CHANGES HIS MEN

Lewis Fills Office With Friends of Ownership.

ALL ORIGINAL DUNNE MEN

At Mayor's Dictation Chicago Corporation Counsel Effects General Shake-Up to Place Ownership Men.

CHICAGO, Oct. 6 .- (Special.)-The biggest shake-up in the history of the Cor-poration Counsel's office is scheduled for tomorrow. Corporation Counsel James Hamilton Lewis has decided to drop Rob-ert Redfield, who has had charge of the assessments made by the Board of Local Improvements, and to put in his place Charles Mitchell, the real estate expert Controller McGann's office. William Sexton, Chief Assistant Corporation unsel, is scheduled for retirement, though Mayor Dunne appointed Mr. Sexton's father-in-law, Andrew M. Lynch, superintendent of the House of Correc-MacLay Hoyne and John W. Beck-

with also are on the list for retirement. The shake-up is meant, it is said, to give places to friends of municipal ownership, who are anxious to get jobs in the Corporation Counsel's office. Mr. Lewis reorganizing at the request of the tyor. The dropping of Redfield and Sex-i will be like a dentist's operation, because they have many friends who say they are friendly to the Mayor and mu-nicipal ownership. It is whispered that a number of young lawyers are hungry for the jobs in the office and that they claim the positions because they were "original Dunne" men.

'Of course I do not make the changes of my own volition," says Mr. Lewis, "but there will be many changes in my office. The Corporation Counsel's office have men who are friends of the Mayor's

LEON HAUSER DISAPPEARS

Stepfather Fears the Boy May Have Been Drowned. .

Leon Hauser, aged 16 years, formerly an elevator operator in the Oregonian building, is missing, and his disappearance is the cause of much anxiety on the part of his relatives. To Captain of Po-lice Moore, late yesterday afternoon, O. I. Chapel, step-father of the boy, de-clared his belief that some evil has be-fallen him, or that he has shipped on

rding to Mr. Chapel's report to Captain Moore, Leon talked a great deal of going to sea, and is said to have spent a It is feared be may have fallen overboard, or, if he is alive, that he has signed aboard one of the many ships in the harbor for a sea voyage.

"We are greatly worried over the boy's disappearance," said Mr. Chapel, at police headquarters. "He has not been seen since October 2, at which time he was in the Oregonian building, chatting with ne elevator operators, with whom he orked for a long time. He quit his postion there in July to attend the Behnke-Walker Business College. He was of a romantic turn of mind, and thought he would like to go to sea. He talked a great deal of that, and he may have gone. We fear that he may have fallen overboard, however, and are anxious for news

A description of the boy, as furnished the police, follows: Age, 16 years; height, arge cars; light, wavy hair; gray eyes; long arms; quiet and unassuming.
Immediately upon receipt of the information, Captain Moore Instituted an in-

ONE PASSENGER IS HURT

Arthur Wood Badly Bruised in a Street-Car Collision.

In a collision between car No. 150, on the Woodstock branch of the Portland Con solidated system, and tripper No. 42, on the same line, Arthur Wood was hurled to the ground and received injuries more or less serious, and many passengers were shaken up. The accident occurred at 5:30 o'clock yesterday afternoon, at Grand avenue and Morrison street.

Soon after the collision, Dr. A. C. Pan-ton, physician for the company, took charge of the injured man, who was reto his home in Center Addition, on the Montavilla division. The victim was in great pain, and his head caused him much distress. He was unable to lie down, and it also troubled him to stand He was badly bruised, but there were no bones broken, according to Dr.

At the time of the accident, both cars were crowded. The tripper was following close behind the leader, and rammed it on the curve at Grand avenue and Morrison street. The collision was severe, and knocked Woods from the rear platform of the forward car. It was the fall to the ground that injured him. There was considerable excitement for a time. especially among the women passengers. out order was soon restored.

Surprise was expressed by some who saw the collision, because, as they said. of the dangerous practice in vogue in Portland of cars following each other so

SUBMITS FERRY ORDINANCE

City Engineer, of St. Johns, Prepares Contract With Company.

City Engineer Greene submitted to the St. Johns Council last evening a carefully prepared ordinance granting a franchise to the St. Johns Ferry Company to operate a ferry for ten years, this being the company formed by J. E. Brink and John D. Mann, who made the applica-tion for the franchise. The ordinance was read the first time, and then passed to the street committee for further conideration, and it will not be placed on its final passage under 60 days. The City Attorney said he had made the matter a thorough study, and safeguarded the interests of the people as closely as the charter provided. All the conditions and requirements are set forth in the ordinance, so that the people may see just

what they are.
It is provided that the grantee shall construct and maintain at its own cost an elevated roadway the full width of Pittsburg street between the O. R. & N. Railway and the Willamette River during the life of the franchise, and that within so days from the passage of the ordinance have a temporary ferry in operation of sufficient capacity to accommodate the public, and within 12 months have a ferry similar to the ones used at Al-s ferry shall run between 6 A. M. and 7 P. M., and shall transport free of charge all gravel and rock for the im-provement of the streets of St. Johns.

horses, 35 cents; automobiles, 25 cents; suddle horses, 10 cents; automobiles, 20 cents; suddle horses, 10 cents each. The ferry company shall pay the city 2½ per cent of the gross receipts from said ferry, payments to be made monthly during the life of the franchise. The company is required to keep a book of accounts and make quarterly reports to the City Re-corder, which shall show in detail all recelpts and expenditures, and the Recorder can examine at any time the books and accounts of the grantee.

For securing efficient service, for prompt, complete compliance with its agreements, and for the continued maintenance by the company of the property In good repair, the company is required to give the city a \$1000 bond. The Council reserves the right to regulate in the public interest the exercise of this franchise and rights thereunder. The fran-chise is considered a valuable one, and while the ferry may not pay for the first six months, it is believed that it will carry a great traffic inside of a year. Last month the Sellwood ferry did a large business, averaging on some days as high as 46 automobiles for the month teams and between 5000 and 6000 foo sengers. There may be changes in the first draft of the ordinance before it is finally

MEMORIAL COLUMN.

Appoints Committees to Inquire Into Offers for Sale of Statuary and Wild Animals.

The question of monuments figured con spicuously in the deliberations of the Park Board yesterday morning, and the Lewis and Clark Corporation came in for a large share of attention in consequence of having failed to complete the job of erecting a memorial column in the City Park to the famous explorers, as agreed upon. When President Roosevelt was here, a couple of years ago, impressive ceremonies were held at the laying of the cornerstone of the Lewis and Clark monument, but since then the idea has e lost in the whirl of other attrac-lon Lewis and Rev. Thomas L. Eliot were appointed a committee to con-fer with the Fair Commission on the

The monument in honor of those mem bers of the Second Oregon Volunteers who died in the Philippines also came up for consideration. Sometime ago public spirited local citizens subscribed several thousand dollars to a fund for the erection of a suitable monument to the memory of the dead in the North Plaza but it also has drifted into a lapsed state, for some reason or other, and yesterday the Park Board decided to take immediate action. With that object in view, Auditor Devlin was directed to communicate with Colonel Jackson, chairman of the citizens' committee, and report to the board at its

next meeting. A communication was received from P. Rossi and J. Zeggio, the Italian Commissioners to the Lewis and Clark Exposition, offering for sale a monumental mar ble fountain, surmounted by a bronze figure representing an angel; a reproduction of an antique Roman bathtub in Carrara marble, which could be used as an im-mense jardiniere, and a triple represented by three bronze fauns supporting a mar-ble basin.

The Italian commissioners set forth that these three articles were conceived and modeled by Sculptor R. Romanelli, of Italy, professor of the Royal Academy of Florence, who is described as one of the greatest artists of that country. The statuary was sent here from the St. statuary was sent here from the St. Louis Exposition, where it is claimed it

was awarded the grand prize.
On account of the heavy expense in volved in shipping them back to Italy, the commissioners offered them to the Park Board at a bargain, and Messrs. Eliot and Lewis were appointed a committee to in-vestigate the matter.

for donating to the Park four African

geese now at the Fair grounds. L. L. Hawkins reported that at the Jabour collection of animals at the Fair grounds were an exceptionally fine specimen of African Iton, leopard and polar, bear for sale. Commissioners Hawkins and Meyer were appointed a committee to investigate the feasibility of purchasing The expenses of the Park for October were estimated at \$1256.40.

FUNERAL OF A PIONEER

Services for the Late Stephen Roberts at Gresham.

Funeral services of Stephen Roberts, who died at his home, near Gresham, Thursday, will be held at that place today at Mr. Roberts came to Oregon with his wife in 1851, and settled in Mult-



Stephen Roberts, an Oregon Pioneer

Taswell County, Illinois. His wife and the following children survive him: John F. Roberts, of Gresham; W. A. Roberts, of Portland: Mrs. A. F. Keyser, of Vancouver; Mrs. Ellen Schram, of and D. M. Roberts, of Gresham.

FREE! FREE!

Today Only.

Ladies' \$25.00 to \$30.00 long or short-coat suits free today while they last, with each order given us today for a gentlemen's tallor-made suit. Today only. Gentlemen's suits from \$25.00 to \$40.00. An elegant assortment of woolens to select from. Absolute satisfaction guaranteed. Our old stand-by motto is in full force, and J. M. Acheson means every word of it, as fol-lows: "Nothing shall cost you one cent If you are not satisfied. See display ad-elsewhere. The J. M. Acheson Co., mer-chant tallors and manufacturers of ladies' garments ready to wear.

Following are the miximum rates for have taken Hood's Sarsaparilla and found ferriage: Foot passengers, 5 cents; single | lasting relief.

Columbia River No. 50 Driven Ashore in Gale.

SEAMANSHIP SAVES VESSEL

Lacking Motive Power and With Rudder Gone, Twice-Wrecked Lightship Goes on Shore. In No Serious Danger.

ASTORIA, Or., Oct. 6 - (Special.) -- Coumbia River lightship, No. 50, the vessel that made the famous overland trip across McKenzie Head a few years ago, is again in trouble. This time she lies hard aground on the sand beach of the river TO INQUIRE INTO DELAY OVER ment light, and the fact that she was not totally wrecked and that none of the members of her crew was injured is due to good luck, coupled with the excellent seamanship of her master, Captain Joseph About 4:30 this morning, when the wind

was blowing at a rate of fully 80 miles an the lightship parted her mooring and went adrift. As the gale was from the southwest, Captain Harriman, lacking motive power, was unable to run
the vessel offshore, so he set sail and
headed her for the mouth of the river, intending to drive her inside over the breaking bar. Just as the lightship was crossing the bar her rudder was carried away.
Triffing practically helders Drifting practically helpless, the vessel was driven toward Peacock Spit, on the orth side of the river entrance, into what appeared to be certain destruction. As over her, but a big breaker carried her cross the sands, tearing away her rolling shocks and keel, then across the inside thannel, and finally, about 8 o'elock this norning, landed her head on, on the send beach midway between Cape Disappoint-nent light and the east battery at Fort Canby.

Captain Stuart and the Cape Disappoint. ment lifesaving crew went to her assist-ance as quickly as possible, but, owing to the heavy seas running, they were un-able to reach the vessel with their boats. After two attempts a line was shot on board and the members of the lightship's rew were brought safely ashore in creeches buoys.

The vessel stands upright and is resting easily. At low water she is high and dry, but at high tide the seas pound her heavily. It is thought she can be floated eadily by kedging her into Baker's Bay if work is commenced on her immediately, before she makes a bed in the sand. In striking where she did the lightship

was both fortunate and unfortunate. Had she struck a few hundred feet farther out she would have hit a ledge of rocks that would have soon knocked he rto pieces, while had her course been a hundred feet farther up the river she would have slid nto deep water in the Baker's Bay chan-

As soon as the accident was reported As soon as the accident was related the tug Tatoosh and the lighthouse tender Columbine were hastened down, but, owing to the rough seas, they could not approach near enough to render any assistance. The Point Adams lifesaving crew also went out and stood by the lightship until every one was safely ashore

MAY RECOVER THE VESSEL

Stormy Career of Wrecked Lightship May Be Prolonged.

Columbia River light vessel No. 56.

The steamer Coulsdon will finish her which went ashore yesterday, will be recalled as the ship that made the memorable overland trip in 1901. She went into No. 2 for wheat today. 1892, and on Novoember 29, 1899, was driven ashore on McKenzie Head beach. After several attempts to float her, the result was accomplished by the unique method of moving her two miles overland, just as

The lightship resumed service on August 18, 1901, and has since occupied her sta-tion continuously. She has been under the command of Captain J. H. Harriman for the last six years, her total crew numbering 11. Her exact position is given as 7% miles S. S. W., % S. from Cape Disntment lighthouse

While fitted with engines, the lightship is without propellor, a slight sail area and rudder being her only means of naviga-tion. It has never been intended that she should navigate, and were it not for this fact, it is asserted, she would have escaped both her wrecks. As it is, she is towed to her station and held there by a 5000-pound mushroom anchor with a two-inch steel chain. With the breaking of this chain, as on yesterday, and the lack of power against the winds and current, the vessel could do nothing but drift and could only be saved through excellent sea-

manship Upon advice of the wreck, the local officials ordered the lighthouse tender Columbine and the tug Mendell, both at the mouth of the river, to proceed to the lightship. The tender Manzanita was also dispatched from Portland to render all assistance possible. Late reports from Astoria showed that the stranded vessel is not in a bad position, and it is thought she can be pulled off without much diffi-

Captain Albert Ross, U. S. N., a member of the Lighthouse Board, who is now on the Coast inspecting the service, came down from Scattle yesterday, but knew nothing of the wreck until his arrival in Portland at 6.50 o'clock. He was met at the depot by Superintendent R. C. Hart of this district, and upon being advised of the circumstances left on the 7 o'clock train for the mouth of the river. He will make an investigation of the conditions today, and in the absence of Captain Heliner, Lighthouse Inspector, will direct the work of saving the vessel.

Owing to his lack of information regarding the wreek Captain Rose could

ing the wreck, Captain Ross could say nothing further than that immediate steps would be taken to get the lightship back into commission, if possible. He also ex-pressed himself as pleased with the light-house service generally on the Coast, so far as his inspection has gone.

Steamer Alameda Is Floated.

In the timbered country in the outskirts of the county the wind leveled monster trees and stripped many giants of the forest of their branches.

Storm on Gray's Harbor.

ABERDEEN, Wash., Oct. 6.-(Special.)-Gray's Harbor was visited Thursday night by one of the severest gales ever known here. The wind blew at a 40-mile rate, and trees in all parts of this section were blown down, one partially demol-ishing a house, but not injuring the inmates. Many rafts were broken up, and the logs scattered far and wide. Ship-ping in the harbor rode out the storm safely. Several houses in Hoquiam and Aberdsen were deprived of chimneys. Two fishermen are reported lost near West-port. Summer cottages and hotels on the front were damaged more or less. Heavy rain accompanied the wind.

Released by Uruguayan Officials. HALIFAX, N. S., Oct, 6.—A dispatch re-ceived in this city from Montevideo, Uru-guay, states that the Halifax sealing schooner Agnes Donahue sailed from that port yesterday for Hallfax. The schooner was selzed by the Uruguayan authorities several months ago on the charge of violating the sealing regulations, and the captain and crew were imprisoned. The captain and crew have now been released and allowed to proceed with their vessel. The owners of the schooner have entered a claim for several thousand dollars against the Uruguayan authorities through the Canadian government.

Gale Causes Loss of Life.

VANCOUVER, B. C., Oct. 6.-The great outhern gale of the early morning hours oday is believed to have been responsible for the death of at least 30 Japanese fishermen who were out fishing for sockeye almon last night when the gale broke The tug Lorne reached port this after-noon from Victoria, bringing 11 Japanese whom she had picked up. The whole gulf shore of the maintaind from Howe Sound to Tuxeda Island is lined with the wrecks of fishing boats.

Veazey Surveys the Durbridge.

ASTORIA, Or., Oct. 6.-(Special.)-Captain Veazey, Lloyd's surveyor, was down from Portland today and made a survey of the British bark Durbridge, which arrived a short time ago from Port Natal, South Africa. The Durbridge was in a severe gale 10 degrees north of the line, and had a number of salls carried away. Captain Veazey found the sails were a total loss, and directed that they be replaced by the underwriters.

Leyland Liner Has Big Cargo.

BOSTON, Oct. 6.-When the Leyland line steamship Anglian sails this after-tion for London, she will have beneath ter hatches one of the largest shipments of grain to leave here in recent years, irly 200,000 bushels of oats and corn will be taken out by the steamer. The Angilan will also have a large general cargo, including several hundred head of

Steamer Brooklyn in Collision.

SAN FRANCISMO, Oct. 6.-The steamer Brooklyn, which arrived here this morn ing from Eureka, reports that at 2 A. M., during a dense fog off Point Reyes, she was in collision with the steamer San Gabriel, bound from San Pedro for Umpqua, and had her rail and bulwarks on the starboard side from the guard up carried

Marine Notes.

The Berlin left down at noon yester-The steamers Roanoke and Redondo

are due to arrive today. The Wasp went down to the lower river yesterday to complete her lumber cargo for San Francisco.

The steamer Alliance, carrying part of the passenger list of the wrecked St. Paul, is due here Sunday. It is expected that the steamer F. A. Kilburn will be back on the Portland-San Francisco run within a week.

Anderson & Crowe yesterday started lining the Russian bark Fennia for her grain cargo. The vessel is under charter to the Portland Flouring Mills. The steamer Aurelia finished loading

wheat and general cargo at the O. R. & N. dock yesterday and is now at the Portland Lumber Company for a deck-The Clan McFarlane arrived in port two weeks ago from Antwerp. This charter leaves but three vessels in the disengaged fleet, the Durbridge and

Carradale at Astoria and the Adolf in The steamer W. H. Kruger, with a curgo from the Eastern & Western mills, left down last night. The Daisy Mitchell will leave down from Linnton tonight with 300,000 feet of lumber for

San Francisco Harbormaster Ben Biglin is after a more stringent ordinance requiring life-preservers and buoys on the river launches. He thinks that owners of small river craft are inclined to defy the present laws.

The Swedish ship Clan McFarlane was chartered yesterday by Balfour. Guthrie & Co. to load wheat for the United Kingdom. No price was given out, but since the ship is within the association, it is generally believed that the combine's price was given. Negotiations are under way to secure the Spokane to take the run of the St. Paul, wrecked at Point Gorda.

The Spokane is at present in San Francisco, but should the arrangement be completed, the vessel will arrive practically in time to keep up the schedule. The steamer Kelvinbank finished loading grain for Japan at Montgom-ery dock No. 2 yesterday, and her berth there will be taken by the German ship Eilbek. The latter will shift from Weidler's dock to Montgomery No. 2 this morning. The Kelvinbank will

Domestic and Foreign Ports.

ASTORIA. Oct. 6.—Condition of the bar at 5 P. M., rough; wind south, weather cloudy. Arrived down at 6 A. M.—Steamer North-land.

this morning. The leave down today.

land.

San Francisco, Oct. 6.—Arrived—Steamer Columbia, from Portland; steamer Pomona, without about 50 passengers from the St. Paul. Sailed—Schooner Jesse Minor, for Coos Bay; steamer Oregonian, for Seattle; steamer Melville Dollar, for Portland.

AT THE HOTELS.

SAN FRANCISCO, Oct. 6.—The steamer Alameda, which since last Saturday had been grounded on the rocks near Fort Point, is tohight moored at Pacific-street wharf, and workmen are busy removing 200 tons of cargo remaining in her hold. Today divers went into her hold and repaired with plates the damage done to her hull when she crashed upon the reef in the fog. At 4 o'clock powerful pumps were started to remove the water below the deck, and at 6:20 o'clock tonight she was floated and towed to her wharf. It is expected that the damage is not so great as at first supposed and that her stay in the drydock for repairs will not be of long duration.

Destructive Wind Storm in Tacoma.

TACOMA. Wash., Oct. 6.—(Special.)—A wind storm blowing 66 miles an hour struck Tacoma and vicinity at 5 o'clock to miles and towed to her stay in the drydock for repairs will not be of long duration.

Destructive Wind Storm in Tacoma.

TACOMA. Wash., Oct. 6.—(Special.)—A wind storm blowing 66 miles an hour struck Tacoma and vicinity at 5 o'clock this morning, doing considerable damage to telephone and telegraph systems. During the forenoon the storm decreased in vigor until the wind was blowing about 20 miles as hour. In the city shade trees and some farmers sustained considerable loss.

York; D. L. Stone, New York; Miss Baker, Pennsylvania; M. A. Kreyer, New York; Miss L. Mockman, St. Louis; W. B. Laughton, Boston; C. M. Begle and wife, Seattle; M. Hegram, L. J. Schiller, New York; S. R. Sikes, Minneapolit; C. H. Burnett and wife, Seattle; Miss Hoskinson, Seattle; W. R. Patterson and wife, Chicago; W. W. Billison, Duluth; J. L. Houston, Cohumbus, O.; G. L. Myerz, Boston; F. H. Day, New Orleans; H. D. Friedlander, Chicago, B. Reis, New York; F. T. McHenry, San Francisco; H. L. Remmell, Miss Remmell, Little Rock; T. R. Browne, San Francisco.

meil, Miss Remmell, Little Rock; T. R. Browne, San Francisco.

The Oregon—W. Gliman Sewell, Boston; O. C. Jacobs Minneapolis; Thomas Kleinogel and wife, Seattle; Pžil Schlessinger, Milwaukee; H. F. Borries, Seattle; C. W. Gregg, St. Joseph, Mo.; W. E. Wilson and wife, Seattle; P. H. Powell, Oscar V. Jacobson, Chicago; Edw. F. Cadle, Stockton, Cal.; M. J. Bernheim, New York City; N. J. Mitchell, San Francisco; W. F. Woodson, Seattle, Frank H. Lamb, Hoquiam; George M. Scott, Denver; S. V. Peiser, San Francisco; S. A. Burt, Denver; H. H. Taber and wife, Tacoma; H. E. Shotwell and wife, Lakeside, Wash.; L. H. Adams and wife, Lakeside, Wash.; L. H. Adams and wife, Lakeside, Wash.; L. H. Adams and wife, St. Louis, Mr. J. F. Miller and daughter, Port Angeles, Wash.; H. Marks, Roseburg, Or.; P. J. Sheape and wife, San Francisco; Frank Day, Moniams; S. V. Peiser, San Francisco; W. C. Miles, Seattle; Mrs. Rosers and mother. Spokane; J. E. Cloughley, San Francisco; F. K. Smith and wife, Denver; Joseph W. Mueller and wife, Butte; Dr. Walter J. Kelly, Milwaukee; W. B. Sherman, Astoria; D. M. Mc. Kenzle, San Francisco; G. W. Todd, Chicago; George F. Collier, Willamette, Ill.; C. H. Senlor, Kansas City; N. J. Mitchell, San Francisco; G. W. Todd, Chicago; George F. Collier, Willamette, Ill.; C. H. Senlor, Kansas City; N. J. Mitchell, San Francisco; John F. Cordray, city; A. C. Kalar, San Francisco; H. B. Kennedy, Seattle; Pete A. Ventro, Colorado: H. G. Brown and wife, Arisona; C. W. Armstrong and wife, Montreal; John Buckley, Seattle; D. O. Castle, Stockton; W. A. Blackburn, Cambridge. Cambridge.

The Perkins—W. C. Sawyer, Pendleton; J. L. Boy and wife, George Parke, Mrs. A. M. Hungerford, Tacoma; Miss Dott Alien, Aberdeen; G. W. Trozeil, San Francisco; W. A. Williams, Tillatmook; H. C. Calhoun and wife, Fresno, Cal; J. D. Chittenden and wife, Aurora; Frank Riger, Seattle; E. N. Ceoper, Billings, Mont; D. H. Sears and wife, H. H. Ross, Hood River; R. C. Hammett, Wallace, Idaho; M. Hasmmett, Eugene; J. A. Ballard and wife, Seattle; A. L. Parkhurst, Ridgefield, Wash; J. R. Campbell, Eugene; W. E. Wann, Salem; H. M. Wheatley, Seaside; G. W. Fietcher, Botse; L. A. Duncan and wife, Haines, Or., Miss Dalsy Wallett, Fairbury, Neb.; D. A. Collins, J. F. Fitzgerald, Kansas City, Mo.; G. Armes and wife, Rob E. Finnstall and wife, Mill Valley, Cal; A. C. Robinson, Vermont; Dr. H. V. Sutherlan, Seattle; Ed Bender, C. D. Matheny, Dawson; J. C. Woods and wife, San Francisco; E. H. Bradley and wife, Walla Walla; S. S. Mirtz, D. Whifon and wife, Dayton, Wash; J. W. Harney and wife, Z. Straigh, H. D. Henrold, J. H. Kelly, T. J. Berg, W. H. Smith, W. B. Parker, Walla Walla; W. B. Presby, Goldendale; J. F. Baraby and wife, Republic, Wash; J. H. MecMurray, South Orange, N. J., W. E. Merker, W. J., W. E. Mackmurray, South Orange, N. J., W. F. Walla; W. H. Fresby, Goldendale; J. Baraby and wife, Republic, Wash; J. MacMurray, South Orange, N. J.; W. Greenwood and wife, J. H. Greenwood, I las, On.; W. H. Burghardt, Salem; L. Bucker, Des Moines; M. D. Knutsen wife, Astoria; A. J. Atron. Arbuckle, C. W. L. Miller, F. E. Templeton, Colfax; J. Perry, and wife, Minneapolis, Mrs. Let. W. L. Miller, F. E. Templeton, Colfax; J. H. Perry and wife, Minneapolis: Mrs. Langworthy, Vancouver, B. C.; F. B. Waite and wife, Roseburg; George Scottlan, Oshkosh, Wis.; H. G. Freeman, Minneapolis; H. C. Garnett, W. C. Reagan, Medford, Or.; Oscar J. Lindsey, S. Hawn, Roseberg; Miss Ora Quant, Oakland, Or.; C. A. Hill and wife, J. L. Cutloch and wife, San Francisco; Mrs. L. A. Comelys, Amity, Or.; Mrs. M. A. Comelys, Oakesdale, Wash.; James Witter, Gault, Ind.; J. C. Laurence an dwife, Olympia.

Gault, Ind.; J. C. Laurence an dwife, Olympia.

The Imperial—C. W. Taimage, Tillamook, T. F. Vandoff, New York; J. F. Kane, H. H. Moody, Denver, J. D. Friney, Spokane; W. W. Deal, Weiser; P. Hemmingraw, Mrs. M. Frandin, Mosier; J. A. Becketi and wife, Golden-Gale; F. W. Houper, Fennsville; E. R. Reynolds and wife, Tacoma; F. L. Parker and wife, Astoria, Mrs. A. R. Davis, San Francisco, T. H. Mackey, Oregon; E. Kuntz, The Dalles; S. L. Price and wife, Hazeltine; Mrs. M. A. Stevens, Spokans; A. W. Gordon, Burna, G. N. Wade, C. H. Smith, Cakesdale; A. Gilchrist, Dallas; J. T. Allen, Astoria; S. J. Sheedy and wife, J. J. O'Dair, Granfite; Mrs. Alice Bernler, Astoria; Mr. Fisher, Vancouver; Miss Cella Devure, J. Devure, Moscow, J. Jeffers and wife, New Florence; J. M. Moore, Salem; Mrs. Paul Theiss, Miss Theiss, Medefood; D. F. Elverett, Astoria; W. A. Hiackburn, Cambridge; D. O. Castie, Stockton; F. E. Rybee, Jacksonville; J. K. Film, St. Louis; Mrs. Altoe Wiley, Boswell Springs, Miss Amy Harding, Mrs. C. C. White, Gervais, F. G. Young, Edgene; H. Brouck and wife, Winter: J. E. McDowell, Chicago; H. B. Munson, Salem; W. Lyons, Independence; Mrs. M. A. Dyer, E. Hasien, Beatile.

The St. Charless-Fred Miles, Tacoma; J. Myers, Uwacon; C. Crottch, St. James; C. A. Myers, Uwacon; J. C. Crottch, St. James; C. J. Myers, Uwacon; C. Crottch, St. James; C. J. Myers. Uwacon; J. C. Crottch, St. James; C. J. Myers.

Munson, Salem: W. Lyons, Independence, Mrs. M. A. Dyer, E. Hasien, Beattle.

The St. Charles—Fred Miles, Tacoma; J. Myers, Hwaco: C. Crouch, St. James: C. A. Graves, Prineville; Q. Saliter, A. Goffin, Gervals: J. C. Hampton: L. A. Hampton: P. H. Bell, Lewiston: Hattle Baldwin; J. H. Laird and family, Dramon: W. A. Kempin, A. H. Kempin, Hillsboro: J. Cochran, Los Angeles, T. M. Hughes, J. E. Krechter, J. Hughes, at. Paul; J. M. Hodgson, R. Smart, Astoria; Lenn Jack, Emma Senecal, Dufur; P. Warren and family; W. Moody and mother, Hood River, P. O. Andersson, Bridal Vell; D. Stokely, Doty; M. Stokely, Syvamore; Mrs. Prettyman, Cecil Prettyman, Greshum; S. Ostenson and wife, H. Getenson, Camas; Miss Ocea Taylor, Covullis; G. M. Byem, Jr., and wife, Dundec, P. Arnold and wife, Shedd; G. W. Weeks and family, Salem; C. Thwing and wife; C. Lehman, T. G. Freirlekson, Astoria; — Shistad, Astoria; W. W. Howett, R. R. Smith, Newberg; J. S. Bumgardner and family, Claiskanie; T. R. Laman, Dundec; G. E. Linn, F. Rowland; R. H. Bye, M. V. Ottaway, P. O. Ottaway, E. F. Bye, Silverton; — Hurst, Chehalis; E. Parrott, H. Parrott, Dolly Parrott; C. Smith, Butterville; T. F. Buoy, H. Buoy, Gresham; G. G. Frazier, Pittsburg; B. F. Coe, Bainter; H. C. Hall and wife, J. Barr, W. Barr, Marshland; A. J. Martin, W. Suna, Dullas; E. P. Buoy, Anderson; W. Wright, Troutdale; E. E. Brown, Houlton; R. S. Gordon, Springwater, H. I. Huderfords, Texas; J. S. Crumbley, Seaside; D. H. Miller and wife, Gless Creek; C. N. Flowman, Oregon Chy; C. F. Lansing, Salem; L. Graves, Sheridan.

City: C. F. Lansing, Sslem; L. Graves, Sheridan.

The Esmoud—C. M. Coffey, McMinnville; Mrs. G. L. Fluhrer and wife, Mayger; J. E. Adkins, Hillsboro; C. E. Elrod, Eureka, Cal.; C. Oimstead, J. Saliridge, F. T. Pembroke, Rainier; J. E. Dennth, Tuscarwan; B. Swensen, Harrison; E. W. Herman, J. R. Blakealy, Walla Walla: F. W. Brandt, Dallas, Or.; Timoths Richard, Skamokawa; W. Fiuhrie, T. C. Slater, Mayger; Henry Fry and wife, West Fork; C. E. Errod, Eureka, Cal.; Mrs. I. B. Elburn and family, Asteria; Joseph M. Zua, John Turke, Sliverton; Fred Hershing, Perrydale; Robert West, Martin R. West, Miss Margaret West, Westport; Miss Maud West, Westport; Miss Maud West, Westport; Miss Miller, Woods, Or.; E. B. Dean and wife, Roseburg; T. M. Mules, Taroma; Mrs. J. H. Mendenhall and child, Seattle; George Eaton, Oakville; A. D. Rogers, Taroma; C. F. Shanahan and family, Stella Wash; I. D. Baker, Goldendale; G. W. Riggu, Los Angeles; G. A. Parker, Cat-lin, Wash; R. W. Cahill, Newberg, V. Swashall, Gresham; R. Elliot, J. Featherster, Cathlamet; T. G. Shatiuck, Glencoe; R. R. Orman, J. A. Elliott, Camas, Wash; R. W. Cook, Butler; O. Townsend, O. G. Fisher, The Dalles; A. L. Morgan, Rainier; John M. Williams and son, Eugene; J. B. Kennedy and wife, Woodburn; James O'Donnell, Janes O'Donnell, Janes, Siletz, John Christensen, Cathlamet; John Harding and daughter, Newark, N. J.; A. Newman and wife, Woodburn; James O'Donnell, Janes O'Donnell, Janes, A. Newman, Albany; George Buffum, T. W. Buffum, Aberdeen, Wash; R. W. Barrura, Albany; George Buffum, T. W. Buffum, Aberdeen, Wash; R. W. Barrura, Albany; George Buffum, T. W. Buffum, Aberdeen, Wash; R. W. Barrura, Barris, Humboldt; O. W. Dryer, Confon.

Tacoms Hotel, Tacoms American plan. Rater, \$3 and up. Hotel Donnelly, Tacoma, Washington, European plan, Rates 75 cents to \$2.50 per day Free bus

The Doctor Asks-

"Are your bowels regular?" He knows that daily action of the bowels is absolutely essential to health. Then keep your liver active and your bowels regular by taking small laxative doses of Ayer's Pills. Just one pill at bedtime is enough, just one.

"When a very small boy I remember how my people always kept Ayer's Pills in the house. It is now over twenty-five years since I first used Ayer's Family Medicines, and I would not know how to keep house without them."—CRARLES J. BUDLONG, Washing-ton, R. I.

CONGRESSMAN GOULDEN

DOAN'S KIDNEY



Congress, representing the Eighteenth New York District, Mr. Goulden is a naval veteran and one of the trustees of the Soldiers' Home at Bath, N. Y., and has held several other honorary positions of public trust. His name stands for sterling integrity.

Having used Doan's Kidney Pills himself with entire satisfaction. Congressman Goulden does not hesitate to recommend them. He writes us the following:

Foster-Milburn Co., Buffalo, N. Y.: Gentlemen: As many of my friends have used Doan's Kidney Pills and have been cured of bladder and kidney troubles, I feel it my duty to recommend the medicine to those who suffer from such diseases.

From personal experience I know Doan's Kidney Pills will cure inflammation of the bladder, having experienced relief the second day of using

(Signed) J. A. GOULDEN.

P. C. Buckler, of No. 8 East Ninta

ening up, and was accompanied with a

kidneys were not performing their functions properly. I had it for years,

despite all my endeavors to get relief, until one day I read about Doan's Kid-ney Pills and sent for a box. A few

doses convinced me that they were go-ing to the root of the disease, and the

time removed the pain from my

continuation of their use for a short

Doan's Kidney Pills Cure Portland Bad Backs. Testimony of Portland People Proves Their Merit. PORTLAND TESTIMONY

A bad back is a back that aches after every little exertion. Sick kidneys muse that kind of a weak back, and a street, brickmason, contractor and kidney bad back will never be strong builder, says: "A constant soreness and sound until the kidneys are cured. across the small of the back, which Backache is really kidneyache-the bothered me when stooping or straightaching of overworked, inflamed, congested kidneys. It comes right in the wengers of the kidneys, particularly small of the back, where the kidneys in evidence at night, indicated that my are located. Sometimes the ache is beavy and dull. Again it changes to sharp, durting pains, like the thrusts of a knife. It seems impossible to stoop or lift, or bend the back. All night the aching keeps up, leaving the sufferer tired and lame in the morning. Backache is a warning that should

be heeded. It calls attention to the and corrected the kidney secretions. fact that the kidneys are giving out.
that diabetes, dropsy and Bright's Disease are increment. Don't wait. Help
the kidneys at once. Cure them with ney Pills." Doan's Kidney Pills, the great American kidney specific. It is the one rem-

If you wish to try Doan's Kidney can kidney specific. It is the one rem- Pliis free of expense, write to Fos-edy that is recommended by residents ter-Milburn Co., Buffalo, N. Y., for a Sold by all Druggists. Price 50c. Foster-Milburn Co., Buffalo, N. Y., Proprietors.

The Truth About Stoves

By the Largest Makers of Stoves and Ranges in the World

MANY people have been deceived in believer the first stoves were cheap because of a will not put you under any obligation to buy. Iow price, when experience proves We simply desire the opportunity to give you the

ook properly, or it may consume fuel like a in the world, occumentive. Then the material in the stove "Garland

world, and when you pay a small price for a out," but will heat and cook perfectly, and will stove, that price must cover the cost of material any fuel, are repairs, are newry, are meny, and labor, and include a reasonable profit, con-

in charge of an expert stoveman, simply to tell the people, absolutely free of cost, all about stoves. And this expert will honestly advise you just which stove or range will best suit your needs. We also want those who have lost money on the seemingly inexpensive stove, to let us tell them how they can save money by buying a "Garland,"

even if the first cost is a Httle more than that of the cheap and ansatisfactory store.
We want them to let us tell them about the advantages of "Garland" Stoves and Ranges, every stove, and protects y which always prove a good investment.

We make a "Garland" to fit every stove need, souted—The World's Beil.

and have books accurately describing the differ ent kinds. We could not afford to open this "Advice Department" or send out the valuable literature we do, free of charge, if "Garland" Stoves and Ranges were not distinctly superior to other makes; if the magnitude of our operations did not make it possible for us to sell them at reasonable prices, and if our reputation and methods of doing business did not insure absolute satisfaction.

If you are considering the purchase of a stove or range, cut out this coupon, check (this way #) the kind of stove you are check (this way ") the kind of stove you are interested in, mail it to us today, and you will promptly receive our Expert Advice as to just which stove is best suited to your needs, and why, and our literature, free of charge.

evidence of the tremendous superior A small price may be paid for a stove which land" Stoves and Ranges, and leave the buying looks attractive in the catalogue, which has been described as "perfect," but it is liable to prove a very expensive purchase; for ten in order that "Carland" Stoves and Ranges chances to one, trouble will arise from this shall last, we make them of the very best stove in a month's time-it may not heat or materials and employ the most expert workmen "Garland" Stoves and Ranges are durable itself may wear so poorly that at the end of a such madeome in a prearance. They are highly pear or so it will have to be replaced.

You never get semething for nothing in this "Garland" Stoves and Ranges will not "burn

We have local dealers who handle our stoves

sand income a reasonable proof, consequently inferior east-from and steel, and the cheapest and most inexperienced labor, must go into this seemingly-low-priced stove.

Expert Stobe Advice Free.

We have opened an "Advice Department," and the cheapest and most inexperienced labor, must city in the United States. You can examine we have opened an "Advice Department," after. You can satisfy your search as represented, in charge of an expert

There will be no freight to pay on "Garlands" and the dealer will set them up without charge. If no dealer in your town sells "Garlands," stove not in your local dealer's stock, you can enjoy the above advan-tages. We will make a special arrangement so that the stove you want will be delivered to you

and properly set up ready

for use in your own home. The Written Guarantee of The Michigan Stove Company accompanies every stove, and protects you by the absolute guarantee that every "Garland" is as repre-



Detroit The Michigan Stove Company Chicago Largest Makers of Stoves and Ranges in the World



Gordon has settled the Hat question. Wear **GORDON HATS** and you settle it



Gordon Hats \$3



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

Kidney and Urinary Complaints, painful, difficult, to frequent, milky of bloody urine, unnatural discharges speedily cured.

Diseases of the Rectum Such as piles, natula, haster, diceration, mucous and bloody discharges, cured without the knife, pain or

confinement. Diseases of Men potency thoroughly cured. No failure. Cure guaranteed.

Potency thoroughly cured No failure. Cure guaranteed.

FOUNG MEN troubled with night emissions, dreams, exhausting drains, assirtiness, averagion to society, which deprive you of your mannood. UNFIT YOU FOR BUSINESS OR MAIGHTAGE.

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

MANLY POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonernoes, painful, bloody urine
Gleet Stricture, Enlarged Prostate, Sexual Debility, Varicoccie, Hydroccie, Kidney and Liver Troubles cured without MERCURY OR OTHER Prosoning
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 Pamphiet on Private Diseases sent free to all men was
describe their trouble. PATHENTS cured at home, Terms reasonable All letters
answered in plain envelope. Consultation free and sacredly confidential Call
or or address

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