FIGHT FIRE BY LAW

Timbermen Favor Legislation by State.

CLOSED SEASON FOR BLAZES

Proposed Bill Will Forbid Firing of Slashings Between August 1 and September 15_Rangers to Have Police Power.

Prominent owners of Oregon timberlands Prominent owners of Oregon timbertands or their representatives met together in the Chamber of Commerce building yesterday afternoon and discussed a forest fire bill to be presented by them to the coming session of the Legislature. The bill has been drawn by a committee of timber-owners, and with the interests of timber-men in view, but at the same time it does not overlook the rights of farmers and alashers of land. The timbermen realize that they dare not push their own interests to the exclusion of others.

With the timbermen it is merely a ques-

With the timbermen it is merely a ques-tion of giving the fire rangers hired by themselves police power, and at the same time to keep the appointing or removing of them out of politics. They are willing to pay for the men and they wish the hiring.

hiring.

The Oregon forests are patrolled every year now, but the rangers have not the law behind them. They can not go to a slasher of land and tell him to put out a fire completely before leaving it, and yet it is vitally to the interest of the foresis

that every spark be watched.

There is only this danger in allowing the timbermen the power of recommending appointments for forest rangers, that they will seek their own interests too much. But here the timbermen in their bill guard against themselves. The power lies with the County Court and they can merely recommend appointments. An ob-fectionable ranger would not stand much show under these conditions.

Closed Season for Slashing Fires. The proposed law covers the entire ground of protection of forests from fire, and contains a number of innovations gleaned from the best of the laws in other greated from the ball is an entirely closed season for stashing fires from August 1 to September 15. The timrmen look on that clause with trembling bermen look on that clause with tremoing, for they fear a stout opposition. But they assert that that period is the dangerous one and that the slasher should be willing to concede something toward the general weifare. They have looked out for the slashers and have seen to it that they have ample time and opportunity in which to clear their land, but they ferrently ask that these deadly 46 days be without a set

ture in their bill that a fire be only set after a permit has been obtained from the County Court, and that a ranger be sent by the County Clerk to watch that slash-County Court, and that a ranger be sent by the County Clerk to watch that sinshing and see that it be completely out within 85 hours, and meanwhile is watched constantly. The timbermen tremble at the county of the superintendent's statement that the water supply is entirely inadequate, the barn is falling down and should be reof the school are shown by the superintendent's statement that the water supply is entirely inadequate, the barn slightly, but are not willing to make a concession which was urged on them that the fire be only beyond the "possibility of spreading" after \$5 hours. They say that is a loophole through which sparks enough could fly to set the state on fire. They insist that all fires set must be out, completely out, within \$6 hours. They insist also that fires be not set when there is a high wind, and never before 2 o'clock in the afternoon, for, if a wind is going to blow up there will be signs of it by that time. S. Benson said that any ordinary slashing could be put out the night it was started, and that the stumps could be all dead within the limit.

recommended are not small.

The man not obeying the 48-bour law is to be subject to a fine of from \$100 to \$1900, or imprisonment from one month to one year. Those leaving fires on other people's lands, campers, etc., are subject to a fine of \$100. Those setting fire maously on another man's land are fined as a limit \$1000, or sentenced to a year in

jail.

The man using combustible gun wadding is to be fined from \$500 to \$15,000 or imprisoned from six months to two years. Everybody has it in for this parular lawbreaker, and it is safe to fine him heavily.

Campers to Be Regulated.

Two special clauses in the proposed law demand particular attention. Campers, hunters, etc., are required to dig a hole three feet square and 18 inches deep in which to set their campfire if they are within half a mile of growing timber. The reason for this law is that in the deep reason for this law is that in the deep forests rubbish accumulates on the sur-face often to the depth of a foot or more, as campers well know, and when the fire has settled down into the hole it has burned itself it fires the dry stuff on the sides and, after the camper has gone, smoulders for a time and finally sets the woods aftre. It is one of the main duties of the rangers hired by private companies in this state now to follow campers and put out their fires. These rangers would have to make one day's journey if

Spark-Arresters on Engines.

In the second special clause the rail-oads will be put to an expense and in roads will be put to an expense and in that the timbermen may meet patent objection. They propose that a fine be imposed on all individuals, companies or corporations who do not use suitable spark-arresters on their engines, not only to protect the forests, but the grain fields as well. The timbermen believe that they will be able to procure this clause.

They fear little opposition, though, as they have toned down the demands which they really wished to make. They know the 48-hour law for putting out of fires may seem too short, but they declare it is ample time. They also fear the farmers will not give up their ancient pre-rogative of slashing when and where they please and will not stand for a closed season at all. Here again they believe that the cause is so good that the oppo-sition will fail.

Timbermen to Pay Rangera.

The rangers are to be paid by the tim-er-owners, those who wish protection. I has been found, however, that many big Eastern owners will not contribute one cent for forest rangers, and will not even give heed when informed that their forests are on fire. They let the other fellow protect himself by protecting them. There appears to be no way within the power of the law to make such owners pay their share, though they will be reached by their fellow timbermen if

New Bank in Grant County.

JOHN DAY, Or., Jan. 2.—(Special.)— The Grant County Bank has opened its doors for business in this place. The in-stitution will be operated from Canyon City as a branch bank, although the cashier, who lives here, will take per-sonal charge.

in the county, and was instituted three years ago by A. P. Gosa, of Sumpter. Local financiers purchased practically all interest in the bank and have been so successful in building up a business that it became necessary to enlarge their to became necessary to enlarge their capacity. As John Day transacts a very large share of the county's business, the management decided to put in a branch here. W. H. Johnson is president and State Senator-elect J. A. Laycock, vice-

president.
Another bank, of which Attorney M. A. Butler, of Portland, is head, was opened in Prairie City inst week. There is also a National Bank in Canyon City, making four banking and loan establishments in this county. Baker City, Sumpter and Heppner also do a large banking business for business men in the northern part of the county.

MUTE SCHOOL IS CROWDED. Superintendent Recommends Building on Better Site.

SALEM, Or., Jan. 3.—(Special.)—That the State School for Deaf Mutes is poorly located, and \$70,000 should be appropriated for the purchase of land and the erection buildings, is one of the features of the blennial report of Superintendent T. P. Clark, of that institution. The objection to the present location is not stat-ed in the report, but Superintendent Clark has heretofore made known his opinion that a school for deaf mutes should be located near the city. The mute school is five miles away. Objection has also been made in the past on the ground that the mute school is within a mile of the Reform School and half a mile from the asylum farm surroundings which are believed by Superintendent

Clark to be far from satisfactory.

Superintendent Clark's report was printed at the mute school, by pupils who have studied printing there, and it is in itself a good testimonial of the character of the work done. The industrial departof the work done. The industrial department comprises classes learning the printing, carpenter's, shoe-mending and harnessmaking trades. The girls are taught sewing and cooking, and become proficient in each. One boy who had learned the printing trade at the school earned \$40 a month during his last vacation, instead of being a dependant, as he had been before.

The advantage of combining the school shop with the schoolroom proper is no longer a debatable question," says Super-intendent Clark. "Educators throughout the country are agreed that children will do better work and make greater prog-ress in the literary department if part of their school time is spent in learning to do things with the hands. This is accounted for by the more rounded develop-

ment and general growth produced by combining the two departments."

There are now 70 pupils at the achool, and ten others have applied for admission, but have been refused for want of rosm. Superintendent Clark says that the school is now crowded, and accom-modations should be provided for 125 chil-dren. For providing this additional room, nds that \$27,600 be appropriat-

ed, and says:
"After spending this we will have a
patchwork affair in a poor location for
the work intended. The sum of \$70,000 will give us a modern, up-to-date plant in a suitable location. The present build-ing can then be used for some other pur-pose for which the location is less in-

rumps could be all dead within the limit vided for repairs.

The summary of appropriations needed is as follows:

Permits are to be necessary from June
1 to October 1, with the closed season in
between. Fires can be set before or after
that date without a permit.

Power for Wardens and Rangers.

Wardens and rangers are to have full
police power and are under the orders of
the County Court. Informers on persons
violating the laws get half the fine and
the county the other half. And the fines
recommended are not small. 2,500

NINE BURNED TO DEATH.

Only One Survives of Family of Penn sylvania Miner-

ELMIRA, N. Y. Jun. &-Fire consumes the home of Frank Noweski, a Polish miner, in Morris Run, Pa., early today, and the entire family of ten. except the oldest son, aged 18, was either burned to death or smothered. Their charred bodies lie in the ruins of the house. The Nowes-kis lived in a log house on the outskirts of Morris Run. There were no immediate neighbors. Last night the family retired as usual. Early today the oldest son was awakened by the smell of smoke. The room in which he was sleeping was on fire, and it was with the greatest difficulty that he made his escape from the house.

BRIEF TELEGRAPHIC NEWS.

John Hathaway, a negro, who several years ago was rated high as a jockey, was hanged at Winchester, Ky., yester-day for the murder of Etta Thomas, his sweetheart.

By the backing of a work train into a by the backing of a work train into a freight standing on the Northern Central track six miles north of York, Pa., yea-terday, 18 men were injured, five so badly that their recovery is doubtful. John Stollberg, Milton Taylor and John Nolen, members of the Board of Public Service, of Toledo, O., have been indicted, charged with being interested in seiling supplies to the city. In Ohio this is a ponitentiary offense.

Jammed with passengers returning from Brooklyn theaters Monday night, two trolley cars crashed together in a rear-end collision in Joralemon street, imme-diately beside an entrance of the subway tunnel. Eighteen persons were wounded. A 50-ton fly-wheel in the National Tube Works at McKeesport, Ps., burst and completely wrecked the continuous mill early yesterday. One man was killed out-right and four were seriously injured. The loss to the plant will reach \$160,000.

Eight hundred men will be thrown out of employment for a month, Missouri, Kansas & Texas passenger train No. 5, from St. Louis for Galveston

train No. 5, from St. Louis for Galveston and San Antonio, was partially wrecked early yesterday near Rocheport, Mo., the engine, baggage-car, combination-car and two coaches being turned over into a ditch. Five persons were more or less seriously injured. The engine jumped the track and ran into a bluff, the other cars jamming into it. The baggage-car caught fire and was consumed, together with much baggage. Train Collector Loebel, of St. Louis, was the most seriously injured. He may die.

New Washington Appointments. OREGONIAN NEWS BUREAU, Washington, Jan. 2.—The following rural carriers have been appointed for Washington routes; Mount Verson route 5. F. C. Sevey, carrier, T. A. Hanvey, substitute; North Yakima route 4. A. S. Burrill carrier, R. I. Burrell, substitute.

Washington rootmasters have been accommodification occupants.

Washington postmasters have been appointed as follows: Deer Tail, Manchas cashier, who lives here, will take personal charge.

The Grant County Bank is the oldest Ausdie, resigned.

Steam Schooner Has a Rough Trip.

WEATHERS A SEVERE STORM

Old Life Preservers Cast Overboard During Passage From Coos Bay, and They Give Rise to Report Vessel Was in Danger.

The steam schooner Alliance from San Francisco and way ports tied up at the Couch-street dock at II o'clock last night after a rough passage. She carried 23 cubin passengers. Life-preservers marked "Alliance" which washed ashore at Newport gave rise to a report that the steam er had failed to weather a severe storm.

"The life-preservers," said Purser H. W. Skinner last night, "were of an old and worthless lot which we cast over the side when off Cape Arrago. We have no furnaces and could not destroy them, but did not think until afterward that they might some talk if washed ashore. carried a bale of new ones in the hold and were at work stenciling them when we disposed of the discarded ones. The passage from Coos Bay was a very rough one. We hove to 30 hours of filiance, but kept the screw going and were not in danger at any time. We did not ship

LINER TACOMA IS ASHORE. Fast on a Sandbar Eight Miles North

of Seattle.

SEATTILE, Jan. 1.—The Northwestern Steamship Company's liner Tacoma, which cleared from this port at 2 o'clock this afternoon, ran hard aground on a sandbar off Westpoint, eight miles north of Seattle, at 4 o'clock. She is lying on an easy keel and it is expected that she will be pulled off at high tide tomorrow

Cantain Connauton says that he was off the bridge and the ship was in charge of the first officer when the accident happened. He makes no further explana-The first officer reports that a fis ing schooner tacked across the bows of the Tacoma, throwing the vessel out of her course. When he attempted to throw her back again the steering gear had be

come fouled and she ran her nose into the sand before she could be stopped. The steamer was laden with 500 bar-rels of mess beef and steel girders for Shanghai. It is believed the beef is intended for the Russian army and that the Tacoma will go to Vhadivostok in-stead of Shanghai. The Olympia, a sister ship of the Tacoma, will, it is believed, carry away a similar cargo within short time.

WILL STIMULATE FLOUR TRADE Increased Exports to Orient Will Fol-

low Port Arthur's Fall. Inquiries from the Orient for flour were received by Portland millers yes terday, which gives promise that the fall of Port Arthur will be speedily followed by a resumption of the move-ment from this port that was inter-rupted by the war. The first move. however, will be from Japanese ports, which stocked up heavily in anticipa-tion of this event. The dispersal of Japanese stocks will have a good ef-

fect on the markets here.

Negotiations are under way for the chartering of a tramp steamer to load at Seattle for Port Arthur, and it is stated that a portion of her cargo will be sent north by rail from this city. Inquiries have been made for quota-tions on war risks to the Manchurian port, the covering being for the Seat-tie steamer. In view of the Japanese victory, it is not believed the risks will be above I per cent.

Custom-House Collections in First Half of Fiscal Year Show Increase. Importations of foreign merchandise

at this port in the past six months show a good increase over the first half of 1904. Daily collections of the haif of 1994. Daily collections of the Portland Custom-House in the half year just ended were \$27,811 more than in the first six months of the year. The figures just compiled show that the collections for the first half of the fiscal year were \$214,039 as compared with \$286,228 for the preced-

ing six months.

Duty collections in December amount-ed to \$46,168, while in November they amounted to \$50,477.

Passengers on the Kilburn. MARSHFIELD, Or., Jan. 3.—(Special)—The following is the list of

passengers on the steamer F. A. Kil-burn, which sailed today for Port-F. O. Spilling, Mrs. M. Hodges, Miss F. O. Spilling, Mrs. M. Hodges, Miss Wilkes, Frank E. Rogers, Bert Dim-mick, Mrs. Lou Earle, C. C. Cunin. W. G. Chandler, Hugh McClain, Mike Eng-iund and wife, Maria Englund, Frank Deacon, E. B. Tichenor, J. F. Garney, Miss J. Curren, W. Simenson, Thomas Farley, George Barnum, of Marshfield, and D. O. Klnyon and wife, of De-struction Island.

Returns to Port With a List. VICTORIA, B. C., Jan. 3.- The steamer Edyth, a collier 'plying between Union and San Francisco, returned to Cisliam Bay this morning from sea, presumably in distress. She loaded at Union Monday, and yesterday, when in she Straits of Fuca, her cargo shifted and gave her a dangerous list. The vessel worked to Port Angeles where the cargo was trimmed and she went

Inspection of Myrtle.

ASTORIA, Or., Jan. 2.—(Special.)—Government Inspectors Edwards and Fuller were down from Portland yesterday and inspected the steamer Myrtle, recently built for the Callender Navigation Company. The steamer will be ready to go into commission in a few days, and will be commanded by Captain William Hull. First Trip of Cascade.

ABERDEEN, Wash., Jan. 3.—(Special.)

—The steam schooner Cascade arrived today from San Francisco on her malden trip. She made the voyage in 86 hours. She will be loaded at the Michigan Mill.

Her capacity is 575,000 feet of lumber. The Newburg and Lindauer also arrived from below. They report rough weather. Will Repair the Santa Rosa. SAN FRANCISCO, Jan. 2.—The steam-er Santa Rosa, of the Pacific Coast Steamship Company's lines, and for three years past running from here to San Diego, is to be sent to Seattle soon to be

overhauled. It is expected that this ves-sel will have over \$160,000 spent upon her Seattle-Bound Ship Damaged.

LONDON, Jan. 3.—The British ship
Tamar, bound from Hamburg to Seattle, struck a pierhead at Cuxhaven and
Akeson, O A
Agersi, Lasaro
Adason, T D
Adama Albert
Anderson, Chas
Anderson, John

Domestic and Forsign Ports. ASTORIA, Jan. 1.—Arrived at 7.50 and left up at 11:15 A. M.—Steamer Alliance, from Chose Ray and Sureisa. Arrived down during the night and salled at 10:30 A. M.—Steamer Rosscranz, for San Francisco. Ornellition of the bar at 5 F. M., rough; wind northwest; weath-

SQUADRON WILL UNITE. Two Divisions of Pacific Fleet to Meet in Madagascar.

TAMATAVE, Island of Madagascar, Jan 3.—The division of the Russian second Pacific squadron commanded by Rear-Admiral Voelkersam, which after passing through the Bues Canal, sailed from Jibutii, French Somaliland, December 19, for the Island of Madagascar, anchored today in Passandava Bay, in the northwest part of this island.

The squadron commanded by Admiral Rojestvensky is at Antongil Bay, on the east coast.

east coast.
It is believed that the whole squadron later will rendezvous at Diego Suares Bay, on the northeast coast of the island,

RELIEF AT CHEFOO. Rejoicing Over Refugees, Who Feast

First Time in Months.

CHEFOO, Jan. 2 (1:30 P. M.)—Chefoo, with its many refugees and close connection with Port Arthur, viewed the final developments there first with anguish plaintly visible, but this has now given way to a feeling of relief from the anxiety over the garrison suffering from torture, great in defeat and worthy of the greatest honor possible which their admiring countrymen can bestow. The first news of trymen can bestow. The first news of the garrison's awful plight saddened them, for the refugees had many friends and relatives at Port Arthur, but the shock wearing off has left only satisfaction with the soldiers who so hearden! the soldiers who so herotcally upheld Russian traditions.

Russian traditions.

Teams greeted the destroyers yesterday. Today, three launches were received with smiles. Even when the Japanese cruiser Akitsushima came triumphantly into the harbor this morning and exchanged salutes with the American cruiser Baitlmore, the Russians betrayed no resentment. They paid scant attention to the seven Japanese torpedo-boat destroyers which the lifting fog disclosed, but gased with admiring hospitality while their anilors renewed their acquaintance with good meat, potatoes and dearly loved champagne. One Russian officer, who had not walked on land for four months, said that being here was like coming from that being here was like coming from a devil-ridden tomb into paradise.

a devil-ridden tomb into paradise.

The Chinese authorities are gratified that the arrival of the Japanese torpedoboat destroyers has passed off so far without infringing upon the neutrality of the port and lowering China's dignity. The continued presence of three torpedo-boat destroyers is merely regarded as a precautionary measure on the part of the Japanese, and no trouble is expected unless the Russians attempt to evade their parole obligations. parole obligations.

An immense quantity of dispatches has been arriving yesterday and today, going on to St. Petersburg, and the Consulate staff has worked all night filing them. without taking time to read them, merely putting the manuscript into proper shape to reach its destination. Aside from the unusual number of Japanese seen on the streets, the city is in its usual composure.

MAY COMBINE FLEETS.

But Russia Will Send Warships Against Togo Despite Surrender.

PARIS, Jan. 2.—The Russian officials strongly incline to the view that the war will go on without reference to Port Arthur. The Russian naval attache says the mission of the Russian second Pacific squadron was to save Port Arthur. Theresquadron was to save Port Arthur. Therefore, since this mission cannot be accompilshed, the squadron probably will wait until reinforced by a third and probably a fourth squadron. He believes Russia will retake Port Arthur by assaults by land and sea. This will require time for adequate naval and military concentration, thus prolonging the war one or two years. The attache adds that mediation is impossible until Russia wins a decisive victory.

Captain Epantchine, one of the Russian naval officers who will appear as a witness before the International Commissior which is to inquire into the North Sea incident, also says Russia will retake Port Arthur. He declares peace

mian naval officers who will appear as a witness before the International Commission which is to inquire into the North Sea incident, also says Russia will retake Port Arthur. He declares peace will come only when Russia imposes it.

ON GUARD AT TSINGTAU.

Japanese Destroyer Will See That Russian Vessels Disarm.

CHEFUO, Jan. 3.—A dispatch received here from Tsingtau, dated 4 P. M. today, says a Japanese torpedo-bont destroyer entered that port at noon and that there

entered that port at noon and that there are others outside.

The statement that a transport with 800 wounded soldiers on board had arrived yesterday is an error due to the fact that no one was allowed on the vessel.

The steamer, which is named the Vina, came from Cochin China with several hundred soldiers on board. It is reported that she belongs to a volunteer fleet intended for running reinforcements into Port Arthur. Port Arthur.

GERMANY WILL BE NEUTRAL Fugitive Russian Vessels Must Disarm or Leave Tsingtau.

BERLIN, Jan. 1.—The arrival at Tsingtau, Shantung Peninsula, China, from Port Arthur of two Russian torpedo-boats and a transport with Russian troops on board, is officially confirmed.

The Governor of Kiao Chou, in pursuance of his permanent instructions, will require the vessels to disarm or leave Tsingtau within 34 hours. If they disarm the crews and the troops will remain in the German district until the end of the war or an arrangement regarding them is

JAPANESE LIE IN WAIT. Cruisers and Destroyers Off Javan

reached with Japan.

Coast Watch for Russians. AMSTERDAM, Jan. 1—A dispatch from Batavis says that two Japanese cruteers are cruising off Java and a flotilla of Japanese torpedo-boat destroyers is north of Borneo. A Dutch naval force, it is added, is cruising on the western shore of the archipelago.

ADVERTISED.

Free delivery of letters by carriers at the residence of owners may be secured by oberving the following rules: Direct pluinly to the street and number of

Head letters with the writer's full address. including street and number, and request answer to be directed accordingly. Letters to strangers or transient visitors in the city, whose special address may be

unknown, should be marked in the left-hand corner, "Transient." This will prevent their being delivered to persons of the same or Persons calling for these letters will please state date on which they were advertised, January 3. They will be charged for at the

rate of 1 cent for each advertisement called

MEN'S LIST.

Kuhn, Chas Kuljis, Andro Kuljis, Andro Kunkei & Co, A Kutch, Jno Kunze, Rudolph (2) Kulimir, C

Larson, Wicases, Larson, F.
Leisare, V L.
Le Mont, George
Lemmon, S J.
Lewis, W J.
Lilbut, A.
Lieberman, A S.
Lieberman, A S. ington, Dr ington, Dr sen, P & Mr & Mrs sham, Mr & Mrs Boths-Marrill Co Bottger, F E Bowman, William Boyd, D M Bramiett, F S A McDonald)

McGinnis, R L

MacIntyre, Samuei (2)

McKain, J A

Mauney, Wallace

Macartney, R J

Malone, T H

Manning, Alex

Marmaduke, John 6

Marxhall, Dr A

Mattoon, Leander

Mathewa, A B

Merrill, W

Metcalfe, J C

Mills, J E

Miller, John G

Mille is, R L yre, Samuel (2) Bradford, Fred Branscomb, H J Brunson, Louis Such, Gustav—2 ulas, James urns, J Cheal, M. C.
Christensen, C.
Clayton, Harry C.
Clarks, George
Clark, James L.
Clark, Raifah
Clark, W. J.
Close Bros.
Conkin, C. T.
Conley, E. E.

Chapman, Cheal, M. C.

Nama, Job
Nelson, Alik
Nilsson, P
Nilsson, Old
Norman, Chas
Northwest Dramatic
News Northwest Dramatic
News
Northwest Optical Co
Oke, John (2)
Offield, John
Olson, Carl
Olson, Ed
Olson, Ed
Olson, Hichard E
Olson, Leonard O
Owens, Clyde
O'Bryon, George E
O'Brien, John F
O'Brien, John F
O'Brien, John F
O'Brien, Thomas
O'Nell, Michael
Pacific Fish & Oyster
Co
Pace Charley

Co
Page, Charley
Page, Jenner
Palmer, George
Parker, Wardell
Parabley, W W
Pauley, Jo
Paue, G B N
Pepplin, B E
Perkins, Dave
Perkins, Mr & Mrs
(The Norton)
Peterson, Pete
Phebus, John
Plant, Frank C
Porter, L A
Portiand Barber College iege ortland Electrical &

Machine Works Portland Produce Exchange
Price, L R
Rauft, Otto
Reinertsen, Nick
Render, Frank
Rengan, J D
Heeder, Paul S (2)
Reno, Mr Gugony, Ernest Grethes, John Greenman, Gor Green, Louis Griffin, Jesse Groome, Thoms Reno, Mr (care F Dillon) Reunnen, Ed (2) Heusch, A Groul, George Guild, H G-2 Reubekamp, Frits Richman, J T Rieger, Theo Robarts, Frank L Roberts & Co, Frank B

Robinson, Geo A tobinson, Elias Rodgers, David Rossier, Paul Hanigan, J H

Rossier, Faul Fore, Sterling Ross, E McDonald, Ross, E McDonald, Ross, E T Ruckert, Edw G Sykes, F G (2) Skeborn, Frank Sawdust Stove & F nace Co Schilmcheyde, C E Schilmcheyde, C E Schilmcheyde, C E Schilmcheyde, G E Schuld, Wm Schuldt, Wm Sedan, G H Seaton, Harry S Sedan, G.H.
Senton, Harry S.
Sewoil, William H.
Shannon, E.
Sheckello, Harry
Shetter, Albert
Shelton, Guy
Shields, Rev. J.H.

Shone, Fred Sidelinger, M F Simonsen, P H -2Sloat, Ray Small, Harry M Smith, Rube, Smith, R Smith, R Smith, W A Smith, Wr Smith, Willis Parker Sparks Hering, A G Hering, Dan Herthneck, Fred—2 Hidden, Mr & Mrs— (267 7th st) Higbie, G W Hilton, F Des C Hilderbrand, A H Smith, Willis Parks
Sparks, S
Sparks, E
Stack, E
Stanof, Lee H
Stanof, Lee H
Stewart, C
Straub, Otto
Sunderland, Lewis
Sinertire, Martin
Swanson, Albert
Taggart, C C
Tate, Harvey
Taylor, James B
Tedder, William
Thomas, J
S
Thompson, George
Thompson, F
M
Tinker, D
Tupoit, W
A
Tuttle, Robert
Tucker, Geo W
Turner, Wm
United Savings &
vestment Co

Hoover, Benjamin Hoover, Benjamin Horner, Charles W Housten, Banuel Howarth, M W Hopt, B Venen Humphrey, F C Hunt, Billy Hunt & Hays Mer Co-2 Co-2 Hyde, Alex Ievin, 8 G-Anton Olof Vreeland, Arthur

Johnson, Henry Johnson, A. E. Johnson, Jr. J. O. Johnson, Mr. and Mrs. W-2 W-2
Johnston, Jr., Wm
Johnse, Ed P
Jones, Mr
Jones, Mr
Jones, Mr
Jones, Mr
Jones, Mr
Jones, Mr
Jorce, Williams ave)
Joyce, Prank
Jorgen, Mel
Joseph, Mel
Kalse, Erdyanlin
Klepper, P T
Klaackle, Benart
Karlson, Klas Johnston, Jr., Wm
Jones, Ed P
Jones, Mr
Joyce, Prank
Joyce, Prank
Joyce, M
Watson, GW
Watson, George R
Wedling, Max
Weaver, E M
Wedling, Max
Weaver, E M
Wedling, Max
Wedling, Mr
Wells, Hank
Williams, Arthur
Willi

WOMEN'S LIST.

WOMEN'S LIST,
Abramson, Mrs Auna Lamb, Mrs E S
Allen, Miss Edith
Almay, Miss Zola
Allingham, Mrs B Lanx, Mrs J C
Allem, Miss Dorothy Lease, Mrs Catherine
Andrews, H Mabel
Anderson, Miss Rean Leaf, Mrs Son
Anderson, Miss Rean Leaf, Mrs Son
Anderson, Miss Rean Leaf, Mrs Son
Anderson, Miss Marie
Auetin, Mrs Stanley
Anterion, Miss Marie
Baker, Miss Maude
Bannon, Mrs P J
Baker, Miss Maude
Barnes, Mrs J H
Long, Mrs Louisa
Barnes, Mrs J H
Long, Mrs Louisa
Barrett, Mrs Mary
Bassen, Ella
Blica, Miss Irene
Bodner, Mrs Masy
Bodner, Mrs H A
Bower, Mrs Aetns
Bovien, Mrs Mrs J
Brocker, Mrs J
Bodner, Mrs H A
Bower, Mrs Aetns
Boylen, Mrs Mrs J
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