PORTLAND MEN MAKE APPEAL

Case Is Being Heard by Supervising Inspector-Captain Conway Testifies That the Resignations Were Arbitrary and Unjust.

SAN FRANCISCO, Nov. 18 .- Whether marine engineer or any licensed engineer on ocean-going vessels is a slave to the sea is the question involved in the case of J. F. Sullivan, one of the engineers whose licenses were revoked by the Portland Board of Inspectors and Hulls, be-cause he resigned as first assistant en-gineer of the Oregon Raliroad & Naviga-

tion Company's steamer Geo. W. Elder. The case is being heard by United States Supervising Inspector Bermingham, and Sullivan's testimony was heard yesterday. He made a statement of facts as before understood.

Superintendent Conway, of the O. R. & water lines at Fortland, testified that he refused to accept the resignations be-cause they were arbitrary, unusual and

This afternoon the case of Engineer McKenzie was taken up. Two of the three guspended engineers, J. S. Sullivan and C. M. McKenzie, testified that they had a perfect right to leave the vessel, as they had signed for the trip from Portland to San Francisco and return. They completed a round trip and then re-signed. Leter, on the advice of their attorney, they sent a letter to Captain Conway, giving a completion of their engagement as their reason for leaving. Second Assistant Engineer C. M. Mc-

Kenzie said he intended to quit on the arrival of the steamer at Portland, as he saw there was no chance of getting the postion of first assistant. He had heard of no strike on the Columbia River. He' handed in his resignation, and was never asked by Captain Conway, the chief-engineer, or the manager of the com-pany for his reason for so doing.

W. W. Cotton, an attorney of the O. R. & N. Co., and counsel for Captain Bermingham in the hearing, tried hard to get an admission from McKenzle that he had left the steamer on account of the river

STEAMER WILLAPA SOLD.

Bellingham Bay Company Buys Her for Sound Service.

The Canadian Pacific Navigation Com-any has sold the steamer Willapa to the sellingham Bay Navigation Company for \$3,000. The steamer will be used in the service between Whatcom, Fairhaven, Se-attle and Tacoma. The Willaps was first known as the General Miles, which she was christened by the Ilwaco Navigation Company, when that corporation built her for service as a tug at the Colum-bia River bar and for coasting service in 1882. Captain W. P. Whitcomb, one of degrees; also throughout a triangular area, the base of which rests on the American coast from Cape San Lucas to Panama, the vertex lying in 5 degrees north, 130 degrees west." a family of Columbia River steamboat-men, was put in charge of her, and remained in her until 1889, when she was sold to the Portland & Coast Steamship Company, who lengthened her and practically rebuilt her. She was then re-named the Wiliapa, and in command of Captain L. A. Balley and John Petersen. operated in the Gray's Harbor trade, with occasional trips to Coos Bay and other

In 1854 she was leased by the Hastings Steamhoat Company and handled by Cap-tain A. W. Horn. In 1836, when the rush to the Klondike was starting, she was purchased by Captain George Roberts and Chief Engineer Lent, then of the steamer City of Kingston. She was nearly reinsured at 80 per cent, and people are asking, says the Examiner, whether those who played has City of Kingston. She was extensively to arrive knew that she was taking an overhauled and refitted and thence placed in service on the Alaskan route.

Laminer, whether those was taking an unusual route, which would prolong the voyage. Says that paper:

in service on the Alaskan route.

In 1897 she was lost on a Northern "The course of the Clydesdale as "The course of the Clydesdale as blinding snowstorm, while bound north with passengers and cargo bound north with passengers and cargo that very few vessels follow. Nine out of the course of the Clydesdale as "The course of the for Skagway and the Yukon, and the pas-mangers were taken off by another steam-the equator between 150 and 160 degrees er. The wreck was abandoned and afterwards sold to the Canadian Pacific Navigation Company at a low figure. Captain John Irving, then commodore of the Pitcairn Island. The usual course taken Canadian Pacific Navigation Company at a low figure. Canadian Pacific Navigation Company, by vessels out of Newcastle lies west of went north, and with Diver John Me. Tahiti and near the Hawalian Islands. went north, and, with Diver John Mc-Hardy, of Victoria, succeeded in raising the wrecked steamer, which had not been badly damaged. She was temporarily re-paired by the divers, and, after being floated by means of empty barrels, was brought to Victoria and overhauled, refitted and her engines were practically rebuilt, increasing her speed. Many im-provements were also made to the hull, and when the steamer started service un-der the Canadian Pacific Navigation flag was considered a first-class vessel. operated with success, not only on the West Const route, where she weathered several notable storms, but also in the run to Northern British Columbian ports and to Skagway.

DECEMBER WIND AND WEATHER. Forecast From the Latest North Pacific Pilot Chart.

The North Pacific pilot chart for Nowind and weather in the North Pacific Ocean in December:
"Throughout the entire stretch between

San Francisco Bay and the Strait of Fuca, the course of the winds will be from the southeast, with falling barometer, through south to southwest and west, with rising barometer. Immediately un-der the coast the prevailing winds will be southeast. Within the area 125 to 130 degrees west, 40 to 50 degrees north, the most frequent direction will be south, over 50 per cent of all winds being included between southeast and southwest. Be-yond 130 degrees west, as also to the southward of 40 degrees, the winds will have greater westing. Squally weather, with rain and frequent gales, may be expected throughout the entire area, the latter from south-southeast to west.

"Continuing southward, northwesterly winds may be expected as far as Acapulco, covering a belt extending 300 miles off shore. From 15 to 10 degrees north-easterly winds will prevail; likewise from rection will be southeast. The average frequency of calme between these paral-lels is 20 per cent (2) hours in each hundred). The present month inaugurate the discussion of t the dry season (December-March) on the coast of Central America, the main feature of which is the absence of thunder storms.

"An elongated trough of low barometer (pressure 29.00 inches) covers the Alcutian Islands. Around this trough the prevail-ing winds blow in a direction contrary to the motion of the hands of a watch. The two circulations, cyclonic (around the low) and anticyclonic (around the high) thus unite in giving to the winds over the northern half of the ocean a westerly

"Temporary areas of alternately high and low barometer, with attendant anti-cyclonic and cyclonic wind circulations, will be found moving in a general easterly direction across the ocean in temperate latitudes. In advance of the former the weather is dry (large difference between the wet and dry bulb thermometers), the barometer rises, the thermometer falls, the clouds (cirrus, cirro-cumulus, alto-cumulus) tend to dissolve, and the gen-VICTORIA, B. C., Nov. 18.—Captain
Huggins, of the ship M. E. Watson, now
here, reports that the new lumber seen
off Tataoosh Island last week by the
schooner Transit is from a four-masted
schooner which passed out of the Straits eral direction of the winds is polar or westerly; in advance of the latter the weather is damp (small difference be-tween the wet and dry bulb thermometers), the barometer falls, the thermom-

eter rises, the clouds (cirro-stratus, alto-stratus, nimbus) tend to gather, and the general direction of the winds is equato-He did not learn the name of the vessel, general direction of the winds is equatorial or easterly. The eastward passage, of an anticyclone is marked by light, slowly shifting winds and fair weather; of a cyclone, by rapidly shifting winds, gales,

rain and foul weather.
"Typhoons are not frequent during December and are rare during January. Their occurrence is confined to the region between Guam and Luzon and to the southern part of the China Sea. One of the earliest signs of the approach of a typhoon

is the apparent failure of the barometer to respond to the diurnal oscillation.

"In Honolulu the average prevalence of the trades during December is 18 days. Westward of the islands, between 20 and I degrees north, the regular trades will often be supplanted by the southwesterly winds proper to the southern side of the castward advancing cyclonic circulations described below, the centers of which may lie far to the northward. Such a shift of the wind will, in general, be preceded by a slight fall of the barometer. Tedious calms, often lasting several days in suc-

GAMBLE ON A TARDY SHIP.

dale on Passage From Australia.

There is much talk in San Francisc

shipping circles over the long passage made by the British ship Clydesdale and

the unusual course taken by her in

reaching that port from Australia. The ship spent 125 days on her voyage, while

Captain Evans, of the Clydesdale, reports heavy weather on the entire voyage, and blames the elements for the lengthy pas-

sage. Shipping men wonder how the Clydesdale happened to encounter rough weather when other vessels which left

at the same time make no report of con-

"In the face of the ordinary passages

made by vessels leaving Australia during the month of July shipping men find it difficult to ascribe the 125-day passage of

the Clydesdale to rough weather, especially as the vessel was known to be clean.
"When the Clydesdale was at 80 per

cent the Liverpool underwriters gave her up as lost and so informed their agent in this city. There was very little play

on the vessel in this city. The heavy speculation occurred in Glasgow, Scot-

land, where the owners of the vessel re-

THE DREDGE CONTRACT.

Port of Portland Will Promptly

Furnish Bond Required.

The news from Washington that the Port of Portland will be required to give bond before the Secretary of War will

approve the contract recently made for the lease of one of its dredges came-as

an unpleasant surprise to the commis-sioners. Not that they will have any difficulty in furnishing a bond, but they

had hoped that no time would be lost in closing the contract so that the Government could start in operating the dredge. As it is, the bond will be furnished at once that the contract may be approved and the appropriation made by

Since last Friday the new dredge Co-lumbia has been working night and day

in the lower part of the harbor, and Su-perintendent Kelley reports that every-

New Steamer Line to Persian Gulf.

of London, the feasibility of developing extensive trade relations between Rus-sia and Persia by that route. An agree-ment has been all but completed between

the Minister of Finance and the Russian Steam Navigation Company providing for specially equipped vessels to ply between Odessa and Busdire. The correspondent says an official of the Steam Navigation Company informed him that Russia was

determined to install herself in Persian

markets hitherto ignored or underruted.

Lake Steamer Sinks.

TWO HARBORS, Minn., Nov. 18.—The steamer Robert Wallace, loaded with ore

from Superior, Wis., for Cleveland, sank in the lake 13 miles off this port last night, the result of breaking her stern

pipe. Captain Nicholson and crew es-caped to the schooner Ashland, which his boat was towing. The steamer sank in

200 feet of water, and will be a total losa.

Lumber From Schooner's Deck Load.

the last session become available.

thing in satisfactory.

The heavy

tinued gales.

Roundabout Course Taken by Clydes-

The big German bark Nal arrived up yesterday afternoon. She is in ballast from Hiogo, and will load wheat outward. The Nal left the Japanese port September 25, and was 50 days crossing the Pacific. Kerr, Gifford & Co. are her char-terers, and the ship's rate is 33s 5d.

Buoy Goes Adrift.

Captain C. G. Calkins, Lighthouse In-spector, gives notice that the northeast end of Sand Island buoy, No. 6, a first-class nun, was reported November 12, as having gone adrift from its position. It replaced as early as practicable.

Astoria Marine Notes.

ASTORIA, Or., Nov. 18 .- (Special.)-The gas buoy that was placed at the mouth of the river recently, near the inner bar buoy, no longer displays any light. It has met with some accident that has marred its usefulness, but exactly what the trouble is cannot be determined until it is who should report to the board what the

LAUNCH OF AMERICAN GUNBOAT IN JAPAN.

FIRST OF FIVE BEING BUILT AT URAGA.

in one big shipbuilding company. They are the first ever built by a foreign country for the United States.

Winter months.

outward cargo.

at Irving do

Company.

bourg.

dock to discharge ballast.

voyage. Says that paper:

"The course of the Clydesdale as mapped out from the captain's log is one San Pedro, Cal.

structed in Japan for the use of the United States Government in the Philippines.

Mail advices from Japan give an interesting account of the launching of the Rombion, one of five gunboats being con-

The gunboats are being built by the Uraga Dock Company, Limited, and the Ishikawa Dock Company, which have united

The boat was prettily descrated with garlands of evergreens and flowers, and the usual basket of pigeons, to be released at the last moment, was at her bow. The ceremony of christening was performed by Miss Evans, daughter of Admiral Evans.

The gunboat was christened "Rombion," after one of the Islands of the Philippines, to which group her ephere of activity will be confined. Her dimensions are: Length, 146 feet; breadth, 20 feet; depth, 12 feet. Her displacement is 350 tons, and

she has 450 horse-power, which is expected to give her a speed of 10 knots. She has twin screws. Without armament, her

quires very good weather conditions, which are rarely experienced during the

All the ballast except 200 tons has been

removed at the quarantine stations from the British ship County of Roxborough.

Several hundred tons of stiffening will be

placed in her before the rest of the im-ported ballast is taken out. This will re-

quire but a few days, and within a week the vessel will be ready to receive her

When the steamer Redondo arrived in from San Francisco today she experienced some difficulty, as the bar was very

rough, and oil was used over the bow to keep the sca from breaking over her.

Crescent Takes On Telephone Poles,

KALAMA, Wash., Nov. 13 .- (Special.)-

The steam schooner Crescent, of the Gray's Steamship Company, of San Fran-

Marine Notes.

The Isle of Arran began loading wheat

The Cornil Bart moved in to the sand

The British ship Nussecrag, from Ant-werp, for Portland, was spoken October 7 in 42:40 south, 59:22 west.

The schooner John A. has cleared for San Francisco with 300,000 feet of lum-

The John Cooke cleared yesterday with

110,297 bushels of wheat, valued at \$72,-

797. Balfour, Guthrie & Co., are the ship-pers. The vessel will sail for Queens-town or Falmouth for orders.

Domestic and Foreign Ports.

ASTORIA, Nov. 18.—Arrived at 10 and left up at 11:40 A. M.—Steamer Despatch, from San Francisco. Arrived at 10 A. M. and left

from Ladysmith.
Tacoma, Nov. 18.—Sailed—Ship Solway, for
Port Elizabeth; steamer Mackinaw, for San

New York for Antwerp.
Leghorn. Nov. 17.—Arrived—Perugia, from
New York, via Naples and Genoa.
New York, Nov. 18.—Satiled—Kronprinz Wil-

helm, for Bremen, via Plymouth and Cher-

Hoquiam, Wash., Nov. 16 .- Arrived-Steam-

-Steamer Montara, from Sau Francisco; steamer City of Topeka, from Skagway.

Boulogne-sur-Mer, Nov. 18—Arrived-Steamer Nord America, from New York for Rotter-

inm, and proceeded. St. Michael, Nov. 18.—Arrived—Steamer Van-

couver, from Genca and Naples, for Boston. Liverpool, Nov. 18.—Sailed—Steamer Saxonia, for Boston, via Queenstown. Yokohama, Nov. 17.—Arrived—Steamer Em-press of Japan, from Vancouver, for Hiogo.

Not a Wheelman, Evidently.

PORTLAND, Or., Nov. 16.-(To the Editor.)-It is gratifying to see that the

Council, through its great and worthy member, Councilman Sigler, is about to tackle something that it and the

mighty police can cope with, and thus let it be known that the law is indeed pow-erful in Portland. So will the scorn be

thrown back on them, who sneer at the failure to stop gambling and other lesser crimes. I refer to the new ordinance to

limit the dangerous sidewalk riding by the lawless, don't-care-if-I-do-get-hurt

blcyclists, that smash into people regard-less of their own injury. Hall the awak-

ening of civic power!

C. W. SAUNDERS.

Wealthy Missourian Missing.

RICHMOND, Mo., Nov. 18.—William A. Stuck, jeweler, a wealthy bachelor, and post grand master of the local lodge of Odd Fellows, has disappeared, and it is believed that he has been murdered or

wandered away while deranged.

Shanghai and Hong Kong.

loaded by the North Pacific Lumber

MEMBERS OF BOARD OF PUBLIC WORKS DISCUSS MARKET BLOCK.

Committee Is Appointed to Report on Disposition of the

Columbia Telephone Company reported that it would accept the ordinance grant-ed it November 4. The improvement of Savier street, which

was held over from the last meeting, was accepted, the street having been put in proper condition by the contractors, Fraincy & Keating.

The contract for the improving of East The contract for the improving of East
Main street was awarded to Miller &
Bauer, and also the contract for East
Madison street. The contract for the
sewer in East Pine and Twenty-sixth
street was awarded to Woodard & Riner.

Building.

The regular meeting of the Board of Public Works yesterday afternoon passed off without a squabble of any kind, the only matters that were brought up being of a routine nature. A number of bids were received for new street improvements, and several contracts were let. Some little discussion regarding the use of the Mechanics' Pavilion arose, but it was resolved to leave the matter to a

The gentlemen present were: Messrs.

Mills, Williams, MacMaster, Elllott, Dev-

lin and Cogswell, and Mayor Williams

The first business was the opening and reading of bids for streets as follows:

Killingsworth avenue-Glebisch & Jop-

Killingsworth avenue—Glebisch & Jop-in, \$1647 50.

East Glisan street-J. R. O'Neill, \$2207 88;

James Reily, \$2758 25; Bechell Bros., \$2005 05.

East Thirty-third street sewer-Wood-ard & Riner, \$465.65; J. T. Stevens, \$591.95; J. B. Slemmons, \$407.10; Frainey & Keat-

Maryland avenue-J. R. O'Neill, \$1203 %; Bauer & Wismer, \$343 21; J. R. Debuhr, \$2569 62; N. B. Goldon, \$2735 64; Lewis

A remonstrance was received from property-owners along East Sixteenth street, against the acceptance of the

street from the contractors, it being stated that the piece of work had not been properly rolled, and that it was not made

in the right manner. The acceptance was laid over till the next meeting. A petition was received from property-

owners along North Front street, from Fourteenth to Twenty-first, requesting that a fill be made and a large water

main be put down, so as to increase pro-tection against fire. The petition was re-

ferred to the Council, with the request

that it be granted.

A complaint was received from W. R.
Mackenzie and F. W. Bates against the
way in which the recent macadam pavement on King street has been misused.

It was stated that contractors have been

ment, and City Engineer Elliott was di-cected to notify prospective bidders that

when they finished contract work they

ern Pacific Terminal Company the right

to lay tracks on North Front street was approved. The Ford-street ordinance was

held over so that all the members might

read it before approving it.

Mr. Cogswell asked why the contractors

on East Seventh street near Pacific. This contract was let in August, and the

ing, \$469 15.

San Francisco. Arrives
up at 12:15 P. M.—Steamer Redondo, from San
Prancisco. Outside at 4 P. M.—British steame
or Quito, from San Francisco. Condition of
the bar at 4 P. M., rough; wind southwest;

Defrish

Description

Base abused most shamefully. The congrapers.

weather cloudy.

Port Townsend, Nov. 18.—Arrived—British bark Mozambique, from Algon Bay.

San Francisco, Nov. 18.—Arrived—Schooner Velunteer, from Knappton; steamer Tellus, matter was referred to the street departmatter was referred to the street departmatter was referred to the street departmatter was referred to the street departmatter.

Francisco.
Lizard, Nov. 18.—Passed-Kensington, from should clean up afterward.
The ordinance granting to the North-

er Santa Monica, from Ean Francisco for Aber- had delayed so long in the improvement

Shinaro Maru, for China and Japan. Arrived work had not yet been commenced, the

lin, excavated material to be put on cars, \$1785 (6; material to be wasted, \$1267 50.

it adjourned. RECEPTION TO NEW PASTOR Rev. Charles W. Hays Is Welcomed by St. John's Presbyterian Church.

The reports of the various committees on the Market block was talked over.

and, no satisfactory conclusion being arrived at, Mr. Cogawell moved that Mr. Mills be given authority to appoint a

committee of three citizens who were

versed in building and architecture, to see if the building was good for anything. There being nothing else before the board,

The Society of King's Daughters of St. John's Presbyterian Church gave a reception last evening to Rev. Charles W. Hays the new pastor of the church. A pleasant programme was given under the direction of the young ladles, consisting of songs and recitations. Short addresses were made by Rev. Dr. W. S. Holt, D. D., and Rev. J. R. Day, to which both Mr. and Mrs. Hays responded. Light refreshments were served by the society.

Rev. F. G. Strange was installed pastor of the Marshfield Presbyterian Church on the evening of November 12. Rev. George

the evening of November 12. Rev. George Gillespie, of Port Orford, presided. Rev. Gillespie, of Port Orford, presided. Rev. W. S. Holt, D. D., preached the sermon. W. S. Holt, D. D., preached the sermon, Rev. George Gillespie made the charge to the pastor, and Rev. Adolph Hibberly, of Coquille, charged the people. Special mu-ric was given under the direction of Mrs.

Dr. Tower.

The services, which are a continuation of the recent week of personal effort, are being held this week in a number of the Presbyterian Churches of the city. Severally, their efforts. Presbyterian Churches of the city. Several ministers are centering their efforts upon the services held by them every night except Saturday. Rev. W. S. Gilbert, of the Calvary Presbyterian Church, speaks at the Forbes Church, of Albina, while Rev. C. W. Haya the new paster of St. John's Church, and Rev. E. T. Allen, the assistant paster of the First Church, conduct the revival services at the church of Fulton. The services at the Men's Report Fulton. The services at the Men's Recort are conducted by Rev. A. J. Montgomery, of the Third Church, and Rev. E. T. Allen, the assistant pastor of the First Church.

Rev. Robert Tweed, of Iowa, has been engaged as pastor of the Presbyterian churches of Florence, Acme and Point Terrace, three towns on the Siuslaw River.

St. Andrew's Society Elects Officers. These officers were elected at the an-nual meeting of St. Andrew's Socie-ty, held last night in the Portland Hotel: President, William Mackenzie; vice-president, Dr. K. A. J. Mackenzie; secretary, A. M. Wright; assistant secretary, George Black; treasurer, K. K. Baxter; chaplain, Rev. Thomas N. Wilson; councillors, William Reid and C. E. S. Wood; physicians, Dr. A. D. Mackenzie and Dr. J. F. Bell: committee of relief, Robert Livingstone, Walter J. Honeyman and W. R. Mackenzie; and committee of mangement, William MacMaster, William Denholm and Samuel C. Kerr. A committee was also appointed to make arrange-ments for the celebration of St. Andrew's taken up and examined. To de this re- building is suitable for at the present

BUSINESS ITEMS. If Baby Is Cutting Teeth,

AN EASY WAY

Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays all pain, cures wind colic and diarrhosa

To Keep Well.

It is easy to keep well if we would only bserve each day a few simple rules of realth. The all-important thing is to keep the stomach right, and to do this it is not necessary to diet or to follow a set rule or bill of fare. Such pampering simply

makes a capricious appetite and a feeling that certain favorite articles of food must Janin, \$2169 86, Falling street-J. R. O'Nelll, \$2484 40; Bauer & Wismer, \$2757 13; Bechell Bros., Professor Wiechold gives pretty goodad-Morrison-street sewer—Woodard & Riner, 16797 65; J. B. Sicammons, 18501 07; J. W. Sweeney, 18531 30; Jacobson-Bade Company, 186184 81. Sweeney, \$6331 30; Jacobson-Bade Com-pany, \$6164 81.

to keep a healthy stomach, not by eating bran crackers or dieting of any sort; on the contrary, I always eat what my appetite craves, but daily for the past eight years I have made it a practice to take one or two of Stuart's Dyspepsia Tablets after each meal, and I attribute my ro-bust health for a man of my age to the regular daily use of Stuart's Tablets. "My physician first advised me to use them because he said they were perfectly

harmless, and were not a secret patent medicine, but contained only the natural digestives, peptones and diastase, and after using them a few weeks, I have never ceased to thank him for his advice.
"I honestly believe the habit of taking Stuart's Dyspepsia Tablets after meals is the real health habit, because their use brings health to the sick and ailing and preserves health to the well and strong Men and women past 50 years of age need a safe digestive after meals to insure a perfect digestion and to ward off disease, and the safest, best known and most widely used is Stuart's Dyspepsia

Tablets. They are found in every well regulated household from Maine to California, and in Great Britain and Australia are rapid-ly pushing their way into popular favor. All druggists sell Stuart's Dyspepsia Tablets, full sized packages at 50 cents, and for a week stomach a 50-cent package will often do 500 worth of good.

KILL THE DANDRUFF GERM. Or Your Hair Will Fall Out Till You Become Bald. Modern science has discovered that dan-

druff is caused by a germ that digs up the scalp in scales, as it burrows down to the roots of the hair, where it destroys time limit being up several days ago. Mr. Elliott was directed to call upon all dethe hair's vitality, causing falling hair and, ultimately, baldness. After Profeslinquent contractors for their reasons for delays:

A communication was received from the find a remedy failed until the great lab-City & Suburban Railway Company stating that it would give \$1500 toward the building of a new bridge across Montgomery slough leading into Lower Albina, or that it would repair that portion used by the car tracks in case no new bridge would be put up. The communication was referred to the Council. The

TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach discretes, constitution, diarrhoes, dropsical swellings, Bright's disease, etc. KIDNEY AND URINARY

Complaints, painful, difficult, too frequent, milky bloody urine, unnatural discharges speedily cured. DISEASES OF THE RECTUM

Such as piles, fistula, fissure, ulceration, mucous end bloody discharges, cured without the knife, pain or confinement. DISEASES OF MEN

Blood poison, gleet, stricture, unnatural losses, impotency, thoroughly cured. No failures. Cures guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society which deprive you of your manhood, UNFITS YOU FOR BUSINESS OR MARRIAGE, MIDDLE-AGED MEN who from excesses and strains have lost their MANLY

POWER,

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody urine,
Gleet, Stricture, enlarged prostate, Sexual Deblity, Varicocele, Hydrocele, Kidney
and Liver, Troubles, cured without MERCURY AND OTHER POISONOUS
DRUGS, Catarrh and Rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums
or ready-made preparations, but cures the disease by thorough medical treatment.
His New samphlet on Private Diseases sent free to all men who describe their
trouble. PATIENTS cured at home. Terms reasonable. All letters answered in
piain envelope. Consultation free and sacredly confidential. Call on or address

Dr. Walker, 149 First St., bet. Alder and Morrison, Portland, Or.

Which would you rather have, if you could have your choice, transparent skin or perfect features?

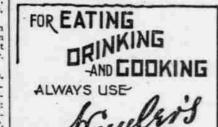
All the world would choose one way; and you can have it measurably.

If you use Pears' Soap and live wholesomely otherwise, you will have the best complexion Nature has for you.

Sold all over the world.



DR. W. S. BURKHART, Cincinnati, O.



VANILLA CHOCOLATE IT IS UNEQUALLED IN PURITY AND DELICIOUSNESS OF FLAVOR

YOUR GROCER SELLS IT

Radway's Ready Relief is a cure for every pain, see thache, beadacne, neuralgia, rheumatism.

TRAVELERS' GUIDE.

Leave	Union Depot	Arrive
*8:30 P. M.	OVERLAND EX- PRESS TRAINS, for Salem, Rose- burg, Ashland, Sac- ramento, Ogden, San Francisco, Mo- jave, Los Angeles,	+7:45 A. M.
*8:30 A. M.	El Paso, New Or- leans and the East Morning train con- nects at Woodburn (daily except Sun- day) with train for Mount Angel, Sil-	*T:00 P. M.
*4:00 P. M.	verton, Browns ville, Springfleid. Wendling and Na- tron. Albany passenger. Connects at Wood- burn with ML An- gel and Silverton ocal.	
*7:80 A. M.	Corvaills passenger.	'5:50 P. M.
14:50 P. M.	heridan passenger.	8:23 A. M.

Depot foot of Jefferson street. Leave Portland daily for Gawego at 7:20 A. M.; 12:30, 1:55, 3:25, 4:40, 6:25, 8:30 P. M. Daily except Sunday, 5:30, 8:40 A. M.; 5:05, 11:30 P. M. Sunday only, 9:00 A. M. II:36 P. M. Sunday only, 9:00 A. M.
Returning from Owego arrive Portland daily
8:30 A. M.; 1:35, 3:10, 4:30, 8:15, 7:40, 10:00
P. M. Dally except Sunday, 6:35, 9:30, 10:30
A. M. Except Monday, 12:40 A. M. Sunday
only, 10:05 A. M.
Leave from same depot for Dallas and intermediate points daily except Sunday 5:05 P. M.
Arrive Portland 9:20 A. M.
The Independence-Monmouth motor line operates daily to Monmouth and Airlie, connecting
with S. P. Co.'s trains at Dallas and Independence.

pendence.

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FOR ASTORIA and S-00 P. M. way points, connecting Daily ex. Daily with steamer for Ilwa-Sunday, co and North Beach, Saturday, steamer T. J. Potter, 10 P. M. Ash-street Dock.

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YAMHILL RIVER ROUTE. FOR DAYTON, Oregon 7:00 A. M. 3:00 P. M. City and Yambill River Toes., points, str. Elmore, Thurs., Sat. Fri.

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