STRIKE BREAKERS REFUSE TO WORK

Grainhandlers Imported From Eastern Oregon Desert Employers.

VICTORY FOR THE UNION Coos Bay Liner will Carry Full Car-

Strikers Advance Telling Argument and New Hands Desert Before Being Taken to Grain Docks. Police Called to Guard Docks.

The striking grainhandlers scored a point yesterday when they succeeded in sidetracking nearly all the imported hands brought down from Eastern Oregon and Washington to take their places on the docks.

On the train entering Portland yesterday morning were 50 grainhandlers, who had been employed by Kerr, Gifford & Co. at the various warehouses of that concern in the Inland Empire, and who were called to Portland to take the places of the strikers. A union agent boarded the westbound train at The Dalles and immediately commenced arguing with the strike breakers. He succeeded in convincing the majority of the men. Those who listened to the utterances of the labor leader, alighted from the train at the East Side station without hinting at the East Side station without hinting at their ultimate intention, and taking their places in a special car on the siding, which was to carry them to the docks, waited for a given signal. When this was forthcoming almost the entire number arose and filed out of the car, and when the conveyance pulled out for the docks, only six of the 50 or more imported hands remained aboard. named aboard.

remained aboard.

The speedy desertion of the imported men was a severe blow to the exporters. but they take it complacently and state that they have no doubt of being able to secure a sufficient number of hands to work the wheat cars and the grain ships which will soon to be ready for cargoes.

At Montgomery dock No. 2 and the Oceanic dock yesterday carloads of grain ere unloaded. The crews were small, but the present stage of grain season does not require any large number of men, and until the loading of grain ships begins the exporters say they will have no trouble to secure the needed men. They say that there are many unemployed men in this city who are anxious to work on the docks or any place where they can find lucrative employment, and that the workmen brought down from the Eastern sec-tion of the Northwest were experienced hands whom they desired to give continuous employment since the closing of the season at the warehouses where they had been employed.

The strikers are jubilant over the coup they have scored, and declare that they will be able to influence the large majority of the strikebreakers secured by the

In about two weeks there will be three or four vessels of the Fall grain fleet available for loading and at this time the strike will be given the crucial test, for if the union succeeds in preventing the loading of these craft it will force the exporters to show their hands, or discontinue the handling of grain from this port for the present season

Yesterday morning the police depart-ment was called upon to send patrolmen to guard the Oceanic and Montgomery as the exporters anticipated when the strikebreakers were put to work. That they had any designs to interfere is indignantly denied by the union men, who say that they intend acting in a peaceable manner throughout this strike and will endeavor to persuade the nonunion men to desert by placing the status of the case before them in plain words rather than by the use of force. Business Agent Melby of the Grain-handlers' Union stated that the strikers want the sympathy of the public and intend to conduct themselves in a lawabiding manner.

STEAMER WYNERIC IS DUE

Big Lumber Carrier Expected From Puget Sound Today.

The British steamship Wyneric, sister ship of the Comeric, which recently loaded a cargo of lumber at this port, and of the Gyneric, which is loading on Puget Sound, has been chartered to load lumber today or tomorrow.

She is a large carrier, with a capacity of close to 3,000,000 feet. When she reaches the harbor there will be five large steamships in port, and this will be added to by the arrival of the Hilonian, which should also reach port in the next 24 hours. The other vessels in the harbor are the British steamships Elaine and Visigoth, the American steamship Artec, of the San Francisco & Portland Steam-ship Company, and the German steamship Aragonia, of the Portland & Asiatic Com-

With all these vessels in port at the same time and the possible arrival of the Norwegian steamship Terje Viken at the end of the week, the tonnage in the local harbor will present a good showing.

STEAMER RELIEF A SUCCESS

New Open River Craft Makes Good

Impression on First Voyage.

Captain Frank J. Smith, superintendent of the water lines for the Open River Transportation Company, who returned yesterday morning from attending the first trip of the new steamer Relief, left last night on another business trip to

the upper river country.

The Relief proved berself to be a splendid craft for upper river service and brought down a load of 1,500 macks of wheat from Squally Hook, which was transferred to the portage road at Cellio and will be taken to Portland on the Spencer today. This afternoon both the Relief and the Mountain Gem will arrive at the portgage road with loads of grain, the aggregate cargoes amounting to 3,600 sacks. Captain Smith reports that the Relief is one of the best boats ever seen on the upper Columbia. Her ability at climbing rapids surprised the Portland party, who were passengers on first voyage Saturday afternoon. made excellent time to Squally Hook and is expected to do better when she goes to Hover tomorrow.

HILONIAN IS DUE TODAY

Hawaiian Liner Is Towing Schooner Annie Johnson to This Port.

The Matson Navigation Company's liner Hilonian is due to reach Portland from San Francisco this evening or tomorrow morning. She has in tow the schooner Annie Johnson belonging to the same company, which is being sent here to load a cargo of lumber which was recently contracted for at this port and which is to be used in the construction of the new

Alaska dock at Honolulu. The lumber consists of various lengths and pieces and will be loaded on the schooner in time for her to be towed to the islands by the steamer on her next visit, unless a tug is sent to perform the service.

The Hilonian is bringing a large amount

of freight from San Francisco for Port-land and some sugar and fruit from the Islands. On her outward voyage she will have a larger amount of freight than was taken on either of her previous visits, and this is welcome news to her agents for it is a sign that the local merchants are awakening to their opportunity of estab-lishing trade relations with the islands. By the next visit of the steamer it is expected to have a cargo that will make the call a profitable one for the operators

ALLIANCE SAILS TONIGHT.

go and Many Passengers.

When the California & Oregon Coast steamship Company's liner Alliance leaves for Coos Bay this evening she will have a full cargo of freight and as many passengers as she can carry to the Southern Oregon port. Freight to this locality is increasing with every vessel sailing for that locality, and in spite of the shortening of the Alliance's run her agents would like to secure another vessel to help out.

help out.

Captain Kelly, of the Alliance, reports that the shipbuilding industry at Marshfield is growing with glant strides. The two new steam schooners building there are well under way. One of them, the Robert D. Inman, will soon be ready for launching, on which occasion a delegation of Portland people will probably visit there, for the vessel is to be named after one of Portland's leading citizens. The there, for the vessel is to be named after one of Portiand's leading citizens. The other vessel is to be called the Charles E. Loop, after the head of the Loop Lumber Company, of San Francisco, which concern, together with the Inman-Poulsen Lumber Company, of this city, operates the steam schooner Johan Poulsen in the lumber-carrying trade between this port and San Francisco. and San Francisco.

and San Francisco.

Purser Shepperd, of the Alliance, resigned yesterday, and his successor will be chosen today. He recently succeeded William A. Baker, who is one of the men. named as the possible choice of the com-pany to take charge of the clerical work on the steamer.

WIN RACE AGAINST TARIFF

American and British Ships Arrive Before New Rate Takes Effect.

YOKOHAMA. Oct. 1 .- The ocean race against the new and heavily increased oustoms tariff which went into effect at midnight. September 30, was easily won by the American, from San Francisco, September 14, for this port, and the Denbighshire, from Middlesbor-ough, England, July 14, but the Se-quola broke down at Singapore and is belated. The heaviest advances in duties are chiefly on wines, liquors, watches and metal manufactures.

REPORTS SIGHTING WRECK

Captain of Liga Tells of Foundering of Large Vessel Off Oporto.

BARCELONA Spain, Oct. 1.—The cap-tain of the steamer Liga, which arrived here today reports having observed off Oporto a big steamer which had foun-dered. She was surrounded by floating bodies. No details of the disaster were received

Japanese Had No Licenses.

ASTORIA, Or., Oct. 1 -- (Special)-Three Japanese, named J. N. Tanaka, Taji and Murakanie, were arrested by Deputy Game Warden Settem last evening on the charge of hunting without having a license as required by the state law. In Justice Goodman's court today they were fined \$25 and costs each. A complaint was also filed by Mr. Settem charging Harry Essted with hunting without a license.

Northwest Clears at Astoria.

ASTORIA, Or., Oct. 1 - (Special.)-The barkentine Northwest cleared at the Custom-House today for San Francisco with a cargo of 475,000 feet of lumber, loaded at the Knappton mill.

Marine Notes.

The steamer Meteor has been char-tered by the Portland Lumber Company for the lumber trade between Portland and San Francisco. She will probably make regular calls between the two ports during the rest of the Winter. The tug Samson left last evening to tow he barkentine Northwest from Astoria to San Francisco. The tug will be used in towing barges from the Columbia River to the Bay City during the coming Win-

According to advices received by Joseph Supple, a new propellor must be made for the steamer Kitsap, which was built in this city. The vessel's engines prove too

large for the original propellor.
The keel has been laid for the new steamer J. N. Teal, which is being consteamer J. N. Ieal, which is being con-structed at Supple's yard for the Open-River Transportation Company. The boil-ers, engines and electrical apparatus for the craft are being built by the Willam-ette Iron Works.

Arrivals and Departures.

ASTORIA. Oct. 1.-Condition of the bar at ASJORIA. Oct. 1—Condition of the par at 5 P. M., moderate; west wind; weather cloudy, Arrived at 8 and left 10 A. M.—Steamer George Loomis, from San Francisco. Arrived at 1 P. M.—Schooner Nokomis, from San Francisco. Arrived down at 12 noon—Ship Two Brothers, Left up at 4:15 P. M -- British

San Francisco, Oct. 1 -Arrived-Steamer San Francisco, Oct. 1—Arrived—Steamers
Roanoké, from Portland, and J. B. Stetson,
from Astoria Salled at 3 P. M. yesterday—
Steamer Barracouta, for Fortland.
Monterey, Oct. 1.—Salled yesterday—
Schooner Roderick Dhu, for Portland.
San Pedro, Oct. 1.—Arrived—Schooner W.
F. Garms from Portland.
Yokobama, Oct. 1.—Salled—German steamer
Nicomedia, for Portland.

Nicomedia, for Portland.

San Francisco, Oct. 1.—Arrived—Steamer Sonoma, from Sydney; steamer Nippon Maru, from Hongkong, Yokohama and Honolulu; Steamer Lansing, from Port Harford; steamer J. B. Stetson, from Astoria; steamer Roanoke, from Portland; steamer Santa Earbara, from Gray's Harbor, Salied—Schooner Spokane, for Port Gamble; steamer Robert Searles, for

Victoria, Oct. L-Arrived-Borangers, from Teuruga. Bornbay, Oct. 1.—Arrived.—Tuscarars, from San Francisco via Kurrache.

PIANOS AT YOUR PRICE.

Have you submitted a bid on the costly Chickering, or the exquisite Kimball, or the beautiful Hobart M. Cable, or the fancy Marshall & Wendell, or the Metrostyle Pianols donated by Eilers Piano House to Y. M. and Y. W. C. A. Buildfrom to 1. M. and 1. W. C. A. Building Fund? See and test them in new show window now being built in the new Ellers Piano House at \$35-355 Washington street. All will be sold to highest bidders and money goes to building com-

884.50-BUFFALO AND RETURN-\$84.50. On October 5th and 6th the Great Northern Railroad will have on sale tickets from Portland to Buffalo and return at rate of \$34.50. tickets good going via the Great Northern Railroad returning same or any direct route, stopovers allowed going and returning. For additional information, tickets and sleeping car reservations call on or address H. Dickson, C. P. & T. A., 122 Third street, Portland.

Never fail to cure sick headache, often the very first dose. This is what is said by all who try Carter's Little Liver Pills.

RUN DOWN BY CAR

Wheels Sever Arm From Body and Injuries to Victim May Prove Fatal.

CAUGHT AT A CROSSING

Victim Rashly Attempts to Pass in Front of South Portland Car at West Park and Glisan Streets.

Caught while attempting to cross the street in front of a rapidly approaching South Portland car, an unknown man. about 40 years old, was run down at West Park and Glisan streets last night and received probably fatal injuries. After knocking him down the car dragged the man for nearly 30 feet and the front wheels passed over his arm, completely severing it from the body. He received two large wounds in his head and sustained a fracture of the hip.

After the accident some one notified the police and the patrol wagon took the interest work to be Good Samoritan Har-

police and the patrol wagon took the injured man to the Good Samaritan Hospital, where Drs. A. C. and J. J. Panton worked over him for several hours. Darly this morning they pronounced the case very serious. Although the man may survive his terrible injuries the doctors say his chances for life are very slight. From what can be learned from bystanders it seems the man was crossing Glisan street in a great hurry and stepped directly in front of the moving car. He was thrown to the ground and the front wheels passed over him. His clothing wheels passed over him. His clothing must have caught in the front truck, as

he was dragged nearly ten yards, with his head constantly bumping the ground. The car was stopped as quickly as pos-sible and the unconscious man taken from under the wheels to await the arfrom under the wheels to await the arrival of an ambulance.

The car was number 107 and was in charge of Conductor C. Osborn and Motorman A. B. Delp. When seen last night Delp described the accident.

"I stopped at Tenth street and picked up several passengers," said he "Just after passing the first corner of West Park street at half spread I political as

on the gong and had applied the brakes when I felt a slight lurch and knew we had run over him.

"The corner is treacherous, as it is very dark, the nearest lamp being two blocks away, and even that is obscured by the trees in the park. I stopped the car and we dragged the bleeding man from under it."

No clew to the man's identity could be found last night. When searched he

Park street at half speed I noticed a man dart out of the darkness in front of my car, facing me. I actually jumped on the gong and had applied the brakes

No clew to the man's identity could be found last night. When searched he had nothing on him except a few cigars, some tobacco and a penny in an old purse. He was clean shaven and wore a soft shirt and a black coat. One by-stander said the man was a teamster and lived with a man named Keenan near Sulivan's gulch. Keenan's name could not be found in the directory. It is probable that the identity of the injured man will be learned today. jured man will be learned today. The doctors amputated the man's arm below the shoulder. He had not re-gained consciousness at an early hour

ASK CITY MAIL DELIVERY

this morning.

People of Woodstock Agitating Question Through Their Push Club.

Residents of Woodstock, Ivannoe and surroundings want free mail delivery, and the Woodstock Push Club will at its meeting next Saturday evening, in Woodstock hall, start a movement to secure this servent as a movement to secure this servent as the said of the Times this morning that he saided from Catella at 4:55 o'clock on the saided from Catella at 4:55 o'clock on Residents of Woodstock, Ivanhoe and ing next Saturday evening, in Woodstock hall, start a movement to secure this serv-ice. President C. Ben Riesland said yesterday that the people will ask that free delivery come from the Portland post-office, which means city and not rural office, which means city and not rural free delivery, as this is considered best for that district, which is partly inside and partly outside the city boundary lines. If city free delivery is secured it will doubtless be accomplished by attaching that section to one of the East Side postal stations or extablishing another postal stations, or establishing another ocal station.

The people of Weodstock will join with the Arleta District in securing from the Home Telephone Company the establish-ment of a telephone exchange at or near Arleta, on the Mount Scott Railway, From Arieta it is considered that the whole of the southeastern district may be accom-modated. The outlook for getting this telephone exchange is considered promis-

President Riesland says that this whole section also wants Bull Run water, and that all these matters will receive atten-tion from now on by the Push Club, who will combine their efforts.

DANCING AND MORALS.

Mrs. Larowe Sets Dr. Brougher Right in Some Things.

PORTLAND, Or., October 1-(To the Editor.)-Dr Brougher preached a sermon on Sunday night on wild oats. I do not wish to enter into any argument with this learned doctor on the stand he takes as to dancing and card playing. He has a right to his ideas and so have the world's people to theirs. I should, however, like to set the reverend the ordinary bounds. In order to make should, however, like to set the reverend the telephone valuable it must be possentieman right, if possible, when he makes a mistake in some of his pulpit ties who wish to converse. declarations.

Dr. Brougher says: "Sow the round dance and reap the german and sow dance and reap the german and sow the german and reap the public ball. As Sam Jones says, T am glad they call a modern cotillion a german. It's certainly not American. I am glad we had enough decency and respect to give the thing a foreign name." Now from whom, pray, have Dr. Brougher and Rev. Sam Jones got their ideas of a german cannot be danced except by a skillful leader and dancers who thoroughly understand its rules; therefore it oughly understand its rules; therefore it can only belong to private parties and places where people are taught graceful

The german is composed of round dancing, varied by most beautiful and intricate figures, consisting of marches, triangles, circles, arches, etc. There are in Dodworth's book 200 most beautiful and graceful figures to select from. Some are danced one time and some another. Even people who give the most elegant parties cannot dance a german or cotillion without having a skillful leader, and sometimes not without previous rehearsal of the required fig-

I will venture to say that the cotillion or german is today not danced outside seriously inconvenience the transac-of my hall, unless by some of my pupils tion of business if the telephone should who have been thoroughly taught. Mrs. Foreman, a very skilled and thorough teacher, inaugurated the teaching of the german here some years ago and she used to have most beautiful figures. Since

her day I am the only one teaching it My pupils are all thoroughly versed in it, and I have taught many new figures of late. But we teachers all draw from one fountain head, Dodworth, the former one fountain head. Dodworth, the former great teacher of New York City. Dodworth, speaking of the german, says: "This dance was introduced into New York in 1844. At that time quadrilles were known as cotillions. To make a distinction between the two this was called the german cotillion. Gradually the word cotillion was dropped and the dance became simply 'the german,' and of late it has been called the cotillion again."

I ask any of Mrs. Foreman's former dancers and those who have seen my cotfilions or germans if there is anything more beautiful, graceful, refined and the second of the s and uplifting in all dancing than the varying changes of the german as di-rected by a skillful leader and danced by trained young people.

I am afraid that the two reverend gentlemen aforesaid have seen some wild and woolly quadrille or cotillion for four couples and have mixed them up with the more elegant and graceful dance, which may have 30 or 40 or more couples

In conclusion I would like to remind preachers in general that dancing originated with the church; that Miriam and various other. Bible characters danced. I would also say that I was brought up in the strictest manner in the Congregational Church, when everybody kept the Subbath in the most severe Puritanical manner. No music, no walking or driving, no cooking on Sunday, nothing but sitting up rigidly all day in and out of church; and yet we were allowed to dance under proper supervision. Teday the violin, the horn, the plane and various other instru-ments are allowed in church. I can remember when people were more shocked and horrified at the introducmore tion of these instruments in sacred worship and the hiring of professional singers in choirs and stereopticon pic-tures than the ministers of today are at social card playing and refined dancing. Dancing is a great art and stands on a par with music, painting.

statuary, etc.
I could say to Dr. Brougher: "Sow I could say to Dr. Brougher: "Sow the hearty grasp of the hand (physical contact) and you reap the suggestive squeeze." The suggestive squeeze might reap the wink of the eye, the toss of the head and all that signifies flirting. So everything might be perverted in

MRS. NINA LAROWE.

CAPTAIN SOULE REPORTS VES-SEL IS BREAKING UP.

Master of Steamer Returns to Seattle With Report of Disaster-Thinks It Due to Strong Current.

SEATTLE Wash., Oct. L - (Special.) The steamship Oregon, wrecked five miles east of Cape Hinchinbrook, in Alaskan waters, on the night of Septemher 13, has probally gone to please by this time. The vessel was fast breaking up about two weeks ago, and it is believed that a severe storm of last week complet-

ed the work of destruction.
Captain H. B. Soule, Purser Carey,
Steward Duke and First Assistant Engineer Tucker, all officers of the Oregon, arrived in the city yesterday on the steamer Dolphin. The United States revenue cutter Rush carried the men as far as Juneau, where they made connection with the Delphin. Captain Soule was before Marine Inspectors Whitney and Turner this morning giving details of the loss of the Oregon. The remaining members of the crew will come south on one of the first steamers from Southwestern allests possibly the steamer Excelsion. Alaska, possibly the steamer Excelsion, due to arrive Thursday or Friday.

Captain Soule believes that the wreck of the Oregon was due to unusually strong currents, which he says were never noticed in northern waters before, and which are given as the cause for the re-cent stranding of so many steamers on the Pacific Coast. He told a representabrook about midnight of the same day. Second Officer Kinney was on the bridge when the Oregon struck, about 11 o'clock

that night. "I was in my room lying down at the time the Oregon went on the rocks," said Captain Soule this morning. "I had been making Kyak and Catella and was in need of rest. I was in my room about four or five hours when the vessel struck, and went immediately up on deck. The shore was a most uninviting place, but we rigged up a platform and made ropes fast to shore to take off the passengers in case a storm came up. I figured however, it would be easier to rescue the passengers from the Oregon than it would be to take them off the rugged shore, and they re-mained on board until the revenue cutter came to our assistance. The steamer Ore gon was fast breaking up when we left, and is now probaly out of sight. It was my first trip north on the vessel."

THE TELEPHONE INDUSTRY

From the Boston (Mass.) Financiat News, March 24, 1996. In the annual report of the Ameri-can Telephone & Telegraph Company, President Fish states what undoubtedit is true, though perhaps not fully recognized, that competition in telephony is not to be desired even by the public.

The condition in the telephone in-dustry are unlike those in any other industry even in the telegraph industry, the nearest allied. The telephone is the means of personal communication. It serves to extend the possibilities of mutual conversation beyond the ordinary bounds. In order to make the telephone valuable it must be pos-

A telephone line between two persons would be of value only as they had occasion to converse. It follows that the value increases as communication.

personal. It is transmitted and delivered through other parties, and the number of companies in the field does not make any difference whatever in the intermission. So with railroad transportation.

In the nature of things the telephone is a monopoly, and as its use increases the monopoly becomes more pronounced, as the facilities for communi cation are increased to cover a larger number of communities and a larger number of subscribers. Under these conditions the question

of rates become vital. It is necessary that the public shall be protected against unjust rates for what is now a public necessity. Some years ago the telephone was a luxury, and the rates were less important. Today it would seriously inconvenience the transac-

The fact that subscribers are now in communication with many thousands of people more than a few years ago must be considered in the

question of rates.

There has been much discussion on the subject of supervision of the telephone by state authorities. No doubt this will come in time, and there is no more substantial cause for objection than in the case of the railroads. The latter do not find the supervision of the railroad commissioners at all bur-densome or annoying, and the findings of the commissioners are acknowledg-

of the commissioners are acknowledged to be just.

In this state, at least, there is no reason to fear that any commission that might be charged with the regulation of telephone rates and with such other authority as might be necessary to assure full measure of justice for the the number would abuse its rust. the the public would abuse its trust. There are some decided advantages to public service corporation in such supervision. It shuts out a great deal of disturbing agitation and very possibly illadvised hostile legislation.

COMPLIMENT FOR FIREMEN

Landlord Recognizes Good Work and Sends Check for \$20.

A roof fire, which gained considerable headway before the firemen arrived, broke out early yesterday morning at the Nortonia, at Fourteenth and Washington streets, from crossed elec-Washington streets, from the tric wires, and a panic amongst the guests was narrowly averted by the prompt work of Engine and Truck prompt work of Engine and Truck Companies 3 Edgar M. Lezarus, owner of the building, sent the following letter to Fire Chief Campbell yesterday with a check for \$20:

"There was a slight fire, due to crossed wires, on the roof of the build-ing owned by me at Fourteenth and Washington streets, which was put out by No. 3 Companies. I just came from the building, and Mrs. A. S. Norton, my tenant, and others about the building. told me how promptly the company re-sponded to the call and how satisfac-torily the fire was extinguished and how considerate and courteous the men were. I called at the engine-house this morning and expressed to Mr. Dillano my appreciation of these facts, and I enclose my check for \$20, which I beg that you will turn over to the boys of this company, and tell them that 'the drinks are on me' Very truly yours, "EDGAR M LAZARUS." Chief Campbell accepted the check and will turn the money over to the Firemen's and Policemen's Fund.

REDUCED ROUND-TRIP RATE.

Low Bate Made by O. R. & N. to Chicago and St. Louis.

Account annual convention American Bankers' Association, to be held at St. Louis. October 16 to 19, the O. R. & N. on October 12 and 13 will sell round trip tickets to Chicago and St. Louis at a rate of one fare plus \$10. For information regarding different routes, sleeping-can service, etc. apply at City Ticket Office, Third and Washington streets, Portland.



Did you ever get stuck for a pair of shoes that felt all the time like walking down a steep roof?

That's because they were not made right. At that perhaps the heels were

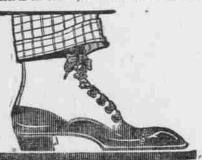
not so awfully high. Note the difference in well built shoes-GOTZIAN SHOES. The weight comes square on the

foot-doesn't shove forward. The ankle has the natural angleno strain on the leg muscles. With shoes built on scientific lines

a man can look pleasant. And his legs stand straight and his toes lie flat and his feet don't

The Gotzian Shoe

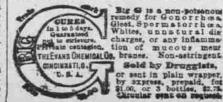
Made in St. Paul by C. Gotzian & Co. since 1855



HAND SAPOLIO

Is especially valuable during the Summer season, when outdoor occupations and sports are most ils GRASS STAINS, MUD STAINS and CALLOUS SPOTS

yield to it, and it is particularly agreeable when used in the bath after violent exercise. AL GROCERS AND DRUGGISTS



HIDDEN DANGERS

Nature Gives Timely Warnings That No Portland Citizen Can Afford to Ignore.

DANGER SIGNAL No. 1 comes from the kidney secretions. They will warn you when the kidneys are sick. Well kidneys excrete a clear, amber fluid. Sick kidneys send out a thin, pale and foamy, or a thick, red, ill-smelling urine, full of sediment and irregular of passage.

DANGER SIGNAL No. 2 comes from the back. Back pains, dull and heavy, or sharp and acute, tell you of sick kidnevs and warn you of the coming of dropsy, diabetes and Bright's disease. Doan's Kidney Pills cure sick kidneys and cure them permanently. Here's Portland's proof:

John Gotcher, of 287 North Nineteenth street, Portland, Or., says: "Since the early part of 1908, when I gave a testimonial recommending Doan's Kidney Pills, I have had some further occasions to use the remedy and have found it of great value in relieving kidney complaint. It never fails to help me, and I therefore am pleased to recommend it on every occasion."

For sale by all dealers. Price 50 cents Foster-Milburn Co., Buffalo, N. Y., sole agents for the United States. Remember the name-Doan's-and take

UNPRECEDENTED SUCCESS OF

C. GeeWo



The Great Chinese Doctor

No misleading statements to the afflicted. I guarantee a complete, safe and lasting cure in the quickest possible time, and at the lowest cost possible time, and at the lowest cost possible for honest and successful treatment. I cure catarra, asthma, lung, throat, rheumatism, nervousness, stomach, liver, kidney and lost manhood. FEMALE TROUBLES AND ALL PRIVATE DISEASES.

My remedies are harmless, composed of lots, herbs, buds and barks especially se-cted and imported direct by us from the iterior of China. YOU ARE AFFLICTED DON'T DELAY. DELAYS ARE DANGEROUS. If you cannot call, write for symptom blank and circular. Inclose 4 cents in stampa. CONSULTATITION FREE. The C. Gee Wo Chinese Medicine Co., 1621/2 First St., Cor. Morrison, Portland, Or. Please Mention This Paper.



Leaves.	UNION DEPOT.	Arrives
8:45 P. M.	DVERLAND EX- PRESS TRAINS for Salem, Rose- burg, Ashland, Sacramento, Og- den, San Fran-	*7;25 A.
	Los Angeles, El Paso, New Or- leans and the East.	
*8:00 A. M.	Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsvilla, Springfield, Wending and Natron.	*T:15 P.
*4:15 P. M.	Eugene passenger connects at Woodburn with Mt. Angel and Silverton local.	*10:35 A.
T:00 A. M.	Corvallis passen-	5:50 F.
*4:50 P. M.	Sheridan passen- ger.	*8:35 A.
\$8:00 P. M. \$11:00 A. M.	Forest Grove pas- senger.	\$2:50 P. \$10:20 A.

*Daily. | Daily except Sunday.

his toes lie flat and his feet don't turn in like a pigeon's.

GOTZIAN SHOES have that all ligured out.

They not only "fit like your footprints," but they fit up and down, and sidewise, and forward and back.

Fifty years of shoe experience back of them.

The booklet, "How Shoes are Made," is full of shoe wisdom, free and easy to read.

"Dally. **IDally except Sunday.**

*DAILY. **IDALLY SUBURBAN

**SERVICE AND YAMHILL.

Depot. Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40

A. M.: 12:30. 2:05. 5:20. 6:25. 8:30. 10:10.

11:30 P. M. Daily except Sunday.

**Depot. Foot of Jefferson Street.

Leave Portland daily for Oswego at 7:40

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11:30 P. M. Daily except Sunday.

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13:40 P. M. Daily except Sunday.

13:40 P. M. Daily except Sunday.

14:41 P. M.: Arrive Portland.

15:40 P. M.: Arrive Portland.

10:40 P.

The Independence-Monmouth and afrile, con-operates daily to Monmouth and Airlie, con-necting with S. P. Co.'s trains at Dallas and Independence.

First-class fare from Portland to Sacra-mento and San Francisco, \$20; berth, \$5. Second-class fare, \$15; second-class berth, \$2.50.

Tickets to Eastern points and Europe; also
Japan. Chins. Honolulu and Australia.

CITY TICKET OFFICE. Corner Third and
Washington Sts. Phone Main 712.

C. W. STINGER, WM. M'MURRAY,
City Ticket Agent. Gen. Pass. Agt.

Steamer Chas. R. Spencer

Leaves Oak-Street dock every Monday, Wednesday and Friday at 7 A. M. for THE DALLES and STATE PORTAGE, connecting with the OPEN RIVER TRANSPORTATION COMPANY STEAMERS for points as far east as HOVER.

Returning, arrives Portland, Tuesday, Thursday and Saturday at 3 P. M. Low rates and excellent service.

Phone Main 2900 or Main 2201.

PORTLAND-ASTORIA ROUTE Fast Str. TELEGRAPH

Makes round trip daily (except Sunday). Leaves Alder-street dock 7 A. returning leaves Astoria 2:30 P. M., arriving Portland 9 P. M. Telephone Main 565.

San Francisco & Portland Steamship Co.

Leave PORTLAND, with freight only, "BARRACOUTA," October 5.
"AZTEC," October 6.
"COSTA RICA," October 7. "COSTA RICA," October 7.
Leave SAN FRANCISCO, with freight only.
"BARRACOUTA," October 12
"COSTA RICA," October 2-14
Subject to change without notice.
Freight received daily at Alnaworth Dock.
Fhone Main 268. J. H. Dewson, Agent. TRAVELERS' GUIDE,



SHORT LINE AND FINION PACIFIC

TRAINS TO THE EAST DAILY Through Puliman standards and tourist sleeping cars daily to Omaha, Chicago, Spokane; tourist sleeping car daily to Kansas City. Reclining chair cars (seats free) to the East daily.

UNION DEPOT. CHICAGO-PORTLAND
SPECIAL for the East via Huntington.

SPOKANE FLYER.

For Eastern Washington, Walla Walla, ewiston, Cocur d'Alone and Great Northern ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily.

PORTLAND - BIGGS S:15 A. M. 6:00 P. M. LOCAL, for all local points between Biggs and Portland. RIVER SCHEDULE.

FOR ASTORIA and S:00 P M Dally with steamer for liwaco and North Beach Steamer Steamer Steamer Steamer Steamer Steamer Steamer Hassaio, Arb. Saturday at dock, FOR DAYTON, Oregon City and Yambill Daily
River points, Ash-st except dock (water per.)

Sunday, Sunday,

For Lewiston, Idaho, and way points from Riparia, Wash, Leave Riparia 5:40 A. M., or upon arrival train No. 4, daily except Sat-urday, Arrive Riparia 4 P. M. daily except Friday.



THE ORIENTAL LIMITED The Fast Mail VIA SEATTLE OR SPOKANE. Daily. PORTLAND Daily. Leave, Time Schedule. Arrive 5:30 am To and from Spo-kahe, St. Paul, Min-neapolis, Duluth and All Points East Via Seattle.

To and from St. Paul, Minneapolis, Duluth snd All S 00 am Points East Via Spokane. Great Northern Steamship Co. Sailing from Seattle for Japan and China ports and Manila, carry-ing passengers and freight 8. S. Minnesota, October 20.

NIPPON YUSEN KAISHA.



PORTLAND DAILY. Depart. Arriva.

Chehalis, Centralia, Olympis, Gray's Harbor, South
Bend, Tacoma, Seattle, Spokane, Lewiston, Butte, Rillings, Denver, Omaha,
Kansas City, St. Louis and
Southwest State of St. South S Southwest
North Coast Limited, electric lighted, for Tacoma,
Seattle, Spokane, Butte,
Minneapolis, St. Paul and
the East
Puget Sound Limited for
Claremont, Chehalls, Centralla, Tacoma and Seattle
colly

4:50 pm 10:55 pm

A. D. Charlton, Assistant General Fassenger Agent, 255 Morrison at., corner Third, Portland, Or.

Astoria and Columbia River Railroad Co.

UNION DEPOT. Arrives. Dally.

For Maygers Rainier, Clatakanie, Westport, Clifton, Astoria, Warrenton, Flavel, Hamilias A.M., mond, Fort Stevens, Gearhart Park, Seaside, Astoria and Seasibore. Express Dally. 7:00 P.M. Astoria Express. Daily. Comm'l Agt., 245 Alder st. G. F. & P. A.

Columbia River Scenery Regulator Line Steamers

Phone Main 908,

Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 A. M., arriving about 5 P. M., carrying freight and passengers. Splendid accommodations for outfits and livestock.

Dock foot of Alder street, Portland; foot of Court street, Dalles. Phone Main 914, Portland.



FOR NOME. Senator, October 6.

FOB SAN FRANCISCO DIRECT.
From Seattle at 9 A. M.—Umatilla, October 2, 17; City of Puebla, October 7, 22; usen, October 12, 27. Pertland Office, 249 Washington St.
Main 229.
G. M. Lee, Pass. & Ft. Agt.
D. DUNANN, G. P. A. San Francisco.

WILLAMETTE RIVER ROUTE

Steamers Pomons and Oregons for Salem and way landings from Taylor-street dock, daily (except Sunday) at 6:45 A. M. OREGON CITT TRANSPORTATION CO. Office and Dock, foot Taylor St.