THE MERCHANT WAS COMPLETELY

WRECKED ON NEHALEM BAR. Was Laden With Lumber, Part of

Which May Be Saved-is Sink-

ing in the Sand. TILLAMOOK, Or., Aug. 13.-The lumber schooner Merchant, which went ashore on the south spit of Nehalem bar, was high and dry when the tide went out last night.

An effort will be made to save the cargo of 290,000 feet of lumber. The vessel will become a total wreck, as she is sinking in the mind and the breakers dash over her when the tide is in. The tug George R. Vosburg left this morning for the scene of the wreck to assist in getting the lum-

MORGAN'S SHIP MERGER.

The Several Lines Will Be Operated Separately, as at Present.

NEW YORK, Aug. 18. — With the arrival here next week from Europe of J. P. Morgan and President Griscom, of the International Navigation Company, con-ferences are expected to begin to arrange details of management for the new steam concerned, the details abroad being virtually completed. The present plan, it is understood, is to operate the separate lines as at present until Mr. Morgan and ally completed. his associates secure out-and-out contro

of the properties.

In England the head office will be in London, where the British board of contrel will meet. It is understood that the Right Hen. W. J. Pierre will be chairman of the British central board. After Janu ary I it is the present intention, according to a reliable source of information to abolish the separate boards and to manage the entire British business of all the lines through executive traffic officers under the direction of the central board.

It is understood that the British ar-rangement will be duplicated to a very large extent on this side, with Mr. Griscom as chairman of the central board. One plan that is under consideration is that, instead of incorporating an entirely new company, to utilize the old Pennsylvania charter of the International Navigation Company and increase the capital to \$170,900,000, including \$50,000,000 4½ per cent debenture bonds, \$50,000,000 6 per cent preferred stock, and \$60,000,000 common stock. A final decision on this point has not yet been reached.

CARGO FOR AFRICA.

British Ship Sierra Estrella Will Clear Today.

British ship Sierra Estrella finished s cargo of wheat yesterday and will clear this morning for South Africa. She is dispatched by Kerr, Gifford & Co. with 75,910 bushels, valued at \$51,291. She is now at Montgomery dock No. 2 and will probably enter the stream today. South Africa is offering the most in-

viting market for wheat from this port just now. Cargoes in Europe are not as healthy as profits require, so exporters are working South Africa for all there is in it. Although freights are lower than at this time last year, grain is 7 or 8 cents higher, and exporters regard present wheat prices as out of proportion with the English market.

Four and possibly five of the ships in port are destined for South Africa. Be-sides the Sierra Estrella they are the Brambletye, Eckasoni, Routenburn and Elba. The Routenburn is the vessel whose destination is still in doubt. The Eskasoni has nearly finished her cargo. The Brambletye will be loaded with flour by the Portland Flouring Mills. She

was chartered some time ago at a rate reported to be 30s 3d. The vessel is at Astoria and will be the next to come up the river. She is laden with coal, con-signed to Kerr, Gifford & Co., from New-

pute between Mr. Baldwin and Captain Johannsen, of the America. According to Mr. Baldwin's statement, Captain Johannsen refused to obey the orders of the ice pilot, and that necessitated his removal from the command. Baldwin also says that Captain Johanneen left the vessel at Honingsvaag without Baldwin's knowledge or consent. The relations between Bildwin and the ice pilot were always of the best, the statements assert, and it is added that, while the death of half of the dogs from worms hindered the party from reaching as far north as intended. Bald win is confident that within 12 months the America will reach the intended latitude en route to the north pole. The Consulate at Christiania, to which Captain Joen complained, has referred him to the Consulate at Bergen.

CHARTERED FOR OCTOBER.

British Ship Crown of Denmark at a Rate Over 25 Shillings.

British ship Crown of Denmark was chartered yesterday by Kerr, Gifford & Co. to load grain in October. It was reported that she would set sail for South Africa, but this could not be confirmed. The rate at which the vessel was engaged was slightly above I shillings. The ship is of 1987 net tons and comes from Santa Resalia from Hamburg.

Freights have been inactive all along the Coast for some days, owing to the coronation and the inability of exporters and shipowners to get together. Down at San Francisco freights have been very much depressed by large disengaged ton-age in port. The two free ships at Portland are reported as having offered last at over 26 shillings and are stubborn in their demand. Exporters consider a figure near 25 shillings is about their size ns have been almost at a standstill this week.

SEVERAL VESSELS DUE. Among Them Are Cambronne, Cy-

promene and Semantha. Eleven French sallers are on the Portland en route list, all bounty-esters, and there will be many more before the end of the season. Their total net tonnage is

One of them, the Cambronne, is now 187 days out from Leith. She is on the disengaged list.

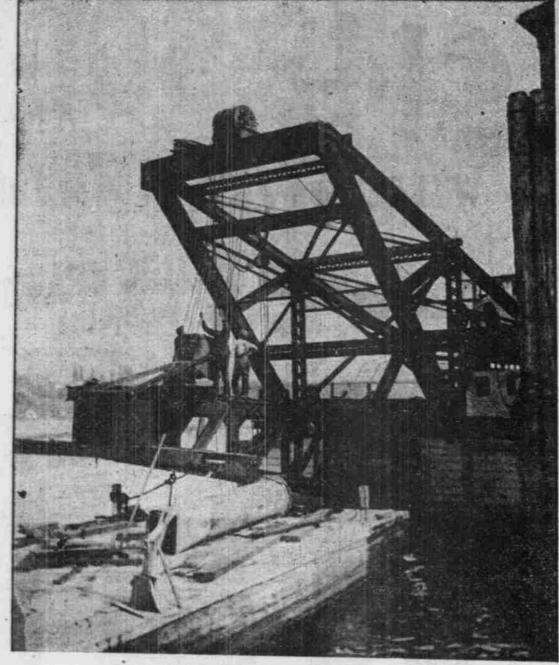
British ship Cypromene is another ves-

nel which may be expected to arrive any day. She comes from Antwerp via Falk-land Islands. British bark Semantha is out 133 days from Hamburg, and British ship Forrest Hall 44 days from Hong Kong. British ship John Cooke is out 113 days from Liverpool and German ship Peter Rickmers, 27 days from Hiogo; The Indrayelli will be due next week. Tug's Boiler Blows Up.

NEW YORK, Aug. 13.—The boiler of the tug Jacob Kuper, owned by G. D. Kupp & Bros., blew up today near St. George S. I., and she sank almost immediately There were eight men on the tug, and all were blown into the water. Four were rescued, three were injured badly, and one at least is not expected to live. The dead: Captain Harry Johnson, of South Brock-

William Purdy, engineer. -, Lewis, cock. Lawrence Hansen, deckhand.

A Blust From Cape Horn. A light-headed or waggish individual has nonplussed Upper Columbia River steamboat companies. A man who signs him-nelf W. B. Felts has written from Vancouver to the Regulator Line to have that NEW 30-INCH DREDGE



WILL BE FINISHED NEXT MONTH

build a castle at Cape Horn. He also ROAD TO THE TUALATIN if possible. He says the castle will take many years and cost millions of dollars to construct. The structure will require \$2,333 barrels of cement, no more, no less. These are to be transported free by the two companies at the rate of 20 per day He will make up excursion parties and the proceeds from the passenger fares he desires to have invested in cement. He figures on using one barrel of cement to one-half sand, and seven of gravel. Un-less his request is acceded to, it will be-come a demand, and if that is refused be rays he will mount cannon on Cape Horn and stop navigation.

Marine Notes.

The tug Wallula is at the O. R. & N.

Steam Vesuel Inspectors Edwards and Fuller have gone to Lewiston to inspect the J. M. Hannaford. The German ship Nereus sailed yester-day from Nagasaki for Portland.

Reach Intended Latitude.

TROMSOE, Norway, Aug. 11.—Evelyn B.
Baidwin and several members of the crew of the America have made statements before a notary public regarding the dispute between M. D. Fifteen per cent reinurance is asked on the British ship Scottish Hills \$2 days out from Puget Sound for Pert Pirie, South Australia. She sailed May 24. Her deckload of lumber seems to be positively idea.

aki, Aug. 13.—Sailed—German ship for Portland. Nerous, for Portland.

San Francisco, Aug. 13.—Arrived at 4:40 A.

M.—Steamer Geo. W. Elder, from Portland.

Salled at 12:40 P. M.—Steamer Alliance, for Portland. Arrived at 1:40 P. M.—Steamer

on, from Portland. San Pedro, Aug. 13.-Arrived August 12-Schooner Abbie, from Portland, Seattle, Aug. 13.—Sailed—Steamer Humldt, for Skagway. Arrived-Steamer City of Seattle, from Skagway; steamer Lyrs, from Esquimalt; Danish steamer Manuanse, from Sheria; Japanese steamer Shinano Maru, from

Hong Kong.
New York, Aug. 13.-Sailed-St. Paul, for Southampton; Germanic, for Liverpool; Sar-

Southampton; Germanic, for Liverpool; Sardinian, for Glasgow.
Queenstown. Aug. 13.—Arrived-Saxonia,
from Hoston for Liverpool, and proceeded.
Southampton. Aug. 13.—Sailed-Kronprinz
Wilhelm, for New York, via Cherbourg.
Liverpool, Aug. 12.—Arrived 12th—Sachem,
from Boston; 13th, Hohemian, from New York
Hong Kong, Aug. 18.—Arrived previously—
Indrapura, from Portland, Or.
San Francisco, Aug. 18.—Arrived—Steamer

San Francisco, Aug. 12.—Arrived—Steamer Geo. W. Elder, from Portland; schooner Lity. from Umpqua: steamer Pulton, from Port-land. Salled-Steamer Alliance, for Portland; schooner Kaflua, for Vancouver. Tacoma, Aug. 12.—Arrived-Steamer Charles Nelson, from San Francisco. Salled-schoone

Irene, for San Pedro.
Rotterdam, Aug. 13.—Arrived-Statendam,
from New York, via Boulogne.
Naples, Aug. 18.—Arrived-Trave, from New
York, via Gibraltar, for Genoa, and pro-

Cherbourg, Aug. 13.-Sailed-Kronprinz Wilhelm, for New York.

seim, for New York.

New York, Aug. 13.—Arrived—Kalserin Mada Theress, from Bremen.

Hoquiam, Wash., Aug. 13.—Satled—Schooner

Z A Thayer, from Hoquiam for San Pedro,
Arrived—Steamer Chehalis, from San Francisco for Aberdeen.

A Blind Cabinet Officer.

London Chronicle. The new government just formed by Mr. Irvine in Melbourne is noteworthy as con-taining the first blind Minister since the death of our own Professor Fawceit, whom Mr. Gisdstone placed in charge of the postoffice. Like Fawceit, Mr. Mc-Kenzie has triumphed over his affliction in a remarkable manner. From his keen-ness in debate and his ready information ness in debate and his ready information a stranger would never suspect that he was deprived of the power of reading. His memory is so good that he can roll off statistics by the yard, and Ministers have had to acknowledge themselves corrected by him in the quotation of figures. Mr. Shields is an ex-Premier, and one of the oldest of Melbourne parliamentary hands. His name is principally associated with a divorce law that apassociated with a divorce law that approximates more closely to Earl Russell's ideals than that of any other British community. Mr. Murray, another member of the new Ministerial combination, has been the most pronounced pro-Boer in the Mel-bourne Parliament, but as we are all pro-Boers now he will probably receive an am nesty from his constituents.

LOW EXCURSION BATES.

Portland to St. Paul and Return, \$52. On August 14 and 15 the Great Northern Railway will sail round-trip first-class tickets, Portland to St. Paul and return, for SE. Tickets good 60 days. For full information regarding this trip, call at city ticket office, 122 Third stret, Portland.

HOW IT WAS BUILT, AND THE BUILDERS.

Prominent Early Portland Citizens Identified With the Company.

PORTLAND, Aug. 12-(To the Editor.) I read with much interest recently a statement referring to Francis W. Pettygrove. Emphasis was given to "one fact yard, receiving a patent towing machine. In connection with the founding of Port-The Wallula has towed with nothing but | land," of which I was not before aware. viz., that "Frank W. Pettygrove con-ceived the idea of building a wagon road from the river westward over the hills to the Tualatin Plains," and that "a survey made at his own expense showed such road to be feasible, and from his own funds he built the road."

In the interest of accurate historical statement, I should like to inquire the source of the authority for the above quoted remarks.

So far as I am informed, the first road out of Roading to the authority for the statement.

out of Portland toward the Tualatin Plains was begun in 1851. A charter was Domestic and Foreign Ports.

ASTORIA Aug. 18.—Left up at T A. M.—
British ship Euphrosyne. Arrived at 8:45
A. M. and feft up at 12:10 P. M.—Steamer
Columbia, from San Francisco. Condition of the bar at 4 P. M.—Smooth; wind northwest;
The bar at 4 P. M.—Smooth;
Th granted to the Portland & Valley Plank directors. And at a meeting of the di-rectors in Portland on August 4, of the same year, Thomas Carter was elected president. W. W. Chapman having resigned as a director, the vacancy filled by electing Captain Z. C. Norton, What the capital stock was I have been unable to ascertain, but a 10 per cent assessment had been levied, with the expec-tation that the road would be pushed

forward to completion At a meeting of the board in the first week in September, 1851, Carter resigned as a director, and D. H. Lownsdale was chosen in his stead. Then Colonel William M. King was chosen president and superintendent of construction. At this

time the work of grading had begun. By September 18, 1851, 80 hands were at work, and a second assessment of 15 per cent on the capital stock had been levied. By September 26, 1851, sufficient progress had been made to warrant the laying of the first plank, and a public celebration of the momentous event was agreed upon. Accordingly, Judge Til-ford, Colonel King, T. J. Dryer, Colonel W. W. Chapman and Benjamin Stark were chosen orators for the day; S. B. Mayre, marshal; George H. Flanders, assistant marshal, and a general invitation was extended to all to participate in the celebration. On the following day, about one mile west of the city, in the presence of the gathered spectators, Colonel King, president and superintendent, placed the first plank upon the first plank road on the Pacific Const, enveloping a gold coir bearing the stamp of the American eagle in the programme of the day and inserting it under the same, accompanying the act with appropriate re-marks. The speeches followed, at the conclusion of which a spacious table was set upon the newly laid planks, and all partook of the refreshments prepared for the occasion. A number of ladies were present, and Dr. E. H. Griffin, father of Mrs. Edgar E. Cousen, of this city, conducted them over the road.

On this data Thomas Stankers

On this date Thomas Stephens was ap-pointed superintendent of the road, and the survey from the summit to Hillsboro ordered to be made by D. H. Lownsdale. On November 11, 1851, a meeting of stockholders was held with a view of devising ways and means to go on with the work, it having been temporarily sus-pended because the stockholders had not responded promptly with their assess-ments. At this time the secretary made a report, showing the financial condition of the company. Up to that date the re-celpts had been \$296. The contracts which had been let aggregated \$11,000. While it was voted at this meeting to ahead with the work and pay the bills, it does not appear that much was done. The roadway had been constructed, however, up the canyon nearly to the sum-

On January 12, 1852, the secretary of the company, George Sherman, makes a statement of the condition of the road, in reply to a public criticism of the board of directors, and among other things says, in closing: "Better far encourage says, in closing: Better far encourage and sustain all who have put their hands to the work and request the whole town to go out and make the road passable, as it is now the very best route to reach the plains, requiring the smallest outlay to make it good."

The foregoing is condensed from the

tygrove appear in connection with this road, or any other road leading out of Portland.

It is true he had a store at or near the toot of Washington street, and that store was there as early as January, 1816, as is shown by his advertisement in the first copy of the Spectator, issued at Oregon copy of the Spectator, issued at Oregon City, February 5, of that year. He also had a store at Oregon City and at the "Red House," where Fulton now is. The purpose of this article is not to create controversy, but to establish the facts. Pettygrove was not greatly encouraged by his ventures here, because he disposed of all his heldings in 1851, and left here for the Puget Sound country, becoming ope of the three town proprietors of Port Townsend. GEORGE H. HIMES.

AS TO 1905 FAIR SITE.

A Ples for Some Location on the Enst Side.

PORTLAND. Aug. 9.—(To the Editor.)— Along with many other people, I am be-coming impatient to learn where I am to begin building up in my imagination the Centennial City. My opinion is not asked for, but I give it in advance out of the of my interest in so important ng reni estate brokers or referring to Eastern models, let Portland do herself justice. Don't place the fair grounds among the hills of West Portland. Don't put them in a hollow, or don't have the approach to them made through sawdust, with the immediate surroundings lumber mills and lumber piles. Take plenty of ground, where there is solid, clean carth, where there is a pleasant general view of the city and country. Instead of spending much money in reclaiming low land, or deeping shallow ponds, called (by courtesy) "lakes," at which Eastern people accurtomed to real lakes would turn up their noses, spend this money in improving a site ample in extent and cheerful in prospect.

Since it is pretty generally conceded that West Portland does not furnish such a site, it seems to my judgment that somewhere on the East Side, facing the best view of this side, would be proper place for the fair grounds. L West Portland, improved and beautified for the admiration and repose of the visit-ors. Coax them to stay longer by making them comfortable. Don't feed them on 'views;" they will have been seeing iews until their eyes are ready to drop out of their heads, and they will be quick

to see anything worth seeing.
Then, since we do not want to copy closely our visitors' fairs, let us get up something original and local. Chicago something original and local. Chicago made a lake on which to show the carevel of Columbus. We want nothing but the rivers traversed by Lewis and Clark, with their party, their canoes, Indians in costume, Indian villages and Indian games, and handlwork, excursions to Clatsop, to the Cascades and so on. Let some of the commissioners study up the Lewis and Clark journal and find subjects of interest. We shall want a park of elks, some bears, an aquarium of our shes, an aviary of our birds.

If the Orient is to meet the Occident on

this occasion, make the comparison as striking as possible. Properly managed, this ought to be a very interesting Fair, and thoroughly advertised, it will be a popular one, and thus a beginning of a new era for Oregon.

ABNORMAL DEVELOPMENT Malformation of the Brain Produces Intellectual Brilliancy.

Answers.

Recently a Paris psychologist announced that he had conclusively proved that malformation of the brain produces intellectual brilliancy. The theory is that deformity, disease or accident causes the abnormal development of some part of the brain and the result is genulus. In support of this several cases are men-It is pointed out that Milton wrote his "Paradise Lost" while he was blind, and it is said that the blindness confined his mind to a certain scope in a manner that made it possible for him to evolve the great epic.

Cases of a somewhat different nature are shown in the elegant writings of Thomas De Quincey and Samuel Taylor Coleridge, both of whom had brains in which the excessive use of opium made havoe. De Quincey describes his horrible experience with optum taken in the form of laudanum in his "Confessions of an English Optum Eater." Byron's club foot is seriously advanced as the cause of his lyric power, and the point is made that Sir Walter Scott's most brilliant work was dictated from a sick bed. Mozart and Wagner bath had deformed brains, said to have been due to disease and bumps while they were children.

Many persons keep Carter's Little Liver Pills on hand to prevent billous attacks, sick headache, dizzincss, and find them just what they need.

NO LINE YET TO ALASKA

CHAMBER OF COMMERCE WILL CONSIDER THE PROJECT.

Delegates Appointed to Mining Congress-Contract for Harriman Booklet Let.

The Board of Trustees of the Chamber of Commerce held a meeting yesterday afternoon in its office on Washington street. The project of starting a steamer line to Alaska was discussed, and finally referred to the committee on Alaska. Several smaller matters were dealt with, including the appointing of five delegates to the International Mining Congress at An effort was made to hold the meet-

ing at 11:30 in the morning, but, as no quorum showed up, it was postponed until the afternoon. At this meeting the following members of the board were present: President Mears and Messra. present: President Mears and Messra. Ladd, Ayer, Burns, Warren and Russell. Secretary Moore, of the Board of Trade, appeared in behalf of the Portland-Alaska Steamship Company, of which organization he is secretary. He read the offer of the Alaska Mindrs' Association, which was printed in these columns Tuesday, but the members of the chamber did not seem disposed to take up the project without thorough investigation, and accordingly turned the matter of to Messrs. Hahn, Jones and Spencer, the committee on Alaxkas affairs tee on Alaskan affairs.

The mining committee recommended the appointing of J. F. Watson, D. Solis Cohen, I. B. Hammond, Charles E. Ladd and H. W. Coe as delegates to the in-ternational Mining Congress to be held at Butte September 1 to 5 inclusive. matter of securing the congress in this city for 1903 and the preparation of a mining exhibit are referred to the mining

committee.
It was moved and seconded that the secretary of the chamber confer with the manager of the Pacific States Tele-phone & Telegraph Company in this city and ascertain if the local service could not in some way be improved. There being no further business, the

There being no further business, the meeting was adjourned at 3:20.

Yesterday afternoon the joint advertising committee of the Board of Trade awarded the printing of the Harriman booklet to the Union Printing Company, whose bid was \$2:20. The Hicks-Chatten Engraving Company was awarded the contract for making the 112 halftones for illustrating the booklet for \$79.80. One hundred and fifty thousand booklets will be printed, and it is thought that some will be delivered in the course of a month's time.

A NATIONAL TRAIT. Amiability the Bane of the American Public.

St. Louis Globe-Democrat.

Amiability is our National vice. We are a country contented. Satisfied with our own superiority, fancied or real, we have the sleek good humor which is not disturbed by gibes or sneers. Conceit has provoked contentment. The result is an amiable public. That aggregation of humanity which the politician speaks of as "the dear people" reverentially—in ante-election times—is pleasant in speech and action. Crowds are seldom cross. The excursion company is a notable example. However much the excursionists may be delayed, or disappointed, there is little of grumbling. Even when they return late grumbling. Even when they return late at night, tired, worn out from the day of recreation, they growl good-humoredly and are merry in their misery. Seldom does any assemblage of Americans degenerate into an angry company, and then only under the lishing of passion at a crime or of heated advocacy of a party candidate. We get madder because of politics than from any other reason. The politics than from any other reason. The election of some far-off individual whom we never saw, and in whose success nothing of importance to ourselves is involved stirs the dregs of discussion into a very ferment of furious strife. Political campaigns bring always the dog days of in-

furiated debate. The vice of amiability is shown con-spicuously in the behavior of the Ameri-can audience. The audience has lost its right to hiss. So seldom does any auditor exercise this right that when some rude but honest fellow manifests his diaapproval of actor or of speaker, his neighbors, losing for the nonce their amiability, seek to put him out. We permit applause, but not hissing; huzzas, but not cries of disapproval. Our audiences have construed the right of criticism as meaning merely the right of compliment. We are glad to read criticism in the newspapers the next morning, but we object to having it expressed audibly at the time. Yet who can give sufficient reason why an audience may not express its disapproval as well as its commendation? Surely dislike may as well be expressed as like. The average audience is too polite too amiable to do otherwise than applaud. If it cannot cheer it alts silent.

The Doughbird. New York Tribune.

The doughbird, or Esquimau curlew, is one of the first Summer birds to arrive in the markets. Unlike the ordinary curlew, It is a field bird, and lives on seeds and insects, not on crabs, crawfish and other sea food. It closely resembles the golden plover, but is a little larger. This bird is highly esteemed by epicures. Singe, draw and trues six doughbirds for a party of six. Rub each thoroughly with butter and lay it on a meat rack in a pan with half a cup of cold water in the bottom of the pan. If baked in a very hot oven they will be done in 12 minutes; with a fairly hot oven they will require 15 minutes. Prepare six canapes of bread or of fried hominy. Place the birds on them, decorate with watercress and serve on a hot platter. To make these canapes of bread cut six slices an inch and a half thick, trim off their crusts, hollow them out in the center to receive the birds, brush them over with melted butter and place in a hot oven to become a golden brown. A Southern way of serving dough-birds is on fried hominy—the great South-ern hominy which in the North is generally called by the misnomer of "samp Cut six slices of this hominy an inch and a half thick, hollow them in the center, brush them over with beaten egg and roll them in dried and sifted bread crumbs. Lay them in a frying basket and immerse in steaming hot fat for three minutes, when they will be a golden brown. Serve the birds on the slices of hominy, with a crisp slice of fried bacon on each bird. Doughbirds are also served with corn fritters and fried bacon, and sometimes with silces of fried egg plant.

E. W. Grove This name must appear on every box of the genuine Lazative Bromo-Quinine Tableta, the remedy that cures a cold in one day. 25 cents.

Baby's Things

I prefer PEARL-INE to other soap powders. For cleaning baby bottles, nipples and silverware it has no equal. I will try it alone for washing. Mrs. Rev. J. F. R.

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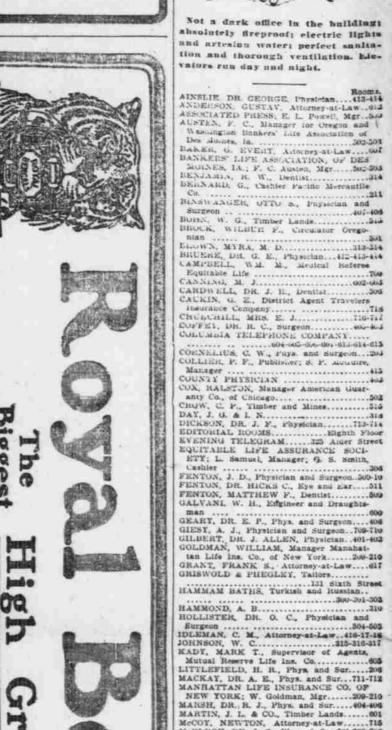


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