STORM RAGES IN MONTANA

MONTANA REPORTS HEAVY LOSSES FROM MANY SECTIONS.

Snow the Heaviest on Record for the Month of May—One Man Is Missing.

BUTTE, Mont., May 18.—Advices from northern and southern sections of the state tell of extremely heavy losses among lambs, as a result of the snowstorm which prevailed yesterday and last night. A Dillon report says tens of thousands of young lambs have fallen beneath the fierceness of the heaviest blizzard for May in the history of this section. Reports pour in from every direction, detailing losses of a frightfully large per cent of ewes and their tender offspring.

A Great Falls special says that H. H. Wilson, a sheep herder on the range near Portage has been lost and undoubtedly has been frozen to death. His flock was found, but searching parties could find no trace of him. Wilson's horse was found wandering in deep drifts. The storm is the worst in the history of this section.

The storm has killed thousands of sheep, especially young lambs, and will do incalculable damage. Ranchers in the sections of Fort Benton, Cascade and Geyser have suffered heavily, and reports of loss come in from every side.

Fruit Damaged in Utah.

OGDEN, Utah, May 18.—All last night and today a heavy rain, hail and snow storm has prevailed. Some damage will result to fruits, but otherwise the storm is expected to be of great benefit.

PORTLAND STILL LEADS.

Railway Conductors Will Choose Their Next Meeting Place Today.

PITTSBURG, May 18.—The 29th biennial convention of the Order of Railway Conductors will end tomorrow. At the session today the following grand officers were re-elected at increased salaries:

Grand Chief Conductor E. E. Clark, compensation increased from $5000 to $6000 per year; A. E. Garretson, assistant grand chief conductor, $3000 to $3000; W. J. Maxwell, grand secretary and treasurer, $3000 to $3600; C. H. Wilkins, grand senior conductor, $2000 to $2500, and L. E. Sheppard, grand junior conductor, $2000 to $2500.

At the session today the amendments were all passed on the third and final reading, the most important being on making the insurance reserve fund unlimited; one reducing the term of eligible service from 213 days to 156 days; one repealing the law providing for a permanent home for disabled members.

The most interesting question to be considered tomorrow is the selection of a place for the next convention. The fight is still between Boston and Portland, Or., with chances in favor of the latter.

TRAINMEN IN CONVENTION.

National Brotherhood Enters Upon a Two Weeks' Session.

DENVER, May 18.—The National Brotherhood of Railroad Trainmen met in convention at Coliseum Hall, in this city, at 9 o'clock this morning. Between 600 and 700 delegates were present when Grand Master Morrisey rapped for order. The sessions of the convention are private, and it is expected they will continue over two weeks. The time today was taken up in organizing.

Grand Master P. H. Morrissey, in speaking of the convention, said:

"The sessions will all be executive, and will be devoted to considering the business of the organization for the past two years, revising the constitution and ritual, the selection of a city for the next convention, the election of officers, etc. The affairs of the order are very prosperous at present, and we have about 60,000 members. We have been very successful in the past two years in increasing the wages of our men, and we have now only one strike in progress. This is on the Mobile & Ohio, which has been on for about a week."

One question which will come before the convention will be the building of a home for disabled members. Denver is said to be strongly favored.

BAPTISTS FROM MANY STATES.

National Convention Begins Its Work at Buffalo.

BUFFALO, N. Y., May 18.—The great National gathering of the Baptists of the Northern states, from Maine to California, opened in the Prospect-Avenue Baptist Church today, with the 26th annual meeting of the Woman's Baptist Home Mission Society, of which Mrs. J. N. Crouse, of Chicago, is president. The first session, workers' conference, was called to order shortly after 10 o'clock, when a praise service was held, followed by greetings and the announcement of committees. The meetings of these societies will occupy two days, and will be followed by meetings of the American Baptist Home Mission Society, American Baptist Missionary Union and American Baptist Publication Society. The attendance is expected to be unusually large. A number of important questions are to be considered, including a plan of co-ordination of National societies.

ROOSEVELT IS CRITICIZED.

Speaker at Peace Society Objects to President's War Policy.

BOSTON, May 18.—All the former officers of the American Peace Society were re-elected at the annual meeting held this afternoon, and a number of vice-presidents were added, including Mayor Jones, of Toledo. The president is Robert Treat Paine, and the secretary Dr. Benjamin Trueblood.

The directors' report showed that much had been done throughout the world in the interest of arbitration and peace, especially toward the proposed international peace congress.

Moorfield Storey, speaking at the society's banquet tonight, said the time was coming, if not near at hand, "when the man who engages in war will be stamped as a criminal." He criticised President Roosevelt for his attitude toward war.

Switchmen's Union in Session.

INDIANAPOLIS, May 18.—The National convention of the Switchmen's Union of North America opened today in Tomlinson Hall with an open session. Frank T. Hawley, of Buffalo, grand master, replied to the addresses of welcome.

The mineworkers were represented by William B. Wilson, secretary-treasurer, who delivered an address which aroused considerable enthusiasm. One of the chief subjects that will come up during the convention is the question of joining the American Federation of Labor. The feeling is divided. It is believed there will be no opposition to the re-election of Grand Master Hawley.

Unitarian Association Meets.

BOSTON, May 18.—With a programme covering seven days, the American Unitarian Association began its anniversary week here today. The convention will close Saturday, with a general observance by all Unitarian churches of the 100th anniversary of the birth of Ralph Waldo Emerson.

Confederate Veterans Pouring In.

NEW ORLEANS, May 18.—From present indications, this city will contain within the next 24 hours the largest number of visitors in its history. They are coming to attend the reunion of the Confederate Veterans. Fully 50,000 arrow morning. The officials of the United Confederate Veterans said today that the prospects were for the largest gathering that has ever attended a reunion of the organization.

National Hardware Association.

PHILADELPHIA, May 18.—The semi-annual executive session of the National Hardware Association began here today. All the members of the committee, including Bruce Hayden, of San Francisco, second vice-president, are in attendance.

VERANDA GIVES WAY.

One Woman Is Killed and Several Have Miraculous Escapes.

FALL RIVER, Mass., May 18.—One woman was killed and two persons severely injured by the collapse of a veranda on the third story of a house on King Philip street. Five others who were on the veranda at the time had miraculous escapes from injury or death. The dead woman is Mrs. Vitaline Vergernon, and the injured are Mrs. Octave Frenotte and Eugene Vergernon.

The party of eight were seated on the veranda when it collapsed without warning. Miss Josephine Croteau succeeded in clinging to a portion of the broken platform, but the other seven were precipitated to the veranda at the second story. The force of the contact broke the rail on this balcony, and Mrs. Vergernon, Mrs. Frenotte, Eugene Vergernon and Alfred Vergernon, the last named 7 years, rolled over the edge and into the yard, 30 feet below. Mrs. Vergernon's skull was fractured, and she died while being carried into the house. Eugene Vergernon and Mrs. Frenotte were unconscious, but Alfred escaped without any apparent ill effect.

The three who succeeded in holding on to the second veranda had nothing more than slight bruises, and Miss Croteau was rescued without any injury whatever.

Trainmen Killed in Wreck.

GRAND JUNCTION, Colo., May 18.—West-bound passenger train No. 5, on the D. & R. G. Railroad, ran into a rock slide near Palisades last night, killing Engineer George Stuart, of this place, and Fireman W. A. Woods. The mail car plunged into Grand River, where it lies submerged, and the two baggage cars were telescoped. The coaches and Pullman cars remained on the track, and the passengers escaped with a severe shaking up.

NATIONAL ART THEATER.

Joseph Jefferson Speaks at a Meeting to Further the Project.

NEW YORK, May 18.—A meeting in furtherance of the plan for the establishment of a National Art Theater was held last night in the Garrick Theater. Joseph Jefferson made the principal address, in the course of which he said that, while he was in favor of an endowed theater, there were many problems to be solved.

"I believe," said Mr. Jefferson, "it is much better to call attention to the stumbling blocks before the project is under way than after. Forewarned is forearmed. The people who subsidize the theater will be very exacting in their demands of the actors and very critical. The authorities will be severely criticised. If a theater can be established with a saving of rent and a continued subsidy, it is sure to be a success. It will be able to present more finely the drama. The drama is better than ever today, not only commercially, but artistically, and it is better acted. It is far better represented than ever."

Road Will Be Extended to Texas.

GUTHRIE, O. T., May 18.—The Colorado, Oklahoma & Texas Railroad Company today filed amended articles of incorporation providing for the extension of the proposed line to a total distance of 600 miles, from Pueblo to Denison, Tex. Capital stock, $2,500,000. The road, it is said, will be a feeder of the Kansas City, Mexico & Orient Railway, and will cross the main line of that road at Wolf, Okla.

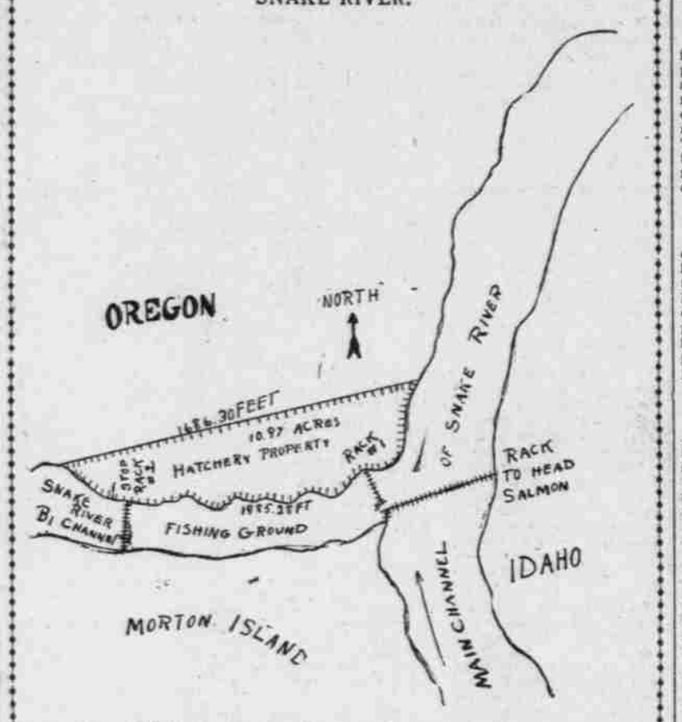
Banquet to Bishop Conaty.

TAUNTON, Mass., May 18.—A complimentary banquet was given tonight to Right Rev. Bishop Thomas Conaty, who was assigned to the diocese of Los Angeles, Cal., on the close of his work, as rector of the Catholic University at Washington.

USE ALLEN'S FOOT-EASE.

A powder to be shaken into the shoes. Your feet feel swollen, nervous and hot, and get tired easily. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It cools the feet, and makes walking easy. Cures swollen, sweating feet, ingrowing nails, blisters and callous spots. Relieves corns and bunions of all pain and gives rest and comfort. Try it today. Sold by all druggists and shoe stores for 25c. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

FISH WARDEN SECURES SITE FOR HATCHERY ON SNAKE RIVER.



Master Fish Warden Van Dusen has secured a strip of land on Snake River, two miles from Ontario, for a state salmon hatchery. Last season Mr. Van Dusen worked experimentally at that place, securing 12,645 chinook salmon between the racks. From these fish were obtained 21,065,800 eggs. He was not equipped to take care of so many eggs, but impregnated all except 5,000,000, and planted many on gravel bars. This year Mr. Van Dusen has enough land for all hatchery purposes at that place. Steps will be taken immediately to install and equip hatchery buildings sufficient for 30,000,000 eggs.

"This year," writes Mr. Van Dusen, from Ontario, "we shall endeavor to get our racks in at least a month earlier than we did last. We are here on the ground with nearly all our rack material ready to go in just as soon as the freshet is over. The racks can go in this year in July. Last year we did not get them until August 25, and many fish went by before that time.

"We have a deed by which J. G. Billingsley and wife convey to the state a strip of land 1985 feet long on the Snake River. The deed I hold in escrow pending its acceptance by the Board of Fish Commissioners."

VESSELS WITH CAPACITY OF 4,000,000 FEET ADDED TO LIST.

Elm Branch and Peru Go to Sea—Much Activity in Lumber Charters All Along the Coast.

Four more lumber carriers with a combined capacity of about 4,000,000 feet have been added to the list of vessels en route for Portland. They are the Norwegian ship America, American barkentine John Palmer, American schooners Alvena and Jennie Stella. The latter craft is exclusively a coaster, but the others have all been engaged in the deep-water trade, the John Palmer and Alvena being immense carriers for their tonnage. The America was formerly the British ship J. V. Troop, and has previously carried lumber cargoes from this coast. She is 1235 tons register compared with the John Palmer's 1089, but the latter is a much larger carrier. The America comes from Newcastle, N. S. W., the John Palmer from San Pedro, the Alvena from Redondo, and the Jennie Stella from San Francisco. The barkentine Arago, which is to load at the North Pacific mill for San Francisco, left up yesterday afternoon, and will reach Portland today. Two of the largest lumber carriers which have loaded here recently, the Elm Branch and the Peru, sailed yesterday afternoon.

There is increasing activity in the foreign lumber trade, and a number of other charters for Portland loading are pending, and will be completed in a few days. This activity is not confined to Portland, but is in evidence all over the Coast. Last week the eight American ships which have been lying idle on Puget Sound for several months were taken up at slightly improved rates. Four of these ships, the S. D. Carleton, Reuce, Carrollton and Sea King, were chartered in a bunch by J. J. Moore & Co., for Sydney, Port Pirie, Melbourne and Adelaide, at 32s 6d, 35s 3d or 40 shillings, acording to port of discharge. Moore & Co. also chartered the St. James a few days earlier. The Henry Failing and the William H. Smith were taken by the Eddy Falk & American Trading Company, and the St. David by G. W. McNear. All of the ships were owned by the California Shipping Company, and some of them have been idle for many months.

GIVEN QUICK DISPATCH.

Bark Euphrates at Tacoma Receives Full Cargo of Flour in Two Days.

Loading a 1600-ton ship in two days is not a record performance in Portland, but is very fast work, and the British bark Euphrates, at Tacoma, has just experienced dispatch of this kind, and afforded the Ledger an opportunity to print the following:

"Flour loaded into a ship at the rate of 27 barrels per minute, 14,500 barrels for a nine-hour working day, is a sample of quick dispatch not often seen at any port. It was the record made yesterday, however, by McCabe & Hamilton in loading the British four-masted bark Euphrates, Captain Davies, which last night finished her cargo of 27,500 barrels of flour for Sydney, after having been but two days loading and exactly one week in port. The Euphrates will shift into the stream Monday morning and will sail Tuesday or Wednesday for Australia.

"The vessel's entire cargo is Minneapolis flour, manufactured by the Pillsbury-Washburn Company and comes in 198-pound gunnies. The Euphrates took the first bag of flour aboard Friday morning. Two gangs of men with electric conveyors working both hatches of the ship were put to work. When quitting time came Friday night they had nearly 13,000 sacks stowed away in the ship's hold. Yesterday's orders were to finish the cargo if possible, and the way the flour was hustled out of the Oriental warehouse and into the ship made Captain Davies express enthusiastic praise of the harbor facilities of this port."

TOO MUCH RED TAPE.

New Treasury Ruling May Affect Steamer Travel on Puget Sound.

The new ruling of the Treasury Department, based on the act of Congress passed March 3, 1903, requiring that a list or manifest of alien passengers carried by any vessel shall be made out and submitted to the immigration officer at the port of entry, is meeting with considerable complaint, both at the hands of the steamship companies and the passengers. The new form requires a lot of red tape that seems unnecessary to the average passenger, and it is claimed that the strict enforcement of the law will cause people to travel by rail rather than water wherever it is possible. It is also stated that the carrying out of the law involves a lot of extra expense on steamers operating between ports like Puget Sound and British Columbia cities. Ocean liners are affected by the same law, but in their case and have plenty of time during a voyage to make up any extra list required.

Queen's Officers Are Exonerated.

SEATTLE, Wash., May 18.—The decision of the United States Inspectors of Hulls and Boilers in the investigation following the collision of the Pacific Coast Company's steamship Queen and the British tramp steamer Adamson was rendered today, and completely exonerates Captain N. E. Cousins and Pilot Herbert Foote Beecher, of the Queen. The Adamson owners offered no testimony before the Board of Inspectors, which was composed of Captain William C. Bryant and C. C. Cherry. Instead of censuring the officers of the Queen, the report praises them for their acts. The collision occurred May 3 in the fog off West Point Lighthouse. The Queen was somewhat injured, and the Adamson was damaged to the extent of $100,000, and was beached just in time to save her from sinking.

To Remove Blossom Rock.

SAN FRANCISCO, May 18.—The work of removing Blossom Rock from the bay has been begun. At one time it was about flush with the surface of the water, but over 30 years ago an attempt was made to blow it up with black powder. Only a portion was removed by the blast, but the water was deepened to 20 feet above the obstruction. It is now proposed to cut away the rock so that there will be at least 35 feet of water over it at low tide.

Launching of Tacoma Postponed.

SAN FRANCISCO, May 18.—The launching of the cruiser Tacoma has been postponed from May 22 to June 2, so as to allow a deputation of the officials of the northern city an opportunity to be present and take part in the launching ceremonies. President Roosevelt will be in Tacoma May 22, the day originally set for the launching, and the city officials will remain at home to greet the Chief Executive of the Nation.

Columbia's Stage at Vancouver.

VANCOUVER, Wash., May 18.—(Special.)—The Columbia is now 14 feet above low water and still rising. It is expected to reach at least 25 feet before it stops. In the big flood of 1894 it reached a stage of 23 feet above low water. There is reported to be an immense amount of snow in the mountains. The millmen are preparing for a freshet. They will be compelled to shut down for a time.

Domestic and Foreign Ports.

ASTORIA, May 18.—Arrived down at 6 A. M.—British bark Dunearn. Sailed at 4 A. M.—Steamer Columbia, for San Francisco. Left up at 12:30 P. M.—French bark General Faidherbe. Left up at 4 P. M.—Barkentine Arago. Sailed at 4:30 P. M.—British steamship Elm Branch, for Port Arthur; German ship Peru, for United Kingdom. Condition of the bar at 4 P. M., smooth; wind northwest.

Eureka, May 18.—Sailed at midnight Saturday—Steamer Ruth, for Portland.

San Francisco, May 18.—Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland.

Tacoma, May 18.—Arrived—Schooner William F. Witzemann, from Seattle; schooner John A. Campbell, from San Pedro. Sailed—Steamer Montara, for Seattle.

Antwerp, May 18.—Arrived—Moyune, from Tacoma, via Yokohama, etc.

New York, May 18.—Arrived—Armenian, from Liverpool; Statendam, from Rotterdam.

Lizard, May 18.—Passed—Kroonland, from New York, for Antwerp; Minneapolis, from New York for London; Pinemore, from Boston for Antwerp; L'Aquitaine, from New York, for Havre.

London, May 18.—Sailed—Manitou, for New York.

Liverpool, May 18.—Arrived—Bavarian, from Montreal; Cymric, from New York.

San Francisco, May 18.—Arrived—Steamer Mackinaw, from Tacoma; steamer G. C. Lindauer, from Gray's Harbor; steamer Indiana, from Seattle.

Hamburg, May 18.—Arrived—Isis, from San Francisco, via Valparaiso, Montevideo, etc.

Hoquiam, May 17.—Sailed—Schooner Roy Somers, from Cosmopolis, for San Francisco. Arrived—Schooner H. D. Bendixsen, from San Francisco, for Aberdeen.

Seattle, May 18.—Arrived—Steamer Montara, from Tacoma; steamer Spokane, from Skagway; 17th, steamer Dolphin, from Skagway; schooner A. M. Baxter, from San Francisco. Sailed—Steamer Portland, for Nome; 17th, steamer Farallon, for Skagway; 16th, steamer Santa Ana, for Valdez.

Important Decisions Expected Soon.

SAN JUAN, Porto Rico, May 18.—Governor Hunt, Captain Crabbs and Colonel Buchanan have returned from a ten days' camping trip in the mountains. The Governor was much benefited by his outing. Important decisions in the matter of the Mayaguez scandals, the prison investigation and other public business are expected this week.

Schley Concludes Trip in Mexico.

EL PASO, Tex., May 18.—Admiral Schley arrived here tonight from Mexico. His trip through the republic was one continuous ovation on the part of the American colonies in the cities through which he passed.

TRADE MARK

What's in a Name

Like a racer in the chase, far to the front, and forging ahead,

Hunter Baltimore Rye

Is the leading whiskey in America.

In a great run: the country over, on its

Quality, Popularity, Reputation

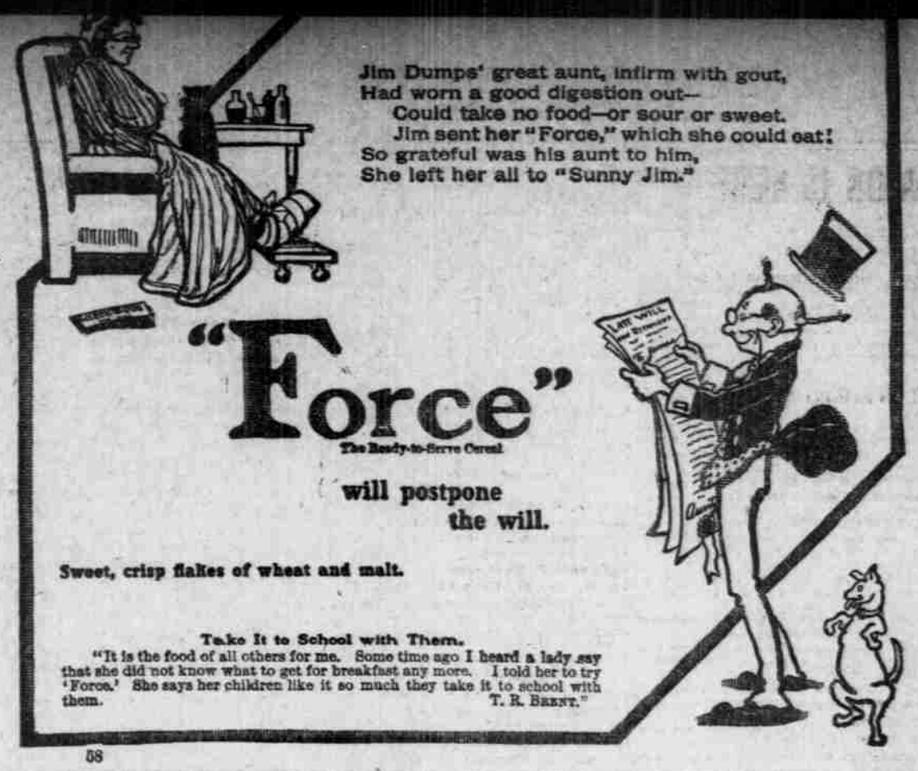
It comes up always on call.

ROTHCHILD BROS., Portland, Or.

VACCINATION AND DANDRUFF.

There Is as Sure Prevention of Baldness as There Is of Smallpox.

It is now accepted that vaccination renders the vaccinated person exempt from smallpox; or, at worst, he never has anything but the lightest kind of a case. Now as sure a preventive and cure for dandruff, which causes falling hair and baldness, has been discovered—Newbro's Herpicide. It kills the dandruff germ. C. H. Reed, Victor, Idaho, says: "Myself and wife have been troubled with dandruff and falling hair for several years. We tried remedies without effect until we used Newbro's Herpicide, two bottles of which cured us." Hundreds of similar testimonials. For sale by all druggists. Send 10 cents in stamps for sample to The Herpicide Co., Detroit, Mich.



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PIONEER OF OREGON DIES

JAMES FIELD, WHO CROSSED THE PLAINS IN 1845.

Man Who Fought Indians and Faced Early Perils in Willamette Valley Is Gone.

James Field, one of the pioneers of Portland, died recently at his home in Port Chester, N. Y., at the age of 80 years. He was a friend of Dr. McLoughlin, and had a considerable part in the stirring times in the Oregon of 60 years ago. The Port Chester Daily Record of May 11 has the following to say of him:

"With the death of James Field, of King street, passes one of the last of the race of pioneers landmarks in the settlement and development of our country during the last century. He was one of the few persons now living who, during the period of a lifetime, saw the Western part of this country develop from a wilderness into its present condition.

"In the year 1845 Mr. Field went to visit some friends in Illinois, and while there he heard that a party was making up at St. Joseph, Mo., for Oregon. This was before gold had been discovered in California, but the people had heard that in the Willamette branch of the Columbia River there was a beautiful fertile valley of prairie land surrounded by heavy timber, and having a climate much milder than corresponding lattitude in the East. They had also heard that the Hudson Bay Fur Company had a trading post at the north end of the Valley, near where Oregon City is now located, and that there was great abundance of game in the Valley.

"The party making up at St Joseph had decided to make the north end of this Valley their destination. The distance was 2000 miles, and it would take six months to make the journey.

Journey to Oregon.

"The party made up with 20 wagons, drawn by oxen. There was considerable game in the country where they were to travel, but no support or assistance could be expected, excepting at a few places where forts had been located—Fort Laramie, on the Platte River; Fort Bridger, in the Rocky Mountains, and Fort Hall, owned by the Hudson Bay Company, on the Snake River.

"The Indians were not very aggressive at that time. The party had many interesting adventures, found abundance of game, and arrived at Fort Hall without any serious mishap.

"From Fort Hall to the Columbia River they were unfortunate in taking a route of which their guide had but little knowledge, known as "Meeks cut off," lost their way, and the guide, believing they must all perish, abandoned them in the hope of saving himself. After great suffering, and not until 20 of their number perished by the wayside, they reached the Columbia River, weak and exhausted. There they made rafts and floated down the river, reaching the Willamette Valley in the Fall of 1845, where they settled at Portland.

Winter Trip to California.

"The Winter of 1847-48 was a hard time for Portland. The Indians were very aggressive and destroyed a little settlement on Columbia River known as Wallatpu. Dr. Whitman, the founder of this little settlement, and noted for his kindness to the Indians, was murdered by them. This being near Portland, it was believed the place was in great danger. There was great need of arms and ammunition. Volunteers were called for to carry dispatches to San Francisco, 800 miles distant, but it was the nearest settlement that could render assistance. The message was that a vessel with arms and ammunition must be sent immediately. It was well known that at this time of the year the snows must be very deep in the mountains, and the journey, if possible to accomplish, must be attended by great hardship.

"A party of 16 responded to the call, Mr. Field being one of the number. In the month of February they started on horseback, going through the Willamette Valley with ease, but when they reached the mountains they found the snow too deep for the horses, and, after a consultation, decided to send them back with half of the party and the others make themselves snow shoes and make a desperate effort to reach their destination on foot. Each one was obliged to carry a blanket and heavy load of provisions on his back. They were strong, brave men, driven to the desperate effort by the necessities of the situation, but the self-imposed task was beyond the limit of their strength. One man found that his strength was failing, and felt that he should fall by the wayside. Mr. Field was then in the vigor of his early manhood, a tall and powerful man. He generously took the burden of the weaker man with his own and urged him to keep up with his comrades. His heart was too generous for his strength, and the extra burden was more than he could endure. He begged his companions to leave him to his fate and proceed without him, but crossing the mountains seemed so utterly impractical that they abandoned the attempt and returned to Portland together.

"For some reason the expected attack from the Indians was averted, and Portlan dwas not destroyed.

Fights With Rogue River Indians.

"In the Spring of 1849 a party of 13 decided to make a trip from Portland to the Missouri River on horseback, a distance of over 2000 miles. Mr. Field was selected captain of the company. The Indians were very aggressive in the Oregon trail, and it was decided to go south through the Willamette Valley and the Rogue River Valley, then to cross the Cascade Mountains and avoid the Indians. They had serious trouble with Indians in the Rogue River Valley, and were compelled to build a fort, under cover of which they built a boat and crossed the river. During the whole trip half the party were obliged to do picket duty while the others slept. The party was under orders that at no time should any one be out of reach of his rifle, and, for fear of treachery, no Indians should be allowed to come near them. In the Rogue River Valley they met a party from Sutter's Fort, Cal., who reported having been hard pressed with Indians. The first discovery of gold had been made at that time by Mr. Marshall, at Sutter's Mill; although this party was from there, they had no knowledge of it. The discovery was kept very quiet for a short time.

"When Mr. Field returned East, the country was wild with the excitement of gold having been discovered, and he soon returned to California, making the trip by water. He was in San Francisco during the height of the excitement. After a little he returned to Portland, and was in business there many years.

Revisits Portland.

"He was noted for his sterling integrity and the kindness and generosity which he was always ready to extend to any in need. In later years he retired from business and returned to the East. It was with pleasure that it will always be remembered that the writer of this article made a visit with Mr. Field to Portland, about 12 years ago, making the acquaintance of some of the great and good men who were pioneers of Portland and associates of Mr. Field in his early life. To see the friendship that bound these people together is something that will ever be remembered. Many of the pioneers were in their last resting places in the beautiful cemetery among the evergreen overlooking the Willamette River, but the friendship that bound them together was lasting and extended to their children and grandchildren. Such friendship is known only to the pioneers of a new country, who, in times of adversity, were willing to lay down their lives for each other.

"Mr. Field was born in Upper King street about 80 years ago. He was the son of James Field, and a direct descendant of the Field family of England, which dates back to the Norman Conquest. His early boyhood was passed in the vicinity of his birthplace, and was of but passing import. He was educated in the schools of the Society of Friends, of which he was a birthright member. He leaves a widow and one sister, Miss Sarah C. Field, of this place.

"The funeral services will be held Tuesday morning at the Friends' Meeting-House, Purchase, at 11 o'clock."

THE ONLY ONE

There is only One Genuine—Syrup of Figs,

The Genuine is Manufactured by the California Fig Syrup Co.

The full name of the company, California Fig Syrup Co., is printed on the front of every package of the genuine.

The Genuine—Syrup of Figs—is for Sale, in Original Packages Only, by Reliable Druggists Everywhere

Knowing the above will enable one to avoid the fraudulent imitations made by piratical concerns and sometimes offered by unreliable dealers. The imitations are known to act injuriously and should therefore be declined.

Buy the genuine always if you wish to get its beneficial effects. It cleanses the system gently yet effectually, dispels colds and headaches when bilious or constipated, prevents fevers and acts best on the kidneys, liver, stomach and bowels, when a laxative remedy is needed by men, women or children. Many millions know of its beneficial effects from actual use and of their own personal knowledge. It is the laxative remedy of the well-informed.

Always buy the Genuine—Syrup of Figs

MANUFACTURED BY THE

CALIFORNIA FIG SYRUP CO.

Louisville, Ky. San Francisco, Cal. New York, N.Y.

PRICE FIFTY CENTS PER BOTTLE