MYRTLE POINT, Or., Dec. 22.-(Special | an easy task to make a trial of its virtues correspondence.)-This prosperous town is at the junction of four branches of the Coquille River, and at the head of steamboat anvigation on the main river, and is distant from Coquille, by river, 14 miles, and from Bandon, by river, 42

Using the name Coquille again brings up the proper pronunciation of the word. I have heard four ways-Co-quell, Co-kel, Co-quill and Co-keel. The old settlers very generally say Coquell; more recent arrivals Co-keel; traveling men, Co-kel, and only a few, Co-quill.

In my letter from Chetco, in Curry County, I said I had not been able to learn the Indian meaning of the name, but later, Mr. Van Pelt informed me it meant "Beautiful Malden River." "Co" river, and "chet" beautiful Coquille is said to be an Indian name, the "co" meaning river, and "quili" meaning shell. If such is the case, as I am satisfied it is, the proper pronuncia-tion is "Coquili," and not "Co-keel." Those who claim the name to be of French pronounce it "Co-keel," and if it were French, such would be correct. Mr. R. C. Dement, an old resident here, who came to Coos Bay with his parents in 1853, and who had a great deal of business with the Indians before they were removed to the reservation, says it was always pro-nounced "Co-quell" in those days, and it was not until about 1860 that this new way of pronunciation began to be heard, and then only by the whites. This con-troversy over the pronunciation of the name has been going on for the past 30-odd years, and is not settled yet, persons on each side being very tenacious in the matter It is really a question of some importance, particularly to strangers, to know which is best authority.

Myrtle Point at present has a popula-tion estimated at 800 (the census of 1900 gave her 500), and is located on the bank of the south fork of the Coquille River, ne mile above the junction of the north fork, which latter is joined by the east fork about eight miles from its mouth. Three miles above the town the middle fork of the Coquille River comes in, and it is up this stream that the projected railroad to Roseburg is to follow to the sources, and on the other dde of the summit down to Umpqua 20 to 50 miles long each, which terminate nt Myrtle Point. At certain seasons steamboats can navigate these branches a few miles above the town, but most generally the head of steamboat navigation is at Myrtle Point, and a daily boat leaves each morning, carrying the mails, and returns in the afternoon from Co quilic. where it connects with other steamers for Bandon. Myrtle Point is the present, and, the residents hope, the temporary terminus of the Coos Bay & Roseburg Railroad, which was to have been built to Roseburg several years ago, stopped here, and is now about 3

In the valleys of the several forks of the Coquille River are many dairy and stock farms, and the farmers do their trading at Myrtle Point, trade coming into the town from points even as far as 30 miles distant. The large stocks of goods carried by the merchants would surprise one were the large extent of trading ter-

Along the ridges between and at the headwaters of these forks of the Coquille, some of them 50 miles long, are extensive forests of valuable fir. cedar and spruce timber, and logging on these streams is already quite an important business, during the Summer the logs being rolled into the streams and floated down, when the Winter rains raise the water, and extensive "drives" are made. The lumber output on the Coquille has been increas-ing each year, and the logging operations on the upper river have been growing in proportion, and will continue to grow.

forks of the Coquille drain a large area of country, and while along banks of the streams both farming and timber lands are mostly taken up, yet on the smaller branches and on the benches are vacant lands, subject to en-try, some of it not even surveyed, which will all become valuable when railroads open up the country. The present outlet by water is being taken advantage of by the settlers, and the country is very gen-erally prosperous; but there is a market close at hand for the lumber and coal of the country, which cannot be reached without railroad connections. The partly developed resources of Coos County in coal, in dairying, in mining and lumber will casily support, when developed, a population 10 times as great as now. At the headwaters of these streams are farm and dairy lands not being utilized, croppings of coal, ledges of gold and copper, and gold placers, and hundreds of mil-lions of feet of standing cedar and fir timber. Only by means of railroads can these resources be fully developed. Persons who have never been in this country may think these statements are exaggerations, intended to boom the coun-, but they are not. If one would travel I have done, for miles through forests fine timber, not one acre of which has ever been logged, and take into consideration that the lumber business is but just in its infancy, the possibilities of the future will then appear. Let there be rallroads built into the Coos Bay country and there will be 19 sawmills to where there is one now, and the number of men employed in these mills and logging camps will in themselves very largely increase the population of the country.

Some excellent water powers can be

developed on these mountain streams, and there is an opening right now for some enterprising firm or individual to put in water wheels and pump water for supply-ing Myrtle Point, which has no water works, and also supply the town with electricity for lighting, which is now ment some miles, steam power being used. There are coal and gold mines up the south fork of the Coquille, and the time will come when a railroad will be built to bring out these products of the earth, and why should they not have the trains on them operated by electricity?

Myrtle Point is so named from the bundance of myrtle timber which grows, articularly evidenced on the point of land which the town occupies in the forks of the river. This myrtle is a very graceful and heavy foliaged evergreen, and seen in natural growth assumes some very emmetrical shapes. It cannot be sur-assed as an ornamental tree on the lawn. it also has a commercial value which is just coming into notice. With age the tree trunk attains a diameter of from two to four feet, the lumber from it being very heavy and hard, resembling mahogany or salnut, but in its beautiful markings be-ing very superior to either. Until within the past year or two this timber had no cal commercial value, but a gentleman me in here last year and went out ame in here has year and went our mong the farmers and bonded as many acres of myrtle land as possible, agreeing o grub out the tree with the roots and lay il per thousand "stumpage." He then gent East and contracted to furnish this myrtle wood, at, no one knows what race per thousand, for several million of gin stocks, tops of sewing machines and similar purposes, which will take the place of black wainut which is becoming ince of black wainut which is becoming are scarce there. This year several hungel from \$10 to \$25 an acre, according to location and development.

It makes considerable difference in the value of lands in Coos County whether it is quoted for sale or for an Assessor. I have given the values of lands when anyoult of about 50 men. In my letter from anyoult of about 50 men. In my letter from the county myrtle, but other hard woods there, and solving securing it. The plan adopted an acre, and some lands even less an acre, and some lands even less an acre, and some lands even less an acre. The total value of all the property in Coos County would along the Chetco River. I have given the values of lands in the property in Coos County on the tax rolls this year.

To Cure a Cold in One Day Take Lazative Bromo-Quinina Tablets, All drusgists refund the money if it fails to cure, and some lands over less an acre. When the content of the content of the same tenor regarding the application of the same tenor regarding the application of the wash in Connecticut was read from Professor E. Britton, of New Haven. Dr. Felt spoke of the "grape vine root worm," an insect which has assessed at \$15 an acre, coal lands \$1 \(\frac{1}{2}\) an acre, and some lands even less an acre. The total value of all the property in Coos County on the tax rolls this year is less than \$3,000,000, and yet the dairy plants are formed that myrile leaves are an is less than \$3,000,000, and yet the dairy plants are formed that myrile leaves are an is less than \$3,000,000, and yet the dairy plants are formed to the same tenor regarding the application of the same tenor regarding the application of the wash in Connecticut was read from Professor E. Britton, of New Haven. Dr. Felt spoke of the "grape vine root worm," an insect which has been more than usually destructive to the vineyards of New York State.

To Cure a Cold in One Day Take Lazative Bromo-Quinina Tablets, All drusging the Cherch read the professor in the professor in the professor in the professo

to Coos County with his parents in 1883, and they settled near Myrtle Point in 1855, his mother being the first white woman here. There were a great many Indians in the country then, but they remained friendly to the whites, and when the Rogue River Indians broke out in 1855 and all the actilizer in the Countille

Bandon.

The land where Myrtle Point is now was first taken up by Eph Catching. He sold it to Henry Myers, who kept a small store and called the pince Myersyllie. In 1860 he sold out to Chris Lenherr, who put up o grist mill, south of where the Myrtle Point Hotel is now, and had a store, and a postoffice was established called "Ott." Mails came in from Roseburg, over a mountain trail, and it took a letter five days to get here from Portland. In the early days the farmers raised wheat for their own use, and had it ground at the local gristmill. For many years past dairying has entirely superseded farming, and now no wheat to speak of is raised

The gold mining at the head of the Co-quille and Sixis Rivers, the lumbering on Coos Bay, the coal mining in Coos County were the three industries then, as now, to give employment to labor and as now, to give employment to labor and consume the product of the farms. About 1875 Binger Hermann, present land commissioner at Washington, D. C., and his brother-in-law, Ed Bender, opened a store on the bank of the Coquille River, the business being conducted by Mr. Bender, Mr. Hermann remaining in Roseburg. From the time of the location of the store here the town has been called Myrtle Point, and is now an incorporated city by that fitte.

Abot 1892 a railroad was projected from Marshfield, on Coos Bay, via Myrtle Point to Roseburg on the Southern Pacific Railroad, but it was never completed farther than here. The people of Myrtle Point subscribed about \$6000 as a bonus. They sincerely hope a railroad will be built out to Roseburg next Summer, but they were "so sure" the other time, they are in-clined to be very "doubting Thomases"

a list of dairymen residing south of that town almost to Myrtle Point. The list following, gives principally those to the south and east of Myrtle Point. There are south and east of Myrtle Point. There are three creameries in this vicinity, the "Sugar Loaf," just adjoining town, which is also a cheese factory; "Sunrise," three miles up the South Fork, and "Gravel Ford," at the junction of the East and North Forks. The names of the principal dairymen and the number of cows they milk is herewith given, making a total of about \$00 cows: about 200 cows:

Barklow Bros ... A. Wild ... Taylor E. Davenport ... Jerry Haines ... O. Reed ... I. Strong D. McNair
D. McNair
Jake Strong
Russell & Son
Benj, Shull
Whittington Bros
N. C. Hermann

.50 C. Southmaid
.10 H. Strong
.20 J. Devault et al.
.50 J. D. Barklow
.20 Wm. Weekly
.20 J. D. Bennett
.40 C. Moratrie
.15 J. Hamolen
.20 Robert Clinton
.20 J. V. Shuck
.30 H. Most
.30 Wm. Harmon
.15 F. Harnish
.20 J. P. Taylor
.25 D. J. Taylor
.15 R. L. Weekly
.20 G. G. Swann
.10 Tom Wilson
.10 Tom Wilson
.10 does not include

The above list does not include per-Stephen Reed lives about one mile from income from those six cows was \$360, or \$60 each, and in addition he had a small fore.

garden and some fruit trees on the same Dr. land. This illustrates the possibilities of the dairy business, even at the present time, and with railroads and better mar. kets it will be even better. The dairy-men here are out of debt and have money in the bank, and in a business transac-tion they pay by "check," while a few years ago they were in debt and paid "order on the store."

In the vicinity of Myrtil Point there are at least \$40,000 worth of beef cattle sold every year, and as much more of young cattle. The production of wool is of some importance, being about \$10,-000, besides which there is a surplus of mutton sheep and about 1000 hogs. Myrtle Point has two hotels, two

saloons, five churches (Presbyterian, Methodist, Dunkards, Christian and Methodist South), six general merchandise stores, three livery stables, three blacksmith shops, one harness shop, two hardware stores, two racket stores, two drug stores, two cigar stores, one jeweler, one dentist, three doctors, three attorneys, one newspaper, one feed store, two milstores, one housefurnishing store, furniture factory, two furniture stores, two bakeries, one restaurant, one barber shop, one shoemaker, one bank, one butcher shop, one opera-house, no photograph gallery, no water works, no sawmill, one billiard hall, express office, telephone exchange, besides various secret society lodges, public school, etc.

The religious sect called Dunkards is very strong here, numbering over 150, and increasing each fear. Their most 'no-ticeable peculiarity is the ceremony of washing each other's feet. They are spoken of as being a very good class of people in the community, living sober, industrious lives attending to their own business and letting that of other people

Lewis Strong is the owner of a herd of high-grade dairy cows which he rents out and which bring him a yearly in-come of about \$1200. It was about eight years ago that the creamery business first began to receive the serious attention of the farmers here, and Mr. Strong says he kept an account for the firs three years and his herd of "common" stock cows paid him only \$1.50 a month per cow, and the general complaint among all the farmers was, "it does not pay." He commenced "breeding up," and gradually his profits per cow increased until now he figures them at \$9 a month for each one, and this does not include the by-profits, such as milk-fed calves, hogs, etc. Mr. Strong gives it as his opinion that one acre of good bottom dairy land will earn interest on \$300, and the hill lands, which are used principally for dry stock and hogs, are worth \$20 an acre. Bench hill land raises excellent clover and hay, two crops a year, one in June and the other in August. These bench lands for dairying are worth from \$30 to \$50 an acre. There are about 40,690 acres of dairy land tributary to Myr tie Point.

The coal lands of Coos County sell at from \$30 to \$150 an acre; timber lands from \$10 to \$25 an acre, according to lo-

be \$10,00,000 if useessed at what it is said to be "worth." The timber in Coos County at present selling prices is worth \$10,000,000 and coal lands \$10,000,000 more, making a total of \$20,000,000, exclusive of town property and personal property. In other words, the assessed wealth of Coos County is not one-tenth of its value when determined by the ordinary sales in business. Low valuations are carried to an extreme by the Assessor in a great

in this country.

R. C. Dement, who lives in a large residence overlooking the valley here, and is locally called "the cattle King," owning about 500 acres of grazing land, and more stock cattle than anyone else here, came to Coos County with his parents in 1851, and they settled near Myrtle Point in 1855, his mother being the first white woman here. There were a great many wind, and so satisfactory was it that this and on that four inches of grave and sand, and so satisfactory was it that this Fail the whole street for some blocks was improved in the same way, and with a little attention will make an excellent

the Rogue River Indians broke out in 1855 and all the settlers in the Coquille Valley went to Empire City, where a stockade was built, their stock left on the ranches here was not disturbed during an absence of nearly a year. In 1866 all the Indians were removed from this country and placed on the reservations.

In those days supplies were received locally from Port Orford, Coos Bay and Roseburg, packing in on horse or man's back. The woods were full of game so that there was no scarcful of meat. Mr. back. The woods were full of game so that there was no scarcity of meat. Mr. Dement's father brought in the first cows on Coquille River. There was then no Myrtle Point, no Coquille City, no Marshfield. no Bandon; only Empire, and a small mining town called Randolph, near Bandon.

There are three new brick buildings to be put up in Myrtle Point next year, one of them to be J. R. Benson's bank building. Building operations are practically at a standstill, as it is difficult to get suitable lumber in the Winter, but indications are there will be quite a number of wooden buildings built next year, some of the material being already on

the ground. Traveling by stage or traveling on the ocean is not popular when the more com-fortable method of rail can be secured, and, while the persons who stay at home all the time may not care whether a railroad ever reaches into the country here, and some of them actually do not want to see a railroad, yet most of the people are hoping to soon see a railroad. If Myrtle Point was personally consulted she would prefer to see a coast railroad, as she would thus be the terminus of the local road. But even a road to Roseburg, which would give an outlet to the country, if freight rates were not too high, would settle up the country and increase the population of Myrtle Point. There is much speculation regarding the late railroad move, and many are the queries as to who will furnish the money to build the road. From the amount of advertising this country has been having lately, it seems almost certain that some one will build a rallroad, but who? The report that the Southern Pacific Railroad

has 30,000 tons of steel rails on the way to Portland leads some to think the Southern Pacific is the company to build the road, in which case Roseburg would be one terminus of the road. A railroad from the coast out through Eastern Oregon would give a much better market for Coos Bay timber, coal and dairy prod-ucts, but a railroad to any point will be welcome now, and the business of the country will make such a road profitable. An employe of the Southern Pacific Railroad was in Coos County a few weeks ago and gathering statistical information about the country. It would seem that these statistics, being gathered at so late a date might mean that the Southern Pacific people have come to a realization that a railroad is to be built to the Coos Bay country, and intend building one themselves and cut off the opposition which a rival road would be. If the Southern Pacific and some Eastern company behind the Great Central begin a race to get into the Coast country, there is no doubt about a road being built, and maybe two roads. Oregon as a state and the coast counties and Portland as a

nothing to lose by more railroads being built in here. This part of Oregon will not then seem to be such an integral part of California in all her trade relations,

Myrtle Point has an excellent graded public school in a brick building cost about \$17,000. Professor C. H. Nosler is principal, assisted by Miss Minnie Mc-Closky, Miss Julia Braden, Miss Bertha

trade center have everything to gain and

Prey and Mrs. D. B. Short.

Twelve years ago one of the now leading merchants of Myrtle Point commenced business in a room 20x30, and later added a room back 20x20, and later still 20x26. and two years ago an addition on the side 30x40, and intends possibly next year putting up a brick on a corner lot he now owns, 50x90. There are other merchants who have been equally successful in business through the enlargement of their old log merely gives the speed, not the trade. There are indications that there distance traveled. The new method proland and milks six cows. This year his will be greater business activity in the coast countles next year than ever be-

> Dr. George D. Elgin, who has had much experience in the mining district 24 miles or so south of Myrtle Point, says there is a coal belt in the mountains at the head of Sixes River two miles wide and four miles long, the croppings showing veins from two to four feet in thickness, but development work has not shown how continuous they are, and no coal mines have ever been opened in there, although it has been known since 1872, In the same section is a gold-bearing belt about two miles wide and 15 miles long, on the headwaters of the south fork of the Coquille River, One way into the district is to go from Myrtle Point up the south fork part of the way by wagon road, and the remainder by trail, or to Eckley, and thence into the mountains. In this belt are the Salmon Mountain mines, both placers and quartz ledges of free-milling ore. There are found de-tached rocks which are very rich, and about \$40,000 has been taken out in the past eight years. A forest fire destroyed all the improvements, and the mines are

> not now worked.
>
> On the west fork of Johnson Creek are some rich placers, one being managed by Ira Buzzan, and being worked quite profit-ably. The gold is coarse, and was worked last year for the first time with a two-mile ditch and No. 1 glant. On Poverty Creek, which empties into

> Johnson Creek, is a five-stamp mill work-ing only on surface dirt carried down the mountain about a quarter of a mile end mountain about a quarter of a mile and put through the stamps with good results. This belongs to a local company com-posed of Schiller Hermann, of Myrtle Point; E. G. Flanagan, of Marshfield, and

> others, Westerly from Poverty Creek is a cor tinuous mineral formation, carrying gold, silver, copper and cinnabar, all undevel-

open.
On Sucker Creek is placer gold and native copper, which has been worked on a small scale for years. There is a Salem company owning a quartz ledge on this creek. This district is about 35 miles from the Mount Reuben mining district, where are the richest quartz mines in Southern Oregon.

Going west from Salmon Mountain, the Myrtle Point Mining Company has several claims which prospect well. The country is a producer of coarse nuggets, one worth \$250 having been found, and \$50 and \$60 pieces are quite common. The ore bodies are generally base. The creek beds con-tain rich placers, which are worked profitably one year, and a few years later the same place is as rich as ever, the wearing away of the ledges enriching the creeks. Over \$1.000.000 has already been taken out, and there is no way of knowing how much yet remains

Entomologists in Session.

WASHINGTON, Dec. 26.—The 15th annual meeting of the Association of Economic Entomologists began here today. The feature was the annual address of President Felt. A paper showing the beneficial effects of the lime, sulphur and salt wash as a remedy for the San Jose scale in Maryland was read by Professor A. L. Ouintance of College Park Maryland A. L. Quintance, of College Park, Md., and one of the same tenor regarding the and one of the same tenor regarding the application of the wash in Connecticut was read from Professor E. Britton, of New Haven. Dr. Felt spoke of the "grape vine root worm," an insect which has vine root worm," an insect which has been more than usually destructive to the

MORRISON-STREET BRIDGE NAR-ROWLY MISSED BEING WECKED.

Ship Allerton Collides With the Structure, but Does Little Damage -Testing New Speed Recorder.

The strong current in the river and the faulty manner in which the Morrisonstreet bridge draw was originally built nearly caused a serious accident yesterday. As it happens, the only damage con-sists of a few broken timbers on the

The British ship Allerton was being moved from the wharf of the Oregon Water Power & Railway Company, above the Madison-street bridge, to Oceanic dock, in Alkina. Two towboats, the Vul can and the Spencer, had hold of her, Captain Pope did the piloting. T Captain Pope did the plloting. They passed through Madison-street bridge safely, and whistled for the Morrisonstreet bridge. Captain Pope intended to pass to the eastward of the draw pier, but the set of the current forced the cumbersome tow toward the west bank, and he chose the west passage. The ship was headed true for the opening and had almost reached it, when the current again interfered and threw the ship heavily against the draw rest. The piers of the rest are old and nearly rotten, and had they given way, the iron draw span might have been toppled over into the river. This was what every one had expected, and hundreds had gathered on the bridge approach and along the docks in the vialert and kept the draw swinging so that it would keep clear of the ship and its projecting spars. By skillful maneuver ing Captain Pope drew the ship away from its dangerous proximity to the draw and passed through the opening without further mishap. A few planks that sup-port the railing on the south side of the draw were broken, and the steps that lead down to the rest when the draw is closed were carried away. The ship was

not damaged. River pilots and steamboat captains the bridge was built. The draw opening is not in line with the current, and during a freshet it is a difficult matter to get a feeply laden vessel through, especial if she has come through the Madison street bridge draw. Even with small craft it is sometimes troublesome to tow through the draw, as was the case with the little schooner Olga a few weeks ago. It was this error in constructing the bridge that resulted in the accident to the turret steamship Elm Branch a few years ago, when the heavy freighter nearly carried away one of the spans of the bridge.

NEW SPEED RECORDER mproved Log Being Given a Trial in the North.

Further investigations are being made with regard to Captain W. S. Smith's bridge speed recorder, which promises to displace entirely the time-honored ship's log. One of the new instruments is aboard the wooden-hulled steamship Newport, which sailed from Seattle for Valdes recently and the inventor made the trip as far as Port Townsend with a view to standardizing the contrivance as far as was necessary, and watch its workings. The bridge speed recorder was last Spring placed on the iron-bottom steamship Oregon, before that vessel entered the Nome trade, and worked so satisfac-torily that Captain Seeley, who was in command of the liner, wrote the inventor a personal letter of thanks, expressing his admiration. That was the first real trial of the recorder, and was under the worst possible conditions, as Behring Sea was littered with floating see when the Oregon made her first voyage to Non The new contrivance fits in a snug case near the vessel's keel, and communicate the speed and distance traveled to an in

dicator located on the bridge. This avoids the old method of the taffrail log, which vides within easy reach of the bridge an accurate check, both on speed and total distance, and instruments can be placed in all the officers' rooms, if desired.

RELEASING ITS STEAMERS. Northern Pacific Making a Change in Its Oriental Line.

As fast as their charters expire the Northern Pacific Steamship Company is releasing the steamers it has been operat-ing between Tacoma and the Orient. The Queen Adelaide, Clavering and Braemet have been released, and the Duke of Fife's charter expires on her present voyage. The charter of the Glenogle will also end with her next entry to Tacoma. The retirement of the vessels named will leave only the Tacoma, Olympia and Victoria operating to the Orient in the service of

the Northern Pacific.

Notwithstanding the retirement of 80 many steamships, the trade between Vic-toria and the Orient is not decreasing. It is being carried by the China Mutual liners, which recently passed into control of the Oregon Steamship Company, which iso operates the Blue Funnel line Blue Funnel line consists of a fleet of \$0 vessels, ranging from 2000 to 5000 tons net register. By the purchase of the China Mutual liners the Ocean Steamship Company secured the control of a fleet of 45

nodern cargo-carrying steamships. The steamship Achilles will be the plo-neer vessel of the Blue Funnel line to visit this coast. She is a modern lines of 4478 tons register, and was built in 1896 She is now en route from Yokohama to Liverpool, where she will go on berth for Victoria and Tacoma.

SEES ABANDONED SHIP. British Ship Reports Wreck on Const

of Terra del Fuego. SAN FRANCISCO, Dec. 26.-A four-masted bark, name and nationality unknown, is aground and abandoned on the north shore of Terra del Fuego, about 30 miles from San Diego point. The news of this marine disaster was brought here by Captain Craigle, who arrived today in command of the British ship Afghanis-

The abandoned vessel was painted with some dark colors. Her spars were white and intact. The boats were gone and the sails appeared to have been unbent. No signals were set, and no flag was in sight. Captain Craigie sighted the wreck on vember 1, and gives his position at the ime as 54:41 south, 64:56 west.

The description of the wreck fits a num-ber of overdue vessels. Among them is the

Colored Goods

I prefer PEARLINE to any other powder I have used. I do not think it will injure colored clothes, which is more than I can say for most other washing powders.

Mrs. Rev. M. E. M.

Paul Rickmers, 207 days from Bangkok for Germany; the bark Columbia, 201 days from Philadelphia for Hiogo, and the Brit-ish bark Crompton, which sailed from here September 14.

INDRAPURA NEARLY DUE.

lough Trip of the Indrasamha From Portland to Yokohama.

The Portland to Yokohama.

The Portland & Asiatic liner Indrapura is due here from the other side in a week. She brings a big cargo of Oriental goods. A letter received from one of the officers of the Indrasamha, which will follow the Indrapura, tells of an exceedingly rough passage westward across the Pacitic. The steamer was 25 days from Astoria to Yokohama. While in mid-Astoria to Yokohama. While in mid-ocean one of the rudder chains broke, which made it seem for a time as if it was all over with the big steamer. She pulled through all right, however, and is now on her eastward trip, having left Hong Kong for Portland on December 21.

River Again Rising. The Willamette River is again rising. The gauge at this point yesterday registered 8.3 feet, a rise of 1½ feet in 24 hours. Acting Forecast Official Wollaber does not believe the water will go above 10 feet, as the recent heavy rains, as his office is advised, have not extended throughout the length of the Valley. The storm that we have been experiencing is a part of the gale that has been raging on the coast for three or four days.

New Steamer Line to Mexico. SAN DIEGO, Cal., Dec. 28 .- According SAN DIEGO, Cal., Dec. 28.—According to the Echo de la Frontera, published at Ensenada, Lower California, the Mexican Secretary of Communications and Public Works has given authority for the establishment of a new ship service between the ports of Guaymaa, Topolobampo, La Paz and San Jose del Cabo, and the ports of the United States situated on the Pacific Ocean.

Wreck of Fishing Schooner. GALVESTON, Tex., Dec. 25.—The steam-er Anstice arrived in port today from the fishing banks off the coast of Yucatan, bringing the crew of the wrecked ach Mizpah. The Mizpah, while under full sail, during the night of the 20th inst., ran on

a coral reef and was wrecked. Marine Notes.

The Bidston Hill has moved from Merey dock to the coal bunkers. The steamer Despatch has cleared for San Francisco with 600,000 feet of lum-ber loaded by the Eastern Lumber Company.

A new rudder is being shipped on the French bark Jean Bart, the old one hav-ing been condemned by the marine surveyors.

The Ocklahama started down the river yesterday towing the Nasaia, and the l'hompson left down with the Riverside, The Queen is on the way up with the

The barkentine Hawaii finished loading at the mills of the Portland Lumber Company yesterday. She sails for Shang-hai and carries 1,170,180 feet of lumber, worth \$16,085. Charles Nelson & Co. are

Domestic and Foreign Ports. ASTORIA, Dec. 28.—Arrived at 8 and left up at 10:30 A. M.—Steamer Columbia from San Francisco. Arrived down at 10 A. M.— French bark Nantes. Left up at 12 M.-French bark Daniel. Outside at 5 P. M.-Four-masted bark. Condition of the bar at 4 P. M., rough; wind southwest; weather have

San Francisco, Dec. 26.—Arrived—Steamer Mackanaw. Tacoma: schooner Sacramento, Suislaw River; schooner Mary Etta, Suislaw River; steamer John S. Kimball, Seattle. Salled—Barkentine J. H. Griffith, Port Hadlock; steamer Queen, Victoria; bark Amy Tur-ner, Victoria; steamer Chehnlis, Gray's Har-

bor.
Scattle. Dec. 26.—Arrived—Steamer City of
Pueblo, from San Francisco; Steamer Dolphin from Skagway. Sailed—Dec. 25.—Steamer
Edith for San Francisco; steamer City of Seattle for Skagway. Dec. 26.—Steamer Umatilia
for San Francisco. Dec. 25.—Arrived—Steamer
Charles Nelson from San Francisco.
Tacoma, Dec. 28.—Arrived—Steamer City of
Pueblo, from San Francisco; steamer City of

Pueblo, from San Francisco; steamer Dirigo from Alaska. stown, Dec. 26.-Arrived-Lucania, from

Antwerp, Dec. 25.-Sailed-Maristow, for San Beachyhead, Dec. 25.—Passed—Rotterdam, from Amsterdam for New York. Mobile, Dec. 26.-Sailed-Tunisan, from Liv

rpool for Halifax and St. John, N. B. New York, Dec. 26.—Sailed—Hill Glen, for

KEEPING **PROMISES**

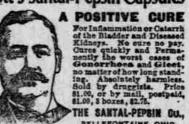
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Catarrh is undoubtedly a blood disease, and can only be successfully eradicated by an internal treatment. Sprays, washes and powders are useless as far as reach-ing the real seat of the disease is con-

Dr. McIverney advises catarrh sufferers to use a new preparation, sold by druggists, called Stuart's Catarrh Tablets, because actual analysis has shown these tablets to contain certain antiseptic qualities of the highest value, and being an internal remedy, pleasant to the taste, convenient and harmless, can be used as treals. freely as required, as well for children as for adults. An attorney and public speaker who

had been a catarrh sufferer for years

"Every Fall I would catch a cold which would settle in my head and throat and hang on all Winter long, and every Winter it seemed to get a little worse. I was continually clearing my throat, and my voice became affected to such an extent as to interfere with my public speaking.

"I tried troches and cheap cough cures, and sometimes got relief, but only for a short time, until this Winter, when I learned of the new catarrh cure, Stuart's Catarrh Tablets, through a newspaper advertisement. Two Moont bayes which vertisement. Two 50-cent boxes which I bought at my druggist's cleared my head and throat in fine shape, and to guard against a return of my old trouble I keep a box of the tablets on hand, and when-ever I catch a little cold I take a tablet or two and ward off any serious develop-

Stuart's Catarrh Tablets deserve to head the list as a household remedy to check and break up coughs and colds, ecause, unlike many other catarrh and plate, cocaine or any injurious drug.



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