LEADS ALL PORTS

Portland Makes a Fine Showing in July Shipments.

INCREASE IN FLOUR EXPORTS

The Only Port on the Pacific Coast That Cleared Grain Ships Last Month—Lumber Shipments Heavy.

Despite the very small amount of wheat on hand at the close of last season, July shipments from Portland were much larger than expected, and the new year starts off with Portland well in the lead of all Pacific Coast ports. Not a single wheat cargo was cleared foreign from either Tacoma, Seattle or San Francisco, while Portland makes a fair starter with two big cargoes for South Africa and larger shipments to San Francisco than have been made in any previous July since 1898. Flour shipments also make an excellent showing, being twice as large as those of July, 1902, and nearly four times as large as for those of July, 1901. As Portland receives no credit for the coastwise shipments in the Government reports, the showing in the monthly bulletin of the Treasury Department will hardly do justice to the business of the port.

During the month the steamer South Portland took a full cargo of 37,522 bushels for San Pedro, Cal., and the steamer Centennial took down a cargo consisting of 48,553 bushels for San Francisco. In addition to these shipments, there were smaller lots sent down on the regular steamers, the shipments in the aggregate reaching a total of 126,048 bushels. There were no European shipments from Portland, and everything that went foreign was for South Africa, with the exception of a small shipment for the Orient. The total foreign wheat shipments from Puget Sound were but 18,660 bushels, which went to the Orient. At this time, there is nothing in sight for August loading foreign, and the business of the month will probably be confined to coastwise shipments. The steamship Leelanaw, now loading in port, will carry a full cargo to San Francisco as a starter for the month's business, and there will be some heavy rail shipments to California.

Portland's shipments appear in detail in the accompanying table. Those for Puget Sound for the month were 18,660 bushels of wheat for the Orient and 4572 bushels for San Francisco. Flour shipments included 77,010 barrels for the Orient and 24,188 barrels for San Francisco. The wheat shipments from Puget Sound totaled 101,186 barrels, compared with 101,691 barrels for July, 1902. The shipments of wheat and flour from both Portland and Puget Sound reached a total of 1,196,859 bushels, compared with 1,213,845 bushels for July, 1902, and 1,172,794 bushels in 1901.

MADE A FAST PASSAGE.

British Ship Ardencraig Arrives From Rotterdam With Cargo.

The British ship Ardencraig arrived in last evening after a passage of 126 days from Rotterdam. This is one of the best passages that has been made coming this way from Europe for a long time. The Ardencraig brings general cargo, and, so far as known, is not yet chartered for the outward trip. The time consumed on the trip is slower than the record, but in comparison with that of the Grand Duchesse Olga it is pretty fast. The latter vessel sailed from Rio Janeiro for Portland five days before the Ardencraig sailed from Rotterdam, and the latter not only wiped out the handicap of several thousand miles, but beat the Frenchman into port.

The Ardencraig on her last outward trip from Portland did not prove to be a very good sailer. She was one of the contestants in a four-cornered race from the Columbia river to Queenstown, and finished last. The winner was the famous Muskoka, then in command of Captain Crowe, of this city, and she flew over the course in 102 days. The North German Lloyd school ship, Herzogin Sophie Charlotte, was second in 120 days, Marion Lightbody third in 137 days, and the Ardencraig fourth in 155 days. The Ardencraig sailed December 31, 1900, the Muskoka three days earlier and the Lightbody and Charlotte January 5 and 6, respectively.

HEAVY LUMBER TRAFFIC.

Water Shipments for July From Portland Nearly 10,000,000 Feet.

Lumber shipments by water from Portland for the month ending yesterday ran up very close to 10,000,000 feet, with tonnage of a much greater capacity still in port to finish in August. The foreign shipments were over 2,000,000 feet greater than those that went coastwise. They were as follows:

Vessel and Destination.	Feet.
Willis R. Hume—Haipong	894,729
Indrapura—Hongkong	416,942
Stanley Dollar—Port Arthur	1,488,028
Oakley—Dairy	2,076,701
Total	5,796,411

The coastwise cargoes were as follows:

Vessel and destination.	Feet.
Despatch—Redonda	265,000
John Palmer—San Francisco	1,440,000
John A.—San Francisco	300,000
Prentiss—San Francisco	425,000
Aurelia—San Francisco	450,000
Chehalis—San Francisco	800,000
Total	3,680,000
Grand total and coastwise	9,466,411

Shipwrecked Crew Rescued.

PHILADELPHIA, July 31.—The French steamer Lelion from Alcante, Spain, which arrived today, had on board the shipwrecked crew, 12 in all, of the Italian bark Vermont, Captain Mariano. The Vermont sailed from Marseilles May 30 for St. John, N. B. Captain Mariano says his vessel's ballast shifted and she capsized on July 24 during a terrific gale. When the vessel went over the crew clung to the side and were in an almost exhausted condition when sighted by the Lelion on July 27.

Diver Visits Old Wreck.

HALIFAX, N. S., July 31.—A diver who has gone down to the wreck of the steamer Hungarian, lost on Cape Sable ledges 42 years ago with all on board, reports that the after part and two sides of the steamer are standing and the shaft is still in position. Portions of the cargo and steel bars can be seen in the hull. An effort will be made to recover some of the cargo.

Stranded Liner Floated.

LIVERPOOL, July 31.—The Dominion Line steamer Mayflower, having on board the Oxford-Cambridge golf team, which stranded yesterday on leaving the Mersey for Boston and was refloated, has upon examination been found to be practically undamaged and will resume her journey this afternoon.

New Buoy a Failure.

ASTORIA, Or., July 31.—The new gas buoy that was recently placed at the mouth of the river, taking the place of No. 2 buoy, has proven to be a failure for some unexplained reason, as it drops beneath the surface at times, and it is impossible to keep it lighted. The old buoy has been removed, and it always did good work when charged with gas, but the new one was of a later construction, and was thought to be superior.

Lumber for Alaska Lighthouse.

ASTORIA, Or., July 31.—The steam schooner Homer is at the wharves here of the Astoria Box Company, taking on 250,000 feet of lumber for the Lighthouse Department for the construction of a lighthouse in Alaska. When this lumber is taken on the Homer will go to Portland to take on additional supplies for the aids to navigation in Alaska waters.

Alliance at Coos Bay.

MARSHFIELD, Or., July 31.—Steamer Alliance arrived from Portland at 6 this morning with 50 passengers and nearly a full cargo of freight. She sailed South at 6:30 this evening.

Domestic and Foreign Ports.

ASTORIA, July 31.—Sailed at 7 A. M.—Steamer Robert Dollar, for San Pedro. Arrived at 5 P. M.—British ship Ardencraig, from Rotterdam. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, cloudy. Outside at 6 P. M.—Schooner Susie M. Plummer, from Honolulu, and a three-masted schooner.

Tacoma, July 31.—Arrived—Barkentine John Smith, from San Pedro; schooner Philippine, from San Pedro; steamer Mackinaw, from San Francisco. Sailed—Bark Southesk, for South America; steamer Elihu Thomson and barge Dashing Wave, for Taku and Nome.

San Francisco, July 31.—Arrived—Steamer Denderall, from Seattle; steamer City of Puebla, from Victoria. Sailed—Steamer Inverness, for Comox; schooner Lily, for Umpqua; steamer Titania, for Nanaimo; steamer Acme, for Siuslaw River; steamer Santa Monica, for Gray's Harbor.

1903-04 GRAIN FLEET FROM PORTLAND

JULY.

Wheat—	Bushels.	Value.	Sail'd
20—Arctic Stream (A), Br. ship, 1498, Brabender, Durban, Bal'r.	3,741	$ 3,030	25
21—Rhuddlan Castle, Br. ship, 1993, Rob'ts, Algoa Bay, Stevens.	114,930	91,944	24

(A) Also 22,661 bbls. flour, valued at $70,187.

SUMMARY FOR JULY.

	1903.		1902.		1901.		1900.	
Wheat—	Bushels.	Value.	Bushels.	Val.	Bushels.	Val.	Bushels.	Val.
To Africa	118,671	$ 94,974	123,644	$ 84,078				
To Europe			241,470	162,500	474,816	284,899	264,974	273,004
To the Orient	18,668	14,935						
To California ports	136,048	102,036					12,966	7,260
	273,387	$211,945	365,114	$246,578	474,816	$284,899	475,940	$280,264
Flour—	Barrels.	Value.	Barrels.	Val.	Barrels.	Val.	Barrels.	Val.
To the Orient	47,456	$166,106	19,024	$ 57,073	4,880	$ 12,887	34,777	$ 97,298
To Africa	22,641	70,187						
To San Francisco	8,756	31,522	12,387	34,684	16,841	45,470	18,751	50,627
Totals	78,855	$267,814	31,411	$ 91,757	21,721	$ 58,357	53,528	$147,925
Flour red. to wheat meas.	354,648	$267,814	141,350	$ 91,757	97,744	58,357	240,876	147,925
Wheat as above	273,387	211,945	365,114	$246,578	474,816	$284,899	475,940	$280,264
Grand total	628,235	$479,759	506,464	$338,335	572,560	$343,243	716,816	$428,189

Total shipments of wheat and flour from Portland in July, 1899, were 531,820 bushels, valued at $325,078. Shipment in July, 1898, the heaviest on record for that month, were 1,210,804 bushels, valued at $903,539.

PENNANT IN 1873.

College Club, of Salem, Pioneer Baseball Champions.

FOREST GROVE, Or., July 27.—(To the Editor.)—In the Sunday Oregonian of the 12th inst. there appeared a nicely written article on baseball in the early days, in which, by inference, the writer accords championship honors for '73 to a Portland nine. Loyalty to my own and justice to the college club of Salem and its friends compel me to correct this impression, which is altogether erroneous. The fact remains that in '73 there were three games played between the Pioneers, of Portland, with the College Club, of Salem, the latter winning two of these games. I have in my possession a scorebook for that year, and for the benefit of The Oregonian's many baseball readers, the following facts I wish to submit:

The first game was played in Salem, June 28, '73, with the following line-up:

Pioneers—J. M. Gearin, c.; J. Bird, p.; M. O. Lownsdale, ss.; J. Wiley, 1b.; R. H. Thompson, 2b.; A. J. Sutherland, 3b.; J. S. Raleigh, l.f.; W. A. Hart, c.f.; Thielsen, r.f.

College Club—O. Taylor, c.; George W. Belt, p.; George Richards, ss.; Preston Smith, 1b.; J. M. Garrison, 2b.; J. C. McCully, 3b.; B. B. Rickey, l.f.; J. W. Forsyth, c.f.; James Colman, r.f.

The personnel of each nine was the same in both the other games, with one or two exceptions—one was where Joseph Buchtel, pitching, took Thielsen's place.

The first game resulted in a score of 60 to 46, in favor of the College Club.

The second game was played in Portland, July 2, '73; score, 27 to 24, in favor of the Pioneers.

The third and final game of the series was played on the State Fair Grounds, October 10, '73; score, 52 to 22, in favor of the College Club.

Any one, however poorly schooled in arithmetic, may easily discover, from the above scores, the relative strength of the two clubs.

With that year the writer gave up baseball and has never played a game since.

The "championship" honors fell quite worthily to the Pioneers, later on, in 1876. J. M. GARRISON.

SEEKS ARMADA TREASURE

Spanish Gold, Three Centuries at Sea Bottom, May Enrich Duke.

Philadelphia North American.

The late Duke of Argyll set his heart on dredging Tobermory Bay in search of the wreck of the Spanish Armada ship, Admiral of Florence, blown up there in 1588. About 100 years ago various relics were recovered, but since then no real effort has been made to solve the secrets which the sea has kept so well. The present Duke has now taken the matter in hand. He has made arrangements with a Glasgow captain and a well-known diver is making a preliminary search.

This has been, so far, successful. A bronze cannon, five feet long, bearing the Aragon arms and the date, 1563, has been landed, together with a pistol and sword so encrusted with rust as to appear mere shapeless masses. There is, therefore, ample evidence that the Admiral of Florence, or all that remains of her, really rests below the waters of the harbor.

This ship bore one of the treasure chests of the Armada, and thousands of Spanish doubloons are believed to lie among her debris. If the treasure should be hit upon, as it well may be, the old Duke's convictions will be amply justified, and yet another page will be added to the romance of the Armada story.

Yachtsmen Going on a Cruise.

Three of the Oregon Yacht Club yachts will leave down the river this afternoon for a short cruise. The Owyhee, Skipper Howard Haskell, and the Skylark, Skipper Charles Whitcomb, will leave the Yacht Club harbor at 2 o'clock, while Skipper H. F. Todd will take the Zephyr down at 7:30 o'clock. The skippers will be assisted by crews of four men each, and expect to put in at Vancouver some time tomorrow, returning home the same evening.

Just where tonight's camp will be made has not been decided, but the sailors expect to pass the night at the mouth of the Willamette.

Why Missouri Kicks.

Kansas City Journal.

The war in Venezuela seems to be a very insignificant affair. It hasn't caused a single Missouri mule to change owners.

Good Advice for Travelers.

Whether going to the mountains or sea shore or taking a journey on business or pleasure never leave home without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is worth many times its cost when needed, and may save life. Buy it now. For sale by all druggists.

TOPICS OF DISCUSSION

PROGRAMME ARRANGED FOR THE TRANS-MISSISSIPPI CONGRESS.

President Roosevelt Sent an Invitation, and Admiral Dewey Is Invited to Speak on the Navy.

SEATTLE, Wash., July 31.—The programme of the meeting of the Trans-Mississippi Commercial Congress at Seattle, August 18-21, is about completed. Several distinguished gentlemen other than those mentioned below, have been invited to deliver addresses, and favorable responses are expected from a number of them. President Roosevelt has been requested, if he cannot attend, to designate some personal representative to submit a paper upon a topic of the President's selection. Admiral Dewey has been asked to speak on "Coast Defenses and the Navy."

A partial programme of the congress is as follows:

Music by the band.

Invocation.

Reading of official call for the congress.

Address of welcome to the state, by Governor Henry McBride.

Address of welcome, by Mayor Humes, on behalf of the City of Seattle.

Address of welcome on behalf of the Pacific Northwest, by Judge Thomas Burke.

Responses by John H. Kirby, of the Trans-Mississippi Commercial Congress, and various Governors and ex-Governors of states and territories in the trans-Mississippi region.

Annual address, by President Kirby, of Houston, Tex.

Address, "Irrigation," by F. H. Newell, of the Department of Geological Survey, Washington, D. C.

"Department of Commerce in Its Relations to the Country," by Hon. George B. Cortelyou, of the Department of Commerce, Washington, D. C.

Address by Hon. Porter J. McCumber, United States Senator from North Dakota, on "Commercial Relations With the Nations of the East."

Address by Colonel E. F. Browne, of Colorado; subject, "Governmental Department of Mines and Mining."

Paper, "American Commerce," by President James J. Hill, of the Great Northern Railway Company.

Address by Hon. R. W. Richardson, secretary of the National Good Roads Association, on the "Commercial Importance of Good Public Roads."

Discussion by Hon. M. O. Eldridge, assistant director office public roads inquiries, Department of Agriculture, and Hon. James W. Abbott, representative of the road division, United States Government.

"Immigration and Its Distribution," by Hon. Thomas Richardson, manager New Orleans Progressive Union.

Report of the joint committee on merger with the National Irrigation Congress.

Address by Hon. J. W. Riggin, Waco, Tex.

"Benefits of Irrigation," address, by Hon. F. H. Frankenberg, of Colorado.

Address by Hon. Truman G. Palmer, secretary of the National Beet-Sugar Association, on "The Philippines."

"Alaska," address by Hon. Thomas M. Patterson, Senator from Colorado.

Discussion of the subject by Senator Knute Nelson, of Minnesota, and other members of the Senatorial Alaskan Commission.

Address by Hon. Walter Gresham, of Galveston, Tex.

Address by Hon. Alva Adams, ex-Governor of Colorado.

Address by E. O. McCormick, passenger traffic manager of the Southern Pacific, on "American Scenery and Its Influence on Travel."

"Trade Relations With Canada," address by Hon. Herbert Strain, of Montana.

Address, "Our Export Trade; the Feid of the World," by Hon. F. B. Taurber, of New York.

"The Evolution of Cities," address, by James R. Mellie, secretary Seattle Chamber of Commerce.

In addition, Mr. Samuel Hill and Major Millis, as well as others whose names have been recommended to the congress headquarters, will be heard, including several gentlemen from Alaska.

Extending Private Lines.

ST. HELENS Or., July 31.—(Special.)—Money has been raised to extend the Yankton telephone line to Valley, a distance of 12 miles from St. Helens. The line has been in operation from St. Helens to Yankton, a distance of five miles, for the past 18 months, and has proved a matter of convenience to the stockholders at small expense. The stockholders are all local people, and outsiders are charged a small fee for the use of the telephones. The residents of Pittsburg and Vernonia, in the Nehalem country, now express a desire to have the line extended to that section.

Chehalem Mill Robbed.

NEWBURG, Or., July 31.—(Special.)—The Chehalem Valley Mill was broken into last night by unknown persons, who got $18.50 for their trouble. An entrance was effected by prying off the staple from a rear door, the money being taken from the cash drawer. The pilferers evidently contemplated hauling off some flour, as one sack was tossed out of a window about ten feet from the ground. It bursted, however, and the attempt was evidently given up as a bad job as there was no flour missing this morning.

Cows Barred From Streets.

NEWBURG, Or., July 31.—(Special.)—For the first time in the history of Newburg the town cows will be shut up tomorrow, and will be deprived of the right of public domain. The question was settled at the last town election, the anti-cow ticket winning out by the narrow margin of six votes.

Special Car for Eugene G. A. R.

EUGENE, Or., July 31.—(Special.)—The old soldiers of this vicinity are making plans for a general good time at the National encampment of the G. A. R. at San Francisco next Month. They have chartered a special car, which will be filled by a party from here. There are already 21 berths taken now.

The Metropolitan Provincialism.

Klamath Falls Express.

"Few Portland people have any conception of what the Klamath country really is," writes an influential citizen of Oregon's metropolis. Few of them ever come out this way either for pleasure or for the information to be obtained that might redound to their betterment. A Summer stay at the seaside a-jumping breakers is about the extent of their touch with the outside world. The country newspapers of sagebrush Oregon have been untiring in their endeavors to bring about the settlement and development of the almost limitless tracts of sage lands, than which there are none better. The Oregonian has been attentive also to the interests of the country beyond the Cascades. There have been results, and now the area of production in the Eastern Oregon country is rapidly widening. There are men from everywhere else but Portland continually among us, keeping in touch with our progress and growth and diverting trade from its natural course. Occasionally a Portlander gets around, but finding himself a scarce article, he makes his stay as brief as possible. From the East and California come people either for pleasure or business or both. They have a conception of what the country really is—a conception formed by actual contact. Closer relations with Portland people is desired by the people out this way. But Portland must take the initiative in the matter. A proper conception of what plateau Oregon is by Portland people would result in less apathy in the matter of the proposed extension of the Columbia Southern Railroad. It would result in a change for Portland people from salt air to mountain ozone and a trade ten times the value of that afforded by near-by Portland towns and contiguous country.

EXPLAINS FOREST POLICY

Chief Forester Pinchot Sets a Number of States Right.

OREGONIAN NEWS BUREAU, Washington, July 28.—Notwithstanding the campaign of education that has been in progress for several years past, evidence continues to accumulate in Washington showing that many people of the West have not yet grasped the general idea of the Government's forest-reserve policy. Here and there opposition springs up to the creation of new forest reserves or the enlargement of those already in existence, but nowhere is the opposition so pronounced as in Washington and Wyoming. Colorado was one of the first states to indorse the forest-reserve system; Oregon soon fell into line to a great extent, although educational work is still in progress there; in the Dakotas forestry is now looked upon only as a benefit to the public and to the state. And so it goes.

During the latter part of the Summer, Gifford Pinchot, Chief Forester of the Department of Agriculture, the man who is consulted by President Roosevelt on all matters affecting the public forests, and who more than any other understands forest problems, intends to visit a number of Western States, going as far West as Oregon and California. Wherever he can he will take occasion to confer with the most pronounced opponents of forestry, in the hope of clearing away misapprehensions that may linger with them, and fire them in their opposition to the Government's forest-reserve policy. Before leaving Washington Mr. Pinchot briefly discussed forestry as it is being practiced, and explained briefly its benefits.

"The general object of the Government," said he, "in creating forest reserves and in dealing with them is, as President Roosevelt has defined it, the preservation of their forests by wise use. The object of creating a reserve is never to hinder the development of the region in which or above which the reserved land lies, but always to make every resource of the region useful and available to the highest point. For example, the mature timber in any region can be cut away so as to leave that region barren and unproductive for decades or hundreds of years, or it can be cut away so as to produce at once a vigorous young growth in good condition, and so secure the future wealth and prosperity of the people who live in and around the forest. The cost of logging and the total amount cut under the two plans differ little, in many cases not at all.

"There are in the West many instances of wholly useless forest destruction. The Black Hills of North Dakota may be cited, on the other hand, as an illustration of better methods. In that region not only are all the mining interests now in full accord with the maintenance of the reserve (although at first they were bitterly opposed to it), but at their request large stretches of country have been added to it within the last two years. The miners understand that mining cannot prosper without continuous supplies of timber, and they understand also that the object of the Black Hills reserve, as of every other, is not to prohibit the cutting of timber, but to see that it is cut in such a way that the forest will yield a continuous supply.

"The mineral land laws apply to lands within a forest reserve precisely as they do to land outside. The vigorous opposition on the part of miners, which has arisen to the proposed creation of reserves in several states, must proceed very largely or altogether from a mistaken idea of their industry in a forest reserve.

"I want to make it perfectly clear that the inclusion of any timber land in a forest reserve does not mean the withdrawal of that timber from the use of the community. It does mean that when the ripe trees are cut, such precautions will be taken to protect and foster young growth as will maintain the contribution of that land to the prosperity of the community, instead of making it useless or worse than useless for many years.

"It is perfectly evident from the whole history of private forest lands in the United States that the chances are against useful reproduction following the cutting on such lands. It seems to me wiser in every way for the government to sell the timber and hold the land. If the prosperity of the present residents in or near the forest and their children is to be considered, then there is no question as to which is the wiser course."

Mr. Pinchot also calls attention to the rapidly increasing fluctuations in the flow of Western rivers that rise in timber-covered mountains, and to the stagnation in prices of the agricultural lands in the valleys below. He says there is much to be said in favor of forest protection from the farmers' point of view, as much of his success depends upon an abundance of water supply. If watersheds are to be denuded of their timber, spring freshets will be increased in volume, with a corresponding shortage of water in the Summer season, when water is most needed for the crops. Continuing, he said:

"Companies which control great water powers in various parts of the United States have almost everywhere been the strongest advocates of the forest reserve policy. More than that, many of them have gone to much trouble to advocate or support the creation of forest reserves to protect their watersheds. It is generally recognized that the permanence of any great system of water power or irrigation can only be insured by the presence of forests on its catchment basin. I believe you will find that the community generally will be better subserved by the creation and maintenance of forest reserves in accordance with the established lines of Government policy than by permitting the timber lands to pass into private ownership, and thus insuring the destruction of the forests.

"The Government has no desire to include in any reserve lands better suited for agriculture than for forestry."

AT THE HOTELS.

THE PORTLAND.

C H Callender and wf, Knappton
L B Stearns, city
T Burne, Chicago
J Harris, San Fran
W S Durkee, N Y
Mrs J R Dwyer, N Y
E Frank, N Y
Mrs F P Culbertson and child, San Fran
Mrs M E Scott, S F
F Henshaw and wife, Scranton
A J Simmons and wife, San Francisco
M McDonald, Gold Hill
A P Cox and wf, N Y
E Kelly, San Fran
J M Baird, Chicago
J L Baker, Chicago
C C Litt, Colo Spgs
Miss Elmore, Astoria
Miss E Elmore, do
J R Thompson, Erie
E Baker and wife, S F
T Cushing, Chicago
C M Lyman, Rutland
F Llewellyn, Olympia
J Hoskins, Victoria
W H Thompson, Seattl
W H Stalker, Baker Cy
C R Davis, city
C B Duncan and wife, New York
Miss H D Smith, N Y
S J O'Hara and wife, Los Angeles
W E Simpey, Denver
L Elias and wf, Cincin
B Rosenfeld, San Fran
R G Glichrist, Olympia
R L McCormick, Tacoma, Wash
R A McCormick, do
L Sears, Seattle
E F De Haven, Minpls
W Heffelfinger, do
H C Gearin, city
R H Pease, Jr, S F
J S Gurnell, city
S Galland, Spokane
H L Zimmerman, city
E M Lazarus, city

THE PERKINS.

F H Moulton, S F
Mrs Palmer, Duluth
E Holmesk, Spokane
C D Runkle, Colo
J A Black, Drain
W V Fuller, Dallas
A H Miller, Hubbar
C R Lillett, Chehalis
H H Collier, Tacoma
J H Ross, Toledo
E L Derby, city
G H Stewart, Boise
A B Smith, Quincy
G W Kraumer, Seattle
C A Taylor and wife, Kelso
H Lind, city
H E Adams, city
N Fearey, Jr, city
F Zimmerman, city
J F E Johnston, city
Mrs J E Johnston, Kiso
J C Vassar, Pomeroy
Mrs Vassar, Pomeroy
Miss Tausick, Walla Walla, Wash
Mrs Bennett, do
J O Elrod, Moro
Mrs Elrod, Moro
Miss Nichol, Moro
D B Dunn, Bly
Mrs Dunn, Bly
E I Parsons, S F
A L Layton, Reno
Grace Butler, Chicago
H Althouse and family, Los Angeles.
Mrs E J Metzger, Dallas
H D Cherry, Eugene
C W Thompson, Idaho

THE IMPERIAL.

W T Gray, city
C L Houston, Astoria
J J Harris, city
C W Hosford, city
L S Blendette, Martinique
J R Flynn, city
L Hunsicker, Pendleto
I A Guttason, Astoria
J B Lockwood, Seattle
F G Kellogg, Tacoma
J H McLafferty, S F
J N Brobart, San Fran
W J Reed, San Fran
Miss L Strahan, Salem
F Stoll, San Fran
M A Marks, San Fran
F A Holmes, Los Ags
J W Vogisang, Ohio
J McAndy, Antelope
Mrs McAndy, do
J O Storey, Chs Lox
D S Van Houser, La Grande
W R Sylert, Miss McNair, Ashland
Mrs J S McNair, do
Miss J Lyons, Valdes
F A Lauer, Gilmore
W Hatten, Dubois, Pa
E C Ross, do
R Davidson, Salem
A J Richardson, Buena Vista.
S B Huston, Hillsboro
H Hughes, Olympia
C H Chick, Grnd Rpds
F Travis, New York
Mrs M Johnson, Pendleton
W E Price, San Fran
M Swanberg, Minn
W C Barnhart, Tacoma
Joe Heller, Chicago
Mrs L D Davis, Salt Lake
Miss B Davis, do
A H Waterman, S F
E H Harris, San Fran
C G Cook, Addison
Mrs Cook, Addison
W B Markley, San Frn
E Allen, city

THE ST. CHARLES.

J M Belcher, La Fyte
Belle Belcher, do
A C Prescott, Mr Benney, Vancouver
C Baird, Orient
J Melton, Molalla
T G Woodland, Olex
W J Davison, Dalles
Julia Lamphear, Pendleton
Hattie A Lamphear, Pendleton
M J Jones, Newberg
Mrs Jones, Newberg
Lee White, Hoquiam
V C Jones, Hoquiam
R Hill
H Derring, Catlin
Charles Baker
Mrs Charles Baker
J F Hennessy, Baker City
H G Rice, Grants Pass
Mrs Rice, do
T B Frazier, city
W S Frederick, Hood River
H A Barber, Reno
W W Page, Cathlamet
Inza R Thompson, Stafford
O P Hamilton, do
Mrs C Robinson, Woodland
A H Robinson, do
D R McDonald, Mercer
Mrs E P Adams, Washougal
J C Spooner, Seattle
Mrs Spooner, Seattle
T A Jacobs, Eufaula
A Becker, Albany
Mrs S M Cavers, Kelso
A Thomas, Kelso
J L Morrow, Adel, Or
A Lee, Whatcom
H McElhney, Pendleton
A L Brown, do
C Kuensting, Woodbrn
G M Thorp, Orient
E V Johnson, Cambrdg
W L Baker, Cot Grve
W Huntington, Catlin
J W Hart, Albany
Mrs Hart, Albany
Joe Emerick, city
Mrs C Frees and son, Pendleton
Mrs G C Scott, Camas
Mrs H H Powlson
Mrs Little
J H Harris, Seattle
Mrs Harris, Seattle
Master Harris, Seattle
Mrs C T Hummer
Miss Hummer
M S Driskell
F W Shultz, La
J R Kinny, Goble
C F Gesner, Orchards
M G Flynn, Philomath
W Huntington, Catlin
H Derring, Catlin
Mrs H L Colvin Marshland
Miss Colvin, Marshland
Mrs D B Inglish, do
E D Matlock, Eugene
Mrs Matlock, Eugene
E V Johns
H O Howard
A C Smith, city
E L Bennett, Pendleton
F W Liedale, Seattle
G W Handsaker, Eugn
D W Britton, Green By
Mrs Britton, do
E C Sanderson, Eugene
E Schroder, Lebanon
T J Davidson, Ione
G A Johnson, Deer Isld
E E Stucker, Carson
Mr Perris and son, Clatskanie
D N Cochrane, Washgl
J Chitwood, Astoria
C Levesee, Spokane

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

Tacoma Hotel, Tacoma.
American plan. Rates, $2 and up.

Hotel Donnelly, Tacoma.
First-class restaurant in connection.

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

Hotel Richelieu, 210 Occidental ave., Seattle. Modern, Eup. plan; 50c to $1.

Trunks and Bags.
The largest variety at Harris Trunk Co.

Ask Your Doctor

He will tell you—

That barley-malt is a half-digested food, as good as food can be.

That hops are an excellent tonic.

That the little alcohol in beer—only 3½ per cent—is an aid to digestion.

But Purity is Essential

But he will tell you that beer must be protected from germs, and brewed in absolute cleanliness.

He'll say, too, that age is important, for age brings perfect fermentation. Without it, beer ferments on the stomach, causing biliousness.

Schlitz beer is brewed with all precautions. It is the recognized standard all the world over, because of its purity.

Ask for the Brewery Bottling.

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

Schlitz

THE BEER THAT MADE MILWAUKEE FAMOUS

DR. BURKHART'S VEGETABLE COMPOUND

CURES LAME BACK

Heals the kidneys and regulates the urine. Keeps you strong and well during the hot months. 25c. All druggists.

AN IMPOSSIBILITY

Perfection is an insurmountable barrier beyond which point man cannot expect to attain.

HAZLEWOOD

Is as near perfection as possible. Order Hazlewood Ice Cream if you are seeking for the best.

HAZLEWOOD CREAM CO. 382 WASHINGTON ST. Phones (Both) Main 154

GHIRARDELLI'S

There's wholesomeness in every mouthful of GHIRARDELLI'S GROUND CHOCOLATE.

There's so much goodness in the beverage that it is universally conceded to be a drink that never palls.

Reject substitutes.

GROUND CHOCOLATE

KINGSFORD'S OSWEGO CORN STARCH

Purest and Best for Puddings, Custards, Blanc Mange, Etc. For sale by all first-class grocers.

don't miss

THE MAIN CHANCE

DON'T GET IN A SWEAT

Perspiration—"sweat" is what the Bible and we common people call it—is a way nature has of driving out of the body refuse that has no business there. We sweat more in summer, because, in the overheated bowels, undigested food ferments more quickly than in winter and produces irritating acids and gases. The bowels, overworked, try to relieve themselves by violent convulsions, causing terrible gripes and colics, and diarrhoeal discharges so acid as to make you sore, and leaving the intestines weak and worn out. Nature assists body-cleaning by sending the filth out through the pores of the skin. It is not safe to stop perspiring altogether but most of the impure matter should be sent out by the natural movements of the bowels, and the offensive, ill-smelling, linen-staining sweat done away with. Keep your bowels strong all summer with the pleasant, candy cathartic CASCARETS, that clean the system and don't allow the excrement to be sweated out through the pores. Take a tablet every night, before going to bed. They work while you sleep and make you feel fine and cool all day.

Cascarets

Best for the Bowels. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back. Sample and booklet free. Address Sterling Remedy Co., Chicago or New York. 555

TWENTY YEARS OF SUCCESS

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

KIDNEY AND URINARY

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

DISEASES OF THE RECTUM

Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement.

DISEASES OF MEN

Blood poison, gleet, stricture, unnatural losses, impotency, thoroughly cured. No failure. Cures guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, bashfulness, aversion to society, which deprive you of your handhood, UNFITS YOU FOR BUSINESS OR MARRIAGE.

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

BLOOD AND SKIN DISEASES, Syphilis, Gonnorrhoea, painful, bloody urine, Gleet, Stricture, Enlarged Prostate, Sexual Debility, Varicocele, Hydrocele, 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 ready-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