WORK OF RAILROADS

General Opinion on Rejection of Panama Treaty.

NOW TRY NICARAGUA ROUTE

Action of Colombian Senate Denounced-Senator Mitchell Declares Adoption of Panama Route a Great Blunder.

The belief is widespread in Portland that the defeat of the Panama canal in the Colombian Senate is really a victory for the interests that have all along been fighting any interoceanic canal. interests succeeded in diverting the gov-ernment more than a year ago from the Nicaragua route. Now they have suc-ceeded in knocking out the Hay-Herran treaty, whereby Colombia was to grant concessions of land for the Panama canal.

"The railroads couldn't stop the canal at Washington," said a prominent mem-ber of the Chamber of Commerce yesterday, "so they went to Colombia. There's not so many of 'em down there," referring to persons who take subsidies, "to keep up opposition, and it may be that they don't come so high. But I don't think that the refusal of the Colombian Senate will keep the ditch from going

cinimed an emphatic gentléman, "is to send a warship or two down to Colombia send a warship or two down to Colombia and smach the country to smithereens."
"The idea of a little mongrel, greaser, half-breed country holding up the com-merce of the world is absurd," declared another citizen. "It shouldn't be toler-ated a minute."

self-government," asserted the next citizen who hove in sight, "and don't know what's good for 'em. They have a thunwant's good for 'em. They have a thun-der storm and a revolution every alter-nate day. Treaties with them are no bet-ter than treaties with Indians. What's the use of trying to do with diplomacy what could be done at the back door with a four-bit piece?"

Work of the Railroads. number of citizens, in fact nearly all who were interviewed, declared that they preferred the Nicaragua route. "We were surprised" was their common remark "when the Government took up the Panama project. But we can see through a ne with a hole in it. The persons who don't want any canal pulled the Government away from Nicaragua, and the result is that more than a year has been wasted in fruitless endeavor to make treaty with a crotchety Central Amer-

Some time ago the railroads announced that they would not maintain a lobby with the Colombian Senate because of the extreme cost thereof. It is widely sussected that that body was so "fixed" hat it didn't need a lobby. The desire to 'hold up" the United States for better terms was also encouraged by the ene-mies of the canal as a means of delaying

Back to Menragua Route.

The fate of the treaty with Colombia is expected to brace up Nicaragun and Costa Rica in their demands. President Roosevelt, if unable to reach an agree-ment with Colombia, is empowered to make treaties with Nicaragua and Costa

negotiating with Colombia the Pres ident is required to secure at reasonable terms a strip of land six miles wide across the republic from the Caribbean Sea to the Pacific Ocean. The cession convey the right to construct and te a canal on the land, to operate Panama railroad and to make police and sanitary regulations. To the Panama Canal Company he is authorized to pay not more than \$40,000,000 for all the prop-erties and rights of the company.

Mitchell's Fight for Nicaragua. Senator Mitchell is a member of the Senate Interoceanic Canal Committee, which consists of 11 members and whose chairman is Senator Morgan, of Alabama. Senator Mitchell has striven for an isthmian canal for a long time. Up to 1825 the canal in the Senate was in the hands of the committee on international rela-

the canal would be constructed at Pana-ma. But now that the Colombian government has frustrated the good purposes of our Administration, the President might do well to summon up his independent spirit and go back to the other route. He can turn to the Nicaragua route and build the canal, and there won't be any more dallying. He could have done so more than a year ago, but the law re-quired him to negotiate with Colombia.

Blunder of the Century.

"Congress committed an act of follow when it turned from Nicaragua to Panama. Some time ago I said the action was the blunder of the century. But now that it does not seem likely that the canal will be built at Panama, perhaps I should amend blunder of the century

"It does look indeed as it our Government is now just where it was more than a year ago, with nothing more accom-plished for the canal than there was then. I believe that Nicaragua and Costa Rica will be more reasonable than was Colombia, and that they will not atte to hold up our Government as Colombia has attempted to do."
"Then you still believe the Nicaragua

route the better"

Objections to Panama Route. Decidedly yes. I could cite you many reasons for my opinion, but perhaps a few will satisfy. In the first place, it would cost 1,00,000 lives at Panama, for the country reeks with plague. In the next place, on the Pacific side, for 400 or next place, on the Pactic side, for 400 or 50 miles westward, is an area well known to mariners for its calms. Now, we on this Coust are interested in sailing ves-sels. But our cargoes in sailing by the Panama route would suffer long delays, unless they were transported in steam vessels. In the third place, the whole Panama project rests upon the feasibility of building a dam at Chagres River. I need not say that the construction of this dam would be a stupendous job, unpre-cedented in the achievements of engineer-ing. Caissons would have to be sunk 12

vestigation and careful reflection. It is vestigation and careful refisction. It is ray mature judgment that our Govern-ment erred in preferring Panama. In ad-dition to the physical disadvantages of the Panama route, I might say that this Government could never acquire a clear title from the company now building the canal. The French bondholders and stockholders would give codless trouble."

BREWERS MAY COMBINE. Greater New York Plants Tire of Keen Competition.

NEW YORK, Aug. 15.-Many recent conferences among browers of Greater New York have given rise to a belief that a combination of all brewing inter-ests is about to be formed. The immediate result of the consolidation would be to close several of the smaller breweries There are about 40 of these in Brooklyr alone. Another result would be the establishment of certain standard grades of beer and wines, which would be sold at uniform prices in all saloons.

Brewers have been complaining that the keen competition in their business has been almost ruinous. There is hard-ly a brewery in New York that is turn-ing out its full capacity.

said. "the present excise law has cut down the business of all of us. About half the breweries today are having a hard struggle to exist."

DENIES IT IS INSOLVENT.

Pennsylvania Iron Company Files Its

Answer in Suit in Equity.

LANCASTER, Pa., Aug. 19.—The answer to the bill in equity filed here on last Thursday against the Susquehanna Iron & Steel Company was recorded today. It denies that a large portion of the company's merchandise and quick assets are shown by the treasurer's report to be pledged to secure bills payable and accounts amounting to \$27,064, but admits that since the report was made a loan has been secured and some of the company's manufactured product and quick assets pledged as collateral, but asserts that those transactions do not interfere with its business. It is stated that since its incorporation in 1836 the company has paid dividends amounting to \$405,000, and at no time passed a dividend except for the six months ending June 30 last, which was due to strike conditions and the repudiation of contracts. The business for the year amounted to \$2,000,000. With a deficit of only \$16,000 under adverse it is alleged the company is solvent, a ertheless, and can meet and provide its current indebtedness and successfully conduct the business.

ORGAN FIRM ASSIGNS.

Mason & Hamlin Company Take Step to Protect Creditors.

BOSTON, Aug. 19.—The Mason & Ham-lin Company, manufacturers of organs and pianos, having their factory at Cam-bridge, have assigned for the benefit of their creditors. No financial statement has been made public.

Rating of Mason & Hamlin, NEW YORK, Aug. 19.—The Mason & Hamilin Company, of Cambridge, Mass., had a mercantile rating of from \$300,000

Favor Reciprocity With Canada. FARGO, N. D., Aug. 18.—At a meeting of the millers of North Dakota and Northwestern Minnesota held here today, resolutions were adopted favoring re-ciprocity between the United States and all countries importing American flour. The resolutions also indorsed the action the disaster occurred.

taken by the Millers' National Federation convention, held in Detroit, favoring reciprocity between the United States and Big Pinno Firms Incorporate TRENTON, N. J., Aug. 19.-The Acolia Weber Piano & Pianola Company, capital

\$10,000,000, of which \$3,000,000 is preferred

BANDITS WILL GIVE UP. New Viceroy Is Fast Restoring Order

NEW YORK, Aug. 18.—At the request of Vicercy Shen, the Yang-tse Vicercys recently sent a considerable body of troops to assist in restoring order Kwang Si, rays a Fexin dispatch to the Times, by way of London. The adminis-tration of Shen has been characterized by remarkable activity and thoroughness. He has followed up the removal of the Governor, Wang Chin Chun, and Marshai

of the committee on international relations A small minority of the committee, led by Cushman K. Davis, several times had succeeded in holding back the canal so long that it got snowed under at the end of the session. In 1895 Senator Mitchell secured the appointment of a special committee to look after the canal. In 1893, when the present canal enactment was passed, Senator Morgan and Senator Mitchell were foremost on the floor in advocacy of the measure. Senator Hanna was chief of the opposition. Senator Mitchell said yesterday;

"The shrewd move for the President is now to build the canal by the Nicaragua route. He is empowered to do this by law. In case negotitations for the Panama route fall, the law directs him to resort to the other. And now that's just what the negotitations have done; they've failed."

"Did you expect them to turn out as they have done?"

"Did you expect them to turn out as structions, the magistrate of the Nan-hey have done?"

Acting upon structions, the magistrate of the Nan-hu district, near Shanghat, has arrested by The year cape.

The year of the year of the government of the constructed at Panatures contrary to the orders of the government.

Bandits in Manchuria Active.

ST. PETERSBURG, Aug. 19 .- A dispatch received here from Port Arthur says a band of native bandits recently at-tacked a dynamite magazine near the Manchurian frontier station, and attempted to blow it up. A detachment of Cossacks captured 30 of the bandits, but the majority of the band escaped.

KAISER HONORS CLASSMATE. But Baron Von Windheim Made Governor

as Stepping Stone to Cabinet.

BERLIN, Aug. 18.—Baron von Wind-heim, whom the Emperor has just ap-pointed Governor of Upper Silesia, was a classmate of the Emperor at Bonn Uni-versity. It is well understood at court that You Windhelm is destined for a high place in the government, and his present appointment is regarded as merely a preliminary to his entry into the Cabinet.

NEW WORK FOR ARMY MEN

Philippine Commission Appoints Two Officers to Good Positions.

MANILA, P. L., Aug. 19, 10 A. M .- The MANILA, P. I., Aug. 19, 10 A. M.—The Philippine Commission has appointed Captain George T. Langhorne, of the Eleventh Cavalry, secretary to the pro-vincial government of the province of Moro, and Captain Keller engineer offi-cer, both of the new appointers to re-ceive an addition of 20 per cent to their Army may Major Robert L. Bullard, with the as-

sistance of the friendly Moro chiefs, is making arrangements for a grand cele-bration and peace conference on the com-plector of the Lanao military road.

CHICAGO, Aug. 18.—The Grand Cross-ing Elevator Company building, at Grand Crossing, was destroyed by fire last the east end of St. Louis bridge. If this dam should prove a failure, the whole Panama project would come to naught.

"None of these three objections can be urged against the Nicaragua route, nor any equally formidable.

"I have given this matter extensive in-

22,500 BARRELS IN PORT.

Schooner Prosper Chartered to Carry Lumber to Manils-Work on

The big German bark Nauarchos arrived The big German bark Nauarchos arrived up late yesterday afternoon and dropped anchor in the stream. Today she will find a berth at Greenwich dock, where she is to discharge. The bark brings an immense quantity of freight from Hamburg measuring 460 long tons. The bulk of the cargo is cement, of which there are 25,500 barrels, the largest single shipment of cement ever brought here. There are also 455 tons of coke and a quantity of of cement ever brought here. There are also 425 tons of coke and a quantity of

the Drydock.

bar tron and paint. As was expected, the tow up the river was made without difficulty. The bark had lightered to 22 feet 5 inches, which enabled her to pass the few shoul spots in enabled her to pass the few shoal spots in the lower river without difficulty. At Willow Har the vessel had the honor of being the first to pass through the new straight channel just made by the two Port of Portland dredges. There she had several feet of water to spare under her keel. Although this channel has been opened to shipping, it is the intention to double the width of it before moving the

When the captain of the Nauarchos goe did not obtain clearance papers at the Astoria custom-house before he left up-Extenuating circumstances are his ignor-ance of the law rather than a willful vio-lation of it, and the fact that the skipper was somewhat upset by the fouling of his anchors snortly before his departure. The last time a salling vessel disregarded this customs rule it was subjected to a \$500 fine, all but \$50 of which was remitted. The Nauarchos comes consigned to Meyer, Wilson & Co., and is under charter to Balfour, Guthrie & Co. to take wheat and barley, October loading, to the United Kingdom.

SANK IN NINETEEN MINUTES. Particulars of Collision Between

Empress and Chinese Cruiser. VANCOUVER, B. C., Aug. 18.—Cable-grams from Captain O. P. Marshall, of the C. P. R. steamship Empress of India to his company, give brief details of the collision occurring Monday night between that liner and the Chinese gunboat Huang. Tal. as a result of which the warship wont Tal, as a result of which the warship went to the bottom, 19 minutes later, her cap-tain refusing to leave the bridge and go-ing down with his ship, as did 13 members

Huang Tai's crew and carried them to Hong Kong. The gunboat and the Cana-dian passenger craft were both proceeding from Snanghai to Hong Kong on parallel courses. Suddenly, to the surprise of the Empress officers, the gunboat went to starboard and crossed her bows. The Empress veered off as quickly as the tele-graph could give orders to the engine-room, but too late to prevent the warship striking her and badly wrecking her above the water line. Still trying to keep off, the propeller of the Empress struck the gunbout's hull, punching it like an eggshell and causing her to settle

nstantly. Several of the crew of the liner are reported slightly injured. The ship's in-juries are said to be serious and will re-cessitate an extended stay in the Hong Kong drydock. The vessels were 150 miles off that port and to the north, when

LIME CARGO ON FIRE.

Brig Irwin Puts Back Into Port Burning.

SAN FRANCISCO, Aug. 15.—The brig W. G. Irwin, hence August 15 for Roche Harbor, returned to this harbor today on fire. Captain Cathley reports that on August 17, at 2 A. M., he discovered smoke coming through the cabin floor. After searching the hold fire was found in the forward harts. The harbors were held. forward hatch. The hatches were bat-tened down all night and on the following morning removed.

It was discovered that the lime slack in the curgo was on fire. The vessel's bottom and sides were burning and Captain Cathley ordered the boats made ready and provisioned, and they were lowered astern of the burning vessel. On the evening of the same day 50 cases giant powder were taken out of the hold

and thrown overboard and the vessel headed for this city.

The Irwin was picked up off the Heads by the steamer Navarro and towed into the harbor and docked at Meiggs' wharf. When she reached the bay the flames were coming through the decks.
The Irwin is owned by Henry Cowell & Co., and is badly damaged.

NEARLY READY TO LAUNCH.

NEARLY READY TO LAUNCH.

Fourth Pontoon of the Port of Port.

Iand Drydock.

The fourth pontoon of the sectional drydock being built at Vancouver for the Port of Portland Commission in nearity ready to launch. Three of the monster pontoons are aircady in the water, and the last one is on the ways, with work on her progressing fairly well. It is expected that within a month all the pontoons will be affoat. There will still be considerable work to do on the superstructures and in the way of installing pumps and other machinery, and it will be well toward Winter before the dock will be found toward Winter before the dock will be ready for service. By that time the site at St. Johns will have been prepared for it. The dredging at the dock will be found by one of the Port of Portland dredged to drive the piling for the berth and construct the necessary plat forms.

TAKES LUMBER TO MANILA.

Schooner Prosper under Charter to Balfour—Wymeric Is Coming.

The schooner Prosper, which arrived at Astoria Tuesday from San Pedro, is under charter to Balfour, Guthrie & Co. to load lumber for Manila. She will carry about 85,000 feet. It is expected that the schooner, will leave up today.

The Government order for 25,0000 feet of tumber, the contract for the transportation of which to Manila was awarded to James Laidiuw & Co., will be taken on the steamship Wyneric. The vessel is supposed to be returning now from Nome, for which port sine salled from Pugets Sound July 28.

May Save Copper Queen, which piled between Rogue Biver and San Prancisco, and which recently went ashore off Polits, Reys, will be gaved, so it is learned from Captain Burns. The Copper Queen, which piled between Rogue Biver and San Prancisco, and which recently went ashore off Polits, Reys, will be gaved, so it is learned from Captain Burns. The Copper Queen, which piled between Rogue Biver and San Prancisco, and which recently went ashore off Polits, Reys, will be gaved, so it is learned from Captain Burns. The Copper Queen, Was diversed to James Laidium & C

and which recently went ashore off Point Reyes, will be saved, so it is learned from Captain Burns. The Copper Queen was driven well up on the sand by the heavy winds, and Captain Burns and the crew were saved only after much heroic work on the part of the near-by life-saving crew. At first it was believed that the Queen was lost hopelessly, but Captain Burns is now of the opinion that she can be handed off the beach.

This schooner seems destined to an untimely end, as it was but a few weeks ago she ran ashore at the mouth of Rogue River, while attempting to bring in the schooner Berwick over the Rogue River. While attempting to bring in the schooner Berwick over the Rogue River. She was successfully houled off the sand at high tide by the tug Columbia, from Marshfield. This tug, or one from San Francisco, will again attempt the rescue of the unfortunate schooner.

Hassalo Deckhand Drowned.

Fit HELENS, Or., Aug. 18.—(Special.)—A diligent search has been prosecuted during the day for the young deckhand

who accidentally fell into the river last night while trucking a trunk to the dock from the steamer Hassalo, but the body has not yet been located. Seconding to Night Watchman Gilmore, the young man was about 18 years old and was a new hand. None of the boat crew knew his name. The truck followed the drowned man into the water and was on the top of his body when he sank. His LARGE CEMENT SHIPMENT the top of his body when he sank. His foot evidently slipped on the gangplank and the truck followed. The trunk was recovered this morning, and was turned, over to its owner.

Fast Launch for the Hasfords, The Washington-La Camas Transporta-tion Company is having built at the Port-land shipyard a gasoline launch 70 feet by 14 feet beam. The 65-horse power en-sine is being constructed in San Fran-cisco and will be ready for the launch September 10. A speed of 15 miles an hour is guaranteed.

The launch will run between Vancouver and Washongal, beginning some time in September.

Marine Notes. The crew of the schooner J. H. Luns-mann was paid off at the custom-bouse yesterday.

The steamer Aberdeen has sailed for San Francisco with 55,000 feet of lumber, shipped by the Eastern & Western Lumber Company.

The French bark Duc d'Aumale arrived

at Falmouth Tuesday, having made the run from the Columbia River in 129 days. She carried 18,600 bushels of wheat and 110,530 bushels of barley, shipped by G. M. McNear.

The steamer Robert Dollar, of the Woolsey line, will sail north from San Francisco. The Grace Dollar, of the same line, after taking on a part cargo of lumber at Vancouver, dropped down to Westport to finish.

Domestic and Foreign Ports.

ASTORIA, Or., Aug. 10.—Left up at 9:30 A. M.—Schooner W. F. Garms and bargs Elickitat. Arrived at 1 P. M.—Schooner Alvena, from San Pedro. Arrived at 3 P. M.—Schooner J. M. Coleman, from San Francisco. Salled at 1 P. M.—Stehner Elmore. Condition of the bar at 5 P. M., smooth; wind, south; weather cloudy.

tion of the bar at 5 P. M., smooth; wind, south; weather, cloudy.
Falmouth Aug. 18.—Arrived 18th—French bark Duc d'Aumale, from Portland.
San Francisco, Aug. 18.—Arrived at 9:30 last night-Steamer Despatch, from Portland. Astrived at 10:30 A. M.—Steamer Alliance, from Portland and way ports. Salled—Schooner Olga, for Portland.
San Francisco, Aug. 18.—Arrived—Steamer Chan Nelson, from Gray's Harbor; steamer Hero, from Ladysmith. Salled—Steamer Chip of Purbla, for Victoria; steamer Chico, for Handon; schooner John F. Miller, schooner Lizzle Vance and schooner Roy Somers, for Gray's Harbor; schooner Ocean Spray, for Stoelaw River; steamer San Mateo, for Tacoma.

New York, Aug. 18.—Arrived—Steamer Pa-iricia, from Hamburg, Bologne and Plymouth; steamer Lombardia, from Naples, Safled— Steamer St. Louis, for Southampton; steamer Ryadam, for Rotterdam via Boulogne; steamer Majestic, for Liverpool, Queenstown, Aug. 19.—Arrived—Steamer Ivernia, from Boston, for Liverpool, and pro-ceeded. Sailed—Steamer Carpathia, from Liv-erpool, for New York.

Liverpool, Aug. 19.—Sailed—Teutonic, for New York, via Queenstown, steamer W. Sew fork, via queenstown, steamer Wester-land, for Philadelphia, via Queenstown. Cherbourg, Aug. 18.—Salled—Steamer Kniser Wilhelm der Grosse, from Bremen and South-ampton, for New York. Taku, Aug. 18.—Salled—Steamer Hyndes, for Tacoma.

Scattle, Aug. 19.—Sailed—Steamer Oregon, for Nome; steamer James Dollar, for San Francisco; steamer George Loomis, for San

FACTORY BURNED.

Holman Fanning Mill Plant Is Destroyed-Loss \$3000,

SALEM, Or., Aug. 19.-(Special.)-At 3 o'clock this morning the Thomas Holman fanning mill factory, on High street, be-tween Trade and Mill streets, was de-stroyed by fire. The warehouse of the Willamette Valley Prune Association and the plant of the electric light company, which were in the same block, would have been in serious danger had there been an unfortunate wind. Residences vin the neighborhood were scorched, but C

Great Reunion at Westport.

ABERDREN, Wash., Aug. 18.—(Special.) The G. A. R. reunion at Westport this ear is proving a great success. All the cottages are occupied and the grounds are visited daily by a large crowd. On Sun-day the crowd was the largest ever seen at the camp.

AT THE HOTELS,

THE PORTLAND.

Michigan
Mrs H Wilcox, do
O S Young Ashland
Mrs Foung Ashland
Mrs Foung Ashland
J Farrell, directional
J Farrell, directional
J Farrell, directional
Mrs Farrell, do
F H Prior, Hartford
F H Prior, Hartford
F Sillenberg, do
W A C Rowe, Keise
D Burgess, Granshaw
Mrs W H Wehrung,
Hillsbero
Mrs J H Datterer,
Ostrander
Mrs F W Holily, St.
Joseph
Mrs G Wilson, Chicago
Mrs J T Mutrast, Cheo
Mrs J Munration, Chicago
Mrs A Cheo
Mrs Munration, Chicago
Mrs A Cheo
Mus Munrord, do
J P Results
J Munroll, Chicago
Mrs Abkins, Munroll
Mrs A

THE IMPERIAL. 5 F Kelsey, Seattle
J Siontel, Johnstown L P Sweeterling,
J H McPherson, Ark
G B Meiser, Ark
C D Jewett, Lincoln
Phil Metschan, Jr.
Heppare

G Reitzer, Seattle
C E Bödy, Boise
A Lesser, Oragon City
THE ST. CHARLES

Mrs M V Sundshans
S E Everson, Pueblo
Miss Orcost, city
C D Marble, city
E E Marshanl, Chago
Estella Harper
Belle Howell, Wasco
J Jordon, Richmond
Mrs Jaker, do
J C Brooks, For Gree
B E Scott, Skainiokawa E Beers
W H Graham, San Fin J H Haslam, city
B E P Cook, Chico
T B Welse, Spokane
W H Cochean, Payette
Mrs R E Stratton
B F Nchols, Kalama
J F Croft
Mrs Cook, Chico
Mrs Nixon, Kelso
Mrs C D Beale, Salem
Mrs C D Beale, Salem
Mrs B H Ferguson,
Grand Island
Miss Ferguson, do
C C W. Herford
W W Welch, city
Mrs H T Outting, Ilwacco
O H Hickoock, Seattle
H H Marble, Mt Pleas
S S Simoinson city
R Hrownson, H Peau
R Hoover, Ohlo
Mrs R E Comett, Condon
A C Reishman, Altona
A C Philips, For Gree
Louis Jacobsen, do
H R Zimmerman
A Johnson
P E Chandler, Meunt
Fleasant
W Roblestion, Santa
Ress
THE ESMOND.

P Hyar, Bohemia
R Mrs Senter
City
C Firemming
G D Biggs
Schaffer
G D Blags
C Barbert, Barberton
J C Simpson, Dallas
A H Kopp
L Lostile, Dallas
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L Lostile, Dallas
A H Kopp
L John Seattle
F D Lpich, Seattle
F THE ST. CHARLES.

THE ESMOND. which were in the same block, would have been in serious danger had there been an unfortunate wind. Residences in the neighborhood were scorched, but were saved by the fire department.

The loss is about \$3000, half covered by insurance. The fire is supposed to have been of incendiary origin, for two men were seen running eastward from the locality of the fire a few moments before the fire was discovered. There is no clew to the identity of the firebugs.

THE ESMOND.

THE ESMOND.

F Hyan, Behessia.

E J Angel, Charles CO King, Westport

V M Gregg, Osage

L Lambert, S F

A D Altyn, Washougild C Forrest, S F

M Flowing, do

E C Lind, city

J Moore, Sauvie's Lid T M Boyd, The Dalles in Blacken, elly Miss McGraw, city

Miss McGra

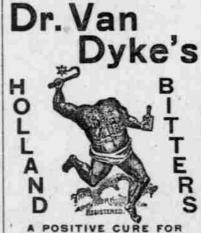
C A Smith, Astoria C A Smith, Astoria C Morris, Brush Prairi Mrs H F Show, Hainler J T Mathews, Salem J Edlet, city B June, New Uim H T Hildebrand, Seattle F Johnson, Seattle W Thurman, Hood Biv Mrs Johnson, Seattle W Thurman, Hood Biv Mrs Johnson, Seattle W Thurman, Hood Biv Mrs Johnson, Seattle Mrs R H Bayley, do H W Petteshill, Boise H Themas, Uniton Camas Edma Beil, Fairview Mrs N Watson, Camas E Brown, Kaizma F Brown, Kaizma F W L Graham, Amity Mss Clark, Cottage Gv I W Brown, Covvalls H Morrison, N Y

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

Tacoma Hotel, Tacoma, American plan. Rates, E and up.

Hotel Donnelly, Tacoma.

Rainter Grand Hotel, Sentile. European plan. Finest cafe on Coast Hdura naval military and traveling men. Rooms en suite and single. Free shower haths Rates II up. H P Dunbar prop.



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It is prepared from rare Helland herts, and contains no feemicals of any kind. Has been known and used in foliand for an hundred years or more. A half wineglass of Bitters taken before meals stimulates the appetite and accounts digestion. Be sure and ask for VAN DYKE, and accept no substitute.

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ile treats any and all diseases with powerful Chinese herba, roots, buds, bark and vegetables, that are entirely unknown to medical science in this country, and through the use of these harmites remedies. This famous doctor knows the action of over foe different remedies that the has successfully used in different that be has successfully used in different chiesesses. He guarantees to cure catarrh, asthma, lung troubles, returnatism, nervousness, stomach, liver, kinneys, female trouble and all private diseases. Husdreds of testimonials. Charges moderate. Call and see him.

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THE SANTAL-PEPSIN CU. LAUE-DAVIS DRUG CO., Portland, Or.

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CURES

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