# COUNT IS COMPLETE

Chamberlain Carries Multnomah by 741.

WILLIAMS IS MAYOR BY 643

McDonell for Assessor by 258, Storey for Sheriff by 149, and Werlein for City Treasurer by 127 Votes.

By the official count of Multnomah County, which was completed at 4 o'clock yesterday afternoon, Chamberlain, Democrat, for Governor, polled 741 more votes in this county than Furnish, Republican, figures are: Chamberlain 8222, Fur-

Storey, Republican candidate for Sheriff wins over John Driscoll, Citizens candi-date, by 10 votes. The total official count gives Storey 5514 votes, and Driscoll 5365. The vote for Bird has not yet been added

McDonell in elected Assessor over Watkins, by 258 votes. The figures are: Mc Donell 7452, Watkins 7194.

The vote for Mayor stands: Williams Till, Inman 6488, making a difference in favor of Judge Williams of 643. Werieln wins the office of City Treasurer by 127 votes. The figures are: Werieln

632 Jameson 6265. The completed tally-sheets were locked up in the vault by County Clerk Swetland in the presence of Mr. Storey and numer-ous other witnesses last evening, shortly after 5 o'clock, and the additions of th after a o clock, and the admitions of the votes of the whole ticker will be made today. The totals were made yesterday afternoon where the candidates run a cless race, and for Governor and Mayor, as a matter of accommodation. As the office closes at 5 o'clock, and the count was not finished until 4 o'clock, there was no time to add any more figures. The only change yesterday was in pre-cinct 54, where Storey gained 5 votes.

# TO ELECTRIFY ROADS.

Scheme to Change Motive Power of American Railroads.

NEW YORK, June 13.-In connection with the acquisition of the Stanley Elec-tric Manufacturing Company's plant at Pittsfield, Mass., by William C. Whitney and his associates, the Tribune says there is back of the purchase a purpose to ex-tend the works with the aid of Ganz & Co., of Budapest, one of the largest elec-trical cencerns in Europe, for the purpose of converting steam railroads in this country into electric roads,

substitution of electricity for steam on American lines is not, according to the Tribune, expected to be entered upon at once, but for the immediate future the in-creased plant at Pittsfield is to supply lemands of the street railways in this Philadelphia, Northern New Jersey and Connecticut for electrical supplies Later, wherever there is a congestion of traffic on the steam roads in the East, it is believed there will be a displacement the locomotive by the electrical en-

A representative of the Whitney syndtcate, according to the Tribune, said the financial details of the plan by which the Ganz concern is to join hands with Mr. Whitney and his associates in the establishment of a branch factory in this country have been arranged. It is further asserted that at least 15 locomotive-building concerns in the United States will be brought into the enterpri

# Way of Portland. Five special trains of Mystic Shriners

are already scheduled to return from San Francisco to the East by way of Portland. Four of these were organized by the Chicago & Northwestern Railway, The first Shriner train to arrive will run through as a section of No. 16 from San Francisco, reaching Portland at 7:45 to-morrow morning. There will be five cars

bearing the members of Zenobia Temple. of Toledo, O. At noon the train will leave special over the Northern Pacific and Canadian Pacific for the East.

Early Monday morning the members of Modinah Temple, Chicago, will arrive in a special train of six cars, and at 10:30 P. M. will leave over the Northern Pacific "Al Koran Temple, of Cleveland, will

reach Portland Tuesday morning in a spe-cial train of seven cars, and leave at midnight for home over the Northern Pacific and Canadian Pacific. The Buffalo Shriners will reach Portland Wednesday morning, but the time of their

departure is not yet arranged. The Luiu special train from Philadelphia will reach Portland Thursday morning and leave Friday morning for the East over the O. R. & N. Local Shriners will see that the visitors

have proper attention while in Portland,

Settling Wiggins Ferry Dispute. NEW YORK, June 13 .- A plan said to have been agreed upon for the settlement of the Wiggins Ferry controversy at St. Louis will be put through shortly, according to the Herald, According b this plan, the St. Louis Terminal Association will take over the Wiggins Ferry property, and the Rock Island will be given a representation in the terminal association. Both the Gould lines and the Rock Island will deposit their ferry holdings and receive in exchange an interest in the St. Louis Terminal Asso-

At the present time the St. Louis Terminal Association is controlled by seven railroads entering St. Louis. Each of these owns one-seventh interest in the property. A readjustment will soon be come the eighth member, and its inter-est in the preserty will be an equal one-eighth. In this way all the lines will be accommodated.

Again Aiming for Klickitat Country. NORTH YAKIMA, Wash., June 13cennewick people are expecting that the Northern Pacific is going to build a branch from their town to the Columbia member of the engineering department of the company has been examining the lay of the land but deallers. Valley at a point near The Dalles. of the land, but declines to make any

Officers of the Choctaw.

CHICAGO, June 13.-At a meeting of directors of the Choctaw Railway Company, held at the Rock Island offices. William B, Leeds was elected president; George H, Crosby, secretary, and C. F. Jilson, treasurer, Charles H. Warren, of place of Francis L. Gowan, resigned.

Higgins Goes to the Southern.

OMAHA, June 13.-Samuel Higgins, whose resignation as superintendent of metive power of the Union Pacific was announced yesterday, stated today that he had accepted a like position with the Southern Railway. His headquarters will be at Washington, D. C.

No Caste in America.

Kansas City Journal, In Germany there is the caste of birth. A man retains the station in which he was born. It is proverbial in that country that "once a workingman, niways wants the I a workingman." There the caste spirit is suppressed.

truly and really a ruling force. It keeps society sharply defined in its several orders. The individual cannot pass from one order to another. His horizon is limited to the horizon of his father. We have in the Germany situation, therefore, a typical example of the conditions that AFLOAT IS READY FOR SEA. ast prevail when caste is a ruling force mociety.

To show that caste rules in America we To show that caste rules in America we must find analogous conditions. We must find that there is a society of wealth which preserves itself from incursions by the poor. We must find that this society the poor. We must find that this society is powerful enough to close the avenues by which it attained its commanding po-nition, else it is not a caste in the true sense of the word. Can it be said that uch conditions prevail in America? The real spirit of America is to pre-

serve the conditions through which any individual may advance in proportion to his merits. The striking feature of differentiation between the New World and the Old is not the multitude of our mil-

AFLOAT IS READY FOR SEA.

Carries Over 4800 Tons of Wheat and Bran to South Africa-Big Fleet of Cargo Ships Coming.

The British ship Speke, the largest three-masted sailing ship in the world is in the stream with a cargo aboard which breaks all previous cargo record from Pacific Coast ports to South Africa. There are other features of interest in connection with this mammoth cargo, for ferentiation between the New World and the vessel will go from Portland to the the Old is not the multitude of our millonaires or the size of their fortunes. Ing vessel that has cleared from the port The striking feature is the superiority this season. The Speke, which was loaded of the average American with respect to by T. M. Stevens & Co., has aboard 152, material condition. Here no class is 284 bushels of wheat, valued at \$108.334 64. doomed to perpetual stagnation as in Germany. There the caste of birth has
closed the doors of ambition to ninetenths of the population. Here the secalled caste of wealth has simply broadinches greater draft than any other sailer ened the opportunities of the poor and that has left the Columbia this season, al-



OF 1853.

AN OREGON PIONEER

FOSTER, Or., June 12.-Andrew Wiley, who died at his home here May 28, was an Oregon ploneer of He had resided here since that time, and no man was better known in this section. Mr. Wiley was been in Virginia. November 17. 1819, where he lived until his marriage, in 1845, to Miss Lucy Higgins. The couple then moved to Missouri, where they resided until 1853, when a start was made for and settled on a donation land claim, the home of the family since. Mr. Wiley was among the first to cross the Cascade Mountains, acting as guide for a party, blusing out a trail, which is still known as the old Wiley trail. Mrs. Wiley died in 1963. Mr. Wiley was again married March 12, 1864, to Mrs. Ellasboth Smith, who, with the following children, survives him: Mrs. Lillie M. Davis, of Medford; Mrs. H. E. Keeney, of Salem; Miss Dollie Wiley, of Prizeville; W. A. Wiley,

THE LATE ANDREW WILEY. of Heppner; Clarence S., George and Robert Wiley, of Post, Or.; Charles K. and John Wiley, of Poster; Mrs. Amanda Rexford, of Wichita, Tex., and Mrs. Mary Davis, of Albany,

····· stimulated the ambition of those who would rise higher. Mark this distinction! thought a number of the steamers have would rise higher. Mark this distinction! In Germany no man can become a patrician, or a member of the governing class, unless he is born to the purple; in America the humblest citizen may rise to the loftiest station

## WORK ON NEW HATCHERY Superintendent Brown Is Pushing Construction of Plant.

Thomas Brown, superintendent of the Salmon River fish hatchery, is pushing construction of the new plant, which will the largest and most important in the state. He is in the city on business con-nected with the hatchery. Ground for the new plant has been secured. There are

about two acres in the tract.

A road is being cut through to the site from the mail road, so there will be no trouble to get in with material. The main building will be \$0x50. About 10.000 shingles have been ordered for the buildings which shows that work will be pushed FIVE TRAINS OF MYSTIC SHRINERS.

Beturning From Imperial Council by

War of Particular to prevent the fish from going up that stream and to turn them into Salmon River. This will provide plenty of sal-

mon at the hatchesy.

As this will be made the largest hatchery owned by the state, a cottage for the superintendent in charge will probably be erected. At the old plant, which is four miles further up the stream, there are on hand a lot of small fish. When these are large enough to be turned loose, it is ex-pected that it will be abandoned. It will probably take several weeks to complete the racks, tanks and buildings.

# IN EASTERN MULTNOMAH.

Who Is Asking for This Right of Way? .

GRESHAM, Or., June 13.—Circulars are being scattered all over the country here-abouts, calling a mass meeting for Saturday evening at this place, to consider the matter of an electric car line through here. The meeting will be addressed by W. W. Cotton and others, the object being to secure a free right of way, although no bonus will be asked for from one. The meeting promises to be esting from the fact that the recentany one. ly surveyed right of way goes through several farms in such a peculiar direction as practically to spoil 10 times as much as will be needed or used for the road-bed. The owners of these farms feel aggrieved and will never consent to give a right of way which, it is said, is all the promoters of the road are asking. There is also a lurking suspicion that the road will be something more than an electric line, and that the rights to be secured upon promises of a trolley system will eventually be used for a steam rallway to extend many hundred miles further on. It is openly asserted by some that the road will be the Western end of another transcontinental line into Portland. However all these surmises may turn out, the meeting Saturday evening gives promise of being an important gathering, and one that affects the people here to a very great degree.

# LAYING WATER MAIN.

The 14-Inch Pipe Is Being Laid West.

ward on East Market Street. The 14-inch water main for fire protect tion of the warehouse district west of Union avenue, is being laid on East Mar-ket street. It starts at East Twelfth street. About one block of pipe has been laid. It will be put under ground as fast as it is delivered, as there is urgent need for it. With the extreme dry weather there is great danger of fire in the factory territory. .

The pipe comes from Oswego, and it comes somewhat slowly. The water com-mittee wants \$20,000 worth of 4 and 6-inch pipe, but has to wait for it, and hence it is better to get it here. After this main has been laid, then will come the 20-inch main through Sunnyside.

Monkey Shot His Eye Out. Cincinnati Commercial-Tribune. F. S. Leider, well known in Ohio as an inventor, complained to the police that

the sight of one of his eyes was destroyed oy a monkey. On the 24th of May Mr. Leider was On the 24th of May Mr. Leider was standing on the edge of a crowd which surrounded an Italian organgrinder, who had a performing monkey, which was amusing the crowd. The monkey danced and gave an exhibition of sword drilling. The performance concluded by the monkey firing a gun, which was loaded with a light wad.

When the gun was fired the wad struck Mr. Leider in the eye. The injury caused great pain, and Mr. Leider states that his physician has informed him that the sight was destroyed. The injured man wants the Italian located and the monkey

Oregon. Mr. and Mre. Wiley ar-

made the trip from Portland at deeper drafts. Eighteen of the sallers departing from Portland this season had a draft of 22 feet 6 Inches or over. The German bark Reinbek drew 23 feet 6 inches, the Houriette 22 feet 3 inches, Dovenby Hall 22 feet 10%, Nal 22 feet 8%, Hilston and Mayfield 22 feet 7%, Dumfriesshire 22 feet 9, Rochefoucauld 22 feet 8, Poltailoch and Glanks 22 feet 8, Poltailoch and Glanks 25 feet 8, Poltailoch and Glenlui 22 feet 7, and Alsterschwan, Mag-dalene, Ecuador, Mabel Rickmers, Renee

Rickmers, Cleomene, Wendur and Bar-dowie 22 feet 5 inches each. While the Speke will be the last of the present season's fleet to load for South Africa, it is probable that a large pro-portion of early wheat and flour shipments from North Pacific ports will go to

OFF FOR BEHRING SEA.

Victoria Sealers Starting on Their Summer Cruises to the North.

The Victoria sealers are apparently un disturbed by proposed extinction of the seal herds, as provided for by the silly Elliott-Biedler bill, and are fitting out as elaborately as ever for the coming season's work. The Colonist says:

"The first of the sealing schooners to tart for the Behring Sea were towed out yesterday. These schooners left for the coast—the Sadie Turpel, Captain Mohrhouse; Bentrice, Captain Olison, and Victoria, Captain Balcom, the first two for San Francisco bound to Nootka for their Indian hunters, and the latter to Village Island. Quite a fleet of other vessels have been hauled in alongside the wharf of the sealing company in the upper harbor to prepare for their cruise, and several other schooners will soon get away. The schooners Umbrine, Captain Haan, which is operated outside the scaling company, will sall for Hesquoit to get her Indians on Saturday.

The bill which was considered in committee of the United States Senate some days ago, which provides for the destruction of the sealing herds by the United States, is looked upon by the Victoria as very inconsistent with the spirit of the award of the Paris tribs which arbitrated the long sealing dispute in 1894. Then there was an agreement between the two nations whereby the British on their part agreed to restrict their sealing operations on the high seas in a manner which was unprecedented. This action was taken with a view to meeting the demands of the United States Government rather than to acknowledge any necessity. It was considered that the United States Government would do all

BIG FLEET OF CARGO SHIPS.

Plenty of Work in Store for Long-

shoremen and Stevedores. The British ship Sierra Estrella, the first of a continuous procession of cargo ships now headed in this direction from various European ports, is daily expect-ed. On her arrival here it will probably be many months before the port is again without a cargo ship discharging at some of the Portland docks. The British ship Cypromene, which put into Port Stanley for repairs, is also believed to be due by the end of the month, although the exact date of her sailing is not known. Early in July the Dimsdale will be here with coal from Newcastle, and the good, fast clipper ship Semantha, with a general cargo from Hamburg will reach Poorland cargo from Hamburg, will reach Portland early in August, with the French bark Cambronne, from Leith, not far behind her. The Brambletye, with coal from Newcastle, is also due in August, and the John Cooke, from Liverpool, in Septem-ber. For the months of October and No-vember arrivals will be heavy, and there will be nearly as much work in discharging ships on the front as there is in load-

ing them. Sailings from Europe in the past fort-night include the Christel, from Antwerp; G. W. Wolff, from Cardiff; Matterhorn. from Hamburg, and Grande Duchesse Olga, from Hull. The latter vessel sailed from Hull on Tuesday, and a number of other vessels now on berth at European ports will get away before the end of the month. The amount of cargo tonnage now in aight for Portland is the largest in the alstory of the port, and as the heaviest arrivals will come at a time when wheat receipts are large, there will be a big de-mand for warehouse room for storage purposes.

AUSTRALIAN MARINE NEWS. Tales of Death and Disaster From the

Antipodes. According to advices received by the steamer Acrangi, which arrived at Victoria, B. C., on Wednesday, a Malayan sallor recently arrived at Port Darwin and reported that he was the only survivor of a crew of 10 men of a Malay trading schooner which had been wrecked off Cape Wilberforce, north of Australia.

After the wreck of the schooner the crew were attacked by blacks, and, with the exception of the man who was brought to Port Darwin by another trading schooner all were murdered.

The steamer St. Mary arrived at Perth, Australia, with three men of the Dutch bark Geertruida Gerarda, which left Java on March 23 in ballast for Newcastle. The ballast shifted and the bark was thrown on her beam ends. All the crew, with the exception of the three rescued, left the bark in boats. The boats have not been heard of since.

The steam colliser Juneage and Kellon The steam colliers Dunmore and Kellor collided off Sydney, and the latter sank. Her crew were saved by the Dunmore.

LARGEST ON RECORD.

Receipts at Portland Custom-House Yesterday Were Over \$125,000

The various importers who had heavy consignments of grain bags and gunny cloth on the steamships Indravelli and Cymbeline yesterday paid duties on the pargoes to the extent of \$125,000, breaking all previous records for heavy receipts at the Portland Custom-House. As has been previously stated, the duties collected from these two cargoes alone would swell the receipts for the month to record-breaking proportions, but in addition to this amount there will be a pretty heavy payment for the cargo on the steamship Indrapura, due next week, and also on the British ship Sierra Estrella, which is due from Liv-erpool with a cargo of miscellaneous merchandlee. If there is any other Custom House north of San Francisco that ever collected \$125,600, or half that amount, in a single day, Portland would like to be informed of its whereabouts.

Three Steamships Working. All three of the steamships in port were working yesterday. The Quito has com-pleted her lumber cargo and moved up to Alaska dock, where she is taking in hay and oats. As the cargo which she is load-ing does not put her down to her marks very readily, a deck load will be taken on and by the time she is ready for sea all of the available space aboard will be utilized. The Oceano commenced loading at Montgomery No. 2 yesterday morning, but was shifted over to Greenwich, and will take in cargo there today. The Indravelli has finished discharging her big inward cargo and has commenced loading outward. She will go out rather light, the bulk of the cargo now in sight being made up of lumber, flour and cotton.

Schooner Short of Supplies.

ASTORIA, June 12.-As the lighthous tender Manzanita was returning this af ternoon from Gray's Harbor she sighted the schooner Vine from Salinas Cruz, Mexico, for Gray's Harbor, flying a signal of distress. The Manzanita ran along-side, and upon learning that the schooner was short of supplies Captain Gregory transferred to her all that was needed. The barkentine Gleaner, which left out

The gasoline schooner Anita will leave out tomorrow for San Pedro, Cal., with a cargo of 263 telegraph poles, which were taken on at Westport.

Domestic and Foreign Ports. ASTORIA. June 13.—Left up at 8 A. M.— Schooner Eidoradb and French bark Jacobsen. Arrived—Steamers Elmore and Vosburg, from Tillamook, Salled last night—Barkentine Glean.

er, for San Francisco. Condition at 4 P. M., smooth; wind northwe San Pedro, June 12.-Salled-Barkentine Encore, for Portland

New York, June 13.—Arrived—Campania, from Liverpool. New York, June 13.—Sailed—Rodomio, for San Franch June 13 .- Arrived-Commonwealth,

Liverpool, June 13. - Arrived - Belgenland, from Philadelphi Queenstown, June everpool for Boston. June 13.-Sailed-Merica, from

Southampton, June 13.—Sailed—Fueret Bis-marck, from Hamburg for New York. New York, June 13.—Arrived—Auguste Viceria, from Hamburg for Southampton. Liverpool, June 18.—Saffed—Cevic, for New

Liverpool, June 13.—Safled—Cevic, for New York.

Malta, June 13.—Passed—Ching Wo, from Tacoma, via Yokohama, Shanghai, Hong Kong and Singapore for London and Singapore for London. and Singapore for London. Tacoma, June 13.—Arrived—American steam-ship Spokane, from Seattle. Sailed—Schooner Soquel, for San Pedro; schooner Forest Home,

Hoquiam, Wash., June 11.—Bailed-Steamer Newburg, from Aberdeen for San Francisco steamer Chehalis, from Aberdeen for San Francisco. Sailed June 12-Steamer Grace Dollar, from Hoquiam for San Francisco. Arrived June 12-Steamer San Buena Ventura, from

San Francisco for Hoquiam.

San Francisco, June 13.—Arrived—Steamer Chas. Nelson, from Seattle, Sailed—Schooner Jennie Wand, for Coos Bay.

Seattle, June 13.—Sailed—Steamer Humboldt, for Skagway; steamer Umatilla, for San Francisco. Arrived—Steamer City of Puebla, from San Psancisco; steamer City of Seattle from San Psancisco; steamer City of Seattle from

San Francisco; steamer City of Seattle, from Skagway. own, June 13.-Arrived-Lucania, from New York for Liverpool, and proceeded.

Antwerp, June 13.—Arrived—Zeeland, from

New York.

What Shall It Profit a Man?

Kansas City Star. To paraphrase a Scriptural quotation What shall it profit a man if he gain control of billions and sacrifice his own health? J. Pierpont Morgan was in Venice yesterday, in the pursuit of rest. His representative said simply: "Mr. Morgan can that it could to prevent unnecessary de-struction of the seal herds on shore, and this recommendation of the Elliott-Bied-from brain work." The correspondent who struction of the seal herds on shore, and this recommendation of the Elliott-Ried-ier bill providing for the slaughter of the saw him board his yacht added: "Mr. seals is a direct violation of the spirit of Morgan looked ill. He wore an overcoat, the weather was hot." An official though the weather was hot." An official said: "Mr. Morgan's condition gives cause for anxiety. He is doing no business. All

his letters are held for him until he re-turns from a two weeks cruise." In the meantime Wall street and Lomthemselves against the contingency of the death or total disability of the great financier. Interests aggregating almost incal-culable money are affected by the physical condition of one man. It may be a gratification to an invalid to know that he has made himself such a potential factor in the world's business energies, but even such a satisfaction would not be conductive to his health, but rather would be collected. be calculated to aggravate his nervous

One of the strange weaknesses of human nature is the intoxication of wealth and power that overcomes nearly every man who attains a large degree of riches. En thusiasm for a great reform in the social or business world can readily account for or business world can readily account to the overwork and strain that sponsors of the overwork and strain that sponsors but such movements sometimes undergo; but that health should be deliberately sacri-ficed and life knowingly shortened for the mere ends of accumulation is inexplicable.

J. Pierpont Morgan is probably the greatest financial organizer the world has ever est financial organizer the world has ever known; but it cannot be said that he has performed a salutary mission by virtue of his genius. The problem of centralization is not yet solved. At its present stage of development it looks like a menace rather than a blessing. The principle may be sound, but the practice is hazardous. Power begets power, and the ability to resulate great, centralized combinations decreases according to the scope and strength of consolidation. Mr. Morgan has been the greatest of all individual factors in the organization of trusts. He factors in the organization of trusts. He has assumed a tremendous responsibility, but it is hardly conceivable that he has worked himself to the point of collapse as a result of a missionary spirit. He has simply done what many other wealthy men have done-broken his health by self-

Ladies Can Wear Shoes Ladies Can Wear Shoes
One size smaller after using Allen's Foot-Ease, a powder to be shaken into the shoes. It makes tight or new shoes feel easy; gives instant relief to corms and bunions. Cures and prevents swollen feet, bilisters, callous and sore yests. Allen's Foot-Ease is a certain cure for sweating, hot, aching feet. At all druggists and shoe stores, 15c. Trial package FREE by mast, Address Allen 8 Olmsted, Le Roy, N. Y.

SOON TO NAME FAIR SITE!

DIRECTORS WILL ACT WITHOUT UNNECESSARY DELAY.

Special Committee Is Gathering Data -To Confer With Governor About Legislative Action.

An informal discussion of the question of selecting the Exposition site was the feature of the regular meeting of the Lewis and Clark directors yesterday af-ternoon. A decided preponderance of sentiment was that the site should be selected without unnecessary delay. The matter was talked over rather freely, with the result that the special commit-tee charged with the duty of ascertain-ing what the experience of Omaha, San ancisco and other successful fairs had en, and in the light of that informabeen, and in the light of that informa-tion framing an outline for the Lewis and Clark celebration, all this to have bearing on the demands for a site, was urged to hasten its work as fast as practicable, . This committee is composed of Directors Wessinger, Mills and Dresser. Mr. Wessinger, on his way to San Franciaco to get the information to be had there, telegraphed from Ashland his ex-cuse for non-attendance at the meeting. Upon his return the committee expects be able to commence work on its re-

The annual meeting of the stockholders of the Lewis and Clark Corporation will take place at 10 A. M., Monday, July 7, and the board authorized the publication of the required notice. The meeting will be held at 246 Washington street President Corbett spoke of the advisa-bility of consulting Governor Geer rela-tive to including in the call for a special session of the Legislature, if one should be called, provision for considering an appropriation for the Lewis and Clark Centennial. He thought it important to get legislative action on this matter early, in order that Oregon's example might have proper effect on the Legisla-tures of other states that will be in session next Winter. The appointment of a committee to consult the Governor on this subject was authorized.

The ways and means committee was directed to continue the canvass for stock subscriptions in this city.

Several bids for making a seal for the corporation were referred to the committee having charge of that matter. Frank Motter submitted a design that he desired to have officially adopted as the trade-mark or insignia of the Lewis and Clark Centennial, saying that it could be made a source of revenue to himself and to the corporation. The letter was ordered

The barkentine Gieaner, which left out list evening for San Francisco, cleared at the Custom-House today. She was loaded at Knappton, and carries 615,000 feet tate had received any benefit from the advertising in connection with the matter, which he had agreed to accept as his sole compensation. The design was of the world wheelwright moved Director Wheelwright spoke of the console compensation. The design was of real merit, and Mr. Wheelwright moved that a check for \$50 be sent to Mrs. Bushnell as an expression from the Lewis and Clark board of appreciation of service Mr. Bushnell had rendered. rector Scott, in seconding the motion, said he regarded the board as honestly indebt-ed for the service, and under the circum-stances the \$50 should be paid the widow. The motion was passed without dissent.

Fresh From the Ark.

Youth's Companie A Virginia member of Congress used many years ago to tell a story which may have been intended as a parable for poli ticians who approach questions from the wrong side. It is still capable of performing that office, not only for politicians but for others.

The proprietor of a tanyard built a stand on one of the main streets of a Virginia town for the purpose of selling leather and buying raw hides. When he had completed the building, he onsidered for a long time what sort of sign to put up to attract attention to the

After awhile he saw a solemn-faced man standing near the door looking at the sign, his eyes in a round, meditative stare

ehind his spectacles. The tanner watched him a minute, then stepped out and addressed him. "Good morning, sir!" he said.

"Morning!" said the other, without tak-ing his eyes off the sign. 'Want to buy leather?" asked the tan-

"Got any hides to sell?"
"No."

"Are you a farmer?" 'Merchant?" "Lawyer?"

"Doctor?" 'What are you, then?" "I'm a philosopher. I've been standing ere for an hour trying to figure out how that calf got through that auger hole."

MAN'S MISSION ON EARTH.

Medical Book Free.

Medical Book Free.

"Know Thyself," a book for men only; regular price, 50 cents, will be sent free (scaled postpaid) to any male reader of this paper, 6 cents for postage. Address the Peabody Medical Institute, 4 itulifinch street, Booton, Mass, established in 1840, the oldest and best in America. Write today for free book. "The Key to Health and Hapinese."

Editor's Note For 40 years the Peabody a fixed fact, and it will remain so. It is as standard as American Gold.

The Peabody Medical Institute has many imitators, but no squala.—Boston Herald.



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WOODARD, CLARKE & CO., 4th and Wash. ALBERT BERNY, 2d and Washington.
EYSSELL'S PHARMACY, 227 Morrison.
O. P. S. PLUMMER, 3d and Madison.
S. G. SKIDMORE & CO., 181 3d.
W. S. LOVE, Grand ave. and Burnside.
MODEL DRUG STORE, 26 Grand ave.
R. A. WILSON, 133 Grand ave.
R. A. WILSON, 133 Grand ave.
R. A. VIETS, 431 Washington.
LAUE-DAVIS DRUG CO., 2d and Yamhill.
GRADON & KOCHLER, 1st and Main.
A. W. ALLEN, 18th and Savier.
B. F. JONES & CO., 801 Front.
COTTEL DRUG CO., 181 and Grant.
BOLTON & ROTH, 280 Russell.
HAWTHORNE PHARMACY, 280 Grand ave.
BROOKLYN PHARMACY, 579 Milwaukie.
C. A. WATSON, 88 North 3d.

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