BOAT WAS UNSEAWORTHY

CLALLAM BEGAN LEAKING ON LEAVING PORT TOWNSEND.

According to Testimony Given Before United States Inspectors at Seattle --Were the Pumps Reversed?

SEATTLE, Jan. 18. — Testimony was given at today's session of the Board of Inspectors investigating the wreck of the steamer Clallam tending to show that the little steamer began to leak about an hour after leaving Port Townsend. But whether this was due to an actual leak or to a reversal of the ship's pumps, which filled the vessel with water instead of pumping it out, is a question the inspectors are trying to solve. It is the belief of many that the latter was the case.

Inspector Whitney closely questioned Captain Roberts and Mate Doney as to whether the vessel was leaking before she reached Port Townsend. Both answered in the negative and replied that they were not aware of trouble until the engineer reported the deadlight broken. Both the captain and the mate told their stories of the disaster and questions asked were along the line indicated above.

At the afternoon session Chief Engineer De Launay admitted to the inspectors that the Clallam started to leak about an hour out of Port Townsend. He also admitted that it was nearly two hours after she started to leak before he notified Captain Roberts. De Launay was unable to give the inspectors the capacity of the pumps in the Clallam. It was figured out that the vessel's pumps had a capacity of about 400 tons per hour. It was shown by the inspectors that the vessel took more water before Captain Roberts was notified than she did 10 hours afterward.

The inspectors are making an effort to show that in some way the pumps were reversed and instead of pumping out the water from the engine-room, more was being taken in through the sea cocks. The belief now seems to be that the Clallam did not spring a leak. Evidence points that way, as the hull was the last part of the vessel to disappear from sight. All of the water came in aft, where the sea cocks on the vessel are located.

It was also brought out this afternoon that the deadlight, which crashed out, was broken once before. It was repaired at Port Townsend before the vessel started for Victoria. As near as can be learned from De Launay's testimony, the Clallam started to take water after passing Point Wilson.

Five witnesses, Captain Roberts, Chief Engineer De Launay, J. W. Doney, first officer and pilot; L. Myers, quartermaster, and William Cox, first assistant engineer of the Clallam, and who superintended the installing of her pumps and other machinery, testified. There were present Charles E. Peabody, Captain George H. Lent and Frank E. Burns, president, consulting and constructing engineer and superintendent respectively of the Puget Sound Navigation Company. Ira D. Bronson appeared as counsel for the company, though he took no part in the examination of witnesses, which was conducted by the members of the board. The investigation will require two more days.

The Victoria Hearing.

VICTORIA, B. C., Jan. 18.—William Jensen, seaman of the Clallam, gave evidence at the Coroner's inquest this morning that he had charge of the flags on the Clallam, but knew of no signal flags on board. He told of the chief engineer having come on deck an hour and a half from Port Townsend and said, "I wish the captain would turn around and go back." He told of several visits of the chief engineer to the main deck and of how he had tried to get into the pilot-house. Failing, he had asked the witness to tell Captain Roberts to keep the steamer's head to the wind if he could. The witness said he believed the boats would have a better chance if they had been made ready before leaving the steamer. He did not think Captain Roberts had full control of himself.

FRENCH BARK ARRIVES.

Marechal De Turenne Comes Under Charter to Load Wheat.

The French bark Marechal de Turenne, under charter to load wheat for Kerr, Gifford & Co., arrived in yesterday after a good passage of 16 days from Port Los Angeles. The big German bark Magdalene, under charter to the Portland Grain Company, sailed from San Francisco for Portland yesterday afternoon, and will load wheat here for the United Kingdom. Kerr, Gifford & Co. already have one wheat ship, the East African, now in port under charter, and Balfour, Guthrie & Co. have the French bark Vercingetorix under charter to come to Portland from San Francisco to load for the United Kingdom. This fleet of four ships is as large numerically as the combined fleets of both San Francisco and Puget Sound, and from a tonnage standpoint is larger than the fleets of those ports.

At San Francisco two lone Frenchmen, the Jean and the MacMahon, constitute the entire fleet in port under charter, while on Puget Sound the Lamorna at Victoria, under charter to Kerr, Gifford & Co., and the Colonel Ville de Bois Mauriel, which the Northwest Warehouse Company is finishing today at Tacoma, are the only two grain vessels under charter.

FIXED FOR LUMBER.

Cressington Was Chartered Yesterday to Load for the West Coast.

The Italian ship Cressington was chartered yesterday to load lumber in W. R. Grace's South American line, and will commence taking cargo this week. She arrived in port December 29, with a part cargo from Antwerp consigned to Taylor, Young & Co., and as soon as it was discharged the ship was ballasted for lumber, so that she will now have no unnecessary delay in preparing for her cargo. This again reduces the list of disengaged tonnage in port to two lone vessels, the Cromartyshire, which arrived Sunday, and the Red Rock, which has been lying idle since last August. There have been numerous rumors of the charter of the Red Rock, but thus far her owners have demanded higher rates than were warranted by the market. Now that the numerous lumber charters and the departure in ballast from San Francisco of a large fleet of ships has strengthened the situation quite materially, it is probable that some more chartering will be done, as there is yet a considerable amount of wheat to be moved before the new crop comes.

MANY COASTERS MOVING.

Fleet of Seven Cross in and Out of the Columbia Yesterday.

Yesterday was a good day for coasters down at the mouth of the river, and in the course of the day seven of this rapidly increasing type of marine craft crossed in or out of the river. Four of the fleet were steamers, and all were bound for San Francisco. The procession was led by the regular San Francisco liner G. W. Elder, which crossed out at 11:30 with the Aberdeen and Prentiss following shortly afterward, and the Aurelia crossing out at noon. The in-bound fleet included the schooners E. B. Jackson, from San Francisco and the W. F. Jewett from San Pedro, and the barkentine Echo from San Francisco. The W. F. Jewett left the California port on the same day as the French bark Marechal de Turenne, and sailed an even race with the deep water craft.

Seals Thick Off the River.

ASTORIA, Jan. 18.—(Special.)—Captain Matthews, the bar pilot, who arrived in yesterday after being several days on the pilot schooner, states that there are large numbers of fur seals outside at the present time, in fact, more than is usual at this season of the year.

Arrived by Mistake.

ASTORIA, Jan. 18.—(Special.)—The schooner W. F. Jewett, which arrived here today, came into port by mistake, as she was to have received orders off the mouth of the river to proceed to Tacoma and load lumber. Before the orders could be delivered, however, the schooner ran in so close to the bar that she had to be brought inside.

Building Light Draft Boat.

INDEPENDENCE, Or., Jan. 18.—(Special.)—The boat Independence is progressing well toward completion. The bottom of the boat is completely finished. It will be large enough to handle freight and passenger traffic between this place and Salem. Captain Skinner states that he will make two trips each day.

Will Leave Coal at Astoria.

ASTORIA, Jan. 18.—(Special.)—The British ship Cromartyshire, which arrived yesterday with a cargo of coal from Newcastle, will discharge 400 tons of her cargo here before proceeding up the river.

Alvena Takes Westport Lumber.

ASTORIA, Jan. 18.—(Special.)—The schooner Alvena cleared at the Custom House today for San Pedro with a cargo of 897,024 feet of lumber, loaded at Westport.

Domestic and Foreign Ports.

ASTORIA, Jan. 18.—Arrived down at 10 o'clock last night and sailed at 11:30 A. M.—Steamer Prentiss, for San Francisco. Arrived down at 3 and sailed at 11:30 A. M.—Steamer Geo. W. Elder, for San Francisco. Arrived at 10:30 A. M.—Schooner E. B. Jackson, from San Francisco, and schooner W. F. Jewett, from San Pedro. Arrived at 11:30 A. M.—French bark Marechal de Turenne, from Port Los Angeles. Sailed at 11:45 A. M.—Steamer Aberdeen, for San Francisco. Arrived at 12 M.—Barkentine Echo, from San Francisco. Sailed at 12 M.—Steamer Aurelia, for San Francisco. Weather at Astoria at 5 P. M., cloudy, showery; wind west.

San Francisco, Jan. 18.—Arrived—Schooner Joseph Russ, from Columbia River. Sailed at 1 P. M.—Steamer Oregon, for Portland. Sailed—German bark Magdalene, for Portland. Arrived—Steamer Umatilla, from Victoria; steamer Chehalis, from Gray's Harbor; steamer Coronado, from Gray's Harbor; steamer Czarina, from Coos Bay; schooner Wm. H. Smith, from Port Gamble; schooner Leelanaw, from Tacoma. Sailed—Steamer Olympic, for Fair Haven; schooner Nekomis, for Gray's Harbor.

South Africa Port, Jan. 18.—Arrived previously—Vermont, from Portland, Or., via Singapore.

Tacoma, Jan. 18.—Arrived—Steamer Al-Ki, from Juneau; steamer Tremont, from Manila, via China and Japan. Sailed—Cottage City, for Alaska.

CROPS ON ARID LAND.

Good Work Done by O. R. & N. In Proving What Will Grow.

A valuable pamphlet on the experiments with new crops conducted in Eastern Oregon and Eastern Washington, by the O. R. & N. Company, has been published by that company and shows what good work for the state is being done by it through Colonel R. C. Judson, its industrial agent. The pamphlet is a report to R. B. Miller, the general freight agent, on the year's operations and is illustrated with excellent halftones.

The first subject discussed is alfalfa on the range. After describing the depletion of the natural pasture by overstocking Colonel Judson says he distributed among 87 farmers scattered all along the line in Eastern Oregon, Washington and Western Idaho packages of dry-land alfalfa seed and has received reports from 48 of them. All were a success, and he now has applications for seed from 313 farmers. He describes the method of preparation and cultivation and emphasizes the fact that crops are raised without irrigation on arid land. He confirms his own statements by those of Dr. E. N. Hutchinson as to the success of the same crop in Southern Idaho and Utah and by letters from several Oregon farmers. He tells of success in raising hogs on alfalfa, one man raising 1200 averaging 230 pounds a year on 46 acres, at a cost of a cent and a half a pound.

Under the head of "Money in Hogs," he tells of experiments in feeding wheat to them, and also of other kinds of feed.

He also tells of the good work done in breeding up cattle by arranging sales of blooded stock. Ten carloads of Herefords were sold at Baker City, La Grande, Pendleton and Heppner by the Hereford National Breeders' Association, and 75 head of Shorthorns were sold at Fairfax by the American Shorthorn Association, all these sales being arranged by the O. R. & N., which gave buyers a half rate on their purchases to destination and reduced rates to and from the sale.

The last chapter tells of the success of experiments in raising corn in Eastern Oregon from seed furnished by the company. The largest field was 126 acres and yielded 29 bushels an acre. The largest yield was 35 bushels an acre.

GOT WHAT HE ASKED FOR.

Rodney Wilcox Invites Man to Beat Him, and Regrets It.

According to his own statements Rodney Wilcox, a mechanic, requested a man to give him a beating and when the request was granted sought to have his assailant arrested. Wilcox says the beating he got was more severe than he had counted on when he made the odd request. The police plainly told him that he got exactly what was coming to him.

Wilcox says the man who administered the beating is from Tacoma. He does not know his name, but knows the fellow was his rival in a love affair. Wilcox ran across his Tacoma rival yesterday afternoon and asked him if he felt strong enough to give him a sound thrashing. The other promptly replied in the affirmative and went into action. Jeffries could have got some pointers in finishing a man up had he watched the Tacoma man in the melee that followed, so Wilcox states. The police advised the damaged man to be more careful of his requests in the future.

Dies From Cold and Hunger.

LEADVILLE, Colo., Jan. 18.—A telephone message from Tennessee Pass states that the frozen body of Mrs. John L. Scott, who left here last Tuesday to join her husband in the mountains, had been found in a lonely pass in that section. The woman had been dead for several days, and her distorted features told only too plainly the terrible death she suffered from cold, hunger and exposure.

Further Proofs of Supremacy.

Competition seems no barrier to Budweiser. Its march goes on by leaps and bounds. The past year shows an increase of more than 20 per cent over the preceding year, bringing the total sales of Budweiser (in bottles) to 100,402,500 bottles, and the total sales for the past 29 years, 1875 to 1903 inclusive, to 1,410,402,500 bottles.

Budweiser is the household beverage of the American home, and its claim to the title, "King of Bottled Beers," is established by the fact that, although commanding the highest price, its sales exceed those of other bottled beers combined. Anheuser-Busch's other brands of beer are close seconds to Budweiser.

Their total output in bulk for the past year was 1,201,762 barrels.

Another evidence of the supremacy of Budweiser was given in the instance of two of the finest and best appointed cafes recently established, the Stewart Cafe in Philadelphia and the Tait Cafe in San Francisco, where the most popular beers of America entered into competition, and the award went to Budweiser.

FREIGHT RATES ADVANCE

AVERAGE OF TEN PER CENT ALL ALONG THE LINE.

Shippers Say It Is Prohibitive on Some Commodities, and Building Will Be Hampered.

The advanced rates to the Coast over all the lines from the East went into effect yesterday. They include an advance of an average of 10 per cent on every commodity, and on some a much larger percentage than this. The tariff caused a storm of protest when it was announced, and it is not liked any more now. However, it has gone into effect, and it must be left to time and the railroad people to readjust matters. The shippers have made some threats about sending goods by water around Cape Horn, but the railroads have little fear that this threat will be carried out.

The explanation of the advance is this: A number of commodities have been listed at a rate that was exceedingly low in comparison with the prices that they bring. The result was that the railroads decided they were entitled to more money, and a general advance was ordered. This advance, of course, may place a prohibitory rate upon some articles. In such cases a reduction will doubtless be made. It will have to be made to protect the interests of the railroads, as well as the shippers and dealers. Before these reductions are made, though, it will be necessary for the shipper to prove to the railroads that the present advanced rate is prohibitory. While it has been tested but one day, the rates on glass, building material and machinery are believed to border very closely upon the prohibitory mark, and a war will be started to secure a reduction on these articles, immediately, it is said. The shippers feel that in many instances the present rates are entirely too high, and that business is going to suffer to no small extent because of them. Building operations are expected to feel the advance more keenly than any other line.

Dealers in fruit jars have taken advantage of the announcement of the increase and laid in a good stock before the new tariff went into effect. Thus they have avoided, for the present season at least, the effects of the advance.

In other lines this has been impossible. In cases where orders for goods had to be sent East and the articles had to be made, the shipper and dealer must suffer. The shippers figured their prices upon a scale of the old freight rates, not knowing of the contemplated advance. Then when the advance came, they had to stand it. This, it is estimated, has caused considerable loss to shippers and dealers. On machinery this loss was and will be particularly heavy. Large orders were taken in this district before the advance was announced, it is said, and now the shippers must stand heavy losses on account of the increased rates. Their prices were of course figured on the old rates that have been in effect so long.

The advance on building material is so heavy that when it was announced there was considerable fear that it might curtail building operations to a serious degree. It is believed, though, that this rate will adjust itself to a more equitable scale and that relief will be afforded in this manner.

It will take but a little while to discover where the prohibitory rates lie, and they will be taken up as soon as they are discovered.

Railroad Notes.

T. K. Stateler, passenger representative of the Northern Pacific at San Francisco, was in the city yesterday.

A. M. Cleland, general agent of the Northern Pacific, with headquarters at St. Paul, was in Portland yesterday. Mr. Cleland has been on a trip for several weeks, and is now on his way home, coming here from San Francisco. He reports everything in good condition along the road and that passenger traffic promises to be better than usual during the coming season.

WILL CLIMB SHASTA.

Mazamas Decide on Mountain-Climbing Feat for Summer.

Mazamas will scale Mount Shasta this year unless the sentiment of the organization shall change before next Summer. Shasta is one of the loftiest peaks on the American continent, being 14,400 feet high, yet is not a hazardous mountain to ascend.

Last Sumer's trip to Three Sisters was spoiled at the last minute by collapse of arrangements. However, a party of half a dozen Mazamas carried the emblem of the club to the summits of the three peaks.

Mount Baker, in Washington, will probably be climbed by a small party, as plans are now forming for that feat. Few persons have ever reached the extreme heights of Baker.

PERSONAL MENTION.

William H. Coe, a New York capitalist, is stopping at the Portland.

W. I. Reed, the well-known Rainier, Or., lumberman, is in the city.

Frank C. Robertson, a well-known Spokane attorney, is at the Portland.

Representative S. H. Friendly, of Eugene, is stopping at the Portland.

A. M. Cleland, a prominent St. Paul railroad man, is registered at the Portland.

Austin W. Warr, a leading banker of Lewiston, Mont., is a guest at the Portland.

Judge R. S. Bean, of the Supreme Court, was in the city yesterday from his home at Eugene.

Robert E. Strahan, a leading broker and promoter of Spokane, is among the Portland's guests.

E. A. Geurst, a prominent merchant of San Francisco, is in the city, the guest of his brother-in-law, I. Lowengart.

T. K. Stateler, general agent of the Northern Pacific at San Francisco, was registered at the Portland yesterday.

Mr. Ludwig Hirsch, cloak and suit buyer for the Meier & Frank Company, is in New York City making Spring purchases in women's and children's apparel.

Madame H. Herbert, millinery buyer for the Meier & Frank Company, is in New York City in the interest of her popular department.

Judge Charles E. Carey gave an informal luncheon yesterday afternoon at the Arlington Club in honor of President Frank J. Hagenbarth, Secretary Charles F. Martin, L. F. Wilson and M. B. Givin, of the National Livestock Association, who remained in the city after the adjournment of the recent convention. Other invited guests were A. L. Mohler, W. W. Cotton, R. B. Miller, R. C. Judson, J. C. Ainsworth and Ernest Bross.

Accept Reduction in Wages.

CHICAGO, Jan. 18.—Thirty-five hundred employes of the Illinois Steel Company, at South Chicago, returned to work today with the reopening of the openhearth, plate and slab mills, which have been idle since before Christmas. It is expected that the plant will be running full blast within ten days. The men accepted a reduction in wages from 10 to 16 per cent.

AT THE HOTELS.

THE PORTLAND.

G W Donovan, St Paul
W J Casey and wife, San Francisco
J S Newman, N Y
V A Gilman, N Y
E F Wilbur, S F
E G Borden, Gr Pass
S L Van Norden, Tide
A McCarty, S F
J W Robinson, Baltmr
S E Weinschuts, Chgo
F A Shaw, Jr., Chgo
N B Whitley, Seattle
N G Richards, S F
E Holman, N M
S Webb, S F
M E Wilson, Seattle
H D Scribner, S F
G U Piper, Los Ang
A McClelland, S Paul
T K Stalder, S F
J J Biker, N Y
H McBride, Olympia
R E Strahan and wife, Spokane
Miss Knowles, Oakland
Miss R Knowles, do
Mrs A Archer, El Paso
F C Robertson, Mont
R S Bean, Eugene
S H Friendly, do
A B Braddick, Seattle

THE PERKINS.

J Waterhouse, Clatsp
J J Bartch, Salt Lake
H H Trowbridge, Izel
C W Barr, Astoria
B Newman, City
S Raumyenson, Seat
W C Bramout, do
J A Gellatly, Washn
Mrs Gellatly, do
J F Masuats, Seattle
J A Browden, S F
J H Chambers, Ashld
P Costello, Spokane
C Norlin, Lewiston
B A Giffon, T Dalles
J Spitzer, Spokane
L J Gates, T Dalles
G W H Moore, Dvnpt
N Lyon, Tarrytown
H White, Seattle
F E Erwin, Calif
W B Kentz, T Dalles
J B C Morris, Va
E L Park, Seattle
J P Anderson, Tacom
T N Reynolds, do
T G Earhart, Ione
I W Hensley, Seattle
S Schank, Albany
Mrs Schank, Albany
C Burke, Cot Grove
A Morton, Michigan
W H Eccles, Hd River
H E Hobarth, La Catr
Mrs J Martin, Heppner
Carolyn Orendorff, St Paul Minn
J Denator, Salem
Mrs Denator, do
A Gibson, do
Mrs Gibson, do
M R Elliott, Prineville
H F Carnahan, Wash
A J Hosslin, Seattle
J A Hoag, Hoquiam
C E McLane, Olympia
Mrs J F Dern, Heppnr
Mrs M W Sherrod, Seattle
A D Gurley, Arlingtn
J R Good, Colfax
R E Reid, do
T Slusher, Dufer
L L Jacobson, Seattle
T E Wray, Silverton
F R Behrend, Los An
Mrs Behrend, do
N Brooks, City

THE IMPERIAL.

H K Brown, Bak City
Mrs E P McDaniels, Baker City
Miss McDaniel, do
E E Hull, John Day
J Spitzer, Spokane
G W Ruckman, Ashld
Mrs Ruckman, do
W H Hughes, Chgo
J N Hart, Dallas
H T Terrell, City
G A Webb, Silverton
W H C Bartlett, Seat
G E Peringer, Pndltn
N K West, La Grande
B Foss, S F
E J Fraser, Eugene
F W Keltenbach, Lewiston
Mrs Keltenbach, do
Mrs Damas, do
A Carmichel, Ilwaco
Mrs Carmichel, do
Mrs M M Hawkins, Ilwaco
F Wilson, Shaniko
L P Brady, S F
Mrs R R McIntosh, Olympia
H B Smith, Burns
A S West, Salt Lake
M Murray, Louisville
F W Will, Aurora
Mrs Will, do
F V Nigro, T Dalles
W H Warrens, City
Mrs M Baker, F Grv
Josephine Baker, do
W J Slyfield, Seattle
G Sidell, Mitchell
J Fontain, do
E M Wingate, T Diles
Mrs Wingate, do
L H Johnson, Eugene
A A Smith, McCloud
Mrs Smith, do
Mrs L Rice, Amsville
Mrs J D Wilcox, Grass Valley
H Porter, Aumsville
E Skotrod, Tacoma
N H Kinsey, Shaw
H F Fisher, W Va
F L Chambers, Eugen

THE ST. CHARLES.

H E Barnett, Wdbrn
E Spires, Vancouver
F Spires, do
Agness Farmer and family, Astoria
T G Wikstrom, Kalm
Laura Blair, Newbrg
E W Taylor, Kelso
K A Kempher, do
J Holzhey, do
W F Broschelt, do
J Dorx, Underwood
B Lock, do
H E Newton, Illinois
H H Gebhardt, B Riv
Mrs Gebhardt, do
T A McFadden, Milal
T B Bidwell, Astoria
V Borg
Mrs Borg
B Protzman, Ambyn
S P Wilson, Ione
Mrs Wilson, do
Mrs H Wilbern, E Ck
C Saluni, Astoria
Mrs A Gordon, L Cnt
N S Scott, Dallas
W H Marvin, Wdbrn
B S Jefferson
Mrs Bonett, Cottrell
N Roberts, Shields
C E Nelson, La Fay
Mrs W Smith, Vancvr
Mrs J Smith, do
H T Giltner, F Grov
J F Andrews, Scttsbg
R J Ramsden, Salem
G Watson, City
E J Kelly, Illinois
R Gray, Hammond
R Murphy, City
H Williams
M Feeney
H Teater
J R Jordan, Hubbard
Z J Heath, S F
R Montgomery, Brownsville
C Lowny
H J Kaufman, McMin
P O Anderson, Palmer
H A Ruble, Hillsboro
J Dart, St Helens
M Beglan, City
W Hartell, Astoria
Mrs Hartell, do
J P Nelson, Rainier
Mrs Nelson, do
M Merrill, Clatskanie
H E La Bare, do
J B Lovegren, Rainier
J Erickson, Quincy
J Erickson, do
E C Martin, Skamka
H P Schneider, Spokn
E S Remington, G Vll
J Hertel, Vancouver
T Sorenson, Wisconsin
Ed Vaupelt
Mrs Vaupelt
W Hinman, Butteville
Anna St Martin
J B Yeon, Rainier
W Moore, Hoquiam
Mrs Moore, do
F D Fuqua, Hardman
Mrs Fuqua, do
G H Miller, Damascua
Mrs Miller, do
W H Cole
H Ulery, Oak Point

THE ESMOND.

H N Malon, Winlock
C H Linderman, Gresham
F Crabtree, Los Ang
W Crabtree, do
H C Robertson, Turner
H B Woodruff, Ilwaco
H Vlesko, Salem
C Carlson, Kalama
J Andersen, Astoria
J Walker, do
J H Brown, City
H R Brown, do
W Yeon, Rainier
E Carran, do
A Christenson, Bartn
J N Feeley, do
E G Wilkes, Cleone
C Kaup, Astoria
C Thompson, do
C B Rea, Santa Cruz
C J Westphal, do
R H Holcomb, W W
Mrs Holcomb, do
C H Rollins, Dustin
G Weeks, Skamkwa
W Ziegweld, do
E Quigley, Astoria
F N Simonds, Astoria
R A Wilson, Seattle
J C Johnson, Kelso
P A Courtney, do
P Stefenhiller, Hd Rivr
R H Bayley, Kelso
J A Frye, Lewiston
Mrs Hansen, Astoria
W Malinch, Clackmas
A Peterson, Eufaula
A Stridell, do
F Logan, McMinnville
A C Thurber, do
J Johnson, do
L E Stroup, Kelso
P Stroup, do
D P Lawton, Medford
E E Bogan, Indiana
Mrs Bogan, do
Mrs N Niles, Hubbard
L Godowan, Bak City
Mrs Godowan, do
H B Stanley, Spokane
Mrs Stanley, do
C C Rackles, Kalama
Mrs J Quinn, Quinn
N V Crowley, Vancvr
T C Sewall, Kalama
J W Clement, Or City
W H Kelly, Kelso
F J Steinmetz, Colo
F Quigley, Astoria

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

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

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

The St. Helens Hotel, Chehalis.
American plan. First-class. $1.50 to $2.50.

CUTICURA Soap Ointment and Pills
Are worth their weight in gold to every sufferer from Torturing, Disfiguring Humors of the Skin, Scalp, and Blood, with loss of Hair, and yet a set, often sufficient to cure the severest cases, may now be had of all druggists for One Dollar.

CURES in 1 to 5 days. Guaranteed not to stricture. Prevents contagion. THE EVANS CHEMICAL CO. CINCINNATI, O. U. S. A. $1.00
Big G is a non-poisonous remedy for Gonorrhœa, Gleet, Spermatorrhœa, Whites, unnatural discharges, or any inflammation of mucous membranes. Non-astringent. Sold by Druggists, or sent in plain wrapper, by express, prepaid, for $1.00, or 3 bottles, $2.75. Circular sent on request.

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THE MODERN APPLIANCE—A positive way to perfect manhood. The VACUUM TREATMENT cures you without medicine of all nervous or diseases of the generative organs, such as lost manhood, exhaustive drains, varicocele, impotency, etc. Men are quickly restored to perfect health and strength. Write for circular. Correspondence confidential. THE HEALTH APPLIANCE CO., rooms 47-48 Safe Deposit building, Seattle, Wash.

STILETTO CUTLERY
EVERY BLADE WARRANTED

ALWAYS TIRED, NEVER RESTED

To be tired out from hard work or bodily exercise is natural and rest is the remedy, but there is an exhaustion without physical exertion and a tired, never-rested feeling—a weariness without work that is unnatural and shows some serious disorder is threatening the health. One of the chief causes of that "Always-tired, never-rested condition" is impure blood and bad circulation. Unless the body is nourished with rich, pure blood there is lack of nervous force, the muscles become weak, the digestion impaired, and general disorder occurs throughout the system. Debility, insomnia, nervousness, indigestion, dyspepsia, loss of appetite, strength and energy, and the hundreds of little ailments we often have are due directly to a bad condition of the blood and circulation, and the quickest way to get rid of them is by purifying and building up the blood, and for this purpose no remedy equals S. S. S., which contains the best ingredients for cleansing the blood and toning up the system. It is a vegetable blood purifier and tonic combined, that enriches the blood, and through it the entire system is nourished and refreshing sleep comes to the tired, never-rested, body.

For over four years I suffered with general debility, causing a thorough breaking down of my system. My cousin, who had been benefited by S. S. S., told me about it. I tried it and it cured me. I heartily recommend S. S. S. to all who may feel the need of a thoroughly good blood tonic. Yours truly,
MRS. JOSIE A. BRITTAIN.
44 W. Ninth St., Columbia, Tenn.

SSS

The Man from Egypt Smokes MOGUL
EGYPTIAN CIGARETTES
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