## COLLIDE OFF COAST

Barkentine Emigh Runs Down Schooner Caroline.

## BOTH VESSELS ARE DAMAGED

Latter Reaches the Umpqua With Difficulty in a Disabled Condition-Survey of the Alsternixe-Liner Indravelli Duc.

MARSHFIELD, Or., Feb. 25.—The schooner Caroline arrived in the Usingua yesterday, 26 days from San Pedro, after very tempestuous voyage and a narrow escape from being sunk by the four-masted barkentine T. P. Emigh, on the 19th inst., when 300 miles off this port. ain Westerdale came down today to wire his owners of the collision in mid-ocean and reported the following story of

We were on the starboard tack and the weather was hazy when I sighted the the weather was hazy when I signifed the Emigh. She was on the port tack and I was looking for her to change her course. Seeing that she did not, I tried to come about, but the Ebigh was coming with such speed that I could not steer clear of er and we collided. Our bowsprit, jibbeem and a portion of the stern were car-ried away in the collision. The Emigh hoisted a distress signal and I stood by for three hours, but the flag of the Emigh was lowered and she stood off shore. I were lowered and she stood off shore. I don't think she was much damaged. With her forward rigging gone, the Caroline made port with considerable difficulty. The Emigh was lumber laden from the Sound and bound to Australia."

### MIXED CARGO FOR AUSTRALIA. British Ship Scottish Minstrel Clears for Freemantle.

The British ship Scottish Minstrel has completed her mixed cargo at Geenwich ock and cleared for Freemantle, Austradock and cleared for Freemantie, Austra-lia. She has shipped her crew and will leave down in a day or two. The cargo is valued at \$53,755 and consists of the following items: Flour, \$023 barrels, \$18,-212; oats, 22,224 bushels, \$11,702; barley, \$256 bushels, \$387; wheat, 45,665 bushels, \$27,962. The cargo is dispatched by T. M. Stevens & Co. The Scottish Minstrel arrived in port January II with general cargo from Antwerp. Her departure will leave but eix chartered grain ships in the

T. M. Stevens & Co. are now loading the British chip Bidston Hill with when for Sydney. She will make the fifth vessel they have sent out from Portland this season. The first three were the Elba, for Port Natal; the Pass of Brander, for East on, and the Klek, for Algon Bay.

### SURVEYING THE ALSTERNIXE. Captain Vensey and Mr. Ballin May Complete Their Work Tonight.

ASTORIA, Or., Feb. 25 .- (Special.)-Captain L. Veasey, Lloyd's surveyor, and Fred A. Ballin, acting for the German underwriters, arrived down from Portland last evening and left this morning for Sand Island to make a survey of the Germen bark Alsternixe. They will not com-plete their work before tomorrow night. A force of longshoremen will be sent down in the morning to shift the ballast so that a thorough examination of the bark's bot-tom can be made from the inside.

## Oldest Steambont Line.

The oldest passenger and transportation steamboat line in the world is the Weeme line of Baltimore, which has had an un-interrupted history since 1817, carrying goode and passengers to the Rappahan-nock, Potomac and Patuxent Rivers. Singularly enough, it has never been out of the hands of the family that founded it. In the earlier vessele the smokestacks rested upon brick wails. Another famous line is the Old Dominion, founded in 1867, known as the "bonded route," between New York and everywhere South by water and rail. The company was originally a New York corporation, which in 1875 was taken over by the present institution. chartered in Delaware. It is the policy of the Old Dominion now to christen its new vessels after illustrious statesmen. lis finest ships are the Jefferson and Ham-liton, each of 5160 tons. The Monroe, soon to be completed at Newport News, is of

## Liner Indravelli Is Due.

The Portland & Asiatic liner Indravelli is fully due from the Orient. She brings a heavy general cargo, most of which is for the East. A full outward cargo awaits the vessel, a large proportion of which is overland freight consisting of beer, to-bacco and general merchandise. The steamer will take out the usual consignments of flour. The recent fire in the mills of the Portland Flouring Mills Company will not interfere with its shipments, as the company will fill its orders by drawing upon its mills at Spokane, Dayton, Oregon City and other points in the

## Old Clipper Burned.

One of the last of the old Baltimore One of the last of the old Baltimore clipper packets, the Macaulay, has been burned at her anchorage at Bayonne, N. J., for the cake of the copper with which the huil was sheathed. The Macaulay was built at Fells Point, Baltimore, by H. A. Cooper in 1835 for Captain John Rogers, late United States Shipping Commissioner at Baltimore. He was her skipper for 39 years. While under his command she ran regularly between Baltimore and Liverpool. Many years ago the chip was cut down to a coal barge and about three down to a coal barge and about three years ago was wrecked at Peconic Bay.

## Work of the Dredges,

The Port of Portland dredge Portland has been moved down stream a short distance to cut off a projecting point in the channel just below the Portland Flouring Mills. The big dredge Columbia is still working on the ship channel at Postoffice bar, but will complete the job in a few days and will then be shifted down

The tender John McCraken is nearing completion at Seattle and will be brought around to Portland in about three weeks.

## Kilpatrick Salls for Samar. SAN FRANCISCO, Feb. 25.—One bat-tallon of the Fourteenth Infantry, which is to depart for the Philippines on the transport Kilpatrick, has 'arrived here from the Bast. The Kilpatrick will sail February 28, and will carry the troops direct to the Island of Samar. The Logan will sail for Manila on the same day, carrying 26 men of the Thirteenth In-fantry, 30 casuals and 180 cabin pas-

## Cargo of the Amaranth.

The Logan's enrgo amounts to

The barkentine Amaranth has completed her cargo of lumber and piles at Victoria dock and will leave down the river in a few days, bound for Tsingtau, China. The cargo comeists of 114,252 feet of lumber, worth \$1838 and about 1900 piles, bringing the total value up to \$12,234. The shippers are the Pacific Export Lumber Company.

Steamer Sunk in Collision. ROTTERDAM, Feb. 25.-The Dutch tank steamer New York, Captain Butz, bound from this port for New York, has been badly damaged 10 miles from here in a on with the British steamer

wich. The latter vessel was struck amid-ehlps and immediately broke in two and sank. The New York has her bows stove in and will return to this port for repair

The Hutton Hall has shifted from Greenwich dock to the flouring mills. The County of Linlithgow will complete ber wheat cargo at Oceanic dock today. The Hamburg-American Line's profits for the past year amounted to about 16,000,000 marks. The company has written off close upon 11,500,000 marks and fixed the dividend at 4½ per cent.

## Domestic and Fereign Ports.

ASTORIA, Feb. 25.-Left up at 7:20 A. M. British bark Crown of India. Left up at 8:29 A. M.-British bark Castor and German ship Peru. Sailed at 10 A. M.-Steamer Ruth, for San Francisco. Condition of the bar at 4 P. M., moderate; wind north; weather hazy.

San Francisco, Peb. 25.—Arrived 24th—Bark
Coloma, from Portland. Arrived 25th—Schooner
Alcaide, from Gray's Harbor; schooner
Orient, from Coos Bay; schooner Lilly, from

Umpqua; steamer Empire, from Coos Bay; bark Prussia, from Port Binkeley. Sailed-Steamer Arcata, for Coos Bay; steamer Queen, for Victoria; schooner San Buenaventura, for Coos

New York, Feb. 25 .- Sailed-Cedric, for Liverpeal; Bovic, for Liverpool. Piracus, Feb. 25.—Arrived-Kalserin Maria

Theresa, from New York, via Funchal, etc., on Antwerp, Feb. 25 .- Sailed-Cevic, for Phila-Queenstown, Feb. 25.-Sailed-Saxonta, from

Glasgow, Feb. 25.—Arrived—Anchoria, from New York.

New York.

Liverpool, Peb. 25.—Arrived—Canadian, from
New York

Lizard, Feb. 25.—Passed—Philadelphia, from
New York for Southampton.

Southampton. Feb. 25.—Arrived—Philadelphia, from New York. Sailed—Kaiser Wilhelm
der Grosse, from Bremen for New York, via
Cherbourg.

Cherbourg. Tacoma, Feb. 25.—Arrived—Schooner Marion, from Tonala, Mex.co; schooner Erie, from San

Seattle, Feb. 25.-Arrived-Steamer Jeanle from Valdes; steamer Santa Ana, from Valdes; steamer Montarus from San Francisco; Japan-ese steamer Kaga Maru, from Hong Kong. San Francisco, Feb. 25.—(Special.)—Sailed—Columbia and Fulton, at 6:36 P. M.

### TALKS TO RAILROAD MEN President Estes, of United Brotherhood, Makes Many Speeches.

George Estes, president of the United Brotherhood of Railway Employes, has returned to Portland after an absence of two weeks While in San Francisco he spoke at a mass meeting, attended by 500 railroad men, and took part in several meetings in Sacramento.

"I will be in Portland until the first week in March," said Mr. Estes last evening. When I leave, the towns on the West Side and Yamhill divisions will be West Side and Yamilli divisions will be visited. I have already spoken at Mo-Minnville, so this time I will go to Corvalite and Independence. On the main line I expect to address our men in Albany, Salem, Junction City and Eugene. The men in Glendale and West Fork have also asked for meetings, and I will spend also asked for meetings, and I will spend a few hours in each place. At Grant's Pass I am to speak to several of the labor unions, something which I am re-quested to do in almost every town I visit. The Mayor of Grant's Pass is a union man, you know, and the whole town is very much in sympathy with us. Medford and Ashland will also be visited, and In California I am to speak at Hornbrook and Dunsmuir. The latter town is a great railroad town, and I will spend some time

over the lines of the Southern Pacific. I will, of course, visit cities like Portland again, but never again can I find time to go to places the size of Corvallis and Independence. The members of the brothfornia I will strike over the road toward Ogden, where we have a strong membership. All the towns of any size along this line will be visited and on my return I will work down through California and so on to New Orleans, the end of the Southern Pacific. The trip will involve a great deal of time, of course, but my visits are worth 100 a night to the oversitisation. worth \$100 a night to the organization

"How many open meetings will be held in Portland before you leave, Mr. Estes?" "Not more than two, I believe, have been arranged for me, for most of the time will be occupied with sessions of the

local branch."
"Has the discharge of the two men from the freight sheds anything to do with your return, and is there a possibility that there will be a strike on the Southern Pa-

branch of the brotherhood. If the men were discharged for a good reason we will certainly do nothing about it. The local council is investigating the case now, and until it has reached some decision it can-not go any higher."

The Painters' Union is making an effort to secure one evening from Mr. Estes. One meeting every month is devoted to addresses from persons outside the union, and Mr. Estes is willing to speak to the painters if their open-meeting night occurs before his departure.

## SAYS NO AT PISTOL'S POINT

Miss Ida Gooding Has a Proposal From a Desperate Lover.

Although death was staring her in face for three hours Tuesday night, Miss Ida Gooding refused to say yes to a des-perate sultor, who was trying to force her to marry him. Thomas Perdue was the sultor, and pointed a dangerous looking revolver at the object of his love, and demanded an affirmative answer to his questions. The scene of this unusual in-cident was near the top of a long flight of stairs in South Portland. It was early in the evening that Perdue demanded his answer, and not until late in the night did a passing stranger rescue Miss Gooding from the danger with which she was threatened and escort her safely home. Yesterday morning E. E. Gooding, father

Yesterday morning E. E. Gooding, father of the young lady, had Perdue placed under arrest, but the boy's parents have promised to put him on a training ship, and the case will be dismissed.

The Goodings and Perdues are neighbors. The boy had formed a strong attachment for Miss Gooding, but, according to the story, Mr. Gooding forbade the suit. Miss Gooding readily submitted to the parental dictation, and told the young man that he must look elsewhere for a bride. This was not what he wanted to bride. This was not what he wanted to do, however, and he resorted to other

"I know it is a hopeless case," said he Tuesday evening, as he met the young lady coming home from taking a painting lesson. "But there are many things that I want to say to you. Can't we take a walk?" When he thought they had arrived at a place where he would not be interfered with he drew a revolver from his pocket and demanded an immediate premise of marriage. But Miss Gooding did not relent. She would not be coerced. Frightened as she was, she would not make a definite promise. After listening to his tales of love and devotion, she politely refused. Her suitor would then be-"I know it is a hopeless case," said he to his tales of love and devotion, she po-litely refused. Her suitor would then become stern and demand her promise, and she would try to quiet him with an eva-sive reply. Long after nightfall she saw a lantern approaching in the distance, and ran toward it, shouting for help. Perdue followed her, but did not shoot. The man, who did not give his name, took the gun from the young man and escorted the young lady safely home.

I have used Chamberlain's Cough Remedy for a number of years, and have no hesitancy in saying that it is the best remedy for coughs, colds and croup I have ever used in my family. I have not words to express my confidence in this remedy—Mrs. J. A. Moore, North Star, Mich. For sale by all druggists.

## FREIGHT WAR IMMINENT

HILL ROADS MAKE CUT ON SUP-PLIES FOR PHILIPPINES.

ot Only for Government but Private Shipments-Enables Eastern to Cut Out Pacific Coast Merchants.

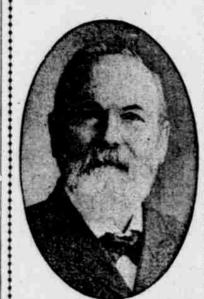
SALT LAKE CITY, Feb. 25.-The Tribme will tomorrow print the following: "Freight rates between Chicago and the Pacific Northwest will be demoralized." is the latest railroad news from Chicago. When the news is thoroughly understood at Seattle and Tacoma, it is predicted that there will be the loudest howl from those quarters that has eyer been heard in the same neighborhood, and when the transcontinental railroads realize what the situation is, nothing but the smoothest manipulation will avert a transconti-

est manipulation will average the success-nental rate war.

The cause of the trouble is the success-ful capture by the James J. Hill com-panies of the contract for carrying United States Government supplies to the Philippines. The news of this capture was told some time ago, but not until yesterday did the real facts leak out, and, while nothing has been published heretofore, there will shortly be an upheaval in railroad traffic circles,

The Hill roads have taken the contract

THE LATE PROFESSOR S. P. BARRETT.



Early Oregon Educator Who Died at North Yakima, Februnry 19, 1903,

to haul the Government supplies from Chicago territory to the Philippines at 40 cents per 100 or \$8 per ton in carload lots. This would be all right if the mat-ter was confined to supplies of the Government going in large shipments, but the rate is to be applied to all sorts of commoditier, not only for the Government, but for general consumption in the islands, and this is where the trouble lies. The rate of 40 cents per 100 all the way through is low enough, but the import-ant fact lies in the divisions apportioned to the water and rail lines. words, the railroads get for the haul from Chicago territory to the Pacific Coast

vest and the Pacific Coast jobbers will be entirely cut out. Just how far the rates will be stretched

## PUSHING NEW DENVER ROAD.

Contracts to Be Let for Extension From Rockies Westward.

DENVER, Feb. 25.-Every preparatio being made for the active pushing construction on the Denver, Northwester & Pacific Railroad west of the range the Spring. In a few days bids will be invited for building the road from the western end of the tunnel to Hot Springs, Engineer Sumner, who has been at Hot Springs for the last three days, has already contracted with the freighters for hauling scrapers and other material from Empire to Two Bridges. This point is two miles from the summit of the range on the west side. Plans are also being rapidly completed for soliciting bids on the

cludes its plans about opening the Uintah Indian Reservation in Utah it is probable that contracts for the construction of the road east from Salt Lake will be made. One of the missions of William G. Evans in the East at this time is to look after the securing of all the required rights of way through that section of the country. A formal plat is all ready to be filed in Washington just as soon as the land is declared open to settlement. When the time comes for the com-

mencement of work the plans are to have that end of the line completed at the same time that the western part of the construction is brought up to the moun tains. There will be a switchback line across the mountains, as it will take close to three years to complete the tunnel,

## FIRST BLOW ON TUNNEL.

Work Commenced on Pennsylvania Tube in New York.

NEW YORK, Feb. 25.-The first blov was struck today on the work of con-structing the Pennsylvania Railroad tun-nel under the East and North Rivers and through New York City. The destruction of buildings at the foot of West Thirty-second street, at the North River, was begun to clear ground for sinking a shaft and establishing a basis of operations for what the engineers have named the "North River section" of the tunnel. When the work of the great undertaking, which will eventually cost the Pennsyl vania Railroad Company about \$50,000,00 was actually begun, there assembled at the first building to be razed the chief engineers. Charles M. Jacobs and Alfred Noble, and their staffs, and a number of others immediately interested in the work.

WHO HAS THE 'FRISCO! Report That Morgan Bought It for

the Rock Island. NEW YORK, Feb. 25.-Numerous rumor are affoat in Wall street concerning the St. ing one of competitive buying for control by Morgan interests, another that the Sea-board Air Line is buying the stock, and a third that Rock Island interests are after

the property. . Official information is lacking in every case, but conservative opinion leans toward the theory that J. P. Morgan & Co. will ultimately be found in control, in which event it is believed, the property will be turned over to the Southern Rall-way. There is practically nothing to show that the Seaboard interests are after

statements that Mr. Morgan alressy dominates the 'Frisco are denied in trust-worthy circles. In fact, it is understood that the St. Louis Union Trust Company holds the balance of power, the stock being "trusteed" with that of President Youkum and his associates.

President Youkum has been a resulter President Yoakum has been a regular

visitor at the Morgan banking-house for

## weeks past, and has held numerous con-ferences with George W. Perkins, Mr. Morgan's partner. Some announcement erning the 'Frisco is expected in the

near future.

In the last hour of the stock market a report spread on the exchange that Morgan & Co. had purchased control of the St. Louis & San Francisco for the

Morgan & Co. had purchased control of the St. Louis & San Francisco for the Rock Island Company. It was declared that control had been acquired through the purchase of a large amount of common stock. According to these same reports the price paid for the stock was 32—30 per cent in cash and the remainder in notes extending from six to eighteen months.

President Yoakum, when seen at the office of Morgan & Co., refused to confirm or deny the report. Mr. Perkins, of the Morgan firm, with whom Mr. Yoakum had been in conference, was no more communicative.

Dispatches from New Orieans stating that the 'Frisco road had bought the New Orieans Belt Line could not be confirmed.

NO CARS-FOR COAL.

Many Mines Forced to Shut Downgetting Worse.

PITTSBURG, Feb. &—While the car situation at the mines in the Pittsburg district has not been good for several months, the conditions just at present are pronounced by coal operators the worst in history. Outside of the river mines and those along the Pittsburg & Lake Erie, and the Monongabela division of the Pennsylvania Patiroad, fully 70 per cent are idle. Of the 28 mines in the Pathandie

B Harrison, Minnpls | R B Mather, N I The PERKINS.

Mrs M E Moak, Seattly W R Hudson, Palmer Low Theorem, Tacoma Mrs Hudson, Palmer The Theorem, Tacoma Mrs Hudson, Palmer Low Theorem, Tacoma Mrs Museus, P

Pennsylvania Heiiroad, fully 70 per cent are idle. Of the 28 mines in the Pittsburg Coal Company district, on the Panhandle road, 16 are shut down today and the others have but a fair supply of cars. Six of the largest mines on the Baltimore & Ohto, out of 15 owned by the combination, are idle. This is said to be a good showing, compared with the conditions at the independent mines.

Trolley Line for Two States.

BUFFALO, N. Y., Feb. 2.—A dispatch from Jamestown says:

A big trolley line scheme is on foot in Southern New York and Western Pennsylvania. The purpose of the company which has been formed is to build trolley lines between Eric, Cambridge Springs, Union City and Corry, Pa., and from Corry to build a connecting line with the proposed Warren and Jamestown lines, thus giving connections with Jamestown, Chautauqua, Lake wood, Mayville and Frewsburg, in this state. It is claimed the lines will be extended as far south as Pittsburg, west to Cleveland and east to Buffalo. Formal franchises already have been asked for in the company was a state of the company which he should be extended as far south as Pittsburg, west to Cleveland and east to Buffalo. Formal franchises already have been asked for in the company was a state of the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the company was a conditional franchises already have been asked for in the co franchises already have been asked for in

Cleveland and east to Buffalo. Formal franchises already have been asked for in some of the cities and towns, and the promoters give promise that the work shall be commenced within one year.

Changes on the Rio Grande.

DENVER, Feb. 25.—In a circular letter just issued, Manager Edson, of the Rio Grande system, announced the abolishment of the office of general master mechanic of the Rio Grande Western Railway Company after March 1. The place is held now by John Hickey, with headquarters in Salt Lake City. He will continue with the road as master mechanic, General charge of the motive power of the road is now given to Superintendent Mertshelmer, of the Denver & Rio Grande Road. This change has been contempiated for a long time and is in line with a retreachment affecting those positions which are trenchment affects and to such a clusters of the product of the commence of the commence of the work and the work of the Rio Grande.

The Charles of the Clarkes P A Anderson, Quincy J T Reynolds, Carson, Warrill, Clarks D Anderson, Glarge J T Reynolds, Carson, Warrill, Clarkes D Anderson, Glarge J T Reynolds, Carson, Nominal J T Reyno for a long time and is in line with a re-trenchment affecting those positions which can be filled with the officers of the Rio

## Railroad Brevities.

General Freight Agent Miller, of the O. R. & N., Assistant General Freight Agent Fulton, of the Northern Pacific, and Western Traffic Manager Eden, of the Great Northern, Seattle, are attending a meeting of the transcontinental freight committee at Monterey, Cal.

W. V. S. Thorne, Mr. Harriman's assistw. v. s. Inorne, ar. Harriman's assistant, who has been in Portland a week examining into railroad conditions and methods "just to get better acquainted with them," will leave this morning for Independence. The members of the brotherhood in those towns have been saying for years that they were neglected, and they must make the most of me now that I am here. When I get back into Call-vest and the Pacific Coast jobbers will be continued to the same line of work. He will be accom-

İs	Mining Stocks.
n	LONDON, Feb. 25Closing quotations:
nt	Anaconda 6% Norfolk & West 7614
al	Atchison 80 do pfd 92%
-	do pfd 1024 Ontario & Western 344 Balt. & Ohio 1004 Pennsylvania 76
	Can Pacific 1414 Reading 32
- 0	Can. Pacific
- 11	Chi. Gr. Western, 274 do 2d pfd 384
n	Chi., M. & St. P.1814 Southern Ry 364
~	do pfd 914 Southern Pacific 97
	Erie 39% Union Pacific 103%
m	do 1st pfd 71% do pfd 90%
of	do 2d pfd 40% U. S. Steel 40% Illinois Central 148 do pfd 91
n.	Louis & Nash128% Wabash 32
In.	M., K. & T 20 do pfd 56

New York Cent151 do	pfd
SAN FRANCISCO, Peb.	
Alta	lce
Andes 27 Mex Belcher 52 Occi	dental Con

Alta	07 Justice
Andes	27 Mexican 1 70
Beicher	52 Occidental Con 42
Best & Helcher 2	95 Ophir 2 35
	Overman 66
Caledonia 2	25 Potosi 53
Challenge Con	70 Savage 24 44 Seg. Belcher 26
Chollar	44 Seg. Belcher 36
Confidence 1	
Con. Cal. & Va 2	
	39 Union Con 1 30
Gould & Curry	63 Utah Con 33
Hale & Norcross. 1	15 Yellow Jacket (83
	_
NEW YORK, Feb.	25 Mining stocks today
closed as follows:	

NOW ICHE, Ped. 20 Milling Stocks foods
closed as follows:
Adams Con \$0 20 Little Chief \$0 09
Mountain Com to an Paritie Cities
Alice 46 Ontario 6 25
Breece 2 00
Brunswick Con . 6 Phoenix 8 Comstock Tunnel 13 Potesi 46 Con. Cal. & Va 2 00 Savage 37
Comstock Tunnel, 13 Potes! 46
Con Cal & Va 9 00 Sautes 97
Horn Silver 1 25 Sierra Nevada 1 00
Iron Sliver 85 Small Hopes 30
Leadville Con 3 Standard 3 00
BOSTON, Feb. 27.—Closing quotations:
Adventure\$ 14 50 Old Dominion\$ 21 50
Allouez 6 00 Ouccola 75 00
Allouez 6 00 Osceola 75 00 Amalgamated , 73 75 Parrott 32 50
Daly West 30 00 Tamarack 181 00
Bingham 36 25 Trimountain 105 00
Cal. & Hecla 530 00 Trinity 13 25
Centennial 31 00 United States 25 12

lorgan and Family Go South. NEW YORK, Feb. 25.-J. P. Morgan, accompanied by several members of his family and a party of friends, left town will probably take them as far as Cuba. The trip will be one of recreation, and Mr. Morgan is expected back to the city the second week in March. One of his partners denies the report that Mr. Morgan proposes to invest in the railroads of Cuba.

### AT THE HOTELS. THE PORTLAND

B F Kingston
R Grabam, N Y
H D Friedlander, Chr
S Komatadter, Chicago
M E Hine, do
C A Sargent, N Y
W W Ramsey & wt,
Chicago
H B Bmith, N T
H Nathan & wf. Cinn
S S Newburg, Newburgh, N Y
H C Ewing, Seattle
C J Ryan, N Y
M Leitel, N Y
G Wallenstein, Cincin
C B Potter, Seattle
J F Howe, do
J J Hall, Rockford, Ill
G M Grover, San Fran
D C Sully, city
W E Boyer, do
J Griffith, Seattle
J F T Crowe & wt, do
J J Hall, Rockford, Ill
G M Grover, San Fran
W Horter, Portland
A Haker, do
S Burnett, Chehalls
L L Leadbetter, Camas

Alba.

(au)

THE ST. CHARLES.

Fred Smith, do R W Graham, do

THE ESMOND.

W I Deitz, Rainier
Miss Deitz, Rainier
Pritz Miller, Rainier
Preter Storma, Seattle
Mrs Nevins, Seattle
Mrs Nevins, Seattle
Mrs Nevins, Seattle
Mrs Regilins, Yaquina
R E Rollins, Yaquina
Mrs McIntyre, do
H A Websier, Oreg Cy
E R Vonavery, NYam
S Pritchet, do
D C Burler, Cathlande Geo McDonald, Winlek
G McIntosh, Damascus
Harry McIntosh, de
C L Holmes, Kalama
T S Leever, Redding
T S Leever, Redding
G W Thompron, city
L Callaban, Monroe
Mrs Callaban do,
A T James, Spokane
Mrs James, Spokane
Mrs James, Spokane
Mrs James, Spokane

Hotel Branswick, Seattle. European plan, popular rates. Modern improvements. Business center. Near depot.

Tacoma Hotel, Tacoma American plan. Rates, \$3 and up. Hotel Donnelly, Tacome

First-class restaurant in connection Rainler Grand Hotel, Segttle.

St. Helens Hotel, Chebalia.

Eczema, Salt Rheum. Pimples, Ringworm, Itch, Ivy Poison, Acne or other skin troubles, can be promptly cured by

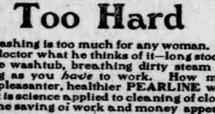
# ydrozone

physicians. It is absolutely harm-less, yet most powerful healing agent. Hydrozone destroys parates which cause these diseases Take no substitute and see that every bottle bears my signature.

At Druggists or by mail, from







Soap-washing is too much for any woman. Ask a good doctor what he thinks of it-long stooping over the washtub, breathing dirty steam and working as you hade to work. How much easier, pleasanter, healthier PEARLINE washing is! It is science applied to cleaning of clothes. Doesn't the saving of work and money appeal to

THE ESMOND.

European plan. Finest cafe on Coast. Hdgrs naval, military and traveling men. Rooms en suite and single. Free shower baths. Rates, \$1 up H. P. Dunbar, prop.

## Skin Diseases

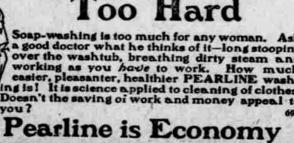
# Hydrozone is endorsed by leading

Trial Size, 25 Cents.

Geof Charles Houreland Prince Street PREE (Booklet on the rational treat







# OR TETTER Is one of the many varieties of that tor-

menting disease called Eczema. It slum-bers through the summer and breaks out in winter. The head, feet and hands are the parts most often attacked, though it sometimes appears on other parts of the body, the skin hardens, cracks open and bleeds, while the itching and burning is at times almost unbearable. Scratching only makes it worse, sores and scabs forming where the skin is broken. In this form of Eczema brownish white

crusts sometimes form which scale off SKIN CRACKS

## in fine particles, leaving the skin raw and inflamed. It is

especially painful and severe when con-fined to the hands, which often become so badly affected that the sufferer is unable to perform the lightest work. This, like all other types of Eczema, is due to acid poisons in the blood and not to local causes. The trouble is more than skin deep, and washes, soaps, powders and salves nor anything else applied to the surface can possibly do more than soothe the burning and itching or relieve temporarily the inflammation and pain.

It is the acids thrown off by the blood and which are forcing their way through the pores that cause the skin to harden, crack and bleed, and produce the irritation and soreness.

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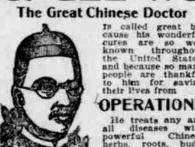
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