PORTLAND GRANARY

This City Supplying Wheat for All Coast Ports.

REMARKABLE STATE OF TRADE

Eastern Wheat Coming to Puget Sound Ports for Shipment to Australin-Large Stocks of Wheat on Spot at Portland.

Within the past 30 days nearly 100,000 History of the Proceedings That bushels of wheat have been shipped from Portland to Puget Sound. During the ame period a similar amount has been Since January 1 the Northern Pacific has brought upwards of 100,000 bushels of wheat into Portland from east of the Cascade Mountains, by way of Tecoma. Within the past 90 days, over 250,000 bushels of wheat from Minnesota and Dakota has been shipped from Puget Sound to Australia and South Africa, and two large steamers with a combined capacity of nearly 400,000 bushels are now loading Eastern wheat at Seattle for Ausfor South Africa. Last Fall, when the season first opened, a large amount of wheat was shloped from Idaho and Washington to points as far East as Battle

Here in brief is a statement of the most remarkable combination of seemingly perverted conditions that have ever been noticed in the wheat trade of the Pacific Northwest. The shipment of wheat to Tacoma was nearly all choice bluestem, to be used for milling purposes. There was a much smaller amount of wheat grown in Puget Sound territory in 1992 than was produced by the country tributary to Portland. Before this shortage in that portion of Washington tributary to Puget ound was thoroughly understood, millers operating out of Puget Sound ports had made liberal space engagements on the Oriental steamers and for shipment to Australia and South Africa. For several works past spot stocks of wheat at Ta-come have been at very low edb, and it necordingly became necessary to draw on Portland, which has carried large stocks

San Francisco has been short on wheat for the past four months, and practically all of the Valley wheat that has been shipped this year has found its way to foreign markets through San Prancisco, or has been milled in the Bay City. The shipments for the season to date from Portland to San Francisco already excoed 50,000 bushels, and there is more to follow by both steamer and rail. The greater part of the Oregon wheat that has been shipped to San Francisco from Portland has been used for mixing purposes, and as California wheat sells at about is \$d per quarter more in the Liv-erpool market than is obtainable for Walla Walla, there is quite a margin of profit in the mixing. Another factor which contributes to the profits of the transaction is the lower freight rates which have prevailed out of San Francisco this season. There was a large cisco this season. There was a large amount of cargo tonnage entered San Francisco since the season opened, and the exporters were thus enabled to put rates down to the lowest figure on record. Portland has had no great surplus of tonnage at any time during the season, and when it became necessary to secure near-by ships, exporters were obliged to charter them to come north from San to charter them to come north from San Francisco. This gave the Bay City a difa ship from San Francisco to

mountains to Portland by way of Tacoma is not new business—in fact, it has been in vogue since the Wallula gateway was closed, three years ago. Just at this time, however, it presents a singular appearance when wheat is going the other way. The shipment of Eastern wheat and flour to Australia by way of Puget Sound ports comes strictly under the head of new business. Already this season two full cargoes and part of another of East-ern wheat and flour have been shipped exporters seem unable to figure out a profit on a transaction of this kind unless there is some secret rebating of freight. Wheat in Minneapolis is practically the same price as it is in Oregon and Washington ports, and the regular rate would make it an impossibility to bring it to titlewater on the Pacific Coast.

than 18 cents per bushel.

The Minnesota and Dakota wheat is a superior article of hard Winter wheat and commands a premium over the Pacific Coast cereal, but the premium is far from being sufficient to cover the heavy freight rate to the Coast. A portion of the difference is said to be from the saving that is made by shipping it from points pretty well out in the Dakotas. Some of this wheat has been held in elevators along the Great Northern, and takes a lower rate to the Pacific Coast.

On the fifth day out the arimal's contact that the summal's contact to the saving that is made to the pacific Coast.

On the fifth day out the arimal's contact to the saving that is a lower rate to the Pacific Coast. takes a lower rate to the Pacific Coast than is paid from Minneapolis or other big terminal points. A saving is also effected on the haul of wheat from West-flected on the haul of wheat from Western Dakota into Minneapolis. All of these factors combined, however, seem insuffi-cient to enable the business to be handled at a profit, unless rate-cutting is being indulged in, and it is generally believed that Mr. Hill is taking advantage of the heavy eastbound lumber traffic and re-turning his cars to the Coast with wheat at a low rate.

turning his cars to the Coast with wheat at a low rate.

The wheat which was shipped East last Fall was all select bluestem grown on new ground in Idaho and in the Big Bend country, and most of it was used in the preparation of breakfast foods. For this purpose it naturally commanded a heavy premium over ordinary stock, and accordingly has no particular bearing on the reemarkable condition of the wheat trade at Pacific ports at the present time.

The burning of the Victoria dock deprived Portland of the credit for at least three cargoes of grain which was intended of or April shipments, but all of the other docks in the city are well filled, and

other docks in the city are well filled, and there will be some business in the export line right up to the end of the senson.

NEW POSTAL STATIONS.

To Be Established at Meler & Frank Company and 23d and Lovejoy.

Postmaster Bancroft has been advised by the Postoffice Department at Wash-lugton that when the office is moved down to the temporary location at Sixth and Burnside streets, a station will be put in operation on the premises of the Meier & Frank Company to accommodate the pub-lic. He was also advised that a sub-sta-tion will be put into operation at Twentythird and Loveloy streets on July I.

In regard to the establishment of the
Meier & Frank station, the following letter has been received from J. J. Howley,
chilef clark of the First Assistant Postmaster General: "You are advised that a station will be established at this location when the postofflee is moved to a temperary site, provided the expense allays all pain, cures wind colle and diarrhosa.

lichment of the etation as soon as it is known when the office will be removed state the exact location, street and

number."
He is also advised that the station at Twenty-third and Lovejoy streets will be established on July 1, under a clerk in charge at a salary of \$100 per annum. He is requested to call attention to the matter about May 1, and report the appoint-

ment.

The receipt of Postmaster Bancroft's letter of Murch 5 inclosing the petition signed by East Side residents has been acknowledged at Washington. The signers live in the East Twenty-eighth street district and have no free delivery now, and Chief Clerk Howley says: "You falled to state whether the section referred to is supplied with good side-walks, street lights, house numbers and names of streets posted at intersections. Kindly furnish this information, and you will be further advised." will be further advised."

WARNERVALLEYLANDCASE

Have Just Been Determined.

The brief dispatch from Washington ansame period a similar amount has been nouncing Secretary Hitchcock's decision shipped from Portland to San Francisco, and at least 100,000 bushels have been in the case of J. L. Morrow et al. vs. chipped from Puget Sound to San Franche State of Oregon and the Warren Valley Company settles a controversy of long standing, and one that has excited much standing, and one that has excited much interest in Eastern Oregon. Nearly 800 acres of land, practically all swamp, are involved in the matter. This land was returned by the Deputy Surveyor in 1856 as Lake Warner. In 1884 these lands were purchased from the state by Henry Owen as swamp, and as such sold to R. F. M. Connaughy, who sold them to the

Warner Valle: Stock Company.

Between 1886 and 1896 a large number of people settled upon these lands and bushels of wheat to San Francisco. Yes-terday two big ships, the Pegasus and the Seefahrer, salled from San Fran-cisco for Portland to secure wheat an agricultural crop. During the years 1889 and 1890 these contests, 68 in number, were tried before the land office at Lakeview and decision in every case rendered in favor of the state, which, on appeal, was affirmed by the Commissioner of the

land theory and asked the Secretary of the Interior to set aside his approval of the lands and determine from the evidence whether or not these lands were not the bed of a permanent lake on

March 12, 1860.

In December, 1883, the Secretary of the Interior rendered a decision holding that at the date of the swamp land grant these lands were the bed of an apparently permanent lake, and ordered that the claim of the state be cancelled, and, upon mo-tion for rehearing, affirmed his former

In 1897 the Warner Valley Stock Com pany petitioned the Secretary of the Interior to reopen the case, for the reasons, first, that no issue was ever raised as to whether the land was or was not lake in the local land office, and the petitioners had no opportunity to present their evi-dence, and, second, if the land was a per-manent lake it belonged to the State of Oregon by virtue of her sovereignty, and, consequently, to the petitioner by virtue of a deed from the State of Oregon.

The Secretary granted the petition, and a trial was had before the local officers at Lakeview. Register Brittain and Receiver Bailey decided that the land was the bed of a permanent lake. The Warner Valley Stock Company appealed from this de-cision to the Commissioner of the General Land Office. Commissioner Hermann had a personal argument of the case be-fore him, which lasted nearly two days, and after a thorough consideration of the case, decided that the land was swamp land, and directed that the claims of the settlers be canceled, but it is said that, finding his decision criticised by the local papers, he recalled it, and decided the case the other way. At any rate, the decision was so made, and an appeal was then taken by the Warner Valley Stock Company to the Secretary of the Interior. which resulted in a reversal of the decision of the Commissioner. The Secretary decides that the land was, on March 12, 1860, awamp, and that to hold that it oving a ship from San Francisco to ortland.

Was the bed of a permanent lake would be no benefit to the settlers, as the land in that event would belong to the State of Oregon.

In these contests the Warner Valley Stock Company was represented by C. A. Cogswell and F. D. McKinney, and the settlers by Captain John Mullen.

TERROR IN ANIMAL SHOW. Great Elephant Jingo Fights and

make it an impossibility to bring it to mammoth beast trumpeted without cestificwater on the Pacific Coast for less sation and twice knocked down its keeptan is cents per bushel.

possible.
On the fifth day out the animal's condition became such that Lawrence gave him whisky and kept him under the in-It was then that Jingo became even more savage than ever and began the trumpeting. The entire crew went to Lawrence's assistance on the eleventh-day

the issue on the Blue Laws the prom-inent and responsible members of the Sebbath Observance Association have sworn out warrants for the arrest of sevsworn our warrants for the arrest of sev-eral publishers of morning newspapers and the executive officers of a news com-pany, a loc-motive works and an ice cream company. The newspapers are be-ing prosecuted for accepting advertise-ments on Sunday, selling wares and doing all manner of labor prohibited by the act of 174, which also prohibits a man from kissing his wife. kissing his wife.

CHANT, L T., March 18.-Five boys CHANT, I. T., March is.—Five Days playing on a raft which capsized were drowned. The dead are: Raymond Co-croft. Ralph Oaks, Charles Oaks, Peter Berry, Luther Berry. The ages of the boys ranged from 5 to 9 years. The bod-

Boys Drowned From Raft.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,

AN EARTHQUAKE AT SEA

STEAMER NEWPORT SEVERELY · SHAKEN DOWN THE COAST.

Passengers Thought the Vessel Had Struck a Reef-Work of the Dredge Columbia,

SAN FRANCISCO, March 18.-The steamer Newport, which arrived today from Panama and way ports, was severely shaken by an earthquake while at sea. So pronounced was the shock that most of the passengers and many of the crew believed that the steamer had run on a

recf.

It was shortly after 2 o'clock on the morning of March 15 and the vessel was about 18 miles off the coast from Corinto when the shock was felt. Several of the passengers, aroused from their sleep by the force of the quake, rushed on the deck in their night clothes and it was some time before they could be assured that there was no danger.

GALES WILL BE FREQUENT.

forth Pacific Wind and Weather Forecast for April.

Forecast for April.

The North Pacific Pilot chart for April gives the following forecast of wind and weather in the North Pacific Ocean for the coming month:

To the northward of & deg., and between the American Coast and 115 deg. west, the winds will veer from southeast (with failing barometer) through west to northwest (with rising barometer). Gales will be frequent. Immediately under the Coast they will blew only from west to northwest; between 125-126 deg., from southeast to southwest; beyond 120 deg., from sat-southeast to north-northwest. Between 40-45 deg. north, and under similar barometric conditions, the wind will go from south to north, holding longest at northwest (southwest beyond 130 deg.), at northwest (southwest beyond 130 deg.). with occasional gales from southwest. To the southward of 40 deg. the prevailing direction will be northwest, and the easterly winds will be rare.

was affirmed by the Commissioner of the General Land Office. In four cases an appeal was taken to the Secretary of the Interior, and the decision of the lower officers was again affirmed and the lands approved to the state.

The contestants then abandoned the dry land theory and asked the Secretary of the Interior, and theory and asked the Secretary of the Interior to a state of the Interior to where the prevailing direction will still be northwest. Between 5 deg. north and the line southwesterly winds will extend from the Coast 10 % deg. west, beyond which the direction becomes necessarily south-erly and southeasterly. Tedious calms, frequently continuing several days in suc-cession, may be expected throughout the whole region to the southward of 20 deg. north.

The present month marks the The present month marks the com-mencement of the transition from the northeast (Winter) to the southwest Summer monsoon. The former will still prevail with constancy throughout the China Sea as far south as 10 deg. north. To the southward of this parallel souther-ity winds will blow at times for several ly winds will blow at times for several days in succession, accompanied by thick

weather and squalls.

Along the Western coast of the Philippine Archipelago Juring April light southeasterly winds may be expected, with frequent gusts during the afternoon hours. Light rainfail and occasional thunderstorms. During May westerly winds will storms. During May westerly winds will be frequent, especially during the foremon hours. A persistence of these winds during the entire day may be regarded as Indicating a barometric depression to the northeast of Luzon. Marked increase in rainfall and thunderstorms of daily occurrence. For Manila the average climatological conditions during April are: Pressure, 29.90 inches; temperature, 82.9 deg. F.; rainfall, 1.2 inches. For May they are: Pressure, 29.86 inches; temperature, 83.3 deg. F. (maximum for the year); rainfall, 4.2 inches.

Typhoous during April are rare; during

Typhoons during April are rare; during one, at least, may be looked for with

rertainty.

Field ice may be looked for as far south as 42 deg. north, longitude 145-150 deg. east. The Golden Horn is ordinarily closed by ice until the middle of April, and harbors farther north to a corre-spondingly later date. In Behring Sea the southern limit of the pack extends from Kuskogulm Bay to a point to the south-ward of St. George Island, thence north-westward to Cape Navaria.

Astoria Marine News Notes. ASTORIA, March 13.—(Special.)—The American bark Henry Morse, which has been laid up at Clifton during the Winter, is being overhauled by Capitain Reynolds, and will be brought down the river holds, and will be brought down the litter part of the week. Her contract with the Columbia River Packers' Association provides that she shall be here by April 1 to begin loading supplies for the association's Bristol Bay, Alaska,

annery.
The new steamer Major Guy Howard, which was recently built in Portland for the Quartermaster's Department of the Army, arrived down the river last even-ing. She was taken to Fort Stevens this morning, and will go into commission to-morrow. Captain Gordon, her master, says that the steamer has shown herself says that the steamer has shown herself to be not only a good boat but a very fast one, and there is no craft of her size on the river that can equal her in speed.

The gasoline launch Queen was sold today by George McBride, C. H. Carlson and G. R. Lindberg to Skibbe & Hull, for the Gray's River Transportation Company. The price is not made public, but is about \$350. The launch will be used in connection with the steamer Ecitose on connection with the steamer Eclipse on the run between this city and Gray's

The steam schooner Ruth cleared at the Custom-House today for San Fran-cisco with a cargo of 400,000 feet of lum-ber, loaded at St. Helena.

Lake Navigation Opened. season on Lake Michigan has been opened by the steamers Soo City and Alice Staf-ford. The former made its first trip to St. Joe last night, the latter leaving for Grand Haven. All steamship companies are making preparations for a large business during the Summer.

DETROIT, Mich., March 18.—Navigation on Lake Erie was opened today by the Detroit & Cleveland line steamer City of Detroit, which left her docks for Cleve-

Captain of the Siberia Arrested. HONOLULU, March 18—Captain J. T. Smith, master of the new Pacific mail ateamship Siberia, which vessel is now on her maiden trip from San Francisco to the

Cherry Pectoral

Consumption can certainly be cured. Not all cases, but very many. Ayer's Cherry Pectoral is the principal medicine. The oldest doctor knows from experience. The youngest, just from college, knows from theory. Both uphold us. 25c., Stc., \$1.00. J. C. AYER CO., Lowell, Mans.



The English Government has a way of indicating the highest quality of silver by putting on it what is called a "hall mark."

We have a way of indicating the highest quality in hats (soft or stiff) by putting on them the mark "GORDON."

\$3.00.

Oriental ports, was arrested here yester-day by the Federal authorities on a war-rant charging that last January, when he was captain of the City of Peking, he refused to take back three Japanese that had been ordered deported. Bonds were immediately given and Captain Smith was not detained. Late last night the Siberia proceeded on her way to the Orient.

Dredge Doing Good Work. The Port of Portland dredge Columbi is making good progress in deepening the channel in the Columbia at Slaughter's. Since she was moved down from Postoffice bar, the dredge has made a channel 2800 feet and 300 feet wide with a depth of 26 feet. Her work in that section will be

Conl Schooner Ashore. CAPE HENRY, Va., March 18.—The schooner C. S. Gildden, Captain Fales, bound from Baltimore to Galveston, and laden with coal, went ashore today at outer Cape Lookout shoals, and will be a total wreck. No information has been received concerning the crew.

completed before the river rises.

Posted as Missing NEW YORK, March 18.-The Norwegian steamer Ansgar, Captain Hannestad, which sailed from New York December 3 for Sydney, N. S. W., today was posted

at Lloyds as missing.

The Cockermouth was discharging ce-ment at Mersey dock yesterday.

The French bark Duc d'Aumaie arrived up yesterday and berthed at the Sand dock. The Castor moved from Oceanic to Irving dock and will finish her wheat cargo today.

The Eureka finished loading 2550 tons of wheat at Irving dock and sailed for San Francisco last night. The Columbia sailed for San Francisco last night with a full cargo, including

2597 sacks of potatoes. Captain George Perriam, of Roberts & Perriam, has sold his interest in the ship

Foreign and Domestic Ports.

Automobiles means everything that's good in gasoline runabouts. Equal in quality and service to the 13500 kind, and at one-third of the price, \$750 and \$550.

Two big carloads of them on the way.

In the meantime, if you are interested, drop in and see us.

We have some exceptional bargains in steam, electric and gasoline automobiles, from \$550 upwards.

OF COURSE!

FRED T. MERRILL CYCLE CO., INC.,

law fiver. Salted-Steamer Chico, for Coquine River; ateamer Browhead, for whalling; schooner Fannie Edle, for Gray's Harbor. Cherbourg, March 18.—Arrived-Pennsylvania, from New York.

Naples, March 18.—Arrived-Palatia, from New York for Genoa and proceeded.

UNFIT PERSONS ADMITTED Several Masonic Lodges May Lose Charters as Result.

NEW YORK, March 18.-Astounding revelations that have followed the discovlining and wrecking business and returned to England, where he will probably take another ship. J. H. Roberts will continue the business at Portland and on the Sound. With dismay and indignation. So high does the feeling run because of the discovones the testing run occause of the discov-cry that Draper is not the only person of his class who has gained admittance to lodges in Manhattan and Brooklyn that it would not be autonishing if the charters of several lodges should be suspended before the end of the week, and many expulsions from the fraternity fol-

weather clear.

Kinsale, March 18.—Passed—British ship
Fairport, from Portland.

Hong Kong, March 18.—Arrived March 18—British steamer Indrasamha, from Portland.

San Francisco, March 18.—Sailed—British bark Fegasus and German bark Seefahrer, for Portland.

Hong Kong, March 18.—Arrived previously—Hiades, from Tacoma, via Yokohama; Shinango Maru, from Seattle, via Fokohama.

New York, March 18.—Arrived—Astoria, from Glasgow. Sailed—St. Paul, for Southampton; Germanic, for Liverpool; Statendam, for Rotterdam.

Commission to Investigate.

The Civil Service Commission had a marter of the end of the week, and many expulsions from the fraternity follow.

Draper, it has been ascertained, is not only a Master Mason, but also a Royal Arch Mason. As early as last November he was taken into Mount Zion Chapter, attli representing himself to be a respectable broker. He went in with the first class that took the degrees that month.

Liverpool, March 18.—Arrived—Oceanic, from
New York.
San Francisco, March 18.—Arrived—Steamer
City of Puebla, from Victoria; schooner J. M.
Colman, from Gray's Harbor; steamer Centraila, from Gray's Harbor; beig W. G. Irwin.

The Civil Service Commission held a meeting yesterday and decided to invosting age the matter of the new physical rules and the effect they would have on the excellent from Gray's Harbor; beig W. G. Irwin.

It was thought best to take notice of The Civil Service Commission held

from Boche Harbor; schooner Bella, from Simble River: Sailed-Steamer Chico, for Coquille River; steamer Browhead, for whaling; schooner Fannie Edle, for Gray's Harbor.

Cherbourg, March 18.—Arrived-Pennsylvania, from New York.

Naples, March 18.—Arrived-Palatia, from New York for Genoa and proceeded. Napres, Barca is

New York for Genon and proceeded.

Liverpool, March 18.—Sailed—Celtic, for New
York, via Queenstown.

Were strictly end that the rules will upset things to any great extent a way will
be devised to overcome the difficulties.

Have you friends coming from the East? If so, send their names to the Denver & Rio Grande office, 124 Third street, Port-land Or

Sore Throat

Quinsy, Laryngitis, Tonsillitis and all throat troubles quickly relieved and

promptly cured by the use of

Endorsed and recommended by leading physicians everywhere. It cures by killing the germs, without injury to the patient. Nature then promptly repairs the damage. Sold by leading druggists 25 cents a trial bottle. If not at yours, sent prepaid on receipt of 25 cents.

THE MEN AND WOMEN

Who Enjoy the Choicest Products of the World's Commerce.

Knowledge of What Is Best More Important Than Wealth Without It.

It must be apparent to every one that qualities of the highest order are necessary to enable the best of the products of modern commerce to attain permanently to universal acceptance. However loudly heralded, they may not hope for world-wide preeminence unless they meet with the general approval, not of individuals only, but of the many who have the happy faculty of selecting, enjoying and learn-ing the real worth of the choicest prod-ucts. Their commendation, consequently, becomes important to others, since to meet the requirements of the well in-formed of all countries the method of manufacture must be of the most per-fect order and the combination the most excellent of its kind. The above is true not of food products only, but is espe-cially applicable to medicinal agents and after nearly a quarter of a century of growth and general use the excellent remedy. Syrup of Figs, is everywhere accepted, throughout the world, as the best of family laxatives. Its quality is due not only to the excellence of the combination of the laxative and carmin-ative principles of plants known to act most beneficially on the system and pre-sented in the form of a pleasant and refreshing liquid, but also to the method of manufacture of the California Fig Syrup Co., which ensures that uniformity and purity essential in a remedy intended for family use. Ask any physi-cian who is well informed and he will answer at once that it is an excellent laxative. If at all eminent in his profession and has made a special study of laxatives and their effects upon the sys-tem he will tell you that it is the best tem he will tell you that it is the best of family laxatives, because it is simple and wholesome and cleanses and sweetens the system effectually, when a laxative is needed, without any unpleasant after-effects. Every well-informed druggist of reputable standing knows that Syrup of Figs is an excellent laxative and is giad to sell it, at the regular price of fifty cents per bottle, because it gives general satisfaction, but one should remember that in order to get the beneficial effects of Syrup of Figs it is necessary to buy the genuine, which is sold in original packages only; the name of the remedy—Syrup of Figs and also the full name of the Company—California Fig Syrup Co. the Company-California Fig Syrup Co.
-printed on the front of every package. FOR SALE BY ALL LEADING DRUGGISTS. PRICE FIFTY CENTS PER BOTTLE.



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Surgeon 407-405

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EFFREYS, DR. ANNICE F., Phys. an

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ROSENDALE, O. M., Metallurgist and

SMITH, GEORGE S., Cashler Equitable SURGEON OF THE S. P. RY. AND N. P.
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THRALL, S. A., President Oregon Camera

WILEY, DR. JAMES O. C., Phys. & Sur. 708-0 WILEY, DR. EDWARD N., Physician 301-300

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