TWO STEAMSHIPS TO CARRY LUMBER

Pacific Export Company to Load Cargoes in April for the Orient.

CAPACITY 7,000,000 FEET

Both Vessels Belong to the Strath Line and Are Scheduled to Arrive Here About the Same Time. News of the Waterfront.

The Pacific Export Lumber Company has chartered the British steamships Strathgyle and Strathdon to load lumber at Portland for Oriental ports. The vessels are for April loading and have a capacity of 3,500,000 feet each. This is the first charter of lumber steamers for the foreign trade which has been reported for a month. The lumber business is looking up and more charters are in sight for the last three months of the fiscal year.

The Strathgyle and the Strathdon are practically modern vessels and are 4386 and 4350 net tons register, respectively. Both ships were built in Glasgow about two years ago and they are equipped with modern winches and heavy gear for handling heavy timbers as well as bulky freight.

Logging camps at all points along the Columbia have returned gangs to work and the mills are running on full time. With the chartering of vessels for the foreign business it looks good for a big season in the lumber export trade.

OWNERS TO CLEAR CHANNEL

Debris Thrown From the Ville de Dijon Will Be Removed at Once.

Owners of the French bark Ville de Dijon have agreed to pay for the removal of the debris deposited by that ship into the Willamette River while that vessel was lying in the stream. The work will be commenced today and will be rushed to completion, as the dredge Columbia is waiting to dig at the place where the refuse was dumped over and cannot proceed with the work until the stuff is removed.

Action against the vessel was commenced several days ago by Harbormaster Speier. The diver employed by the Port of Portland to survey the bottom of the river nearly lost his life by becoming entangled in the wire and hoop iron on the bottom. Investigation by the Harbormaster showed that it came from the French bark. The United States Engineers were appealed to but before any action was taken by Colonel Roessler the owners of the craft signified a willingness to clean up.

Tacoma Marine News.

TACOMA, Feb. 20.—Carrying between 900,000 and 1,000,000 feet of lumber from the Danaher mill, the four-mast schooner William H. Talbot, Captain Knudsen, left out this afternoon. The Talbot is bound for San Francisco. The schooner arrived on the Sound from Osaka, Japan, last month, after a smart run of 26 days across the Pacific.

The big German steamer Alexandria, of the Hamburg-American Line, is in port, having completed a long passage out of Hamburg via the west coast. The steamer brought a shipment of coffee from Central American ports for Winnipeg. She will remain here several days awaiting outward cargo. Her sister vessel, the Acilia, completed loading 6000 tons of wheat tonight and after coaling will leave out for Europe direct on Saturday.

British steamer Strathspey, under charter to W. R. Grace & Company, is due in with 1800 tons of ore from South America for the Tacoma smelter.

The steamer Santa Clara arrived from Quartermaster Harbor today after having been overhauled and repaired. The vessel is coaling, prior to beginning her voyage to Alaska.

San Pedro Shipping News.

SAN PEDRO, Cal., Feb. 20.—The steamer Olympia, Captain Hansen, arrived today, five days from Bellingham. She is discharging 750,000 feet of lumber for the E. K. Wood Lumber Company.

The steamer Cascade, Captain Ashlund, five days from Grays Harbor, is discharging 550,000 feet of railroad ties at the Southern Pacific wharf. She clears then for Grays Harbor via San Francisco.

Departures today included the steamer Roanoke, Captain Dunham, for Portland via San Francisco and Eureka with freight and passengers and the French bark Marechal Davout, Captain Heurtel, for Portland in ballast to load wheat for Europe.

San Francisco Shipping News.

SAN FRANCISCO, Feb. 20.—The Pomo with 306,000 feet, the Arctic with 280,000 feet, and the Wellesley with 780,000 feet of lumber arrived at this port during the 24 hours preceding sunset today. In addition to lumber the Wellesley brought 30 sacks of oysters from Willapa Harbor.

The Norwegian steamer Tricolor, 1287 tons, was chartered by Balfour, Guthrie & Co., prior to her arrival in Puget Sound, to convey lumber from Portland to Shanghai.

Boarding-House Commission Meets.

William A. Smith ("Mysterious Billy") appeared before the State Board of Sailor Boarding-House Commissioners yesterday and made application for a license to conduct a boarding-house for seamen at 511 Goldsmith street. Mr. Smith stated to the commission that he would be associated with the Jost Brothers and would conduct a boarding-house in conformity with the law. The license was denied, the Commission being of the opinion that the interest of the port would suffer if competitive boarding-houses were permitted to enter the field at this time.

Survivors Reach Astoria.

ASTORIA, Or., Feb. 20.—(Special.)—The second mate and three sailors from the wrecked ship Emily Reed arrived here this evening on the steamer Elmore from Tillamook. Captain Kessel remained behind to dispose of the small amount of wreckage that was saved and will come in on the next trip of the Elmore. Captain Schrader of the Elmore says practically all trace of the Emily Reed has disappeared, and there is only a small amount of coal from her cargo left on the beach.

Mezard May Be Deported.

Saint Francois Mezard, donkey engine driver on the French bark Alice Marie, who was placed in the county jail immediately upon the arrival of the vessel in this port, after spending three weeks in irons in the lazaret of the ship, will doubtless be returned to France and there tried on a charge of mutiny and assault with a dangerous weapon. The matter of the cutting of the mate has been thoroughly investigated by Consul Labbe and the facts warrant the deporting of Mezard.

Marine Strike Still On.

ABERDEEN, Wash., Feb. 20.—(Special.)—There is no settlement yet of the strike of the longshoremen because of the failure of vessel owners to serve lunch under the old customs. A meeting is to be held of the longshoremen to decide what final action to take. The vessel owners will not recede.

The schooner Roy Somers, tied up at Cosmopolis for some time, has been chartered for San Francisco.

Schooner Berwick Without a Captain

The gasoline schooner Berwick, which was scheduled to sail yesterday afternoon for the Rogue River and the Siuslaw, was prevented from sailing by the accident to Captain Bowdich. The latter fell and broke his leg while attempting to board his ship. It has been impossible to get another captain for the craft and it is possible that she will be compelled to lay up until Captain Bowdich is able to return to duty.

New Japanese Steamer Is Fast.

SAN FRANCISCO, Feb. 20.—A cablegram to the Merchants' Exchange from Tokio says that the new Japanese steamer Tenyo Maru, on her trial trip, attained a speed of 21 knots and made an average of 20.6 knots. She belongs to the Toyo Kisen Maisha, or Oriental Steamship Company, and will be put on the route from Hongkong and Yokohama to San Francisco.

Sails With Guns and Ammunition.

SAN FRANCISCO, Feb. 20.—The United States Army transport Crook sailed today for Honolulu, Guam and Manila, with 200 enlisted men, 271 men of the Fifth Artillery for the Philippines, 16 marines for the station at Guam and a number of cabin passengers. She also carries a cargo of Army supplies, including 10,000 rifles and a large quantity of ammunition.

Engineers' Notice to Masters.

During the work of dredging in the Columbia River near the mouth of the Willamette, and during the repair of the revetment on the channel face of Coon Island, it is requested that all sternwheel boats slow down to half speed in passing.

Jabez Howes Is Chartered.

SEATTLE, Wash., Feb. 20.—(Special.)—The Northwestern Fisheries has chartered the American ship Jabez Howes to be used in addition to its own four vessels, the barks J. D. Peters, Guy C. Goss and Harvester and ship St. Paul.

Marine Notes.

The steamship Senator will sail for San Francisco this afternoon at 4 o'clock.

The Union Tank Line steamer Santa Rita arrived up at Portsmouth last evening.

The steamship Alliance is due to arrive this morning with passengers and freight from Coos Bay.

The French ship Jules Gommes arrived up yesterday. She comes from Rotterdam with a full cargo.

Arrivals and Departures.

PORTLAND, Feb. 20.—Arrived—Steamship Santa Rita, from Port Harford; French ship Jules Gommes, from Rotterdam. Sailed—Steamship Geo. W. Elder, for San Pedro and way ports; steamship F. S. Loop, for San Francisco; steamship Washington, for San Francisco.

Astoria, Or., Feb. 20.—Condition of the bar at 5 P. M.—Smooth, wind northeast; weather clear. Arrived at 5 A. M. and left up at 10:40 A. M.—Steamer Santa Rita, from Port San Luis. Arrived down at 3 A. M. and sailed at 7 A. M.—Steamer Breakwater, for Coos Bay. Arrived down at 9 A. M. and sailed at 3 P. M.—French bark Ville de Mulhouse, for Queenstown or Falmouth for orders. Arrived down at 10:30 and sailed at 1 P. M.—Steamer Washington, for San Francisco. Sailed at 1:15 P. M.—German ship Nordsee, for Callao. Arrived at 2 P. M. and left up at 3 P. M.—Steamer Alliance, from Coos Bay. Arrived at 4:30 P. M.—Steamer Elmore, from Tillamook.

Ipswich, Feb. 18.—Arrived—French bark Vincennes, from Portland.

Fastnet, Feb. 19.—Passed—French bark Genevieve Molinos, from Portland.

San Francisco, Feb. 20.—Arrived—Tug Dauntless, from Astoria; steamer Strathdon, from Newcastle, Australia.

Sailed—Ship Poltalloch, for Bellingham; steamer Northland, for Portland; schooner Mayflower, for Siuslaw; schooner A. B. Johnson, for Grays Harbor; schooner Omega, for Coos Bay; schooner Repeat, for Coos Bay; Tug Columbia, for Coos Bay; bark R. P. Rithet, for Honolulu; steamer Admiral Fourichon, for Havre; steamer Hugh McCullough, for cruise north.

Seattle, Feb. 20.—Arrived—Steamer Kaga Maru, from Japan; steamer Jefferson, from Skagway; bark J. R. Peters, from Eagle Harbor, to overhaul for the Summer season at Alaska fisheries. Sailed—Steamer Salatis, for West Coast and Hamburg.

Tides at Astoria Friday.

High.	Low.
3:20 A. M....8.3 feet	9:32 A. M....1.5 feet
3:30 P. M....7.4 feet	9:30 P. M....1.7 feet

HIGHER SALARIES ARE CUT

Western Union Announces a Reduction of 5 Per Cent.

Superintendent Ingold, of the Western Union Telegraph office, of this city, confirms the report that all operators of the company and all other employes drawing over $70 a month must submit to a reduction of 5 per cent on their salaries. This cut was made effective February 15.

"The reduction in the salaries of the Western Union is understood to be due to the financial stringency," said Superintendent Ingold last night. "The reduction is general all over the country and is not confined to Portland. The reduction affects only those in the employ of the company who draw more than $70 a month, both operators and other employes."

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Alesia	Hongkong	In port
Senator	San Francisco	In port
Alliance	Coos Bay	Feb. 21
Breakwater	Coos Bay	Feb. 23
Northland	San Francisco	Feb. 25
Roanoke	Los Angeles	Feb. 26
Rose City	San Francisco	Feb. 29
R. D. Inman	San Francisco	Feb. 28
JohanPoulsen	San Francisco	Feb. 28
Numantia	Hongkong	Mar. 2
F. S. Loop	San Francisco	Mar. 3
Geo. W. Elder	San Pedro	Mar. 5
Arabia	Hongkong	April 20
Nicomedia	Hongkong	April 27

Scheduled to Depart.

Name.	For.	Date.
Senator	San Francisco	Feb. 21
Alesia	Hongkong	Feb. 22
Alliance	Coos Bay	Feb. 22
Breakwater	Coos Bay	Feb. 26
Roanoke	Los Angeles	Feb. 27
Northland	San Francisco	Feb. 28
Rose City	San Francisco	Feb. 28
JohanPoulsen	San Francisco	Mar. 3
R. D. Inman	San Francisco	Mar. 3
Geo. W. Elder	San Pedro	Mar. 5
F. S. Loop	San Francisco	Mar. 7
Numantia	Hohgkong	Mar. 12
Arabia	Hongkong	April 27
Nicomedia	Hongkong	May 5

Cleared Thursday.

F. S. Loop, Am. steamship (Livinson), with 400,000 feet of lumber and general cargo for San Francisco.

Geo. W. Elder, Am. steamship (Jessen), with general cargo for San Pedro and way ports.

BEGIN WORK SOON

Harriman Line to Puget Sound Will Be Rushed.

CONTRACTS ARE AWARDED

Extension South of Columbia River Begins as Soon as Material Can Be Assembled—Details of Plans Given Out.

Contracts for the construction of the portion of the Oregon & Washington Railroad, the Union Pacific extension to Puget Sound, south of the Columbia River, have been let by the Harriman interests and work on the new road will be commenced within the next few days. Robert Wakefield was awarded the contract for the bridge work on the extension from the O. R. & N. line to the connection with the Spokane, Portland & Seattle, at the south end of the new bridge now being built across the Columbia River. This line will be extended to the site of the Swift & Company packing plant, on the Peninsula.

Mr. Wakefield was awarded all the bridge work for the mile and one-half of track to be built from the connection with the Troutdale extension of the O. R. & N. to the south end of the Spokane, Portland & Seattle bridge across the Columbia River.

In this track there is one mile of trestle. This work will be done by the contractors but the grade to be constructed and track to be laid will be finished by the O. R. & N. Company. The total cost of the construction of this piece of track will be in the neighborhood of $125,000. Work is to be commenced as soon as the contractors can assemble the construction crews and secure material.

It is estimated that the building of the mile and one-half of track, most of which is on piling trestles, will require over 1,000,000 feet of timber, outside of the piling used in the trestles. The piling will require about 250,000 lineal feet additional.

The extension from the Troutdale line of the O. R. & N. to the Spokane, Portland & Seattle Railway will be begun at once and will be completed by the contractors within the next 60 days. The O. R. & N. will construct the grade to be built over a portion of the new line and will lay the track on the trestle to be built by Mr. Wakefield.

This portion of the Oregon & Washington is the first part of the new line to be built in Oregon. The Harriman interests gave notice several days ago of the intention to build a connection to the tract of Swift & Company on the Peninsula and the contract just let is the result of this intention. Actual operations will be begun during the coming week.

GREAT TRIP, SAYS M'MURRAY

Inland Empire Excursion the Best Ever Attempted.

William McMurray, general passenger agent of the Harriman lines in this territory, arrived in Portland yesterday from Southern California after accompanying the Inland Empire excursion from Portland to California. Mr. McMurray said the excursion was the most successful ever undertaken from the Pacific Northwest to the Southern California cities. Not only were the excursionists royally entertained at all points in California, but, according to Mr. McMurray, they remembered the reception in Portland as the best welcome that they received on the whole trip.

"The trip was a great success," said Mr. McMurray. "There was not a single untoward incident on the whole journey. Everywhere the junketers met with the warmest welcome and every detail was carried out exactly as planned. The Spokane and Walla Walla people were charmed with their entertainment in Portland as well as on their trip through the California cities.

"The excursion was the most successful ever attempted by the Harriman lines in this territory and everyone who went on the recent excursion to California wants to run another next year that their friends may have an opportunity to make the trip through Southern California."

Besides Mr. McMurray, A. A. Morse, special representative of the freight department, and A. R. Kerrigan, of the passenger department, who was in charge of the excursion, returned to Portland yesterday, having left the party of excursionists at Pasadena.

Traffic Constantly Growing.

"Traffic on our lines is getting better every day," declared R. B. Miller, general freight agent for the Harriman lines in the Pacific Northwest, yesterday. "We expect the improvement to continue. Grain is moving from the wheat fields in good shape, and there is only from 20 to 25 per cent of the crop in the interior awaiting shipment. The indications are for a very good fruit crop throughout the territory served by the Harriman lines during the coming year. Danger of frost is considered past in the Walla Walla country and on the Snake River. Unless some untoward weather conditions arise, the crop of fruit throughout the Inland Empire, as well as the Willamette Valley, will be almost unequaled."

Skinner Goes to California.

W. D. Skinner, assistant general freight agent for the Harriman lines in this state, left last night for California, where he goes on business connected with the traffic department of the Oregon lines. He will be away from the city for some time.

Offices Will Be Closed.

General offices of the Harriman lines in the Wells-Fargo building will be closed tomorrow in honor of Washington's birthday. The Third-street offices of the various railroads will also be closed.

WANTS IDLE LAND TAXED

As Much as That Which Is in Every-Day Use.

PORTLAND, Feb. 20.—(To the Editor.)—In last Saturday's Oregonian appears a report of the Oregon Forestry Association, from which it seems that H. D. Langille deplores the holding up of the gentle timber trust and extracting from its purse a few dollars more than usual for public necessities. How sad a fate is threatened us if the robbery continues to be perpetrated annually by the politicians, driven by the rabble to desperate expedients to increase the public funds. The timber speculators may take their timber lands and remove them to some other state or country, leaving nothing but a big hole where once flourished millions of acres of the finest timber on the planet.

How sweet to the farmer's ears sounds the squealing of his neighbor's hogs caught under the fence as they escaped from a raid on his cornfield, bitten by his faithful Tige and Touser.

Mr. Langille tells of some timber land that was actually taxed by some vicious assessor for more than it was worth. The story sounds "fishy" to an outsider. The writer has traveled for days through magnificent forests of Oregon held by timber speculators and the timber combines which were compelled to contribute to a merciless public purse less than 7 cents an acre a year. County assessors are notoriously blind to the value of timber lands, but will chase hotfooted after a settler's clearing and household goods and livestock. Through a combination of some sort it was quite possible for vast sections of timber to be held out of use and pay no taxes whatever, the title being nominally with the state. This may not be done now, but there are some reasons for suspecting that the Southern Pacific combine is "standing in" on such game to a considerable extent, right now.

What has the timber speculator, as such, ever done for Oregon? Will the timber cease to grow if he refuses to pay taxes on it? Cannot the state guard that timber from fire as well as the speculator? Does the speculator guard the timber out of charity to the people of Oregon or because it pays? What good does the money invested in timber holdings by the speculator and trusts do the people of Oregon? Is not every acre they buy simply another notch cut upward in the price of logs? Higher logs, higher lumber, higher lumber, higher homes and buildings. All the timber speculator does is to stand between the capitalist who would use and the laborer who would labor from stump to building.

If the timber trust will pay taxes on what it asks for its holdings, the remainder of the state could go free of taxes. It is estimated that the standing timber of Oregon is worth $4,000,000,000. Is it assessed for half that figure? A quarter of it? If by reason of the direct primary a few assessors have begun to nip the timber lords so that they squeal a little, what will happen when the recall (which is coming) will yank a few assessors out of office for derelictions of duty? No matter how high the timber speculator is taxed, he cannot remove his timber land from Oregon.

Timber land is land. The more you tax land, the more accessible it becomes to the user. The less you tax it, the more profitable it becomes to the speculator to hold it out of use. Unlike property created by labor, it cannot be reduced in quantity by taxation. Tax the timber lands and the speculator must use or let others use in proportion as the tax approaches the full rental value, and when it reaches that point the speculator disappears altogether. Tax houses, however, and the more you tax them the fewer and meaner they become, until when the tax equals the annual return for the use of them, they are rude hovels and shelters such as make up the abodes of the vast majority of the people of Mexico. In this latter naturally rich country, land is not taxed at all, and the people are taxed on every evidence of thrift and industry to such an extent that there is little of either in evidence.

The people of Oregon have, in the power to tax, a most potent weapon with which to drive forth from the state the horde of big and little timber and other forms of land speculators that have infested it, and would if they could reduce the people to the status of Russian serfs. Indications point to the early passage of laws that will make some citizens proclaim the day of judgment and the end of all things coming.

In New Zealand and New South Wales the land speculator has been eliminated, and lo! the land remains as fruitful and as generous to the worker of it, as ever. The secret whereby these Anglo-Saxon people have freed themselves from tribute to those who neither toil nor spin, but stand in front of the table of plenty which the common father has spread for all, and exact pay from their brothers for that which God had given to all men, this secret will not long remain unknown to the nations of the earth. It is a simple one. Tax the idle land as much as the used, and tax not the product of labor of any sort one cent.

So, to tax reformers, land reformers and the thinking men of Oregon, the loud protests of our objectors are music. The time is coming when they will utter still more piercing cries. The timber speculator will go in the pot, whenever the people of Oregon have wisdom enough to place him there. And the people of this state are not as lost in darkness as some speculators suppose.

A. D. CRIDGE.

NEW HOLY ROSARY PARISH

Archbishop Christie Announces Its Organization.

A parish to be known as the Holy Rosary Parish has been formed by the Very Rev. A. L. McMahon, O. P., S. T. L., Vicar-Provincial of the Dominican Congregation of California. This announcement was made in the name of Archbishop Christie. Following is the territory embraced in the new parish: Sullivan's Gulch south line from river to city limits; Willamette River to Tillamook street; Tillamook street to Union avenue north; Union avenue north to Eugene street; Eugene street to East Seventh street north; East Seventh street north to Thompson; Thompson street to city boundary.

Rev. Albert S. Lawler, O. P., the present superior of the Dominican Community at Holy Rosary Church, East Third and Clackamas streets, is the first pastor of this parish. He is well known in Portland, having had charge of the Holy Rosary Church since 1903. Before coming to Oregon, Father Lawler occupied stations of honor in his order and was parish priest at Antioch, Port Costa and Martinez, Cal.

The Dominican Fathers purchased the property in Holladay's Addition and erected the present church in 1894. By the new arrangement the church becomes the center of a parish. A census of the parish will soon be taken.

E. M. BRANNICK IS DYING

Well-Known Business Man Given Up by Attending Physicians.

E. M. Brannick, general manager for the Studebaker Brothers Company in the Pacific Northwest, is on his deathbed at his apartments in the Hill Hotel. He has been confined to his bed for over two weeks. Violent attack of chills have left the aged patient in such a weakened condition that the attending physicians have given up all hope of his recovery and have notified the family of the sick man to be prepared for the end at any time.

On February 2, while traveling through the State of Washington on business connected with his firm, Mr. Brannick had occasion to take a freight train, being accommodated in the caboose with the train crew. A short distance from Connell, Wash., this train was ditched and Mr. Brannick was so badly shaken up that he was brought to his home and has been confined to his bed ever since. No bones were broken, but the shock brought on a fatal illness.

Yesterday afternoon at 2 o'clock the patient lapsed into unconsciousness, and up to a late hour last night had not rallied.

Chicago—The University of Chicago proposes to establish a three years' course in agriculture to meet the demand for "educated farmers" in the Middle West. No one who has not had instruction in Greek, Latin, astronomy, higher English, advanced political economy, sociology and a little French or German can enter the new courses. All must be college graduates. Ten wealthy men, owning farms within a short range of Chicago, have offered the use of their property.

BOOKS CLOSE SOON

All Candidates for Office Not Yet in Field.

TIME LIMIT IS APRIL 1

Aspirants for the Various State and County Positions Are Still Skirmishing—Field Will Before Long Be Cleared.

Registration books for Multnomah County will close April 7, at 5 o'clock. The last date of the filing of election petitions for county officers is April 1. Candidates for state officers have until March 27 to file their petitions. The primary election will be held on Friday, April 17. The election will be held on Monday, June 1.

The candidates who are going to run for county and state offices will soon get down to business. The majority of the proposed candidates are merely skirmishing and making soundings. Within the next 10 days they will know just what they are going to do, and then the political pot will be boiling in earnest. So far there is no end of prospective candidates in the field. Some men whose names have found their way into print, have no serious intentions of running for office. Some are victims of friends, while others like the advertising they get out of it. There are still others who are willing to be candidates, but when they find the mention of their name has not created a sensation, they listen to wise counsel and sidetrack their ambition.

The field will soon be cleared of these prospective candidates. The candidates who are in earnest in getting signatures to their petitions are as busy as the proverbial bee. Candidates for state offices have until March 27 in which to file their petitions. Some have already filed their statements at Salem, but the flood tide will not be reached until the middle of next month.

County candidates have a whole month and over in which to get in their petitions, so this is one reason that there is not much doing in County Clerk Fields' case. Just at present the only visible activity is being shown by the men employed to obtain signatures to petitions. The men employed for this purpose find a fruitful field in the County Clerk's office, for they catch the voter as he passes out after registering.

Up to Wednesday 9752 Republicans and 2263 Democrats had registered. The books show a miscellaneous registration of 651. Mr. Fields said yesterday that just as soon as there is a demand, he will keep the registration books open at night. The books will close at 5 o'clock on the afternoon of April 7.

DEMANDS A NEW BRIDGE

Brooklyn Club Will Work for Madison-Street Improvement.

In view of the condition of Madison-street bridge the Brooklyn Republican and Improvement Club last night took action looking to the replacing of the present bridge with a modern steel structure. Councilman Rushlight, president of the club, brought the matter up, and declared that there should be no delay in starting a movement for the building of a new bridge to replace the present structure, which was in such a dangerous condition that the County Court found it necessary to drive piles to support the spans. Rev. Father Gregory declared, in his judgment, that immediate action should be taken to rebuild this bridge. Similar remarks were made by M. G. Griffin, A. L. Barbur, Waldemar Seton and Rev. Father Gregory were appointed a special committee to look into the matter of rebuilding the Madison bridge and ascertain what steps are necessary to secure a vote on a bond issue, to report at the next meeting of the club.

The fill on East Sixth street across Stephens Slough was exhaustively discussed. Mr. Rushlight warned the club that if the contract for filling this ravine is rescinded it may mean that the same action will be taken on the East Eighth-street fill, which is across the same slough. It was decided that a full force will be rallied at the next meeting of the Council, when the matter will come up. Every member of the club was constituted a committee of one to interview Councilmen and ask them to oppose the setting aside of this contract.

A. L. Barbur, L. S. Daue, M. G. Griffin, Father Gregory, F. Heyck and P. J. Kelly were appointed a committee to wait on Manager Fuller concerning the all-East Side carline, and to ask that the cars be run south to Ellsworth street. A. L. Keenan and P. J. Kelly were appointed delegates to attend meetings of the neighborhood clubs. J. T. Tomlinson and T. H. Compton, of the Kenilworth Club, were present to bring the greetings of that organization.

PRISON YAWNS FOR THEM

"Chick" Houghton and "Pal" Are Bound Over to Grand Jury.

Charles Houghton and Jimmy Sullivan, arrested Wednesday afternoon and charged with larceny, were bound over to the grand jury by Municipal Judge Cameron yesterday morning.

Practically the only witness against the two men, besides Detectives Price and Coleman, was William Velten, the tailor from whose store Houghton took two bolts of cloth and attempted to make his escape. Sullivan was arrested as an accomplice. The facts of the case were substantially as published in yesterday's Oregonian. Houghton and Sullivan visited Velten's shop at 2 o'clock Wednesday afternoon, and the former requested the proprietor to sew a button on his coat sleeve. While this was being done, Houghton is alleged to have taken two bolts of cloth and fled. He was pursued by the proprietor and was captured at Seventh and Oak streets, where he had been joined by Sullivan.

The evidence against them was so direct that Judge Cameron remanded the two men for examination before the grand jury. Houghton, who is an ex-convict, is held in lieu of bail, which has been placed at $3000, while Sullivan's bail is named at $1500. Both men were unable to furnish the amounts named and were taken to the County Jail yesterday afternoon.

Alex Pantages Visits Portland.

Alex Pantages, head of the Pantages vaudeville circuit and owner of the local house which bears his name, arrived in Portland last night from his Seattle headquarters. Mr. Pantages came to arrange for the complete renovation and remodeling of his Fourth-street house and is likewise looking for a location for a second theater in Portland for stock productions. Several locations are in view but Mr. Pantages was unwilling to state last night just what his plans are, further than that he expects to have another house in the near future. Expense is not to be spared, he said, in remodeling the Fourth-street house.

Oakland, Cal.—William H. Chambers, whom Dr. Halpruner, of Elmhurst, accused of having disrupted his family and whom he shot recently, died this morning at the Hotel Brunswick of blood-poisoning. His mother alleged that the indirect cause of his death was the wound inflicted by Dr. Halpruner.

Hair Loss

Consult your doctor about your falling hair. If he says, "Ayer's Hair Vigor is the best," then begin today. Do as he says.

Ayer's Hair Vigor

NEW IMPROVED FORMULA

Suppose you send this advertisement to your baldest friend! Everybody should know that Ayer's Hair Vigor promptly checks falling hair, destroys dandruff, keeps the scalp clean and healthy. Does not affect color of the hair. Formula with each bottle.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

I TREAT MEN

TO EFFECT A CURE

DR TAYLOR, The Leading Specialist.

No class of human ailments is so little understood among the profession today as the diseases peculiar to men. As a result the methods commonly employed in treating them are but relics of earlier periods in medical science. I have departed from every form of treatment that my own experience and research have proven ineffective and unscientific. I have replaced them with original and thoroughly modern methods that have proven supremely effective. Every detail of my procedure in each individual case is based upon accurate knowledge as to conditions and requirements, and my cures are duplicated by no other physician or specialist.

Pay When You Are Cured

My Fee for a Thorough Cure Is Only $10.00 In Any Uncomplicated Case

I GIVE INDIVIDUAL TREATMENT

I wish to make one point distinct and emphatic: The remedies employed in treating my patients are prescribed and compounded to meet the exact requirements of each individual case. Every patient of mine can rest assured that the treatment he receives is not of the "ready-made" kind. I make a special study of every case I treat, note all conditions in the beginning, note all developments as the cure progresses, and so alter my remedies as to accomplish just what my knowledge and trained perception tell me must be accomplished. After diagnosing your case I will know just what you need.

WEAKNESS

Dosing the system with powerful stimulants and tonics in an effort to restore functional vigor can have but one final result: The condition is rendered worse than before. "Weakness" is merely an indication of a low form of inflammation in the prostate gland, and this inflammation is but aggravated by stimulating remedies. I employ the only scientific and fully effective treatment for "Weakness," which effects a permanent cure by restoring the prostate gland to a sound and healthy state. I obtain complete results in every case I treat.

CONTRACTED DISORDERS

In the treatment of contracted disorders I offer a service such as no other physician can render. The remedies I employ have a most thorough and positive action in cleansing the membranes of all infection and subduing all inflammation.

EXAMINATION AND ADVICE FREE

I offer not only FREE consultation and advice, but of every case that comes to me I will make a careful examination and diagnosis without charge. No ailing man should neglect this opportunity to get expert opinion about his trouble.

THE DR. TAYLOR CO.

234½ MORRISON STREET.

Cor. Morrison and Second Streets, Portland, Oregon.
Hours—9 A. M. to 9 P. M. Sundays—10 to 1.

MAKE NO MISTAKE

We are restoring suffering humanity every day to robust health. Many of them, no doubt, were in much worse condition than you.

You may have been unfortunate in selecting a doctor to treat you, or you may not have given yourself the attention which your disease demands. You know that every day you put the matter off you are getting worse and worse; you are mortified and ashamed of your position among your friends; life does not possess the pleasures for you it did. Would you not give much to possess that robust health, vim and vigor that were yours before the ravages of disease attacked your system? Then consult us at once.

Seek Help Where It Is Certain to Be Found

No Pay Unless Cured

This institution has built up its splendid practice more by the free advertising given it by its PERFECTLY SATISFIED PATIENTS, who have received the benefit of its modern, scientific and legitimate methods than in any other way. If you are not a perfect man—come to us. Isn't it worth the little time it will take when you are CERTAIN that you will have the benefit of HONEST, SINCERE physicians.

We cure promptly WEAKNESS, LOST MANHOOD, SPERMATORRHOEA, SPECIFIC BLOOD POISON IN ALL STAGES, VARICOCELE, HYDROCELE, GONORRHOEA, GLEET, OR ANY OF THE DISEASES COMMON TO MEN. Personal attention given all patients.

In selecting a physician or specialist, when in need of one, some consideration and throught should be given to the qualifications, experience and length of time an institute or medical man has been located in the city. It stands to reason that an institution that has stood the test of time and numbers it cures by the thousands is far superior to mushroom institutions that spring up in a night, last a few months and are gone. We have been curing men 29 years and are the oldest specialists curing men in Portland.

Our offices are equipped with the most modern and scientific mechanical devices for the treatment of chronic diseases. Our charges are reasonable and in reach of any man.

Write if you cannot call. Our system of home treatment is always CERTAIN and most successful. All correspondence sacredly confidential.

HOURS—9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 A. M. to 12 noon.

ST. LOUIS MEDICAL AND SURGICAL DISPENSARY

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.

RISING BREAST

And many other painful and serious ailments from which most mothers suffer, can be avoided by the use of "Mother's Friend." This great remedy is a God-send to women, carrying them through their most critical ordeal with safety and no pain.

No woman who uses "Mother's Friend" need fear the suffering and danger incident to birth; for it robs the ordeal of its horror and insures safety to life of mother and child, and leaves her in a condition more favorable to speedy recovery. The child is also healthy, strong and good natured. Our book "Motherhood," is worth its weight in gold to every woman, and will be sent free in plain envelope by addressing application to Bradfield Regulator Co. Atlanta, Ga.

MOTHER'S FRIEND