

REVEALS THE GUTTER CALLS AT ASTORIA

McCulloch Will Remain a Few Days to Take on Coal and Supplies.

HAS CRUISED ALONG COAST

Will Proceed to Neah Bay and Remain on Cutter Thetis' Station. Officers and Crew to Be Paid Off.

ASTORIA, Or., March 5.—(Special.)—The revenue cutter McCulloch arrived yesterday from Neah Bay and will remain for a few days to take on coal and supplies along with the officers and crew, when she will return to Neah Bay. The McCulloch is the finest vessel in the revenue cutter service, and her officers are as follows: First Lieutenant George C. Carmine, in command; Lieutenant B. H. Camden, executive officer; Lieutenant C. C. Alexander, navigation officer; Second Lieutenants, H. E. Rideout and R. C. Weightman; Chief Engineer, C. J. Curtis, and First Assistant Engineer, H. F. Johnson. In addition, the McCulloch carries four warrant officers and 57 enlisted men.

Lieutenant Carmine said today that he sailed from San Francisco under orders to cruise along the coast as far north as Port Angeles and, upon arriving at the latter port, received instructions to proceed to Neah Bay and remain on the cutter. Their station while the latter vessel is on a cruise to Alaskan waters to rescue the Japanese who are reported to be marooned on a glacier.

The cutter will leave here on Saturday morning, but where she will go after the Thetis returns from Alaska is not known, though it is expected she will be ordered to the Columbia River.

COLUMBIAN LOADS SUPPLIES

Lighthouse Tender's White Coat Gives Way to Black Paint.

The lighthouse tender Columbian, Captain Richardson, took on part of her cargo of supplies for the light stations of this district at the Couch-street dock yesterday, and to the crowd of spectators assembled on the pier, she presented the trim little craft load, she did not seem to meet with the approving glances hitherto bestowed upon her. Until recently the vessel had been painted a deep pure white paint, which was kept spotless, as are all Government vessels. At present the Columbian is of a dull black color, and the change in color is due to a recent order issued by the chief of the lighthouse service, who visited the Pacific Coast some few months ago, and all the vessels in that service have discarded the attractive snowy coat and now bear a funeral appearance.

The most striking thing about the Columbian yesterday was the contrast she presented while moored alongside of the Associated Oil Company's tug Navigator, Captain C. Madison, for the latter vessel is one of the trimmest craft of the kind which has ever visited Portland. The only vessel to equal the Navigator in neatness have been the Government vessels when painted white.

The Navigator arrived Wednesday with the big oil barge Monterey in tow, and will remain here for two or three days while the barge is unloaded at the Portsmouth tanks. The tender Columbian will remain in the harbor for several days, and most of that period will be moored at the Couch-street dock, where she will load supplies for the different stations.

This is the first time the Columbian has worn any other color than white, since the Spanish-American War, when she wore a drab color for several months.

SHIPPING SHOWS DECREASE

Sound Feels Effect of Decrease in Demand for Seamen.

PORT TOWNSEND, Wash., March 5.—A gradual falling off in the business of the Puget Sound Shipping Commission is noticeable. The official report for February shows the smallest volume of business done in that fiscal year. Last October reached the highest point, with a total of 2272 sailors shipped, reshipped and discharged, as compared with the business of 1218 men for the month just closed. Up to October business became so active with the commission that an additional force was required to handle the work, which during February, Deputy Goodrich has easily handled the business alone, and anticipates an easy time if lighthouse shipping continues to decrease as rapidly as it has within the last two or three months.

Not a sailor was shipped foreign before the most during the month, and but 25 men signed aboard foreign-bound steamers. Present conditions indicate the sum total for the fiscal year will fall far short of the total of 1907. The following table gives the shipments, reshipments and discharges for February.

Shipped	Reshipped	Discharged
1218	1113	771

Total shipped, reshipped and discharged, 3106.

ORIENTAL LINER ARRIVES

Steamship Numantia Brings Silk and Merchandise From Asia.

The Portland & Astoria Steamship Company's liner Numantia reached the Portland harbor late last night, after a fair voyage across the Pacific. She makes a good run up the Oregon coast, and arrived at 11 o'clock in the morning, after reaching the Albina dock at 9 o'clock last night.

The Numantia is in command of Captain Pettman, who has had the vessel for the past three years. She is bringing a mixed cargo consisting of silks, matting, tea, rice and curios, all told about 400 tons. She also has a considerable quantity of fireworks consigned to the Atlantic Coast.

PIERRE LOTI FINISHES CARGO

French Bark Clears With Wheat for Europe.

The French ship Pierre Loti finished loading yesterday and cleared from the Custom House with 112,586 bushels of wheat destined for Limerick, Ireland. The Pierre Loti was loaded by A. Berg & Company and her cargo is valued at \$111,000. She is the third Frenchman to

clear within the past two days; the others being the Bayard and the Bougainville. Both these left down yesterday. The Loti will leave down today or tomorrow.

Another French bark has been chartered to load cement for this port. This vessel is the French bark Gask, which arrived at Queenstown a few days ago, with wheat from Puget Sound. She was chartered to carry cement immediately on her arrival and will be among the early bark arrivals at this port. The French bark Vincennes is another vessel to load cement shortly for this port. The latter vessel will get her cargo at Antwerp.

Tacoma Shipping Notes.

TACOMA, Wash., March 5.—The Blom Codfish Company, owning the schooner Fortuna, is overhauling and repairing the vessel at Quartermaster Harbor, preparatory to dispatching her to the North for the season. The company has had no word during the winter from its fishing station on Shumagin Island.

The two-masted schooner Roosevelt arrived in with 10,000 pounds of halibut at the Tacoma wharf from Vancouver Island and Cape Flattery. Continuous rough and disagreeable weather is reported.

The steamer Portland, of the Alaska Coast Company, proceeds to Seattle tomorrow to complete loading for Valdez and way ports.

Local launch yards report a good business in overhauling and repairing craft being under construction. All the yards are busy, owners having their launches overhauled.

The British ship Thetis, Yeoman, due at San Francisco from Australia, will load a cargo of lumber for Sydney at the Reliance Mill here. She is expected in port next month.

Eduard Detaille Arrives.

The French bark Eduard Detaille, G. G. Detaille, master, has arrived in the local harbor after a passage of 12,000 miles from Cherbourg. This is one of the fastest passages recorded this season, and her master is correspondingly elated over the performance. The vessel brought 1,000 casks of cement consigned to W. P. Fuller & Company, which will be discharged as soon as a berth can be arranged for her.

River Craft in Collision.

The river steamer Pomona, while endeavoring to avoid a barge at the foot of Couch street early yesterday morning, crashed into another barge which was being towed by the steamer Pomona. The Pomona was considerably damaged about her upper deck and cabin, but was not injured below the water line. The collision is not known throughly, but it is estimated that the damage in each instance was nominal.

Chinese Leave for Alaska.

Preparations are being made for the annual exodus of Chinese laborers to the Alaska salmon canneries. Yesterday the Pacific Coast Steamship Company arranged to transport 100 Celestials to Seattle where they will embark for South-eastern Alaska points. In the near future the American ships Henry Villard and Berlin will be ready to sail for Killisnoo, Yass Bay and Funtar Bay and will take about 200 Chinese as passengers.

Harbor Notes.

The French bark Hache is discharging ballast at the foot of Mill street. As soon as this is completed, she will be lined and commence loading wheat for Europe.

The French ship Jules Gousses shifted yesterday from Montgomery street to Greenwich dock where the work of discharging her cargo will be continued.

With all the freight she could handle and a full passenger list, the steamship Euro, W. Elder sailed last night for Greece, San Francisco and San Pedro.

The steam schooner Washington shifted from the Couch-street dock to the Fremont-Poulsen lumber mill yesterday afternoon, where she will load lumber for San Francisco.

The Portland & San Francisco Steamship Company's liner Senator sailed tonight for San Francisco. She will have a full cargo of freight and a large list of passengers.

The sailors of the French bark Amiral Cornuier are on strike against the mate of the vessel. They claim that he treated them roughly and French Consul Labbe has taken up the matter with a view to arranging affairs amicably.

The steam schooner F. S. Loop arrived yesterday morning with a cargo consisting principally of powder destined for the use of the railway construction gangs on the North Bank road. The Loop sighted the steam schooner F. G. Leggett at the foot of Mill street and a square rigger off the Columbia River.

Notice to Mariners.

Captain Deverett, of the schooner Fortester, reports from Santa Rosalia that when latitude, 32° 15' N., longitude, 123° 12' W., February 28, 1908, he discovered a wrecked steam schooner, bottom up, with a standing five feet above water, with forward engine room exposed.

Nautical Expert in Charge, J. H. MULLY, Office, Custom House, Portland, Or.

Arrivals and Departures.

ASTORIA, March 5.—Condition of the bar at 3 P. M. smooth; wind N. W. 5 miles; tide in, ebbs, 2.30 P. M. Steamer Breakwater for Coos Bay. Arrived at 8 P. M. Steamer Numantia from Yokohama. Arrived at 8 A. M. and left up at 10:30 A. M. Steamer Alliance from Coos Bay. Sailed at 2 P. M. German ship Nal and French ship La Perouse for Queenstown or Palmyra.

FRANCISCO, March 5.—Arrived—Steamer Hiloian, from Honolulu; steamer Maiti, from Douglas Island; steamer Maiti, from Antwerp; steamer Japan, sailed—Steamer Acon, for Coos Bay; steamer Maiti, for Astoria; steamer Astoria, for Astoria; steamer Spokane, for Astoria; steamer Aler, for Bellingham; Bark Amy Turner, for Honolulu.

SAN FRANCISCO, March 5.—Sailed—Steamer Thomas for Manila; steamer Mauna Kea, for Honolulu.

ASTORIA, March 5.—Arrived—Steamer Numantia, German, from Yokohama. Sailed—Ship Nat. German, for United Kingdom; bark La Perouse, French, for United Kingdom.

SAN FRANCISCO, March 5.—Arrived—Tag Dauntless, from Seattle; schooner Camano, from Port Gamble. Sailed—Steamer Thomas, for Manila; steamer Mauna Kea, for Honolulu; bark La Perouse, French, for United Kingdom.

Tides at Astoria Friday.

High	Low
3:25 A. M., 8.0 feet	9:50 A. M., 0.5 feet.
3:50 P. M., 7.8 feet	9:55 P. M., 1.6 feet.

NEUHAUSEN PUT ON STAND

Prosecution Objects to His Testimony in Oregon Case.

LOS ANGELES, March 5.—The case of the local business men who are resisting removal to Oregon to be tried for alleged conspiracy in the Oregon land frauds was on in the court today. Officials of the Pacific Furniture & Lumber Company and Richard Hines, one of the local defendants, who did not resist deportation, testified today. They testified as to certain records and the relations of certain men with the company, who are said to be implicated in the land frauds.

Thomas B. Neuhausen, special agent for the Department of the Interior, was placed on the stand by the defense, but his testimony was objected to by the prosecution, as it would reveal their case.

Red Cross shoes at Rosenthal's.

Eye Glasses \$1.50 at Metzger's.

Read Sharkey's Sunday ad.

DEBT IS CUT DOWN

About \$500,000 of Oregon Trust's Liabilities Paid.

IS 25 PER CENT OF TOTAL

Officials of German-American Bank Report Steady Reduction of Defunct Institution's Indebtedness Under the Agreement.

About one-fourth of the \$2,000,000 due the creditors of the Oregon Trust & Savings Bank already has been wiped out by the German-American Bank, which took over the assets of the defunct institution and agreed to meet its liabilities. This is considered a remarkably good showing, considering the fact that the bank, under the merger, has been open only a month and was allowed two years by the court in which to meet the claims against the old bank. With about \$500,000 in indebtedness already wiped out by means of establishing offsets and by turning certificates of deposit in the old bank for stock in the new German-American Bank, the decreasing of the bank's liabilities is steadily progressing through the delivery of bonds to depositors in the defunct Oregon Trust who subscribed for bonds to the amounts of their deposits.

Bond deliveries are made daily between the hours of 10 A. M. and 12 noon. Trust certificates have been issued and are delivered to those who signed for bonds in denominations of \$100. Those who take the original denominations of the securities are given the original bonds, although many prefer the trust certificates, as in that case the bank retains the bonds and the owner does not stand to lose the securities through accident or fire.

Bonds signed for by creditors of the bank, the bulk of which are securities of the Home Telephone companies of Tacoma, Omaha and Portland, total about \$75,000. The bank officials are devoting much of their time to expediting this bond delivery and the bulk of the securities, or the delay to both vessels, although the damage in each instance was nominal.

Meanwhile depositors in the trust institution having claims for more than \$200,000 are being paid off rapidly and soon the bank will commence paying claims not exceeding \$100. Larger claims will be paid still later.

"From the progress we have made, it appears likely that all liabilities of the old Oregon Trust & Savings Bank will have been met within a few days before the time limit expires," said Receiver Devis, chief of the new institution. "Our deposits are constantly increasing, many new accounts are being opened and we feel greatly encouraged. The new bank is doing a splendid business and everything looks bright for the future. The prevailing and there appears to be general confidence in the new institution."

AT THE VAUDEVILLE THEATERS

Grand Vaudeville.

From the Metrona wave-motion pictures of Dr. Woky and Mr. Hiss to the headline turn at the Grand there is not an act which is not above the average. The musical set of the four comedians, Doc Kealey, is one of the most harmonious specialties heard here at any time. Fun is provided by Crimmins and Gore in wholesale quantities.

Good Vaudeville at Pantages.

There is not a dull minute in the programs at Pantages this week. Delapino and Deimora in their Parisian specialty, "A Musical Troop," are the hit of the week. The comedians, Stan and Sam, and Stanton and Sandberg, real comedians; the Band, the Musical Trio, and the comedians, all combine to make the bill one worth turning out for.

DIES IN THE CITY JAIL

DRUNKEN PRISONER FALLS VICTIM OF PNEUMONIA.

L. Hall, said to be from Astoria, Found Dead After Eighteen Hours' Imprisonment.

A man who gave the name of L. Hall and who was arrested by Policeman Abbott, of the second night relief, at 6:30 o'clock yesterday morning in the St. Charles street, 50 cents per box, six boxes for \$3.00, by the Dr. Williams' Medicine Company, Schenectady, N. Y.

At the Theaters

What the Press Agency Say.

"The Virginian" Tonight.

The attraction at the Heilig Theater, Fourteenth and Washington streets, tonight and tomorrow night, with a special price matinee tomorrow afternoon, will be the famous Western drama, "The Virginian," W. S. Hart is seen as "The Virginian" and Frank Campau as "Trampas."

"The Wheel of Love."

The best play in which Paul Gilmore has ever appeared is the magnet that is drawing the attention of the Marquam this evening. The splendid young star is giving a beautiful performance. Hobart's delightful comedy, "The Wheel of Love," Mr. Gilmore justly ranks as one of the best of the younger stars and has wonderful personal magnetism.

"Zaza" Drawing to a Close.

After three performances at the Baker tonight, tomorrow matinee and night, the beautiful production of "Zaza" will be at an end, and those who have then let the week go by without seeing it will be sorry. Miss Jewel gives an ideal performance of the famous role.

"No Mother to Guide Her."

One of the most highly colored and sensational melodramas ever seen in Portland is "No Mother to Guide Her," which is being presented by a capable company at the Empire this week. The last three performances will be tonight, tomorrow matinee and night.

"By Right of Sword" Tonight.

Romance, excitement, action, comedy, beautiful costumes and brilliant uniforms, the flashing of swords and the stress of personal combat, these are the elements which make "By Right of Sword" one of the most thrilling dramas ever presented to a local audience. If you have not been to the Lyric this week, do not delay any longer. The moving pictures please everybody.

"Way Out West."

Three more performances will be given of "Way Out West" at the Star Theater by the French stock company. These will be tonight, tomorrow afternoon and evening. No play this season at the Star has received more praise than "Way Out West," it is different from all the other attractions.

COMING ATTRACTIONS.

Charles B. Hanford Coming.

The eminent tragedian and actor, Charles B. Hanford, will present the following plays at the Heilig Theater, Fourteenth and Washington streets, Sunday night, "The Taming of the Shrew"; Monday and Wednesday nights, "Anthony and Cleopatra"; Tuesday night and Wednesday afternoon, "The Merchant of Venice." Mr. Hanford will be supported by Miss Alice Wilson and a capable company of players. Seats are now selling.

"Merry Widow" Coming.

Life motion pictures of "The Merry Widow," "The Two Orphans" and "The Butler" will be shown at the Grand next week. There will also be an illustrated ballad. The performances will be continuous in the afternoon and evening. The time is long and clear, and an interesting show is promised, one that will please young and old.

"The Three of Us."

The role of Rhy Macchessy in Rachel Crozier's great play, "The Three of Us," will be played at the Grand next week. The time is long and clear, and an interesting show is promised, one that will please young and old.

"Our New Girl" Next Week.

At the Lyric next week there will be a perfect festival of laughter, beginning Monday night, when the Allen Stock Company will present "Our New Girl" in three acts, entitled, "Our New Girl." The leading part,

"A Royal Slave" Next Week.

A superior attraction is booked for the Empire next week, starting Sunday matinee in "A Royal Slave." This play was taken from an actual occurrence, the scenes being reproduced from photographs of old Mexico, around which the play was written.

Big Animal Act.

There will be a big animal act at the head of the Grand program next week, when "Carlita's dog and pony circus comes. This act contains the famous talking donkey, Tom. All the children should have an opportunity to see it.

"Anita the Singing Girl."

Comedy is booked for the Star Theater the coming week, when the French stock company presents "Anita the Singing Girl." This will be not only the first production of the play in the West, but also the first time it has been played by a stock company anywhere.

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COULDN'T MOVE ARMS OR LEGS

A Detroit Contractor, Believed to Be Dying of Rheumatism, Cured by Dr. Williams' Pink Pills.

Mr. George M. Glading, a contractor, of 2400 Cass street, Detroit, Mich., and a member of the Modern Woodmen of America, Camp 957, of Custer, is certain that Dr. Williams' Pink Pills saved his life. He says:

"In my younger days I was in charge of men getting out timber in northern Michigan and was exposed to all kinds of weather and for years had never spared myself from work or exposure. As a result of this and stomach trouble, I was completely run down during the spring of 1903 and fell an easy victim to an attack of rheumatism. I had the services of two doctors in Detroit, who, after attending me for several months, said I could never get well. By this time I was helpless, my entire body seemed to be paralyzed and I couldn't move my arms or legs.

"The doctors advised me to go to my old home in Custer, where I could be cared for during the remaining few days or weeks I had to live. My lodge met me and I went home, where I had a nurse and employed our family physician to give me what he could, although he agreed with the doctors of Detroit, that I could not live.

"As I lay in bed I thought there must be something radically wrong in the treatment I was getting. I had no desire to quit life at my age and decided to try Dr. Williams' Pink Pills, which I had heard some relatives say they had used. I bought one dozen boxes and commenced to take them at once, following the directions in every particular. For two weeks it was a life and death struggle, but Dr. Williams' Pink Pills finally won, for I began to have some feeling in my feet. After using the pills steadily for six weeks I could walk across the room and six weeks later was doing light work. My friends and doctors were dumbfounded at my recovery. That was nearly four years ago and I am now an employe more than I used to and am working longer and harder than any of them."

Dr. Williams' Pink Pills are sold by all druggists, or will be sent, postpaid, in a box of 50 cents per box; six boxes for \$3.00, by the Dr. Williams' Medicine Company, Schenectady, N. Y.

Crothers and Fremont Older, charged with criminally libeling W. S. Tevis, the three engineers testified to their appointment and subsequent resignation of the Supervisors did not wish to give their subordinate time to examine five projects submitted to them, and sought to eliminate all but one—the Bay Cities scheme—which they declined to examine because they could not make a comparative report with other projects.

TRAIN'S SPEED TOO GREAT

ONLY CAUSE ATTRIBUTED TO PENDELTON WRECK.

Wheels of Engine Leave Rail on Ten Per Cent Curve While Making Up Lost Time.

PENDELTON, Or., March 5.—(Special.)

That the wreck of the O. R. & N. passenger train near this city Wednesday morning was due to the high rate of speed of the train, which was traveling in the opinion of officials of the road and a committee of citizens, as expressed today after a searching investigation had been made of the tracks, rails and engine. The investigating party consisted of Division Superintendent D. W. Campbell, Division Engineer William Boltons, General Master Mechanic Jurgens and a local committee, consisting of Robert Forster, W. L. Thompson and Bert Huffman.

ALLOW NO COMPETITION

Ruef's Conditions Prevented Engineer's Report on Waterworks.

SAN FRANCISCO, March 5.—The coroner-examination of ex-Superintendent and Railroad Commissioner Andrew Wilson, and the testimony of Charles D. Marx, professor of civil engineering at Stanford University, Major Charles McKinstry, United States Engineer Corps (retired), and Andrew M. Hunt, United States Navy (retired), the three engineers appointed by Mayor Searles, shortly after the first congressional election and report upon the various projects for an adequate municipal water supply, occupied the day in the trial of R. A.

WILL SELECT BY CONVENTION

No Provision in Primary Law for Naming Presidential Electors.

SEATTLE, Wash., March 5.—(Special.)—Replying to the query "How are Presidential electors to be nominated this fall?" Ellis de Bruier, chairman of the Republican state central committee, today called attention to section two of the direct primary law, which provides that "hereafter all candidates for elective offices in this state, either state, county, municipal, precinct or congressional, shall be nominated at a direct primary election held in pursuance of this act."

Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of child-birth. The thought of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a god-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness" and other discomforts of this period. Sold by all druggists at \$1.00 per bottle. Book containing valuable information free.

BECOMING A MOTHER

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MOTHER'S FRIEND

The Bradfield Regulator Co., Atlanta, Ga.