20,000,000

7,000,000

1,000,000

2,500,000

JETTY SHOULD BE

More Important to Shippers Than Other Projects, Says T. B. Wilcox.

LET CELILO CANAL WAIT

Unobstructed Entrance to Columbia River First Great Enterprise to Be Consummated-Must Be United to Attain End.

Now that it is definitely known that the Chief of Engineers in his recommendations and report to Congress has approved and advised the early and uninterrupted completion of the Columbia River jetty, local commercial bodies and these interested in the improvement of the Columbia River will concentrate their energies towards securing the acceptance by Congress of the recommen-

Summarized, the report of General Mac-kenzie to the Secretary of War, which is practically a full verification of the sug-cestions offered by Colonel Reessler for the improvement of the Columbia, carries the improvement of the Columbia, carries the idea that the one project of vital importance at this time is the uninterrupted completion of the jetty at the mouth of the river. It is estimated that, in round figures \$2,500,000 is required to complete the south jetty. To cover this an immediate appropriation of \$1,000,000 is asked, with the recommendation that the remainder be made available by placing the improvement under the continuing contract system, in view of the necesing contract system, in view of the neces-sity for the completion of the bar im-provement it is the opinion, even among government officials, that appropriations for various other improvements of the Columbia and Willamette Rivers should if necessary, be held down to the mini-mum required for the maintenance of the projects under way in order to give full benefit to the jetty of the next appropria-

only by the local officials but those in Washington as well, as of paramount importance in the improvement of the Columbia River and the development of the only great water highway from the interior to the Pacific ocean. This realiza-tion, though somewhat tardy, is evidenced tion, though somewhat tardy, is evidenced in the recommendations made and approved that the work should no longer be prosecuted piecemeal under occasional small appropriations, but should be performed under an act of Congress that would enable the construction to go on uninterruptedly until completed. As suggested in Colonel Rocesler's report, the past experience has proven that to undertake such a project under the provision of funds made simply from time to time and in uncertain amounts, is not only unwise but costly. In the immediate case of the jetty it has been shown that many thousands of dollars have been actually wasted through the destruction by the elements of former work while operations er work while operations were at a standstill awaiting further ap-

'Piecemeal' Work Condemned. Colonel Roessler, in his report strongly

Colonel Roessier, in his report strongly condemned the "piecemeal" manner of work on the jetty and in this he has the fullest support both from his superlorg in Washington and from local interests. Whether or not the Columbia River jetty will receive all that is asked for it will now depend largely on the total amount of appropriation granted by Congress for rivers and harbors, and upon the efforts made by local interests on behalf of this particular improvement. behalf of this particular improvement. With a \$50,000,000 river and harbor bill it is possible that Oregon will receive its full recommendations, including the plactract system. With any least as to what propriated it is problematical as to what fects will participate. Big and powerful interests will appear before the river and harbor committee demanding that they be fully recognized, and with a small ap-propriation it will be a difficult matter to fropriation it will be a difficult matter to fully appease all sections. The Ohio River project, which seeks from \$40,000,000 to \$50,000,000, for the canalization of the river from Pittsburg to its junction with the Mississippi, will have back of it the most powerful influences possible to obtain. James J. Hill's approved project for the deepening to a 15 foot channel of the Illinois River, will do all possible to get a big siles of the \$35,000,000 needed to

perform the work. Many other big im-provements, such as the harbors of Bos-ton and New York and other ports will appear before the committee seeking im mense sums of money, and it is this fact which to the minds of those interested makes it imperative that not only should the people of Oregon and Washington use all their influence on their congressional representatives to secure what is absolutely needed for this section, but to insure the passage of an appropriation of sufficient amount to satisfy the various present projects throughout the country. It is more than likely that in the pre-sentation of the Columbia River demands it will be urged to provide fully for the it will be arged to provide fully for the completion of the jetty even though appropriations for other improvements of the river have to be cut down.

"Let's do the big thing first and get it completed and then go after the other improvements equally as hard and get them also," is the expressed sentiment. In this connection T. B. Wilcex, a leading worker

river, says:

View of T. B. Wilcox. "Colonel Roessler and the Chief En-gineers have emphasized the importance of the jetty at the mouth of the Columbia river by recommending that provision be made at once for its uninterrupted com-pletion, and it is now up to the people of Portland and the Columbia river basin to see that such provision is made. It will not do to carry on the work of the jetty as it has been performed in the past —that is, spending a let of money on trestle and tramway work only to see it go out before operations can be re-sumed under another appropriation. Such a course can find no justification from

a course can find no justification from any point of view—it is costly; it simply retards the progress of the work, and it is mighty poor business management. "My understanding is that any appropriation that fails short of a provision for the completion of the jetty, or at least for continuous work on the project until completed, is practically useless. The remaining work to be done forms itself into a "hurry-up" job, which should not be undertaken except under a provision for its entire completion. Anything short of this jeepardizes such expenditure as might be made.

"The recommendation of the Chief of Engineers for \$1,00,000 under the next over and harbor bill, with authority for additional million and a half under a contract and to be approt subsequent sessions under the nsive manner of proceeding

be financed as heretofore through local hanks.

"We should see to it that the jetty is completed the first thing, and in this work the people of Portland and of Oregon and the entire Columbia river basin should join hands and insure success. Some \$5,000,000 has been expended on the jetty up to this time, from which we can get but little benefit without the expenditure of further sums. With the expenditure of another \$2,500,000, the United States engineers seem positive, we shall obtain a satisfactory depth of water and receive the full benefit of the entire sum expended. At present we are reaping little or no benefit from the \$5,000,000 already expended, and cannot until the full work expended, and cannot until the full work is completed.

Influence on Commerce.

"The completion of the jetty is imperative, and of the first importance. With a railroad on each side of the Columbia river, the lines reaching through their river, the lines reaching through their ramifications all producing sections of the entire Northwest, transportation facilities will be available to move the produce of the country to the seaboard at same price. With the opening of the river to the sea, which it is believed the jetty will accomplish, we shall have established uninsterrunted connection between the will accomplish, we shall have established uninterrupted connection between the producing sections and foreign consumers and business will flow in increasing volume down and out of the Columbia river. "With such facilities established the opening of the upper river for influence on rates will be in order and the people of the interior who join with Portland in opening the mouth of the river will find Portland just as willing to join with them in the opening of the upper river. "At present, if the upper river were "At present, if the upper river were opened, it would take a long time to con-struct feeders to make its water and rates available to more than a limited section, while the open river to the sea and the existing railroads will confer an immediate benefit to all sections.
"As I have frequently said, I am heartlly in favor of opening the upper

river, but I feel that such compared with the importance of the opening of the river to the sea is of comparatively small importance and somewhat premature.

"A division of the funds which Congress will be willing to appropriate

"A division of the funds which Congress will be willing to appropriate for improvements in this section, if divided between the jetty, the lower and upper rivers, will necessarily compel such slow procedure in the completion of each that it will be years before we have the benefit of either one. With the completion of the open river to the sea the resulting business. river to the sea, the resulting business to come down the Columbia River will make more apparent and demonstrate in a greater way the importance of the opening of the upper river.

Differential in Portland's Favor.

"It may be said that I view this matter only from the standpoint of wheat shipments, but it is an axiom of trade that where the products of a country are marketed its supplies will be produced. With two railroads on water grades down the Columbia River I shall be disappointed if the rate on I shall be disappointed if the rate on grain to Portland, or some point on the Columbia River, is not made less than to Puget Sound. I believe that the bulk of the grain, whether destined to Puget Sound or to Portland, will follow down the water grades of the Columbia River, and it is hardly fair to presume that railroads will care to haul from the Columbia River to Puget Sound without compensation if the business can find an equally good and cheap outlet from the Columbia River.

"I also believe that when the necessity of hauling over the mountains is abrogated by the completion of the Columbia River line, wheat rates to the seaboard will be reduced, and the further argument offered for discharging it on the Columbia River rather than hauling it to Puget Sound.

"Our jobbing merchants are thorough-

sparsely settled community and to a considerable extent considered of littie political importance nationally, requires extraordinary efforts, but extraordinary efforts should and must be made. There must be a concerted ac-tion on the part of our own commercial bodies and those of the interior, as well as the employment of every individual influence that can be obtained. Personally, I am willing to do any-thing that I can do, and shall feel that any labor, trouble or expense which I may incur in attaining this end will be to hasten the growth and importance of Portland and its tributary country. "The main thing now is to secure assurance of the immediate completion of the jetty. This will give us the open highway to the sea and then we can devote all energies to the development

ACCUSES SISTER-IN-LAW.

R. T. Dickerson Calls Her a Meddler_She Has Him Arrested.

A family row that led to the arrest of R. T. Dickerson, yesterday afternoon, is said to have been caused by Della M. Rhude's habit of telephoning her sister, Mrs. Dickerson, to the effect that Dickerson had been secretly meeting another young woman on the streets of late. This was the story told by Dickerson and his wife at police headquarters yesterday, waile Dickerson was waiting for his sister-in-law to file a charge of "using abusive language" against him. Miss Rhude declares that he entered a local dry goods store, where she is employed, and insulted ber by cailing her vile names. The case is set for trial in the Municipal Court this

"This is the result of a determined effort on my sister-in-law's part to break up my home," said Dickerson, "I went to the store where she works last Monday to demand an explanation of her action in telephoning to my wife, telling her that I was making dates with another young woman who clerks in the same store.

"The manager called both women into the office where I was scatted and asked the young woman named by Miss Rhude if she knew me. She replied that she had never seen me. At that Miss leaped to her feet and said: 'You do, too, know him; you have been meeting him right along.' The manager, however, dismised both women from the office, saying he was certain the other young woman did not know me. I returned to the store yesterday to buy some shoes. Then Miss Rhude had me arrested, saying I had in-

Miss Rhude's sister refused even to speak to her, and declared to Captain Moore that her husband had done nothing wrong and that she did not believe what her sister had said against him.

sulted her.'

Dickerson is a landscape artist who lives on the Patton road. He said he had plen-ty of money in the bank, and when his hall was fixed at \$40 cash he sent his wife out and secured the coin at once. Dickerson was arrested by Acting Detective Hill. At first the prisoner refused to ac-company the officer without a warrant. but a patrol-wagon was summoned and he was given a ride to police headquarters, after which the warrant was secured from

Those who wish to practice economy should bmy Carter's Little Liver Pills. Forty pills in a vial only one pill a dose.

Crews Ask Increase.

CONFERENCE TO BE HELD

Employes on Oregon Lines Now Ready to Submit Their Requests-Companies Willing to Discuss the Matter.

Train and engine crews on the O. R. & N. and the Southern Pacific will present their request for an increase in wages as soon as a meeting can be arranged. with General Superintendent Buckley with General Superintendent Buckley. During the coming week such a conference will probably be held. It is thought that the request of the employes of the Oregon reads is part of a concerted movement and is in line with the demand for a 10 per cent increase made by all trainmen employed on the railways west of Chicago.

The customary thirty-day notice of a

The customary thirty-day notice of a proposed change in the existing contract between employes and employers has been given by the men and they are anxious to talk over their request with the general superintendent. Mr. Buckley was out of the city yesterday, but is expected to return today. While the main line was threatened with washouts during the recent storms, he wal compelled to give his undivided attention to keeping the system in operation, but now that this trouble is over he will probably take up the wase question with the men. The demands made will vary with conditions and cannot be learned until the case is presented to the railway management. In the main, it is understood, a general advance in wages is desired. What reply the railway officials will make to the request cannot be learned. Williagness to take the matter up with the trainmen and learn what their demands are is expressed.

About 350 trainmen are employed by the Oregon lines of the Harriman system and all are understood to be working together for increased wages. The pay varies with every division. Engineers are now paid from \$4 to \$4.50 a day. Firemen receive from \$2.40 to \$2.90. The pay of conductors and brakemen varies on different runs.

A voluntary increase in wages has just been made by the Harriman lines in its

A voluntary increase in wages has just been made by the Harriman lines in its shops. Repair men in the car shops have been given advances of from 10 to 30 cents a day and boller makers have been given an increase from 34 to 40 cents an hour. This increase affects a large number of more

LIST OF MILLS AFFECTED BY BUSINESS HOUSES WORRIED CAR SHORTAGE.

Plants in This State and in Southern Washington Lose Heavily. Output Curtailed.

"Our jobbing merchants are thoroughly intreached in Eastern Oregon and Washington, and to a far greater extent than the Puget Sound merchants, and they too, should welcome any means that will increase the flow of products down the Columbia River, for such certainly must increase the return flow of their merchandise.

"Thus are shown some of the necessities which demand the assurance of the completion of the Columbia River jetty, but to secure \$2,500,000 for a single project, in a comparatively y the fallure of the rallways to cars, which is forcing many of the mills

on the list to shut down It is safe to say that nearly every mill on the list is a loser in a greater or less degree because no cars are to be had for lumber loading. Each mill owner would tell the same story of serious loss rectly due to the shortage.

1	Huble Bros., Alsen.
	Anlauf Brost, Anlauf
	Ashland Mrg. Co., Ashland
	Astoria Box Co., Astoria
	Clatsop Mill Co., Astoria
	Canada Barra Co., Papieran.
1	Tongue Point Lumber Co., Astoris
	S. H. Kauffman, Aurora
	Bagby Lumber Co., Aurora
	C. C. McPherson, Berlin,
	Norion Bros. Lumber Co., Blackly Bridal Veil Lumber Co., Brida
	Bridgi Vall Lumber Co. Belda
	Vell
	Vell
ı	S. R. Loshbaugh, Bridge
ı	H. B. Moyer, Brownsville
ı	Sheridan Lumber Co., Buell
Я	Buxton Lumber Co., Buxton
Ц	J. R. Pickett, Canyonville
1	Carlton Lumber Co. Carlton
ì	Wind Hiver Lumber Co., Cariton
1	Toolea seminant con Charlet
ı	Union Logging & Lumber Co.,
H	omen rosems a mamper co.
ı	Cedar Mills
	Cedar Mills
1	Lintskinne Lilliber to., Chitekanie
i	West Oregon Lumber Co., Claus-
ı	kante
1	Curtain Spur Lumber Co., Comstock
ì	Stewart & Delaner, Comstock
	Wen Shidowner & Son Chamarach
H	Wm. Skidmore & Son. Comatock Corvallis Sawmill Co., Corvallis
۱	Corvains Sawmin Co., Corvains.,
ı	McKibben Bros., Cottage Grove
	Brown Lumber Co., Cottage Grove
	J. H. Chambers, Cottage Grove
	J. H. Chambers, Cottage Grove A. D. Owens & Son, Cottage Grove
ı	Johnson Bros., Cornellus
1	Cody Lumber Co., Coquitte
ı	Calapoola Lumber Co., Crawfords-
ı	ville
ı	W. W. Johnson Lamber Co., Dallas
1	Williamster Mallion Landy - 27
ı	Williamette Valley Lumber Co.,
ĺ	Million constructions and account of the construction of the const
ı	theorge Neuner, Sr., Days Creek
ø	S. W. Lier, Dayton
J	Dallas George Neumer, Sr., Days Creek. S. W. Her, Dayton. Hoover Limber Co., Detroit. H. M. Parvin & Cruzan Bros. Dexter
ı	H. M. Parvin & Cruzan Broz.
ı	Dexter
ı	to be Office tomore Principle.

17,000,000

The Oregon mills are;

Pedec Lumber Co., Airile.....

Page Lumber Co., Drain.
Palmer Lumber Co., Drain.
Elk Creek Lumber Co., Drain.
W. J. Long, Elgin.
Haney Bros., Elkton.
The Walters & Son Lumber Co., Effmors.
Booth-Kally Lumber Co., Eugens.
M. S. Flarker, Eugens.
Engene Lumber Co., Eugens.
Palis City Lumber Co., Falls filty
W. H. Lyda, Forest Grove
W. H. Williams & Son, Forest
Grove
Vingdon Bros., Forest Co.

W. H. Williams & Son, Forest
Grove
Kingdon Bress, Fort Klaumth
D. S. Wheeler & Son, Friend
Clarence Miller, Gales Creek,
Albert M. Clements, Gervals,
Glendale Lumber Co., Glendale
J. M. Hamblin & Son, Glenwood,
E. G. Jones, Goble, Box 24
Gobia Milling Co., Goble
Carstens & Hartley, Greenville
A. M. Sloeum, Heppner,
Middle Valley Mil, Hood River
C. A. Frantz, Hoskins,
A. J. Lais, Hubbard,
Cregon Lumber Co., Inglis, Hood
River and Viento
Jefferson Mill Co., Jefferson
Banner Mills, Lacomb
Chas E. Clark, Lacomb
J. M. Wiley, Lebumon
Smith & Loftlin, Lebumon
John L. Spoo, Lebumpn
Dillon & Gomes, Lebumon
Leona Mills Lumber Co., Leona,
Clark & Wilson L

W. C. Shoriridge, London
W. C. Shoriridge, London
Addison Bros. & Rose, Lorane.
Lest Valley Land & Lumber Co.,
Lost Valley
Lyons, Lumber Co., Lyons,
Hyland Lumber Co., Mabel
C. J. Simeral, Macleny,
Fischer Bros., Marcola,
Lowa Lumber & Box Co., Medford
Butts Falls, Sugar Fine Lumber
Co., Medford,
J. Stevens, Medford Bailin McDonald, of the Municipal Court. Co., Medford J. Stevens, Medford W. Diller, Meirose enominee Lumber Co., Menomi-Clarke & Baker, Millwood......

Newberg forth Powder Lumber Co., North

ortland insula Lumber Co., Portland... dand Lumber Co., Portland... dard Box & Lumber Co., Port-

Coast Co-operative Lumbe Portland
Columbia River Door Co., Rainler
C. C. Wilson Lumber Co., Rainler
Oregon-Kaussas Lumber Co., Rainler
Rainler Mil & Lumber Co., Rainler
West Hill Lumber Co., Rainler
West Hill Lumber Co., Rainler
Joseph Petzel, Salem, R. F. D. No. 8
Nelson-Wilcox Lumber Co., Scap-The customary thirty-day notice of a

Trappist Pathers Mill & Lumbs
Co., Scio
Thomas Creek Lumber Co., Scio
Chas A. White, Scotts Mills.
Seaside Spruce Lumber Co., Scand
T. H. March & Co., Sheridan
F. D. Vincent, Sherwood.
Fischer Lumber Co., Sheridan
F. D. Vincent, Sherwood.
Fischer Lumber Co., Silverton.
Conzelman Bros., Sherwood.
A. J. Porter, Silverton.
Genzelman Bros., Sherwood.
Rrewer Bros., Silverton.
John G. Lais, Silverton.
John G. Lais, Silverton.
John G. Lais, Silverton.
Schledler & Hartman, Silverton.
Le Roy Browns, Silverton.
Silverton Lumber Co., Springfeld
Lee Brown & Soms, Stayton.
Stayton Lumber Co., Springfeld
Lee Brown & Soms, Stayton.
Stay Lumber Co., Star
Geo, Taylor & Hons, Star
Geo, W. Killian, Sublimity
D. P. Weaver, Sublimity
Hills & Rose Limber Co., Swenson
John H. Weddle, Sweet Home
O. R. Altree, Toledo
G. L. Gray, Toledo
G. L. Gray, Toledo
Magill Bros., Wamle.
S. S. Wigglesworth, Wallowa
Warren Lumber Co. Warrenton
Bkinber & Wilson, Warrenco.
Hertzler & Huskell Lumber Co.,
Woodburn
John Shetterly, Williamina
John Shetterly, Williamina
John Shetterly, Williamina
John Shetterly, Williamina
Lumpqua Imp. Co., Winchester.

Woodburn
ohn Shetterly, Willamina.
Impaisa Imp. Co., Winchester
trinn & Stanwood, Tankton
herman Bros. Yankton.
H. Johnson, Scapppose.

Salmon Lumber Co., White

Puget Sound Suffers by Blockade on

Washington Mills.

Northern Pacific. The Northern Pacific was not successful in getting its entire line between Portland and Puget Sound open for traffic yesterday, and the train that left at 2 aclock for Tacoma and Seattle was obliged to transfer its passengers, as usual. It is hoped that repairs will be completed so that trains leaving today may get through without a transfer. There is considerable anxiety on the part of Puget Sound business concerns because it is impossible to get freight through. The Seattle newspapers are nearly out of white paper, as their usual supply from the Oregon as their usual supply from the Oregon City paper mills is cut off. Unless the forced to suspend publication. It may be, however, that they will be able to get shipments from the East by the

Canadian Pacific Great Northern agents here are kent answering telegrams inquiring as e condition of the line. Freight officials at Seattle are anxious to get through a consignment of about 1990 tons of wheat and flour, a part of the cargo of the Hill liner Dakota, which sails from Seattle on November Some of the grain is also scheduled to leave on the steamship Aki Maru, which is under Great Northern man-agement, and will sail from Seattle November 37

There is a large quantity of freight piling up, and when the line is cleared there will be an annoying congestion. Oregon potatoes in large quantities are awaiting snipment to the Sound.

CONTINUES TUNNEL WORK.

Pacific Railway & Navigation Company Forced to Stop Grading.

Although wet weather is delaying grad-ing on the Pacific Railway & Navigation Company's line from Hillsboro to Tilla-mook, work is still being done on the portals of the Hobsonville tunnel, and during the rainy season workmen will be employed on the tunnel to be driven lower the 20 and 25 miles of the between the 20 and 20-mile points, Grad-ing will be done all Winter when the weather will permit.

Thirty acres of land for terminal pur-poses at Tillamook was purchased yesterday by E. E. Lytle, the price paid being \$6000. This gives the new line a terminal tract of 55 acres, citizens having donated heretofore 28 acres. Rights of way are being purchased near Garfbald!

NEW BRIDGE AT TROUTDALE

O. R. & N. Co. Is Replacing Old and

Much Weakened Structure. GRESHAM, Or., Nov. 22 .- (Special.) The railroad bridge at Troutdale across the Sandy River came near going out with the recent flood, and, awakening to the situation, the O. R. & N. is replacing the old structure with a new one and had the main span keyed up on a foundation of piling

Letters to Unsuccessful Men







Jonas writes to Brother William that in spite of the fact that Jack has been given everything that money can buy he has made a mess of his life.

Here follow some extracts from Brother Bill's letter in reply:

- "Jack is your problem and you're welcome to it. You could solve it, but you won't, because Jack isn't wheat, or steel, or stocks, but just flesh and blood."
- "If he were a million-dollar deal gone wrong, no subordinate could touch him. But when your son starts for hell in a canter, you send a hired man after him to beat him back with a club."
- "Have you looked up the men who have taught Jack as carefully as those that you have hired to run your plants?"
- "You expected him to associate with idlers and not be idle; to make friends among the foolish and not be a fool. That is a pretty big contract for one boy to fill, even with a father working overtime to help him."
- "You and your special breed of business men are all alike. You begin in your corner groceries sanding the sugar for pennies; and you finish in Wall Street sanding the sugar for millions."

In this week's issue of

5c the copy

THE SATURDAY EVENING POST

\$1.50 the year

In the next installment Jack breaks a strike in his father's Chicago plant and almost breaks his father.

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA

ent ordered the span replaced, which was done just in time to save the bridge, as the falsework went out with the first rush of the water and drift-wood that came down.

Construction of the new bridge has been suspended until the flood sub-sides, and the old bridge is being cared for in such a way that it will probably stand many severe strains, if necessary, before it is finally replaced by a more modern structure

MAIN LINE ALMOST READY

Southern Pacife Trains Will Probably Resume Old Route Today.

The main line of the Southern Pa-cific to California will again be clear, it is expected, today. Repairs to the bridge across the Santiam River at Jefferson had progressed so far yester-day that Chief Engineer Boschke, who been on the ground for the past k, directing the repairs in person, wired General Manager O'Brien and General Passenger Agent McMurray that trains would undoubtedly be able

to pass today. A steel span, crossing the part of the stream still remaining unbridged, will be in place by 9 o'clock today, wired Mr. Boschke, and by noon it was thought passenger trains could pass without trouble. Freight trains will not be allowed to use the bridge until tomorrow morning. The placing of tomorrow morning. The piacing of this bridge in service will do away with routing Southern Pacific trains over the Corvallis & Eastern between

PROJECT NOT ABANDONED Board of Trade Receives Encourage-

ment for Alaskan Steamship Line.

The project to establish a line of steamships between Portland and Alaskan ports has not been abandoned by the Board of Trade and unless plans now nearly matured fall a new transportation preparatory to rebuilding new piers. line will be in operation out of this por

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and

danger incident to the ordeal makes its anticipation one of misery. Mother's Friend is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical

hour are obviated by the use of Mother's Friend. "It is worth its weight in gold," says many who have used it. \$1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent to any address free upon application to

BRADFIELD REGULATOR OO., Atlanta, Ga.

When the flood came the superintend- within a short time. Negotiations have and to the convention for the extension been opened for one or more steamers of foreign commerce, to be held in Washington in January, was authorized. The for the route, to be secured immediately. Offers of vessels have been made to the board by F. O. Ludlow, representative of a big steamship firm of New York. be learned who among the board mem-The executive committee of the board met with Mr. Ludlow in the Board of Trade rooms yesterday afternoon. The

bers will be certain to attend. The Pacific-Yukon exposition at Scattle was indorsed, resolutions asking such The tion having been sent the board by the sed at exposition management.

was Secretary Laber reported that he had

Trade rooms yesterday afternoon. The Alaskan steamship line was discussed at some length. A committee of three was named to hold another conference with Mr. Ludlow today and evolve a plan whereby the steamers can be secured immediately and placed in operation at once. The committee named was as follows: Wailig Nash, A. B. Steinbach and T. V. Steppenbach. T. N. Stoppenbach.

The appointment of delegates to the National Rivers and Harbors Congress at Washington, D. C., December 5 and 6, brought to Portland Tuesday.

We Cure Men for



\$10 OUR \$10

Consultation Free No Pay Unless Cured A Life-Long Cure For Blood Poison, Skin Diseases, Sores, Ulcers, Stricture, Gonorrhoea, Gleet, Hydrocele, Nervous Decline, Weakness, Piles or Chronic Diseases of the

Kidneys and Prostate. OUR CONSULTATION IS FREE. CURES GUARANTEED

IF WE UNDERTAKE YOUR CASE. Our offer is to you, to every one, only \$10.00 for a cure, payable at your convenience, in such sums as you can spare. Could an offer be more generous? No matter what your trouble is—if you suffer from neglect, from want of money or from unskillful practiceopportunity to get the services of a skilled specialist, a graduate physician, legally registered in Oregon, with years of ripe experience in treating complicated and special disorders of men only. It will cost nothing to talk to us, and may be the means of restoring you to health and happiness. Why not call today? Our offices are very private. You see only the doctor. If you cannot call, write for blanks, as we extend the same liberal offer to those who cannot call. In fact, there is no excuse for being disordered or sick while this liberal offer remains. It is a gift of priceless value, within the reach of all. Remember, only \$10.00 for any disease.

WEAKNESS: There are functional disturbances that are existing in your condition that cause a waste of strength, loss of mental power, lack of concentration, loss of the vigor and strength that you once had; this disturbance brings you to a premature old age, debility and in many cases results in deformity, total loss of your mind and

Remember, we treat all Genito-Urinary and Nervous Diseases of Men. It is our desire that every man, no matter how poor he may be, if he is afflicted with any disease which comes under our specialty, to have you consult us about your condition, and if your case is curable we would like to care you, as we have cured thousands. We know whether we can cure you, after a thorough and searching examination. We will then know whether your case is curable, and if so we will tell you so. If you cannot call, write for symptom blanks. Hours-9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 to 12.

St. Louis Medical and Surgical Dispensary COUNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.