# **EMPIRE WAITING** FOR A RAILROAD

Central Oregon Has Rich Resources and Irrigation Schemes Progressing.

#### SETTLERS ARE ON THE LAND

One Company Has 140,000 Acres Covered by Canals-Railroad's Delay Hinders Development Work.

C. C. Hutchinson, land commissioner, of the Deschutes Irrigation & Power Company, does not think much of Mr. Harriman's policy of first getting the country developed and then having a railroad follow the people. Mr. Hutchinson represents a firm that has built cancies and attaches in Central Orescon, a ferals and ditches in Central Oregon, a fer-tile country which he claims is farther away from a railroad than any other valuable lands if the United States. He believes that a railroad into Central Ore-gon is necessary to the development of this rich section of the state and refutes

this rich section of the state and refutes the statement that the country is not sufficiently populated to warrant the O. R. & N. Company building a branch line from Shaniko to Bend.

"It is nonsense," said Mr. Hutchinson yesterday afternoon, "for railroad men to say 'develop the country and then we will build a railroad. It takes a railroad to develop and open a rich country such as is in Central Oregon. Settlers can-not be induced to take up farms so far from traffic, for there is no chance to dispose of their products. Here is an instance, just as soon as a railroad is built Into this section of the country, I know a number of financiers who will built a beet sugar factory with a capacity of 1000 of beets a day, and it will take 6000 acres to grow beets enough to keep this

"Replying to the speeches of Mr. Har-riman, Cotton and others relative to Cen-tral Oregon, the lands of the Deschutes Irrigation & Power Company, are as fol-

"The Pilot Butte segregation, 84,707 acres; Oregon Irrigation Company segre-gation, 56,007 acres; the Deschutes Irrigation & Power Company segregation,

will cover by the first of April, 1906, the two first segregations of 140,714 acres, The company has sold up to date about 20,000 acres; many of the buyers are active settiers and are now on the ground preparing the land for next season's

"The company took up this matter of developing the work February, 1904, but did not commence active work until about August 1, 1904. The company has spent up to July 1, 1905, over \$530,000 and it has before it a total expenditure of probably

It is a hard thing to sell lands to Eastern people who have been accus-tomed to the benefits of transportation and to get them to go in and buy land To to 100 miles from railroads. We feel that with a railroad we would not have balf enough land to meet the demand the coming year. We think that it is a benefit to the settler and to the State of Oregon to have this irrigation work done by private capital instead of by the National Government, as the landes cov-ered by the canals of the Deschutes Irrigation & Power Company will average to the settler \$10 per acre, while the Govcannot cite a case in all of its

for less than an average of \$30 per acre. "In the Twin Falls irrigation proposi-on in Idaho, (a private enterprise) of which the lands were sold to the settier at an average of \$5.50 an acre, the demand was so large that there were not iands enough to go around, so the lands had to be drawn by lots. The soil of the land covered by the Deschutes Irri-gation & Power Company's ditches is as good, if not better, than that under the Twin Falls system, and equal to the Yakima country where the lands are

now selling for from \$100 to \$1000 per acre. the aid of transportation we would have a settler on every 80 acres of land of the 215,000 acres inside of two years. With irrigation 80 acres is a large farm and no doubt within a short time the average will be 40 acres to the family.

"Beyond the lands of this company lies a great plain south of the Paulina Moun-

tains, which is 100 by 200 miles in extent and on which the sagebrush grows as high as ten feet in places and this couny would be all opened up and farmed it had transportation. There is a great lake under this land and water can be gotten by going down from five to if feet for wells.

There are other irrigation schemes in same territory which probably cov-100,000 acres all of which have settiers, or the lands are ready for the set-The ratiroads should anticipate busi-

ness instead of waiting for the country to develop before building a road. "It is hard to tell how much population Central oregon would have with trans-portation. Crook County is one-half the size of the State of Ohlo and no doubt with transportation Crook County in five years would have a population of 20,000 people having now about 7000 population. Central Oregon is the best part of Oregon as you will see in time."

### PERSONAL MENTION.

Mr. and Mrs. W. E. Guerin, Jr., and child, of Bend, are registered at the Portland.

C. M. Levey, of Tacoma, assistant to President Elliott, of the Northern Pa-cific, is a guest at the Portland. Judge Edward Whitson, United States

District Judge for the Eastern ton District, of Spokane, is a Portland H. H. Newhall and family are spending the heated term in their boathouse, anchored in the Willamette River near

Harry J. Parkison, wife and son, of San Francisco, are staying at University Park, and visiting the Exposition. They

may make Portland their home.

Julge J. W. Robinson, of Olympia. Wash, is in the city to attend the meeting of the lawyers of the Pacific Coast, and is a guest at the Portland. District Engineer Holden, of the East

north from Holladay Addition is looked after by William Kerrigan

Ellendale, N. D., came last week to see the Exposition, and are guests of friends here. Mr. Countryman got his start in the rich soil of Illinois and has reached the

M Randles, of the Historical Depariment of Iowa, Des Moines, is in one week,

Portland and will remain in this vicinity for two weeks. This is his first visit to the "Far West." He spent a portion of yesterday forencon in the rooms of the Oregon Historical Society, Yesterday he met a brother, now a resident of Gilliam County, whom he had not seen since 1860.

Hampton L. Carson, of Philadelphia, Attorney-General of Pennsylvania, and one of the foremost lawyers of that state, is at the Portland. He is here to visit the Exposition and to deliver an address at the meeting of the Pacific Coast Bar Asso. ciation today. A luncheon was tendered him at the University Club yesterday by Wallace McCamant.

J. H. Keathey, of Minneapolis, a whole sale dealer in breadstuffs, visited Port-land during the week past for the first time in four years. A gentleman in the city then told Mr. Keatley about the presective Lewis and Clark Exposition, and ecured a promise from him that he would return in 1965. He came last week to

NEW YORK, Aug. 9 -- (Special.)-Northrestern people registered today as fol-From Seattle-Miss Furth, F. K. Struve, at the Wolcott; J. J. Deheny, at the Na-

From Spokane-Dr. G. T. Penn, at the

CHICAGO, Aug. 2.—(Special.)—Oregon-ans registered today as follows: From Portland—Mrs. V. Countiss, J. H. Vogt, at the Auditorium; A. B. Murray, at the Kaiserhof; C. K. Phillips, at the

From Oregon-J. E. Ward, at the Auditorium; J. O. Mitchell, at the Sherman House; J. J. Parrell, at the Morrison; W. From Salem-R. C. Davis, at the Ma-

From Oregon City-H. J. Pratt, at the Kalserhof; F. A. Norton, at the Great

THAT IS SOLUTION OFFERED IN come to be derived would not justify laying the mains.

It was recommended that the mains MOUNT TABOR SITUATION.

Management of Suburban Plant Demands Portland Furnish Water to Annexed District.

water famine at Mount Taber," said J. M. Arthur, of the Mount Tabor water plant yesterday, "and that is for the Portland Mr. Arthur went into details yesterday

in explaining the situation at Mount Tabor and the efforts he has been making to give the people water. He took over the plant more than ten years ago, not from any choice on his part, but because he was compelled to do so. For many years it hardly paid expenses, but it has done a good business for some time. The situation is one of great perplexity and constant annorance now that water is short and must be shut off every night to allow it to be stored in the reservoir. "I simply have not the water to in-crease the present supply," continued Mr. Arthur, "as the Paredise Springs are not supplying near as much this Summer as last, besides that district has grown rapidly in every direction. If I am al-

lowed to take water from upper Mount Tabor reservoir to supply the district annexed to the city it would leave enough to furnish the remainder of the district. This is what I have been trying to do for some time, but have not succeeded. But if the people of Mount Tabor will back me up I believe I can get the relief necessary, It will not cost the city a cent. I will make the connection and nay extensive irrigation works where the for the water. I shall again urge the members of the water committee to allow ms to make this connection at my own expense. I have husbanded the spring all that is possible, but at this dry season the water is low. There is some other water near Mr. Buchanan's residence which I tried to use, but could not. To save the spring water we use this out-side water for the botler. We have mailed letters to consumers forbidding the use of water for irrigation in order to sup-ply the people for domestic purposes, but

> "With the certainy that Mount Tabor and Montavilla will come into the city, there is no encouragement to extend the plant, or secure more water, as that would take up the income for the next ten years. I would not be justified in going to that enormous expense. There are only about three months in the year-during the Summer-when there is a shoringe. We have been shutting off water at night to save the supply for consumers on the higher levels. The greatest single con-sumer is the Portland Sanitarium, which requires daily 4500 gallons of water. I have urged the managers to reduce the quantity for the benefit of the people in

allow some to be used to save valuable

rrounding territory." is the situation as set forth by This is the situation as set forth b. Mr. Arthur, who said that he would tak the matter up at once with the Portland Water Committee and see if he could not be allowed to connect with the Mount Tabor reservoir, having a 3-inch main near the reservoir, it would not take long to make such connection. There are be-tween 4000 and 5000 people affected. Water ing shut off at night leaves the district helpless in case of fire

### MR. HARRIMAN DEPARTS

Special Train Starts With Railroad Magnate to San Francisco.

E. H. Harriman terminated his visit to Portland at 3 o'clock yesterday af-ternoon, his special train at that hour starting on the trip to San Francisco over the line of the Southern Pacific, the private car of General Manager O'Brien being attached to the five wheeled-palaces that constitute the reg-ular traveling office and hotel of the dominating figure in the railroad af-fairs of Wall street Mr. O'Brien was the only official of the Oregon lines ac-companying the financier across the state, and at Ashland E. E. Calvin. sific system, will meet the train to accompany his chief to the Bay City, where he will remain most of the time until Wednesday next when with bers of his party he will sail for the Orient on a trip of recreation.

Yesterday, in company with other visiting officials, some calls were made at offices of the Oregon lines, some time Mr. and Mrs. Fred Countryman, from Stohr. A number of the officials were to Alaska. Silendale, N. D., came last week to see at the depot to wish Mr. Harriman a pleasant voyage on his trans-Pacific so-

ourn.
Last night two special cars were at-Mr. and Mrs. John L. Rose, who arrived in this city last week, drove a team from San Diego, Cal., a distance of 1429 miles, to see the country all the way long, and to visit the Exposition. They have been so well pleased with their experiences that they will return the same way.

The Randles of the Ulara and the same way. tached to the O. R. & N. train for the the officials, for a trip of inspection over the O. R. & N. including the Idaho country about Lewiston. It is the intention to complete the trip in about one week.

Domestic and Foreign Ports.

ASTORIA, Aug. 9.—Condition of the bar at 2 p. M. smooth: wind northwest, weather cloudy. Arrived at 5 and left up at 7 not troe. A city that can give away frame.

AM—Steamer Northland from Cap Frame.

TIE VOTE ON EXTENSION OF SUBURBAN MAINS.

Action Upon Numerous Petitions for Additional Water Service and Mains in Residence Parts.

There was a lot of discussion before the Water Board yesterday relative to per-mitting any further extension of mains beyond the city limits, and resulted in a

The question came up in the form of fulfill that promise and is more than various petitions of residents for per-pleased to see existing conditions and mission to take up an old pipe and relay particularly the Exposition, with which another pipe line located on the south he is greatly taken, pronouncing it the side of the Section Line road instead of best in all respects of any yet held. six out of the nine residents lived on the south side. Bates and Raffeto favored granting E. L. Peterson, Mrs. Corbin, Crooks and others the privilege of con-necting with the city mains, while Ladd and Josephi opposed. The Mayor took the matter under consideration. Bids for laying 672 square yards of as-

phalt pavement on the dams at reservoirs three and four were opened as follows: Warren Construction Company 90 cents a square yard, or \$65.35; Trinidad Asphalt Paving Company, \$1.40 a square yard, or \$940.50. The bids were referred to the superintendent and engineer for exami-

The following petitions were granted: Oregon Real Estate Company, mains on Clackamas street; E. B. Foley and others, and Beech streets; G. M. Hawes and others, Clinton street, between Twelfth and Fifteenth; C. Radtke and six others, on Waverly street, between Peninsular avenue and Bayard street, and H. H. Crosler and others, East Washington, between East Thirty-fifth and East Thirty-

others, R. Price and others, H. H. Brown and others and M. E. Thompson were denied on the ground that the present in

petitioned for by R. L. Cates for streets in the Ladd Addition would cost \$4tib. and that mains should be laid only from Hawthorne avenue to Maple street; thence easterly through the alley to thence easterly through the alley to Poplar street, and thence north to Hawthorne avenue. This main will cost \$1500, and is considered amply sufficient to supply the 16 dwellings along the route. The following petitions for mains were referred to the superintendent and engineers of the superintendent and engineers.

neer: O. A. Neal and others, J. E. Smith and others, C. B. Altcheson and others, A. R. Compston, William E. Williamson Water Committee to let us have Buil
Bun water enough to supply that portion
of Mount Tabor which was voted annexed

Sociation and others, A. Wright and others of Mount Tabor which was voted annexed

Sociation and others, A. Wright and Others,

ers, and F. Henshaw.

The report of Superintendent Dodge shows that the receipts for July were \$1,191.20; expenditures, construction account, \$16,902.44, and balance on hand July \$1, \$95,771.50.

#### RESCUED FROM REEFS

(Continued From Page 1.)

was thought that the steamer Lewiston could make regular runs, owing to the fact that she was just rebuilt. Word was received from Captain Works tonight that the boat reached Almots and had to tie up, owing to the stage of water being too low to get over shallow places. The steamer returned to Riparia to remain until the river rises. The river is the lowest now in many years, and at the Lewiston dock of the G. R. & N. Company registers five tenths above zero and is still falling. There to their is little prospect for a rise within several

#### weeks, or at least until rain fails. Aberdeen Shipping Notes,

The steamer Norwood, which is in port from San Francisco, has been placed on the Gray's Harbor run yesterday. The Norwood brought 100 tons of freight and

her rudder in the harbor making neces-sary a new rudder and other repairs. She is on the Lindstrom Marine Railway, The lighthouse tender Manzinith is in the harbor to look after some displaced

ner Watson A. West now he was fined \$200 for a violation of the marine laws in regard to her papers. It was a ise to obey the law hereafter, the fine

# Saflors Nearly Starved to Death.

CHESTER, Pa., Aug. 9.-Thirteen Scotish sallors taken from the fever-stricken British steamer Barnton, who are now in Chester Hospital, tell an unusual tale of suffering. They say that stores could not be procured in foreign ports, and when they were at sea all meat became unfit to eat, but they either had to accept

After the men entered Chester Hospital on being given a full meal. The doctors found that the worst of their sufferir was in being nearly starved to death.

### Calms Delay Last Dirigo.

PHILADELPHIA, Aug. 8.-The ship Dirigo arrived at the Spreckels sugar refinery from Honolulu today, with a cargo of raw sugar. The Dirigo, accord-ing to Captain Goodwin, practically weather on both the Atlantic and Pacific Oceans was calm and sultry, with ncessant rains. Only two vessels

### Haleyon at Vancouver.

VANCOUVER, Wash., Aug. 3.-(Special.) The lumber schooner Halcyon arrived at the dock of the Washington & Oregon Lumber Company this morning where she will take a full cargo of \$00,000 feet. The cargo goes to to Tower Bros., of San Prancisco.

Big Cargo on Hazel Dollar. EVERETT, Wash, Aug. 9.—The new steamer Hazel Dollar cleared today with 4,000,000 feet of lumber for Kohe and Shanghai. It is one of the largest cargoes ever taken from the Sound.

### Marine Notes.

Frank A. Jones, National president of

The bark, Star of Bengal, arrived at Astoria yesterday from San Francisco. She will receive her cargo at the Portland Lumber Company's mill. The steamer Newport has been lifted

the Steamer Newport has been lifted on the drydock for some minor repairs to her hull.

Bornostic and Possile and Could have been run out in all directions. Mr. Hammond offered very easy Domestic and Foreign Ports.

Francisco. Arrived at 7:15 A. M. and left up at 12 M.-German steamer Nicomedia, from Hongkong and way ports. Sailed at 11:20 A. M.-Steamer Elmore, for Tilla-mook. Arrived at 12 M.-American back Star of Bengal, from San Francisco, Arrived down at 5:30 P. M. Stramer liferd. San Francisco, Aug. 9. Salled Schooner tuola, for Columbia Erver. Salled at 3 P. M.-Steumer P. A. Kilburn, for Portland and coast ports. Salled last night-Steamer Francis H. Lexuett, for Portland. Arrived fast night-Steamer Redondo, from

Queenstown, Aug. 9.-Arrived-Steamer Toutonic, from New York \*
San Francisco, Aug. 5 - Arrived-Steamer
Homer, from Geny's Harbor; steamer Umatilla from Victoria; transport Buford, from Manila. Sailed-Stemmer P. A. Kilburn, for Astoria; steamer Enterprise, for Honolulu.

# THE HARRIMAN BANQUET

And an Interpretation Thereof by Joseph Gaston.

PORTLAND, Aug. 9.-(To the Editor.)-The Oregonian is to be congratulated for its canquet in this morning's editorial. And it se a pity that there are no more friends of Portland than Mr. Wilcox, in that large party of banqueters, to defend the real interests of

large party of gentlemen tharring the wine and feasing; really believe that Mr. Harri-man wants a thirty-foot channel from Fort-land to the sea? What does he want with it? He owns all the country on the Facific Slope from Mexico up to the Columbia River. He has a great harbor seel vast terminals at San Francisco, a central point together to the outgoing and incoming commerce of an empire of wealth and production. It is vastly more profitable to make one like of ocean eteamers handle this commerce across the Pa-cific Ocean than to divide it between two drifted from Honoluin to the Delaware breakwater, a distance of 14,000 miles. The run required 15 days. On several days the Dirigo, which is one of the fastest cipper ships affoat, made only 50 miles. If a thirty-feet channel is opened from Port-

If a thirty-fest channel is opened from Poet-land to the sea, it will be the strongest po-sible reason why the Chicago & Northwestern system should extend a line from their preent Western terminus to Portland, Oregon. Either of those great railroad systems can com-man transcontinental business enough to sup-port a trans-Pacific line of ocean steamerfrom a thirty-feet channel in the Columbia, and they can be reasonably expected to take advantage of such an opening to push their lines to this city. But that it Just what neither Mr. Harriman nor Mr. J. J. Hill will

permit to be done if they jointly or severally can prevent it.

If Mr. Harriman owns the Northern Pacific railroad system, in addition to his other lines or if Mr. Hill owned, in addition to his present lines, the Oregon Railway & Navigation and Oregon Short Line systems, then either of and Oregon Short Line systems, then either of those imperial magnates avoid be red-bet for a thirty-foot channel in the Columbia—and they would get it, too. Does anybody with a thimbleful of brains who reads the daily po-pers think for a moment that Mr. Harriman and Mr. Hill, or either of them, cannot con-trol Senators enough in the United States Congress to get all the money necessary to make a thirty-for channel from Portland. oring sevoted to going over matters with General Manager O'Brien, and in consultation with Traffic Director Stubbs and Assistant Traffic Director Stubbs and Assistant Traffic Director at the denoting the officials were at the denoting the formulation of the same organization, are in the city seeing the Exposition. They leave the sooner this city and the formulation of the same organization. They leave the sooner this city and the formulation of the same organization. They leave the sooner this city and the sooner than the sooner the Marine Engineers of America, W. J. Brady, Jr., president of the San Francisco ate (and the San Erancisco ate (and the San Erancisco). The sooner this city and the State of Ore-gon awake to the necessity of taking vigor-ous and effective steps to protect its own Commercial interests, the neoter will a pro-test he respected by Mr. Harriman. What Portland ought to have done long ago was to have made terms with Mr. Harriman for his Corvailis & Eastern road, and gotten over

Hammond's road and extended it from the dustry within the state be closed on that Santiam to Portland, and from the present terminus ab Detroit over the mountains to co-operate with employee in worthy recognition which five million dollars could have been ling observance of labor's holiday. In testi raised to extend the line to the lake re- mony whereof I have be

10-cent cigar is a good bit better than the average, that's all.

regions of Southenstern Oregon.

Now, if Mr. Harriman does extend the present Columbia Southern from Shanko to the Southern part of the State, Portland will be hable to get the wrong end of the poker. For whenever a Sen Francisco railsoad king gets a railroad out into the great plateau o double-stern Oregon, the track is pretty sure to run down grade all the way from the region of Bend to San Francisco Bay. Pitt fiver dealine Goore Lake, in Lake County, Oregon, and practically all the plateau counis a down-grade pull through Valley to the Sacramento near Redding; and Valley to the Sacramento near Redding; and

If they ever run anywhere out of that South-eastern Oregon region.

Mr. Cotton seems to think that nobody in Oregon knews anything about the State but himself, while in fact there is a lot of peo-rie here who got out here a generation aimost before he did, and know enough about the reources of Oregon to know that his detenne of

his client to not well taken.

The recources of Oregon, and the ability to furnish traffic for railroads, are not surpassed by any State in the Union. But these vast interests have been neglected by the people and their representatives. It is unreasonable to expect that either Mr. Harriman or Mr. Hill struction of a canal at The Dailes. business, and private capital is not likely to put boats on the upper river against the opposition of Mr. Hazriman and Mr. Hill. So that, when Congress meets, and more money is asked to prosecute work on the canal, it is very likely that a United States Senator living along the Illinois Central (Harriman) sailroad, will arise in his place in the United States Senate and explain, pro bono publico, that inasmuch as there is at present a State portage railroad around The Dalles of the Columbia ready to do all the business which may offer, and inasmuch as raid railroad has not done any business, or had any offer of any business, and inasmuch as there are no steamdown the river to either this road or to a canal, therefore there is no need for further appropriations to this canal project. Has the portage road proven The Dalles canal? Ask Joe Teal. J. GASTON.

Opp Mine Sold to New Yorkers.

MEDFORD, Or., Aug. 9 .- (Special.)-The ontrol of the Opp mine, located six miles from Medford, today passed into the Albany, N. Y., who closed the deal with J. W. Opp for his interest, amounting to 20 per cent of the stock of the company. First payment was made on a basis of \$125,000 for the block of stock Fostern & Gunnell, managers of the Oregon Belle mine, owned by Smythe & K. b. of Amsterdam, N. Y., negotiated the deal with the buyers and it is rum ored that a fifth stamp mill, to be operated by electricity from the Condor plant on Rogue River, will be installed at once.
This is the mine which astonished the owners by showing a rich pay streak of high-grade ore in April last and which has excited great interest in mining circles since that time, the indications being potency very favorable to a continuance of the richer ore, the deposit having been found at a depth of 150 feet below the surface.

# Idaho Labor Day Proclamation.

BOISE, Idaho Aug. &-Governor Gooding has issued his proclamation designating Labor Day and urging the people to observe it.

By anthority of law, L. F. R. Gooding, Gov.

But that is error of the State of Idaho, hereby designaway from nate Monday, September 4, 1906, as Labor sen sold for day. With the nurmose of neomoting the sen-

affixed hereto. Done at the Capitol in Boles,

The same tobacco made

into cigars in the ordinary

way would make a good

Sumatra wrapper.

it costs the smoker only half as much.

CUBANOLA

CICAR-5c.

your imagination. Just smoke it with your favorite 10-cent cigar-both at once,

a few puffs of that and a few of this, and make your own comparison. If the

Cubanola doesn't prove to be actually a better smoke than the other, your favorite

Cubanola cigars are delivered to the dealer in perfect condition, direct from the humidors, -every box sepa-

rately cased in a dust-tight, weather-proof, parafine wrapper. The Triangle A on the Cubanola box stands

for perfect cigars. It is a merit-mark that means science, system and cleanliness in every process, and

Trade Supplied by MASON EHRMAN & CO., Portland, Ore.

better cigars for less money. Cubanolas are sold by all dealers in good cigars.

If you will give it the tobacco expert's test, you need not leave anything to

average 10-cent cigar-

for it's a genuine long

Havana filler in a pure

But blended in hundred-bale

lots, made up by the American Cigar

Company's exclusive and perfect sys-

tem, under one control from plant to pur-

chaser, and every operation begun and com-

pleted on a huge scale, the Cubanola is not only

considerably better than the average 10-cent cigar, but

WILL H. GIBSON, Secretary of State.

### Moclips a Popular Place.

ABERDEEN, Wash., Aug. 9 .- (Special.)-Although Moctios on North Beaca, was only started this year, the

spend the night in the open air or about a large representation from the Sound

#### Transferred to Coast Artillery. VANCOUVER, Wash., Aug. 2 .- (Spe-

cial.)-Second Lieutenant Charles M. Allen Seventeenth Field Artillery has been transferred to the Seventeenth Company, Coast Artillery. He wil leave for hig new station in a few days.

### Garrison Fires Royal Salute.

VICTORIA, B. C. Aug. 9.—A royal sa-lute of 31 guns was fired by the garrison today in honor of the auniversary of the King's coronation

new hotel lacks accommodations for all who have been desirous of stopping there. Fifty persons were obliged to Little Liver Pills.

#### The Canadian Bank of Commerce Capital \$8,700,000. Portland Branch, 244 Washington Street.

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In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoes, dropsical swellings, Bright's disease, etc.

Kldney and Urinary Complaints, painful, difficult, toe frequent, milky or bloody urine, unnatural discharges speedily cured.

Diseases of the Rectum as piles, fistula, fissure, ulceration, muccus and ly discharges, cured without the knife, pain of

Diseases of Men Blood poison, giest, stricture, unnatural losses, im-ency tologing cared. No failure. Cure guaranteed. You've han troubled with night emissions, dreams, exhausting drains, bash-ness, aversion to suciety, which deprive you of your mannood, UNFIT YOU

MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody urine, Gleet, Stricture, Enharged Prostate, Sexual Debility, Varicoccie, Hydroccie, Kidpey and Liver Troubles cured without MERCURY OR OTHER POISONING DRUGS. Catarrh and rheumatism CURED.

Dr. Walker's methods are regular and scientific, He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseuses sent free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call on graddress.

DR. WALKER, 181 First Street, Corner Yamhili, Portland, Or