SAVIOR OF CRIPPLES

Physicians Hail Dr. Lorenz' New Treatment.

HE OPERATES WITHOUT KNIFE

Attention Called to Great Medical Discovery by Vienna Doctor's Visit to Const-Based on Sound Scientific Principles.

By the visit of the famous Dr. Adolf Lorenz, of Vienna, the noted orthopaedic surgeon, to the Coast, attention has been called to one of the most marked developments in medical science during late years. His method of treating congenital disloca-tions of the hip joint is recognized by medical authorities as a great discovery, and although he has given to his brother doctors throughout the world every prin-ciple of the operation, and it has been practiced more or less for several years, none have ever become as efficient as the originator himself. Hundreds of children, who would either have been cripples for life or have submitted to the surgeon's knife, running all the dangers of septic infection and death from septicemia, have been made well and strong by the appli-cation of Dr. Lorenz' bloodless operation. Prominent medical authorities of Portland speak very highly of the Vlenna doctor, and say that he has given to the medical

world a valuable discovery.
"It is no new thing," they say. "The operation has been known and used for operation has been known and used for years. Dr. Lorenz, however, was the orig-inator of the idea, and has practiced it with a greater degree of success than any other man. So famous has his operation become that all of the later books on surgery contain a complete description of operation known as Dr. Lorenz' od of treating congenital dislocations of the hip. There is nothing about it that ot be accounted for scientifically. There are some things that are a little hard to understand, yet the many experinents that he has made are evidence that Nature acts in the way he claims."

How the Operation Is Done.

The operation, when described, sounds very simple, yet there are many reasons why it was first regarded with apprehension. The doctor does not profess to be able to effect a cure on patients that are over a certain age. Nearly every case of congenital dislocation, however, is a year two old before it is discovered. lid shows no sign of the trouble until it attempts to walk. A close examination of the cause of its inability to use its leg generally reveals the trouble at this time. When a case is brought to the doctor, he takes his strong hands as his instrument and begins to slowly work the joint and loosen all adhesions which may have ormed between the head of the femur and as the lesions are free he forces the bones into their place, puts the limb into a plas-ter cast and leaves it so for six months. At the end of this time the ligaments are found to have grown to their normal posi-tion, holding the joint firmly in place. The joint is very stiff at the time the cast is removed, and often seems to have formed adhesions in its new position. These are gradually removed, however, and as the oint is used it becomes freer until the trouble is entirely removed.

Has Revenled New Principles. The successful practice of this operation

ass revealed a tendency of the human sody to heal its own deficiencies that war never before realized," said one of the doctors yesterday. 'It is known that the socket into which the hip bone fits fills up after the joint has been out of place for a hort time. The doctor has taken cases, filled up, and after he has placed the bones in place there has been an absorbing pro-cess which has hollowed out the socket and left a place for the bone to fit in. It bones being kept in the plaster cast, a calice would be formed and a stiff joint result. His experiments have shown that Nature overcomes this trouble at the joint, and if the treatment is correct the action will be entirely restored."

How It Was Discovered.

Doctors who have kept well read in the medical works of noted physicians say that for many years Adolf Lorenz has been known as a master surgeon. From the first he took a great interest in the treat-ment of congenital dislocations. His method was to cut into the seat of the trouble, remove with instruments all ad-hesions and place the bones in place. The parts then would be firmly fixed, as in the present operation. This method was successful, but had many dangers. Despite the aseptic precautions that could be taken, sepsis would at times set in and a great amount of trouble result. Often the wound could not be made to heal properly, and even cases where there was death from cepticemia are told of. Dr. Lorenz is said to have treated several became so familiar with the conditions that are to be found in these cases that he undeptook to restore the parts to their normal position, depending upon his sense of touch and the knowledge that he pos-cessed of the positions of the various structures. His cases were found to be successful. Results as good as if not bet-ter than by the first method were obtained, and there was no ugly wound to heal, no danger of infection,

Will Benefit by His Visit. 1

"Although the operation has been known for years, it has not been taken as seriously by practitioners as it deserves to be," said a doctor yesterday. are many practitioners who have not read enough of the late literature to know of Dr. Lorenz' operation. His visit to this Coast brings it prominently before the physicians here, and will probably mean that it will become popular as its value is

Doctors Speak Well of Lorenz. A number of leading surgeons of the city

were seen yesterday regarding the claims that are made by the Vienna doctor, and operation was indorsed by all. This is what they say: Dr. Holt C. Wlison-Dr. Lorenz is a fa-

mous professor at Vienna, and his work is strictly scientific. There is nothing won-derful or miraculous about it, but it is a practical application of the knowledge he has gained through long experience. His operation has been known for years, and has proved a relief to hundreds of crip-

Dr. A. J. Giesy-Dr. Lorenz is a great man, and his work is based upon the ap-plication of scientific principles. We will · be better able to judge of his results after a period of six months, when the plaster casts can be removed. From the results that he claims to have had in the East, it is reasonable to suppose that his cases

Dr. George F. Wilson-Dr. Loreng operation is deserving of all of the praise that it is getting. It is based upon strictly scientific principles, and its value has been proved by many trials. Dr. William Jones-For treating con-

genital dislocations of the hip Dr. Lorenz' operation has proved itself to be a thorough success. He is the discoverer of the operation, and has practiced with better results than any one else. There is no se-cret in his work, however, and any one acusinted with anatomy can learn to do it.

Peace Reigns on the Surface. At the Second Baptist Church yester-day Rev. William E. Randall, pastor, preached at the moraling hour on "Lost preached at the morning hour on "Lost Opportunities." There was a large con-

gregation present. Flowers were on the altar, and nothing whatever to recall the storm through which the church had passed during the week.

RAILROAD Y. M. C. A. International Secretary Tells What It Does for Men.

G. D. McDill, the international railroad secretary of the Young Men's Christian Association, spoke in the Auditorium yes-terday afternoon of the special work in which he is engaged, Mr. McDill is thoroughly conversant with the arduous life of a railroad man, for he was employed on different roads for a number of years, being at one time the private secretary of President Burt, of the Union

or W. M. Wilder was in charge and W. G. Hodgson rendered a tenor solo Mr. McDill told his audience of the great part which the railroads play in the welfare of the Nation, and graphically por-trayed the scene at Promontory Point, Utah, when Governor Leland Stanford drove the last spike in the first transcontinental railway in 1869, and told how the strokes of the hammer were electric-

ically repeated all over the country.
"In the estimation of those best informed." said Secretary McDill, "the high positions of the country are, first, President of the United States; second, president of the Pennsylvania Railway; third, president of the Union Pacific, while the third is in doubt, but the fifth is doubtless that of president of the Chicago, Burlington & Quincy.

"The railroads have the best roadbeds and the best rolling stock that money can

buy, but they can't buy men. This is where the Railroad Y. M. C. A, aids men to prepare themselves, and in every way makes them more capable of performing their duties. The work of this branch is different from that of other associa-tions. We have restaurants in which good, square meals are served at cost, Dormitorics and separate rooms are provided much cheaper than in other places of the same class, for we believe in clean-liness. I know of one man who was brought to Christ through the instrumentality of clean sheets. A temporary hospital is included in every building, and as the Association is situated near the yards, many cases are brought there. We also have smoking rooms, something which the other branches will not allow We take men just as we find them, and I was once told by a man that he believed in tobacco, for, said he, if Adam had had a good chew of tobacco in his mouth when Eve offered him the forbidden fruit, he would never have accepted it, and the whole history of the human race would have been changed. Every effort is made to make the Association rooms comfortable and homelike. We have games without gambling, bowling without beer

and beds without bugs."
In closing, Mr. McDill told of one of the Association secretaries who rode on a fast train with a recently converted engineer at night during a heavy storm. The sec-retary saw that the engineer, who was sitting with one hand on the throttle and another on the air-brake lever, was speaking or singing to himself. Moving closer, he heard the old man repeating the words of "Jesus, Savior, Pilot Me."
"Now, men, said Mr. McDill, why not

make Jesus your pilot through life?"
"Two years ago," said Mr. McDill, in a
conversation after the meeting, "our branch of the association had only 28,600 and 150 separate ssociations. Now we have 60,000 members and 175 associa, tions. One million three hundred thousand dollars is invested in buildings and 30 new structures are being erected. Cornelius Vanderbilt was instrumental in the work in the East and the \$225,000 building in New York is largely due to his efforts. We have a building in Philadelphia which cost \$175,000, and the class of association buildings throughout the country is becom-ing much higher. Ten years ago we thought it was a great thing to put up a \$10,000 building, in any but the largest cities, but now structures of three times that amount are common. The first rali-road Y. M. C. A. was organized in Cleve-land, O., in 1874, but the movement did not assume large proportions until within a few years ago.

The associations are mainly in the East, the one at Pocatello, Ida., being the most Western branch. The men on the Coast are of the same class as in the East, for the majority of them have come from Eastern roads. The work has been successful in the Middle West and Southassociations in Texas. Another has just been started in the City of Mexico. Five men are constantly traveling about the country organizing new branches and the railroads have thoroughly realized what a enefit the associations are to the men in their employ."

MANY WAIFS RECEIVED. Boys' and Girls' Aid Society Extending Work-Wants Homes for Boys.

During the past two weeks the number of commitments to the Boys' and Girls Aid Society from outside counties has been very large, and the prospects are that there will be many more children committed during this month. A family of five has recently been received from Benton County, and a family consisting of four children from Marion County, and yesterday Attorney Williams, of Eugene, brought down three children committed as nomeless, their father and mother both boy of German descent. Superintendent nothing to hinder the prompt removal Gardner says that hitherto it has been of the libelant to that institution, and in possible to find homes for all children as now there is a poor demand for small boys, from infants up to 8 years of age, and this class is gradually accumulating be done. Yet it is a fact that he was at the Receiving Home. He hopes he will hear of persons in the near future who his horrible bank, where he had been from will be willing to take into their homes one of these little walfs. Mr. Gardner says that the society has on file nearly 1000 applications for children, particularly large children and little girls, but many of these applications, after inquiry, have was something in the surroundings or in behalf of the captain are transpar-the families who wished to take them that

Another part of the work is the rescue of minors from evil surroundings, and superintendent wishes it clearly under-that the ship could not run into Nagasaki stood that such girls are not brought to the Receiving Home, but an asylum is found for them elsewhere. In many cases the Magdalen Home, being the only home the Magdalen Home, being the only home to the calm and the darkness, and the in-for fallen girls, receives this class and makes an attempt to reform them, or at conditions were unchangeable, and perleast cares for them until they become of age, when many times they are placed with well disposed people and do not re-turn to lives of shame. He says that the managers have made up their minds to prevent keepers of so-called combination houses from harboring this class of minors, and sithough the license com-mittee of the City Council did not see fit to revoke the license of the Owl saloon on the petition of the superintendent, a few days ago, he will still pereist in his efforts, until these deadfalls will refuse to accept the services of young girls, or are closed up entirely. As the work of the society has assumed such large proportions, the management sincerely trusts that its friends will come to its aid with liberal donations this Thanksgiving. A sewing machine is much needed at the home, and should any per-son be inclined to donate this most useful

article, the management will feel deeply POPULAR POTTER IN SERVICE.

Queen of River Boats Is Now Making the Astoria Run.

The traveling public will be delighted to know that the popular steamer, the T. J. Potter, is now making the Astoria run. See O. R. & N. time card.

"Garland" Stoves and Runges. Awarded First Prize Paris, 1900. Buffalo, 1901.

LOWEST RATE ON RECORD

FRENCH BARK LOADS WHEAT AT SAN FRANCISCO AT 128 6D.

Over 100,000 Tons of Idle Grain Ships on Pacific Coast-Gale at Mouth of the River-Towboats Busy.

The French bark Emma Laurens, a nevessel of 3000 tons capacity, was chartered in San Francisco Saturday to load two thirds of a cargo for Sydney, Australia at 12s 5d per ton, with the option of Mel-bourne at 12s 3d. This is said to be the lowest rate ever accepted by a ship for carrying wheat from a Pacific Coast port to any foreign port, and shows the ocea freight situation to be in a very badly de noralized condition. No other ship but a French bounty-earner could make the voyage except at a loss. Even with a full cargo, an unsubsidized craft would undoubtedly show a loss on the voyage. The Emma Laurens, however, will needs do better than she has been doing, or even the bounty will not enable her to pay very large dividends, for she came to San Francisco in ballast from Havre, the voyage occupying nearly five months. The British and German shipowners will be very heavy losers by the French bounty system for at least another year, for there are enough of the French vessels on the coast or headed for the coast to prevent improvement in freights for a long

In this port there are three disengaged ships, and there are five on Puget Sound. The idle fleet in San Francisco numbers 25 grain ships. These, with the idle grain tonnage at Portland and Puget Sound, show a total carrying capacity of 100,000 ons, for which there is no business, with the list receiving liberal additions each week. At the same time, the tonnage under engagement promises to be fully ade-quate for all needs. There were no arrivals at Astoria yesterday, but the ficet now due or due within the next 30 days, contains a number of vessels which will probably be obliged to lie up and await the return of better times. The only French vessels due at this port in the near future are under charter, and conse quently will not interfere with the freight market at cut-rate prices, but there will be a few disengaged bounty-earners come along later in the season to make trouble for the Britishers and Germans. The American ship John Ena, which was offering for loading at Portland a few weeks ago, was fortunate enough to secure a salmon cargo for New York and will load at Seattle and Bellingham Bay. The Victoria Colonist has the following regarding the situation across the Straits: The German ship Artemis, which was chartered to load salmon on the Fraser River-one of the first vessels to be fixed—has been ordered to proceed to Port Gamble to load lumber, and leaves this morning. The Artemis was chartered before the present decline in freight rates, at 37s and 6d for Liverpool, and Is for London, with the option of wheat from Tacoma for the United Kingdom, or the usual option at 35s. As wheat-carriers are being paid from 21 to 25s at the most cargoes to the United Kingdom European ports, it is easy to be seen that the difference in freights at the present time will mean a big loss to charterers. The ships Lyderhorn and Brabioch are still disengaged at this port, the owners waiting for an advance in freight rates. The ship Alice A. Leigh, which is completing her repairs at the Esquimalt Mar-ine Railway, made necessary by her buffeting in a typhoon while en route from Shanghai in ballast, in also disengaged.

FOUR THOUSAND DAMAGES. Judge Hanford Decides Agninst One of Troop's "Hot Ships."

Judge Hanford, of the Federal Court, at Seattle, has just rendered a decision against the British ship Troop and her master, Captain Kenney, awarding Albert Louie, a sailor, \$4000 damages for injuries received on board the ship on a voyage from Fusan to Port Townsend. The plain-tiff fell from the main upper topsall yard and fractured both legs when the vessel was but a few hours out from Fusan, The master refused to put back to Fusan,

at full length, but, according to the un-disputed evidence in this case, although there was an unoccupied room in the States Marine Hospital at Port Town-send, in a bunk which was narrow and too short for him, and during many days, when the ship was rolling in heavy weather, he was obliged to use his unbroken arm clinging to the bunk, to save himself from being thrown out. In that situation his agony was intense, and when he applied to the steward for help he was told by that functionary that he did not have to attend to him. The vessel arrived at Port Angeles on the 21st day of February, 1962, and passed quarantine inspection the same day. She was then about 20 miles from the United being dead. They are two girls and a States Marine Hospital, and there was rapidly as they are received, but that just it is contended that the captain made every possible effort to have the libelant placed in the hospital as soon as it could the time of the injury without being washed, and without any change of

sickening details of this case. It is a shocking instance of "man's inhumanity been turned down or blacklisted, as there to man," and the excuses which are made the wind sprang up, a few hours later, it was dark; that the man could not be or Kobe, because the captain had never visited those ports and was ignorant of the conditions there. The captain refers petual, and as if the loss to the owners of the ship occasioned by a few hours of delay created an insurmountable barrier, making return to Fusan or calling at another near-by port absolutely impos-

By reason of the captain's malpractice upon the libelant, he was obliged to un-dergo very painful surgical treatment after his arrival at Port Townsend, and his disability to work and follow his calling as a mariner has been made permanent, whereas if he had been sent ashore and placed in a hospital at Fu-san or Nagasaki it is probable that his injuries might not have made him a cripple for life. Considering all the cir-cumstances of aggravation, I consider the sum of \$4000 to be a reasonable amount

to award as damages.

A decree will be entered in favor of the libelant for \$4000 with interest thereon at the rate of 6 per cent per annum from the date of filing the libel, and costs.

LAUNCH OF THE ROMBLON.

First United States Gunboat Ever Built in Japan. The Japan Gazette of October 15 gives an extended account of the launching of

the Rombian, the first United States gunboat ever built in Japan. The launching was in connection with the official ning of the works of the Uraga and fax, N. S., and Philadelphia.

Ishthama dock companies on October 15. The gunboat, which is one of five ordered for service in the Philippine Islands, was christened by Miss Evans, daughter of Admiral Robley Evans. A paper cage at the bow was cut open and a number of white doves were liberated. The air was filled with paper blossoms, which were scattered by the birds in their flight. As the boat slid into the water whistles were blown and the bands played "The Star-Spangled Banner,"

Spangled Banner,
The ceremony was witnessed by about
250 invited guests, including United States
Minister Buck; the German Minister,
Count von Arco-Valley; Baron Komura, Minister for Foreign Affairs; Viscount Ito, Admiral Inouve, miral Viscount Enomoto, Admiral Viscount Arima, Admiral Rogers, U. S. N.; Captain Mackenzie, of the New York; Admiral Evans, General Chaffee and the German, Belgian and Swiss Consuls-

OFF-SHORE GALE.

Ripping Northeaster Prevented Entoring the River Yesterday.

The Weather Bureau yesterday afternoon reported a ripping Northeaster down at the mouth of the river, with an exceed-ingly low barometer and trouble brew-This will probably delay the arrival of the numerous vessels now due at Port-land for several days, as a gale of this kind sends everything off shore and away to the south, where it is not easy to work back at this season of the year. The fourmasted bark which was reported off the mouth of the river Saturday, has not since been sighted, and is probably a long ways out by this time. As usual, no signals were displayed by the craft when she was up where the North Head reporter could have read her name, and her identity is unknown. It is believed, however, that it is the German bark Nai which sailed from Higgs 45 days are. which sailed from Hiogo 46 days ago. The American ship John Ena sailed from the same port as the Nal, on the same day as that vessel, and arrived at Port Townsend several days ago, so it is thought the German ship was not far be hind her, unless she became tangled up in the typhoon which swept the Japan coast two days after they got away from Hiogo. Two other four-masters are due at Portland—the Wandsbek from Santa Rosalia and the Bidston Hill from Antwerp, and it might be either

THE FINEST AFLOAT.

Fall River Line Will Build a \$1,750.

The New York Shipbuilding Company, of Camden, has been asked to bid on the construction of what will probably be the two largest, finest and fastest boats afloat-veritable floating palaces-one to cost \$1,750,000, and ply between Fall River and New York, as part of the Fall River line, and the other for the Hudson River service. Engineers in the employ of the company have been at work on the Puri-tan, in Fall River, taking measurements with a view to the planning of the new steamboat

The Fail River line, controlled by the New York, New Haven & Hartford Railroad; has long boasted the possess the Priscilla, which is now considered the best boat of her class.

While the exact dimensions of this steamboat are not given, it is understood she will be about 425 feet long, with ac-

commodations for 2000 passengers.

The same company is to bid on a large and very swift steamboat for service on the Hudson River, between New York and Albany. For 20 years the little Mary Powell has held the record for speed on the Hudson, even exceeding the larger and handsomer boats of the Day line, but now the purpose is to put on a boat which shall not only surpass the larger boats, but reduce the time from New York to Albany to five hours each way,

ench Bark Will Discharge Ballast at New Dock Foot Ankeny Street.

The French bark Cannebjere shifted up strete yesterday and will be the first ballast vessel to discharge at that dock. This was the only movement in the harbor yesterday, but it reduced the fleet of ships in the stream to two vessels, all of the others having found berths except those which are finished and bound down and, according to the testimony, neglected the river. It will be something unusual for ballast vessels to discharge so far up Townsend. The decision has the follow-In decision has the following bearing on this neglect:

To properly reduce the fracture of a leg, it is necessary for the patient to have sufficient room to be stretched out the business along the water front was not so congested as to interfere with the

ing it away.

The Cannebiere has rock ballast, and it after part of the ship, the libelant was obliged to remain from the time of the for the dock. A great many acres of will be used to strengthen the foundation injury until he was taken into the United ground has been made in the lower part States Marine Hospital at Port Town- of the city with ballast brought from all over the world, but the dumping ground is more restricted up in the vicio new dock. However, if Mr. will haul out enough ballast to fill up some of the guiches now spanned by un-safe bridges, his latest venture will be appreciated.

TOWBOATS BUSY.

O. R. & N. Co. Has Three on River Handling Grain and Lumber Craft. The steamer Ocklahama, which left Portland Saturday with the schooner Lizzie Vance, added the Nokomis to her tow at St. Helens, and arrived down at As-toria yesterday morning. The Harvest Queen, with the big German bark Magdalene, and the R. R. Thompson, with the Adolf, did not get through to Astoria yesterday on account of the high wind in the bay in the afternoon. The Ockla-hama, after dropping her lumber vessels, started back with the British ship Riverside, but before getting across the bay ran into the gale and dropped her tow and returned to Astoria for shelter. The It is useless to parade more of the Robert Dollar, which has been loading at sickening details of this case. It is a Westport and Carroll's Point, arrived down yesterday morning and put to sea in the afternoon, and the schooner Vol-unteer also sailed in the afternoon. There the families who wished to take them that is undesirable. "Investigation of these applications requires a great deal of time and thought, as the management cannot be too careful where it places these help-like the wind sprang up, a few hours later, the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the regular towboats are unable to handle the wind sprang up has been up has back and forth at the regular towboats are unable to handle the wind sprang up has back and forth at the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wind sprang up has back and forth at the present time that the regular towboats are unable to handle the wi rived up Saturday night with the schooner Oliver J. Olsen, which is loading at In-man, Poulson & Co.'s mill

Domestic and Foreign Ports. ASTORIA, Nov. 9.—Arrived down at 9
A, M.—Schooner Nokomis, from 8t. Helens; schooner Lizzie Vance, from Portland; steamer Robert Dollar, from Westport, Left up at 1 P. M.—British ship Riverside (anchored off Tongue Point at at 3 P. M.). Condition of the bar at 5 P. M., moderate; weather cloudy, northeast gale, Salled at 1 P. M.—schooner Volunteer, from Knappton for San Frances. Volunteer, from Knappton for San Fran-cisco. Sailed at 5 P. M.-Steamer Robert Dollar for San Francisco. San Francisco, Nov. 9.-Sailed last night

Steamer Lakme, for Portland. Tacoma, Nov. 9.—Arrived—Revenue cutter Grant, from a cruise. Sailed-Steamer New York, Nov. 3 .- Arrived-Steamers

Columbia, from Glasgow and Moville; Min-netonka, from London; Bohemian, from Liverpool; St. Louis, from Southampton and Cherbourg; Nomadic, from Liverpool; Statendam, from Rotterdam and Boulogne-Sur-Mer; Roma, from Naples; Cymric, from Liverpool and Queenstown, Lizard, Nov. 9.—Passed—Moltke, from New York for Plymouth, Cherbourg and

Dover, Nov. 9.-Passed-Friederich der Grosse, from Bremen for Cherbourg and New York.

Liverpool, Nov. 9.—Arrived—Etruria, from New York. Arrived Nov. 8—Celtic, from New York via Queenstown.

St. John's, N. F., Nov. 2.—Arrived—
Buenos Ayres, from Glasgow and Liverpool
for Hailfax, N. S., and Philadelphia.

Liverpool, Nov. 2.—Sailed—Carthagenian,
from Glasgow for St. John's, N. F., Hall-

-Meier & Frank Company

"Peninsular" Stoves, Ranges and Wood Heaters-models ranging from \$4.50 to \$65.00. McCall Patterns and Publications, 10c and 15c-none higher-none better.

FROM SUNDAY'S OREGONIAN

Great Mid-Season Sale in the Cloak Store Special Bargains in All Lines

Thanksgiving sale of Silverware starts this morning at 8. Great sale of Her Majesty's Corsets-all lines greatly reduced. Two great bargains in Laces for today and tomorrow. A sample line of Ladies' Neckwear at manufacturer's cost. \$1.25, \$1.50 fancy Waist Silks for 75c yd-best styles and colors. 85c and \$1.00 Polka Dotted Henriettas at 49c yd-best colorings. Three great lots of Children's Shoes marked below cost. Set of Table Tennis free with every 6 pkgs. of Malt Breakfast Food. Continuation of the Thanksgiving sale of fine Table Linens. Closing out all standard sets of books at prices far below cost.

-MEIER @ FRANK COMPANY-

EAST MORRISON TO BE REPLANKED THIS WEEK.

Main Thoroughfare on East Side Will Soon Be in Good Condition-Progress of Filling.

Lumber has been delivered for the reanking of the elevated road on East orrison street, between East Water street and Union avenue, and work will be started on this improvement this be started on this improvement this week. Only that portion between the double tracks of the City & Suburban double tracks of the City & Suburban Railway Company and the sidewalks will be replanked, the street-car company being responsible for the middle part.

Councilman J. P. Sharkey has received much praise for his persistency in getting an appropriation for carrying on this mask. but it may be doubted whether he work, but it may be doubted whether he would have succeeded but for the fact that the closing of East Morrison at East

Water afreet would have practically closed up Morrison bridge to most of the great traffic that passes over it, as all the other roadways between Union aveing with the bridge are badly worn and dangerous.

The new plank will last at least two

years, or until the permanent fill shall have been made. Over 15,000 cubic yards of dirt have already been dumped under this roadway, leaving about 45,000 cubic yards more to be placed there. Then, with stone block pavement, or a pavewith stone block pavement, or a pave-ment of some other durable material, between the bridge approach and Grand avenue, East Morrison will be the main business street in East Portland.

CONDITION OF MR. PRATT. Ill., Not Dangerous.

Two letters were received Saturday from Rev. L. M. Boozer, of Joliet, Ill., concerning the condition of Rev. H. L. Pratt, pastor of the First United Evangelical Church, of the East Side, who is in the hospital of that city with typhoid While Mr. Pratt is seriously in, his condition is not regarded as danger-ous, and Mr. Boozer's letter gives encouragement that he will pull through Rev. C. C. Poling, who attended the general conference with Mr. Pratt, said yesterday that he is being well cared for. When he and Mr. Pratt arrived at Joliet on their return to Portland, it became on their return to Fortiand, it became evident that Mr. Pratt was very sick. They stopped at the home of Rev. L. M. Boozer, formerly of Portland, where a physician was consulted, and the case pronounced typhoid fever. The physician told Mr. Poling that Mr. Pratt might travel as far as Omaha, but advised that he be left at the hospital. This was done. Mr. and Mrs. Boozer, both of whom are friends of Mr. Pratt, live a short way from the hospital, and call on him daily. It may be a month before he can leave the hospital. Bishop W. F. Heil is also looking after Mr. Pratt. Should the case become critical Mrs. Pratt will start for Joliet. Mr. Poling said also that if necessary he would return to Joliet. He would have remained but for the fact that some important business demanded his

SELLWOOD STREET IMPROVEMENT. Spokane and Umatilia Avenues Will Be Graveled From the River.

Spokane and Umatilla avenues in Sellwood are to be improved between the river and the Milwaukie road, E. B. Madden has got out a petition for the former street, and it will be pushed as fast as possible. Spokane avenue extends to the site of the new sawmill site. Preliminaries for improvement of Umatilla are well along and the work will soon be commenced. On this street it is proposed to gravel the center and rebuild the sidewalks.

Also by private subscription East Ninth street (Milwaukie road) will be repaired. Subscriptions to the amount of \$163 were secured and the contract has been let. The street will be graveled through the limits of Sellwood. These improvements

will greatly help that suburb,

An effort will be made to remove the tangle Milwaukie is in. Between Division street and the county line south of Sellwood it is partly a county road and partly a street. It is a street to Hoigate, and thers a county road to the city limits of Sellwood, and through Sellwood it is a street, when it becomes a county road from there south. The Sellwood Board of Trade has been urging for a long time that Milwaukle avenue be made county road at least through Sellwood If this were done, the county would keep it in repair from Holgate street to the county line south.

FUNERAL OF C. SCHROEDER. Veteran of 29 Battles Burled With the G. A. R. Honors. The funeral of Christian Schroeder, who

died at his home, 615 Powell street, Wed-nesday, aged 62 years, was held yesterday afternoon from Dunning's undertaking parlors, East. Alder and East Sixth streets. The interment was at Lone Fir cemetery. Mr. Schroeder was a veteran of the Civil War, having taken part in 29 of the hard-fought battles, in which he was wounded several times. He enlisted was wounded several times. He enlisted in the Twenty-seventh Michigan Regi-ment in 1861, and was discharged July, After his discharge he was a men ber of Fairbanks Post No. 19, G. A. R.,

WILL KEEP STREET OPEN of Detroit, and joined George Dest when he came to Portland 15 years ago. The members of this post attended ago. The memoers the funeral services. His wife and the following children survive him: Miss Sophia Schroeder, Port Townsend; Mrs. Anna Waterman, Everett. Wash.; Mrs. Bertha Glenn, Mrs.

Louise Spencer, Miss Tillie and Arthur Schroeder, Portland. THEY WANT STREET RAILWAY. Residents on East Salmon Petition

for Branch Line. Residents along East Salmon street from East Twentleth street to Sunnyside are anxious that the Portland Railroad Company should build the Sunnyside branch on East Salmon street. They have got out a petition asking that the company build on that street instead of on East Taylor, as provided in the ordi-nance. As the people living on East Tay-lor street have remonstrated against the railway being built on that street for the reason that it has just been improved and that they don't want it torn up again for the track, the change may be made. It is understood, however, that the company objects to changing the route to East

Also a petition is out for improvement of East Salmon street from East Twelfth to Sunnyside.

BOATS ARE MADE SAFE. Oregon Yacht Club Fleet Recovers

Those Broken From Moorings. Members of the Oregon Yacht Club were kept busy yesterday in resching some of the heats which had broken loose, and making the others safe for the Winter. The rise in the river caused three to break loose from their anchorages and float down stream. lodged against the lumber-dock, and were recovered. Port Captain Beebe and several members of the club, with the launch Simplex, pulled the larger yachts close up to the clubhouse, where they will be ilvested of the rigging. The larks will the shore. The entire fleet will thus be made secure till the opening of the season of 1903.

For Charity Work. Martha Washington Social Club, of the Martha Washington Chapter, Order Eastern Stor will hold a meeting at the home of Mr. and Mrs. S. F. Dunning, East Alder and East Sixth streets, Tuesday evening, November 18. At this meeting the social events for the Winter will be planned. The work of the club is along purely char-Itable lines, and the proceeds of all the social functions are applied to charitable purposes. School Furnace Lacking.

The addition to the Sunnyside Schooluse is still unoccupied, although the Hood's and only Hood's.

The blood is the source of health. To keep it pure, take Hood's SarsaparillaHood's and only Hood's. School Furnace Lacking. The addition to the Sunnyside School-

carpenter work is finished. Only one of the furnaces needed has arrived, and the other one shipped from the East some time ago has not been heard from. An effort will be made to make the one fur-nace do the work of two by the introduc-tion of an electric fan to force heated air through the rooms. Principal E. D. Curtis reports the enrollment of the Sun-nyside school at 450. Three outside rooms are occupied, one being in the Boys' Brig-ade building, and two in the Diez Mail. It may be two weeks before all the pupils can be brought together under one roof

Neustadter Bros. Building. The brick work of Neustadter Bros. twostory building on East Taylor street and Grand avenue is completed, and the structure will be roofed. The floor of structure will be roofed. The floor of the second story is supported by timbers 12x12, so as to carry the machinery that will be used in that part of the building. This building will be used as a clothing factory, and will employ a large force of skilled men. It will be filled with ma-

chinery, operated by electric power, and will be a veritable beehive of industry. East Side Notes.

A union church has been built at Syca-more and is nearly completed. It was built by contributions from the neigh-borhood, the last of which were applied to painting it.
T. A. Baker, who secured the contract for erection of the schoolhouse at Lents, has started excavating for the foundation. Little progress can be made while wet

Little progress weather prevails. Principal J. M. C. Miller, of the Wood-tock School reports an enrollment of 113 upils, with a prospective increase. is is more than were enrolled at the same time last year. Three rooms of the building are occupied and these are crowded. Perhaps at the opening of next term another teacher will be employed and the remaining room furnished.

Niembers of the Carne Diam Sociel Class Members of the Carpe Diem Social Club have decorated the Woodmen of the World Hall, East Sixth and East Washington streets, for the opening dance this even ing. Silk ribbons in colors have been used in the most effective manner. Carnations also will be used. A special car will leave East Morrison street and Grand avenue for the West Side at close of the

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