# **FULL CAPACITY OF**

It May Necessitate Adding Limited Flyer to San Francisco.

#### MAY BE DECIDED TODAY

In Proportion to Tributary Population, Travel to Portland's Exposition Exceeds That to Any Other World's Fair.

Records of the railroad passenger de-partments disclose that local travel to the Lewis and Clark Exposition exceeds that to any other of the world's fairs that have to any other of the world's fairs that have been held in this country population of tributary country considered. Although the railroads made great preparations for the heavy traffic that it was anticipated would follow the opening of the Portland Fair, all expectations have been exceeded during the first month, and in preparation for the heavier traffic that is certain to offer during the Sammer manths, oper-ating and traffic departments are eneased. ating and traffic departments are engaged in working out plans for increasing ser-vice. It is probable that the Southern Pa-cific will put on another through train be-tween Portland and San Francisco to meet the demands of travel, and officials have for some time had under considera-tion the making of schedules faster than any previously operated, making it a lim-ited train on which only passengers hold-ing first-class through tickets would be

ing first-class through tickets would be permitted to travel.

Upon his return to Portland today, one of the first matters to be referred to General Manager O'Brien will be the matter of deciding upon whether or not a limited train shall be placed in service. Local traffic is the cause of the congestion that has made necessary operation of second has made necessary operation of second sections of regular trains, and not through sections of regular trains, and not through travel; hence, if operated as a limited and confined to through passengers, it would hardly serve the purpose for which it is intended. Details have been worked out as to what schedules would best serve the public for submission to General Manager Culvin, at San Prancisco, and General Manager O'Birien, here, and it is under-stood that a decidion will be reached as seen as consideration can be given at this soon as consideration can be given at this end. Three months ago there was some thought among officials of putting on a fimited train that would make the run between Portland and San Prancisco in between Portland and San Praccisco in about 77 hours, but was abandoned as not justified by the volume of through travel. Likewise, at that time plans for another through train between the two Coast points were rejected, because it was thought the traffic could be more economically handled by doubling regular trains in extra sections as found necessary. But the increase of travel has revived the idea of adding apother train.

idea of adding another train.
"Northern Pacific trains will be playing to full capacity of their equipment all of this season," said A. D. Chariton, assistant general passenger agent of that com-pany, who has had his finger on the pulse of public travel very closely. "We have a constant stream of business in sight, and reports show that local travel to the Lewis and Clark Exposition exceeds that lows and clark paposition exceeds that have been held, population considered. Capacity of trains has been exceeded, and second sections have been run frequently to handle the business, with special trains occasionally in addition. Five special trains have been run to accommodute travel to the East since the gates opened the first of this month, which conveys some notion of the number of Eastern people who have been here and already returned home. We have 50 additional conches on this end of the road, and they will all be utilized to capacity.'

### Railroad Notes.

Donald Stewart, superintendent of the Great Northern Express Company, headmarters at St. Paul, left yesterday for ne, after a brief visit to the Expos

General Manager T. H. Curtis, Auditor F. D. Kuettner and General Freight and Passenger Agent J. C. Maye, of the As-teria & Columbia River Railroad, spent yesterday in Portland.

Judge J. H. Carroll, of St. Louis, Mo., general attorney for the Burlington system, will arrive in Portland next Sunday occupying a private car and accompanied by members of his family. He will spend several days at the Exposition.

S. G. Pulton, assistant general freight igent of the Northern Pacific, who has been in attendance at a conference of officlass of the traffic department of that system at St. Paul, is now en route to Portland and will arrive this evening.

An extra coach was attached to the regular train of the Astoria & Columbia River road yesterday to accommodate the Utah Press Association, the members of which returned to Portland last night delighted with their outing at Clateop beach, notwithstanding the cloudy skies.

G. A. Goodell, general superintendent of the Chicago Great Western, of St. Paul, is spending several days in Portland and vicinity with a private car party, to remain until Thursday night. George F. Thomas, assistant general freight agent of the same road, is one of the party.

Southern Pacific Oregon lines that will occupy several days. He is accompanied by Superintendent L. R. Fields and the first trip will be made over the main line to Ashland. General Superintendent M. J. Buckley, of the Harriman lines, departed resterday for a trip of inspection over the Southern Pacific Oregon lines that will

J. C. Pond, general passenger agent of he Wiscopsin Central who Wisconsin Central, who is one of widely known traffic men of the West and has many admiring friends in Portland's railroad row, is spending a few days here. He arrived yesterday and will remain thoroughly to view the Fair that remain thoroughly to view he has liberally advertised.

## BANQUET TO JUDGE COTTON

ton, recently appointed by President Roosevelt to the Federal bench to succeed the late Judge Bellinger. In numbers to attend the occasion will surpass any dinner heretofore given in honor of any individual in Port-iand, since there will be present to exaurpass any dinner hereiofore given in honor of any individual in Pertiand, since there will be present to exceed 356 citizens representative of the commercial and industrial life of the community. The event will be interstate in character, with Governor Paridee of California as one of the speakers, and the subjects selected for teasts denote that in paying this tribute of respect to a distinguished citizen affairs concerning the material welfars of the city and commonwealth in which his has been a most active part, will have prominence.

Tickets issued for the banquet will be honored only at the American Inngateway to the Exposition, the dinner to begin promptly at 7 o'clock. W. B.

Wheelwright, president of the Cham

Wheelwright: president of the Chamber of Commerce, will not as toast-master and the programme will consist of not to exceed six after-dimertalize. Rabbi Stephen S. Wise will speak for unification of inferests during the Exposition year that will embrace the entire business community in its scope and character. His topic is "Loyalties and Enthusiasms."

Governor George C. Pardee of Callfornia, whose family resides in Portland during this Sunger, will respond to the Lower, "The National Irrigation Congress," the great Western industrial organization of which he is the executive head, and which convenes in Portland August 21 to 24 inclusive. Theodore B. Wilcox, of Portland, will respond to the "Trans-Mississippi Commercial Congress," another association that has been instrumental in aiding development of the states between the Pacific Coast and the mighty waterway of the mid-continent. Mr. Wilcox is president of this organization, which will convene in anything of the will convention. president of this organization, which

president of this organization, which will convene in annual convention In Portland August 16.
Senator Charles W. Fulton will re-spond to "The Guest of Honor," to which W. W. Cotton will reply. W. D. Fenton will be the last speaker. His theme will be, "Judiciary, Its Responsi-bilities. Opportunities and Rewards."

#### City Offenders Before Municipal Judge Hogue

Starting at the Oaks and ending in a rely fight in a Chinese noodle establishment at Second and Oak streets; being arrested and locked up in the City Jall, fined in the Manicipal Court and warned never again to become entan-gled in trouble or be heavily fined, was the experience of Jesse O'Connell. T. C. Browning, Sadie Beebe and Lillian Baird.

mained long, and after reaching the city again, hunted up the Chinese noodie restaurant. After fensting sumptu-ously, the men refused to pay the pro-prietor for the noodles. A fight ensued.

and the police were called in.

Sergeant Taylor, with Policemes

Price and Lillis, hurried to the scene and were just in time to catch the men of the party trying to dash out through windows. All were arrested and marched to headquarters, where each was booked on a charge of disorderly

After hearing the fects in the case, Judge Hogue assessed O'Connell \$10 and Browning \$15. The women were released, but Judge Hogue ordered Attorney A. Walter Wolfe, who appeared for the defendants, to tell Mrs. Baird she had best get out of town quickly, as she was not needed in Portland.

Three "saucy" lads, highly important in their own esteem, were fined by Judge Hogue yesterday, after he heard the testimony of G. H. Simpson, James V. Sayre and C. C. Hamilton. The boys were Harry Richards, Frank Brandes and Frank Barrens. Richards was fined \$10, and the others \$15 each.

The trouble with the youths was that they attempted to "run" Confuc-tor Hamilton's car, bound for the Oaks, one week ago Sunday evening. The Brandes lad seemed a trifle more ac-tive on the car than the others. He had a cane, it was shown, all the face. He also considered and used obscene language, and passengers called the attention of the conductor to it. When Brandes was told he must quit making trouble, he was left at anchor off Cape Beale in a waterlogged condition on the night of June 71.

When the crew went ashore, with the wasterlogged to their vessel, and was to form the crew went ashore.

rens jumped in and assaulted the conductor, and a flerce fight ensued. Later.

Sunday evening. Both pleaded guilty to

"I did no fighting," volunteered Hunter. "It was my brother who struck the 'Why did you plead gullty, then?" asked Judge Hogue.
"Well, I thought I might as well an-

swer for it as to have my brother an-swer," came the reply.
"When you pleaded guilty, you expect-ed to be fined, did you not?" asked the

Judge.
"Well," I suppose so," replied Hunter.
"I will fine you and Seton \$16 each,

then," said Judge Hogue.
The fight occurred because Hunter owed Seton a bill and repeatedly refused

to pay It.

A fine of \$50 was imposed upon Frank Wilson by Judge Hogue when the defendant was arraigned, with Joseph Kelly on a charge of disorderly conduct and being armed with a dangerous weapon. The belligerents were taken into custody early Sunday evening by Policeman Patton, and it is believed by the officials that a murder was thus averted.

It was shown that both men had been working in a restaurant at the Lewis and Clark Exposition grounds, and became embittered over a trivial matter, Kelly told Judge Hogue that Wilson imme-diately went to his room and secured a razor. Kelly said he knew Wilson was intending to sitter him, and that in order to escape the assault he started down town. Kelly was overtaken by

and Homer Warner, lads of tender years, appeared before Judge Hogue, it developed, according to their statements, that they had secured liquor from the saloon of Penney & Fernau, on East Morrison street, with which to get drunk Sunday

ternoon.
Warrants for the arrest of the saloon-

Covers Will Be Laid for Three Hundred and Pifty Guests.

The lads were arrested Bunday afternoon by Policeman Teevin, who found them so drunk they could hardly talk. The Bichardson lad is a brother of Burnett Biobardson, who was arrested by Detectives Carpenter and Resing last week for stealing \$15 from a local restaurant.

rant. Mrs. Mry Junker recently took it upon herself to horsewhip J. W. Harris because he is alleged to have owed her a board bill and is said to have refused to

Glenola Makes 'Run Through the Upper Rapids.

#### ENGINEERS MAKE A TEST

Definitely Learned That Columbia, From The Dalles to End of Portage Road, Is Navigable for Steamers.

With the Columbia almost at its highest stage of the season, and when the channel was beset with dangers which will not be there with lower water, the steamer Glenola successfully traversed the three miles between The Dalles and Big Biddy Sun-day afternoon, groping her way among rocks which have not seen a steamer pass

them for four years.

The Glenois was chartered from the bound lumber i Oregon Round Lumber Company by the United States Engineers, who desired to ascertain for a certainty whether the at San Pedro, stretch of water leading up to the west-ern end of the Portage Road was naviga-

Han Baird.

Lillian Baird is the wife of the noted the river was high and the most difficulties would be encountered. The result of the trip means that the Portage Road will not be extended to The Dalles, as the glovernment can maintain that any capulter received a telegram from him year. wife received a telegram from him resterday morning to come home immediately, and she left the city on the first train after being released from courts by Judge Rogre.

The quartet, according to the evidence adduced, went to the Oaks Sunday afternoon for an outing. They remained long, and after reaching the city again, hunted up the Chinese noo-

the trip Captain Gray, of Lewiston, acted as pilot both ways. The party boarded the steamer at The Dalles Sunday afternoon at 4 o'clock. The Glenola went directly to the rapids and began to fight her way up, carrying 120 pounds of steam, five pounds less than her allowance. Steamers like the Bulley Gattert and the Spencer, which regularly make the run through the rapids below the Cascade Locks, carry close to 260 pounds of steam. The men on the Glenola say they had far more trouble bucking the stream below the locks than when above The Duilse.

the stream below the locks than when above The Dalles.

The water was feaming all around the steamer. There is a short turn in the channel, which makes navigation difficult, but Captain Gray got her through the rough water and into the smoother boling area, which is comparatively free of rocks. In 21 minutes after leading The rocks. In 25 minutes after leaving The Dalles the Glenols was at the wharfboat. The run down was made in 15 minutes. The party arrived by train yesterday morning, and the atsamer returned at 2 o'clock yesterday afternoon Four years the steamer Albany took railroad iron to the grade of the Paul Mohr road, and since then the Regulator went part way up the upper rapids.

#### ESTVOLD'S SIDE OF STORY.

#### Tanner's Captain Says He Was About to Board Her Again.

intention of returning to their vessel, Captain Swanson, of the Seattle fishing schooner Bringold, went on board and S. I. Hunter and B. F. Seton were arraigned on a charge of fighting and being disorderly. It occurred at the Oaks.

Sunday evening. Both pleaded against the Sunday evening disorderly. both Captain Swanson and the Fuget Sound Togbest Company, whose tug Plo-neer towed the yeasel to Port Townsend, claiming salvage. Captain Estvoid has the log and articles of the Tanner. He says he was going on board again when the tug came and took the vessel away before he could reach her.

## AGNES LOST OFF CAPE HORN

#### Two Boats Filled With Crew Disappear in Snow Storm.

SAN FRANCISCO, June 26.-The ship Arion arrived today from Baltimore with the captain and ten members of the crew of the German ship Agnes, and bringing news that the Agnes foundered in a snowstorm off Cape Horn.

The boat's crew picked up by the Arion was but one of three which abandoned the Agnes before she sunk. A search over a wide territory of the sea for the missa wice territory of the sea for the miss-ing seamen was unavailing.

The test ship, which was taken from the overdue list some time ago, was bound from Shields, England, for Valpa-

Captain Behrens was in command of the Agnos. She registered 2135 tons and was last spoken January 10. She sailed from Shields November 10, two days before the German ship Oregon for San Francisco and Portland, which also found much off Cape Horn and had to put

### SAILS UP FROM BAY CITY.

#### Thistle Will Follow Pinmore Into the Columbia.

The disengaged list will probably be The disengaged list will probably be re-newed when the British ship Thistle reaches port from San Francisco. She sailed yesterday, and will probably be here next week unless her passage up the Coast is as slow as that of the Pin-more, which left San Francisco June 7. for the Columbia and has not yet ar-rived. The Pinmore will take lumber to Melbourns, but there is nothing and Warrants for the arrest of the saloon-keepers were ordered issued, and they will be presecuted on charges of selling liquor to minors. The boys were held, and will be called upon to testify against Penney and Fernau.

The lads were arrested Sunday afternoon by Policeman Teevin, who found them so drunk they could hardly talk. The Richardson lad is a brother of Burnett Richardson, who was arrested by Portland after discharging part of her cargo at the Bay City.

### Young Picnickers on River.

Drizzly weather didn't stop 20 young-sters from having a good time on the river yesterday. The launch Princess May carried the students of the St. Lawrence Catholic School down to the mouth of the Willamette. In the rush to get aboard in the morning one small girt fell overboard, but was pulled out before she knew she was wet. Late in the afternoon the waterfront was cullivened by the songs and cheers of the picnickers as they came homeward.

Dalles City Rendy Saturday. Joseph Supple, in whose yard the steamer Dulles City is being repaired for damages she received in collision with the Chas. R. Spencer, expects to relaunch the draft Saturday. The repairs are extensive, requiring one new engine and wheel hesides repairs to the fantail and other woodwork.

#### Tanner at Port Ludlow.

SEATTLE, June 28.—The brig Tanner, towed into Port Townsend in a sinking condition Saturday, has been towed to Port Ludlow to prevent ber sinking in deep water and an exposed harbor. This action was taken by the tugbost company, whose boats brought the Tanner into the Sound. The Tanner's crew had deserted her after sending her help.

Will Light Umatilla Reef. Lightship No. 78, which left San Francisco perferday, is to take the place of the lightship at Umatilia Reef, Cape Figurery. She is one of the two light vensels which recently came around Cape Horn from New York.

#### Marine Notes.

The schooner Beulah cleared for San Pedro pesterday with 450,000 feet of lumber loaded at the North Pacific mill. Latest of the additions to the Portlandbound fumber fleet is the schooler G. W. Watson, which has been chartered by the Portland Lumber Company. She is now

At the inman-Poulsen mill is the steam-er Dispatch, loading lumber for San Fran-cisco. She arrived up Sunday night. From present prospects there will be a short cargo for the Pertland & Asiatic liner Arabia. She shifted to the Alaska dock vesterday afternoon. dock yesterday afternoon.

#### Domestic and Foreign Ports.

ASTORIA, June 25.—Arrived down at 2 and salled at 6 A. M.—Steamer Columbia, for San Francisco. Arrived down at 3 P. M. and salled at 3:20 P. M.—Steamer Atlax, for San Francisco. Arrived down at 4 P. M.—Barkentine John Smith. Arrived at 3 P. M.—Steamer Ascunsion, from San Francisco. Condition of the bar at 3 P. M., amooth; wind southeast, weather cloudy.

San Francisco, June 25.—Salled British bark Thistis, for Portland, Salled at 11.

A. M.—Lightship No. 75. for Columbia River, Salled at 11.20 A. M.—Steamer R. Faul, for Portland, Salled at 3 P. M.—Steamer Roanoks, for Portland, Arrived at 4 P. M.—Stramer Northland, from Portland, Ban Francisco, June 25.—Salled—U. S. lightship No. 83, for Binn's Reef; elemmer Newburg, from Gray's Harbor.

Astoria, June 26.—Salled at 6:30 P. M.—Steamer Aberdeen.

Porquerolles, June 26.— Passed — Tydeus, from Tacosma, via Yokobasma, Shanghai and Batavia, for Marseillee and Liverpool. ASTORIA, June 25.-Arrived down at 3 and

FLAMES CATCH ON WOODWORK FROM BURNING GREASE.

Union Meat Company, Fourth and Glisan, Suffer Loss of About a Thousand Dollars. . .

The Union Meat Company, at Fourth The Union Meat Company, at Fourth and Glisan acreets, for the second time within the year, caught fire last night and completely destroyed one of the company's smokehouses, with about 2009 pounds of meat. The fire is supposed to have started from an overheated wood fire in one of the two smokehouses, which was being used to cure a quantity of meat. The company had a rush order which they were trying to get out early this morning. were trying to get out early this morning, and had a larger quantity of meat over the fire than usual. The fire became too hot and caused the grease to scatter to

as if the surrounding buildings would be in danger, and horses were removed from near-by stables and families moved their furniture to the street. Several lines of hose were run in from Pourth street and the smokehouse flooded before the flames spread to the adjoining one. Busides a little damage from water, the other the child. smokehouse was not harmed.

## May Decide to Extend Railways.

Officials of the Harriman lines who have Officials of the Harriman lines were have been spending the past week in an in-spection trip over the section of interior Oregon lying south of Shaniko, the pres-ont terminus of the Columbia Southern, including Bend, Princeille and a large area tributary to the Deschutes and Crooked rivers, will return to Portland this morning. It is expected that some definite appropriement of plans conserning definite announcement of plans concerning the projected extension of the Columbia Southern may be forthcoming soon after the reports of these officials have been submitted to directors of the company. submitted to directors of the company, if the power has not been delegated to the general manager to decide at once. Those composing the party are: J. P. O'Brien, general manager; G. W. Boschke, chief engineer; R. P. Miller, general freight agent; W. W. Cotton, general attorney, and R. C. Judson, industrial agent of the Oregon Railroad & Navigation Company; President Lyttle, of the Columbia Southern, and Pred S. Stanley. Columbia Southern, and Fred S. Stanley, secretary and director of the Deschutes Land & Irrigation Company. Reaching Shaniko last night the trip to Portland is being made by special train.

### Trans-Mississippi Congress.

An official call for the 16th annual session of the Trans-Mississippi Commercial Congress, to meet at the Auditorium, Lewis and Clark Exposition, August 16, 17, 18 and 19, was issued last night by Secretary Arthur F. Francis. It is a comprehensive presentation of the pro-gramme, calling attention to the impor-tance of developing trade with the Oriental countries, to the advantage of hold-ing the session at the Exposition, and is addressed to executives of states, territories and cities, to commercial, industrial, Irade and maritime bodies that have authority to name delegates. It is a concise document, selting forth what the Congress stands for, what it purposes to accomplish, together with a complete res-ter of officers and the general information that would be desired by those to whom the call will be sent.

## COLUMBIA RIVER EXCURSIONS.

Biver Peints,

No visitor to Purtland should miss viewing the matchiess Columbia River scenery between Portland and The Dalles, as seen from the O. B. & N. trains. The Chicago-Portland special leaves the Union Station every morning at 3-16, giving a daylight ride along the Columbia, stopping 6 minutes at the very foot of Multinomah Palis. Every mile of the trip there is something new and fascinating. If desired, the return trip may be made by boat

Testimony That Bricks Were Laid Without Mortar.

#### EFFORT OF THE DEFENSE

It Seeks to Show That E. W. Riner Had No Interest in the Contract and Committed

No Offense.

Testimony that some of the bricks in the Tanner Creek sewer were laid with-out mortar was given at the trial of E W. Riner in Judge Sears' Court yesterday This was shown to have occurred in the arch, and the lower end of the sewer was said to have not been well done. Thomas O'Neill. a bricklayer, testifier that while he was working on the second and third tiers of the arch, E. W. Riner instructed him to put in brick without mortar.

On cross-examination Ed Mendenhall counsel for the defendant, handed G'Neill a letter which he had written to Ed Riner in Seattle, containing a postscript, "The only thing I know of doing wrong was not attending to my work better."

Mr. Mendenhall several times asked the witness, "You admit having done your work wrong, don't you; what do you mean by it?"

O'Neill endeavored to explain that he meant that he was acting under orders of E. W. Riner, and counsel endeavored to construe the admission as a voluntary confession. In the other portions of the letter O'Nell relates that he has seen in the newspapers that the Riners are having trouble about the newer and have blamed the writer. O'Neill assures Riner that he never said a word, that he has more gratitude than that, as he was treated well and paid the wages he demanded. He closes by saying he is willing to make an affidavit that he never

said anything about the work, but heard others do so.

The wilness testified further that the The witness testified further that the checks for his wages were signed by R. M. Riner, and he received them from Howard Riner. They worked nights and days on the job, and Mr. Thomas was the foreman. Ed Riner was sometimes there at 2 and 3 o'clock in the morning. O'Neill said he worked as much as 27 hours without resting.

J. P. O'Neill, who was a foreman in the sewer, testified that the work was well.

sever, testified that the work was well done on the first five courses, but not so well at the lower end. He was em-ployed by Sydney Smyth requiring the d places, and found brick laid without mortar.

out mortar.

City Engineer Wanzer testified concerning the bad places in the sewer, and
City Auditor Deviin testified that the contract was in the name of R. M. Riner.
Whitney L. Boise testified that William
C. Elliott, then City Engineer, told Mayor
Williams that he (Elliott) had personally
improved the sewer and know it to be

inspected the sewer, and knew it to be a first-class job. Mayor Williams was also called as a witness.

Mr. Mendenhall is endeavering to establish the fact that the evidence does not show that E. W. Riner had any interest in the contract of the contract est in the contract, and consequently he could not be held liable on the charge of attempting to obtain money under false pretenses from the City of Portland, Gus C. Moser and Bert Haney, of the Dis-trict Attorney's force, are prosecuting the

### Suit Over Daughter's Death.

C. A. Fraser, as administrator of the estate of his daughter, Jennie Hawley, is seeking to collect \$5000 damages from Dr. Etta Hill Schnauffer, contending that the woodwork, causing the blaze.

The fire was discovered by one of the watchmen of the building, who turned in the alarm. The department made a quick run, but before they arrived the rear of September 1, 1904, and died on November the building, where the smokehouses are located, was in flames.

The loss to the company will not be more than 1990 to the building, including A. J. MacKenzie was called in and permore than 1900 to the building, including the meat destroyed. The company has been using the smokehouses but a short time. The rest of the building is being rebuilt, and in the rear the framework is uncompleted. For a short time it leaded. cross-examination by attorneys for Dr. Dan J. Maiarkey, attorneys for Dr. Schnauster that tuberculosis of the lungs caused the death of Mrs. and brain caused the death of Mrs. Hawley. This is the line of defense and m that there was no pegligence whate J. M. Long appears as counsel for the plaintiff. The trial was begun before Judge George, yesterday, and will be con-cluded today. There is also a suit pend-

### File Incorporation Papers.

Incorporation articles of the Hidden Treasure Mining Company were filed in the County Clerk's office yesterday by E. L. Aikin, James M. DePue, Bert J. DePue, Claud DePue and Guy DePue, Capital stock \$250,000.

# RINER TRIAL IS ON ECZEMAAFLESH

Those afflicted with Ecsema know more than can be told of the suffering imposed by this "flesh fire." It usually begins with a slight redness of the skin, which gradually spreads, followed by blisters and pustules discharging a thin, sticky fluid that dries and scales off, leaving an inflamed surface, and at times the itching and burning are almost unbearable. While any part of the body is liable to be attacked, the

Ecrema made its appearance on my left limb the size of my thumb in 1893, and spread until it was large as my hand, burning, itching and paining me, and for which I could get no relief, until secing the other cures advertised by you I wrote and secured the advise of your physicians, commenced S. S. S. and it cured me.

Mayorta Kan hands, feet, back, arms, face and legs are the parts most often afflicted. The cause of Eczema is a too acid condition of the blood. The circulation becomes loaded with fiery, acid poisons that Mayetta, Kan.

are forced through the

glands and pores of the skin which set the flesh affame. Since the cause of the disease is in the blood it is a waste of time to try to cure it with local applications; the cause must be removed before a cure can be effected. S. S. S. has no equal as a remedy for Eczema; it enters the blood and forces out the poison through the natural channels, and builds up the entire system. The skin becomes smooth and soft again, and the Eczema is cured. Cases that have persistently refused to be cured under the ordinary treatment yield to its purifying, cooling effect on the blood. Book on Skin Diseases and any advice wished, without charge.

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m a Week The foctors of this institute are all resour graduates, have had many years experience, have been known in Portland for 15 years, have a reputation to maintain and will undertake no case unless certain cure can be effected.

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