ALL SHE CAN CARRY

Indravelli Sails for the Orient With an Immense Cargo.

LEAVES FREIGHT ON THE DOCK

Flour, Wheat and Lumber for Asiatic Ports-Captain Porter Bids Farewell to His Friends Here -Swedish Vessel Coming.

The Portland & Asiatic steamship In dravelli will leave Portland at 10 o'clock this morning with the largest cargo she has ever carried out from this port, and what is also the heaviest cargo ever shipped from Portland at this time of year, which is invariably the dullest sea-son. Had her capacity been greater she could have taken more, for a large quantity of freight was left on the dock to find its way to the Orient by the next steamer of this line, or by way of the

The total value of the Indravelli's cargo The total value of the Indravelli's cargo is \$172.26, of which \$155.00 represents the value of the flour placed abound her. There are \$5.01 barrels of flour in the cargo, consigned to merchants at Port Arthur, Kobe, Yokohama, Moji, Nagasaki, Shunghai, Foo Chow, Viadivostock, Tamsui and Hong Kong. An unusual item in the ship's manifest is \$334 bushels of wheat destined for miliers at Kobe. Much more wheat could have been taken had there been room. The remainder of the cargo is made up of \$51.475 feet of rough lumber and \$37.724 feet of flooring for Kobe, 122 barrels of bottled beer for for Kebe, 122 barrels of bottled beer for Shanghai, 100 keeps of salt beef for Naga-saki, 20 cases of butter for Yokohama and a large quantity of miscellaneous goods for other points in the Orient, including five carrie of cereal foods, several a stoves and seven bar-

li carry back with her The etcamr ten Chinese para gers, eight from this eity and two from Asteria, all of the merchant class. With the salling of the Indravelli, Capfrom Astoria, all of the

tain Porter bids good-bye to Portland, for on his arrival in the Orient he will take command of the steamship Indrawad, be-longing to the same owners and plying between China, Japan and New York. Mrs. Porter and her son, who are making their home in this city, will soon leave overland for New York, where they will hereafter reside. Captain Porter is sorry to leave his present route, as he has made many friends here and likes both the city and the people. He has served five years on the Indravelli and goes to his new command with the best wishes of everyone with whom he has had dealings in shipping circles. Captain R. P. Craven will take command of the steamer on her arrival in the Orient, having changed positions with his brother, Captain W. E. Craven, who takes the Indra-

SKIPPER'S BUMARKABLE ESCAPE, Captive for Twelve Days in a Capsized Schooner.

The escape from death of Captain Engellandt, of the German Iron schooner Erndte, as reported from Dantsic, will hardly find its equal in the annals of

The Erndte left Memel with a cargo of timber on April 16. During the next two days the vessel was exposed to a very rough sea, which kept the crew of four men at work day and night. On April 18, just as the captain had retired to his cabin, the storm suddenly became so violent that the vessel capsized. The crew were swept away and drowned, and the captain was imprisoned in the ship's hull. the hatches having been closed tightly by the sudden pressure of the water. The wreck drifted along, keel uppermost, un-til April 35, when it was sighted by the Norwegian steamship Aurora off the fish-Norwegian steamship Aurora off the fisa-ing village of Rixhoeft. The steamship immediately proceeded to secure the wreck, and while thus engaged the crew heard repeated knocks from the inside northwest end of the island. against the iron bottom. They also no ticed a noise resembling a human voice crying "Help!" A hole was drilled in the iron plates, and this was hardly complished when a human finger spaced at the opening. Then Captain ngellandt announced himself to the astonished sailors as safe and sound within the ship's hull. He said he had food enough for three days, but during the last 24 hours had been compelled to drink sen water. The Norwegian steamship artificers were not prepared to make a hole in the iron bottom large enough to per-mit the imprisoned man's liberation, and therefore the wreck was towed to Dantzic, where it arrived safely. Here the ves-sel was raised, and thus ended Captain Engeliand's captivity, which lasted 12 weary days and II nights. The hardy seaman is none the worse for the fatigues he underwent. During the day he worked hard to make his presence inside the vessel known to passing ships, but at night he slept peacefully with the water underneath and the iron roof above.

WILL CONDUCT BOTH OFFICES,

Edwards and Fuller Take Charge of

Puget Sound Vessel Inspection, Captain E. S. Edwards and George Ful-ler, the local United States Inspectors of Steam Vessels, left for Scattle last night to take charge of the Puget Sound In-spection office. Their departure was in response to instructions from Supervising Inspector Bermingham, at San Franfor cisco, received yesterday. The Puget Sound Inspectors, Bryant and Cherry, were summarily removed from office Monday by Secretary Shaw on account of the seandalous state of affairs in their day by Secretary control of affairs in their the scandalous state of affairs in their and Assistant Inspectors Turner and Whitney were promoted to be Inspectors. Tracoma, June 3.—Arrived—Steamer Ksemun, from Santine Portland officials will merely conduct Francisco; steamer San Mateo, from Santine office there until the new men qualify.

Angeles: German steamer Menes, from Santine office there until the new men qualify. They will continue to look after affairs, here, dividing their time between the two offices. They expect to return to Portland Sunday, going back to Seattle the middle

SWEDISH VESSEL IN PORT. Clan McFarlane Arrives to Load

Wheat and Flour, For the first time in years and the second time in the history of the port, the Swedish flag will be flying from a sailing vessel in Portland, harbor today. The Swedish ship Clan McFarlane will arrive up this morning in ballast to load a carof grain and will probably berth at ursey dock. Captain Westberg is r master. The Clan McFarlane for-erly halled from Glasgow and retained her Scotch name when she changed owners and flag. She was built at Grenock in 1881. She is owned by the same firm that operates the Theesalus, the only other Swedish sailing vessel that ever vis-

The McFurlane is under charter to Balfour, Guthrie & Co., and will load a mixed cargo of wheat and flour for South Africa.

STEAMSHIP LINE DIVIDENDS. Most of the German Companies on

a Profitable Basis.

United States Consul Schumann sends

declared 6 per cent. The German Steam-ship Company Hansa paid 6 per cent, as against 8 per cent for 1961. The Kosmos Company declared a dividend of 9 per cent for 1805, as against 12 per cent in 1801. The Hamburg-South American Steamship Company was unable to de-clare a dividend for 1802; for 1801 the company paid 4 per cent. The German East African Line, which/paid 2 per cent for 1991, intends to declare 2.5 per cent for the past year. The German-Australian the past year. The German-Australian Steamship Company will declare 5 per cent, as against 8 per cent for 1961. The German Levant Line will be able to declare only 3 per cent for the past year, as against 6.5 per cent for 1861. The Bremen Steamship Company Argo is unable to declare a dividend for the past year; for 1961 it paid 3 per cent. The Bremen Steamship Company Niptune has declared a dividend of 5 per cent, as against 7 per cent for 1961. The Fleamburg Steamship 7 per cent for 1901. The Flensburg Steam-ship Company was unable to declare a dividend for 1902; for the year previous the company paid 6 per cent.

DRIFT OF BOTTLE MESSAGE. Thrown Overboard From the Dis abled Ship Columbia.

of the bottles containing messages one of the Sottles containing messages from the derelict German ship Columbia, which arrived at Esquimait in a dismasted condition in tow of the Norwegian steamer Norman Isles, April 9, was picked up at Hesquoit, on the west coast of Vancouver Island, May 17, after drifting for 67 days in a northeasterly direction, hav-

TOURISTS FLOCK NORTH

Iwo Sections Are Run in Order to Accommodate the Rush of Visitors to Portland.

PASSENGER TRAVEL HEAVY ON

SOUTHERN PACIFIC.

Passenger travel on the Southern Pacific from California north is heavier than the late season would apparently warrant. Despite the fact that the average Winter tourist returns to his home in the early Spring, the number of passengers who are coming to Portland over the Southern Pa-cific continues to be as heavy as it was

two months ago.

The south-bound traffic is not nearly so heavy. In fact, it has become necessary for the railroad company to run its trains south in two sections out of Portland. Not all of the coaches are filled, but it is obligatory upon the company to get pas-senger coaches south in order to accom-modate the travel north. The morning trains from the south are all well filled,

tinental Freight Association met in convention here yesterday behind closed doors. Edward Chambers, of Los Angeles, Cal., one of the leading railroad men attending the convention, says the object of the meeting is to check over transcontinental freight rates, and also rates from the Pacific Coast to the Orient.

S. G. Fulton in Milwaukee. S. G. Fulton in Milwaukec.
S. G. Pulton, assistant general freight agent of the Northern Pacific, is in attendance at the meeting of the Transcontinental Association of General Freight Agents, now in session at Milwaukee. Mr. Fulton left Portland for that meeting last week, and is not expected to return until July 1. There is not much in connection with the meeting of general freight agents that is of interest to the Northwest.

FOR PANAMA TREATY. Business Interests Urge That the Canal Measure Be Ratified.

PANAMA, June 3.-Prominent represen tatives of all the business interests of the isthmus have sent a cablegram to President Marroquin, at Bogota, urging the vital importance of the approval of the Hay-Herma treaty. The people of the isthmus apparently at last have awakened to the fact that unless powerful in-fluences are exerted, the enemies of the

Ricardo Arias, one of the leading citi-

solution to the most arduous problem that has ever presented itself to Colombian di-plomacy. The honorable character of the contracting parties, he says, leaves no other supposition but that Colombian sov-

ereignty will not be impaired. Senor Arias continues by explaining that the treaty given Colombia the means to profit by her enviable geographical position, and the only means of developing her war and

merchant navy, which by investing the government with respect and with stability, will lead to the exploitation of the country's natural wealth. Thus the treaty will solve the great problem of pub-

lic peace. With the canal, he asserts, Colombia will be the first republic of South America; without it those still having energy must solve the dilemma for themselves. Thus, Congress must choose

between the canal or the immigration of

thousands of people.

Thousands of copies of this article will be distributed throughout the republic in order to demand the attention of all

REBELS SEEK RECOGNITION.

Venezuelans Will Ask America to Consider Them as Belligerents. NEW YORK, June 2.—The Venezuelan revolutionists, who have been more than a year and a half fighting the government,

have decided to petition the United States

for recognition as belligerents.

Mail advices received in this city from
Venezuelan ports, say that Dr. Pedro
Rojaes, the diplomatic agent of the provincial government established by the in-

surrectionists, has been assigned to the mission of securing for them the rights of belligerents Dr. Rojaes, who was Minister of Foreign Affairs in the Cabi-

nets of Presidents Crespo and Andrade, is

now in Trinidad, where he has been mak-ing his headquarters. If the State De-partment at Washington does not deside favorably on the application, the revo-lutionary government, it is announced, will

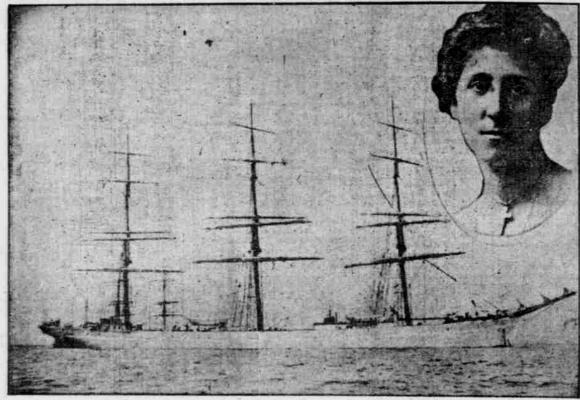
make the same request of Great Britain.

The reason that the United States is applied to first is that the rebels would like to maintain the good relations with

this country which now exist between Washington and the Castro government, and also because the United States is most interested from a claim point of view.

New Land Is Discovered.

BERLIN, June 1.—The government has received a telegram from Lourenco Mar-



BRITISH SHIP FOYLEDALE WHICH WAS LOST AT VALPARAISO AND CAPTAIN KERRY'S WIFE WHO

Columbia, which is still lying a practical wreck at Esquimalt, threw the bottles overboard containing an account of the predicament in which the vessel was placed, in the hope that they would reach shore and convey information regarding the fate of the ship if she had—as was feared then—drifted on the rocks and been

totally lost.
When the bottle was thrown from the Columbia she was in latitude 49:03 north and longitude 139:25 west, or about 175 or 180 miles from Nootka, on the same parallel, and about 200 miles from the place where she was picked up seven days later by the Norwegian steamer. The drift of the bottles has caused the theorists who have been discussing the trend of current off the Island coast to wonder, for, according to all previous records of the drift of the sea's flotsam, the bottle should, instead of setting in to the coast,

stic and Foreign Ports,

ASTORIA, June 3.—Sailed at 6 A. M.—Reamer Aurelta, for San Francisco. Sailed at Salled at 6:80 A. M.—Barkentine Arago, for San Fran-cisco. Sailed at 10:30 A. M.—Steamer Elmore, for Tillamook. Left up at 6 A. M.—Swedish ship Clan MacFarlane. Arrived at 5 and left up-Steamer South Fortland, from San Pedro. Condition of the bar at 4 P. M., smooth; wind southeast; weather cloudy.

Moji, June 2.—Sailed June 1.—British steamer

Indrapura, for Portland. San Francisco, June 3 .- Arrived at 12 M .-San Francisco, June a.—Arrived at 12 M.— Steamer Alliance, from Portland. Arrived— Schooner Antelops, from Tillamook; steamer Edith, from Seattle. Sailed—Schooner Charles R. Wilson, for Gray's Harbor; schooner West-ern Home, for Coos Bay; bark Lord Temple ton, for Port Townsend; steamer Arcata, for Coos Bay; steamer St. Paul, for Nome.

Coos Bay; steamer St. Paul, for Nome.

Hong Kong, June 3.—Arrived previously—
City of Pekin, from San Francisco, via Honolulu, Yokohama, etc.

Bremen, June 3.—Arrived—Kaiser Wilhelm
II, from New York,

New York, June 3.—Arrived—Teutonic, from
Liverpool; Numidian, from Glasgow, Salled—
Recologic for Hamburg.

Barcelona, for Hamburg. Glasgow, June 3 .- Arrived -- Sardinian, from

Manchester, June 3.—Arrived-Caledonian, rom Boston; Manchester, from Montreal

Antwerp, June 3.-Salled-Steamer Pennland, for Philadelphia. Cherbourg, June 2.-Salled-Kalser Wilhelm der Grosse, from Bremen and Southampton,

for New York.

Hoquiam, June 1.—Arrived—Schooner C. S.

Holmes, from Sun Pedro, for Aberdeen; schooner Transit, from Resiondo, for Hoquiam Sailed

Steamer Centralia, from Aberdeen, for San

for Sangway; steamer Centennial, for Nome; steamer Valencia, for San Francisco; steamer

WEALTHY MAN'S GIRLS BEG Senator Arthur Brown. Boston Broker Arrested for Making Children Support Him.

NEW YORK, June 3 -- James B. Ledden, for many years a wealthy broker of Boston, is in Jefferson Market Prison, charged with permitting his children to peddle in the streets. Two beautiful daughters, aged 15 and 11 years, are in the care of the Children's Society, and his son, aged Is, is in the juvenile asylum.

An agent of the Children's Society arrested Ledden in a small room, miserably furnished, where he lived with the chil-

dren. The latter sold small bottles of perfume in the streets, and are said to have supported their father in this way for two years. Ledden was at one time rated as worth \$500,000. The panic of 1898 shattered his fortune.

ing been thrown from the derelict on March 30.

Captain Schwarting, of the German ship some time, and will be followed by the Summer travelers

TO BURN OIL AS FUEL. Southern Pacific Will Extend Use to

Northern California Divisions. The Southern Pacific is beginning to run fiburners regularly out of Ashland, and is likely to extend the use of that fuel to northern divisions of the California line.

Only two ollburners are in use at present upon the Southern Pacific lines. The railroad has recently erected a big oil tank at Ashland, capable of holding 55,000 barrels of oil. Despite common pre dictions to the contrary, the company de-clded that the compartment plan was un-necessary, and the big tank is but a single vessel. It is well filled at present and there is apparently no reason save the otives for not introducing oil

The railroad apparently has no intention of immediately abandoning coal and wood as fuel on the Oregon lines, for shipments of coal from Washington and Wyoming are being accumulated at Ashland, Purchases of wood in the northern section o the Southern Pacific country are still

ROAD DECLARED OPEN.

Columbia River & Northern Runs Trains Over Its Line,

The Columbia River & Northern has been officially declared open, and trains are now regularly sunning over that line. The line has not been finally ballasted and surfaced, but the road has been gone over the first time for the entire distance, and it is only a question of a short time before the system will be in the best of

Ultimately it is the intention of the directors of the road to use oil as fuel on this system. The company has its own line of steamers, and will be able to trans-port oil frem Portland to Lyle without a transfer other than that necessary from the big tank steamers of the San Fran-cisco line to the local boats.

The fact that the system runs through a

graingrowing region, where there are vast fields of dry grasses during the Summer months, makes it almost impossible to use coal with safety. The fact that coal is more expensive is also a factor that turns the scales in favor of oil.

HELD IN CONTEMPT OF COURT.

Railway Officials Must Explain How They Got a Franchise. . SALT LAKE CITY, June 3.-Mayor n, the members of the City Coun cii and President A. W. McCune, Super-intendent W. B. Read and other officials of the Consolidated Railway & Power Company, have been cited to appear be-fore Judge Hall July 1 to show cause why they should not be punished for contempt of court. The case grows out of the granting of a franchise to the street railway to lay a double track on a portion of First street. The grade at this point is accordingly street. It is stated the action Ohio, for Nome: steamer Roanoke, for San
Francisco; 2d, steamer Roanoke, for Nome.

Arrived—Steamer James Deliar, from San
Francisco; steamer Queen, from San Francisco.

Of the City Coursell violated an injunction

ACQUIRE THE ERIE.

Gould, Harriman and Rockefeller Interests Buy the Road. NEW YORK, June 2.—The Evening Tele-gram printed the following today:

According to stories current in important financial circles today, the control of the Eric Railroad has been acquired by a com-bination of Gould, Harriman and Rockefeller interests, and the road will be made the eastern connection of the Burling-ton, Union Pacific, St. Paul and Gould systems. The Penneylvania has been crowded out, although Pennsylvania interests have been heavy buyers of Eri

A. L. Craig Goes East.

A. L. Craig general passenger agent for the O. R. & N., has gone East to attend the meeting of the Transcontinental Pasthe meeting of the Transcontinental Pas-senger Association, to be held soon in Chi-cago. He will visit St. Paul and other Eastern points before his return to this city. Mr. Craig is expected to consult with Union Pacific officials relative to Northwest travel on his Eastern trip. United States Consul Schumann sends to the State Department the following report of dividends declared by German steamship lines last year:

The Hamburg-American Line declared a dividend of 4.5 per cent for the year 1902, as against 5 per cent in 1901. The North German Lloyd decided not to pay any dividend for 1902; for 1901 the company

Foyledale, From Portland, Is Wrecked at Valparaiso.

MANY DISASTERS

Wife and Daughter of Captain Kerry Drowned by the Ship Dashing on the Brenkwater-Made Many Friends Here.

NEW YORK, June 1.-In a gale which just swept the bay here, says a dispatch from Valparaiso, the British ship Foyledale, from Portland, Or., with a cargo of timber, struck the breakwater. The captain's wife, his son and six men were drowned. Near the Foyledale was wrecked the Chilean bark Chivilingo, and two of her crew were lost. Scores of craft went ashore or were sunk

ing of Mrs. Kerry, the captain's wife, and her child, caused a severe shock to their many friends in Portland. The ship was here last Winter and loaded her lumber cargo at the North Pacific mills. It was Cartain Kerry's first visit to Portland as master, and with his young wife they made a large number of friends, many of whom they entertained on the yessel. Mrs. Kerry was an intelligent and amiable woman, and became exceedingly popular among her new acquaintances. Their child was a bright little girl, the statement in the dispatch that the captain's son was

forward being a mistake.

The Foyledale, after completing her lumber cargo, sailed on March 15 for Valparaiso. She carried out 1465,284 feet of lumber, sailing in the W. R. Grace & Co.'s line. The ill-fated vessel reached her des-tination May 25, and at the time of the storm was either discharging her cargo or waiting in the harbor for a berth. Although the particulars are meager, it is feared the vessel was totally wrecked.

PASSENGER STEAMER ALSO LOST Ariguipa Went Down While Trying to Ride Out the Storm.

LONDON, June 3.—A dispatch to Lloyd's rom Valparaise confirms the dispatch to he Associated Press last night from Santiago de Chile, referring to the fears exed there for the safety of the Pacific Steam Navigation Company's steamer Ariquipa, which during a luli in yester-day's storm at Valparaiso lest that port in an endeavor to ride out the gale at sea The agent cables that the steamer had 80 passengers on board, who were probably lost. The bodies of some of the crew have been washed ashore. Later advices from Valparaiso say that the steamer foundered at her moorings, and the captain, his wife and a majority of the crew were lost.

VALPARAISO, Chile, June 3.-Seve persons were saved out of 50 on board the Pacific Steam Navigation Company's steamer Ariquipa when she foundered during the gale which swept over this coast yesterday. Among the 62 who per-leted were Captain Todd, his wife and 50 of the crew. The other victims were pas

ROYALIST'S NARROW ESCAPE. Turret Steamer's Back Nearly

Broken at Sea. The tremendous dead weight of a cargo The tremendous dead weight of a cargo of steel rails is reported to have very nearly broken the back of the big turret steamer Royallet on her voyage from Antwerp to San Francisco, a trip she has just completed. A cargo of 4900 tons of steel rails filled the greater part of the steamer's hold fore and aft of the coal bunkers. When the Royallet salied from Antwerp her bunkers were full of course, but as the finel was consumed this weight. but as the fuel was consumed this weight of 220 tons of steel rails aft and 1800 tons forward began to tell on the construction work of the big vessel. During heavy be distributed throughout the republic in order to demand the attention of all respectable and honorable men on the isthmus. ships near the fore part of the bridge and a little further aft. Fine weather follow-ing the storm the cracks did not widen. It is thought that had the Royalist labored much after the cracks appeared she

would undoubtedly have broken in two

Trial Spin of the Gatzert, The steamer Bailey Gatzert, of the Regulator Line, which has just undergone at extensive overhauling, will be taken of for a trial spin tomorrow. Saturday a Sunday she will make daily round trips to Cascade Locks. The steamer has been repainted and refurnished from stem to stern, and many alterations have been made in her machinery. She is as good now as when she was first built, and her trips to the upper river will no doubt draw large crowds. It is possible that the steamer will be put on the lower Columbia later in the season.

Not Guilty of Bribery, but Indiscreet BOSTON, June 2.—Senator Harry C. Foster, of Gloucester, although not found guilty of the charge of having solicited money to influence legislation, made against him by George J. Raymond, of Boston, was censured in the report of the committee appointed to investigate the charges, presented today. The committee finds that Senator Foster was guilty of conduct "indiscreet, impudent and un-becoming a member of the Massachusetts Senate, and which merits its condemna-

tion. Hobart Statue Is Unveiled.

ques, Portuguese East Africa, saying that the captain of the Norwegian bark García has delivered to the German Con-sul there a letter from the German Ant-PATERSON, N. J., June 3.—The bronze statue of Garrett A. Hobart, erected here arctic steamer Gauss, dated from the Indian Ocean, May 5, as follows:
"We Wintered well off newly discovered land in 66 deg. 27 min. south latitude. in his honor was unveiled this afterno and 89 deg. 48 min. west longitude. We Griggs, Attorney-General in McKinley' are now en route to Durban. All well." cabinet

A DISEASE

Scrofula manifests itself in many ways. Swelling of the glands of the neck and throat, Catarrh, weak eyes, white swelling, offensive sores and abscesses, skin eruptions, loss of strength and weakness in muscles and joints. It is a miserable disease and traceable in almost every instance to some

family blood taint. Scrofula is bred in the bone, is transmitted from parent to child, the seeds are planted in infancy and unless the blood is purged and purified and every atom of the taint removed Scrofula is sure to develop at some period in your life.

Scrofula appeared on the head of my little grandchild when only 18 months old, and spread rapidly over her body. The disease next attacked the eyes and we feared she would lose her sight. Eminent physicians were consulted, but could do nothing to relieve the little innocent. It was then that we decided to the yes. S. S. That medicine at once made a speedy and complete cure. She is now a young lady, and has never had a sign of the disease to return.

MRS. RUTH BERKLY,

150 South 5th Street.

Salina, Kan.

No remedy equals S. S. S. as a cure for Scrofula. It cleanses and builds up the blood, makes it rich and pure, and under the tonic effects of this great Blood Remedy, the general health improves, the digestive organs are strengthened, and there is a gradual but sure return to health. The deposit of tubercular matter in the joints and glands is carried off as soon as the blood is restored to a normal condition, and the sores, eruptions, and other symptoms of Scrofula disappear.

tions, and other symptoms of Scrofula disapp S. S. S. is guaranteed purely vegetable and harmless; an ideal blood purifier and tonic that removes all blood taint and builds up weak constitutions. Our physicians will advise without charge, all who write us about their case. Book mailed free.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

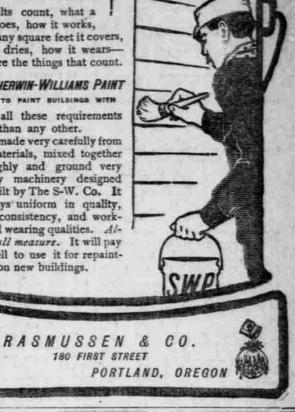
Paint Results

Results count, what a paint does, how it works, how many square feet it covers, how it dries, how it wearsthese are the things that count.

THE SHERWIN-WILLIAMS PAINT MADE TO PAINT BUILDINGS WITH

meets all these requirements better than any other.

It is made very carefully from best materials, mixed together thoroughly and ground very fine by machinery designed and built by The S-W. Co. It is always uniform in quality, color, consistency, and working and wearing qualities. Always full measure. It will pay you well to use it for repainting or on new buildings.





Is a realization of fifty years' carefully directed efforts to render the cocoa bean palatable, without sacrificing its nutritiveness

Ground Chocolate has all the strength and flavor of the best breakfast cocoa with the smoothness and mellowness sweet cake chocolate.

Chirardelli's is infinitely superior to any brand made. Never in bulk. Always fresh, in hermetically sealed cans.

The best of barley, hops and yeast, selected by one of our partners.

Pure water, from six wells driven down to rock.

Pure air, which has first passed through an air filter. Every drop of Schlitz Beer filtered by machinery through masses of white wood pulp. Every

bottle sterilized, so that it contai Thus we double the necessary cost of our brewing to make purity certain-to make Schlitz Beer healthful.

Will you drink common beer, and pay just as much for it, when Schlitz Beer can be had for the asking.

Ask for the Brewery Bottling.

Phone Oregon 635 Main, J. Silvestone, 605 Chamber of Commerce Bldg., Portland



TWENTY YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoes, dropsical swellings, Bright's disease, stc.

KIDNEY AND URINARY Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

DISEASES OF THE RECTUM as piles, astum, assure, Diceration, mucous and discharges, cured without the knife, pain or DISEASES OF MEN

Blood polson, gicet, stricture, dimetural losses, imanied.

Loung Men troubled with night emissions, dreams, exhausting drains, bashfulness, eversion to society, which deprive you of your manhood, UNFITS YOU FOR BUSINESS OF MARRIAGE.

MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY POWER.

POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody rina, Gleet, Stricture, Enlarged Prostate, Sexual Debility, Varicoccie, Hydroccie, Kidney and Liver Troubles, cured without MERCURY AND OTHER POISONOUS DRUGS. Catarrh and Rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or reedy-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call on or address

DR. WALKER, 181 First Street, Corner Yamhill, Portland, Or

Cures Liquor, Opium and Tobacco Habits The only authorized Keeley Institute in Oregon. Elegant quarters

and every convenience. Correspondence strictly confidential.

Sale Ten Million Boxes a Year. CANDY CATHARTIC THEY WORK WHILE YOU SLEEP

