Steamship Minnesota Sights Dismantled Vessel.

TUGS GOING TO THE RESCUE

Orient Lines May Have to Go Into Quarantine Because of Having Had Several Cases of Smallpox on Board.

PORT TOWNSEND, Wash., April 12-Special.)-The Great Northern liner Minnesota, which arrived this evening, after a breaking trip of ten days from Yokohama, reports having sighted a vesse in distress this afternoon off Vancouver Island coast. The vessel was a four-masted one, and was dismantled to the lower masts. The Minnesota sighted the derelict at 2:50 P. M., in position is west.

derelict at 2:30 P. M., in position 18 west, is south, true of Cape Flattery. A tug was seen near the vessel at the time, and soon after another tug was observed steaming in that direction.

Owing to thick weather and a light gale prevailing, the Minnesota was unable to read the vessel's name, and no signals were seen flying. The identity of the dismantled vessel is a matter for speculation, as a number of vessels of that rig are due on Puget Sound. A gale prevailed off the coast a few days ago, and the vessel was probably dismantled at that time.

The Minnesota is anchored here awaiting quarantine inspection at daylight. A

ing quarantine inspection at daylight. A case of smallpex developed on the steamer between China and Japan. The victim was landed at Yokohama, but it is not im-

STEAMER INTELLIGENCE. Due to Arrive.

Costa Rica, San Francisco April	14	
Northland, San Francisco April	35	
Redondo, San FranciscoApril	15	
F. A. Kilburn, San Francisco. April	15	
*Aragonia, OrientApril		
Columbia, San FranciscoApril	19	
Alliance, Eureka and way April :		
Roanoke, Los Angeles April		
*Nicomedia, OrientApril		
*Arabia, OrientJune		
Due to Depart.		
Steamer-Destination. Date		
Alliance, Bureka and way April	12	
Costa Rica, San Francisco April	16	
Redondo, San Francisco April	17	
Northland, San Francisco April	20	
Columbia, San FranciscoApril	21	
Roanoke, Los Angeles April	26	
*Aragonia, OrientApril		
*Nicomedia, OrientMay		
*Arabia, OrientJuly		

Diamond Point quarantine station for de-Diamond Point quarantine station for de-tetion. The ship's doctor, however, re-ports all well on board. Quarantine offi-cials have been very particular of late, since the plague was reported from South American ports, and it would not be sur-prising if the big liner was sent to the smokehouse for at least 2t hours. The Minneauta reports fair weather, en route. Minnesota reports fair weather, en route. ta's run is the fastest on rec-

Smaller Stockholders of Gray's Harbor Towing Company Complain.

ABERDEEN, Wash., April 12—(Special.)—An intense feeling has grown out of the alleged "high financing" by the directors of the Gray's Harber Towing Company, who are charged by the smaller stockholders with having sold them out. The Gray's Harbor Towing Company was organized several years age, and built the big tug Daring Later the tug Cudahy was bought from the defunct American Fisheries Company for \$15,000. Last week it was announced that the Gray's Harbor Towing Company had bought the tugs Traveler and Printer from the Northwest-ern Company at Hoquiam, in order to shut off competition.

Now come the smaller stockholders in neern and allege that the price paid tugs was far beyond their actual It is said that \$45,000 was the amount agreed upon, and the Northwestern Company was given a note for \$30,000 and stock of the Gray's Harbor Towing Company to the amount of \$16,000. It is further stated that the Traveler is 20 years old, and the Printer 18 years old, and that the company will be swallowed up by the face of the note and the inter-est given in the shape of stock. Action in the courts is threatened to

act aside the proceedings of the directors. The stockholders of the Gray's Harbor Company are all prominent men of the harbor.

Launch for Nasel River.

ASTORIA, Or., April 12.—(Special.)— Morehead & Holm, of Nahcotta, closed a contract here today for the construction of a gasoline launch that will be used to carry mail and passengers on the Nasel River. The launch will be 56 feet in length with 11.5-foot beam, and will be equipped with a 30-horsepower engine.

Fastest Trip on Record.

SEATTLE, April 12.—The steamer Min-nesota passed Tatoosh Island, at the en-trance of the straits today, at 3:30 o'clock, making the run from Yokohama in 18 days and 16 hours, which is a record trip. She is carrying a large passenger list and full cargo of silk, teas and the usual

Lumber Cargo From Hoquiam.

HOQUIAM, Wash., April 11.—(Special.)— The schooner Falcyon, Captain Morton-son, carrying 280,000 feet of lumber, left today for Ventura, Cal.

Domestic and Foreign Ports.

ASTORIA. April 12.—Condition of the bar at 5 P. M., smooth; wind northwest; weather cloudy. Sailed at 5:45 A. M., steamer Columbia, for San Francisco; sailed at 12:30 P. M., barkentine Portland, for San Pedro; sailed at 2:35 P. M., French ship Jules Gommes, for United Kingdom for orders; arrived down at 4:15 P. M., French ship Crillion; arrived at 4:45 P. M., steamer Elmore, from Tillamook.

er William Olsen, from Astoria; steamer So-noma, from Sydney, via Honolulu; steamer Czarina, from Tacoma; steamer M. F. Plant, from Coos Bay; steamer Signal, from Coos Bay, Salled—Steamer Nebrashan, for Ho-nolulu; at 11:30 A. M., steamer Costa Rica, for Poerlund

for Portland.

Seattle, April 12.—Arrived—Steamer Meteor, from Redonde, Salled—Steamer Itauri, from San Francisco.

Coos Bay, April 12.—Arrived—Steamer F. A. Kilburn, from San Francisco.

Hoquiam, April 12.—Arrived—April 11. schooner A. B. Johnson, from San Francisco, for Aberdean; schooner W. K. Pattiteon, from San Francisco for Aberdean; schooner Roy Bomers, from San Francisco for Cosmopolis;

VESSELS IN PORT.

Grain.
Francois d'Ambois, French bark, 1629 tons, t Columbia dock, leading for the United Kingdom.
General Neumayer, Prench bark, 1454 tons, at Mersey dock.

Lumber. Crescent, American schooner, 1334 tons, at Inman, Poulsen & Co.'s Mills, leading for Shanghai.

Shanghal.

Many Withelman, barkentine, 482 tona, loading at Rainier.

Sahome, schooner, 620 tons, at North Pacific Mills, loading for San Fedre.

Polaria, schooner, 717 tona, loading at Eastern & Western Mills for Manila.

Virginia, schooner, 541 tona, at Imman, Poulsen & Co.'s Mills, loading for San Francisco.

T. P. Emigh, barkentine, at Portland Lum-ber Mills, loading for San Pedro.

ber Mills, loading for tan Peuro.

Miscellaneous.

Berlin, American ship, in stream ready to proceed to Bristol Bay.

Emilie, German ship, 1738 tons, at gas dock discharging cargo.

Pollerton, barkentine, discharging oil at Portsmouth tanks.

Alliance, steamer, at Couch-street dock.

RULING OF JUDGE WEBSTER AGAINST C. E. LOCKWOOD.

Proceedings Are Stayed by Petition for a Writ of Review in Circuit Court.

For failure to obey an order of the County Court made March 1, to turn over to Richard Lynch, administrator of the estate of his brother, Jerry Lynch, a cer-tificate of deposit for \$300, Judge Webster yesterday ordered Charles E. Lockwood, an attorney, committed to the County Jail contempt of court. Mr. Lockwood was, however, equal to the emergency, and has succeeded in keeping outside of the prison bars. On Wednesday last be filed a petition in the State Circuit Court for a writ of review as to the decision rendered by Judge Webster, and this had the effect of suspending the contempt the effect of suspending the contempt order, until the upper court passes upon the writ of review, which will come up some time in the May term of the State Ctreuit Court. The application asking that Mr. Lockwood be declared in contempt was made by Murdoch & Moser, attorneys for the administrator, but they did not place any process in the hands of the Sheriff asking for the arrest of the of the Sheriff asking for the arrest of the

of the Sheriff asking for the arrest of the delinquent attorney.

Accompanying the petition for a writ of review of the decision of Judge Webster, Mr. Lockwood filed a bond covering the costs. Murdoch & Moser, counsel for Richard Lynch, the administrator, applied to Judge Frazer for an additional bond to include the amount of the certificate of deposit, which they said Mr. Lockwood might cash. The question will have to be heard by Judge Frazer before he will be in a position to pass upon it. Mr. Lockwood has had possession of the certificate of deposit for a long time, and has shown no disposition to cash it, and probably will not make any effort to do so. He called upon Judge Frazer late yesterday afternoon and explained his poyesterday afternoon and explained his po-

Jerry Lynch estate matter, and there has been considerable controversy in the County Court regarding his handling of certain funds, and Judge Webster finally decided that Lockwood should account for the certificate of deposit for \$200 Jerry Lynch was a member of a railroad cor damages from the contractors.

SAY THEY WERE SOLD OUT struction gang at The Dalles, and was accidentally killed. The estate recovered

IRRIGATION IN THE VALLEY

Government Expert Sanguine Concerning Willamette Experiments.

Elwood Mead, chief of the irrigation inquiry branch of the Department of Ag-riculture, who was in Portland yesterday, is confident that irrigation in the Willamette Valley is practicable. He ex-pressed this opinion while in Portland. Arthur P. Stover, of the same service, has been assigned to conduct experiments in the Willamette Valley, and will begin work some time this week. Mr. Stover, who conducted experiments in the Willamette Valley last Summer, and who

has recently been experimenting in Uma-tilla County, met Mr. Mead in Portland. Mr. Mead is recognized as one of the leading authorities on irrigation in the United States, and great weight is given his conclusions. The Portland Board of Trade was instrumental in bringing Mr. Mead to the Northwest. For weeks the board has been working to induce Mr. Mead to assign an expert to conduct in vestigations in the Willamette Valley. Early success was due to the fact that Mr. Mead took a personal interest in the

matter.

Mr. Mead left last night for Helena.

Mont. While in Portland he visited Secretary Laber, of the Board of Trade, and
Paul Shoup, assistant general freight Paul Shoup, assistant general freight agent of the Harriman lines in the North-

While in Portland Mr. Mead said he thought the Willamette Valley, if irrigated, would support a greater population than Southern California. Southern California. fornia ships about 30,000 carloads of cit-rus fruits each year. He thinks the Willamette Valley could do even better than that with deciduous fruits.

It is his idea to irrigate during the three dry months when on an average there is less than four inches of raintall. He thinks the most practicable systems of irrigation would be by the installation of pumping stations and securing of water from mountain lakes. rom mountain lakes.

Mr. Mead would be pleased to hear

from any persons who have conducted investigations in the Willamette Valley relative to irrigation. Such information should be sent to Mr. Shoup.

ALMOST NEW THEATER.

Caivin Heilig has certainly renovated the Belasco Theater from top to bottom, and an air of cleanliness prevaits within the Heilig Theater that is inspiring. In speaking of the changes that have been made, Mr. Heilig stated "that the entire theater was thoroughly gone over, and repairs made where needed, no expense being spared toward this end. "Appreciating the importance of the orchestra in an up-to-date theater, we also purchased from Eliers Plano House two fine Chickering planos for use in the theater. We feel that the people of Portland are entitled to nothing but the finest, and we have endeavored to arrange our and we have endeavored to arrange our playhouse so that it will meet with the approval of our patrons."

STRAWBERRIES FOR EASTER

Presh Strawberries at the Hazelwood Cream Store, 24 Washington street. 'Phone us ahead and we will reserve choice selections for you.

Don't wait until you are sick before trying Carter's Little Liver Pills, but get a vial at once. You can't take them with-out benefit.

Will Ply Between Celilo and

MONEY RAISED FOR PROJECT

Steamboat Will Be Constructed a Celtlo and Will Be Ready by Fall for Traffic on the Upper River.

Contracts for the construction of steamer to run between Cellio and Lewis steamer to run between Cellio and Lewiston on the upper river will be awarded within the next two weeks by the Open-River Transportation Company. The organization of the Open-River Transportation Company was effected by the transportation committee of the Chamber of Commerce and the stockholders of the company are those who have subscribed the \$51.00 to build and operate steamers on the Upper Columbia.

The stockholders of the company held their first meeting yesterday afternoon in the offices of W. A. Mesrs, secretary of the transportation committee of the Chamber of Commerce. A committee was appointed to obtain bids for the construction of the boat and will begin work without delay.

Build Vessel at Cellio.

Build Vessel at Cellio.

The steamer will be built at Celilo and The steamer will be built at Ceillo and it will be in operation in time for the heavy Pall traffic. It will cost about \$30,000. The boat will be about 150 feet in length with a 34-foot beam. In ordinary water it will carry about 350 tons of freight and when there is sufficient depth the steamer will carry about 500 tons. It will be so constructed that it will be enabled to ply between Ceilio and Lewiston at almost any stage of the water.

at almost any stage of the water.

Another steamer will be built in the near future at Kennewick to operate as far as Priest Rapids and the indications are that several boats, other than that which the Open-River Transportation Company is interested in, will operate along the Upper Columbia. Word has been received from Lewiston that the stockholders of the Mountain Gem have indicated their willingiess to allow their boat to become a part of the fleet of the Open-River Transportation Company. In all probability an agreement to this ef-fect will be made with the stockholders

Would Extend Portage Road.

The transportation committee of the The transportation committee of the Chamber of Commerce, after much thought and exhaustive investigations into the conditions, has concluded that the Portage Road should be extended to The Dalles, a distance of about three miles. The members of the committee say that it would make the road more effective and that they will do all within their course to thing about the extension. effective and that they will do all within their power to bring about the extension. At the meeting held yesterday afternoon all of the stockholders were either repre-sented in person or by proxy. All of the \$12,000 that has been raised has been sub-scribed in Portland with the exception of \$2100. The \$2000 was subscribed by W. J. Mariner, of Blalock; J. A. Smith, of Sher-man County, and W. J. Furnish, of Pen-dleton.

At the meeting the following directors of the company were elected: A. H. Devers, T. D. Honsyman, L. A. Lewis, Leo Priede, D. C. O'Reilly, Herman Wittenberg, J. H. Moore, William J. Mariner and J. A. Smith. The directors in turn elected officers, who are: President, L. A. Lewis; vice-president, Herman Wittenberg; secretary and treasurer, J. N. Teal: assistant secretary. Marguerite White. The committee which will receive hids for the construction of the boat is composed of D. C. O'Reilly, chairman: T. D. Honeyman and Herman Wittenberg. Martin Winch will act in an advisory capacity with the committee. Another meeting of the stockholders will be held next Tuesday afternoon, when the committee will report what progress has been At the meeting the following directors next Tuesday afternoon, when the total mittee will report what progress has been made relative to the construction of the Ben Allen and Leo Friede as surcties.

In Interest of Portland.

The men who have subscribed to the fund have done so in the interest of Portfund have done so in the interest of Port land and not from a standpoint of in land and not from a standpoint of inlife exvestors. They regard it as a public-spiritted work and by the establishment of a
line of steamers hope to regulate rates.
It will also open up much additional territory for Portland and the importance of
the line can hardly be overestimated. The
operation of the Mountain Gem under
the district by the transportation committee
from Cellio to Wallula has had the effect of reducing rates materially. The fect of reducing rates materially. The putting on of a boat clear through to Lewiston, it is believed, will have the effect of reducing rates all along the line.

The transportation committee of the Chamber of Commerce has been actively Lewiston. By working quietly and with-out publicity, the committee secured \$52,-600. The company was then formed with a capital stock of \$100,000. The subscrip-tion list will shortly be sent to other cities that will be benefited by the estabent of the line, and it is believed the

MR. CHAPIN'S POSITION

Franchises Should Be Taxed Ade quately and Jointly.

PORTLAND, April 12—(To the Editor.)—
In an editorial today discussing my stand as to whether I would consider a franchise real property and subject to taxation. The Oregonian finally winds up by agreeing with me exactly on the subject.

Perhaps in answering the question, I should have been a little more explicit and should have pone into the question a little more thoroughly. I might have answered it by saying I do not believe franchises are property and subject to taxation, providing they pay the city a reasonable percentage of their gross earnings for the petvilege of holding this franchise.

The whole trend of your questions was to the effect of repealing perpetual franchises and substituting limited franchises in their place, and to fix reasonable maximum charges for them. With such legislation in view, I can hardly see why a corporation holding the franchise should be called upon to pay additional for the privilege of existing.

My exand is that the real property of a corporation holding a franchise should be assessed and taxed the same as that of any individual or corporation, and if the Assessori does not perform his duty in this respect,

Mr. Chapin winds up by agreeing exactly with The Oregonian. His chief fear seems to have been that in taxing a franchise on its charter and as property, a public utility corporation would be paying more than its just share. We scarcely think there need be any serious apprehension on that score. Mr. Chapin wants the physical property of the corporation taxed, and, if it enjoys any privileges from the public it should, he says, pay a reasonable rent for those privileges. Cer-tainly it should. That is precisely what it ought to do. But whether it shall pay chise tax or an occupation tax is for the present no matter. The issue between the corporations and the public is solely as to whether it shall pay a just and adequate revenue for such privileges as it enjoys. Mr. Chapin says it should. He calls that revenue "rent." Very well. No matter what it is called, so the corporation pays. Mr. Chapin is a straightforward man, and The Oregonian has no doubt that, if he shall be elected to the Legislature, he will do precisely what he says he will do. He declares himself in accord with The Oregonian and its deand that a franchise corporation shall be controlled, regulated and taxed properly. The Oregonian has asked no more from him or from any other candidate.

WILLIAMSON GOES TO TRIBU-NAL OF LAST RESORT.

Claims Errors in Rulings and Constitutional Privilege From Pun-

day toward bringing his case in connection with the Oregon land frauds before
the Supreme Court of the United States
for final settlement. The action taken
was the filing of a petition and assignment of errors. Judge William B. Glibert, before whom the assignment was
made, allowed the writ and signed the
citation to the Supreme Court.

The assignments of errors is a voluminous document of \$6\$ large typewritten
pages. In all there are 161 counts in
which error is alleged in the previous
proceedings in the Williamson case. It
is averred that error has been made in
originally overruling the demurrer of the
defendant, Williamson; in overruling the
objections of the defendant to many questions and answers in the testimony given
during the trial; in refusing to give certions and answers in the testimony given during the trial; in refusing to give certain charges to the jury requested by the defendant prior to the rendering of the verdict, and in pronouncing sentence on Williamson, providing imprisonment for a term of ten months, over his claim of exemption on the ground that he was a member of Congress, and that his constitutional exemption from arrest would be

member of Congress, and that his constitutional exemption from arrest would be
interfered with.

It will be impossible for the Williamson case to go before the Supreme Court
before the completion of the bill of exceptions and the signing of it. He has
been given until June 1 to amend the bill
of exceptions which was refused by Judge
Hunt this week. Judge Hunt will probably return to Portland to pass judgment
on the case about June 1, and if his signature is attached to the bill of exceptions, the papers in the case will be
immediately forwarded to the Supreme
Court. In the finding of yesterday 90
days was named as the duration of the
time for the filling of the papers in Washington, but this period may be extended
from time to time by the Federal Court.
Williamson would have had but two
more days in which to file his bill of exceptions for an appeal to the Supreme
Court.

The bonds of \$300 fixed by Judge Hunt

The bonds of 13000 fixed by Judge Hunt on with

BISHOPS EXPRESS REGRET

Pass Resolutions in Memory of Late Rt. Rev. B. Wistar Morris.

The following resolutions of condolence and regret have been passed by the bish-ops who were present at the funeral of the late Bishop Morris, Tuesday, in this

city:

Whereas, The "shepherd and bishop of our souls" has called to himself our deceased brother, the Bishop of Oregon, we wish to put on record our appreciation of the great missionary career which has just closed. Like St. Paul, he was Hierally "in the labors more abundant, in journeyings often, in pertils of water, in pertils in the wilderness, in weariness and painfulness, in watchings often, in hunger and thirst. Hesides those things which were without, that which came upon him daily, the care of all the churches." He found a handful of widely acattered frontier missions and left two missionary districts and a diocese as monuments of his labors.

We extend our sympathy to his widow an family, who have lost in him one who combined in an unusual degree strength, justic and tenderness. We condols with the discess, which has lost its apiritual head, be we esteem it rich in the heritage of a consecrated and self-deaping life.

LEMUEL H. WELLS.

Bishop of Spokane,
JAMES B. FUNSTEN.

Bishop of Boise.

FREDERICK W. KEATOR.
Blanco of Olympia.

Paul Jones Ceremony Arranged.

ANNAPOLIS, Md., April 12.—The offi-cials of the Naval Academy have completed their part of the programme the ceremonies incident to the transfer the remains of John Paul Jones, from temporary tomb in the Academy groun to Bancroft Hall on April 3. Preside sevelt will speak at the exercises.

NOURISH

the body, don't dose it with medicine. Scott's Emulsion is the best nourishment in emistence. It is more than a food; you may doubt it, but it digests persectly easy and at the same time gets the digestive functions in a condition so that ordinary food can be easily digested. Toy it if you are run down and your food doesn't nourish you. SCOTT & BOTHS, and building, I

Horace McKinley Wins Fortune at Poker Crossing Pacific.

NOW HAS A \$10,000 ROLL

Stateroom During the Voyage, Breezy Letter From the Orient.

In a letter written on the other side of the world by W. M. Kelly, an exemploye in The Oregonian composing-room, to a friend in this city is given a breezy account of the wanderings of Horace G. McKinley, of land-fraud notoriety, since he sailed from San Francisco a few months age in company with "Lit-tle Egypt." At that time it was the gen-eral supposition that McKiniey was bound for that "some place east of Sues" made famous by Kipling, "where there are no ten commandments" and long thirsts are

According to ar. Renys and Renys in his quest up to the time he reached Hong-kong, at least, baving won a small fortune at poker on the way across the Pacific and kept himself and his fair commin and kept nimself and his tair com-panion in champagne throughout the voy-age with his winnings at cards.

Mr. Kelly's information as to McKin-ley's doings are given at second hand, but he tells in his letter of crossing the path of another American celebrity, William J. Bryan, in person. Following is the letter in full:

Calcutta India March 12, 1996, How had

Calcutta, India, March 12, 1996.-How bad

Calcutta, India, March 12, 1996.—How had do you fellows want McKinley? I came over on a steamer from Rangoon, Burmah, a few weeks ago and met an American traveler who came from San Francisco to Hongkong with the land shark. My informant got quite friendly with McKinley, and McKinley said he was not making his "getaway" at the instance of Binger Hermann or his friends, but that he had "done up" a fellow in Michigan on a deal, and the fellow was making the Oregon climate too tropleal for him. "

McKinley had a nice roit, and came out way to the good at poker on the way over. He landed in Hongkong with at least \$10,000.

McKinley had a night of it in San Francisco pravious to the departure of the Manchuria, and picked up with "Little Egypt," who also had a hankering to get away, as she was tangled up with the bunch of rounders who either killed or wounded a "cop" in San Francisco.

McKinley mercard her a best on the host hankers.

My informant asid that he knew the man McKinley had cheated, and he likewise knew of the fraud before he left. He knew McKinley in Portland; recognized him when they met on board, and McKinley asked him to knew McKinley in Portland; recognized him when they met on board, and McKinley asked him to knew attest.

keep silent.

This may be ancient history to you now, but I thought I would write it to you anyway.

Our old friend Billy Bryan and his family have been in Calcutta the past week. William can learn a few stunts with silver in India.

trade methods.

I have been out in India five months—and I like It, at least it's better than being in limbo, as they make and sell ice here, and you can

as tory mass and sen toe here, and you can rest electric fans.

The insurance racket over your way has been well written up in the East, and it has done great injury to American trade in gen-eral. Some of the foreign travelers I have met tell me that even a Bengalee baboon closes his money chest when Americans call to talk trade, and the Englishman shuts the front

ntly. It's quite a progressive little coun-The oil fields are productive and the mans have an eye on Coaloil John to insure t their prices will remain as they want m and not as John and Brother Bill want

POND'S EXTRACT Weak Eyes

are strengthened by the daily use of Pond's Extract diluted with an equal quantity of water. The irritation caused by dust and sand which are carried to the eyes through the air can be quickly allayed by using Pond's Extract. The mucous membrane of the eyes becomes inflamed by the presence of foreign matter, and the danger and unpleasant feeling can be readily removed by using Pond's Extract as directed.

Witch Haxel is not the same thing. On analysis of seventy samples of Witch Haxel—effered as "the same thing"—fifty-two were shown to contain wood alcohol or formaldshydo er both. Avoid danger of poisoning

PONOS EXTRAC





LAND SHARK'S LUCK FOR NERVOUS PEOPLE

DR. WILLIAMS' PINE PILLS THE BEST NERVE TONIC.

A Michigan Mother Preserved to Her Family by This Wonderful Remedy.

When the blood is impoverished the serves starve and neuralgia or something more serious swiftly follows. Nermag more serious swiftly follows. Ner-wous people are generally pale people. By supplying through the blood those vital elements that the nerves need, Dr. Williams' Pink Pills for Pale People have performed those remarkable cures that make it impossible for any nervous sufferer to neglect them with justice to himself. Champagne Flows Freely in His to himself.

A recent case is that of Mrs. Peter Morrissette, of No. 315 Eleventh street, Alpena, Mich., who writes as follows 'My trouble started with childbirth. After one of my children was born I had a kind of paralysis. I was very weak and my mouth was a little crooked. I was always tired and was so nervous that I could not bear to hear a dog bark or a bell ring-even the lit-My heart fluttered a great deal and I had dizzy spells. I was not able to be

efft alone.
"My doctor gave me different kinds of medicine, changing it several times, When it was evident that he could not help me he said he did not understand my case. This was three years ago, and I was very much discouraged when my brother, who had taken Dr. Will-lams' Pink Pills, recommended them to me. I tried them and noticed a change for the better when I was taking the second box. Dr. Williams' Pink Pills cured me, and I have been well ever since. I now do all my own house-work, sewing and washing for seven of us. I have recommended the pills to a number of people, and am very glad to

make this statement. The fact that Dr. Williams' Pink Pills cured this stubborn case, as well as others more severe, leaves no doubt that they will cure lesser troubles arising from disordered nerves and lack of nerve force. They have also cured diseases caused by impure or impoverished blood, such as rheumatism, anamia and after-effects of the grip.

All druggists sell Dr. Williams' Pink Pills, or the remedy will be mailed. postpaid, on receipt of price, 50 cents per box, six boxes for \$2.50, by the Dr Williams Medicine Company, Schenectady, N. Y.

them. The Standard Oil Company is permitted to bandle oil in Burmah in cans, but is not al-lowed to build tanks to corner the market. Mykindest to The Oregonian boys and with best wishes for you and yours, I am yours, W. M. KELLY.

A Card.

PORTLAND, April 12—(To the Editor.)—
In my letter in The Oregonian of February 7
I had no intention of reflecting in any manner upon any ecclesiastic. My sole purpose ner upon any ecclesiastic. My sole purpos was to place myself correctly before the M. J. KELLY.

TRAVELERS GUIDE GREAT NORTHERN RAILWAY I THE COMFORTABLE WAY.

TWO OVERLAND TRAINS DAILY The ORIENTAL LIMITED VIA SEATTLE OR SPOKANE.

Portland Time Schedule. Daily. 8:30 am to and from Spo-cane, St. Paul, Min-11:45 pm neapoits, Duluth and 6:30 pm All Points East Via Seattle. To and from St.
Paul, Minneapolia
Duluth and All
Points East Vis
Spokane.

Great Northern Stramship Co. Salling from Seattle for Japan and China ports and Manila, carrying passengers and freight. S. S. Minnesota, April 29. S. S. Dakota, June 7. NIPPON YUSEN KAISHA (Japan Mail Steamship Co.)

R. S. SHINANO MARU will sail
from Seattle about May 15 for Japan and China ports, carrying passengers and freight.
For tickets, rates, berth reservations, etc., call on or address

H. DICKSON, C. P. & T. A.

122 Third St., Portland, Or.

122 Third St., Portland, Or. Phone Main 680.



TIME CARD OF TRAINS PORTLAND

oth City Express for Ta-coma. Seattle, Spokane, Helena. Butte, St. Paul, Minssapolis, Lincoln, Omaha. St. Joseph. St. Louiz. Kansas. City, without change of cars. Direct connections for all points East and South-

0 S. S. SENATOR June

SOUTHEASTERN ALASKA ROUTE From Seattle at 9 P. M. for Ketchl-kan, Juneau, Skagway, White Horse, Dawson and Fairbanka. S. S. City of Seattle, April 1-11-21. S. S. Humboldt, April 5-15-25. S. S. Cottage City (via Sitka) April 5-20

ALASKA EXCURSIONS.

S. S. Spokane, June 7-21; July 5-20; August 2. FOR SAN PRANCISCO DIRECT From Seattle at 2 A. M.; Umatilla, April 3-13; Queen, April 8-23; City of To-peka, April 13-28.

Pertiand Office, 549 Washington at.
Hain 239.
G. M. LEE, Pass. & Pt. Agt.
D. DUNANN, G. P. A.,
20 Market 50, San Prancisco

OREGON SHORT LINE

AND UNION PACIFIC

3 TRAINS TO THE EAST DAILY Through Pullman standards and touris standards and tourist steeping-car daily to Kanas city. Reclining chair-cars (seats free) t the East daily.

UNION DEPOT. Leaves, Arrives. CHICAGO-PORTLAND 9:13 A. M. 5:25 P. M. Daily. SPOKANE FLYER 6:15 P. M. 8:00 A. M. Dally

For Eastern Washington, Walla Wall awiston, Coeur d'Alene and Great Northe

RIVER SCHEDULE, FOR ASTORIA and S:00 P. M. Daily, way points, connecting Daily, with steamer for liwaccept co and North Beach, steamer Hassalo, Ash-sturday st. dock 500 P. M. FOR DATTON, Oregen City and Yamhill
River points. Ash-st
4ock (water per.)

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For Lewiston, Idaho, and way points from liparia, Wash. a, Wash.
ve Riparia 5:40 A. M. or upon arrival
No. 4, dally except Saturday.
ve Riparia, 4 P. M. dally except Pri-

Ticket Office, Third and Washington. Telephone Main 711. C. W. Stinger, City Ticket Agt.; A. L. Craig, Gen. Pass. Agt.



UNION DEPOT. Arrives OVERLAND EX-PRESS TRAINS for Salem, Ross-burg, Ashland, Escramento, Og-den, San Fran-cleso, Stockton, Los Angeles, Ell Paso, New Or-leans and the East. Morning train *8:45 P. M *7:25 A. M East.

Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel. Silverton. Brownsville, Springfield, Wandling and Natron.

Eugene passenger *5:55 P. M *10:35 A. M *4:15 P. M Eugene passenges connects a Weedburn with

ger. Forest Grove Passenger. \$1:50 P. M. *Daily. |Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL

5:50 P. M.

*8:25 A. M.

Weedburn with Mt. Angel and Silverton loca 7:30 A. M. Corvallis passes

*4:50 P. M. Sheridan passen-

Depot, Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:30
A. M.; 12:50, 2:05, 4, 5:20, 6:25, 8:30, 10:10,
11:30 P. M. Daily except Sunday, 5:30, 6:30,
18:35, 10:25 A. M. Sunday only, 2 A. M.

Returning from Oswego, arrive Portland,
daily, 8:30 A. M., 1:35, 3:05, 6:05, 6:13, 7:35,
9:35, 11:10 P. M.; 12:30 A. M. Daily except
Sunday, 6:23, 7:25, 2:30, 11:45 A. M. Sunday only, 10 A. M.

Leave from same depot for Dailas and intermediate points daily, 4:15 P. M. Arrive
Portland, 10:15 A. M.

The Independence-Monmouth Motor Linsoperates daily to Monmouth and Airlie, connecting with 3. P. Co. trains at Dailas and
Independence.

First-class fare from Portland to Sacramento and Sun Francisco, \$20; berth, 55,
Second-class fare, \$15; second-class berth,
\$2.50.

Tickets to Eastern points and Europe;
see Jeann China Honolulu and Australia. DIVISION. Tickets to Eastern points and Europe; also Japan China, Honolulu and Australia. CITY TICKET OFFICE. Corner Third and Washington Sts. Phone Main 713. C. W. STINGER. CRy Ticket Agent. Gen. Pass. Agt.

Astoria and Columbia River Railroad Co.

Leaves UNION DEPOT. Arrives. Daily. For Maygers Rainier, Clathkanie, Westport, Clifton, Astoria, War-renton, Plavel, Ham-mond, Fort Stevens, Gearhart Park, Sea-side, Astoria and Sea-Express Daily.
Astoria Express.
Daily.

C. A. STEWART. J. C. MAYO. Comin'l Agt., 248 Alder st. G. F. & P. A Phone Main 306. San Francisco & Portland Steamship Co.

Operating the Only Passenger Steamers for San Francisco Direct.

S. S. COLUMBIA April 21, May 1
S. S. COSTA RICA April 16 and 25
Excursion to Los Angeles and return, May
1, 435 round trip, including rail San Francisco to Los Angeles and back to Portland.
JAS. H. DEWSON. Agt.,
Phone Main 268. 245 Washington St.

Steamer Chas. R. Spencer

FAST TIME.

Up the Columbia, the finest river trip in the United States.

Leaves Oak-street dock 7 A. M., Mondays, Wednesdays and Fridays, arriving at The Dailes, 4 P. M.

Leaves The Dailes 7 A. M., Tuesdays, Thursdays and Saturdays, arriving Portland, 3 P. M.

Office and wharf foot Oak street. Phone Main 250.

CHARLES E. STEELSMITH, Agent.

WILLAMETTE RIVER ROUTE OREGON CITY TRANSPORTATION CO.

FAST AND POPULAR STEAMSHIPS LEAVE SEATTLE 9 P. M.

Office and dock, foot Taylor St.

"Jeffersen," April 17, 27, 9 P. M., a Wrangel, "Dolphin," April 22, "Dirign," April 26, "Farallon," May I. CHEAP EXCURSION RATES.
On excursion trips steamer calls at the Metlakahtla, Glacier, Wrangel, in addition to regular ports of