# OPEN FIGHT FOR CITY CONTRACTS

Barber Asphalt Company Asks for Modification of Specifications.

#### CHARGE PAVING MONOPOLY

Warren Construction Company Underbid by Rival \$5,125.99 on Second-Street Work and \$3,426.28 on Couch.

he first gun in the skirmish of what promises to be a battle royal over the question of street paying contracts of Portland was fired at the session of the Executive Board yesterday afternoon, when the Barber Asphalt Paving Comany entered into competition with the Warren Construction Company in bidding for the work of paving Second street, from the north line of Morrison to the south line of Glisan, and Couch street from the west line of First to the east line of Fourteenth, under the specifications calling for Warren's bitulithic pave-ment in conformity with the petition of a

majority of the property-owners.
Upon the Second-street contract the Barber Asphalt Paving Company bid \$27,or \$1.70 a square yard, as against \$2,338.65, or \$2 a square yard, of the War-ren Construction Company, each offering to maintain the street in good repair for

the Couch-street proposition the Barber people bid \$26,360.83, and the War-ren Construction Company \$29,287.11, both offering to keep up repairs ten years on the "%-cents-a-square-yard basis. Accompanying the bids of the asphalt people of the square pe

To the Honorable Executive Board of the City of Portland:

Gentlemen-Explanatory and as a part our attached bid for the improvement of Second street, we most respectfully submit the following: The ordinance for this improvement calls for a bitulithic pavement, and the specifications for the pavement require the use in its construction of Warren's Puritan brand of the property and could not get one-tements and others materials "Rivellible" kind made by other people. As such trademark, the word is the exclusive property of said company. Warren's Puritun Brand' is the trademark adopted and used by the Warren Construction

Baying in various cities."

Davis charges that photographs of a of certain materials that are used in the making of pavements. This brand is ex-clusively owned and controlled by said

We are able and ready to put down, the Warren Construction Company puts flown under the name 'bitulithic, and we are able and ready to isy such pavement on Second street in strict accordance with the specifications prepared therefor, except only that we cannot use 'Warren's Puritan Brand' of materials; and we are able and ready to back up our assertion with our contract, our bond, our money and our work.

Second street in strict accordance with the specifications prepared therefor, except only that we cannot use 'Warren's found that they do not strictly conform to the ordinance and such event, the matter will have to be decided by the Council, in which body was recently introduced ordinances the passage of which would put a stop to the monopoly complained of.

cifications of this particular tradenarked name and these particular pri-rate brands is to preclude the making of the same identical payement under iny other name than \*bitulithle with any other materials than Puritan brands, all competition m bidding is stiffed, the calling for and spening of bids is a farce, and the Warren Construction Company is given in absolute monopoly of this kind of work. The monopoly thus created infludes not only the pavement proper, but extends to the grading, sidewalks, urbing, stone blocks and all other tems comprised in the improvement, as the contractor who cannot furnish Warren's Puritan brand of materials pannot bid at all, and the company who controls that brand will charge what it sees fit for all the items embraced n the improvement.

We therefore make this bid for the iment of Second street on the condi that if it is accepted and the sensi awarded to us, some name that is not irade-marked will be used instead of bitulithic in our contract, and the speci-Scations will be modified by substituting for 'Warren's Puritan Brands' any language which describes and defines the na ure and qualities of the materials to be adding after each mention of Warren's Puritan Brands, the words 'o any other material of like character that qually as good, or any other language M similar import. In other words we his in the work exactly as called for in the ordinance and specifications, and only ask ordinance and specifications, and only a for the elimination therefrom of the private trade-marked words and brands which absolutely prevent competitive bid-

"As required by your invitation for bids, we enclose a check for \$3818, payable to the order of the Mayor of the City of Portland, which is to be forfeited as fixed and liquidated damages in case we neglect hr refuse to enter into a contract and provide a suitable bond for the faithful performance of said work in the event

the contract is awarded to us.
"If this contract is awarded to us, we are able and ready to give any special bond or security you may require to fully indemnify and save harmless the City of Portland and Portland, and any and all property-own-ers from any and all expenses, damages and litigation on account of any claims for infringement of any alleged patents connection with our

s pavement. We also submit herewith a proposal to keep and maintain said proposed im-provement in good condition for the period of ten years for the price of two and oneanif cents (2%c) per square yard per year. Yours respectfully, Barber Asphalt Paying Co., by Charles Crancy, Attorney-in-

The difference between the bids of the the rival concerns amounts to \$5145.36 on the Second-street contract, and \$3426.38 for that of Couch street. All were referred to the street committee of the Ex-ecutive Board, which is composed of R. L. Sabin chairman; Max F. Fleischner and Richard Wilson. The Barber Asphalt Paving Company, through Charles Craney, as manager, also submitted the following in relation to the purchase of

old material on Second street: "Attached to the original petition for the improvement of Second street is a communication from the Warren Con-struction Company to Frank Kiernan, in which said company says it will agree to allow 80 cents per square yard for the old stone blocks on the street, unless the roperty-owners can get a better othing in the orginance or specification or invitation for bids for the improve-ment of Second street that calls upon iny contractor to state what he will allow for these old stone blocks, but in submitting our enclosed bid for this im-

provement, we desire to say that if the stone blocks are to be removed and taken by the contractor, we will allow and pay 60 cents per square yard for all the old stone blocks now on the street."

M. F. Fleischner, of the street commit-tee, held an informal session in the City Engineer's office, at which were also present, besides City Engineer Wanzer, W. L. Archambeau, representing the Warren Construction Company; Frank Klernan and Attorneys W. M. Davis and Dan J. Malarkey, who appeared for the Warren Construction Company and the Barber Asphalt Paving Company, respectively. This meeting, which lasted about an hour and a half, was characabout an hour and a half, was charac-terized by a hot argument between the two lawyers on the bitulithic question, and resulted in a general discussion of about every phase of the street-paving situation, in which Malarkey made a strong point in the contention that, while the charter calls for competitive bids in all street work, there was no possibility of such competition where the smedical of such competition where the specifica-tions call for a certain brand of paving material that is protected by a trade-mark. He contended that a monopoly in street paving, such as the specifications in question created on their face, was ontrary to American institutions produc tive of fraud and favoritism, and subversive of good government. He said that no fair-minded person should object to competition, and that there was noth ing in the construction of the so-called bitulithic payement that anyone in the paving business could not duplicate, and that the specifications, and not the name, determined the kind of improvement, and that the city authorities should prepare and submit specifications without monopolistic earmarks, and then lasist upon a strict compliance therewith by the con tractor to whom the work was awartied,

Malarkey insisted that he did not want to be understood as obstructing street improvements in any way. "All we want," said he, "is to be given an opportunity to compete. He held further that the Warren Con struction Company was endeavoring to create a monopoly in this instance, and that property-owners on the two streets affected would pay dearly for the use of a

trade-marked word. Frank Kiernan related the circumstances attending the circulation of the petition for the street improvements, and was fearful lest the present difficulty would result in depriving the propertyowners of the use of the streets in case the matter became a subject of litigation,

was the following letter, which was read to the Board by Auditor Devlin, and which was productive of somewhat of a cause delay.

Attorney W. M. Davis said that it was uncless to listen to Mr. Malarkey's arguments, and threatened that if the Bo awarded the bids to the Barber Asphalt Company the Warren Construction Comfor their bituminous macadam. is an arbitrary word that has been adopted and is used by the Warren Construction Company as a trademark to distinguish its pavements of the kind in thing rotten in Denmark when they remestion from pavements of the same sort to such 'knocking' methods as send-

nd used by the Warren Construction Davis charges that photographs of a section of Chestnut street, St. Louis, had been sent broadcast over the country in which a brick pavement was referred to as bitulithic. He admitted that the Warren Construction Company enjoyed a mono "We are able and ready to put down, ander any other name or without any name, the same identical pavement that the Warren Construction Company puts flown under the name bitulithic, and we

#### ROBBERY BY WHOLESALE

Member of St. Louis Gang Confesses Plundering Hundreds of Houses.

ST. LOUIS, Mo., Aug. 4 .- (Special )-Fot. ward Burthardt, 18 years old, who was arrested with a gang of three men and two women, charged with committing wholesale robbery all over the city, confessed to Chief Desmond today that the gang had robbed 230 houses. He refused to tell where they were, but told the Chief he would turn state's evidence and turn up much of the booty if guaranteed that he would not be prosecuted.

Burthardt detailed to the Chief the method of the gang's operations. He said he and the only one of the gang not ar-rested would go to a lodging-house that promised to be a good field and engage a room. After they had become familiar with the premises they would invite their accomplices to visit them. The uld ransack the house and the lodgers would disappear.

#### Proposals for Street Work.

The Executive Board, at its regular meeting yesterday, received proposals for the following street work: East Stark, from the center line of East Ninth to the east line of East Ninth-Joplin & Mecks, \$130.99. This firm was the only bidder. East Stark, from the east line of East Ninth to the West line of East Twen-tieth-Concrete Construction Company for work as a whole \$19,363.08; J. R. O'Nell, seven blocks, \$6504.10; K. G. Lundstrom, seven blocks, \$4504.10; K. G. Lundstrom, seven blocks, \$7141.49.

Monroe street, from the east line of Borthwick to the east line of Mississeppi avenue-Bechill Bros., \$625.67; Joplin & East Main street, from the west line of

East Twenty-sixth to the east line of East Thirtieth-Stevens Bros. \$55.16; Miler & Bauer, portion, \$172.04; Bechill Bros, \$645.55; Joplin & Meeks \$489.61.
Seventeenth atreet, from the north line of Elizabeth to the south line of Clifton— Francy & Keating, \$6241.64, for sand fin-ish, and \$5911.84 for screening finish-Concrete Construction Company, \$6745.49.
All the bids were referred to the com

### Street Work Accepted.

At its meeting yesterday the Executive oard accepted the following street work: Davenport, from the west line of Gover-nor's Park to the north line of Patton county road; Thurman, from the west line of Rugby to the west line of Peter Guild donation land claim; Pord, from the south line of Washington to the south line of Madison; East Second, from the north line of Holiaday avenue to the center line of Hassalo; Irvins, from the west line of Fifth to the east line of Seventh; sewer in Melinda avenue, from the west line of Fanny G. King tract to a connection with the sewer in Melinda avenue at second

streets was referred to the appropriate committee upon various technical grounds: Twenty-fifth, Monroe, Fremont, East Ninth, Jackson and Twenty-first, The bids on East Twentieth, Clackamas and Wasco streets were all rejected and will be readvertised.

Isador Wormser, the New York banker and son of a California pioneer, was op-erated on for the removal of a gallstone at Saratoga, N. Y., Thursday night was slightly improved yesterday.

# Immediately after adjournment of the Executive Board, Chairman Sabin and

Major Roessler Is Impressed With Importance of River Improvements.

SOON SUCCEEDS LANGFITT

Contract for First Work on Cellio Canal Soon to Be Let-New Corps Engineer Has Efficient Record.

Major S. W. Roessier, of Washington, D. C., reached the city yesterday after-noon to become the successor to Major Langfitt as corps engineer in charge of fortifications and river and harbor improvements and engineer of the 13th lighthouse district. The new officer has not as yet learned when he will take charge of his office here, the change being dependent upon the return to the city of Major Langfitt, who is at present in the Puget Sound district, where he is making an investigation of projects recommended to the department but not vermended to the department, but not yet

Major Roessler brings to the city the information that his precedeccor has been appointed, upon the date of his leaving Washington, as a member of the Board of Inspectors of Rivers and Harbors, which board was created by an act of 1902, the duties of which shall be to examine and pass upon all original projects for the improvement of rivers and harbors before final action by the Department of War or the Board of Engineers, and before Con-gress has taken any decisive action. Major Langfitt has joined the other mem-Puget Sound district, upos, which an ex-amination was ordered at the last session of Congress. He will not return to Portland until the middle of the week, and intil that time no announcement can be made as to the date of the transfer of the office here from the old officer to the new. Major Roessler can as yet say nothing of his plans for work to be done here, as he has not had time to become familiar with the details of his office or of the work to be done or under way in the district, but on Monday he will join Colonel Heuer, division engineer from San Francisco, who will arrive in Portland for an examination of the work now being done at the mouth of the Columbia.

The new officer anticipates a pleasant as well as a busy time in his new home and position, as in addition to the work on hand the contract for the comwill be let in a short time and construc-

tion will be commenced there.

"The work here is of great magnitude as well as of great importance," said Major Roessler, at the Hobart-Curtis last night; "but I do not wish to say anything as to what will be done at this time, not having become acquainted with the details of my office as yet. The work at the mouth of the Columbia will also be of great value to the state. The tendency of commerce to bring into use vessels of deeper and deeper draft makes it essential that the channel to the sea be made deep and kept deep. It is also es-sential to the commerce of the whole state that a deep-water channel be main-tained from the harbor of Portland to the sea, for the prosperity of the state de-pends in a reflected manner at least upon the shipping centers of the state." The Major predicts that it wong before the Government

state assistance before granting appropriations for harbor improvements.
"As shown by the action of Congress a hort time ago in asking the State of Pennsylvania to contribute to the im-provement fund for deepening Delaware River, the tendency of Congress is to-ward asking aid from the state in carry-ing out river and harbor improvements. The change may not come for some years yet, but the sentiment of Congress tends

Major Roessler is a veteran in the engieer service, having graduated from West Point with the class of 1877, and entering immediately into the service, has been 29 years in the work. For the first two years after his graduation he did postgraduate work in the school for engineer officers at Willett's Point, now Fort Tot-The next year was spent in New York as assistant to General Toner, president of the board of engineers. Following that, three years were passed at West Point as instructor in civil and military

After leaving West Point, 1% years were spent on river and harbor work at San Francisco, and on the Sacramento River. The next 2½ years were passed as Adjutant of the Battalion of Engi-neers at Fort Totten, while another 2½

where for five years Major Roessier was district engineer officer in charge of a stretch of 400 miles of the Mississippi River below Cairo. The next move made the Major returned to Fort Totten, where for 25 years he was instructor in civil engineering at the engineers school, after which another five years were passed at Portland, Maine, as district engineer of-ficer in charge of 1 per and harbor improvements and fortification work in the State of Maine. The next year was spent as assistant to General McKenzie, Chief of Engineers, at Washington, where Major Roessler was engaged in looking after the preparation of the Baitimore Harbor, Fort Monroe and Fort Washington, pre-paratory to the joint army and navy maneuvers held there last June. It is from this position that the Major comes

SMALL CRAFT ARE IDLE.

Launches Cannot Find Passengers Since the Cruisers Sailed.

After doing a good business for the first few weeks of the season, especially while the war vessels were in port, the launch-owners have seen the river "go dead," and as a result many of the power boats are being taken elsewhere. The run to the Oaks is in the hands of one company, and only a fair trade is being done. With the departure of the revenue cutter Mc-Culloch there are no special vessels in the harbor which visitors are assetute. harbor which visitors are anxious to see. Several boats built for the Summer trade will be a dead loss on the owners' bands. Two months ago the boathouses at the foot of Morrison and Stark streets were crowded with people. For some reason the thousands of people uptown can only be induced to be induced to go to the river when taking one of the many trips on the Columbia. Yesterday the fruit stand at the city landing, foot of Stark Mireet, retired from business. Within a very short time there

the river from Astoria to Portland brought forth many denials yesterday.

It is stated that the T. J. Potter has made the 115 miles, more or less, in 5 hours and 20 minutes. This was made on

several Saturday night runs, when she came straight through with a crowd from the heaches and made no way stops. Captain W. H. Patterson says that he has brought the steamship Columbia from Astoria in exactly the same time. It was when the vessel was fresh and clean that she made this time, remarkably fast for a seagoing vessel of the Columbia's class. Until the Spencer or some of the local boats lowers the Telegraph's time of 5 hours and 55 minutes, it will probably hours and 55 minutes, it will probably stand as the record for sternwheelers. The Telegraph yesterday went to the yards of the Portland Shipbuilding Company, at Fulton, where a false keel will be removed and a beavy coat of paint ap-plied. She is to be ready for whatever run is chosen by the middle of next week.

CALLS MAY BE INFREQUENT

No Other Pacific Coast Steamer to Follow Topeka for Several Days.

What steamer of the Pacific Coast Com pany will follow the Topeka to Portland to carry south the surplus which the Har-riman boats cannot take is as much a mystery as ever. The Harriman office has ounced that the next Pacific Coast mer will call August 12. The Pacific Coast office cannot say what boat it will be, and the Harriman office is saying

The Topeka left down yesterday morn ing, and salled from Astoria at 6 o'clock in the evening. She took less than 199 passengers, as many of the staterooms were occupied by people from Seattle. The To-peka will be transferred to the San-Francisco-Eureka run as soon as she reaches the Bay City, and will not be seen again on the North Pacific Coast for some time. It is possible that the Senator, one of the Pacific Coast steamers, will call

#### Ilford's Cargo Nearly All On.

Having loaded 3,000,000 feet of lumber at the Inman-Poulsen mill, the freighter liford was to go down to the Victoria doiphins late yesterday afternoon, but will not more until today. She will complete ber cargo of 3,500,000 feet of lumber for Taku Bar, China, by Monday, and is ex-pected to start down the river Tuesday. The bark Drumcraig is to begin loading at the same mill Monday. The Comeric, also under charter by the Pacific Export bers of the board, and is now making an Lumber Company, is expected from Alaska investigation of work projected in the within ten days. All take lumber to the

#### Marine Notes.

The schooner S. T. Alexander, 575 tons, is listed to come to the Portland mills from San Francisco for a cargo of lum-

The Sellwood ferryboat John F. Caples will be inspected by the United States In-spectors today. Yesterday the remodeled towboat Ottawa, of the Oregon Round Lumber Company, was inspected. Laden with 1200 tons of wheat, the

steamer Czarina left down yesterday, bound for San Francisco. She will prob-ably make several trips for wheat cargoes, having been chartered by Taylor, Young & Cb.

Towed up the river by the towboat M. P. Henderson, the oil barge Santa Paula discharged 9600 barrels of oil at the gas dock yesterday. The Whittier, her usual escort, went on to Puget Sound, after leaving her at Astoris, and will call in for her on the return trip.

#### Domestic and Foreign Ports.

ASTORIA, Aug. 4.-Condition of the bar a ANIONIA, Ang. 4.—constrion of the car at 5 P. M. semooth; wind, south; weather cloudy; Arrived down at 3.50 and eafled at 10.55 A. M.—Steamer F. A. Kilburn, for San Francisco, Arrived at 2.50 P. M.—American bark leane Reed, from San Francisco. Arrived down at 5.15 and sailed at 6.45 P. M.—Steamer City of Topeka, for San Francisco.

FATHER OF THE EXPOSITION IS ARRANGING PROGRAMME.

Prizes of All Kinds Will Be Given for Little Tots of Every Color, Size and Description.

When Dan McAllen, the Father of the Exposition, was told that one day at the fair should be set aside in his honor, he immediately decided to give the bables of the State of Oregon the benefit. He issues an invitation to every baby, black, white, lean, fat, rich or poor, to be present and compete for the long list of prizes which will be offered. Bables day will be in September, and just as soon as the exact date is decided upon notice will be given through the newspapers and all parents are earnestly requested by Mr. McAllen to enter the little ones in the largest show of this kind ever given on the Pacific Coast. No matter if the baby is not pretty—there will be a prize for the ugilest; and if the little tot is thin-there will be another prize for the leanest neers at Fort rotten, wone and the electri-years were spent as instructor in electri-cal and torpedo engineering at the same provinced and torpedo engineering at the same provinced and black-eyed and black-eyed brown-eyed, gray-eyed and black-eyed finest baby of each nationality repre-sented; the finest in certain districts in town and country, and last, but not least important—a prize for the best-natured and for the worst behaved baby. The latter Mr. McAllen will tender personally, for he knows that bables cannot always be good, and feels a keen sympathy for infants who act as he is said to have done on sundry occasions in his extreme

A feature of Baby day will be a mammoth parade, in which every child en-tered will be expected to take part. Those who can conveniently do so are requested to decorate their baby carriages with flowers or other decorations, but if parents coming from the country and other towns cannot do this the pretty faces of their little ones will suffice.

A march will be made around the Exposition grounds, and the judges will be selecting the prizewinners on the quiet, for they will probably be mixed with the

All who want information on the subject may obtain it by writing to Miss Mc-Keown, secretary, care of McAllen & Mcany of the following ladies: Mrs. F. M. Branch, % East Thirty-fourth; Mrs. Nor-ris Cox. Babies' Home; Miss Mabel De-vers, 253 North Twenty-first; Miss Aphia Dimmick, Tenth and Morrison; Katherine Daly, 573 Irving; Mrs. Farmer, 600 East Madison; Mrs. George Flanders, 500 Elizabeth; Mrs. Henry God-dard, 455 Going; Mrs. Kent, Mrs. Kings-bury or Miss Winifred Mosher, Sixth and Sherman; Mrs. L. H. Wells, 607 East Ninth; Mrs. B. S. Pague, 648 East Morri-

\* Route Selected by Japanese Govern-ment for Conveying Japanese Peace Envoys to the United States. S. S. MINNESOTA AUGUST 10TH

JAPAN, CHINA, HONGKONG, GREAT MORTHERN STEAMSHIP CO. Operating the New Twin-Screw Steamers "MINNESOTA" "DAKOTA"

(Length 630 feet.) (Beam 786 feet.) The enormous dimensions of these essets insure steadiness and comfort t sea. Electric reading lights over ach berth. For full information apply to any

H. DICKSON, 122 Third Street, Portland. W. W. KING. eral Passenger Agent, Seattle.

\$1968.23; supplies, \$837.11. A comparative statement for the month of July for the past five years shows the following: Expense to county, 1901, \$1304.06; 1902, \$883.91. Profit to county, 1988, \$221.18; 1994, \$865.27;

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#### BOYVILLE AT BEACH.

Juvenile Court Sends Second Company to Sea View.

This morning another happy crowd of boys will start from the Courthouse for a ten days' outing at Sea View, under the supervision of officers of the Juvenile Court. This work will be assigned to the Juvenile Improvement Association, after that body has become thoroughly organized. The boys are given a trip to the seashore for recreation and instruction, and are promised a good time. They were all examined by County Physician Gray yesterday, and were all found to be in good health and eager for the trip. They good health and eager for the trip. They are not boys who have been called before the court for committing misdemeanors or who in any way have been guilty of any offense, but simply a crowd of young-sters who want a vacation, and Judge Frazer and his associates have provide the means. The O. R. & N. Co. furnishes the transportation, and numerous mer-chants have contributed liberally. The boys who went to the beach a week ago will return to make room for the others. Several more parties will be sent down

before the season closes.

The names, ages and residences of the present party are as follows: Max Goldstaub, 9, 796 Vancouver; Her-nan Gumbert, 10, 126 Seventh; Wilson Mc-aughlin, 10, 238 Sacramento; Lloyd Camp, , Tenth and Hoyt; Edward Kelly, 11, 475 landers; Ralph Chase, 10, 222 Mill; Frank elson, 12, 553 Loring; Roy Kerns, 9, 229 Front, Virgil Catching, II, 51 North Ninth; Arthur Hansen, II, 4912 Second; Vincent Plancich, II, 398 North Twentieth; Henry Addis, 13, Russellville; Albert Olsen, 10, Nineteenth and Thurman; Marcus Gum-bert, 13, 126 Seventh; Emerson Wilcox, 10, 70 North Ninth; Chester Davis, 12, 524 Ratirond; Lonnie Barrett, 9, 417 Tilia-mook; Frank Dunn, 11, 345 East Oak; Roy Barrett, 11, 417 Tillamook; Arthur Ols 13, 375 Nineteenth; James Curtain, 15, Overton; Edward Pausch, 12, 43% First; Arthur Eastman, 13, 4614 Glisan; Henry Skow, 13, 615 Pettygrove; Cecli McCartney, 13, 688 Upshur; Floyd Frank, 11, 526 Stark; Amos Frank, 12, 520 Stark.

GIVEN CHANCE TO GAIN NAME

Youth Guilty of Theft Sentenced and Given Parole.

Deli Hayward, a youth aged 16 years, who stole a violin and a razor from the residence of Charles Bickeley, was sentenced to one year in the Penitentiary yesterday by Judge Frazer, and was paroled during good behavior. He was ordered to report to the Prisoners Aid Society as often as the society shall direct. Judge Frazer gave him the advice usual in such cases, telling him his life and habits must be exemplary, and he must work and gain the respect and confidence of the community. Dell Hayward is one of a family of ten children and he must work and gain the respect and confidence of the community. Dell Hayward is one of a family of ten children and he respect and confidence of the community. be exemplary, and he must work and gain the respect and confidence of the community. Dell Hayward is one of a family of ten children, and he said he stole to buy necessities for the family, his father being out of work and they were in want.

#### THE TAVERN ENTERTAINS

For genuine hospitality there is no place of entertainment in the West that can equal The Tavern. It caters strictly to the best element of people, and prides is the grill that is making Portland famous. Opposite Oregonian building.

#### SPECIAL ALASKA EXCURSION

\$65.

Steamer Cottage City, August 12, calling at Indian villages, Skagway, Sitka, etc., out 11 days. For full information call Pacific Coast Steamship Company, 369 Washington street. Phone 229.

#### ESCAPERNONG WINE

The finest product of the scappernong, the native North Carolina grape. A de-licious, refreshing white wine, Moderate-ladies' wine, W. J. Van sweet-a ladies' wine. W. J.

SPECIAL EXCURSION BATES. Very Low Ninety-Duy Tickets East Offered

by O. R. & N.

August M. E. September 16, 17, the O.
R. & N. sells 10-day special excursion tickets to Eastern points; stopovers granted going and returning. Particulars of C. W. Stinger, city ticket agent O. R. & N. Co., Third and Washington streets, Portland. by O. B. & N.

#### **EVER TREAT YOU SO?** Coffee Acts the Jonah and Will Come Up

A clergyman who pursues his noble

calling in a country parish in Iowa, tells of his coffee experience: of his comes experience:

"My wife and-I used coffee regularly of town residents from every section of the state will bring their children up to a years of age for this occasion for the committee in charge wishes to make a fine display of the future citisens of Ore
"In the Spring of 1896 my wife was taken with violent vomiting which we

taken with violent vomiting which we had great difficulty in stopping.
"It seemed to come from coffee-drinking, but we could not decide.
"In the following July, however, she was attacked a second time by the vomit-ing. I was away from home filling an ap-pointment at the time, and on my return I found her very low; she had literally vomited herself almost to death, and it

restore her stomach "I had also experienced the same couble, but not so violently, and had relieved it, each time, by a resort to medi-

"But my wife's second attack satisfied me that the use of coffee was at the bot-Ing. foot of Stark street, retired from business. Within a very short time there will be some bargains in launches easily found.

HER TIME HAS BEEN BEATEN

Breaks Record of Receipts.

Breaks Record of Receipts.

County Clerk Fields yesterday submitted a report to the County Court showing the amount of business transacted in his office during the amount of business transacted in his office during the month of July, and be states that it is the largest for any month.

Read the luse of coffee was at the bottom of our troubles, and so we stopped it forthwith and took on Postum Pood Coffee. The old symptoms of disease disappeared and during the nine years that we have never had a recurrence of the vomiting. We never weary of Postum, to which we know we owe our good health. This is a simple statement of facts." Name given by Postum Company, Battle Creek, Mich.

Read the little book, "The Road to Weilville," in each package.

Why Suf-



Nothing Succeeds Like Success Don't give up the ship, even though it he the ship of life and sunken deep beneath the ocean waves of doubt and discouragement. Our past success is a guarantee of the future to you.

This institute was founded long before any other in Portland or eisewhere in the Northwest.

in the Northwest.

We treat and cure hundreds every monta, who suffer from Peivle and other diseases of men, such as Hydrocele, Varicocele, Stricture, Stomach, Kidney and Bindder Affections, Vital Wenkness, Nervous Decline, Impotency, Nocturnal Losses and all that long train of symptoms and troubles which arise from youtaful errors or other excesses. other excesses.

We have a new specific treatment for Genorrhoen which is prompt, sure, safe

Syphilis and all blood faints we cure to stay cured, and do not resort to poi-sonous minerals. Varicocele, Hydrocele, Piles, Rectal fleers and Cancers we cure effected without the use of the knife. Consultation and examination free or symptom blank and book if you or Office Hours: S A. M. to S P. M.; Sundays

St. Louis Surgical Dispensary Cor, 2d and Yambill Sts., Portland, Or.

## HAND SAPOLIO

Plagers roughened by needlework eatch every stain and look hopelessly dirty. Hand Sapelle removes not only the dirt, but also the loosened, injured cuticle, and restores the fingers to their natural beauty.

ALL OROCERS AND DRUGGISTS

TRAVELERS' GUIDE.

# THE GREAT NORTHERN

City Ticket Office, 122 Third St., Phone OVERLAND TRAINS DAILY SPLENDID SERVICE-

UP-TO-DATE EQUIPMENT-COURTEOUS EMPLOYES-For tickets, rates, folders and full infor-mation, call on or address
H. DICKSON, City Parsenger and Ticket Agt. 122 Third street, Portland, Or. JAPAN-AMERICAN LINE

For Japan, China and all Asiatic Ports, will leave Seattle about August 19. DAYS ON O PUGET SOUND

S. S. KANAGAWA MARU.

"The Mediterraneus of the Pacific." PUGET SOUND-BRITISH COLUMBIA

\$23.75

North Pacific S. S. Co.'s STEAMSHIP ROANOKE, 2400 TONS Satla from Columbia Dock No. 1 for San Francisco and Los An-

geles, calling at Eureka en SATURDAY, JULY 29, 8 P. M. SATURDAY, AUG. 12, 8. P. M. SATURDAY, AUG. 26, 8. P.M.

Ticket Office, 251 Wash, St. H. YOUNG, Agt.

### Columbia River Scenery Portland, Cascade Locks, The Dalles

Regulator LineSteamers

Steamers leave Portland daily at 7 A. M., connecting at Lyle with Columbia River & Northern Railway Company for Goldendale and Klickitat Valley points. Daily round trip to Cascade Locks, steamer Balley datsert, leaves 8:30 A. M., returns 5:30 P.

Dock foot of Alder st. Phone Main 914.

S.F. & Portland Steamship Co. Operating the Only Passenger Steamers for San Francisco Direct, "Columbia" (3000 tons), August 4, 14, 24, "St. Paul" (2500 tons), August 9, 19, 29, From Ainsworth Dock at 8 F. M. REDUCED ROUND-TRIP RATE, \$25.00, Berth and Meals Included, JAS. H. DEWSON, A-ent, Phone Main 263. 248 Washington St.

#### ALASKA FAST AND POPULAR STEAMSHIPS Leave Seattle 9 P. M.

"Dolphin," Aug. 14, 23.
"Jefferson," Aug. 10, 20, 20. CALLING AT
KETCHIKAN, JUNEAU, DOUGLAS,
HAINES, SKAGWAY, Connects with
W. P. & Y. route for Atlin, Dawson,
Tanana, Nome, etc. CHEAP EXCURSION RATES. On excursion trips steamer calls at Sirka Metlakahtla Glucler, Wrangel, etc., in addition to regular ports of call Call or send for "Trip to Wonderfu Alaska," 'Indian Basketry," "Toten Poles."

THE ALASKA S. S. CO., Frank Woolsey Co., Agenta, China, Japan and Manila

loston Steamship Co. and Boston Towboat
Co., From Tacoma and Seattle.
Steamship "Lyrn" leaves on or about July 29,1905.

Steamship "Pleiades" leaves on or about August 20, 1905.

Steamship "Shawmut" leaves on or about August 30, 1905.

For rates, freight and passage apply to Frank Waterhouse, managing agent, Seattle, or to Frank Woolsey Co., agents, 252 Oak st., Portland.

**Excursions to Alaska** Seattle to Nome and St. Michaels, Steam-

Steamship "Oregon" leaves Seattle about August 15, 1905. Apply August 15, 1905. Apply Frank Woohey Co., 250 Oak st., Portland. White Star Steamship Company, 607 First

TRAVELER'S GUIDE Why OREGON SHORT LINE

#### AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY.

Through Pullman standards and tourist sleeping-cars daily to Omaha, Chicago, Spotane; tourist sleeping-car daily to Kanses. Other through Pullman tourist sleeping-car (personally conducted) weekly to Chicago, Reclining chair-cars (seets free) to the Sast daily.

UNION DEPOT. Leaves Arrives. CHICAGO-PORTLAND 9:15 A. M. 5:25 P. M. BPECIAL for the East via Huntington. Daily. Daily. SPOKANE FLYER S:15 P. M. S:00 A M. Dally. For Eastern Washington, Walla Walla, ewiston, Coeur d'Alens and Great Northern ointa ATLANTIC EXPRESS S.15 P. M. T.15 A. M. Daily.

RIVER SCHEDULE.

FOR ASTORIA and 8:00 P. M. 5:00 P. M. ay points, connecting Daily, Daily, way points, connecting Daily, with steamer for liwaeo and North Beach, Sunday, except steamer Hamslo, Asn. Sturday, st. dock (water per.) 10:00 P. M. T. J. Potter" for Astoria and North Beach as follows: August 1, 5:15 A. M.; August 2, 7:30 A. M.; August 3, 7:30 A. M.; August 4, 9:00 A. M.; August 3, 11:15 A. M. FOR DAYTON, Ore- 7:00 A. M. 6:30 P. M. con City and Yambill Dully. Dully. River points, Ash-et. Sunday. Sunday. FOR LEWISTON 4:00 A. M. Shout 5:00 P. M. Dolly.
Saho and way points except bally.
From Riparia, Wash. Saturday.

Ticket Office, Third and Washington, Celephone Main 712. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Passenger Agt.



UNION DEPOT. ACCOUNT. OVERLAND EX-PRESS TRAINS for Salem, Hone-burg, Analand, Sacramento, Og-sen, San Francis-co, Mojave, Los Angeles, El Paso, New Orlsams and the East. \*8:45 P. M. Morning train
tonnects at Woodburn daily except
gunday with train
for Mount Angel,
filverton, Browns
wille, Springhed,
Wendling and Natron. 48:80 A. M.

Eugene passenger connects at Wood-\*10:35 A. M. purn with Mr. An-

Forest Grove \$1:50 P. M. Passenger \$1:50 P. M. \$10:45 P. M. · Daily. | Daily except Sunday.

PORTLAND-OSWEGO SUBURBAN SERVICE

TAMBILL DIVISION Leave Portland daily for Osciego at Till A. M.; 12:50, 2:05, 4, 5:35, 6, 6:35, 7:45, locus P. M. Daily except Sunday, 5:30, 6:30, 8:33, 10:25 A. M., 11:30 P. M. Sunday only, 9 A. M. Returning from Corresponding Sunday, 8:30, 10:10 A. M., 11:30, 3:05, 1:35, 1 pecting with Independence. First-class (ages from Portland to Sacramento and Ban Francisco, \$20; berth, \$3, Second-class fare, \$15; second-class berth,



PORTLAND DAILT. Tellowstone Park-Hansse
City, St. Louis Special
for Chebalis, Centralia,
Olympia, Gray's Harbor,
South Bend, Taxxima,
Feattle, Spokane, Leviston, Butte, Billings, Penver, Omaha, Hansse City,
St. Louis and Southeast, 5:30 am 4:30 am Departs

North Cosst Limited elec-tric lighted, for Tacoma, Seattle, Spokane, Hutte, Minneapolis, St. Paul and the East. .... 2:00 pm f:00 am

Fuget Sound Limited for Chehalls, Centralia, Ta-come and Seattle only... 4:30 p.m. 10:58 p.m. Twin City Express for Ta-coma, Seattle, Spokane, Heiena, Butte, Tellow-stone Park, Minneapolia, St. Paul and the East..!!:45 p.m. \$:50 p.m.

#### Astoria & Columbia River Railroad Co.

Leaves UNION DEPOT. Arrivas For Maygers, Rainier, Clatakania, Westport, Clifton, Astoria, War-renton, Flavel, Ham-mond, Fort Stevens, Gearhart Park, Sea-side, Astoria and Sea-pore. hore,
Express Daily,
Astoria Express,
Daily. 9:50 P. M C. A. STEWART. J. C. MAYO. Comm'l Agt., 248 Aider st. G. F. & P. A. Phone Main 304.

#### For South - Eastern Alaska



**Oregon City Boats** Leave Portland (week days), 8 A M., 1:30 A. M., 3:30 P. M. Leave Oregon City 10 A. M., 1:30 P. M., 1:30 P. M. 5:30 P. M. Sunday specials leave Portland, 8:30, 8:20 and 11:30 a. M.; 1:30, 3:30 and 5 P. M. Boats for Salem and way leave 0:45 a. M. dally except Sunday.

Oregon City Trans. Dock foot Taylor st. PHONE MAIN 40.