JULY LUMBER TRADE

Shipments by Water Nearly 9,000,000 Feet.

PORTLAND MILLS BIG SHIPPERS

Twenty Vessels in Port or en Route Under Charter for Lumber Loading—Bailey Gatzert Loses a Cylinder.

The volume of lumber business from the Columbia River continues to break all former records, and for the month ending today is well up towards 9,000,000 feet, of which over 4,434,000 feet was shipped foreign and the remainder coastwise. With the exception of 885,000 feet, which was sent from Knappton, at the mouth of the river, to Australia, all of the foreign shipments were made from Portland mills and about three-fourth of the coastwise shipments were also made from Portland. The foreign fleet and the amount carried by each was as follows:

Fred J. Wood	815,719
Ariel	908,647
Eldorado	1,087,411
Churchill	885,000
Indragura	395,176
Indrasamba	242,188
Total	4,434,135

The coasting fleet and the amount of cargo carried by each was as follows:

Iaqua	630,000
Santa Barbara	636,413
Fulton	400,000
John A.	300,000
Lakme	400,000
Fulton	400,000
Sequoia	417,000
Abbie	190,000
Quickstep	445,000
Webfoot	400,000
Total	4,218,413

The steamer Sequoia, which sailed from Astoria yesterday afternoon, was loaded at Westport by the Waldo-Blinn Lumber Company, at Westport. This company has recently secured control of the old Westport mill, and has enlarged its capacity, and is cutting for the California markets on an extensive scale. The Robert Dollar is now loading at Westport for Redondo and San Pedro, and for the two ports will carry over 900,000 feet. The steamer Aberdeen will also finish off at Westport. The diminutive schooner Abbie, which came in with a cargo of oil, was loaded by Waldo, Blinn & Co. at Carroll's Point, and finished yesterday. She has aboard 190,000 feet.

While this business for the month just closing exceeds that of any other month in the history of the trade, shipments for August will probably be much larger, for there is a fleet of 11 vessels now in the river loading, and 10 more are listed to arrive, in addition to the regular steam schooners that are plying here. The fleet now in the river has a carrying capacity of nearly 7,000,000 feet, and the steamers which will load here during the month, will bring the totals for August well above 10,000,000 feet. The schooner John A. Campbell, which left up from Astoria yesterday, will load at Rainier, and the Alcalde, which arrived in yesterday, will come to Portland to load. The Forest Home, now at Astoria, will load foreign for the Pacific Export Lumber Company.

Vancouver, Wash., which has been out of the shipping business for a number of years, will next month re-enter the field, and the schooner Maria E. Smith, now lying at San Francisco, has been chartered to load at that port. The Tam o'Shanter, which arrived in last evening, will load at Simpson's mill at Knappton.

EXPENSIVE SMASHUP.

Steamer Bailey Gatzert Laid Up With a Broken Cylinder.

The White Collar liner Bailey Gatzert came into port shortly before noon yesterday with only one engine working, the other being a total wreck, through the breaking of a cross head. The accident happened Tuesday evening while the steamer was crossing the bay from Tongue Point to the Washington side. The steamer was moving along at her usual speed when suddenly, without a moment's warning, the cross-head on the starboard engine snapped. The piston, relieved of the tremendous weight of pulling the big wheel around, shot back through the cylinder like a catapult, and tore out the cylinder head and sent pieces of iron flying around like cannon balls. A big iron knob in the center of the cylinder head was torn away from the rest of the head as though it had been cut out by a piece of machinery. It weighed 7½ pounds and took an air-line route through the washroom and oilroom and buried itself in a heavy wooden bulkhead just forward of the oilroom, after boring holes through two partitions while en route.

By a seemingly miracle no one was hurt by the flying missiles, but four deckhands had a very narrow escape, as they were standing directly in front of the cylinder head less than two minutes before the accident happened. Chief Engineer Reuben Smith was in the engine-room at the time, and as an active career of 50 years on the river had placed him in a similar predicament many times, he knew just what to do and lost no time in doing it. Steam was shut off instantly, and as quickly as possible the engines were disconnected and the boat proceeded cautiously on one engine. The accident was due to a flaw in the crosshead. Work was begun on a new engine yesterday, and it is expected to have the steamer back on her run again in about 10 days. Meanwhile the Astorian is covering the route.

SPOT SHIP CHARTERED.

Sierra Estrella Taken for United Kingdom Loading.

The British ship Sierra Estrella, which has been discharging a cargo of salt, was reported chartered yesterday to load for the United Kingdom, with the option of South Africa. The rate was not made public, but is said to be 26 shillings for the United Kingdom, and a slightly higher rate for the cape. The vessel is a small, handy-sized vessel, and for that reason will probably be sent to South Africa, which seems to be taking more wheat than the United Kingdom just at present. Kerr, Gifford & Co., of this city, yesterday cleared from Tacoma the British bark Thistlebank for Port Elizabeth with 126,782 bushels of wheat, making a total of 950,000 bushels which they have shipped to South Africa since January 1. The charter of the Sierra Estrella does not clean up the list of disengaged tonnage on stop, however, as the Dimsdale is still in the market for business.

CONSCIENCE HURT HIM.

Los Angeles Man Sends Fare That He Failed to Pay Ten Years Ago.

Superintendent Conway, of the O. R. & N. water lines, received a fearfully and wonderfully-spelled missive from Los Angeles about 10 days ago, informing him that the writer had stowed away on one of the O. R. & N. steamers in 1892 and beat the company out of his fare. The prickings of conscience were slow in arousing him sufficiently to make the writer feel that it was his duty to pay for the stolen ride, but after the lapse of 10 years it became unbearable, and he confessed by mail. In his letter he stated that he desired to pay for the ride, but had been informed that the company had changed hands, and he wished to know where to send the money. Conway was inclined to be skeptical over the matter, but concluded to waste a postage stamp in playing the game out. He wrote informing the penitent that the money would be placed to the proper credit whenever it was forthcoming, and yesterday was agreeably surprised to receive two $1 bills accompanied by the statement that they were to pay for a ride from Port Townsend to Seattle on the steamer City of Seattle in 1892.

As the O. R. & N. Co. was not operating on Puget Sound in 1892, and never had anything to do with the City of Seattle, the superintendent is now making a diligent inquiry as to who was operating the boat at the time Mr. J— H—, of Los Angeles, was stowed away in the coal bunkers 10 years ago. As soon as the rightful owner of the $2 is found the Los Angeles man will be notified and his uneasy mind will be quieted.

AT THE COMPANY'S EXPENSE.

Eight-Year-Old Walla Walla Boy Makes Trip to Ilwaco and Return.

An 8-year-old boy from Walla Walla took a round-trip voyage with the Potter on her last trip, unaccompanied by an escort and without a cent in his pocket. Shortly before leaving time on the Tuesday trip of the boat, the boy, accompanied by his mother, came down to the Ash-street dock, but before going aboard the lady discovered that she had left her cape up town. She sent the boy after it, but as she had not put in an appearance when the five-minute whistle blew, she became very uneasy, and had a search made of the boat. The boy was not found, and so the boat pulled out, leaving a very badly agitated lady on the dock. Captain Turner had instructions to look out for the youngster in case he showed up, and when he reached Astoria he wired back that he had the boy and would hang on to him. This news was very comforting to his mother, who, as usual, had decided that he was drowned or kidnaped, and that she would never see him again. The youngster was inclined to be homesick soon after he found that he was alone, but he made the best of the situation, and never missed a meal or paid a cent, either coming or going. He was handed over to his mother yesterday morning, and the next time she leaves a cape anywhere she will accompany the boy when he goes after it.

MANY RIVAL LINES.

Proposed Canadian Subsidy Is Causing Trouble for Promoters.

NEW YORK, July 30.—The statement made by the Canadian Minister, now in London, to the Associated Press last night, to the effect that arrangements for the establishment of a steamship service between Canada and Europe were unauthorized, and that statements concerning it were premature and in some cases incorrect and tending to lessen the clamor of the various kinds of pressure brought to bear on their government, as a result of publication of the Canadian Pacific subsidy offer and the attitude of the Canadian and Imperial governments.

Canadian Pacific officials say they are not in the least disconcerted by the statement. One of them said:

"Since the publication of the Canadian Pacific Railway's offer, the Ministers undoubtedly have been besieged by inquiries from rival lines, I see nothing in this statement except a desire to shut off public clamor, in order to give better opportunity to reach an official decision. We have no doubt the Ministers will receive other propositions which will be entitled to consideration, of course. The government has not yet accepted the Canadian Pacific Railway's proposal, although there is good reason to expect that it will accept. The situation is still in accordance with the facts previously given by the Associated Press."

FORTY LIVES LOST.

British Schooner in Collision Off Malacca.

SINGAPORE, July 30.—In a collision off Malacca, Straits Settlements, between the British schooners Prince Alexander and Ban-Hin-Guan, the former vessel was sunk and 40 lives were lost.

The schooner Prince Alexander was built at Papenburg, Prussia, in 1878. It was 122.7 feet in length, with a net tonnage of 158, and sailed under the British flag.

The Ban-Hin-Guan also was built in 1878, at Glasgow. It was 180.3 feet long, with a gross tonnage of 449.

Fast Line Wanted.

MONTREAL, July 30.—At a meeting today of the Corn Exchange resolutions were adopted favoring the establishment of an Atlantic mail and passenger service between Canadian ports and Great Britain, equal in speed to the swiftest now in commission or contemplated on the New York route, and urging on the Dominion Government the importance of granting a subsidy for such a service. The association, however, does not favor the subsidizing of freight steamers, nor "the granting of a subsidy to a line of steamers under the control of any railway or combination of railways." Quebec or Montreal is named as the Summer terminus of the line, and Halifax or St. Johns in Winter.

Yacht Cherokee Returns.

NEW YORK, July 30.—The American steam yacht Cherokee arrived today from Greenock, Scotland, after a fine run of 11 days. The Cherokee was owned by William Clark, the thread manufacturer, who died abroad. His body was brought here on the Cherokee.

Alameda Reaches Port.

SAN FRANCISCO, July 30.—The steamer Alameda arrived last night from Honolulu and went into quarantine until this morning, when the passengers and mails were landed. Delegate Wilcox is among those on board the vessel.

Jamaica Fruiters for England.

BOSTON, July 30.—A cable message from Liverpool announces that an experiment recently made by a large Boston fruit company in shipping a cargo of fruit from Jamaica to England has been successful. The cargo, after being on the water 13 days, was found on arrival to be in perfect condition. It is expected a regular service for the supply of fruit from Jamaica to England will be established.

Work to Be Begun on Steamer.

ASTORIA, Or., July 30.—(Special.)—The keel for the new steamer to be built at Knappton for the Callender Transportation Company will be laid in a few days. The boat is to be built by Mr. Johnston, who formerly had a boatyard in Portland. The lines and general build of the new boat will be very similar to those of the Callender, only the vessel will be longer and have more power, being specially adapted for towing purposes.

Maiden Trip of the Melrose.

HOQUIAM, Wash., July 30.—The new schooner Melrose made its maiden trip yesterday, leaving the E. K. Wood Lumber Company's dock with a cargo of 820,000 feet for San Pedro. This vessel is a four-master, built by Hitchings & Joyce, of this city, and was launched July 7.

Queen's Good Work.

Captain Bailey made a fine run up the river yesterday with a double tow. He had the British ship Eskasoni and the schooner John A. Campbell, and left Astoria at 10 o'clock yesterday morning. He brought the schooner as far as Rainier, and passed St. Helens with the ship at 8:30 last evening. On arrival this morning he will return to Astoria with the British bark Wynford, which is ready for sea.

Domestic and Foreign Ports.

ASTORIA, July 30.—Arrived, at 8:10 A. M.—Steamer Elmore, from Tillamook. Arrived, at 10 A. M.—Schooner Alcalde, from San Francisco. Left up, at 10 A. M.—British ship Eskasoni and schooner John A. Campbell. Condition of bar at 4 P. M., smooth; wind south; weather cloudy. Sailed, at 5 P. M.—Steamer Sequoia, for San Pedro. Arrived, at 5 P. M.—Barkentine Tam O'Shanter, from San Francisco.

St. Helens, July 30.—Passed, at 8:10 P. M.—British ship Eskasoni.

Hamburg, July 30.—Sailed July 25—British ship Riversdale, for Portland.

Redondo, July 30.—Arrived—Steamer Lakme, from Portland.

Liverpool, July 30.—Arrived—Oceanic, from New York; Noordland, from Philadelphia.

Southampton, July 30.—Arrived—Vaterland, from New York.

New York, July 30.—Arrived—Graf Waldersee, from Hamburg; Lahn, from New York.

Tacoma, July 30.—Arrived—Steamer Selkirk, from Ladysmith; steamer Ohio, from Alaska. Sailed—Steamer Mainlander, from Vancouver; steamer City of Topeka, from Seattle; steamer City of Pueblo, from San Francisco.

San Francisco, July 30.—Arrived—Schooner Sophie Christensen, from Gray's Harbor. Sailed—Steamer Alliance, for Portland; steamer Empire, for Coos Bay.

Sydney, N. S. W., July 30.—Arrived previously—Sonoma, from San Francisco.

Hong Kong, July 30.—Arrived previously—Empress of China, from Vancouver; Hong Kong Maru, from San Francisco.

New York, July 30.—Sailed—Majestic, for Liverpool; Carthagenian, for Glasgow.

Southampton, July 30.—Sailed—Kaiser Wilhelm der Grosse, for New York City, via Cherbourg.

Liverpool, July 30.—Arrived—Canadian, from New York; Norseman, from Portland.

London, July 30.—Arrived—Bostonian, from Boston.

Bremen, July 30.—Arrived—Cassell, for Baltimore.

Queenstown, July 30.—Sailed—Ultonia, for Boston.

Bremen, July 30.—Passed—Scilly, from New York, for Cherbourg and Bremen.

Rotterdam, July 30.—Arrived—Rotterdam, from New York, via Boulogne.

Cherbourg, July 30.—Sailed—Kaiser Wilhelm der Grosse, from Bremen and Southampton, for New York.

Hoquiam, Wash., July 30.—(Special.)—Sailed, July 27—Schooner James A. Garfield, from Aberdeen, for Santa Rosalia. Sailed, July 28—New four-masted schooner Melrose, from Hoquiam, for San Pedro; built at Hoquiam, and carries 765,000 feet of lumber. She is commanded by Captain C. H. Hubbard. Sailed, July 29—Schooner Laura Madsen, from Aberdeen, for San Francisco.

Only in Fun.

Philadelphia Times.

A West Philadelphian sends an anecdote of a 9-year-old girl who had been looking forward with fear to the June examinations in the public school. She was very desirous of promotion, but not at all certain of her ability to pass. Her apprehension of failure and consequent humiliation became so pronounced as the ordeal drew near that she looked about for some way of escaping. One evening at family prayers, her mother suggested that a brief prayer be said for the recovery of two or three children of the neighborhood who were down with diphtheria. The child obeyed, but added a prayer that she might be stricken with the complaint, so that she should have an excuse not to attend examination. The following morning she complained that her throat was sore; and her mother, not without sincere alarm, expressed the opinion that God had answered the wicked prayer of the night before.

"Does it come in the throat, mamma?" asked the child.

"Yes, my dear," replied the mother.

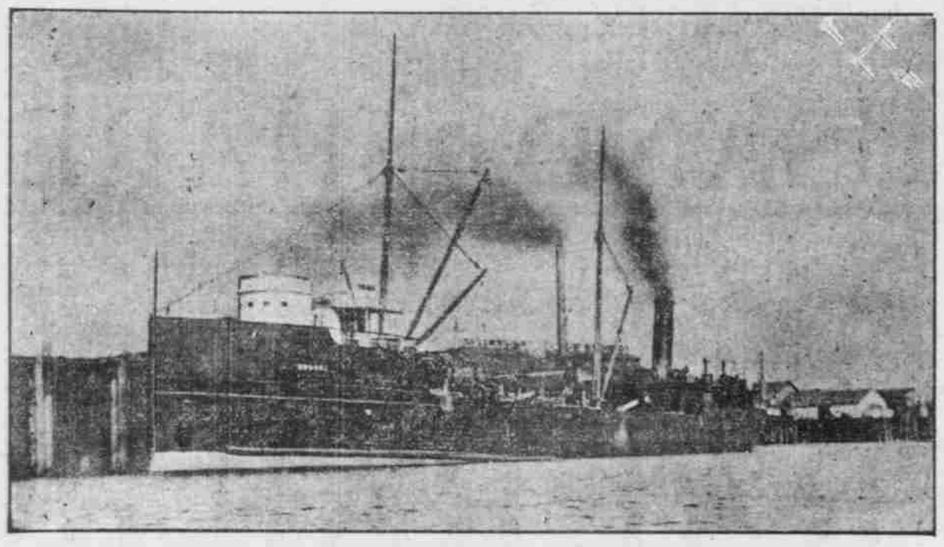
The perplexed little sufferer rolled her eyes upward with an expression of mixed alarm and distrust, and exclaimed:

"Oh, Lord, can't you take a joke?"

Very Remarkable Cure of Diarrhoea.

"About six years ago, for the first time in my life, I had a sudden and severe attack of diarrhoea," says Mrs. Alice Miller, of Morgan, Tex. "I got temporary relief but it came back again and again, and for six long years I have suffered more misery and agony than I can tell. It was worse than death. My husband spent hundreds of dollars for physicians' prescriptions and treatment without avail. Finally we moved to Bosque County, our present home, and one day I happened to see an advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy with a testimonial of a man who had been cured by it. The case was so similar to my own that I concluded to try the remedy. The result was wonderful. I could hardly realize that I was well again, or believe it could be so after having suffered so long, but that one bottle of medicine, costing but a few cents, cured me." For sale by all druggists.

LAKE FREIGHTER EUREKA NOW LOADING IN PORTLAND.



The lake freighter Eureka, which is loading at the Portland Lumber Company's mill continues to attract considerable attention. She is a homely-appearing craft when compared with the trim steamers in general use on this Coast, but is said to be a very economical boat to operate. The Eureka will complete her cargo tomorrow or next day, and will sail for Topolobampo.

BLUEJACKETS ON RAMPAGE

SERIOUS DISTURBANCE IN A JAPANESE CITY.

Sailors Invaded Three Inns and Demolished All the Furniture—Disorders in China.

VICTORIA, B. C., July 30.—Late Oriental advices were received by the steamer Olympia, which reached here today from Yokohama.

A somewhat serious disturbance took place at Kure. About 700 bluejackets from a man-of-war in the harbor invaded three inns, smashed all the furniture, and were with difficulty reduced to order after nearly three hours' rioting. The alleged cause is that the men were enraged because the innkeepers had opposed the attendance of geishas at the entertainment recently given to British sailors.

The latest about the Kwang Si trouble relates to the appointment of Wang Chih Chung as Governor of that province. Wang, whom the world knows as the Ambassador sent by China to thank Russia after the retrocession of the Liao Tung Peninsula, is said to have assured the Empress Dowager that a majority of the Kwang Si rebels are humane, and that if he were entrusted with the duty of quelling them, he could easily bring them to listen to reason. The Empress took him at his word and appointed him to the Governorship.

The Empress Dowager is said to have recently expressed radical dissent from the Boxer propaganda and from the anti-foreign campaign. Her Majesty said that the instigator of the Boxer outbreak was Yun Nen, and that Princes Tuan and Chuan encouraged it. Replying to a Minister who urged that ever since the flight of Jehol in 1860, the Imperial house had suffered only insults at the hand of foreigners and that to treat them with consideration was a great mistake, the Empress Dowager severely condemned such a doctrine. Only a small span of life remained to her, she said, and during that time it was her determination not to involve her country in trouble for the sake of avenging personal wrongs.

Because the Magistrate of Yang Hsien would not give them permission to destroy the Christian churches in that town, some 2000 Boxers attacked the village. They were met by troops and 20 of them killed and their bodies displayed in public places. One of the leaders, who was captured, was tortured and executed in public.

And now it is the Christians who are causing trouble in China. The converts of Shan Si and their priests complain that the indemnity paid on account of the Boxer outrages was not great enough and the converts have attacked villages for the purpose of indemnifying themselves.

Details were received of the attack on Bishop Moore, Revs. Appenzeller and Swearer and the Misses Moore and Melvin, by Japanese coolies in Corea. The coolies, who were carrying Bishop Moore's rickshaw, stopped to talk with a friend. The bishop, losing his temper, rapped a coolie over the knuckles. The coolie called out and a lot of Japanese camped in the vicinity rushed at the missionaries and stoned them, Bishop Moore being rather severely hurt. Three of the ringleaders were arrested and sentenced to two months each.

Arbitrate Indemnity Dispute.

WASHINGTON, July 30.—It is within the bounds of probability that the issue which has arisen between the powers interested in China as to the medium in which the indemnities are to be paid will be settled by reference to The Hague tribunal. It is now announced that under no circumstances will the United States Government be forced into the position of some of the powers who demand payment from China on the gold basis, and there are promises of steadfast support of the United States in this contention from some of the most powerful governments concerned in the Pekin agreement. Owing to the disagreement the proposition is advanced to refer the whole subject to The Hague tribunal.

Minister Wu was in consultation today at the State Department with Acting Secretary Hill on this and other matters.

ALLEGED OIL COMBINE.

Rockefeller's Agents Say the Story Is Untrue.

LONDON, July 30.—James McDonald, general representative of the Standard Oil Company and manager of the Anglo-American Oil Company, denies the story printed in the Daily Mail to the effect that the oil interests of Rockefeller, Rothschild and Nobel have entered into a working agreement. McDonald said to a representative of the Associated Press: "Nothing of the sort has been accomplished or contemplated. The rumor must have sprung from the fact that the Shell Trading Company, which handles much Russian product in the East, was negotiating in the direction of securing the export trade of the whole Russian output. There has been some slight negotiation toward taking over the Shell business by the Standard Oil Company, but this was without result. It is improbable that the Standard Oil Company will depart from its policy of handling the American product only so long as that remains sufficient to supply the trade."

NEW YORK, July 30.—Regarding the cabled report that the Standard Oil Company has entered or will enter into an agreement with the Rothschild and Nobel interests to control the world's production, M. F. Elliott, the attorney of the Standard Oil Company, today made the following statement:

"I am authorized to say that the story has absolutely no foundation in fact. It is false from beginning to end. Furthermore, the Standard Oil Company has at no time considered a plan of this kind, and at no time has that company entered into negotiations about this matter."

McHugh Goes to Jail.

LONDON, July 30.—Patrick A. McHugh, Nationalist member of Parliament for the north division of Leitrim, left the House of Commons tonight accompanied by the Governor of the Sligo jail, in which place Mr. McHugh is to serve a sentence of three months' imprisonment. A select Parliamentary committee decided to take no action in the case. Mr. McHugh was arrested June 15 on a bench-warrant issued by the special court assembled at Sligo under the crimes act, charging him with contempt of court. In the course of Mr. McHugh's trial in April, 1901, when he was accused of publishing seditious libels in his newspaper, the Sligo Champion, it is charged that he called the presiding magistrate a d—d liar and that he refused to apologize, saying to the magistrate: "I never express regrets to sweeps of your kind."

Yerkes Wins in London.

LONDON, July 30.—Before a special committee on the proposed London tube railways today, Balfour Browne, K. C., said he wished to deny emphatically the report that the Morgan and Yerkes interests had combined. Personally, he said, he was altogether opposed to Mr. Yerkes' proposals.

The Parliamentary committee on the proposed tube railways decided to make a report giving the Yerkes underground electric railway all needed legislative right of way for the completion of its entire system. The Morgan Company's bills to authorize the paralleling of the main portions of Yerkes' routes have been put over until the next session of Parliament.

No Evidence of Crime.

NEW YORK, July 30.—Hearing in the case of Ernest L. Fleming, an English manufacturer, who was arrested recently for alleged fraudulent invoicing of borax as "washing crystals," has been concluded before United States Commissioner Alexander. After various testimony had been taken and the two sides had rested without summing up, the Commissioner dismissed the complaint on the spot.

Fleming testified that a test shipment of washing crystals, containing a small percentage of borax, had been admitted at 25 per cent ad valorem, the duty, under the law, on crystals. Commissioner Alexander said he could see no evidence of criminal intent and dismissed the complaint.

Convention of "Tithers."

WARSAW, Ind., July 30.—A National conference of "tithers" has been called to meet at Winona Lake, August 12, 13 and 14. The programme will include addresses from men and women of different denominations and from all parts of the country. It will be the first National gathering of this kind ever held and representatives from each denomination will give statistics as to the congregations that have adopted the tithing system.

In a Receiver's Hands.

CHICAGO, July 30.—Judge Horton today appointed L. S. Owsley receiver of the property of the Suburban Railway Company on application of the trustees for the bondholders. The cause of the litigation is the complaint that $400,000 interest on mortgage bonds of the Suburban Railway Company is past due and an effort is being made to secure it for the bondholders. Receiver Owsley was formerly president of the road.

Third Indictment Against Ames.

MINNEAPOLIS, July 30.—Chief of Police Fred W. Ames was arraigned on a third indictment today, charging him jointly with Joseph Cohen with extorting $15 from the keeper of a disorderly house. His bond was fixed at $2500, and he was given until tomorrow to plead. Similar indictments have been returned against Mayor Ames and Irwin A. Gardner, now under indictment for bribery.

Must Maintain Old Rates.

TOPEKA, Kan., July 30.—Justice Johnson, of the Supreme Court, today granted an alternative writ of mandamus to compel the National Council of the Knights and Ladies of Security to maintain the old rates. The writ is made returnable October 1, when the case will be heard on its merits.

Flannels

I prefer PEARLINE to other soap powders—especially good for washing flannel goods.

Mrs. Rev. R. F. C.

One of the Millions. 6tt

A PRESENT FOR YOU.

Trade Mark on Bottles Obtains Many Beautiful Things.

Besides being the most delicious, healthful and economical table sauce made, Alpha Salad Cream presents another feature which is worthy of consideration. The trade-mark on the bottle—the lobster and the girl—is worth money, and is redeemed by the manufacturers, the H. J. Blodgett Company, Boston, Mass., and your choice of many beautiful premiums given in return. Without this inducement, Alpha Salad Cream easily commends itself to the table of every family in the country on account of its own superior merits, but when such things as pillow tops, dolls, children's knives, forks and spoons, are given away absolutely without cost, it stands to reason that Alpha Salad Cream should be given the preference over every other table sauce.

Send your name to the above-mentioned address for a free premium and recipe book. After once using Alpha Salad Cream, a meal without it is as tame as a meal without bread. For all kinds of salads, fish, meats, beans, etc., it is great. Everybody can eat it because it contains no oil, and it never grows stale or loses its wholesome flavor. At all grocers.

We Are Willing to Wait for Our Fee Until You Are Well

SO SUPERIOR ARE THE ORIGINAL methods of treatment that we have developed through 15 years of careful and studious practice as specialists in men's diseases that we do not fail to effect a cure in every case we treat.

The Leading Specialist.

MEN ONLY.

Our practice is wholly confined to the following diseases: "Weakness," Varicocele, Hydrocele, Contracted Disorders, Specific Blood Poison, Stricture and Piles.

Colored chart and consultation free at office or by mail.

DR. TALCOTT & CO.
250½ ALDER STREET.

C. GEE WO, The Great Chinese Doctor

is called great because his wonderful cures are so well known throughout the United States, and because so many people are thankful to him for saving their lives from operations. He treats any and all diseases with powerful Chinese herbs, roots, buds, bark and vegetables, that are entirely unknown to medical science in this country, and through the use of these harmless remedies. This famous doctor knows the action of over 2000 different remedies that he has successfully used in different diseases. He guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver, kidneys, female trouble, and all private diseases. Hundreds of testimonials. Charges moderate. Call and see him. CONSULTATION FREE. Patients out of the city write for blank and circular. Inclose stamp. Address THE C. GEE WO CHINESE MEDICINE CO., 132½ Third street, Portland, Or. Mention this paper.

Scott's Santal-Pepsin Capsules

A POSITIVE CURE

For Inflammation or Catarrh of the Bladder and Diseased Kidneys. No cure no pay. Cures quickly and Permanently the worst cases of Gonorrhoea and Gleet, no matter how long standing. Absolutely harmless. Sold by druggists. Price $1.00, or by mail, postpaid, $1.00, 3 boxes, $2.75.

THE SANTAL-PEPSIN CO., BELLEFONTAINE, OHIO.

LAUE-DAVIS DRUG CO., Portland, Or.

MORPHINE

Opium, Laudanum Cocaine and all habits permanently and painlessly cured at home. No detention from business. Action immediate. Leaves patient in natural, healthy condition without desire for drugs. Write for particulars and book free. Dr. Kimmis, 268½ Morrison st., Portland, Or.

CURE GUARANTEED.

Dr. Radway's Pills, purely vegetable, mild and reliable, regulate the liver and whole digestive organ

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Chas. H. Fletcher and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhœa and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher.

The Kind You Have Always Bought

In Use For Over 30 Years.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

THE PALATIAL

OREGONIAN BUILDING

Not a dark office in the building; absolutely fireproof; electric lights and artesian water; perfect sanitation and thorough ventilation. Elevators run day and night.

	Rooms.
AINSLIE, DR. GEORGE, Physician	413-414
ANDERSON, GUSTAV, Attorney-at-Law	612
ASSOCIATED PRESS; E. L. Powell, Mgr.	800
AUSTEN, F. C., Manager for Oregon and Washington Bankers' Life Association of Des Moines, Ia.	502-503
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