Horst, Big California Hop Man, Said to Have Joined Bulls.

SENSATION IN MARKETS

Probable Reasons Advanced for Change of Attitude on Part of Dealer, Who Is Backed by Armour Millions.

The local hop trade was considerably agitated yesterday by the report that the El Clemens Horst Company, of San Fran-cisco, which has been considered to be one of the biggest bear firms on the informed Eastern brewers that the present and to have advised them to buy prominent speakers will deliver addresses their stocks early, as prices will surely at the Auditorium building. After the

The Horst Company is probably the most important factor in the trade today and whatever side of the market it may take its influence is surely guing to be tell. The company is reputed to be backed by the Armour millions and to have set as its mark the complete control of the hop industry of the Pacific Coast. The company owns large plantations in California and elsewhere on the Coast and will have a big lot of hops at its disposal this Fall to aid it in working out its policy.

Sixty Delegates Attend Conference ut its policy.

Various theories were advanced, when he report spread about that Horst had turned bull, to account for his change of heart. The company is said to be heavily short on the market, like nearly every other dealer, but its own holdings this year will probably be sufficient for it to cover. Advices from England credit the company with having made many term contracts with brewers there and it seema to be the policy of the syndi-cate to go into this line of business ex-tensively. If such is the case, the company, being a heavy producer, would natpany, being a heavy products written at urally want these contracts written at as high a figure as possible. Therefore, a by Dr. A. A. Winter, pastor of the Evanneed not be expected.

If the Horst-Armour combination is seeking the absolute control of the Pacific Coast hop trade, a very necessary step would be the elimination of competition, and it is needless to say that a bull market now would put more than a few dealers out of business and would go a long way toward clearing the field for any monopolistic steen.

The naturally good position of the market, which is being strengthened as short-crop reports continue to come in, is short-crop reports continue to come in, is boost the market, nothing can stop

hops now was proved by the receipt of a wire yesterday by the Oregon represen-tative of one of the large New York exporters, asking what choice 196s could be bought for, and also asking for figures 1904 hops. A cablegram received in this city in the forenoon said the English crop may fall short of 400,000 hundred-weight. The harvest is over in New York State and the yield has been estimated at 25,000 bales.

There is considerable inquiry for hops in Oregon and Washington and some of the big firms are showing considerable anxiety to cover their orders. Offers are being made in the North at II and III4 cents, but growers generally refuse them. The only sale of new Washington hops reported so far has been that of the Allen lot of 55 bales. They were bought by Hammen Klaber. They were bought by Hammen Klaber. Second recovery weeks agent of the O. P. & V. Herman Klaber & Co., of Tacoma, and the price was said to be il cents. The few months ago to become assistant Tacoma News, which draws its hop inspiration from the bear dealers there, says the goods will grade "choice," but the

the Alien crop of about 55 bales, which were sold to representatives of Herman Risher & Co. yesterday. The Alien crop is not yet all picked and none of it is in bales yet, and as the hops are green, they low. Many of them also are from new plants. The price paid is not

### Rain Frightens Hop-Pickers.

OREGON CITY, Or., Sept. 13.-(Special.) -In the possibility of a shortage in pickers lies the greatest danger to the successful harvesting of this year's h p. Scores of hoppickers returned to ir homes by the north-bound boats and trains yesterday, and today parties of dissatisfied packers are being picked up at each station or boat landing. A report came from a small yard near Hubbard that 50 per cent of the pickers had abansed the place yesterday and returned to their homes because of the unsettled

Picking had scarcely commenced generally in this county when operations were suspended on account of Monday night's rain. But the yield so far as reported is fairly satisfactory and of an excellent quality. Josl & Scherruble, who own a mall yard near this city, report a fine

### FOLK TO SEE EXPOSITION

States gets down to cases and retains a general counsel with the rank and prerogatives of President. This may be in 1938 or it may be later. Folk is young yet., very young, not yet 36 in fact, and can afford to wait, but just now he is not the accepted style of National leader. One doesn't feel like throwing his hat into the air after he has met and talked with the man from Missouri.

He inspires respect, yes. Confidence. yes. Admiration, yes, but no particular enthusiasm. The average voter feels no desire to carry a torch or blow a megaphone for him. I imagine that if the Governor heard a mob in the street chanting "What's the matter with Folk?" and the usual et cetera, he would Fabio Romani at Empire Next Week feel dreaufully bored and would close

the windows and draw the shades. Mr. Folk will not discuss the possibility of his nomination for President.

"I'm not paying any attention to that. I'm doing the work day by day that comes to me to do, and giving no thought to the morrow," is his final answer to all attempts to draw him out. The Denver papers are full of alleged interviews with him while he was there, all touching the Presidency, but they are declared to be fakes. He will not even discuss National questions in the abstract, and discourages the quickening pulse by repeating in that unheroic, even way of his that the business of the State of Missouri is now his

He won't permit any enthusiasm, unless

NOT ON BEAR SIDE one can become elated at the dull specific data of a big, strong man honestly doing great big duties as unemotionally as he would argue a petition in bankruptcy. My advice to the Governor would be "a little more hot air, Mr. Folk, a lit-tle more hot air." Always providing, of course, he wants to run for President on the Democratic ticket.

Does he have the hankering? His schoolteacher down in Tennesse must have told him 25 years ago that be might be President some time. He be-lieved it then. Does be believe it now? The Governor just now is giving a con sistent imitation of the Sphinx. Is he JAP TRANSPORT IS SUNK going to try to be President next time or ever? I think he is, and there are others What is the Governor of Missouri going to do about it? "Joe" Folk knows the answer, but he won't riddle it to us.

Missouri Society's Picnic.

Owing to the late rains and the damp condition of the grounds, the Missouri Society has arranged to have their basket picnic at the Administration restaurant. instead of Centennial Park, as formerly planned. A committee from the Missour Society has made full arranagements to occupy the top floor of this restaurant, and hot coffee will be furnished to all who bring their baskets with them, with-

out charge. It is hoped that the Mis of the market. The firm is said to have informed Eastern brewers that the present all in the hop market is only momentary and to have advised them to buy hoir stocks early, as prices will surely the afternoon Governor Polk and other prominent speakers will deliver advised. programme is completed a reception will

Sixty Delegates Attend Conference at First Congregational Church.

A three days' conference of the Chris tian Endeavor Institute of the Northwest was commenced in the First Congregational Church yesterday morning, about 60 delegates being in attendance. Others arrived last night, and more are to come this morning.

The institute, which is the first of its

kind ever held in the Northwest, was decided upon as a form of entertainment for visiting Endeavorers to the Fair. bulge in the market now would serve as an education to the consumers, at a very important time, that low prices Sellwood Presbyterian Church, conducted streets, and Rev. D. A. Thompson, of the Sellwood Presbyterian Church, conducted

the devotional exercises. No afternoon conference was held, but in the evening Rev. J. M. Wilson, of Scattle, delivered an interesting address

will market now would put more than a lew dealers out of business and would by a long way toward clearing the field or any monopolistic steps to be taken after.

The naturally good position of the leads of the lea Washington, Mr. Van Ogden Vogt will

supward course.

That there is an English demand for cons now was proved by the receipt of a

### JOINS THE HILL FORCES

C. S. Hanawalt Goes as Secretary to

H. M. Adams.

few months ago to become assistant to Benjamin Campbell, and has supervision of a very large territory. Traffic matters for the Great Northern system west of as follows:

The first 1905 hops sold this year was derstood that the steamship traffic of the Hill steamers will also be handled through his office. Mr. Hanawalt, who is one of the popular young-railroad men of the Northwest, has had a warm perattractive offer was made, accepted immediately. He took up the work of his new position last Monday.

> AT THE THEATERS What the Press Agents Sas.

"Mrs. Wiggs" Matinee at Marquam. A special matines will be given today at the Marquam Grand Theater, on Morrison street, between 0th and 7th, at 2.20 o'clock, when "Mrs Wiggs of the Cabbage Patch" will be the bill. Mrs. Wiggs will be pre-sented tonight and every night this week, with a matines Saturday. Seats are now selling for the entire engagement.

Baker Matinee Today.

The regular Thursday matines will be given at the Baker today. "Kentucky Belles" burlesque company is simply scoring a land-side at every performance this week. Besides today's matines there will be a performance tonight tomorrow night and Saturday matines, which will be the last performance.

Last Time Tonight at Empire.

(Continued Prom Pirst Page.)

men and attorney-at-law all in one. He may be the new type of National politician of the future, when the United

There is hardly a person in Portland who would not take a peculiar delight in the romantic pictures and startling melodrama in Charlie Taylor's "Queen of the Highway." which has awakened such remarkable interfect at the Empire Theater this week. The "Queen" will be given its farewell Portland performance tonight at 8:15.

"Judah," the Big Attraction.

The Belasco is the center of theatrical in-terest this week during the wonderful run of its magnificant production of Henry Arthur Jones' psychological drama of quacks and quackery, "Judah." Crowded houses greet each performance and the public is loud in its applause.

COMING ATTRACTIONS.

"Merrymakers" Are No Misnomers.

The pairons of genuine, clean buriseque will find something to gloat over when the "Merrymakers' come to town. This accellent aggregation of fun-makers is booked to appear at the Baker Theater all next week, starting Sunday matines.

The powerful and impressive dramatina-tion of Marie Corell's famous story, "Veg-detta," which has been christened "Fable Romani," will be offered for public approva at the Empire next week, starting Sunday

Advance Sale Tomorrow.

The first musical comedy of the season at the Marquam will be Indoore Witmark's pre-tentious production of 'The Chaperona,' which begins a six nights' engagement Monday night next, with matiness Wednesday and Saturday. Sale of seats for week opens at 10 A. M.

Northwest People in New York. NEW FORK, Sept. 12-(Special.)-Northwesterners registered today as fol-

Spokane-Brealin, Mrs. L. W. Adams. Tacoma-Metropolitan, H. T. Bons.

ARABIA ARRIVES IN TE

Brings Story of Wrecks, Col- The Public lision and Famine.

Collides With English Ship Baralong and Immediately Sinks, Drowning 143 Wounded Japa-

nese Soldiers.

A tale of disaster, terrible loss of life famine and typhoons is brought to Port-land by the Oriental liner Arabia of the Portland & Asiatic Steamship Company, which arrived here at 10 o'clock last night. The captain of the Arabia re-ports that a Japanese transport, loaded with wounded soldlers, coilided with the English steamer Baralong in the Sea of Japan and sank, drowning 143 helpless victims, many of when were confined to victims, many of whom were confined to their cots. Boats from the Baralong were lowered, but succeeded in saving only a few of the men on board. The Baralong, with her bows smashed in, put into Kobe. The Arabia's captain con-tinuing, said that Japan is threatened with a rice famine, caused by too much rain in the islands. Grave fears of starvation are said to be felt by the Jap-anese. The American full-rigged ship A G. Ropes lost its mast in a typhoon in Formosa Channel. No lives were lost and the ship was towed to Kobe. An unusually large number of typhoons has created havoc with ships in the China and Japanese Seas, many of them having

been compelled to put into harbors in distress. As the result of the great storms it is said that the Ropes will be abandoned, repairs being too expensive to refit the ship.

At the time the Arabia was leaving Japan many transports full of troops were leaving every day despite the were leaving every day despite the rumors of peace. At that time the Japanese people were convinced that their government would never make peace if Russia did not give in to all their terms. Several steamers were then waiting in Shanghai and Hong Kong to take Russian prisoners back.

The Arabia brings a very valuable cargo of the vice matting complete contents.

go of tea, rice, matting, camphor, curies and a car of silk, 500 tens for Portland and over 2000 tens for overland.

riving at Astoria September 13 at 16 A. M. and Portland at 10 P. M.

PILOT CHARGES TOO HIGH

Attorney-General Says They Should Be Based on Net Tonnage.

ASTORIA, Or., Sept. 11.—(Special.)—In reply to a communication from the Oregon State Board of Pilot Commissioners. Attorney-General Crawford has rendered an opinion that the "net tonnage" of a vessel and not her "gross tonnage" must be taken as the basis in fixing the charges for pilotage and if this opinion is sustained it will result in a revision in the prices charged many vessels enterng the Columbia River.

Howes and River Pilot Patterson. The cruiser's displacement is 2281 tons and her net tonnage is 610 tons. The charge for pilotage was based on the displacement and the commander of the cruiser asserted that it should have been based on the net tonnage. The commission answered the letter by stating that all American war vessels which have entered the Co-lumbia have been charged pliotage in the bris, but it sent a communication to At-bris, but it sent a communication to At-torney-General Crawford, asking for an ficiency before the port becomes ice-opinion as to which tonnage should be locked. The close of the war also makes opinion as to which tonnage should be taken as the basis in figuring pilotage dues on that class of vessels. At yesterday's meeting of the commission the the answer of the Attorney-General was submitted. It holds that un-der the law the 'net tonnage' of a ves-sel must be used and that this rule also applies to warships.

The Attorney-General's opinion is fol-lowed by a number of citations from United States cases in which the same point was considered.

ACAPULCO MAKES VICTORIA

Captain McLean Denies He Avoided Revenue Cutters.

VICTORIA, B. C. Sept. 12—(Special.)—
After being buffeted by head winds and
vexed by calms for just a week, the notorious schooner Acapulco, better known as the Carmencia, salled into Victoria's torturous harbor this morning with a brand-new Mexican flag at her peak and was permitted to enter the Custom-House from sea with 365 sealskins.

Investigation of her past alleged of-fenses against Canadian shipping law will follow, the pelts meanwhile being held as ample security for any fine that may be levied.

The schooner's defense will be that in surmountable obstacles intervened to pre-vent completion of the Mexican register, vent completion of the Mexican register, and a plea of legal right under provisional register to engage in scaling without regard to the restrictions imposed on American, British or Russian craft. The only charges against the schooner here are with respect to her clearance for Acapulco, and then going sealing in Behring Sea, and the trans-shipment of her cargo of skins at Clavoung to the her cargo of skins at Clayoquot to the Queen City, Clayoquot not being a port of entry. What will become of the entry. What will become of the

She will probably be fined the maximum. She will probably be fined the maximum, and thereafter become worthless property through inability to get another clearance. There was nothing seen of any American warship or cutter in the voyage in from Clayoquot, and Captain McLean denies that he hugged the abore in an endeavor to avoid such craft should they be in his neighborhood. The only incidents of the inward run were those of the wind and weather, added to the discomforts of a lamentable shortage of supplies, all hands being on half rations, and these of the simplest kind. It was the general opinion among shipping men here that had McLean been able to secure supplies, or had any port been open neite that had accept been able to secure supplies, or had any port been open to him, he would have run the Japanese islands, instead of returning to Victoria and facing the consequences of alleged

BIG TOTTENHAM SAILS.

Carries 3,780,000 Feet of Oregon Pine.

Only Knew

HOW EXPERTS TEST THE VALUE OF CIGARS



The cigar makers of Havana and Key West have a simple method of proving quality. Whenever they want to make a THOROUGH test, they light a cigar of one brand and one of another, puffing at each alternately.

# Will You Apply This Simple Test Yourself?

Take a Tom Keene and one of any other nickel brand, the best the market affords, and smoke them together. e direct comparison immediately proves the difference to any cigar smoker who knows the test of fine tobacco The smoker distinguishes all the more clearly the strawy taste of the seed leaf in the usual nickel cigars while there's a delicate aroma in the Tom Keene—that JAVA COFFEE TASTE characteristic of the Vuelta tobacco in fine imported cigars-WHY?

All the filler in Tom Keene cigars is AMERICAN Vuelta tobacco-considered by experts identical with the Cuban native leaf. This tobacco is raised from Cuban sprouts on Cuba-like soil on the tropical gulf coast of Texas; and it is only by saving the tariff that this American Vuelta leaf can be made into a cigar to retail at FIVE CENTS.

The tariff saved is your gain.

### J. R. SMITH CIGAR CO. 225 Pine St., Portland, Or. Distributers to Dealers

She carries about 3,780,000 feet of Oregon pine to Manila, manufactured at the milis of the Portland Lumber Company. This is one of the largest lumber cargoes ever taken to sea from Portland harbor. The Tottenham arrived here August 10, after one of the quickest runs ever made by a tramp steamer across the Pacific.

PROSPER SAFE AT OAKLAND land,

Wrecked Schooner Must Be the Pearl.

and a car of slik, 500 tons to, and over 2000 tons for overland.

While lying at Hong Kong the steamer was placed in the dry dock and thoroughly overhauled and painted, leaving there August 13 for Kulungin, Formosa, where the tea and camphor was taken on, from the tea and camphor was taken on, from the tea and camphor was taken on, from which no word has ever been rethere she sailed for Kobe and Yokohama there she sailed from here December 7, 1904, and from which no word has ever been received. The identification of one of the bodies which came ashore near the wreck as the sailed from the sailed from here December 7, 1904, and from which no word has ever been received. The identification of one of the bodies which came ashore near the wreck as the sailed from the sailed from the sailed from here December 7, 1904, and from the sailed f

ported bottom up on the beach of the Alaskan coast, is believed to be the schooner Pearl, which salled from here December 7, 1904, and from which no word has ever been received. The identification of one of the bodies which came ashore near the wreck as that of George Fermerling, who shipped on the vessel as station cook, satisfies the Alaska Codfish Company, which owned the vessel, that it is no other than the schooner Pearl.

Advices from Seattle state that the vessel came ashore at Yakatago, but it was probably meant for Kakatat Bay, in Southeastern Alaska. It, was stated that a bill of goods made out in the name of the schooner Prosper was found, and it gave the impression that the schooner Prosper had met misfortune. This, however, cannot be, as the three-masted Prosper, but she is a four-masted vessel now out il days from San Pedro for Williapa Harbor.

If it is the Pearl, M men were drowned.

WATERHOUSE TAKES STEAMERS

To Matter Alaska Contine of the bar as cloudy. Sailed at 6:30 A M.—Steamer Good M.—Steamer Francisco, and steamer Geo. Loomia for Sailed at 6:45 A. M.—Steamer Harrison, from Alsea Arrived at 6:45 A. M.—Steamer Harrison, from Hongkong and way ports.

San Francisco, Sept. 13.—Arrived at 7. A. —Steamer Roanoke, from Portland, and steamer Waltier, for Portland, Sailed at 1:30 P. M.—Burge Santa Faula, for Portland. Sailed at 1:30 P. M.—Burge Santa Faula, for Portland. Sailed at 1:30 P. M.—Burge Santa Faula, for Portland. Sailed Ship Pingal, for Inverpool; steamer Wasp, for Seattle, There is another schooner named Prosper, but she is a four-masted vessel now out il days from San Pedro for Williapa Harbor.

If it is the Pearl, M men were drowned.

WATERHOUSE TAKES STEAMERS of San Deep etc.

for Vladivostok and Two for DENIES CRUELTY CHARGE

China or Japan. SEATTLE, Sept. 12.-Four steamers have been chartered by the Frank Waterhouse Company, of this city, to load on Puget Sound for Japan, China and Russian territory. The names of these ves-sels are not known here, as Mr. Water-house does not at this time wish to divuige them. One of the vessels will sail directly to Japan, another to Japan and China, while the remaining two will go direct to Viadivostok with flour. That lumbia have been charged pilotage in the Russian port is short of provisions owing same manner as was done with the Uma big demand for freight for Japanese ports, and hence the new charters.

ORDERED INTO QUARANTINE

Steamer Imaun May Suffer Heavy Fine.

ASTORIA, Or., Sept. 13.—(Special.)— Acting under instructions from the Sur-geon-General's office in Washington, Dr. Earle this afternoon ordered the British steamship Imaun to the quarantine station on the north side of the river. The steamship will remain there about five days and will be thoroughly fumigated. When that work is completed, the steam-ship will be taken out to sea and her 200 tons of water bellast, which was taken from the Woosene Piersea. from the Woosung River at Shanghai, will be discharged. Captain Penberthy, master of the Imaun, failed to bring a consular bill of health from Shanghai, and for this neglect his vessel will be subject to a fine of \$600 when he enters at the Custom-House.

Transport Sheridan Arrives. SAN FRANCISCO, Sept. 12.-The United States transport Sheridan arrived from the Philippines today, after having first discharged several troops of cavalry at the Presidio. There were about 45 sick on board that were taken to the General Hospital. The cavalrymen will be quarantined at the cantonment until trans-portation facilities can be arranged to take them to the permanent quarters at bort Oglethorpe, Ga.

British Ship Spokane.

SAN FRANCISCO, Sept. 13.-Fears for the safety of the British ship Cleomene are relieved by the arrival here today of the British ship Scottish Moors, which spoke the Cleomene near Cape Horn, July 12. The Cleomene had been delayed by bad weather, and was short of provisions. She was supplied by the Scottish Moors, and is expected to reach port in safety.

American Ship Ashore. SAN FRANCISCO, Sept. 18.-A dispatch

from Batavia, Java, received by the Mer-chants' Exchange, says: "The ship Acme, from Baltimore for Manila, is ashore in Prince's Channel. Assistance has been sent from here. Seventy-five tons of her cargo had been jettlsoned. She is leaking at the rage of two inches per hour." Defender Capsizes.

The launch Defender broke her tow-line while being towed through the rap-ids below the locks yesterday afternoon and capsised. By quick work the pilot. Cliff Shaffer, was able to catch the end of the towline, and at last succeeded in reaching the towboat. The launch lost her canopy, anchor, life-preservers and tools, but otherwise is not injured.

Marine Notes.

Inspectors Fuller and Edwards leave

The steamer Cascades sailed from San Francisco at 3 P. M. yesterday.

The steamer Redondo, of the Taylor-Young Line, sails for San Francisco tonight at 8 o'clock. The W. H. Kruger, of the same line, arrived at Astoria last night at 8:30 and left up at once for Portland

Two more steamers have been chartered by Frank Waterhouse & Co. to load wheat or flour on Puget Sound for Viadivostok. This makes four gleamers chartered in the last few days by this company for Puget Sound loading for the Orient.

Domestic and Foreign Ports.

WATERHOUSE TAKES STEAMERS for San Diego, etc.

Manager of Igorrotes.

PORTLAND, Sept. 13 .- (To the Editor.)in reply to the letter appearing in your

PORTLAND, Sept. 13.—(To the Editor.)—In reply to the letter appearing in your issue of this morning, accusing the Igorrotes of cruelty in shughtering dogs for their feasts and other uncalled-for and misleading accusations, over the signature of the corresponding secretary of the Oregon Humans Society, we request the privilege of saying: First.—Dog is a tribal dish with Igorrotes, and a dog feast is an integral part of certain ceremonies; many virtues are ascribed by these interesting people to its fiesh.

Second—The Igorrote eats practically all animals, but eats chicken ceremonially only. Third—The Igorrotes are not savages. They are barbarians in culture, have fixed habitations, established tribal government of simplest democratic form; are agriculturists, having the only true irrigation in the Philippine Islands, and work very hard for their living. Their industry has excited the admiration of all American visitors to their country. They are also weavers, manufacture pottery, work metals and are illustrating here every day their rude skill in carpentry, hat and basket-making and other native industries.

Fourth—The dog is to the Igorrote what the turkey is to the American, but as their special feast occasions occur much oftener than similar events with Americans, they eat dog oftener than we do the National bird. No more cruelty is practiced by the Igorrote in killing a dog than by an American farmer in butchering a lamb, pig or beef. Though he practices constantly his ancient custom of head-hunding, the Igorrote is mot otherwise naturally cruel.

Firth—The actual killing and dressing of a dog need never be witnessed by visitors destring to avoid it. All the other customs, singing, dancing, spear practice, sham battles, the sports of the boys and the "live industries" are constantly being shown. Courts are held by the chiefs when occasion demands and in this village the only one

Are You

# Brainy Enough

to select a diet especially to keep the Brain strong, keen and well Brain and Nerves are physicalwear away under use just like other tissue and the more Brain work one does the more nourish-

ment is required or Brain will suf-fer and grow dull.

"Gray Matter"

of Albumen and Phosphate of Potash in the Jally food and these ele-ments are provided in better proportion and more easily digested form in Grape-Nuts than in any

That's a solld, sturdy fact.

### Grape - Nuts FOOD BUILDS BRAINS

to Wellville," in each pkg.

today for Yaquina Bay to inspect the tug L. Roscoe.

The steamer Cascades sailed from San Prancisco at 2 P M vesterday.

The steamer Cascades sailed from San we have made a conscientious effort to de

so correctly.

Sixth—In conclusion, so high an authority as Dr. Albert Ernest Jenks, Chief of the Ethnological Survey of the Philippine Islands, after extended residence among the ligurotes, declares that their code of ethics closely approximates that of the white man, and that in their self-evolved government there is no "rake off" or "squeeze," or, in other words, "graft" there is no "rake o other words, "graft."

R SCHNEID EWIND, Manager of Igorrotes

**Humors Cured** 

with Harfina Soap, SkinHealth (oint-ment) and SkinHealth Tablets. A post-tive and speedy cure for every liching, burning, scaly, bleeding, crusted, pimply and blotchy humor, with lica of bair. Produces clear, hrif-liant, healthy skin and pure, rich, red blocd. **CKINHEALT LA** Treatment 750

consists of Harfina Soap, 25c., medicated, anti-septic; Skin Health (sixt.), 25c., to kill germs, heal the akin, and Skin Health Tablets, 25c., to expel humor germs. All druggists. Harfinn Soap for the Complexion, for pumples, blackheads, redness, roughness, chaf-ing, chapping, rough hands. Nothing will give such a speedy cure. 25c., 3 cakes, 65c. Sc. postage for Free Samples and to PHILO HAY CO., NEWARK, N. J.

WOODARD, CLARKE & CO., Fourth and Washington Sta. TRAVELERS' GUIDE.

CASCADE LOCKS on the Columbia

You cannot go home without taking the trip, Portland to the locks and

return, on the splendid Steamer Bailey Gatzert

Leave week days 8:30 A. M., Sundays None Used in Killing Dogs, Says 9 A. M. Returning, arrive 6:00 P. M. Regular service Portland to The 6:25, 7:25, 9:30, 11:10 P. M. Daily except Sunday, Dalles, daily except Sunday, leaving at 7 A. M. Connecting at Lyle with C. R. Leave from same depot for Dallas and intermediate points Dark foot Allackitat termediate points daily, 6 P. M. Arrive Portpoints, Dock foot Alder street; Valley

# BE GREAT NORTHERN

City Ticket Office, 122 Third St., Phone 680 2 OVERLAND TRAINS DAILY 2 The Fiyer and the Fast Mail.

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

JAPAN-AMERICAN LINE S. S. IVO MARU. For Japan China and all Asiatic Porta will leave Seattle about October 3.

For South-Eastern Alaska

S. S. Humboldt, S. S. City, of Seattle, S. S. Cottage City, on Seattle, S. S. Cottage City, on Seattle, S. S. 14, 17. of Scattle, S. S. Cottage City,
September 4, 7, 8, 14, 17.
For San Francisco direct,
Queen, City of Puebla, Umatilla, 9 A. M., September 5,
10, 10, 20. Portland Office, 249 Washington st. Main:

Q. D. DUNANN, G. P. A.

Ban Francisco

CHANGE OF SCHEDULE On and after September 11 the steamer Charles R. Spencer will leave at 7 A. M. for The Dalles and way landings Monday, Wednesday and Friday. Dock foot of Washington street. Phone 1422.

Returning, leaving The Dalles at 7 A. M., Tuesday, Thursday, Saturday. Arrive Portland 6 P. M.

ALASKA FAST AND POPULAR STEAMSHIPS . LEAVE SEATTLE 9 P. M.

LEAVE SEATTLE 9 P. M.
"Jefferson," Aug. 29, Sept. 7, 17, 27,
"Dolphin," Sept. 2, 12, 22,
CALLING AT
KETCHIKAN, JUNEAU, DOUGLAS,
HAINES, SKAGWAY, Connects with
W. P. & Y. route for Atlin, Dawson,
Tanana, Nome, etc.
CHEAF EXCURSION RATES,
On accuration titus steamer calls at On excursion trips steamer calls at Sitka Metlakahtia Giacier, Wrangel, etc. in addition to regular ports of etc. in addition to regular ports of call.

Call or send for Trip to Wonderful Alsaka, "Indian Basistry," "Totem Poles."

THE ALASKA S. S. CO., Frank Woolsey Co., Agents, 252 Oak St.

**Excursions to Alaska** 

attle to Nome and St. Michaels, Stea Ohio leaves Seattle about September 905. Steamship Oregon leaves Saattle about Sep-ember 0, 1905. Apply Frank Woolser Co., 250 Oak st., Portland. White Star Steamship Co., 607 First are-

China, Japan and Manila Boston Steamship Co, and Boston Towboat Co., from Tacoma and Seattle. Steamship Shawmut leaves on or about August 30, 1905. Steamship Hyades leaves on or about EarTRAVELER'S GUIDE



AND UNION PACIFIC 3 TRAINS TO THE EAST DAIL

Through Pullman standards and touri steeping-care daily to Omaha, Chicago, do kane; tourist steeping-car daily to Kanas City; through Pullman tourist sleeping-of personally conducted) weekly to Chicag Recilning chair-cars theats freel to the Es-

UNION DEPOT. Leaves, Arrives, CHICAGO-PORTLAND 9-15 A. M. 5.25 P. M. SPECIAL for the East Via Huntington.

SPOKAND FLYER, 6:15 P. M. S:00 A. M. Daily.

Por Eastern Washington, Walls Walls Lewiston, Coeur d'Alens and Great Norther points.

ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt-Dally. Dally.

RIVER SCHEDULE FOR ASTORIA and 8:00 P. M. | 5:00 P. M. | way points, connecting with scamer for liwacco and North Beach. Sunday, steamer Hassalo, Ash-sturday, at dock (water per.) | 10:00 P. M. |

"T. J. Potter" for Astoria and North Beach points as follows: September 12, T A M.; September 14, S A. M.; September 14 9:15 A. M.

FOR DAYTON, Ore-7:00 A M 5:30 P. M gen City and Yambili Daily, River points, Ash-st. except dock (water per.) Sunday. For Lewiston, Idaho, and way points fro Riparia, Wash. Ticket Office, Third and Washington Telephone Main 712. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Passenger Agt



UNION DEPOT. Arrives.

OVERLAND EX

OVERTLAND EX-PRESS TRAINS or Sale, Hose-purg Ashland, bacramento, Og-dem, ram Francis-co, Mogave, Los Angeles, El Paso, New Orleans and the East, Morning train connects at Wood-burn daily excep-tions and the com-\*7.25 A. M. \*S:30 A. M. \*5:55 P. M Somecia at Wood-burn daily except sunday with train tor Mount Anges, misvector, Browns-ville, Springited, Wendilag and Na-tron. Eugene passenger \*10:35 A. M. connects at Wood-burn with Mt. An-gel and Silverton local. \*6:00 P. M. Sheridan passenger | 5:50 P. M. Sheridan passenger | 8:25 A. M. \*7:30 A. M. \*4:50 P. M.

Leaven

110:45 P. M.

tand, 10:10 A. M.

\*Daily. tDaily except Sunday. PORTLAND-OSWEGO BUBURBAN SERVICE

AND

Forest Grove |1:50 P. M.

TAMBILL DIVISION. Leaves Portland daily for Oswego at 7:36 A. M.; 12:50, 2:05, 4, 5:30, 6, 6:35, 7:45, 10:10 P. M. Daily except Sunday, 5:30, 6:30, 8:35, 10:25 A. M.; 11:30 P. M. Sunday only, 9 A. M. Returning from Oswego, arrives Portland daily 8:30, 10:10 A. M., 1:55, 3:05, 4:55, 5:29,

land, 10:10 A. M.

The Independence-Monmouth motor line
operates daily to knomouth and Airlie, connecting with S. P. Co. trains at Dallas and Independence.
First-class fares from Portland to Sacramento and San Francisco, \$20; berth \$5. Second-class fare, \$15; second-class berth, \$2.50 Tickets to Essiers points and Europe. Also Japan. China, Honolulu and Australia.
CITY TICKET OFFICE, corner Third and Washington streets. Phone Main 112.



North Coast Limited, electric lighted, for Ta-coma, Seattle, Spokane, Butte, Minnespolts, St. Paul and the Esst.... 2:00 pm 7:00 am Puget Sound Limited for Chehalis, Centralls, Ta-come and Seattle only. 4:30 pm 10:55 pm

A. D. Charlton, Assistant General Passen-ger Agent, 255 Morrison st., corner Third, Portland, Or.

## Astoria and Columbia River Railroad Co.

Leaves | UNION DEPOT. | Arrives. Daily,
Claiskanie, Westport,
Claiskanie, Westport,
Clifton, Astoria, Warrenton, Flavel, Ham8:00 A. M. mond, Fort Stevens,
2:30 P. M. Gearhart Park, SeaSat, only,
Side, Astoria and Seashore,
Express Daily,
7:00 P. M. Astoria Express,
Daily,
Daily,
9:50 P. M. C. A. STEWART, J. C. MAYO, Comm'l Agt. 248 Alder at. G. F. & P. A. Phone Main 966.

S.F. & Portland Steamship Co. Operating the Only Passenger Steamers to San Francisco Direct.
"Columbia," Sept. 13, 23; Oct. 3, 13, 22.
"St. Faul," Sept. 18, 28; Det. 8, 18, 28.
From Ainsworth Dock at 8 P. M.
REDUCED ROUND-TRIP RATE \$25,00,
Berth and Meals Included,
JAS. H. DEWSON, Agent.
Phone Main 268.
248 Washington St.

Salem and Oregon City Boats

Leave Portland (week days) 7 A. M., 11:30 A. M., 3:30 P. M. Leave Oregon City 9:30 A. M., 1:30 P. M., 5:30 P. M. Proves There's a Reason

Steamship Hyadas leaves on or about September 26, 1905.

Steamship Hyadas leaves on or about September 26, 1905.

For rates, freight and passage apply to Oreson City Trans. Dock foot Taylor st. For rates, freight works, managing agent, Seattle, or Stalem leave 6.65 A. M., Tuesday, Thursday and Saturday.

Thursday and Saturday.

Thursday and Saturday.

Thursday and Saturday.

Thursday and Saturday.