morning to meet the Northern Pacific officials to settle the contract entered into with that road for laying the rails on the new line from the American mill to a connection with the Hoquiam division, a distance of over a mile out Market street.

(Mr. Roche yesterday said that he and Mr. O'Reilly had been in the Gray's Harbor country and had incidentally looked over the route between Aberdeen and Hoquiam, but had come to no conclusion as to acquiring any interest in the enterprise. He did not deny, however, that negotiations of some sort were pending. The proposed trolley line will be about four and one-half miles long.)

SECTION OF LAND TIED UP

Question as to Character of Tract Selected by Railroad.

OREGON CITY, May 12.—The whole of Section 9, township 8 south, range 4 east, has been tied up by order of the Commissioner of the General Land Office, owing to a question being raised as to the character of the land, which is situated on Ogle Mountain, on the headquarters of the Molalla River. The section was selected by the Northern Pacific Railroad Company November 7, 1896, in lieu of tracts relinquished in the Pacific Forest Reserve. Last year the Clackamas Mining & Milling Company was formed, and undertook some development work on the land, which resulted in the finding of valuable mineral deposits. On this ground the Clackamas Mining & Milling Company and Henry and Wales Russell filed contests against the claim of the Northern Pacific to determine the character of the land. The Government ordered a survey of Township 8 in September, 1893, and when the survey was filed, September 12, 1894, the land was not returned as mineral; but it appears from protests filed in the land office that adverse claims were initiated prior to the selection of the Northern Pacific.

Land Contests Set for Hearing.

The following contests have been set for hearing in the United States Land Office: Howe vs. Fenton, May 15; Royal vs. Smith, May 16; Addington vs. Mortenson, May 16; Nixon vs. Rogers, May 19; Murphy vs. McCoy, May 21; Parker vs. Blake, May 22; Tompkins vs. Mow, May 22; Carter vs. Blake, June 9; Noble vs. Hammer, June 9; Fields vs. Wilbur, June 16; Bradford vs. Morgan, June 19; Gantenbein vs. Wappler, June 20; Keck vs. Rosenkranz, June 23; Patty vs. McGrath, June 23; Mackey vs. Wetmore, June 26; Faetabend vs. Jacobson, July 14; Aesk vs. Schulkowski heirs, July 17; Cockrell vs. Watson, July 21; Brown vs. Harbaugh, July 24; Brown vs. Eager, July 24; Davis vs. Parker, July 24; Akin vs. Howell, August 4; Leavengood vs. Chandler, August 7.

Congregationalists to Convene.

The sixth annual meeting of the East Willamette Association of Congregational Churches and Ministers will be held at Clackamas tomorrow and Wednesday. Each church in the association is entitled to two delegates, and one additional delegate for every 40 members.

Grocers Looking for Picnic Site.

A committee of the wholesale and retail grocers of Portland was here yesterday afternoon looking at the Canemah Park, with the view of giving a picnic there about July 15. It is expected that over 5000 people from Portland and all towns this side of Salem will attend. The picnic will be held on a weekday, and on that day all the grocery stores in Portland will be closed.

Wood Again Plentiful at Salem.

SALEM, May 12.—The amount of wood that has been offered the Salem School Board indicates that fuel is again plentiful in this section, and can be purchased at a reasonable figure. One Salem school director recently advertised for 372 cords of fir and 40 cords of oak, and received bids aggregating 2590 cords. The wood was offered at $2.30 for second growth fir to $3.25 for best body fir and $3.49 to $4 for oak. The bids were opened today and taken under consideration by the board, which will make an inspection of the different lots offered before making the awards.

Mining Stock Quotations.

Yesterday's quotations at the Oregon Mining Stock Exchange were:

	Bid.	Asked.
Alaska M. & M.	9½	11
Bronze Monarch	17½	18½
Caribou	3½	6½
Copperopolis	22½	1 00
Crystal Consolidated	14½	17½
Chicago	7½	8½
Cascade Calumet	2½	4
Gold Hill & Bohemia	10½	20
Huronian	6	8
Lost Horse	3½	6½
Sumpter Consolidated	2½	4
Sweden Copper (Gtd.)	87½	90
Winnipeg (Ltd.)	10	16

SAN FRANCISCO, May 12.—The official closing quotations for mining stocks today were as follows:

Alta	$0 03	Occidental Con.	$0 19
Andes	4	Ophir	1 40
Belcher	7	Overman	25
Caledonia	78	Potosi	26
Challenge Con	18	Savage	13
Confidence	64	Seg. Belcher	3
Con. Cal. & Va.	1 40	Sierra Nevada	27
Crown Point	7	Silver Hill	42
Gould & Curry	14	Union Con	27
Hale & Norcross	20	Utah Con	3
Justice	4	Yellow Jacket	23
Mexican	42		

NEW YORK, May 12.—Mining stocks today closed as follows:

Adams Con	$0 20	Little Chief	$0 11
Alice	48	Ontario	8 00
Breece	50	Ophir	1 30
Brunswick Con.	10	Phoenix	6
Com. Tunnel	5	Potosi	28
Con. Cal. & Va.	1 50	Savage	4
Deadwood T	75	Sierra Nevada	11
Horn Silver	1 40	Small Hopes	40
Iron Silver	73	Standard	3 30
Leadville Con.	5		

BOSTON, May 12.—Closing quotations:

Adventure	$22 50	Osceola	$62 50
Allouez	3 25	Quincy	135 00
Amalgamated	66 87	Santa Fe Cop.	2 50
Bingham	36 75	Tamarack	168 00
Cal. & Hecla	555 00	Trimountain	96 00
Centennial	18 00	Trinity	12 50
Dominion Coal	134 50	United States	20 25
Franklin	11 00	Utah	21 25
Isle Royale	14 25	Victoria	4 25
Mohawk	38 50	Winona	2 75
Old Dominion	19 00	Wolverine	54 00
Parrot	26 00	United Copper	36 25

SPOKANE Wash., May 12.—The closing bids for mining stocks today were as follows:

	B.	A.		B.	A.
Am. Boy	5½	6¼	Morn. Glory	2¾	3½
Black Tail	12	13¼	Prin. Maud	2¾	3½
Butte & Bos	2¾	4	Quilp	30	35
Ben Hur	10	13	Ram. Car	82½	85½
Deer Trail	2	2½	Republic	8	9¼
Fish. Maid	5	7	Reservation	½	1½
Gold Ledge	1½	1¾	Sullivan	8	8½
L. P. Surp	5½	5¾	Tom Thumb	21¼	22
Mtn. Lion	24	27½	San Poil	35	28

SMITH'S DANDRUFF CURE

Positively cures dandruff, itching scalp, eczema, and stops falling hair. Price, 50c, at all druggists. Sample free. Address Smith Bros., Fresno, Cal.

GREATLY ALARMED.

By a Persistent Cough, but Permanently Cured by Chamberlain's Cough Remedy.

Mr. H. P. Burbage, a student at law, in Greenville, S. C., had been troubled for four or five years with a continuous cough, which he says "greatly alarmed me, causing me to fear that I was in the first stage of consumption." Mr. Burbage, having seen Chamberlain's Cough Remedy advertised, concluded to try it. Now read what he says of it: "I soon felt a remarkable change, and after using two bottles of the twenty-five-cent size, was permanently cured." Sold by all druggists.

for Breakfast is the Best Preparation for the Day's Work

Sweet, Crisp Flakes of the Whole of the Wheat and Barley Malt

Ask the Grocer

AT THE HOTELS.

THE PORTLAND.

E C Uren, Nevada Cy; J A Benson, San Fr; Sam H Nichols, Olymp; R B Bryan, Olympia; S R Calivert, Olympia; Louis Pelton, Chgo; H L Billings, Chgo; Ernest Nosworthy, Denver; M A Brummer, N Y; J P Brayton, Chgo; E Y Judd, Pendleton; E E Merges, city; John C Spright, San F; J M Eder & wf, N Y; Miss E Eder, N Y; A Goldstein, San Fr; F R Johnson; F C Hammond, Juneau; A W Frater, Seattle; Ike New, Chicago; Henry Ross, Chicago; Fred Graham, Boston; Otto Kessler, Phila; W J Morphy, Chicago; J G Pope; F C Towne, Utica, NY; R A Bell, Helena; Jos H Spear, Spokane; C B Sealy, St Paul; A J McCabe, Tacoma; W W Hoagland, S F; W E Straight, Mich; Chas A Sykes, N Y; J H Colburn, N Y; Alfred Alderdice & w, N Y; S Leibenhauser, S F; M Levinson, Chicago; Syd Hart, San Fran; F C Ruppel, San Fr; E E Reed, N Y; E H Griffin, San Fran; Geo C Saich, San Fr; W I McKee, Chicago; E Rothschild, Chicago; P L McDermott, N Y; H McMurchy & wife, Syracuse; R H Edwards, Wis; Joe Roemer, Spokane; W H Snedaker & w, SF; M Jacobs, N Y; Mr & Mrs H E Blood, N Y; O P Dickinson & wife, Chicago; Mr & Mrs J Stahl, Jr, N Y; Geo W Johnson, Wis; Col S Goodman, N Y; Thos D Beddoe, Chgo; J J Guile, N Y; John Smith, London; J T Rader, Fremont; D J Malbruni, N Y; L S Simons, San Fran; P W Donis, San Fran; J K Tucker, Tacoma; C T Hathaway & wife, Denver; C H Smith, Haverhill; E A Wesley, So Bend; J M Russell, Dalles; C L Hill; E R Cragin, San Jose; A J Wells, Rapid City, S D; F D Nowell, Juneau; G F Wentworth, Tacoma; G Newbury, Jacksonv; Mrs M C Thrall, Springfield; Miss E J Thrall, do; Miss N E Thrall, do; J R McCallum, Willrd; Mrs McCallum, do; Mrs W J Clarke, Pend; Mrs A S West, Camas; T H Crawford, Union; M H Flint, S F; H A Gerdes, S F; C H Chick, Grand Rap; P M Maher, Idaho; M S Nelson, Mich; F W Bradley, Mich; W S Zellen, S F; J L Lambisth, Salem; Dr Angel, S F; T J Murphy, San Fran; Mrs F M Blakeslee, Chg; Mrs S E Harris, do; T W Graves, do; J Fitchard, Independ'ce; C L Fitchard, do; Mrs Fitchard, do; Master Fitchard, do; Geo Shelley, Burns; Geo W Waters, do; C H Leonard, do; H G Barker, Seattle; Jack Walsh, Dalles; S L Jones, S F; Helena B B Club—John F Flannery, Mgr; P H Ryan; J A Wiggs; F B Keefe; Kid Peeples; Ed Bruyette; Jack Sullivan; O E Ellis; Hartwell; Jas Partridge; Chas A Shaffer.

Columbia River Scenery.—Regulator Line steamers, Dalles, Cascade Locks and return daily, except Sunday, from Oak-st.

THE ST. CHARLES.

Geo H Carroll, San Fr; Wilfred Yeon, Rainier; J B Black, Maygers; L J Kemp, Maygers; M Egger, Astoria; O D Lavender, Maygers; John Ross, do; H R Mulles, Arthur, Or; H W Lynch, Gresham; W Ruhl, Gresham; John Husby, Gresham; Bert Perry, Molalla; D Wright, Molalla; Frank Wagner, do; H Plenkner, Molalla; D Bradley, Eugene; Joe Williams, Stella; Mrs Jennie Lynch, Castle Rock; H O Larsen, do; W Appleman, do; Chas Warner, Gresham, Or; Chas Hardingham, Bridal Veil; Mrs E Buffe, Silverton; Pearl Buffe, do; Jas Evers & wf, Des Moines, Ia; Julius Thibert, Stanley, Wis; T D Lord, Astoria; C H Abernethy, Champoeg; N Swales, Clatskanie; F A Smith, city; S C Byrd & fy, city; M V Stanton, Wasco; Mrs D B Rees, Union; J F Madden & wife, Pocatello; Mrs Nissen, Pocatello; J W Moore, La Center; Mrs J T Hunter, city; E B Brown, Grnt Pass; A M Kieger, Alsea; G T Vernon, Alsea; O D Lavender, Alsea; J O Wing, Mt Pleasant; D L Marble, do; Wallace Marsh, Chehalis; C W Marsh, Chehalis; Thos Doyle, Aberdeen; Ralph Hepler, do; Robert Adler, N Y; Lawrence Brown, city; Dr G W Vaughn; N I Rowland, Oakland, Or; Ray Rowland, do; Capt & Mrs Petty, Hoquiam; Frank Beebe, Kelso; E J Wright, Kelso; Mrs G W Crawford, do; Joe Alberti, Kelso; J E Mallette, San Fr; F B McGuyre, San Fr; M Erion, city.

Regulator Line Steamers, Dalles, Cascade Locks. Return daily. Oak-st. dock.

THE PERKINS.

Victor Marin, Montreal; H A Buregard, do; E H Goodin, do; I H Andrews, Roseb'rg; Geo Weir, Tacoma; A Miller, Tacoma; S M Farhettl, do; R W Bishop, Chicago; T E Anderson, do; I A Young, McMinnv; H A Boardman, Vanc; I J Conley, La Grande; R Burns, O R & N; A B Nickey, Princeton; F N Smith, Tacoma; H White, Seattle; I G Leach, Farmington; A B Laughlin, Dalles; A B Kanja, S F; T J Doonst, Defiance, O; Mrs Doonst, do; I Porter, Oregon; Mrs J Porter, do; I Weatherwax, do; H G Clark, S F; A P Speer, Aumsv, O; W Weybright, Chehalis; J T Geer, Salem; S V S Fisher, Buffalo; W Ballous, Pendleton; A M Stoudall, Pittsville, Wis; E G Sperry, Ione; T M Witz, Or City; C Heil, Denver; E J Tinnecar, Denver; W H Tinnecar, Denver; Mrs O R Brown, Frrm; Mrs C A Hyndman, Or; R H Brabb, Ypsilanti; A R McAndrew, do; Mane D Brabb, do; Clara A Brabb, do; B J Brewster, Wash'n; L G Miller, 3 Rivers, W; Mrs L O Miller, do; J C Sterling, Ellensb; Mrs J C Sterling, do; C Fleetwood, Baker Cy; R S Hutchinson, Quincy; Mrs J Sweeny, Kelso; Mrs R Allen, do; Sorven Plaminson, Olym; J Bennet, Harrisburg; J J Collins, Albany; E M Noyes, Buffalo; F B Cruikshank, do; O T Henry, Dillard, Or; A Ahlswede, Jr, Chgo; J B Barbar, S D; Z Koch, do; E B James, S F; J A Hobbs, Salt Lake; Wm Murphy, S F; A B Wildell, Princv; Levi Gillam, Wood R; A C Gillam, do; Thos Shelley, Nebraska; E C Beebe, Pacific G; Mrs Beebe, do; J P Anderson, Tacoma; A H Stevens, St Paul; T T Colgan, do; J M Green, Hillsboro; A B Campbell, Astoria.

THE IMPERIAL.
C. W. Knowles, Manager.

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Lost His Memory.

NEW YORK, May 12.—Harvey B. Fitch, who was a prominent resident of the Village of Maine, in this county, lost his memory, says a Binghamton special to the Press, and disappeared April 7, 1901, while passing through this city on the way to the house of a friend, and for a year has been given up for dead. Early this year a stranger was found wandering through the streets of Esaco, Me. He was taken to an asylum recently, and there was recognized by an attendant as a comrade of the Civil War.

Fitch's recollection now is slowly returning, but he is suffering from a cancer, and this is thought to have caused the sudden and mysterious loss of memory.

White Woman Turns Black.

NEW YORK, May 12.—For the third time in the history of Bellevue Hospital, a case of Addison's disease has appeared there. The patient is Mrs. Catherine Bloslel. The disease affects the kidneys, and the sufferer turns first yellow and then black as a negro. The woman's husband said the disease first showed about four months ago, when his wife's skin began to turn yellow. She paid no further attention to it for a long time, as no pain accompanied the change of color. After a time the yellow disappeared and then inclined to a copper hue. Later it took on a distinctly black tinge.

Helen Gould's Gift.

NEW YORK, May 12.—Preparations are being made by the sailors and marines of the Brooklyn navy-yard for the dedication on Thursday next of the $100,000 Y. M. C. A. building erected by Miss Helen Gould. Ex-Secretary of the Navy John D. Long will make an address. Miss Gould will also speak. President Roosevelt has been invited, but it is not likely he will be able to attend.

N. E. A.

The annual meeting of the National Educational Association convenes at Minneapolis, July 7-11. All who anticipate attending the meeting and those contemplating a trip to any part of the East or South, will do well to call at O. R. & N. Co.'s ticket office, Third and Washington, and get particulars about our special low round-trip rates.

RADWAY'S PILLS

Purely vegetable, mild and reliable. Regulate the Liver and Digestive Organs. The safest and best medicine in the world for the

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Sick Headache, Foul Stomach, Biliousness, will be avoided, as the food that is eaten contributes its nourishing properties for the support of the natural waste of the body.

Price 25c per box. Sold by all druggists, or sent by mail on receipt of price. Radway & Co., 55 Elm St., New York.

Beauty's Blood Deep

How untrue the old adage "Beauty's Skin Deep." How many women of beautiful features marred by impure blood try in vain to get a pure complexion by doctoring the skin. The quickest, surest, only way to beauty is to cleanse the blood.

"I have been taking Cascarets for pimples and have been greatly benefited." —Miss Gertrude Grant, Cambridge, Mass.

"I am very well pleased with Cascarets. They are fine for the complexion." —Miss Catherine C. Coffman, S. English, Ia.

"Cascarets will clear the complexion of boils, pimples and blackheads caused by impure blood." —A. E. Griffin, M. D., Stubblefield, Texas.

"Cascarets have done a great deal of good for me and for all our family." —Miss Florence Cook, Webster City, Ia.

"I must add my testimonial to your valuable medicine Cascarets for stomach trouble." —Irene Ackerman (famous singer), 39 West Fifteenth Street, New York.

"I was suffering with sick headaches a great deal, but after taking a box of Cascarets, am entirely cured." —Miss Clara Stimmel, 229 So. Sandusky St., Delaware, O.

"Cascarets did me a world of good. My liver was in bad condition for some time and one box cured me." —Miss Mabel Allen, Clare, Michigan.

"I have taken Cascarets for my complexion and find they are very pleasant to take and have benefited me wonderfully." —Miss Eliza V. Hunter, Palatka, Florida.

"My wife had pimples on her face. She took Cascarets and the pimples all disappeared. We cannot speak too highly of Cascarets." —Fred Waltman, 5708 Germantown Ave., Phila., Pa.

"When I commenced taking Cascarets, I was very weak and nervous and had a very offensive breath. It is now five months since I quit taking Cascarets and all those awful spells have disappeared." —Miss Annie Dungan, Burchard, Ind.

How many, many young women are anaemic, pale, sickly-looking, perhaps with pimples on face and neck, owing to poor, unhealthy blood. Perhaps womanhood is approaching, that serious time of life when irregularities are liable to break down a constitution. The first rule for purifying and enriching the blood is to keep the bowels free and natural, gently but positively, without nervous shock, and Cascarets Candy Cathartic is the only medicine to do it.

Cascarets. Best for the Bowels. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back. Sample and booklet free. Address Sterling Remedy Company, Chicago or New York.