GOES TO THE SOUND

Steamer Telephone Bought by Arrow Company.

IT WILL BE REBUILT HERE

Regulator Boats Undergoing a Renovation—Will Be Converted Into Oil Burners—Pilot Commissioners' Election.

The old stern-wheel steamer Telephone, which was bought from the White Collar Line recently by H. C. Campbell, as trustee, has been sold by him to the Arrow Navigation Company, of Seattle. The latter corporation is the owner of the steamer Arrow, nearing completion at the boatyard of Joseph Pacquet, on the East Side. The Telephone will be practically rebuilt here before she goes around to the Sound. She is now lying at the city levee, but will be taken up to the Portland Shipbuilding Company's yard in a few days. There a new hull will be built for her and her upper works will be overhauled. It is understood that the set of powerful engines bought by Mr. Campbell at the time he took over the steamboats was also included in the Arrow Company's purchase, and will be installed in the new Telephone.

The finishing touches are being put on the Arrow, and in about two weeks' time she will be ready to steam around to Seattle. This boat was built for the purpose of making fast time, and when she was launched it was the prediction of her constructor that she would make from 18 to 20 knots an hour. River men who studied the lines of the hull agreed with Mr. Pacquet in this regard. Competent engineers who have since inspected the new machinery brought out from Detroit take a different view of it. They say it is the poorest lot of machinery ever put into a fine boat, and they doubt if she will steam over 11 or 12 knots. They are also free in expressing the opinion that it will cost several thousand dollars to put the engines in first-class working order. While the trial trip of the boat may prove their mistake, they are willing to stake their reputation on their prediction.

A rumor has been going around for some time that the Arrow Navigation Company will have a sister steamer to the Arrow built here, also to ply on the Sound. If such is the intention, there are no signs apparent around the boatyard that work is soon to begin, and no one seems to be able to speak authoritatively on the subject.

No intimation as to the Puget Sound run that the Arrow Company's boats will take has been given out, and there is much speculating that way on this point. It was at first reported that the company was to compete for business on the Seattle-Tacoma-Olympia route.

This would precipitate a fight with the Columbia River & Puget Sound Navigation Company, which owns the Flyer, and the Willey Navigation Company, long operating a line of steamers between Seattle and the state capital.

If the Port Orchard run is coveted that will bring the newcomers into a fight with the La Conner Trading & Transportation Company. The latter concern has three vessels, the Athlon, Inland Flyer and Port Orchard, on that run, with the little steamer Alliance competing. It is claimed that there is not sufficient business for the vessels now plying between Seattle and Bremerton. Nevertheless there is talk of the Columbia River boats being placed on the Port Orchard route.

The run between Seattle and Everett is occupied by the City of Everett and the Greyhound, both owned by the Seattle, Everett & Tacoma Navigation Company, which is also building a third steamer at Everett for this route.

On the Bellingham Bay run the Columbia River boats will find stubborn opposition on the part of the Pacific Coast Steamship Company, the La Conner Trading & Transportation Company and the Bellingham Bay Transportation Company.

STRENGTHENING THE VICTORIAN.

Alterations Made to Hull and Engines of the Ferry Steamer.

The steamer Victorian, which was built at Portland years ago for the O. R. & N. Co., and later taken around to the Sound, has been overhauled and strengthened at the Esquimalt Marine railway for service as a car ferry vessel between Sidney and Port Guichon.

In the opinion of the builders, the constant vibration of the hull formerly when the vessel was running was caused by the fact that the engines were not properly secured, and one of the first works was thoroughly to fasten and secure the engines. New timbers were put in beneath the engines 1¼ inches by 14 inches, and steel plates on the timbers. The engines were securely bolted to the timbers, through the steel plates, with screw bolts which were tightened with powerful screw pumps.

The hull has been altered, the bow being cut away, and timbers fitted to allow the aprons to fall on the bow to run the cars onto the vessel. The hull has been strengthened considerably, sister keels having been put in with 12x18 timbers, and a double set of 12x12 bilge keels—four tiers running fore and aft. New timbers were put in. All told, six tons of galvanized iron bolts were driven in the vessel, which was also strongly braced throughout inside with diagonal braces. From the main deck to the hurricane deck new stanchions, strongly kneed, have been put in, and new cross timbers, running beneath the hurricane deck, all fastened with screw bolts.

The lower part of the main deck is to be removed, and the cabin accommodation—part of which has been cut away—at the bow, will be completed. The interior fittings have all practically been torn from the steamer, and the saloon will be mostly on the main deck, but there will be some accommodation adjoining the saloon for crew and passengers.

The engineers claim that they have solved another difficulty which prevented the machinery of the Victorian from being used to full advantage. Chief Engineer Maguire found that the slide valves were not working properly. They did not cut the steam right, and two of the ports were blind. By cutting three-eighths of an inch in the ports, the cylinder was made to cut the steam properly, and with this improvement and the fact that the engines have been firmly secured and the danger of vibration, which handicapped the vessel and prevented the machinery from being utilized to the full, lessened, if not done away with, the engineers expect that the Victorian will be a fast and powerful car ferry. The boilers have not been left untouched in view of the overhauling. New pipes have been put in and other improvements have been made.

It is expected that the steamer will carry eight cars, three on the port and three on the starboard side, and two cars in the center of the deck. The aprons at either landing point will carry the switches and the frogs will be inside on the vessel, which will have track laid to carry the cars in their places.

GATZERT HAULED OUT.

Regulator Boats Undergoing a Renovation.

The steamer Bailey Gatzert, of the Regulator Line, was hauled out on the ways at the Portland Shipbuilding Company's yard, in South Portland, yesterday. She will undergo a thorough overhauling and renovating, and later will receive oil-burning apparatus. It is not yet known what route she will take when she is out of the yards and ready for business, but one thing is certain, and that is that she will go on the Astoria run the coming Summer. It is possible that in the interval she may be placed on The Dalles route.

The steamer Regulator is now at the same yards, being overhauled, and next week will be taken down to the Willamette Iron Works, where her oil reservoirs will be installed. The tanks are all ready to be put on board. The steamer has been thoroughly refurnished and painted inside and out. At present the company is operating the Hercules, Dalles City and Tahoma on the upper route.

Captain Kamm expects that the steamer Lurline, of the Vancouver Transportation Company, will be ready to resume her old run between Portland and Astoria by the middle of next week. The steamer Undine is now attending to this business. When the Lurline goes on, the Undine will be sent to the yard for an overhauling.

Naming the Schooner's Masts.

After mature deliberation, the Captains of the big schooners with many masts have rejected all the more or less humorous suggestions as to names for sticks unknown to the mariners of other days, and have settled upon a perfect commonplace system of nomenclature. The three forward masts, they say, must be called the fore, main and mizzen, and the one furthest aft the spanker—four names with which every sailor is already familiar. the masts between the mizzen and the spanker are to be No. 4, No. 5 and No. 6, the numbers rising toward the stern. This method seems to meet all present and future requirements, and its advantages are obvious over the other innovations that have been proposed by people who regarded the new vessels as jokes.

Heather Arrives From Seattle.

ASTORIA, Or., March 13.—(Special.)—The new lighthouse tender Heather arrived from Seattle this morning on her builders' trial trip. Commander Calkins, inspector of this lighthouse district, Captain Gregory and Chief Engineer Rickards, of the Manzanita, were on board, as were several officials of Moran Bros.' boatyard. During the trip around the machinery worked splendidly and the vessel proved to be a good sea boat. She gives every indication of good speed, but her engines were not crowded. After several valves have been adjusted the Heather will be given another trial trip in the river and will then be turned over to the department. It will require the expenditure of about $34,000 yet to fit her for service.

Barkentine Amazon Libeled.

The barkentine Amazon was libeled yesterday. The complaint was filed by John Wilcox in the United States District Court yesterday afternoon. Wilcox, who is a seafaring man, charges that the position of first mate on the Amazon was promised him by Captain Aas, who now refuses to employ him. He asks for damages in the amount of $1000. Deputy United States Marshal A. A. Roberts made the service at a late hour last night.

No Sign of Wreck at Point Reyes.

SAN FRANCISCO, March 13.—The United States cutter McCulloch returned today from her cruise of the waters in the vicinity of Point Reyes in search of the wreck reported from the marine exchange station at that point. Captain Coulson reports that his investigation of the water within 30 miles of the point in all directions revealed nothing in the nature of wreckage.

Runs Down a Car Ferry.

NEW YORK, March 13.—The steamer New Hampshire, of the Stonington line, today ran down the Long Island ferry, on the East River, on which there were 14 loaded flat cars, which were thrown into the river. Some of the cars were broken by the impact and the light freight floated down the river.

Pilot Commissioners' Election.

ASTORIA, Or., March 13.—(Special.)—The new State Board of Pilot Commissioners held a meeting this evening and organized by electing Captain J. E. Campbell chairman and Leander Lebeck, clerk.

Crew for the Kailua.

HOQUIAM, Wash., March 13.—(Special.)—The Santa Monica has arrived with the crew for the steamship Kailua, now ready to sail for South Africa.

Marine Notes.

The Castor began loading wheat at Columbia dock No. 2 yesterday.

The Indrapura sailed from Yokohama Thursday for Portland. She is due here about the 21st inst.

The Alliance has cleared for Coos Bay, Eureka and San Francisco, with iron and general merchandise.

The Norman Isles started her lumber cargo at the Portland Lumbering Company's mill yesterday.

Among the Elder's outward cargo were 1248 sacks of flour and 325 sacks of potatoes for the San Francisco market.

The Ocklahama went to Westport yesterday to tow down the lumber schooners O. M. Kellogg and F. S. Redfield. Today she will tow down the John Smith from Rainier.

The Harvest Queen left down yesterday with the Foyledale, bound for Valparaiso with 1,448,618 feet of lumber, valued at $19,128. The cargo was dispatched by Grace & Co.

Local United States Inspectors Edwards and Fuller will go to Astoria today to inspect the steamer Josie. Monday they finish the inspection of the Guy M. Howard, and Tuesday they will inspect the America.

The Admiralty Court, London, on February 28, awarded owners of the British steamer $30,000 for salvaging the British steamer Mountby. The Mountby, which broke her tail shaft and lost her propeller while bound from Wilmington, N. C., December 2, for Bremen, was picked up by the steamer Ely December 30, when 500 miles from Fayal, and towed by the latter into Fayal January 5.

Domestic and Foreign Ports.

ASTORIA, March 13.—Sailed at 12 M.—Steamer Robert Dollar, for Redondo. Arrived down at 1:20 P. M.—British bark Bidston Hill. Condition of the bar at 4 P. M., smooth; wind east; weather cloudy.

Cuxhaven, March 13.—Passed 10th—British ship Port Patrick, for Portland.

San Francisco, March 13.—Sailed—Schooner Charles E. Falk, for Coos Bay.

Tacoma, March 13.—Arrived—Steamer Charles Nelson, from San Francisco; Norwegian ship Vellore, from San Francisco. Sailed—Steamer Mineola, schooner Americana and schooner Irene, all for San Francisco.

New York, March 13.—Arrived—Nieolai II, from Copenhagen, etc.; Germanic, from Liverpool.

Liverpool, March 13.—Arrived—Celtic, from New York.

Hoquiam, Wash., March 13.—Arrived 11th—Steamers Chehalis, Centralia and G. C. Lindauer, from San Francisco for Aberdeen. Arrived 12th—Steamers Santa Monica, Grace Dollar and schooner Henry Wilson, from San Francisco for Hoquiam. Sailed 12th—Schooners Laura Madsen and W. F. Jewett, from Aberdeen for San Pedro; schooners Chas. Wilson and Colman, from Aberdeen for San Francisco.

Copenhagen, March 11.—Sailed—Island, for New York.

Marseilles, March 12.—Arrived—Peruvian, from New York, via Naples.

Liverpool, March 13.—Arrived—Pretorian, from St. John, N. B., and Halifax. Sailed—Rovic, for New York.

Glasgow, March 12.—Sailed—Carthagenian, for St. Johns, N. F.

Seattle, March 13.—Sailed—Steamer Dolphin, for Skagway. Arrived—Japanese steamer Riojun Maru, from Hong Kong.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

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 diarrhoea.

"A FOOL? TAKE THAT!"

YOUNG DOCTRESS LANDS A BLOW ON FELLOW-STUDENT.

Rather Than Pay 25-Cent Football Assessment Marie D. Equi Enlivens Medical Class Meeting.

An excited woman, a demonstrative crowd of young doctors, a 25-cent tax, and the election of officers at the medical department of the University of Oregon caused an exciting scene yesterday at the Medical College.

After boldly defying the boys who had taken a stand against what she thought was right, Marie D. Equi, who is a member of the class to graduate in about two weeks, emphasized her sincerity in the argument by walking up to J. E. Snively, a member of the sophomore class, and striking him squarely in the face.

"I dare you to strike me back!" she cried in rage, as she raised her hands to defend herself, but Snively curbed his temper, and the round ended with but one blow landed. It was strong right to face, however, and the subdued rage is still smoldering in Snively's bosom.

At the Medical College officers are elected annually and serve for a period of one year. In order for a member of the student body to be eligible to vote at the election, all dues and assessments must have been paid, and thereby hangs the first chapter of the story.

Miss Equi was far from pleased at the action of the student body in levying a tax of 25 cents each for football purposes. Not that she did not approve of the game, but she did not approve of the manner of using the money.

"I'll never pay that tax," she declared at the time, and her word was kept good.

"Any one that does not pay the assessment does not vote at the student body election," was the answer that she received to this vow, and the young woman's anger knew no bounds.

The election of officers for the ensuing year was called for yesterday afternoon. Two rival factions were fighting to elect their man, and the contest promised to be a spirited one. "G. S. Newsome for president" was the political slogan of Miss Equi, and she was determined that her vote should add one to the number of ballots in Newsome's favor.

George Biggers was in the chair.

"I would like to know who has a right to vote in this contest," said a member of one of the factions, and called for a decision of the chair in the matter. The president read the clause in the constitution which stated that all dues must be paid before a member was eligible to vote, and made a list of the voters, on which the name of Miss Equi did not appear. She would not be allowed to vote unless she paid the 25-cent assessment, and that she had vowed never to do.

"I will vote," she cried, "and I will not pay the assessment. If you try to keep me from voting there will be a hot time here." She said more to emphasize what kind of a time it would be, and commenced to speak in behalf of the stand she had taken.

It is nearly time for the examinations at the college, and the students really did not like to give time from their studying to elect the officers. Consequently, when she insisted upon keeping the floor for a long period of time, the boys made a protest. Nothing would do but that Miss Equi should vote, however, and under no circumstances would she pay the tax. Before she was through with her discourse the thoughtless freshmen began to hiss.

Her eyes fairly flashing with anger, and her face red from the excitement, she looked straight at her audience and defied them all. Soon she espied a fat-faced freshman who looked bad to her, and challenged him.

"You, you," she said; "I dare you to hiss again!" Whereupon she took a hasty step toward the offender, but he didn't like the game. Hiss? Not he—not when he was face to face with an angry doctress who threatened him with violence.

No sooner had she started to speak again than a member moved that Miss Equi be given the right to vote, and the motion was carried.

When the ballots were counted Newsome was behind. O. A. Thornton was elected president. C. L. Templeton was elected vice-president, and he was not the choice of her ladyship.

Again she tried to tell of the corrupt politics of the school. Again the hissing came, and this time Snively was the victim.

"I dare you to hiss me," she said, stepping up to Snively. Snively would not hiss, but his temper had the best of him for a moment.

"Sit down, you fool!" he said, with feeling.

"You call me a fool?" Biff! And a stinging blow struck the offender squarely in the face. The enraged woman then squared herself for battle and challenged Snively to mortal combat.

"I have a notion to smash you," said Snively, rising to his feet and taking his glasses off, in case of a right to nose.

"Just try smashing her," came the answer from a member of the faction with which Miss Equi stood. And the sturdy form of the speaker came rushing toward the scene of action. It looked for a moment as if some one would have to fight, but Snively curbed his temper, other students rushed between the contestants, and soon quiet was restored.

Officers were then elected without further excitement, and the meeting adjourned.

The election yesterday caused considerable ill feeling among the members of the student body. It was a factional fight and each faction was determined to win.

As to the controversy, both sides have their followers. Some say that Miss Equi was quite right in what she did. They say that the student body, which is composed of boys almost altogether, does not have the proper consideration for the rights of girls. They say that Miss Equi was only standing up for her rights, and in it should be admired. They say that her burst of temper was not sufficient provocation to warrant Snively's calling her a fool, and that she did right in resenting the words.

All express admiration for Snively's control of his temper, which prevented him from retaliating the blow.

The following officers were elected: O. A. Thornton, president; C. L. Templeton, vice-president; Glenn Wheeler, treasurer; S. P. Bittner, secretary.

TO INVESTIGATE LABOR CONDITIONS IN PHILIPPINES

EDWARD ROSENBERG, OF SAN FRANCISCO.

All the local officers of the American Federation of Labor are greatly pleased at the appointment of Edward Rosenberg by the federation as special commissioner to investigate the labor conditions existing in the Philippines. Mr. Rosenberg was formerly the secretary of the San Francisco Labor Council, and is well known in Portland. His appointment is following the plan laid out at the convention of the A. F. of L. last November, when it was decided to send some one to the islands to inquire into the conditions there regarding Chinese immigration. It is a constant report that the exclusion act is being evaded by Chinese, who come to the islands from a British possession, and therefore can the more easily enter the territory of the United States. Much of this is done by contract labor, the plea of the promoters of various enterprises being that white labor from the United States cannot be obtained, and that it is necessary to bring Chinese and Japanese laborers into the country to make their plantations paying concerns. It will be Mr. Rosenberg's business to learn just how the matter stands, and he will report to the next convention. From his report the convention will prepare recommendations which will be sent to Congress.

LEFT HIS WIFE NOTHING

Burdick's Will Probated Against Her Objections—Paynes Summoned.

BUFFALO, March 13.—The will of the late Edwin L. Burdick, murdered in his home here Friday, February 27, was made public today. He cuts off his wife, whom he was suing for divorce, without a cent. He leaves $2500 to relatives and the rest of his property to his three children, share and share alike. The will was made December 8, 1902. He names Charles Parke and Risley Tucker, his business associates, as guardians of his children.

The petition for probate gives no definite idea of the correct valuation of Burdick's estate. The petitioners estimate the value of his real property at $400, manifestly too small, and personal property at $1000. Burdick, it is said, made his will without the aid of a lawyer, dictating it to his stenographer in his own office.

Objections were filed in behalf of Mrs. Burdick and F. B. Hartzell, in behalf of the infants, as their special guardian. Counsel for the executors said he thought some one should be appointed as the special guardian other than Mr. Hartzell. The court, however, declined to revoke the appointment.

The will was admitted to probate.

Arrangements have been completed by the authorities for holding the inquest in the Burdick murder case tomorrow. They hope to learn something at the inquest that will throw light upon the murder mystery.

BATAVIA, N. Y., March 13.—Mrs. Seth T. Paine, of Buffalo, whose husband is a Batavia dentist, arrived here last night. She was followed by a detective. The latter held a conversation with Dr. Payne over the telephone this morning, the exact nature of which could not be learned. It is believed that Mrs. Payne came here to consult a lawyer relative to her appearance at the Burdick inquest. Later in the day Dr. and Mrs. Payne were served with subponaes to appear at the Burdick inquest at Buffalo tomorrow.

Second Trial of Dental Case.

The second trial of the suit of A. J. Delano against W. S. Drake, a dentist, for $1135 damages, was commenced yesterday before Judge Cleland and a jury, and will be concluded today. On January 26, 1902, Delano called on Dr. Drake to have two teeth treated, and a crown was placed on each of them. Delano complains that the crowns did not fit, and that his teeth ached violently in consequence; that his gums became poisoned and sloughed off. A number of dentists were examined as witnesses, including Dr. P. S. Langworthy, who testified that he treated Delano, cured his sore gums and fixed his teeth.

The defense of Dr. Drake is that there was no negligence upon his part, and that Delano wanted the work performed at once and was told not to risk it, but to receive certain treatment first, but he insisted on hurrying things, and did so at his own peril. At the former trial the jury disagreed.

"Oriental Fantasia."

There will be a special matinee for women and children at the Marquam Theater this afternoon to witness the last production of the gorgeous "Oriental Fantasia." It is for the benefit of the Patton Old Ladies' Home, and the cause is such a worthy one that every seat in the house ought to be filled. Those who are to take part in the performance are Portland school children.

TAILORS CROSS SHEARS

NONUNION MEN NOW HAVE A UNION CARD OF THEIR OWN.

But the Men Affiliated With the Federated Trades Council Still Shout "Scabs."

A new "union card" appeared in the windows of several tailor shops yesterday morning. It is the label of the newly organized Journeymen Tailors' Union, No. 1, of Portland, Oregon, against which the established union of the Federated Trades Council is preparing to make a fight. The regular union declared when the new union announced that it intended to issue a union card, that it would be an infringement and an imitation upon their mark, while the members of the opposition union said emphatically that it would not resemble the label of the other union in any particular.

The card has made its appearance, and is of a different design from the label of the Journeymen Tailors' Union. Below an encircled crossed-hands are the words: "This store has complied with the requirements of Journeymen Tailors' Union, No. 1, of Portland, Or., and is entitled to the patronage of all friends of organized labor."

This is the part to which the members of the other union object most strenuously. They say that the new union has nothing to do with organized labor, that the members are "scabs," and that the union was started at the instance of the employers who wished a union label of some kind to appear upon their goods and in their windows, while at the same time they would not act according to the requirements of the established union and were therefore placed upon its blacklist.

"I intend to keep the union card in my window," said A. J. Armstrong, one of the tailors who is not in favor with the original union. "I want to show that I am in sympathy with organized labor and when the union wished to put the card in my window I was glad to let people know that mine was a union shop. When the Tailors' Union split in two factions some time ago, several of the men who left the union worked in my shop and when they organized a union I was willing that their card should go in my window. They have a right to organize as well as the other union and the wages paid them are the same as those received by the members of the other union."

Whether the members of Journeymen Tailors' Union, No. 74, which holds a charter from the American Federation of Labor, will allow the card which they say is that of a "scab" union to remain in the windows is something of which the men will say nothing.

Some months ago several members of the Tailors' Union were fined $25 for "scabbing," and as they refused to pay the fine and have had nothing to do with the union since, the union has gone on its way regardless of the possible formation of an opposition organization. This has now been accomplished through the efforts of the employers, the union men say, and it remains to be seen whether a fight will be made between the two organizations as to which is entitled to the patronage of organized labor.

One point which is decidedly confusing about the card of the new union is that it bears the mark of the Allied Printing Trades Council, which is supposed to be placed upon all jobs, largely as a guarantee that the card or advertisement is fair. There may be trouble coming to the shop which printed and put the union label upon the card of a union said by members of his own federation, to be composed of "scabs."

MAY WALK OUT TONIGHT.

Leatherworkers and Employers Unable to Agree.

The troubles of the Leatherworkers' Union will be definitely settled today, or at least a part of the members of the union will quit work tonight, leaving the shops until the higher pay and shorter hours are granted. From the situation yesterday it seems probable that two of the shops will not have to go out of business for the managers appear disposed to meet the union half way, while in the other two shops a strike seems unavoidable. Conferences with the employers were held yesterday after the committee from the union had called upon them in the morning. The union held a special meeting last evening, but the officers say that the situation remains the same and that today will decide the strike question.

Both employers and the leading members of the union admit that a strike seems inevitable in two shops, and in perhaps all four. This is as much as the employers will say, the almost unfailing answer being: "We don't know anything about it."

The union has its strike permit from the international association, and a representative of the organization from San Francisco is one of the leading spirits in the union. He came here to avert the strike if possible, but to see that above all things the requirements of the international, both as to the men and the employers, were complied with.

TO MEET APRIL 10.

Federated Trades Council Will Discuss Economics.

The Federated Trades Council will hold an open meeting for the discussion of economic questions on April 10, and a number of prominent labor men will speak on problems affecting the members of the unions as well as the general public. At the meeting of the Council last evening J. A. Goldrainer and William Horan were appointed a committee to arrange for the meeting and to provide the speakers.

The Council passed a resolution against the newly formed Journeymen Tailors' Union, No. 1, stating that it was not representative of organized labor and that the shops displaying the card of the new union should not be patronized by union men. Though a special meeting of the Leatherworkers' Union was in progress in the same building during the session, no report was made to the Council, as it is not the province of the Federated Trades Council to take up such questions until the local union and the international association of which it is a member admit that they can do nothing more toward a settlement of the difficulties.

The meeting last evening was largely a discussion upon points of jurisdiction of the unions and the international associations in regard to the Council, and was prolonged until an unusually late hour.

Prisoners Vaccinated.

Sore arms will be the fashion at the County Jail for the next few weeks. Sixty-eight of the inmates were forced to be vaccinated yesterday. When seen last night, County Physician E. P. Geary said that no cases of smallpox had broken out at the jail, but that he thought it was a good thing to take precautions to prevent the disease, where so many people were confined in so small a space, and especially since "Pleas" Armstrong, the Baker County murderer, was recently exposed to the disease.

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CHOW, C. P., Timber and Mines.....513
DAY, J. G. & I. N.....318
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FENTON, J. D., Physician and Surg...509-10
FENTON, DR. HICKS C., Eye and Ear...511
FENTON, MATTHEW F., Dentist.....509
GALVANI, W. H., Engineer and Draughtsman.....606
GEARY, DR. E. P., Phys. and Surgeon....406
GIESY, A. J., Physician and Surgeon...709-710
GILBERT, DR. J. ALLEN, Physician...401-402
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GRANT, FRANK S., Attorney-at-Law....617
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HAMMOND, A. B.....310
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MACKAY, DR. A. E., Phys. and Surg..711-712
MANHATTAN LIFE INSURANCE CO. OF NEW YORK; W. Goldman, Mgr.....209-210
MARSH, DR. R. J., Phys. and Surg....404-405
McCOY, NEWTON, Attorney-at-Law.....715
McELROY, DR. J. G., Phys. & Sur.701-702-703
McFADEN, MISS IDA E., Stenographer....201
McGINN, HENRY E., Attorney-at-Law.511-12
McGUIRE, S. P., Manager P. F. Collier, Publisher.....415
McKENZIE, DR. P. L., Phys. and Surg.512-13
METT, HENRY.....218
MILLER, DR. HERBERT C., Dentist and Oral Surgeon.....608-609
MOSSMAN, DR. E. P., Dentist.....513-514
MUTUAL RESERVE LIFE INS. CO.; Mark T. Kady, Supervisor of Agents.604-605
NICHOLAS, HORACE B., Attorney-at-Law.718
NILES, M. M., Cashier Manhattan Life Insurance Company of New York.....209
NOTTAGE, DR. G. H., Dentist.....609
OLSEN, J. F., General Manager Co-Operative Mercantile Co.....212-213
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PAGUE, B. S., Attorney-at-Law.....518
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ROSENDALE, O. M., Metallurgist and Mining Engineer.....516
RYAN, J. B., Attorney-at-Law.....515
SAMUEL, L., Manager Equitable Life.....306
SHERWOOD, J. W., State Commander K. O. T. M.....517
SMITH, DR. L. B., Osteopath.....409-410
SMITH, GEORGE S., Cashier Equitable Life.....306
STOLTE, DR. CHAS. E., Dentist.....704-705
SURGEON OF THE S. P. RY. AND N. P. TERMINAL CO.....706
SUPERINTENDENT'S OFFICE.....201
THRALL, S. A., President Oregon Camera Club.....214
TUCKER, DR. GEO. F., Dentist.....610-611
VESTER, A., Special Agent Manhattan Life.....209
WILEY, DR. JAMES O. C., Phys. & Sur.708-9
WILSON, DR. EDWARD N., Physician and Surgeon.....304-305
WILSON, DR. GEO. F., Phys. & Surg.705-707
WILSON, DR. HOLT C., Phys. & Surg.507-508
WILLAMETTE VALLEY TELE. CO.....613
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