Strikers Are for Peace,

we are informed against their will in many cases, and we believe that the use of th

may arise for arbitration

Want Police Withdrawn.

We also desire to state that the exporters in a spirit of fairness to ourselves and

to the general public and its welfare, should correct the conditions now existing along

the docks, regarding the employment of the men, who are now trying to fill our places, and also the policemen and forthwith re-

A. C. LEWIS, H. B. BLUE, O. MELBY, Special and Executive Committee.

All Shipping Tied Up.

The action of the longshoremen in de-

claring a general strike against all ex-

longshoremen under the direction of the

The other vessels lying idle yesterday

James Drummond, British bark Galgate,

captain of the vessel.

# THEME IS MISSIONS

Good Work Done by Baptists in the State.

#### COLLEGE RALLY IS HELD

Glee Club and Many of Alumni of McMinnville College Take Part in Exercises in the Evening.

ALBANT, Or., Oct. 17 -- (Special.)-This norming's session of the Oregon State Baptist Convention was opened with a tional service, Rev. C. H. Davis, pastor of the Baptist Church at Dallas. nducting the service. The church was led with visitors and members of the ocal church when the service began at o'nlock, and with the arrival of the con trains and additional delegates and the edifice was filled to ov

At the close of devotional service Rev. E. H. Hicks, of Roseburg, gave the annual report on home missions. The Rev. Gilman Parker, passior of the Montavilla Church, Portland delivered the address the morning on the subject "Home

The report of the board of managers by Rev. W. B. Pope, corresponding secre-tary of the convention, and the treas-urer's report by James F. Falling, of Portland, showed the work in the mismionary field of Oregon

Honary field of Gregon.

The board of managers has general supervision of this work. Their report indicated an expenditure of \$15.000 for missionary work within the State of Orethe past year. A total of 31 missionaries were employed in this work, and there were 1700 accessions to the Baptist Churches of the state. There are about 130 churches of the Baptist denomination

L. Morgan, of Portland, as chair man of the auditing committee reported examination of the treasurer's report. Short Address on the Work.

From 10:35 o'clock until noon recess the field was thrown open, and numerous short addresses on Baptist work in general were made by visiting ministers and felegates. During this time \$300 was raised neighbors. During and time sow was raised to clear up indebtodness incurred during the year, and a small sum was placed in the treasury to start a new year's work.

Rev. W. P. White, paster of the United Presbyterian Church in Albany, and Rev.

This afternoon was devoted to a women's session. The entire programme was in the hands of the women workers, and all reports and addresses were made by women, the men devoting the after-moon to committee work, preparatory to the business session of tomorrow.

After devetional service at 1:30 o'clock, Mrs. E. S. Latourette presided over a session of the Women's Foreign Mission Society Miss Stella Ragon a missionary to Burma, addressed the women, followed by Miss Carrie Millspaugh, of Portland. At 2 o clock the meeting was turned over to the Home Mission Society, and Mrs. Jane C. Falling, of Portland, took the chair. After the detailed work of the society, the address of the afternoon was delivered by Mrs Addie Short, paster of the Baptist Church at Lebanon

ight the convention is in the hands neighboring states. A large delegation from the college arrived in Albany today, among them being several members of the faculty, the college glee club and many of the alumni. The appeal for missionfor the college, and college buttons and pennants gave the gathering much the appearance of an oratorical contest or an intercollegiate debate after

President L. W. Riley, of the college, spoke at some length on the work of the institution, its needs and its possibilities. Evidences of co-operation of a material mattire on the part of the Baptists of Washington were adduced, and it was stated that if Oregon Baptists would raily around the school and raise \$50,000 or \$50. (90), the college could be endowed with

#### Seattle Wants Baptist College.

"Baptists of Oregon must pay the debts hanging over McMinnville College and do their share towards raising an endowment of \$150,000, or sell the college mad give the money to some one who can maintain a college," said Dr. J. Whitromb Brougher, of Portland, at the close of the addresses of the speakers at the college meeting of the Baptists' state convention this evening. He can follows:

President V.

a proper contribution lowerd the endowment. When our committee meets with the Wash-ington leaders in Seattle one week from next. Monday, the brethren of the meter state will offer the assistance just mentioned, provided we will agree to sell the college and give the proceeds to them to start a college. If we proceeds to them to start a college. If we fail in our efforts they will offer us a busi-

just told you; tell them the truth, At the close of Dr. Brougher's talk a committee was appointed to draft reco-lutions siving the committee of trustees of McMinnville College authority to en-ter into any reasonable agreement with the Baptiets of Western Washington resarding the educational work of the de-nomination in the Northwest. It was made plain that McMinnville College win either be put on a sound basis within the next few months and be equipped to of the state or it will cease to exist after 10 years of struggle and will be sold and the proceeds given to assist in building a Baptist educational edifice in Seattle-

#### VOTE FOR SPIRIT OF COMITY

Congregationalists Will Join With Other Evangelical Denominations.

PENDLETON, Or., Oct. 17 - (Special) PENDLETON OF, Get 1:—(Special)— The Congregational church in Gregon, in annual session here today, voted to join the other denominations of the state in a spirit of comity. The spirit of comity means that before any denomination shall enter a new field it shall be left to a committee consisting of members from all the denominations to decide which all the denominations to decide which shall enter this field. The object is to prevent the organization of so many small

The fifty-eighth annual meeting of the The fifty-eight another meeting of the general association of Congregational ministers and churches in Oregon was formally organized this morning by the election of the following officers:

Mederator, Rev. E. L. House Portland, assistant moderator, Rev. W. C. Gillmore, Hood Biver; scribe, Rev. F. E. Dell, Salem; assistant moderator, R

nes of the Oregon Home Mission Society, P. Homes, D. D. Clark, D. Staver, M. E. hompson, C. H. Gaylord and F. C. Pier, of Dalles; F. E. Dell, Salem: B. Curran, Condon; H. W. Boyd, Forest Grove; W. C. Gillmore, Hood River; E. C. Oakley, Eugene, and H. Gilpatrick, Hillsboro.

In connection with home missions, an effort is being made to put a special min-ister in Eastern Oregon to develop the work, and a resolution having this for its purpose will probably be passed tomor-

In addition to the other business transcted today, a plan was adopted by the ministers whereby they are to pool their expenses in attending the annual meeting sereafter, and in accordance with this clan the expense of the ministers will be the same regardless of the distance each spelled to travel

The delegates from Salem today extended an invitation to the association to meet in Salem next year, and the mod-erator announced tonight that it would in all probability go to the Capital City.

The morning and afternoon sessions were devoted mostly to business, but the evening session was wholly religious in character. A short sermon was preached by Rev. E. S. Bellinger, of Portland, on "A Great Leader." This was followed by a strong address by Dr. E. L. House on "A Great Disciple." The meeting will ow night.

NORTHERN PACIFIC MAKES NO PROVISION FOR LUMBER.

Enormous Business Is Transacted in Washington With Entirely Inadequate Equipment.

OLYMPIA, Wash., Oct. 17 .- (Special.)-The charge by Pacific Coast lumbermer hat the rallroads have absolutely falled o anticipate and provide for increased equipment to handle the greatly increased usiness is absolutely borne out by the report of the Northern Pacific for the year ending June 30, 1906, just filed with the State Railway Commission. This shows, instead of increase in tumber equipment, an actual decrease of 382 cars rom those in service a year ago, of the class of cars generally used for lumber, chingles and grain shipments. The road states in the report that the

number of its box cars is 56 less than for the previous year, that flat cars have decreased in number 226, and other freight cars 138. These decreases are probably cars 138.

due to wrecks, age, etc.

The only car equipment added according to the report, has been 784 stock cars, 558 coal cars, and 40 refrigerator cars, a net gain in freight equipment for the year of but 862 cars, to add to the 50.157 (resp.) cars reported the previous year. Rev. W. P. White, paster of the United seshyterian Church in Albany, and Rev. W. McDougall, of the local Methodist based on the seshion of the local Methodist based on the seshion of the local Methodist based on the seshion of the local Methodist on the seshion of the local Method of t convention and made short addresses of not help out the lumber men for they friendly encouragement and co-operation. use only the flats and box cars.

use only the flats and box cars.

The company reports that it has increased its passenger cars 59 for the year, making 800 now in service, and it has added for its own use 444 new cars, mostly cabooses, to the 780 cars of that kind in use the previous year. It added 90 new locomotives to the 915 previously in use, but even this addition is claimed to make no increase in motive power, as it is stated addition is claimed to make no in-orease in motive power, as it is stated not by the railroad, however, that nearly or quite as many engines as this number have been put out of bus-lness during the year by see lness during the year by age or break-downs because of the enormous work

downs occause of the enormous work put upon them.

The 1905 report showed 34 engines put our of business that year, but the 1906 report is silent upon that point. Incidentally the 1905 report shows 307 flat cars and 99 stock cars put out of service, which is about the 1906 car loss total.

That the engines are put to harder

That the engines are put to harder That the engines are put to harder tasks now than in the previous year is fully shown by the report of tonnage handled. Despite the car shortage and the stagnation of traffic that has almost constantly existed for more than 15 months, the report shows that freight business in this state alone increased from 5.294.130 tons in 1905 to 15.356.312 tons in 1905, and passenger traffic, which was 2.117.529 revenue-paying passengers in Washington in 1905, grew to 5.320.280 in 1906.

Taking the reports figures the company increased its own service equipment 50 per cent, with trebled freight movement it added less than 2 per

ment 50 per cent, with trebled freight movement it added less than 3 per cent net freight car equipment and less than 10 per cent engine equipment, and with doubled passenger patronage added less than 9 per cent pussenger car equipment, and dropped off appreciably in its car equipment for handling grain, lumber and shingles.

#### Luther League Elects Officers.

ASTÓRIA. Or., Oct. 17.-(Special)-The sixth annual convention of the Col-umbia Central Luther League was held here today, with delegates present from Portland, Vancouver and other points in the Columbia River district. Officers to serve during the ensuing year were elect-

continued:

You fellows have been dodging all about the question. Now I am going to tell the truth McMinnville College faces a crisis; she needs outside help; that help is at hand in the shape of \$50,000 lowerd an endowment. Eaptists of Western Waithington will give that immont when Oceages Eaptists have pulled for the indebtedness of the school and made a proper contribution toward the endowment. When our committee meets with the Wash-Pour and College faces and Park Siem. Astoria, Anna Stubling. The Dalles, Statistical secretary. Anna Stubling. The Dalles, Statistical secretary. Miss Furn Church, Portland, treasurer, Miss Alma Nyland, Astoria, delegates to national convention at Canton. Ohio, Rev. W. I. Emil Gelinsky. Portland, Delegates to Bi-State League. John Enberg and Park Siem. Astoria, Anna Stubling. The Dalles, Statistical secretary. Anna Stubling. The Dalles, Statistical secretary. Anna Stubling. The Dalles, Statistical secretary. Miss Furn Church, Portland, treasurer, Miss Alma Nyland, Astoria, Convention at Canton. Ohio, Rev. W. I. Emil Gelinsky. Portland, Delegates to Bi-State League. John Enberg and Park Siem. Astoria, Anna Stubling. The Dalles, Statistical secretary. Miss Furn Church, Portland, Astoria, Convention at Canton. Ohio, Rev. W. I. Emil Gelinsky. Portland, Astoria, Emil Gelinsky. Emil Gelinsky, Portland; Albert Madsen,

#### Arrested for Bootlegging.

COTTAGE GROVE, Or. Oct 17.—(Special)—Lee B. Minard was arrested today for selling intoxicating liquors in this prohibition county. Prosecuting Attor-ney J. M. Williams was here, but for some reason postponed the case till next Tuesday week. Minard's arrest created quite a stir. The feeling against the bootleggers has grown to quite a pitch during the last two weeks and there are a number of complaints ready to be filed against three or four persons. Why Minard was not tried today is not understood.

#### Yamhill Teachers Meet.

McMINNVILLE, Or., Oct. 17.—(Special)—The Yambill County teachers institute was opened here this morning for a three days session. The opening address was made by President Ressler, of Monmouth State Normal. The total number of teachers registered this morning was 113, but the registration is expected to reach 130 before the close of the institute.

# OF RECOGNITION

(Continued From Page 1.)

deavored to conduct a peaceable and orderly strike, and disclaim all knowledge of the incident referred to by Mr. Burns as having occurred yester

#### Mayor Lane Is Sanguine.

Mayor Lane alone seems fully satis with the situation. Yesterday afternoon he declared that he was greatly pleased with the communica tions sent him by the exporters and the grainhandlers, and had every hope that an amicable settlement would be brought about. He notified the representatives of the strikers, and exporters that the committee room at the City Hall would be at their disposal whenever the arbitrators wished to begin work, and seemed to regard the arbitration as a settled fact.

Both sides will appoint their arbitrators this morning and it is the Mayor's plan that the arbitrators shall come together and complete organiza-tion at the City Hall at 2 o'clock this

The following is the reply sent to the Mayor by the grain exporters: Dear Sirt. We are in receipt of your favor of the 15th inst, and in reply beg to say that we are willing to agree to an arbitration as proposed on the question of the rate of wages

proposed on the question of the paid grainhandlers Very truly.

EXPORTERS' ASSOCIATION.

W. J. Burns, Secretary The grainhandlers' reply to the Mayor's proposition is lengthy and contains a resume of the water front conditions during the past decade. It is as follows:

Reply of the Grainhandlers. Dear Sir—We acknowledge receipt of your letter of the 15th inst, and as requested by you we have considered the matter of settling our differences with the grain experiers by arbitration and most respectfully beg to state:

That we sincerely regret the deplorable conditions which have followed our simple request for an increase of wages from our

fully beg to state:

That we sincerely regret the deplorable conditions which have followed our simple request for an increase of wages from our employers. There are 1299 members in our union and those affiliated with us, comprising the Water Front Federation, most of whom are men of families and tarpayers of your city and men who are directly and personally interested in its welfare and general prosperity and we are now and always have been ready and willing to sacrifice our personal interests, so far as may be consistent with reason, for the general good of the people of the city at large.

In order that you and our fellow citizens may know of our position in this controversy with the exporters, through which the loss of any business or threatened supremacy of the city has followed, we beg to submit the following statement of facts and will be content for the public to determine upon which of us rests the responsibility for the conditions as they exist today along the water front.

Strikers State Their Case.

Strikers State Their Case

Strikers State Their Case.

For several years past it has been the custom of the exporters to enter into an agreement with the grainhandlers governing the relations between them in handling of grain for the season. For a long time prior and during part of the year 1895, we, grainhandlers, received 40 cents an hour for our labor, which every person knows is the very hardest kind of work and can only be followed for any length of time, by shose of unusual strength and strong constitutions and that it also requires considerable experience and skill in handling the trucks and piling the sacks with alterness and precision.

In 1895, without warning, our wages were cut by the exporters to 30 cents an hour, and we accepted the reduction and continued to faithfully perform our work. At that time we were informed that when times not better our former wages would be restored. We appreciated the fact that times were hard and we continued to work for 30 cents until 1800, when we informed the exporters that conditions were much better and we requested an increase of our wages. The firm of Allen & Lewis thereupon raised our wages to 40 cents an hour, and paid said scale for a short time, but the other exporters refusing to meet the raise and paying and our men continued to work.

Compromised on 35 Cents.

In 1901, we again requested an increase of our wages to 40 cents an hour and after a conference with the exporters, we finally compromised the matter in the interests of the conference was a scented 35 cents an hour our wages to 40 cents an hour and after a conference with the exporters, we finally compromised the matter in the interests of harmony, and we accepted 35 cents an hour, the exporters agreeing to fecognize our union.

In 1906.

In 1902 a written agreement was signed by all the exporters recognizing the union and pay 50 cents an hour for overtime. In 1902 a written agreement was signed by all the exporters recognizing the union and agreeing to pay the same scale of wages, 35 cents an hour and 50 cents for overtime. Since which, time we have contined to work upon these same terms and conditions, every year, up to and until our last agreement expired, which was Septembored off ment for shingles.

Here to be a superior to the expiration of our special. In the continuous extrainty rips for as doing, as they had never been better within the history of the city, and we presented a new was held suffered with the old one, excepting the intense of 5 cents an hour in wages and in clause 3, which provided that the weighers, and weighing, which they did and most all belonged to the union, and had joined the union at the request of the exporters, we have the lost of the union if they should be members of the union and had joined the union at the request of the exporters, and we presented.

W. I. therefore this new request contained pothering more than we were receiving under the old agreement.

On September 1, last, we met with a superior should be greened to the superiors.

ing more than we were receiving under the old agreement.

Are Discharged by Employers.

On September 1: last, we met with the exporters to consider the matter and presented our reasons for requesting the increase of wages. Our request was refused and we continued to work until September 21; when we received a written notice from time exporters to the effect that we must renew the old agreement and stated that we would have but one day to consider the matter. We thereupon replied that we would insist upon the new agreement and the scale of wages mentioned therein. Each member of the union, who was then employed by the exporters, received a letter, peremptorily discharging him from his employment.

### FOND OF PIES

But Had to Give Them Up.

Anyone who has eaten New England pies knows how good they are.
But some things that taste good don't always agree. A Mass lady had to leave off pie but found something far better for her stomach. She writes: Six or eight years ago chronic ouble was greatly exaggerated by ing too much fat meat, pastry and par-ticularly pies, of which I was very fond. "Severe headaches, dimmess, nausea followed, and food, even fruit, lay like lead in my stomach, accompanied by a Countess Gains Point Over Boni.

PARIS. Oct 17.—The hearing of the suit for divorce brought by Countess de Castellane against her husband. Count Boni, and the hearing of the suit brought by the creditors of the Count, were both postponed for a fortnight today, counsel for the Countess succeeding in having the court decide to hear the divorce suit before the creditor's suit. The Countess succeeding in the court decide to hear the divorce suit before the creditor's suit. The Count wanted to have the latter case decided first.

dull, heavy policy in the product and percent and percent would be invisible.

"A feeling of lassitude and confusion of ideas made me even more miserable. I finally decided to change food altosether and began on Grape-Nuts food, which brought me prompt relief—removed the dizziness, headache, confused feeling, and put me on the road to fused feeling, and put me on the road to fused strengthens both brain and nerves.

"Whenever I enter our grocer's store, readly calls out 'six packages of readly calls out 'six packages of readly calls out 'six packages of

these matters fully in order that you and the people of our fair city may know the true facts and history of our controversy with the grain exporters. Quring all of the time since we have been without employment in consequence thereof, we have endeavored to conduct ourselves as gentlemen and have tried by honest and fair means only to carry our contentions to a successful issue. The matter of the city being put to the "expense of keeping a force of police detailed to keep the peace," as mentioned in your letter, was and is certainly uncalled for and an unnecessary expense and, as you state, to the neglect of other interests of the city, which badly needs all the pollice protection that the city can afford.

Strikers Are for Peace. French bark Jacobsen, French bark La Tour d'Auvergne and the French bark Genevieve Molinos.

Strike in Prospect at Tacoma.

TACOMA, Oct 17.-The local Longshore-men's Union today made a request for an increase in wages effective November 1. They have been receiving 40 cents an hour and 50 cents for overtime. They ask for 50 cents an hour and 75 cents for overtime.

SHIPBUILDING AT HOQUIAM

We never intended or even thought of breaking for law or in any manner of dis-turbing the peace of the city. One of the cardinal principles of our union is to dis-countenance lawlessness in all its forms and we do not permit any member to unlaw-fully interfers with a labour at our term. Are Nearing Completion. HOQUIAM, Wash., Oct. 17 .- (Special).—Snipbuilding on Gray's Harbor has taken a revival during the past few months and there is now under construction at the Mathews yards three steam schooners, costing aggregately \$255,000.

we do not permit any member to unlawfully interfers with a laborer at any time. It being our only purpose by personal conversation with the laborer filling our positions and taking away from us our employment, by moral persuasion to influence him to believe that he is guilty of a serious wrong toward a fellow laborer.

The exporters have succeeded in harboring a number of men to take our place, by mooring the steamboat Builey Gatzert alongside their docks, and barricading the ourse doors and compelling the workmen to eat, sleep and work within their enclosures, as we are informed against their will in many gately \$250,090.

Work on the steamer Helena being built for E. T. Kruse, of San Francisco, is being rushed as fast as weather conditions will permit. The vessel will probably be launched in three weeks and will then be taken to Portland, where the machinery will be installed. The Temple E. Dorr, being built by the Pacific Lumber Company, of San Francisco, is being constructed under a large shed, so that work can be carried on all Winter. This steamer is built with its bow towards the river, the builders saving unnecessary stagwe are informed against their will in many cases, and we believe that the use of the police officers is in aid of that purpose only and not for fear of any violence or breach of the peace on our part, which exists only in the imagination of the exporters if at all.

As stated before, we were promised a restoration of the 40-cent wage scale "when the times became better," and we all know that the entire country is now enjoying an unparalleled period of prosperity. On the other hand the cost of living has increased much more in proportion than the small increase we are requesting in our wages.

Confident They Are Right.

We feel, therefore, that we are right in this controversy and that our request is just and fair and we have no fear of submitting the matter to arbitration, which is always welcomed by us as a fair method of settling differences and is one of the fundamental principles of our union.

It might appear to you and our fellow citizens, at first blush, that the sum of 40 cents an hour is rather a large wage and we therefore desire to call your attention to builders saving unnecessary stag-

ing, etc.
The keel for another large steam schooner for the above company has just been laid. This steamer will be 195 feet on its keel, 39-foot beam and 14-foot depth of hold. It will be built tor the carrying of lumber and will cost \$95,000 when completed.

JIM BUTLER'S FIRST VOYAGE

#### New Steam Schooner With Lumber Cargo Sails for San Francisco.

It might appear to you and our fellow citizens, at first blues, that the sum of 40 cents an hour is rather a large wage and we therefore desire to call your attention to the fact that the grain season does not last more than five months of the year and that during that period a large number of our men, whose particular work is to do the ship trucking, often lose one and two days in the week, in following the ships from one dock to snother and never average more than nine hours a day during the busy season. In the quies season or during, the other seven months of the year, none of our men get full time and are fortunate indeed if they can earn the bare necessities of a living and often work only two or three hours a day and many days there is no work at all.

We would suggest, however, in accepting your proposal of arbitration, that we each name two persons, instead of one, as mentioned, and the four so chosen to select the fifth member, as we would be better satisfied to submit the issues to a larger board, who would in consequence be better equipped to consider all the matters which may arise for arbitration. The new steam schooner Jim Butler, The new steam schooner Jim Butler, which was recently equipped with engines and boilers by the Willamette Iron Works of this city, finished loading her first cargo at Vancouver yesterday and left down river on her maiden voyage. She is taking \$30,000 feet of lumber for San Francisco. Captain William Oison, commander of the vessel, is much incensed against the merchants of Portland for their alleged high prices for furnishings. the merchants of Portland for their alleged high prices for furnishings, and decided to postpone outfitting his vessel until she reaches San Francis-co. Captain Olson claims that he can save 30 per cent by furnishing the vessel at the Bay City.

NEW FREIGHTER PURCHASED

Dollar Steamship Company Secure Great Lakes Steamer J. C. Howard. SEATTLE, Wash., Oct. 17.-(Special.) SEATTLE, Wash., Oct. 17.—(Special.)
The steamer J. C. Howard, now a
Great Lakes freighter, has been purchased by the Dollar Steamship Company, which overates at all ports on
this coast, and will be sent around the
Horn immediately. She is of 2200 tons
register, about the size of the Melville
Dollar. The Howard, Samuel Dollar
announced here today, will start for
this coast within a month.

Reports Vessel Bottom Up.

and also the policemen and forthwith remove the same; upon these conditions, we will agree to submit to arbitration and will return to work at once, providing that all members of our union, who were working prior to the time this controversy arose, shall be reinstated as before and in accordance with our last written agreement between us which expired September 1, 1906, and to continue to work thereinder until a sertlement by the board of arbitration, to be selected as aforesaid, is finally made, of our request, as contained in written agreement which was submitted to the exporters on August 20, 1906, and the award of the board of arbiters to be final and conclusive. Very respectfully submitted.

Grainbandlers' Union, No. 263, of the International Longshoremen, Marine and Transport Workers' Association of Portland, Oregon.

A. C. LEWIS. SAN FRANCISCO, Oct. 17.-The barkentine Irmgard, which arrived here today from Honolulu, reports that on October 16, when about four miles south of the Faralion Islands, she sighted what appeared to be a vessel bottom up, about 30 feet long.

#### Arrivals and Departures.

Arrivals and Departures.

ASTORIA. Oct. 17.—No bar report; cape line down. Arrived down at 6 A. M.—Schoon, er San Bunnaventura. Arrived at 7:28 and left up at 8 A. M.—Steamer Cascade, from San Frâncisco. Arrived at 8:15 A. M.—Steamer Tiverton, from San Francisco. Left up at 8:15 A. M.—French bark La Perouse. Arrived down at 8:30 A. M.—Steamer Alliance. Left up at 11 A. M.—Bark Paramita. Outside at 8 P. M.—German eteamer Eva, from Japan; British ship Glenalvon, from Newcastle, and steamer Asuncion, from San Francisco.

San Francisco. Oct. 17.—Sailed at 11:30 A. M.—British steamer Fulham, for Portland. Sailed at 2 P. M.—Steamer Barracouta. for Portland. Sailed st 2 P. M.—Steamer Barracouta. Sun Francisco. Third is steamer Genewood, for Astoria: schooner William Renton, for William Renton William Renton, for William Renton, for William Renton, for William Renton, for Renton William Renton, for porting firms, except the coastwise trade ind the Portland & Asiatic liners, has effectually tied up all shipping in the harbor except the coastwise lumber fleet, In this fleet is included the steamer San Mateo, which is being loaded by union Astoria: schooner William Renton, for Wil noner A. B. Johnson, for Gray's Har-The work of lining the British ship Alstrike of the Shipliners' and Riggers' Union went into effect, and she is moored

ierton was finished before the sympathetic - Harbor: steamer Bee, from Gray's Harbor: strike of the Shipliners' and Riggers' bark Tropic Bird, from Gray's Harbor: bark Tropic Bird, from Gray's Harbor: bark Tropic Bird, from Rocke Harbor.

Unlon went into effect, and she is moored at the Oceanic dock awaiting her grain

at the Oceanic dock awaiting her grain at the Oceanic dock awaiting her grain were the British steamship Hazel Dollar, British steamship Wyneric, American ship

Portland.
Newcastle, Australia, Oct. 17.—Sailed 18th— French bark Leon, XIII, for Portland. San Pedro, Oct. 17.—Arrived yesterday — Barkentine Amaranth, from Portland. Hamburg, Oct. 17.-Arrived-Uardia, from Ean Francisco, for Guatemala, etc., via Mon Hongkong, Oct. 17.-Arrived previ

#### British ship Buccleuch, German ship Ne-reide, French bark Ville de Mulhouse, America Maru, from San Francisco, via Hono julu and Yokohama. American ship Berlin, French bark Bougainville, British bark Inverness-shire,

# WE CURE MEN FOR \$12.50



We'll treat any single uncomplicated allment for \$12.50.

CONSULTATION FREE.

UNDER ABSOLUTE GUARANTEE NO PAY UNLESS CURED

Rheumatism, Acute and Chronic.

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Kidney, Bladder and All Urinary Diseases.

Established 25
Years in Portland

BLOOD POISON—SYPHILIS—There comes a time in your life where, after you have tried all the health resorts, springs, etc., that you give up all hope and at times you consider life very dark. You have spent a great deal of money trying to be relieved and yet have received no result. We will guarantee to cure you of your dreaded malady and by our methods we do not use any drugs that will cause any bad effects or destroy your constitution. Call and see us before it is too late.

NERVOUS DEBILITY—Loss of energy, will power, lack of concentration of thought, loss of memory, which weakens your entire system, mental as well as physical. This lowered vitality of the nervous and physical condition is strengthened so that in a short time you will have your original strength and be yourself again.

VARICOCLE is a diseased condition of the scrotal veins. It may be caused by blows, kicks, fails, neavy lifting, mumps, early indiscretion or may be a symptom only of some special weakness.

The proper treatment consists of local application for the purpose of

The proper treatment consists of local application for the purpose of spelling the stagnant blood and contracting the swollen veins, as well internal medication to strengthen the nerves which govern the blood pply to these veins. Though causing you no trouble at the present time, your Varicocele will, if permitted to go without the proper treatment, impair and destroy the elements of vitality.

We deally demonstrate that Varicocele can be positively and speedily cured without cutting, burning or any other form of operation.

Some physicians try to imitate our methods of advertising and treatment, but in the past we have proven the fact to our patrons that our treatment is superior in every way to our imitators. OUR treatment stands on its own merits and our success and reputation have been built upon this foundation. Furthermore, we wish to state THAT WE ACCEPT ONLY SUCH CASES AS ARE CURABLE.

Some advertise a cheap, inferior treatment, charging a cheap fee, therefore placing a low value on their services. Ours is not of the cheap variety, but the best. That is what you want.

HOURS-9 A. M. to 5 P. M.; evenings, 7 to 8:30; Sundays, 9 A. M. to 12 M. St. Louis Medical and Surgical Dispensary CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON. For a Good Complexion, Health and Beauty.

OR Clear Eyes -Pure Complexion -Sweet Breath -Clean Tongue -Calm Nerves

-Good Temper Eat a Cascaret whenever you suspect you need it. Carry a little 10c Emergency Several Vessels Under Construction box constantly with you, in your Purse or Pocket.

When do you need one?

-When your Tongue is coated -When you have Heartburn, Belching, Acid Risings in Throat

-When Pimples begin to peep out. -When your stomach Gnaws and

That's the time to check coming Constipation, Indigestion and Dyspepsia. That's the time to take a Cascaret.

One tablet taken whenever you suspect you need it will insure you against 90 per cent of all other ills likely to attack you.

Cascarets don't purge, don't weaken, don't irritate, nor upset your stomach. They stimulate the Bowel Muscles to contract and propel the Food naturally past the little valves that mix Digestive Juices

This stronger action produces greater nutrition from food and perfect elimination of useless materials.

with Food.

It makes the blood purer, healthler and more reconstructive, insuring a fine, clear color and complexion.

Then carry the little ten-cent box constantly with you in your purse, and take a Cascaret whenever you suspect you need

All Druggists sell them-over ten million boxes a year, for six years.

Be very careful to get the genuine made only by the Sterling Remedy Company and never sold in bulk. Every tablet stamped "CCC."

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Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsville, Springfield, Wendling and Natron \*7:15 P. M. \*8:00 A. M.

ing and Natron. \*4:15 P. M. Eugens passenger connects at Woodburn with Mt. Angel and sliverton local. \*10:35 A. M.

7:00 A. M. Corvallis passen-5:50 P. M. \*6:50 P. M. Sheridan passen- \*8:35 A. M.

\*8:35 A. M.

§S:00 P. M. Sheridan passenger.

§S:00 P. M. Sorest Grove pas§11:00 A. M. senger.

\*Dally. Spainy except Sunday.

\*PORTLAND-OSWEGO SUBURBAN
SERVICE AND YAMHILL

DIVISION.

Depot, Foot of Jefferson Street.

Leave Portland dafty for Oswego at 7:49
A. M.: 12:50, 7:05, 5:20, 6:25, 8:30, 16:10,
11:30 P. M. Lally except Sunday, 5:30, 6:30,
8:30, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland,
daily, 8:35 A. M., 1:55, 5:05, 6:15, 7:35, 9:35,
11:10 P. M.: 12:25 A. M. Daily except Sunday,
for year from same depot for Dallas and intermediate points daily, 7:30 A. M. and 4:15
P. M. Arrive Portland, 10:15 A. M. and 6:25
P. M. The Independence-Monmouth Motor Line
operates, daily to Monmouth and Airlie, connecting with S. P. Co.'s trains at Dallas and
Independence.

First-class fare from Portland to Sacramento and San Francisco, \$20; berth, \$5.

Second-class fare, \$15; second-class berth,
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S. S. BARRACOUTA, October 30 Subject to change without notice.

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#### A MAGAZINE OF TRAVEL

WINTER CRUISES SUMMER LANDS

the Orlent, Mediterra-nean, Adriatic, Egypt, Holy Land, West Edden, Jamaica, etc., sent titles, upon application to the Hamburg-American Line, 1056 Broadway, Oakland, Cal.

concerning trips to

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TRAINS TO THE EAST DAILY Through Pullman standards and tourist sleeping cars daily to Omaha, Chicago, Spokans; tourist sleeping car daily to Kannas City. Reclining chair cars (sents free) to the East daily. UNION DEPOT. | Leaves. Arrives.

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Lewiston, Cour d'Alene and Great Northers ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt-ington. 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 8:00 P. M. 5:00 P. M. Paily why points, connecting with assamer for liwatoo and North Beaca Sunday,
steamer Hassaio, Ashst. drck, FOR DAYTON, Ore-con City and Yamhili River peoints, Ash-st. dock (water per.) Sunday. Sind P. M. Daily except Sunday.

For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparia 5:40 A. M. or upon arrival train No. 4. daily except Baturday. Arrive Riparia 4 P. M. daily except Friday. Ticket Office, Third and Washington. Telephone Main 712. C. W. Silnger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.



Daily. PORTLAND Daily. Leave, Time Schefule, Arrive. 8:30 am bane, St. Paul, Min-7:00 am neapolls, Duluth and Ali Points East Via 6:50 pm Seattle. To and from St.
Paul, Minneapolis,
Duiuth and All
Points East Via
Spokane.

Great Northern Steamship Co.
Sailing from Seattle for Japan
and China ports and Manlia, carryling passengers and freight.
S. S. Minnesots, October 20.
S. S. Dakota, November 28.
NIPPON VUSEN KAISHA.
(Japan Mall Stalvashor Co.) (Japan Mall Steamship Co. S. S. TOSA MARU will sail tile about October 19 for J Sentile about October 10 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, Oz, Phone Main 686.



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Ekagway, White Horea,
Dawson and Fairbanks,
E. S. City of Seattle, October 2, 12, 22
E. S. Humboldt, October
4, 14, 24
S. S. Cottage City (vis Sika), Oct. 7, 20, S. S. Cottage City (via Sitka), Oct. FOR SAN FRANCISCO DIRECT

FOR SAN FRANCISCO DIRECT,
From Seattle at 9 A. M.—Umazilla, Oc.
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Portland Office, 249 Washington St.
Main 229,
G. M. Lee, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A., San Francisco.

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