OPPOSES TAX BILL

Taxpayers' League Objects to Improvement Act.

BELIEVES IT TO BE UNJUST

Petition Takes Strong Stand, Urging That City Should Not Pay for District Improvements—Suggests Original Plans Be Followed.

The Taxpayers' League is opposed to House bill No. 130. The members of this body see in it many objectionable features and urges that the bill, which provides primarily for the city to levy special taxes for the construction of bridges elsewhere than across the Willamette, should not pass.

In a petition to the Legislature the executive committee of the league sets out that such an enactment would saddle upon the city at large minor improvements that benefit the few. It is also set out that there are two unpaid-for bridges across Marquam Gulch 200 feet apart; that the City Council having originally planned to pay the cost of these through a district assessment should adhere to this plan. In fact it is suggested that the council acted in bad faith in providing for the payment of the cost of the bridges and other improvements in this manner, having evidently intended from the first to carry the matter into the Legislature.

Here is the league's official statement in full:

Portland, Or., January 19, 1905.—To the Legislative Assembly of the State of Oregon: The undersigned, the executive committee of the Taxpayers' League of the City of Portland, Multnomah County, State of Oregon, do hereby protest against the passage of an act known as House bill No. 130, to authorize the City of Portland to levy special taxes and to appropriate the proceeds of the same in the construction of such bridges, elsewhere than across the Willamette River, in the City of Portland, the estimated cost of which by said city shall not amount to less than $30,000 each, and for the payment for like bridges which have been constructed or are now under construction by said city and not paid for, and to pay interest upon the money due upon contracts for the construction of such bridges, and to limit the amount of such special taxes for any one year, etc.

Meaning of the Bill.

And thereabout your petitioners respectfully show:

That under and by virtue of the provisions of section 1 of said act the City of Portland is authorized to levy each year a special tax in addition to the tax authorized by its charter, of not to exceed 2 mills upon the dollar upon all the taxable property of the city, to be used for the purpose of paying for the construction of bridges in said city, elsewhere than across the Willamette River, the estimated cost of which by said city shall amount to not less than $30,000 each, and to pay for any like bridges, not across the Willamette River, which were constructed by the city in the year 1904, and which are not yet paid for, or which are now in the course of construction under contract with this city; the provisions of the act, however, not to include elevated roadways, tramways, or other structures than bridges across gulches and ravines.

That by section 2 of said act the City of Portland is further authorized, until said special tax shall have been collected, to pay out of its general fund, and after the said tax shall have been collected to pay out of said special tax fund, legal interest upon all money due upon contracts for the construction of bridge or bridges built by the City of Portland in the year 1904, and which are now under construction under contract with said city; and directing that said city shall take no further steps or proceedings under its charter towards the collection of special assessments for the construction of said bridges referred to.

Section 3 provides that the power and authority authorized by the act shall be enforced and exercised by the city, and that said bridges shall be constructed under and in accordance with the provisions of its charter. Said act further repeals all other acts or parts of acts in so far as they conflict with the provisions of the proposed act. Said bill also has an emergency clause.

Said bill, if passed, is practically a repeal and amendment of certain provisions of the charter of the City of Portland, without on its face purporting to be such change or amendment, and no such amendments or changes should be adopted, in our opinion, under any circumstances without being first submitted to the vote of the people of the City of Portland.

No Authority in Charter.

Your petitioners further show that there is no authority under and by virtue of the charter of the City of Portland, under the provisions of which said bridges were constructed, to pay interest thereon, and the bids were made and contracts let and accepted, well knowing this to be the fact.

Your petitioners further show that under and by virtue of the authority granted by the charter of the City of Portland, the Council has power to create districts to cover improvements not limited in area and only limited to property which the Council deems specially benefited thereby.

That shortly after the present charter of the City of Portland went into effect the residents of South Portland, feeling the need of better street improvements and connections with the main portion of the city, urged upon the Council of the City of Portland the building of a number of fills and bridges in that portion of the city.

That in accordance with the express desire of a large number of the residents of the southern portion of the City of Portland the Council proceeded to make and enter into contracts for building bridges and making fills throughout said section of the city.

That early in the year 1903 it was determined by the Council to erect a bridge on First street across Marquam Gulch, in the City of Portland, and in pursuance of the charter provisions in such cases made and provided, laid out a district containing lots and parcels of land which said Council deemed specially benefited by such improvement, said lots numbering 8142;

That on the 1st day of October, 1903, a contract for the erection of a steel bridge on said First street, crossing Marquam Gulch, was let for the sum of $40,620, and on September 23, 1904, said bridge was accepted for the sum of $39,386.10; that the preliminary assessment covering the lots specially benefited by said improvement was duly advertised on the 4th day of November, 1904;

That said proposed assessment has been objected to by numerous property-holders, and the cost thereof has been computed three times; that the present condition thereof is that said assessment is again being computed;

That thereafter and on or about August 18, 1904, a contract for another steel bridge on Front street, crossing said Marquam Gulch, was let for the contract price of $38,215; that, in addition to said price, there will be other amounts to pay, based upon the quantities of material furnished and work done on said bridge, and which, in the opinion of petitioners, will make the cost of said bridge not less than $45,000;

Small District Benefitted.

That the district found by the Council to be specially benefited by said improvement contains 8142 lots; that said bridge is within 200 feet of the First-street bridge above referred to;

That there were numerous protests against the said improvement, not being sufficient in number, however, to defeat the same;

Your petitioners further show that Water and Hood streets, about 200 feet east of Front street, were also improved with a stone block pavement during the year 1904, which also furnish connection with South Portland;

That on March 22, 1904, a contract was let for the building of a bridge on Thurman street, in the City of Portland, at the contract price of $30,384; that the same has been completed and will come before the Executive Board for acceptance on January 20, 1905, for the sum of $34,986.35; that included in the assessment district found by the Council to be specially benefited by said bridge are about 835 lots;

That each and all of said bridges were built and all proceedings thereabout taken under the provisions of the charter of the City of Portland, and no citizen thereof had the right of protest or the right to be heard in connection therewith, excepting those situated within the assessment district; nor had they any right to be heard as to the necessity of two expensive bridges situated 200 feet apart;

That under and by virtue of the provisions of the franchises of the City & Suburban Railway Company, and of the Portland Railway Company, now known as Portland Consolidated Street Railway Company, one-fourth of the cost of each of said bridges and the maintenance thereof is to be borne by said street railway company; but under the provisions of the proposed act the cost thereof will be thrown on the City of Portland, and the said street railway company may be discharged of its obligations under its franchises;

That on its face, it is manifestly unfair and unjust at this time to endeavor to cast upon the entire city the cost of these bridges, when the Council of said city have already declared officially and determined the particular portions of the city to be benefited thereby, and when taxpayers in other portions of the city had no voice as to the necessity or character or number of said bridges.

Entitled to Fairness.

That within the city limits of the City of Portland there are about 25,000 acres of land of varying physical characteristics, and each and every portion of said city is entitled to be treated fairly, justly and equitably, and it is unfair and unjust to saddle upon certain portions of the city, the property-holders whereof have for years been constructing, maintaining and repairing streets for the use of the general public, the cost of improvements of special benefit to property situated in other portions of the city;

That there is no similarity of conditions between bridges crossing the Willamette River and bridges crossing gulches in various portions of the city, for the Willamette River absolutely divides the city into two parts, and there can be no communication between the two main portions without the use of bridges or ferries, and therefore the entire city as such is directly benefited by such connection; furthermore, before the law providing for the building of the Morrison-street bridge became effective it was submitted to the vote of the people of the city;

Furthermore, your petitioners have reason to believe, from the refusal of the Council of the City of Portland to levy the assessments for these bridges when completed and for the fills made in South Portland, and from a proposed agreement of certain members of said City Council to pay interest for causing delay in the payment therefor, that it was never the intention of some members of the Council to have the district created therefor pay for these bridges and fills, but to carry the matter along until the meeting of the Legislature, and then by legislative enactment have the charter indirectly amended, and the cost thereof cast upon the entire city. Such, in our opinion, being the original intention of said members of the Council, it would have been but fair and just to have waited before making these improvements in order to determine whether or not the city would care to pay for this character of improvement or to have them made;

That a copy of this petition be sent to the chairman of the Multnomah delegation of the Legislative Assembly of the State of Oregon, and copies thereof be furnished to the daily papers of the City of Portland.

Wherefore, your petitioners pray that said act be not passed or enacted into law; and do respectfully but firmly protest against the passage of the same.

F. W. Mulkey, president; Leo Friede, R. L. Glisan, S. A. Brown, Isom White, L. J. Goldsmith, W. M. Ladd, executive committee.

WANTS CONTRACTORS PAID.

Taxpayers' League Sends Petition to City Council.

The Taxpayers' League has draughted a petition which will be presented to the council at its next meeting, and which is in text of a nature that threatens war with the council members unless assessment is made for the payment of contracts on certain improvements which were accepted in 1904.

Apparently the main contention of the taxpayers is that members of the council have agreed to pay contractors interest on deferred payments; and as this is in opposition to the charter, the petition avers, any attempt to assess for the payment of such interest will be fought in court.

The payments held up by the council, according to the petition, aggregate $86,686.30, and are for the construction of the Marquam Gulch Bridge, two fills on Front street and one on First.

All the contracts have been duly accepted, says the petition, and there is no reason why the contracts are not paid, excepting that the council has adopted no method for collecting the assessment. Concluding, the petition is as follows:

Your petitioners have further been advised that the reason the Council has not and will not agree upon said assessment is because of the intention of at least one, and possibly others thereof, to have the cost thereof cast upon the city and have the city as a whole pay therefor and pay the interest thereon; and in connection therewith your petitioners desire to advise the Council that in their opinion this method of treating contractors who have faithfully performed their contracts is calculated to prevent reliable contractors from bidding upon city work, enhance the price of such work, and seriously affect the credit of the contractors and bring into contempt the law under which this city is acting and has its existence.

Your petitioners further desire to advise the Council that they protest against the acts of the Council in not providing, through the means authorized by the charter, for the collection of money justly due these contractors for the work done, and so far as lies in their power will contest and defeat any attempt to require the city to pay interest on deferred payments; and that if warrants are issued therefor, they will contest the lawfulness of the same and will insist upon the personal liability of the persons authorizing the issue or issuing the same.

Wherefore, your petitioners pray that the assessment for said improvements proceed in due course of law, and that the said improvements be paid for as provided in the city charter of the City of Portland.

F. W. Mulkey, president, and L. Y. Goldsmith, secretary, sign the petition.

Woodmen to Entertain.

This evening the "One Thousand" campaign committee, Woodmen of the World, will give the eighth of its series of free entertainments at Multnomah Camp's hall, East Sixth and Alder streets. This entertainment will be entirely different from any yet given by the committee. Among the social features will be an exhibition of jiu jitsu by Professor Ringler and two clever Japanese athletes. The attendance is limited to men only. Professor W. C. Hawley, of Salem, one of the head managers of the order, will deliver an interesting address.

Workmen Install Officers.

Summit Lodge, A. O. U. W., at Boring, last night held its installation and the following were put in office: John Davis, past master workman; Edward Edwards, master workman; Charles Pugh, overseer; J. S. Murphy, foreman; Oscar McClung, recorder; William Morand, financier; Walter Wilmath, guide; Orville Palmer, inside guard. An oyster supper was partaken of after the more serious lodge routine and the members and families present pronounce the affair a most enjoyable one.

Cases Set in Supreme Court.

SALEM, Or., Jan. 19.—(Special.)—Cases were today set for hearing in the Supreme Court as follows:

January 31—Thornburg vs. Gutridge, State ex. rel. Thornburg vs. Gutridge.

February 1—Kaston vs. Storey, Kaston vs. Paxton.

February 2—Stinchcombe vs. the New York Life Insurance Company, State vs. Clarke.

HOBEN HEADS BOARD

Sailor Boarding-House Commission Is Organized.

POLICY NOT YET DETERMINED

Columbia River Lightship Brought Here After Four Years' Hard Service—Dalles City on the Ways—Arrival of Christel.

The new Sailor Boarding-House Commission is ready now for business. A meeting was held yesterday by the three members—William MacMaster, Captain Andrew Hoben and A. M. Smith—and the Commission was formally organized by the election of Captain Hoben as president and Mr. MacMaster as secretary and treasurer. Captain Hoben, much against his will, accepted the position at the head of the board, but the other members rightly judged that he was the best qualified for the place by his long experience with shipping matters and his knowledge of conditions at this and other ports.

The policy of the new Commission was

Captain Andrew Hoben, Elected President of the Sailor Boarding-House Commission.

not fully outlined, as a bill is now before the Legislature providing for changes in the law. The object of the bill is to permit such charitable institutions as the Seamen's Mission and the People's Institute to place sailors on shipboard without paying the boarding-house license of $250. When this bill and any others that may be introduced are finally acted upon, the Commission will determine upon a policy.

The meeting yesterday was held in the office of Mr. MacMaster, in the Worcester block, but in the future the Commission will meet in the rooms of the Chamber of Commerce, in the Mohawk building, at the call of the President.

There is only one sailor boarding-house in operation now, that of Jack Grant and the White brothers, and it is not considered likely that they will rush up and pay the high license in a hurry, in view of the condition of shipping at the present time. The grain movement is at an end for the season, and the harbor will soon be almost barren of oversea sailing ships of all kinds. The few craft yet to leave will not have many vacancies to fill, and, therefore, the boarding masters would probably not consider themselves justified in taking out licenses until there is a revival in the shipping industry.

REPAIRS TO LIGHTSHIP.

Vessel Will Afterwards Be Brought Here and Put on Drydock.

The Columbia River lightship is moored at the coal bunkers, where she will remain several days while repairs are being attended to. The Portland Iron Works has the contract for the work, which will consist in the placing of new tubes in her boiler and making some repairs to her machinery. The work will cost about $700. The lightship will leave down for her station off the river next week, and in the Spring will be brought back here for a general overhauling, when she will be placed on the drydock.

The lightship has been in continuous service off the river in all kinds of weather since 1901. In that year, while anchored at her station, 11 miles off shore, she broke her moorings and drifted on the sands at North Beach. The high winds forced her far up on the beach, and all efforts to get her into deep water proved unsuccessful. Captain J. H. Roberts, of this city, then took the contract for floating her, which he did in a most unusual way. With the aid of horse-power and steam winches he moved the vessel overland, as a housemover would transport a dwelling, and finally launched the ship in the still waters of Baker's Bay at Ilwaco. Two months' time was consumed in taking the vessel across the narrow neck of land. Repairs to the lightship's hull were made while she was being moved overland, and afterwards she was towed to this city, where her machinery, decks and rigging were thoroughly overhauled.

Captain Harriman, who was then in charge of the lightship, is still her master. Mr. Peterson, the first mate, was afterwards transferred to the Umatilla Reef lightship and promoted to captain.

FIVE SHIPS TO LEAVE SOON.

Harbor Will Be Well Cleared Out Next Week.

There will be a general cleaning out of the harbor fleet next week, when five deep-sea ships take their departure, one with grain, two with lumber and two in ballast. The Italian ship S. Celeste, which bids fair to be the tail-ender of the grain-carriers this season, completed her barley cargo at Irving dock yesterday, after numerous delays, and will leave down the river early in the coming week, bound for the United Kingdom.

The lumber vessels Anna and Fairport will also get away, the former completing her cargo at Victoria dolphins Tuesday and the latter finishing at the North Pacific Mill Wednesday. The Anna goes to China and the Fairport to Chile. The French barks Marthe Roux and Ville de Mulhouse, unable to secure business here, have been ordered by their owners to proceed in ballast to Australia. The prospects there are better and the ships, at the same time, will be favored in the movement by the workings of the French bounty law.

DALLES CITY ON THE WAYS.

Injuries Received by Striking Sunken Rock Were Trifling.

The Regulator Line steamer Dalles City was hauled out on the ways at the Portland Shipbuilding Company's yards yesterday and an examination of her hull showed that the injuries she received in striking the submerged rock near Stevenson were in no way serious. None of the frames were injured in any way and the sole damage consisted in a few bruised planks on the bottom.

The boat came down from the upper river under her own steam and had business been rushing could have gone back temporarily on her old run until repairs could have been made, but as traffic is light on the river, the company decided to have the repairs attended to now. The Dalles City will resume her regular service in a few days.

SPECIAL SALE

UPHOLSTERY FABRICS

20 PER CENT DISCOUNT

For the balance of January we shall make this discount on all upholstery fabrics used in all new and "done-over" upholstery work brought to us before February 1. 'Twill pay you to have your renovating down now.

SILK TAPESTRIES, COTTON TAPESTRIES, WOOL TAPESTRIES SILK BROCADES, SILK BROCATELLES, SILK VELOURS, COTTON VELOURS, SILK MOIRES, COTTON MOIRES, ART BURLAPS

Rebuilding and Recovering Antique Furniture Is a Specialty of Ours. No Matter How Badly It Is Damaged. We Can Restore It to Its Original Condition. We Make Furniture to Order.

OUR UPHOLSTERY DEPARTMENT

We'd like everyone to know that we have the best equipped Upholstery Shop in the Northwest. The men who work there are thoroughly competent and under the direction of a skilled and experienced foreman. No work is too difficult for us to undertake. We carry a splendidly assorted stock of fine and medium-priced Upholstery fabrics and we're always glad to have you come in and get an estimate on any work you want done; or, if you prefer, telephone us and we will call for any furniture you may want done over. You can then come in and select the fabric. We'll tell you the cost. But come this month and you'll save money.

TWENTY PER CENT DISCOUNT

We Carry the Largest Line of Fine Upholstery Fabrics in the Northwest. We're Always at Your Service With Suggestions. We Have Men Competent to Make Them.

ESTIMATES FURNISHED.

Don't hesitate to ask us to give you estimates on work you want done. We employ men for that purpose. It's part of our business.

PHONE EXCHANGE 34.

YOUR CREDIT IS GOOD

TULL & GIBBS

COMPLETE HOUSE FURNISHERS

MAKE YOUR OWN TERMS

WE CALL FOR WORK.

Have you any furniture that needs "doing over"? Just telephone us and we will call for it. You can select your fabrics here to suit.

PHONE EXCHANGE 34.

CHANGES IN NAVIGATION AIDS

Lights and Buoys Replaced or Moved in This District.

Captain L. C. Hellner, lighthouse inspector, reports the following changes in lights and buoys in the Willamette and Columbia Rivers and on the coast in this district:

Swan Island Bar upper post light—Heretofore reported carried away, was replaced and the light re-established January 16.

Columbia River—Outer buoy, a perpendicular-stripe first-class can, was moved January 7, and is now in 52 feet of water about one-half mile n. w. ¼ w. of its former position; North Head lighthouse, n. ¾ e.; Cape Disappointment lightbouse, n. e. ¾ n.; Point Adams (discontinued) lighthouse, e ¼ s., easterly.

Peacock spit buoy No. 0—A black first-class can, found missing January 7, was replaced the same day.

Inner buoy—A perpendicular-stripe first-class nun, was established January 9 in 25 feet of water on the inner edge of the bar; North Head lighthouse, n. ½ e., northerly; Cape Disappointment lighthouse, n. e. by n.; Point Adams (discontinued) lighthouse, e ¼ s.

South Channel Shoal buoy—A horizontal-stripe first-class can, was discontinued January 9, the shoal spot which it formerly marked having disappeared.

Peacock spit buoy No. 1—A black first-class can, found missing January 6, was replaced the same day.

East side of Middle Ground buoy No. 6—A red first-class spar, found missing December 20, was replaced the same day.

Willapa Bay—Willapa Bay outside bar whistling buoy, perpendicular stripe, marked "Willapa" in white, picked up January 11 in a disabled and sinking condition, was replaced January 17 by a perfect buoy.

Tulalip Bay—South spit buoy No. 2, a red first-class spar, reported adrift January 16, will be replaced as soon as practicable.

Hale Passage—Point Francis buoy No. 0, a red first-class spar, reported one-quarter mile southeasterly of its station January 6, will be replaced as soon as practicable.

Hayden Brown Due at Tacoma.

ASTORIA, Or., Jan. 19.—(Special.)—The master of the barkentine J. T. Everton reports that the American bark Hayden Brown, which was supposed to be overdue at this port from Port Los Angeles, is not coming to the Columbia River. Just before the bark sailed her orders were changed, and she left for the St. Paul mill at Tacoma, where she will load lumber.

Appeal of the Tug Traveler.

ASTORIA, Or., Jan. 19.—(Special.)—The Northwestern Lumber Company, of Hoquiam, owner of the tug Traveler, which was fined $500 by Collector Robb a few days ago for towing a barge from Gray's Harbor to this port with her crew short two men, has filed an appeal to the department in Washington, asking that the fine be mitigated. The appeal says the tug has been permitted to do towing between Gray's Harbor and Willapa Harbor, while carrying but one mate and one engineer, and the owner did not suppose it was necessary to secure two more men, when making an extra tow of only 15 miles to the Columbia river.

The appeal adds that neither the owner nor the master had any desire to evade the statutes and the shortage in the crew was an oversight.

ARRIVAL OF THE CHRISTEL.

German Ship Brings Part Cargo From Shields.

The well-known German ship Christel, which arrived at Astoria yesterday noon, brings a part cargo of coke, pigiron and firebrick to Balfour, Guthrie & Co., from Shields. The ship will be brought up in a few days.

The Christel left the Tyne July 15, and arrived at Port Los Angeles after a passage of 136 days. She left a part of her cargo there and sailed north on New Year's day, making a fairly smart run to the Columbia River. The ship was here last Winter, sailing on January 2 for Queenstown with 111,775 bushels of barley and 15,000 bushels of wheat. Captain Wurthmann is still in command of her. The vessel has no outward charter.

Extensive Repairs to Manzanita.

Secretary Metcalf has recommended that $40,000 be expended on the lighthouse tender Manzanita, and if Congress passes the bill the steamer will be practically rebuilt. The Manzanita has been in service for over a quarter of a century. The Government will also build a new tender for the Eureka station and another for service in Hawaiian waters.

Murderous Attack by Skipper.

PLYMOUTH, England, Jan. 19.—The British ship Tamar, from Hamburg for Seattle, put into this port today with her commander, Captain Griffiths, in irons. Later he was taken into custody by the police on the charge of having attempted to murder the mate and a sailor who was at the wheel by shooting at them with a revolver. The captain was taken before a magistrate and was remanded.

Centennial Rams the Amasis.

SEATTLE, Jan. 19.—The San Francisco steamer Centennial today rammed the German ship Amasis while the latter vessel was loading lumber for Panama at a local wharf. The bowsprit of the Centennial was splintered and several plates on the stern of the Amasis were strained.

Marine Notes.

Duties collected on imports at the Custom-House for the District of the Willamette in the last quarter of 1904 amounted to $158,207. For the same period of 1903 the collections were $117,568.

The owners of the Holt Hill, the British ship lately chartered to load lumber for Chile, have decided not to have her put on the drydock here, asserting that the charges for docking and labor are less at the Chilean ports, an assertion that is disputed by Portland shipping men who know the conditions in South America.

The Great Northern steamship Minnesota, which will sail from Seattle for the Orient tomorrow, will take out 25,000 tons of cargo, practically a full load. Prior to the arrival of the Minnesota on this coast Great Northern freight traffic officials were very zealous in booking freight for shipment by her. It is due to their efforts, spread over a period of some five weeks, that the big steamship is taking out a full cargo. Shipping men as a general rule are not very optimistic regarding the Minnesota's chances of securing another full cargo for some time.

Domestic and Foreign Ports.

ASTORIA, Jan. 19.—Arrived down at 9:30 last night and sailed at 9:30 A. M.—Steamer Aurelia, for San Francisco. Arrived down at 5 and sailed at 10:20 A. M.—Steamer Alliance, for Coos Bay and Eureka. Arrived down at 5:45 and sailed at 9:30 A. M.—U. S. dredge Chinook, for San Francisco. Arrived at 8:40 and left up at 9:40 A. M.—Steamer Geo. W. Elder, from San Francisco. Arrived down at 8:50 and sailed at 10:45 A. M.—Steamer Redondo, for San Francisco and coast ports. Arrived down at 9:30 A. M.—Schooner Irene. Arrived at 9:40 and left up at 10:15 A. M.—Steamer Whittier, from San Francisco. Left up at 11:30 A. M.—Schooner J. L. Eviston. Arrived down at 10:30 A. M. and sailed at noon—Steamer Roanoke, for San Francisco. Arrived at noon—German ship Christel, from Shields, via Port Los Angeles. Outside at 5 P. M.—Schooner Zampa. Condition of the bar at 5 P. M., smooth; wind southwest; weather cloudy.

St. Helens, Jan. 19.—Passed at 6:30 P. M.—Steamer J. L. Eviston.

San Francisco, Jan. 19.—Arrived at 2 P. M.—Steamer Columbia, from Portland. Arrived—Steamer Enterprise, from Hilo; schooner Defender, from Honolpu; steamer Jeanie, from Seattle; steamer Despatch, from Astoria; steamer Arcata, from Coos Bay. Sailed—Schooner O. M. Kellogg, for Mahukona; bark Kaiulani, for Honolulu; ship Lynton, for Melbourne, via Port Townsend; bark Hollilwood, for New York; bark Joinville, for New Caledonia; brig Lurline, for Gray's Harbor; schooner Advance, for Coquille; schooner Volant, for Gray's Harbor.

Hong Kong, Jan. 19.—Arrived—Empress of India, from Vancouver, via Yokohama.

Moji, Jan. 19.—Sailed—Forest Brook, for Seattle.

San Francisco, Jan. 20.—Arrived—Steamer Manchuria, from Hong Kong, via Yokohama.

PUTTING IT STRONG

But Doesn't It Look Reasonable?

This may read as though we were putting it a little strong, because it is generall ythought by the majority of people that Dyspepsia in its chronic form is incurable or practically so. But we have long since shown that Dyspepsia is curable, nor is it such a difficult matter as at first appears.

The trouble with Dyspeptics is that they are continually dieting, starving themselves or going to the opposite extreme or else deluging the already overburdened stomach with "bitters" "after dinner pills," etc., which invariably increase the difficulty even if in some cases they do give a slight temporary relief. Such treatment of the stomach simply makes matters worse. What the stomach wants is a rest. Now how can the stomach become rested, recuperated and at the same time the body nourished and sustained?

This is a great secret and this is also the secret of the uniform success of Stuart's Dyspepsia Tablets. This is a comparatively new remedy, but its success and popularity leave no doubt as to its merit.

The Tablets will digest the food anyway, regardless of condition of stomach. The sufferer from Dyspepsia, according to directions, is to eat an abundance of good, wholesome food and use the tablets before and after each meal and the result will be that the food will be digested no matter how bad your Dyspepsia may be, because, as before stated, the tablets will digest the food even if the stomach is wholly inactive. To illustrate our meaning plainly, if you take 1800 grains of meat, eggs or ordinary food and place it in a temperature of 98 degrees, and put with it one of Stuart's Dyspepsia Tablets it will digest the meat or eggs almost as perfectly as if the meat was inclosed within the stomach.

The stomach may be ever so weak, yet these tablets will perform the work of digestion and the body and brain will be properly nourished and at the same time a radical, lasting cure of Dyspepsia will be made because the much abused stomach will be given, to some extent, a much-needed rest. Your druggist will tell you that of all the many remedies advertised to cure Dyspepsia none of them have given so complete and general satisfaction as Stuart's Dyspepsia Tablets, and not least in importance in these hard times is the fact that they are also the cheapest and give the most good for the least money.

HAND SAPOLIO

FOR TOILET AND BATH

Delicate enough for the softest skin, and yet efficacious in removing any stain. Keeps the skin in perfect condition. In the bath gives all the desirable after-effects of a Turkish bath. It should be on every washstand.

ALL GROCERS AND DRUGGISTS

Every Woman

is interested and should know about the wonderful MARVEL Whirling Spray

The New Ladies' Syringe. Best, Safest, Most Convenient.

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed, it gives full particulars and directions invaluable to ladies. MARVEL CO., 41 Park Row, New York.

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These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections. CURE IN 48 HOURS the same diseases without inconvenience. MIDY

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INDIAN STONE, ARROW OR SPEAR POINTS, Relics, Works of Art, Idols, Indian War Clubs, Spears, Shields, Mats, Baskets, Bows, Arrows, Bolos, War Implements. SKULLS OF ALL NATIONS, ANTIQUE SILVER, FLINT GUNS, PISTOLS, BRONZES, COINS. Carvings in any material. Native Clothes, Armor, War Medals. Send for photographs.