WHARF NOT MEN'ACE

Pilots Do Not Object to Montgomery Dock.

WOULD NOT HAVE IT REMOVED

Sive Their Testimony at a Port of Portland Meeting-No Action Takon Owing to Absence of Captain Spencer.

Montgomery dock is not a menace or an obstacle to navigation. That is the unanimous opinion of the river pilots, as exat the meeting of the Port of Portland Commission yesterday. The session was held for the purpose of deciding whether or not that portion of the dock must be torn down that extends beyond the harbor line. No action was taken, owing to the absence of Captain Spencer, who, at the previous meeting, asked that

he dock be removed. Mrs. J. B. Montgomery was on hand before the meeting opened, accompanied by her attorney, J. F. Boothe, and Walter Burrell. The pilot delegation was composed of Captains Patterson, Pope, Snow, Emken and Balley. All the Commission-ers were present except Mr. Thomas, who in the East, and Captain Spencer.

After a little time spent in transacting routine business, the dock case was taken up. For the benefit of those who are not posted, it may be said that the United States Supreme Court recently decided that the Port of Portland Commission has the right to establish harbor lines in city. A small portion of Montgomery dock No. 2 extends beyond the established har-bor line. The commission has the authority to order the removal of that portion it it sees fit. Captain Spencer is in favor of the removal, and Captain Pease is op-posed to such action. The other Commisloners have not yet publicly expressed

President Swigert lost no time on preliminaries, but called on the pilots, one by one, for their opinions. Captain Bailey, of the O. R. & N. towing steamer Harvest Queen, was first called upon. "Captain Bailey," said the president,

"the question is whether or not Montgomery dock No. 2 should be moved back to the original line. What do you think of

"I objected to the dock at first," replied the captain, "and thought it should not have been built there, but I do not consider it a sufficient obstruction to naviga-tion to warrant its removal."

In reply to a question by Mr. Willis, Captain Bailey said he did not believe the set over toward the North Pacific Mills. Captains Pope, Snow, Patterson and Em-ken indorsed everything Captain Bailey

"There is a pile of rock there anyway," said Captain Emken, "and I would rather hit the dock than the rock."

Commissioner Driscoll, who was late in arriving, came in just after the pilots had concluded, and, being told of their views, expressed surprise that they had changed their opinions in the last few months, a remark that was at once challenged by the

Boothe then took the floor and closed the case for his side. He stated that when the dock was completed there was barely enough water there for a single ship. In 1899 Mr. Montgomery began dredging, and after expending \$11,439 found that a depth of only about 21 feet had been The work of dredging has been continued with much difficulty, as the ma-terial is a hard cement gravel that the or-Sinary dredge cannot operate in. If the Scattle, Oct. S.—Salled—Steamer City of Se-dock is cut off, he said, it would cost stile, for Skagway; steamer Bertha, for Valdes, Arrived—Steamer Nebraskan, from Tacoma; to a depth sufficient to allow ships to land at the new line. Owners of property ad-joining on the north side have made no complaint of the location of Montgomery dock. President Mohler, of the O. R. & N., according to Mr. Boothe, urged Mr. Montgomery to build the dock there—a statement that was corroborated by Mrs Montgomery. The attorney concluded by saying that if the dock is moved it will

be back of shipping, back of the river and back of navigation.

"I wish very much that Captain Spen-cer were here," remarked Mrs. Montgom-

President Swigert thought that, in the absence of the captain, it would be better not to close up the matter, and a motion Mr. Adams that the discussion be closed and the case taken up at some future time was carried.

POST LIGHT CHANGES.

Alterations in Aids to Navigation in Lower Columbia.

Captain C. G. Calkins, lighthouse inspector, has issued notice of the following change in aids to navigation in this dis-Dobelbower Landing Post Light-October

1, 1968, this fixed white-lens lantern light was discontinued, being no longer required owing to change in the channel October 1, 1902, the following described range lights were established to guide through the channel over Cottonwood

Front Light. A fixed white lantern light, suspended, 39 feet above the water, from an arm on a white stake, about one

half mile east of Rainier, Or. West point of Cottonwood Island northeast % east. Dobelbower wharf, east-southeast, Rear Light. A fixed white lantern light, suspended, 60 feet above the water, from

an arm on a white stake about 300 feet est of the front light. Knapp Landing Range Lights-October

1, 1903, these fixed white lantern lights were discontinued, being no longer required owing to change in the channel. Reeder Point Post Light-October 1. eighths of a mile south of its former location, and is now suspended 25 feet above the water, from an arm on a white stake. Tangent to Hewlett's Point, southeast by Tangent to South Point McIntyre's

Lower Willow Bar Lower Post Light-October 1, 1985, a fixed white lantern light, suspended. 22 feet above the water, from an arm on a single pile in the river, was established on the east side of the new cut channel abreast Knapp Landing. Landing.

an arm on a single pile in the river, was established on the east side of the newcut channel abreast Knapp Landing and distant about three-eighths of a mile, south-southeast & east, from the lower light Reeder Point, south three-fourths west. Tangent to Halfway Point, north-northwest, three-fourths west.

Upper Willow Bar Range Lights-October 1, 1965, the following described range lights were established to guide through the channel over Upper Willow

Front Light. A fixed white lantern light, suspended, 20 feet above the water, the groom, but spoke no word of congratu-from a stake ten feet high with white lation to him. After Mr. Bryan had con-

Rear Light. A fixed white lantern light. | were in tears. suspended, 30 feet above the water, from a

south by west, five-eighths west. Tangent to Halfway Point, north-northwest, five-

Another Steamer in Pollard Fleet SEATTLE Wash., Oct. 8 .- The Pollard Steamship Company is about to place an-other freight steamer on the run between Seattle and San Francisco. L. H. Gray, who represents the Pollard Company in this part of the country, leaves in a few days for San Francisco to negotiate for another steamship. The company does principally a freight business between the and and California ports, and the business has grown considerably since Mr. Gray took hold of this end of the line. When the new steamship goes on the run, this company will have a vessel out of San Francisco with freight every seven

Patrol Is Launched.

ASTORIA, Oct. &-(Special.)-The new customs launch Patrol was successfully launched from Leathers' boatyard this af-ternoon and was christened by Miss Hazel Robb, daughter of Collector of Customs Robb, She will be ready to go into commission in about two weeks. which is 61 feet long, is especially designed for the use of the custom-house officials about the lower harbor and is very

Breaking Screwmen's Strike.

NEW ORLEANS, Oct. 8 .- Two hundred men to take the places of the striking screwmen on the river-front have arrived at a point above the city and the agents today asked the Mayor to give them police protection to start work tomorrow. Later, a joint committee of the exchanges solicited the Mayor to force a settlement in order to prevent trouble on the wharves.

Anchor Chain of Silvin de Grasse. ASTORIA, Or., Oct. 8 .- (Special.) -- Fritz DeRock, the submarine diver, who has been making searches about the Silvia de Grasse wreck, today picked up the anchor chain that belonged to the vessel. It was in fairly good condition, considering that it had been in the water for over 50 years.

Rescued From Bad Position.

HONOLULE, Oct. 8.—The American schooner Ottilie Fjord, lumber laden, from Eureka, Cal., which went ashore at the entrance to this harbor, has been rescued from her perilous position by tugs. Claims for salvage will be filed and litigation doubtless follow.

Domestic and Foreign Ports. ASTORIA, Oct. 8.—Left up at 9 last night— Austrian steamer Kobe. Arrived down at 10:30

last night-German steamer Eva. Left up at 9:30 A. M.-French bark Montcaim. Sailed at 1 P. M.-German steamer Eva, for Teintan, and 2:15 P. M.-French bark Berangere, from Port Los Angeles. Arrived at 4 P. M.—Schooner S. T. Alexander, from San Francisco. Condition of the bar at 5 P. M., moderate; wind north-

west; weather cloudy.

San Francisco, Oct. 8.—Arrived at 11 last night—Steamer Grace Dollar, from Portland, Arrived-Steamer Edith, from Seattle; bark Prussia, from Port Blakeley; schooner Helene. om Port Hadlock. Sailet-Steamer Umatilla, for Victoria; steamer San Mateo, for Tacoma; barkentine Newsboy, for Port Townsend; steamer Centralia, for Gray's Harbor; brig W. G. Irwin, for Roche Harbor.

Schooner Dauntiess, from San Francisco for loquiam: schooner Fred J. Wood, from San Pedro for Hoquiam; schooner Emma Utter, from San Francisco for Aberdeen; barkentine Wrestler, from Honolulu for Aberdeen; steamer Sequiola, from San Francisco for Hoquiam. New York, Oct. 8.—Arrived—Phoenicia, from

Sailed-New York, for South Bremen; Mongolian, for Glasgow. Genoa, Oct. 8.-Arrived-Lahn, from New

Havre, Oct. 8.-Arrived-La Lorraine, from New York. Liverpool, Oct. 8.—Arrived—Teutonic, from New York, Tacoma, Oct. 8.—Arrived—Steamer Centen-

nial, from San Francisco. Sailed-Steamer Nebraskan, for Honolulu; steamer City of Puebla, for San Francisco

Visitors to Portland Should not miss the delightful trips up and down the Columbia River. Particulars at O. R. & N. city ticket office, Third and Washington.

SAVE TIME AND TROUBLE

ROADS ADJUST, WAR BETWEEN CONNECTING LINES.

The Old Custom of Billing Freight Through to Destination Will Be Resumed Next Week.

An adjustment of differences that will be of material advantage to the shipping interests of this district and in fact the whole Pacific Coast section, has been brought about in Chicago in the form of a settlement of the war between the trans-continental and Southeastern railway lines. The interested roads have agreed tion as that business has suffered most to stop fighting about freight rates, the from the war that has been waged. Ship-

place of receiving, have been put to an additional cost and expenditure of time in billing it over the various roads that handle it. This, of necessity, had its effect upon freight traille and upon the roads. After maintaining the fight for more than two months the roads engaged in the diffi-culty decided to bring about a settlement if possible, for their own interests. A meeting of representatives of the various lines was held in Chicago a few days ago

An agreement was finally reached that through billing should be resumed on both sides in view of the proposed adoption of a uniform and satisfactory through rate. The establishment of this rate has been left in the hands of a joint committee of representatives from the various lines that will meet in Chicago next week.

This settlement will be of particular benefit to the salmon interests of this sec-

CURIOSITY IN MUTTON



PERSIAN FAT-TAIL SHEEP AT THE PORTLAND UNION STOCK.

It was supposed that every kind of livestock known in the civilized world had passed through the Portland stockyards, and the employes there were not a little surprised a day or two ago, when there was unloaded from a Southern Pacific car a let of curious animals, composed principally of tail. An authority coming along pronounced them to be the famous fat-tail sheep of Persia, such as are sometimes exhibited in circus menageries. There are eight sheep in the band and they are tough-looking creatures, short of wool and not handsome of feature Most of them have Roman noses of a pronounced type, and an evil expression on their faces. The largest of the band have books curved up in front, and five or six inches long. The most striking thing about the beasts, of course, is the tail, which weighs about 10 pounds. In the wilds of Persia, where the animals are common, this part is considered the best eating, but an American would hardly care for it, as it is filled principally with tallow. When the sheep is in a good, fat condition, the tall grows to immense size, and as it impedes the vements of the animal, the natives usually harness a small cart or wheelbar row to it, on which the tail is carried. This is according to O. M. Plummer, the manager of the stockyards. The sheep in his possession have not yet reached that to be shipped to Montana.

restored and satisfactory rates are to be agreed upon at a meeting to be held the first of next week.

News of the settlement of the trouble was received in this city yesterday, and it will be of no little interest to the ship-pers of this district to learn that here-after they will be enabled to bill their freight through, and not be forced to dick-

St. Louis tonight, but, not reaching the

depot in time, registered at the Lincoln

for the inspection of guests. Mr. Bryan gave his daughter a check for \$1,000. Mr.

and Mrs. Leavitt will go to Eastern cities for their honeymoon, and will spend the Winter in Newport, the groom's home. Mr.

Leavitt is an artist, and this is his second

marriage. His first wife died about two years ago, and his baby boy died last May. Mr. Leavitt secured his marriage li-

cense this afternoon, being accompanied to the Courthouse by Mr. Bryan.

Was Engaged to Another Man,

Miss Ruth Bryan fell in love with her husband while the latter was at Fairview

painting her father's portrait. It is re-ported, and the report probably is true,

that she was engaged to a Lincoln news-paper man at the time her engagement

to Mr. Leavitt was announced. Mr. and

Mrs. Bryan saw the fondness of the two

for each other, but did not realize until

too late how far it had gone. Mr. Bryan and his wife were very much opposed to

the match. So vigorous did their objec-

tions become that their daughter, in a mo-

ment of anger, declared that her flance

had been insulted and that she did not want him to come to the house any more-

that she would meet him elsewhere. This

idea was not met favorably by her parents, who immediately said that Mr. Leavitt would be given a room at Fair-

view and could meet other members of the

old custom of "through billing" will be pers of all classes will be greatly aided by the readjustment of matters.

MEET IN SPOKANE.

Traffic Agents Will Ask Passenger Men to Come Here Next Year. Jay W. Adams, Pacific Coast passenger agent of the Nickel Plate, and president freight through, and not be forced to dicker with several lines, as they have had to do for the past two or three months.

The difficulty originated in July of this year over freight rates and as a result the Southeastern lines refused to "bill through" the freight from Coast points to the east over the transcontinental lines. The latter roads retailiated by refusing to do through billing from the East to the West. As a consequence, the shippers of this and the Coast country and those of the East, instead of being able to bill their consignments of freight straight through from the point of sending to the of the Sacisse Coast Association of Traf-tic Agents, and G. J. Bradley, commercial

GUESTS WEPT AT BRYAN WEDDING

Kansas City Star Publishes Account of Many Significant Incidents at Ceremony

with the guests up to the time Dr. D. Walt upon the others, served the refreshments. The wedding supper, to which Miss Wesleyan University, took his place in the Wesleyan University, took his place in the large bay window and awaited the coming of the bridal procession. After that mo-ment she was not seen by any of the guests during the rest of the evening. Her withdrawal from the parlor just before her Gaughter's marriage has not been explained and members of the family will

not discuss the matter. A Dog Led the March.

It was announced by the bride yesterday that she would have no formality at all. This determination was something This determination was somewhat overcome at the last moment by her Sorority sisters, however, and she finally consented to have a bridal procession, without bridesmaids or other formality than two little flower girls. These were Grace Bryan, her little sister, and Dorothy Raymond, a little girl of Lincoln. The procession was led, unexpectedly, by "Major," the little pug dog pet of the family, and the property of Grace. The dog marched in a stately manner at the head of the column and the guests found in this the only amusing feature of the wedding. Following the dog came the flower girls, and then walked 40 young women, members of the Greek letter Sorority Delta Gamma, of which Miss Bryan is a member. The Sorority girls were all dressed in white and wore no ornaments. A wedding march was played as the procession came down stairs and made its way to the back parior where the chan-cellor stood. Mr. Leavitt and his bride followed the Sorority girls. Miss Bryan wore her traveling gown of blue gray zibeline, black and gray shirtwaist, and large hat to match. Mr. Leavitt wore a business suit, with white vest. All of the guests were in evening dress, as well as the members of the Bryan family. The Reeder Point, south one-eighth west the members of the Bryan family. The Tangent to Halfway Point, northwest bride and groom were the only ones who Lower Willow Bar Upper Post Light—
Lower Willow Bar Upper Post Light—
Cotober 1, 1903, a fixed white lantern light,
October 2, feet above the water, from did not observe a degree of formality. They took their places in the window and

"Ladies and gentlemen, Mr. and Mrs. Leavitt are ready to receive your con-

No Congratulations From Father. There was a long pause. Nearly everyvance for several moments. Finally Mr. Bryan, pulling himself together, walked up to his daughter, placed his arm around her and kissed her. He shook hands with the groom, but spoke no word of congratuahleld, near Higdon Landing. Reeder Point, south-southwest. Tangent to Half-way Point, north-northwest, three-eighths her congratulations, and she was followed by the 40 Delta Gamma girls, all of whom

LINCOLN, Neb., Oct. 2.—(Special to Kansas City Star.)—The most conspicutions incident of the wedding of Miss Ruth Bryan and William H. Leavitt today was the absence of Mrs. Bryan from the room during the wedding ceremony. She mingled with the great was the only entry initiated Delta Gamma girls, according to the rule that the freshmen shall do all of the work and with the great was to the others wared the refreshments were served. During those Bryan became the guest of one of the Sorority friends. She remained at the Raymond house for a week, then went to another home and was entertained for several the great he others wared the prefresh. Gamma Scrority house, being a member of that society, and stayed there until she was persuaded to return home about two weeks ago.

agreed under pressure at the last hour, was very informal. Tables were not used. Throughout the years of Mr. Bryan's participation in political affairs Lincoln The guests sat around the room, on the plan of the old-fashioned pound party has taken only a passing interest in him. He has been highly respected as a citizen but not seriously regarded as a Presiden-tial candidate. He has always been de-Mr. Bryan and his children made a little group in the dining-room, Grace and feated in his home town, and the Bryans William clinging close to their father and taking no part in the affair other than to cut no more figure here than many other families whose names are not known far away from home. But Miss Bryan has accomplished that which her father failed sit wide eyed and gaze at their new Farewell to the Mother. She has made her name the most Before all of the guests had finished ating Mr. and Mrs. Leavitt left the dintaiked about in Lincoln. She became of

age yesterday. her father, went up stairs, presumably to her mother's room. This was her farewell. She joined Mr. Leavitt at the door and, with Mr. Bryan, little Grace and William, Jr., they went to the front porch and good byes were there said. The Delta Gammas and guests did not follow the bride and groom to the door. There was no rice and old shoes were absent. The bride and groom called a last good by to Mr. Bryan and walked down the yard to the street car station, a quarter of a mile

bride and groom called a last good eye to Mr. Bryan and walked down the yard to the street car station, a quarter of a mile left a baby, but it, too, died. Many stories the street car station, a quarter of a line left a baby, but it, too, died. Many stories away. They walked all the way to the have been told concerning how he came station, together with a few guests who were leaving, and came to the city in a him in the company of Miss Bryan. Mr. street car. They had intended to go to Bryan knows the facts, and according to him he never heard of the young artist until he received a letter from Newport, several months ago. The letter was written by Leavitt and asked Mr. Bryan to pose for a portrait in order that the artist might exhibit the painting at the World's Very few wedding gifts were displayed Fair in St. Louis. Nothing was said in

the letter about remuneration.

For a month the letter remained un answered. At the end of that time Mr. Bryan wrote to Leavitt, naming a time when he would be able to give the artist about one hour a day. The artist came taking a room at the Walton hotel and coming down town from the farm at Fairview, each day, for his lunch. Mr. Bryan saw that rapid progress was not being made on the picture, so he sug-gested that Leavitt take his noon day

meal at the house.

The invitation was accepted and Mrs. Bryan prepared for the young artist, daily, a light lunch, which was served to him in the temporary studio. This programme did not last long, however, for Miss Bryan asked that Leavitt be permitted to sit down at noon with the family. Leavitt accepted this invitation, also, and as the friendship of the girl and the artist ripened, progress on the picture became slower and slower.

While the task was under way Captaln R. P. Hobson came to Lincoln to lecture before an Epworth assembly. He was en-tertained at the Bryan home, and from that fact there came the rumor that Hob-son and Miss Bryan might wed, although suspended, 30 feet above the water, from a stake 18 feet high with a white and red vertically striped target, and about one-fourth mile south, one-half west, in the sear of the front light. Reeder Point, in the sear of the front light. Reeder Point, one-half west, in the sear of the front light. Reeder Point, one-half west, in the sear of the front light. Reeder Point, one-half west, in the sear of the front light. Reeder Point, one-half west dining-room, said to be the sear of the front light. Reeder Point, one-half west, in the sear of the front light. Reeder Point, one-half west, in the following room, said to be the sear of the front light. Reeder Point, one-half west, in the following room, said to be the sear of the front light. Reeder Point, one-half west, in the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in the house as long as he wanted to the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in this way, everybody went below to the dining-room, said to be the sear of the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in the house as long as he wanted to the members of the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in the house as long as he wanted to the members of the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in the house as long as he wanted to the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and after 15 minutes had been used in the house as long as he wanted to the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and a proposition of the search of the family or not, just as he chose, remaining at that very time Miss Bryan and Leavitt and Leavitt and Leavitt and

New Orleans, would go there prepared to make a strong fight for Portland, "They will all work together," said he. "There is no misunderstanding and there will be no division in the ranks of the Coast representatives. All of the roads running into San Francisco have appointed men to attend the convention and they have been instructed to use their influence in behalf of your city. The Pacific Coast Associa-tion wants the convention to come to from wants the convention to the Portland and we will do all in our power to get it here."

Mr. Adams had a letter which he re-

ceived from Secretary L. W. Landman, of the American Association of Traveling Passenger Agents, in which the writer expressed the hope that Portland would win the fight. The letter stated that the strongest opposition would come from the City of Mexico, which will probably be backed by Texas, but that if the Pacific Coast men would make a concerted and determined effort they would no doubt win the contest.
"The value to the Pacific Northwest

of the convention," said Mr. Adams, "can-not be estimated. The men who would come here to attend such a meeting are men who direct travel. Then it is of prime importance that they should know something of our country. If they come here we will certainly reap great benefits from their visit."

The local party will leave for Spokane at 6 o'clock this evening.

anual Election Is Held, but No One Will Say How Much Stock Is Voted. NEW YORK, Oct. 8 .- The annual stock Rathroad was held today, and the thre directors whose terms expire-R. I. Far-rington, M. D. Grover and Edward Sawyer-were re-elected. No direct statemen in regard to how much stock had been voted could be obtained.

Wall street was interested in the annual against the Northern Securities Company handed down by the United States Circuit Court at St. Paul last April, restraining that company from voting either the stock of the Great Northern or the Northern Pacific would prevent the annual meeting of the company as it did that of the Northern Pacific on Tuesday. In the case of the Northern Pacific Com-

pany, it was found the Northern Securifore, as only one-fifth was outstanding, it was useless to attempt an election and the annual meeting was adjourned.

Of the six shareholders present at to day's meeting of the Great Northern stockholders, two were general officers of the Northern Securities Company, and two were clerks in the transfer office of the Great Northern Railway. One of the officers of the Northern Securities Company, who attended the meeting, was asked how many shares were voted, and he replied, "a majority of the stock was

New Railroad Club.

G J. Bradley, chairman of the "Transportation Club," of San Francisco, who was in the city yesterday, busied him-self with the local railroad men trying to arouse an interest among them in the club that has recently been organized in the California city. While the organiza-tion will have its headquarters in San Francisco, its membership will extend over the Pacific Coast country and it is expected that a good portion of the non-resident membership will be secured from Portland

The club is a purely social organization and will be composed of railroad men en gaged in the transportation business. It is proposed to secure a clubhouse in San Francisco where the resident members may enjoy social pleasures and where visiting railroad men may make their sendouarters when in the city.

Craig Off to Chicago. General Passenger Agent A. L. Craig, of the O. R. & N., left last night for Chi-cago to attend the convention of the Transcontinental Passenger Agents' Association which meets there October 20 next. Mr. Craig will represent the interests of the O. R. & N. in the convention and will also stop in St. Paul where he

Railroad Gets Land in Dispute. WINNIPEG, Man., Oct. 8 .- The dist territory lying south and east of Lake Daupin has been awarded to the Canadian forthern Railroad. The Saskatchewan Company owns 51 townships, which be at once opened for settlement.

will lock after business in connection with

DAILY CITY STATISTICS.

Marriage Licenses. Albert A. Lowe, 21; Inez L. Murray, 20, George F. Eberman, 30, Clatsop County; Min-e E. Hamilton, 20. Real Estate Transfers

Real Estate Transfers.

L. D. McArdle to M. O. Allen and wife,
E. ½ of lots 5 and 6, block 213, Holladay's Addition
F. O. Downing and wife to same, same.
Sheriff, for J. C. Havely et al. to H.
Sinsheimor, block 57, Woodstock.

Mary P. Montgomery, trustee, to James
Haydon, lot 25, block 11, Albina.

Louis Feurer and wife to Catherine A.
Nawratel, lot \$, block 10, Feurer's Addition, East Portland.

Nellie B. Effinger and husband to W. J.
Van Schuyver & Co., lots 15, 18, block
14, Goldsmith's Addition
James A. Sellwood and wife to Georgeanna Ruppert, lot 16, block 66, Sellwood. wood ari A. Sutter et al. to Addie Farvin, lots 2, 3 and 6, block 144, Couch's Add. 12,000 ohn P. Sharkey and wife to Laurie L. Castor, lot 13, block 16, Mount Tabor Castor, lot 13, block 16, Mount Tabor Villa

Ibex Land Company to J. T. McAlpin, lots 3, 4, block 118, Caruthers' Add., Pred T. Morris to G. W. Morrow, lots 1, 2, block 2, City View Park.

O. P. Mason et al., by Sheriff, to Florence L. Yaughn, lot 5, block 28, and lot 6, block 8, East Portland, and lot 3, block 1, Midway.

Mrs. M. M. Griffin and busband to Adolph Miller, lot 3, fractional lot 4, block 201, Holladay's Jacob Kober, administrator, to Jacob Kober, lots 1 to 5, lots 20 to 34, block 7, East Mount Tabor.

Davis Memorial Hospital Opens. CUMBERLAND, Oct. 8.—The Davis Memorial Hospital, at Elkins, W. Va., built by ex-Senator Davis, in memory of his son, who was drowned off the coast of Africa, was opened today, The bulld-

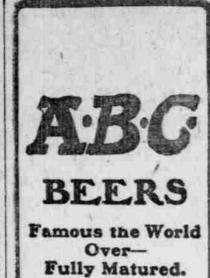
Another Victim of Yellow Fever. LAREDO, Tex., Oct, 8 .- There was one death from yellow fever today, the vic-tim being an old Mexican woman. The official bulletin follows: New cases, leaths, 1; total cases to date, 143; total deaths to date, 7.

RED EYES AND EYELIDS. Granulated Eyelids and other Eye troubles cured by Murine Eye Remedy; it don't smart. Sold by all druggists.

No other soap in the world is used so much; or so little of it goes so far.

Sold all over the world.





Order from

Fleckenstein-Mayer Co.

RESCUED BY HIS WIFE

At Their Home in Newport.

"The danger signals began to appear The danger signals began to appear before the actual collapse. My appetite left me, my digestion seemed entirely de-stroyed. I had constant headaches and dizzy spells, sleep was a stranger to me for many days at a time and my nervous energy and brain ability seemed to be entirely exhausted because my insides would not do their work. That I am not a dead man today is entirely due to my wife and your Abbey's Salt of Fruits. She did rest until I had agreed to give it a was a godsend to me, so pleasant to take and so pleasant the results that I was the most surprised man in the world.

"Mine was a remarkable case, and the od results following the use of Abbey's Effervescent Salt were most miraculous. My stomach seemed to respond quickly to the tonic effect, my bowels be-came regular and normal. My headaches, dizziness, biliousness and brain fatigue left me and the whole system seemed to respond to the vital force which must be in your wonderful Abbey's Salt, Now I am in better health than ever before; eat and sleep like an athlete.
"I consider Abbey's Salt the greatest tonic laxative with which suffering hu-

manity has ever been blessed."

For name and free samples address The Abbey Effervescent Salt Co., Ltd., 9 Murray street, New York City; 14 Qu Victoria street, London, England; Craig street, Montreal, Canada.

"Worth Its Weight in Gold



swelling of the joints and pains of all kinds. The application of Radway's Ready Relof will afford immediate ease, and its continued use for a few days effects a permanent curs. Sold by druggiets.

BE SURE TO GET RADWAY'S

TRIED THEM ALL,

Then Wore Three Pairs of O'Sullivan's to Make Sure.

Claude Hoffman lives in Wykoff, Minn. claude Hoffman lives in Wykoff, Minn., and is a very careful man.

He personally investigated every claim of every dealer for every rubber heel before committing himself; then after testing the uniformity of O'Sullivan's by wearing three pairs, sent the following to the O'Sullivan Rubber Co.:

"Your heels are perfect. I have used three pairs of them and can.say they are far superior to any other make as I have far superior to any other make as I have

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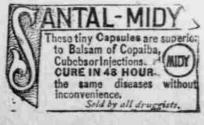
It pays to take care in buying rubber heels—nothing is quite so worthless as rotten rubber. Send the 35c to O'Sullivan Rubber Co. Lowell, Mass., if dealers try to substi-But inquire of the dealer first.



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