Samson to Have Double Tow.

during the big fire at the Bay City. Her name is a peculiar one and is derived from a combination of the abbreviations

of the names of the three Coast states.

Stingaree Is Washed Ashore.

aters, was washed ashore on the beach

near the wreck of the bark Peter Iredale

ceptionally large specimen for the Pa-

cific coast, as its body was two feet across. The fish was dead when it came

ashore and its body was soon devoured by a swarm of seagulis, which immediately attacked it.

Marine Engineers Get Advance.

SEATTLE, Wash., Nov. 8 .- (Special.)-

teamship men have been compelled to rant the increase of \$10 a month de-

anded by marine engineers. As fast as

the ships are arriving in port the new wage scale is being put into effect. The

ship owners are practically helpless, as

Captain Shows Lenlency to Sailor.

ASTORIA, Or., Nov. 8 .- (Special.) - The

sailor arrested on the American ship Bis Bonanza last evening for attacking Cap-

tain Cameron was arraigned in Justic

Goodman's court this morning and gave his name as Paul Larsch, As Captain Cam-

eron did not desire to prosecute the man on a more serious charge, Larsch was found guilty of assault and fined \$10,

Loses Propeller Blade.

ABERDEEN, Wash., Nov. 8 - (Special.)

-On her last trip up the steamer Quinault lost a blade of her propeller and was slightly damaged in other respects. She

Marine Notes.

The steamer Meteor is loading lumber

The French bark Ville de Mulhouse left

The British steamship Manchester Port,

under charter to load lumber and grain from Portland to Germany, is due to sail

from Guaymas on November 12 for Ports

The steam schooner Johan Poulsen

October Business of Custom House.

In the October statement of transac-

tions at the custom house the value of the exports is shown to be \$750,265 and

mport duties \$60,528.89. The statement in

detail follows: Vessels entered from foreign ports, 8;

vessels cleared for foreign ports, 6; vessels entered from domestic ports, 55; ves-

sels cleared for domestic ports, 42. Entries of merchandise for duty, 128; entries of merchandise free of duty, 43;

entries for warehouse, T; entries for ex-port to adjacent British provinces, B; entries from warehouse for consumption,

ol; entries for immediate transportation

without appraisement, 63; total number of entries of all kinds, 306.

Entries for consumption liquidated, 160; ntries for warehouse liquidated, 7.

Certificates of enrollment granted &

licenses for coasting trade granted, 10; licenses to vessels under 20 tons granted,

4: total number of documents to vessels

Arrivals and Departures.

ASTORIA, Or. Nov. 8.—Condition of the bar at 5 P. M., moderate; wind, southeast 50 miles; weather, cloudy. Sailed at 2:15 P. M.—Schooner Sailor Boy, for San Francisco. Sailed at 2:30 P. M.—Schooner Churchill, for San Francisco. Sailed at 3 P. M.—Schooner Rosecrans, with schooner Monterey in tow, for Monterey. Arrived at 3 P. M.—Schooner Geo. E. Billings, from San Francisco.

San Francisco, Nov. 8.—Sailed—Steamers losta Rica, for Portland, and J. B. Steison,

ATTEMPT TO HOLD JOBS

(Continued from First Page.)

ager of domestic agencies of the New

York Life, testified that he had heard of

letters sent out by the agents in the in-

terest of the administration ticket, but

these agents personally bore the expense

attached. He knew of no money of the

company having been spent in this way.

He had himself, in a personal capacity,

contributed to a private fund for this purpose and had, when asked by friends,

personally advised them to vote for the

administration candidates. He insisted

on distinguishing between agents in their

official and individual capacities, and said

an agent could use his official connec-

tion in a private capacity, but should not

give out official information to a third

having worked for the administration ticket, but with one exception, denied having spent any company funds in con-

nection therewith. The exception was Thomas C. Hindman, manager for the Mutual Life Insurance Company in Ten-

Agents of the Mutual Life admitted

party for the latter's use.

chooner Mabel Gale and bark B. F.

which he paid.

at Linnton.

land.

down yesterday,

is now in the drydock.

Cuban Liberals Will Protest to Governor Magoon.

WILL SEND COMMITTEE

Demands of Followers Force Leaders to Ignore Denial They Seek Office-Mayor Who Causes Dissension Removed.

HAVANA, Nov. 6.-The growing sentiment of dissension among Liberals in conequence of lack of success of their efforts to induce Governor Magoon to dis miss Moderates from important posts in the insular administration, replacing them with Liberals, crystallized tonight at a secret meeting of the Liberal committee on appointments. There were present Pino Guerra, Afredo Zayas, Jose Miguet Gomez, Jos J. Bonteaguedo, General Cas-tillo, Rafael Duandy and representatives

from all provinces. Special objection was made to the re-appointment of Police Captain Reguera, a Moderate, and to the appointment of various minor officials in the Custom-House. The reappointment of Reguera was particularly obnoxious to the Lib-erals.

Up to the present time the leaders of the Liberal party have protested that they did not seek office, and were entirely willing to abide by the selections made by the Governor. The meeting tonight, how-ever, is the result of pressure brought to bear by applicants for office, and it was decided to appoint a committee to call on the Governor, express the party's dissat-isfaction with recent appointments, and make a strong appeal for the recognition of Liberal aspirants to various important sitions. Hitherto the Governor has

shown no haste in making appointments, making such as seem paticularly necessary. It has been expected for some time past that the patience of the Liberals soon would be exhausted as time went by and they were not given office, and that steps would be taken to bring pressure to bear upon the Governor.

Governor Aleman, of Santa Chara, has dismissed Garcia Vieta from the post of Mayor of Clenfuegos. The ex-Mayor was a very strong Moderate, and was bitterly opposed by the Liberals on account of his alleged complicity in the murder of Villucadas in Clenfuegos last year. It is believed that his removal will tend to the restoration of tranquillity in that vithe restoration of tranquillity in that vicinfty, where there has been n

INCREASE IN RURAL GUARD

Magoon Takes Measures to Root Out Cuban Brigandage.

HAVANA, Nov. 8 .- (Special.) -- Governor Magoon has made another increase in the rural guard. He ordered the enlistment of six additional companies of 100 mer each, bringing the total strength to 5600 Major Slocum has been entrusted with carrying out the augmentation, which will make the number of rurals double what it was at the opening of the late revolu-

### MAINS MAKE RATES HIGH

(Concluded From Forst Page.)

themselves, under supervision of the Water Department, and when the earnings came to be 61/2 per cent the department has bought the pipes.

Mains Bolster Up Land Values. But even in such cases, and where the

city lays mains itself, many vacant lots are passed, whose values jump upward, but whose owners make no return to the consumers who pay for the improvement In the busy part of the city, expensive mains must be maintained for fire protection, and new and bigger tubes must be laid from time to time-all this at the expense of water consumers, chiefly of small householders and rent-payers who are charged from \$1 for cooking and washing and closet, to \$1.50 and \$2 for bath and water heater included.

The price set upon the fire service by the Water Department will be more than 390,000 this year, last year having been \$59,705, and in 1904 \$56,894. Monthly bills for this service are rendered by the de-partment, but are not paid. Payment, while adding to the taxes of the city, would enable reduction of water rates more than 19 per cent.

Main extensions, up to this month in 66, cost \$381,185.37; meters, \$16,387.70; res-rveir construction, \$11,975.50; sinking fund, SIL500; and interest on bonds will amount to \$160,000. The running expenses of the department were \$65,705.07 additional. An advocate of the plan for assessing pipe cost against benefited property is R. R. Lanson, member of the Water Com-mission, who calls the present system

unjust, because it places on consumers the burden of paying for new mains, "the majority of whom have no interest whatever in the matter." A letter to The Oregonian, addressed by him yesterday, is

PORTLAND, Or., Nov. 8 .- (To the Edi tor.)-I should like to make a few state-ments in relation to the circular being distributed by the Portland Free Water Association, and The Oregonian editorial of yesterday, on the same subject. It is a fact that our present system of laying water mains is unjust in requiring the whole cost to be borne by the

consumers, the majority of whom have no interest whatever in the matter, but It is the only method possible at this time, as the Water Department has absolutely no funds except those received from sale of water, and the mains must be enlarged and extended enormously to keep pace with the rapid growth of the city. I am in favor of a change in the charter providing for the enlarging and extending of mains under the direction and supervision of the water board and its engineers, and assessing the entire expense thereof to the owners of property directly benefited thereby. Owners would probably add this charge to prices of lots or to rents to some extent, but would be a great improvement over a present system and would result in titing the present water rates about

I wish to state plainly, and as emphatically as I can, and my statement can be proved by the records of the Water Board, that in no instance have mains been laid or are any being laid, except such as are absolutely necessary to serve the actual needs of the people; of the people entirely without water and those whose supply is extremely inadequate. Mains are not inid around farms or across long stretches of vacant land, and applications are never considered which have for their object the development of suburban property, or any object other than to supply the wants of actual resid-

### Rules for Laying Mains.

The rules of the water board under which mains are laid are these: The street upon which a main is desired must be opened and graded to city grades; there must be a sufficient number of actual consumers that can be supplied by no other means to pay an annual re-

urn of 6% per cent on the total cost of the main, and it must further appear that the laying of the main is necessary to furnish an adequate supply of water to such consumers. Not only this, but the revenue to be derived is based on the cost of a main large enough to furnish fire protection and to provide for future growth; no mains are laid less than six inches in diameter.

Even working under these stringent rules many vacant lots are passed from which no part of the cost can be derived. This is an injustice which would be remedied by forcing the owners by assessment to pay their share of the cost in the manner I have stated. The laying of the large main from Mt. Tabor to Highland just completed may have given rise to the conclusion that mains were being laid "around farms in the city," but the laid "around farms in the city," but the work was done solely to relieve the en-tirely inadequate supply and actual suftirely inadequate supply and actual suf-fering caused thereby in the large and thickly settled districts on the high ground north of East Portland and be-yond. Equitably, this should have been paid for by the large district receiving direct benefits from the line, including farms and vacant property. In reality, every consumer is paying his proportion. The methods I advocate of assessing the cost of mains to property benefited and charging the consumer the cost of and charging the consumer the cost of delivering water, and further, of pre-venting the excessive waste of water by many at the expense of all, by the use in a very low cost to the consumer

The case of fire protection is, I think, a good example of the injustice of charging the cost of mains to consumers. The quantity of water used for this purpose is in the aggregate so very small that if the cost were divided among consumers it would amount to practically nothing; but the cost of laying mains sufficiently large for adequate protection is very great, and yet under our present system they must be laid and paid for by the consumer or we could get no insurance.

Free Water Out of the Question.

The theory advocated by the Free Water Association, that of furnishing water in unlimited quantities to everyone by direct taxation, on the other hand, is out of the question and more unjust than the present method. Such a proposition would be on a par with free heat, free light, free bread, free anything; to be made free by a general tax on city prop-erty. Water is a necessary commodity of which each perso must consume a certain amount to live in comfort and clean-liness. Why make one person because he happens to own valuable property pay for more than he can possibly use and then take the surplus he has paid for and give it away principally to the largest consumers whose share of the general tax can have no relation to the amount of water they consume.

This theory, if worked out, would also produce one of two results: either water would be so free that the capacity of Bull Run would soon be insufficient to supply the consumption, or a corps of clerks, inspectors, etc., practically as now, would be needed to check waste, inspect plumbing, read meters, make out and collect bills for excessive consumption. and perform a large proportion of their

ent duties.

costs exactly so much to bring a sallon of water from Bull Run and de-liver it to the consumer. Is it not fair to let him pay this cost, based upon the amount he consumes, and if he is a propamount he consumes, and if he is a property owner, let him also pay for furnishing the means of delivering the water to his property? This would be accomplished with fairness to evelvone by charging cost of distribution (laying mains) to the property to be served and benefited, and charging consumers the cost of delivery charging consumers the cost of delivery in proportion to the amount us it can only be done by a charter be done by a charter amendment to that effect

R. B. LAMSON

SHAKES DOWN PASSENGERS ON ALTON ROAD'S LIMITED.

Golden State Limited Lightened of Cash in Missouri-Robber Es-

BLOOMINGTON, III., Nov. 8.—The operator at the Chicago & Alton Railroad station here reports that the Golden State Limited passenger train, Fasthound on that read small hald. Eastbound, on that road, was held up and robbed one mile east of Glasgow, Mo., about 2:30 o'clock this morning. The bandits went through the sleeping cars, robbing the occupants, but were prevented from entering the chair cars and day coaches by the conductor, who locked the doors. No one was in jured, and the cars were not damaged. It is not known how much booty was obtained, nor how many men were concerned in the holdup.

The robbers jumped off the train and escaped in the darkness.

KANSAS CITY, Mo., Nov. 9.-The Alter officials in this city say they have a report that one man boarded the rear sleeper of the Golden State Limited at with a revolver in each hand ferced the Pullman conductor and porter to walk ahead of him and awaken the passengers, He was prevented from entering the secand car by the conductor, who closed and locked the door, and the ropper escaped by jumping from the train. The amount of booty is thought to be small. The Golden State Limited left Kansas City at 3 o'clock last night for Chicago.

SWEPT FROM SHIP'S DECK

Ten Perish in Wreck of the Russian Ship Sovinto.

CHARLOTTE, P. E. L. Nov. 8.-Ten men perished in the wreck of the fullrigged Russian ship Sovinto, which struck on the ledges and Priest's pond in the gale of Tuesday night. Four bodies have been recovered so far. Of six men who remained on the broken section the ship, four on the forward part and two on the after, three have been saved. Three were swept ; way and lost. Seven men were drowned yesterday by the upsetting of a boat with which they attempted to reach land. Captain Wiglund was saved.

FIRE RAGING AT CANTON

Wind Drives Flames Over Island, Where 500 Houses Burn.

HONGKONG, Nov. 8.—A message from Canton reports that a fire is raging on the riverside, opposite the European quarter on the island of Shameen. A strong wind is blowing and more than 500 houses, including all the restaurants and gambling houses, have been destroyed. The European settlement is not

Marines from foreign warships have landed and are heroically combating the flames. No lives have been lost. The damage already exceeds \$1,600,000.

Kansas City and Return, \$60.

PORT OF PORTLAND FILES LI-BEL FOR \$4788.

Claim Is for Balance of Bill Incurred by Steamer While in Drydock Undergoing Repairs.

The steamer Geo, W. Elder, a historic vessel on the Pacific coast, after being wrecked, raised, repaired and made almost ready to resume service, encountered a new setback yesterday, when she was libelled by the Port of Portland mission for the sum of \$4788.

In the libel, which was filed in the United States Court yesterday afternoon, the claim was signed by A. L. Pease, as president of the commission, and directed against the Elder and J. H. Peterson

and C. P. Doe as her owners.

The suit arises out of a difference of opinion in regard to the charges made by the commission against the Elder while she occupied a berth in the drydock. The total bill amounted to a little more than \$12,000. The new owners of the Elder paid something like \$7000, leaving a balance due of \$4,788, the payment of which was refused on the ground that the vessel had been unduly delayed in

This delay was charged to impre handling on the part of the drydock, but an investigation led the commission to believe that if any fault existed it was due to the Elder and its owners, and a libel suit was ordered filed for the bal-ance of the bill. . the marine engineers' organization con-tains practically all the available en-gineers on the Coast. The Elder was expected to enter on her

San Francisco run during the latter part of next week, but whether the libel suit

will have the effect of delaying her or

not has not been given out. WILL PAY HALF OF CLAIM

Port of Portland Commission Splits Difference With "Slabwood King."

M. C. Banfield, Portland's "slabwood king," occupied the floor most of the time during the Port of Portland Commission meeting yesterday in an endeavor to secure more money than an implied con-tract called for. After half an hour's discussion a compromise was effected by which the commission will pay \$2505 in stead of \$3010 for fuel supplied to the dredge Columbia during the month of

The fuel discussion before the commission yesterday arose mainly out of the failure of the commission to com-plete a contract and the desire of Ban-

field to avoid a moral contract which meant a heavy loss to his firm. Last April the contract which Banfield had to furnish the dredge Columbia with fuel expired. The price offered under this contract was \$1.75 per cord for slab-wood or a flat rate of \$3000 per month. The board accepted the later but at the expiration of the contract stated that the grates of the dredge were to be changed to permit the use of ground fuel, that is to permit the use of ground fuel, that is saw dust, shavings, etc. Pending this change Banfield wrote a letter that he would furnish wood under the old contract until such time as the new method was adopted. A contract to this effect was drawn up but signed only by Secre-

was drawn up out signed only by secre-tary Driscoll, of the commission.

Since that time the Government, which has the dredge under charter, has not found itself in a position to spare the Columbia for a sufficient time to allow the change of grates to be made. As a result Banfield has been furnishing wood

nder the old contract. For the month of October, when the dredge worked unusually hard, the fuel bill figured at \$1.75 per cord amounted to 18019. Banfield thought payment of \$2000 for this was unjust, since he had no specified contract for that rate at this time. The commission agreed with him to the extent of granting, a compromise and allowed half of the difference. \$55. From this time on the dredge Columbia will burn fuel at a cost of \$1.75 per cord—at least until her new grates are

installed.
President Pease was authorized by the matter of installing steam power foreign, \$4020.

the matter of installing steam power stearing gear and a stronger winch on the tug McCraken.

At the request of the Eastern & Western Lamber Company the use of the tag. 12 miscellaneous customs receipts, dredge Portland was granted the company in order to smother the fire which bas been smoldering in its mill yards for days. Water has been found useless Arrivals and Departures. in quenching the sawdust fire and it was asked that the dredge be brought there to pump silt into the fire. The mill company is to reimburse the out of the Government's service and in use by the company.

BLACK HEATH MAKES RECORD

Largest Vessel to Enter Gray's Harbor-Will Load Heavy Cargo.

ABERDEEN, Wash., Nov. 8 .- (Special.) -The steamship Black Heath, which is being loaded at the Slade Mill with lum-ber for Australia, is the largest vessel to ever enter Gray's Harbor. The Heath has a draft of 24 feet and will carry away nearly 2,000,000 feet of lumber. On account of her depth her coal supply will be loaded at Seattle, the water over the bar hardly permitting a vessel of this draught to cross with safety. The Black Heath has drawn crowds of curious peo-ple to see her. Her sister ship, the Allsworth, is also expected to come here to

MAY BE THE MUSKOKA.

Schooner Abbie Reports Sighting Four-Masted Bark Outside.

ASTORIA, Or., Nov. 8 .- (Special.) - Captain Ivergaard, of the two-masted schooner Abbie, which arrived this evening, reports sighting a four-masted loaded bark about 12 miles off North Head at 4 o'clock this morning. The weather was very thick at the time and the bark soon head ed off shore, but Captain Ivergaard thinks the pilot schooner was alongside and put a pilot aboard. The vessel is supposed to be the British bark Muskoka from Hamburg with a cargo of cement.

MUTE EVIDENCE OF LOSS.

Wreckage of the Fishing Schooner Surf Duck Is Picked Up.

VICTORIA, B. C., Nov. 8.—According to report sent to the Marine Department by Light Keeper Daykin, wreckage indi-cating the loss of the American fishing schooner Surf Duck, on the Vancouver Island Coast, and other wreckage including a broken name-board with the letters "Jking" remaining of the end of a ves-sel's name part of a large white painted ship's boat has been picked up near Car-manab, on the Vancouver Island Coast.

Arizonian on New Line.

SAN FRANCISCO, Nov. 8.-It was announced at the offices of the American-Hawalian Steamship Company yesterday that the steamer Arizonian sailing next month, would be the first vessel to inmonth, would be the first vessel to inaugurate the new itinerary between this
port and Salina Cruz. This new freight
service contemplates the bringing of New
York freight to this port via the Ishmus
of Tehauntepec. The American-Hawaiian
Steamship Company has entered into an
agreement with the Tehauntepec-Mexi-

transferred overland from Salinas Cruz on the Pacine side to Coatsacolcos, the port on the Gulf of Tehuantepec. ARRESTED

SEATTLE COUNCILMAN IN THE ASTORIA, Nov. 8 .- (Special.)-The tug CLUTCHES OF NEW "COP." amson, which arrived from California last evening with the schooner Alice Mc

Donald in tow, will leave in a couple of days for Siuslaw to tow the schooners Hugh Hogan and Washcalore to San Even When Mrs. J. E. Crichton Identifies Her Husband, the Officer Francisco with lumber cargoes. The lat-ter vessel was built for a gasoline schooner, but her engines were destroyed Lets Go Reluctantly

SEATTLE, Wash., Nov. 8 .- (Special.)-Dr. J. E. Crichton, member of the Seattle City Council for 14 years, several times its presiding officer and one of the best known men in Seattle, was arrested in his own yard last night as a burgian ASTORIA, Or., Nov. 8 - (Special.)-A by one of the 30 new policemen Dr. large sting ray, commonly known as a "stingaree," and a habitat of tropical Crichton's efforts in the City Council secured for the police department.

Dr. Crichton himself told the story this morning. He was standing under the

eaves of his house, near an open win-dow, while a dog was exercising in the dow, while a dog was exercising in yard. A new policeman saw him and swooped down upon the Councilman. Dr. he induced the policeman to ask the pen-ple within the house to identify him When Mrs. Crichton recognized her husband, the new pollceman grudgingly permitted him to go.

The new policemen are a busy tot. few nights ago President David Bowen, of the City Council, waited outside the civil service commission's offices for friend and a new policeman ordered him to move off or suffer arrest.

CRAZY KING GROWS WORSE

Miserable Unkempt Otto of Bayaria a Pitiable Object.

BERLIN, Nov. 9 .- (Special.)-The afflicted King of Bavaria is worse. The careful efforts made by the Prince Re-gent and his Ministers to keep his condition from public knowledge have been successful, on the whole, but within the last few days the news has filtered through, which shows that King Otto is growing mentally feebler.

He will not est anything warm and seldom eats during the day. Although the sick King, none of them dare appear in his presence, and unless absolutely necessary, none are allowed to look at him. He will not suffer his hair or beard to be cut, and it is said that he looks the most unkingly of objects in his wild, unkempt condition. His physical health has begun to fail, but no physician dare approach him and the prescrib-ing of medicines is unknown. Black night is falling on the unhappy King, more abject in his tragic state

Roberts Wanted in Calgary. CHICAGO, Nov. 8 .- Percy C. Roberts,

said to be wanted by the authorities of Calgary, in connection with an illegal banking transaction, was arrested here Cheney arrived in the harbor yesterday. The Johan Paulsen and Mabel Gale are at Inman, Poulsen & Co.'s mill and the Cheney at the Portland Lumber Co.

than the meanest of his subjects.

## Happiness in a Tablet

Perfect Health for Every One Procured at Small Cost.

How many times have you sat down at your meals absolutely disgusted at the thought or sight of anything to eat?

How many times have you sat down at your meals without the trace of an appetite, but just because it was "time to said."

How many times have you felt a gnaw-ing, unsatisfied "stift-hungry" feeling in your stomach, even after you were through eating?

How many times have you felt that "lump of lead" on your stomach after rating whether your meal was well eating, whether your meal was well

And how many times have you suffered a whole lot of other things from your stomach that you couldn't explain, but that made you grouchy, miserable, out-o'-

that made you grouchy, miserable, out-o'sorts and generally sour on everybody
and everything?

It is safe to say that you couldn't tell.
You don't keep track of those things,
of course, but you know you've suffered
them. You probably have had them for
so long that they've become a habit with
you, and you have come to the conclusion
that your fate is to suffer them indefi-

nitely and perhaps forever.

And so men, much like horses, standing unhitched at the hitching post, think they're tired, and so their habit makes them prisoners.

But no one need have dyspepsia, nor indigestion, nor loss of appetite, brack indigestion. Indigestion, nor loss of appetite, brash irritation, burning sensations, heartburn, nausea, eructations, bad memory, loss of vim and vigor and the happiness that comes from a healthy stomach and a good appetite if he will only leave his old hitching post and the himself to a new one, one that will hold him to health,

Costa Rica, for Portland, and J. B. Stetson, for Astoria.

Hongkong, Nov. 8.—Arrived previously—Dakotah, from San Francisco.

Valparaiso, Nov. 8.—Arrived previously—Ulyria, from Hamburg, via Coronei and Concepcion, for San Francisco; Mamphia, Rom San Francisco, via Caliao, etc., for Hamburg; Setos, from San Francisco, via Caliao, Coquille, etc., for Hamburg.

Yokohama, Nov. 8.—Salled 1st.—Tuscarora, from Hongkong, for San Francisco.

San Francisco, Nov. 8.—Arrived.—Steamer City of Para, from Ancon; steamer Sandberg, from Hongkong, via Yokohama and Honolulu; bark St. Marys Bay, from Halphong, Japan; whallug bark Alica Knowies, from Hakodate; steamer Watson, from Seattle; barkentine S. G. Wilder, from Willapa; ateamer Watson, from Willapa; Salled.—Steamer Curacab, for Guayamns; steamer Umatilia, for Victoria; steamer J. B. Stetson, for Astoria; barkentine John Palmer, for Willapa. joy, ambition and a clear mind and memory, and the sunshine that goes with them.
That indeed is Heaven! And you can get it in a little tablet already prepared for the purpose, in Stuart's Dyspepsia Tablets, those little cheruhs of health and

delight found in thousands of homes to-day. Listen-one ingredient of one of these precious little tablets will digest for you 500 grains of food. This relieves your stomach of the work of digesting until your stomach can get strong and healthy again. Your stomach has been overworked and abused. It's

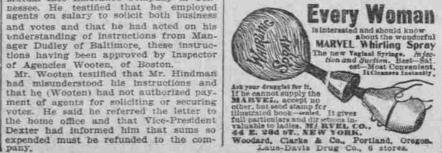
has been overworked and abused. It's fagged out. It needs a rest.

Let Stuart's Dyspepsia Tablets do the work of your stomach. You will be surprised how fine you feel after eating and how lusciously good everything will taste to you. That's because the Tablets are thoroughly digesting the food which your stomach couldn't digest before.

Have these tablets on your diving table. Have these tablets on your dining table and take one or two after every meal without fail. Then you will realize as never before that the human stomach decides for every mean and take one or two after every mean without fail. Then you will realize as never before that the human stomach decides for every mean and stomach decides for every mean and stomach dispersion of the form of the for decides for every man whether he will go forward or backward-and besides, you'll forget you ever had a stomach to torment you.

HAND SAPOLIO FOR TOILET AND BATH

It makes the toilet something to be enjoyed. It removes all stains and roughness, prevents prickly heat and chafing, and leaves the skin, white, soft, healthy. In the bath it brings a glow and exhilaration which no common soap can equal, imparting the vigor and life sensation of a mild Turkish bath. All Grocers and Druggists



# SHOE FOR MEN \$3.50 & \$4.00

Do You know what goes into a "Patriot?"

Well, here are some of the items.

Ask any old-time shoemaker if they are good - first-class oak counter, first-class oak inner-sole, solid sole leather toe box, first selection oak cut soles and heels. The uppers sewed together with the best silk thread. The soles are sewed on the uppers with ten-cord thread of the strongest and best linen made. The heels are put on to stay-slugged with brass and shaped to stand up straight. The finishing material contains no acids to injure the leather. All stains, dressings and polishes are made by a chemical expert who knows the right things to use. The result is right. The "Patriot" is a solid, well-made, long-lived shoe,

ROBERTS, JOHNSON & RAND SHOE CO., SF. 10015, NO.
Sold in Portland By THE CHICAGO F. D. Smith, Mgr. 69-71 THIRD ST.



TRAVELERS' GUIDE.



OVERLAND EX-PRESS TRAINS for Salem Rose-burg, Ashiand, Sacramento, Og-Sacramento, Ogden San Franelseo, Stockton,
Los Angeles, El
Paso, New Orleans and the
East. Morning train connects at Woodburn daily except Sunday with Mt. Angel and Silverton local. \*8:00 A. M. Cottage Grove \*4:15 P. M. \*11:00 A. M. passenger connects at Woodburn and Albany
daily except
Sunday with
trains to and
from Albany,
Lebanon and
Wood burnSpringfield
branch points.
Corvality 5:50 P. M. 7:00A. M. Corvallia passen-\*4:10 P. M. Sheridan passen- \*10:20 A. M. \$6:20 P. M. Forest Grove \$2:50 P. M. 11:00 A. M. passenger, \$7:55 A. M.

\*Daily \*Daily except Sunday

\*Daily \*Daily except Sunday

\*PORTLAND-OSWEGO SUBURBAN

\*SERVICE AND YAMHILL

DIVISION

Depot, Foot of Jefforson Street

Leave Porfland daily for Oswego at 7:40

A. M.: 12:50, 2:05, 5:20, 6:25, 8:30, 10:10,

11:20 P. M. Daily except Sunday, 5:30,

6:20, 8:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland,

daily, 8:38 A. M., 1:55, 3:95, 8:15, 7:35, 2:55,

11:10 P. M. 12:25 A. M. Daily except Sunday,

6:25, 7:25, 9:35, 11:45 A. M. Sunday

only, 10 A. M.

Leave from same depot for Dailas and in
termediate points daily, 7:30 A. M. and

6:25 P. M.

The Independence-Monmouth Motor Line

operates daily to Monmouth and Afrile, con
necting with S. P. Co.'s trains at Dailas and

Independence.

First-class fare from Portland to Sacra
mento and San Francisco, \$20; bester, \$5,

Second-class fare, \$15; second-class berth,

\$2.50.

Tickets to Eastern points and Europe;

\$2.50. Tickets to Eastern points and Europe also James China Hopolulis and Australia

North Pacific S. S. Co's Steamship Roanoke (2500 Tons)

Sails for San Francisco, Los Angeles and Eureka, Monday, Nov. 12.......At 8 P. M. From Martin's Dock, foot Seventeenth Street. Take Sixteenth or S street-cars. Ticket office 132 Third, near Alder. Phone Main 1314. H. YOUNG, Agent.

Upper Columbia River Steamer Chas. R. Spencer

Leaver Oak-street dock every Monday. Wednesday and Friday at T A. M. for THE DAILES 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 2000 or Main 3201.

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

OREGON SHORT LINE

TRAVELERS' GUIDE

AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

Through Fullman standards and tourist sleeping cars daily to Omain, Chicago, Spekane; tourist sleeping car daily to Kansas City, Reclining chair cars (seats free) to the East daily. UNION DEPOT. CHICAGO-PORTLAND SPECIAL for the East 9:50 A. M. 5:00 P. M. via Huntington. Dally. Dally. SPORANE FLYER. 6:15 P. M. 8:00 A. M. Daily. For Eastern Washington, Walla Walla, Lewiston, Coour d'Alene and Great Northern ATLANTIC EXPRESS 5:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily.

PORTLAND . BIGGS 8:15 A. M. 6:00 P. M. boths between Biggs and Portland. RIVER SCHEDULE. FOR ASTORIA and side of the way points, connecting with steamer for fiwatoe and North Beaca steamer Hassalo, Ashsteamer Hassalo, Ashst. dock. 5:00 P. M. Daily except Sunday, 5:00 P. M.

FOR DAYTON, Oreson City and Yamhili Daily Daily River points, Ash-st Sunday. Sunday. For Lewiston, Idaho, and way points from Riparia, Wash. Leave Riparis 5:49 A. M., or upon arrival train No. 4, daily except Sab-urday. Arrive Riparis 4 P. M. daily except Friday. Ticket Office, Third and Washington. Felephone Main 712. C. W. Stinger, City Ficket Agt.; Wm. McMurray, Gen. Pass. Agt.



PORTLAND Daily, Time Schedule. Arriva 8:30 am kane, St. Paul, Min-7:00 am neapolis, Duluth and 11:45 pm All Points East Via 6:50 pm Seattle. 6:15 pm To and from St. Faul, Minneapolla. Duluth and All Points East Via Points Spokane.

Great Northern Steamship Co. Failing from Seattle for Japan and China ports and Manils, carry-ing passengers and freight. S. S. Dakota, November 28, S. S. Minnesota, January 9, NIPPON YUSEN KAISHA. (Japan Mail Steamship Co.) 5. TANGO MARU will sail ttle about November 13 for J 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, Oc.

Phone Main 680.

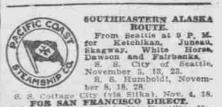


visione Park - Kansas -St. Louis Special for halls, Centralls, Olym-Gray's Harbor, South d. Tacoma, Scattle, Spo-e, Lewiston, Butts, Bli-

North Coast Limited, elec-tric lighted, for Tacoma, Seattle, Epokane, Butte, Minneapolle, St. Paul and the East 2:00 pm 7:00 am 

Astoria and Columbia River Railroad Co.

UNION DEPOT. Leavon. Daily, Por Maygers, Rainler, Cintakanie, Wostport, Clifton, Astoria, Warrenton, Flavel, Hamilton and, Fort Stevens, Gearhart Park, Seaside, Astoria and Seasinore. 7:00 P.M. Express Daily, Astoria Express, Daily. 9:50 P.M. J. C. MATO, C. A STEWART, Comm'l Agt. 248 Alder st. G. F. & P. A. Phone Main 906.



S. S. Cottage City (via Sitter).

FOR SAN FRANCISCO DIRECT.

FOR SAN FRANCISCO DIRECT. From Scattle at 9 A. M.—Umatilia, No-ember 1, 16, 31; City of Puebla, November 8, 21; Queen City, November 11, 28.
Portland Office, 249 Washington St.
Main 228.
G. M. Lee, Pass. & Ft. Agt.
C. D. DUNANN, G. P. A., San Francisco

San Francisco & Portland Steamship Co.

PASSENGER SERVICE RESUMED From Ainsworth Dock (Portland) at 8 P. M. S.S. "Costs Rica," November 12, 22; December 2, 12, 22 S.S. "Columbia," November 17, 27; December 7, 17, 27; Prom Spear St. Dock (San Francisco) at 11 A.M.
S.S. "Costa Ries." 11 A. M.
S. "Costa Rica." November 8, 18, 28; De-cember, 8, 18, 28,
S.S. "Columbia." November 13, 23; Decem-ber 3, 13, 23,
Only Direct Passenger Steamers Operating Between Portland and San Francisco.

JAS. H. DEWSON, Agent. 248 Washington St. Phone Main 268.

Columbia River Scenery REGULATOR LINE STEAMERS, ally service between Portland and The-les, except Sunday, leaving Portland at M. arriving about 5 P. M., carrying