F. LENDARS AND CO. FORCED TO WALL

London Grain Brokerage Firm Is Compelled to Suspend Active Operations.

HEAVY SLUMP IN WHEAT

Large Quantity of Grain Bought on Speculation, Arrives at Unfavorable Time and Bottom Falls Out of Market.

Private advices received yesterday in Portland announced the failure of the grain brokerage firm of F. Lendars & Co., of London. The closing of the firm was due directly to the recent slump in the grain markets of London and Liverpool, which was a result of the speculative cargoes which arrived in a bunch on the other side.

F. Lendars & Co. were rated as one of the largest firms engaged in the brokerage business in London. Until a few months ago they were represented largely on this Coast by Tenbosch & Co., of Liverpool. The latter firm retired early this year and engaged in business on a separate basis. Several years ago Lendars & Co. were represented in Portland by W. S. Silbson, who has since retired from the grain exporting business. The affairs of the firm were afterward handled by G. W. McNear, of San Francisco.

The failure of F. Lendars & Co. will have some effect on the grain business of the entire Northwest as regards old-crop shipments. New-crop business will not be greatly affected. There are a number of craft on the disengaged list in the harbor which will undoubtedly be forced to accept short hauls with lumber or remain idle until new-crop grain begins to move.

MOTOR-BOAT REGULATIONS.

Department of Navigation Issues Orders Regarding Lights.

Local Inspectors Edwards and Fuller are in receipt of the new regulations adopted by the Department in regard to lights and signals to be carried by motor boats. The ruling includes motor boats carrying passengers for hire and also pleasure boats of any tonnage. The regulations follow:

MOTOR BOATS OF 15 GROSS TONS OR LESS AND OVER 10 GROSS TONS, CARRYING PASSENGERS FOR HIRE.

Lights—Regulation side lights (not less than 9x6-inch glass measurement), screened with screens extending not less than 3 feet forward of light.

Central range of white lights, forward light of which shall be screened so as to show an unbroken light through 20 points of the compass, namely, from right ahead to 2 points abaft of beam on either side of the vessel, and the after light so as to show all around the horizon, which after light shall not be less than seven feet higher than the forward white range light.

Life preservers—One life preserver for every person on board, and to be of same regulation as required on a steam vessel.

Whistle—To be operated by some mechanical means and give a good distinct blast of not less than four seconds' duration.

Fog bell—Not less than eight inches in diameter.

MOTOR BOATS OF 10 GROSS TONS OR LESS, CLOSED, CARRYING PASSENGERS FOR HIRE.

Same regulations as 15 tons gross or less.

MOTOR BOATS OF 10 GROSS TONS OR LESS, OPEN, CARRYING PASSENGERS FOR HIRE.

Lights—Same regulation as 15 tons gross or less.

Life preservers—Same regulation as 15 tons gross or less.

Whistle—Same regulation as 15 tons gross or less.

Fog bell—Not less than six inches in diameter.

Boats carrying passengers for hire shall be in charge of a licensed operator.

PLEASURE BOATS.

To be equipped the same as boats carrying passengers for hire, except that they may dispense with the life preserver and the licensed operator.

Seamens' Institute Concert.

An excellent concert was given at the Seamen's Institute, Front and Flanders streets, Wednesday night by the Central Methodist Church officers under the genial chairmanship of Endri M. Cederbergh, Norwegian consul. Nearly all the numbers on the programme were instrumental and both the orchestra and quintet showed considerable ability. Miss Althea Hembree provided at the piano and the songs rendered by Miss Leona Shea were greatly appreciated. The sailors also were well represented in E. Kayser of the Norwegian barque Urania and Louis Barrat of the French ship Mollers. H. J. Langee, editor of the Scandinavin, gave a very pleasing address, and among the large audience were the Acting German Consul, Paul Cremer; Captain J. M. Worsoe of the Norwegian steamship Elsa, and Captain N. H. Jensen of the Norwegian barque Urania.

Funeral of a Sailor.

Funeral services over the remains of Joseph Guellinetis, of the French ship Marechal Davout were held at St. Mary's Catholic Church, Fifteenth and Davis streets, at 8 o'clock Wednesday morning. The captain and crew of the ship, as well as the captain and crew of the ship Mollers, were present at the services. French Consul Labbe and Chaplain A. E. Bernays, of the Seaman's Institute, were also present. Chaplain Bernays and the two captains attended the services at Mount Calvary Cemetery. There was a large gathering at the Cathedral. Deceased left a wife and ten children in France.

Master Fined Fifteen Dollars.

Captain Daniel, master of the British ship Celticburn, was fined $15 in the Municipal Court yesterday for assault and battery. The complaining witness was the boatswain of the vessel, who accused the master of striking him while the captain was under the influence of liquor. Evidence showed that it was the sailor who was drunk, and not the captain. The latter, however, struck the man from the forecastle, because of the man's impudence.

Grain Situation Is Unchanged.

There was absolutely no change in the grainhandlers' situation and all conferences between exporters and workers are being kept quiet. The men are still working on the 40-cent basis and have shown no desire to quit. As far as can be learned, the exporters have made no direct proposition for another year, and so the matter is some distance from a settlement.

Rothschild Bros. Are Sued.

Suit has been brought against Rothschild Brothers, of Tacoma, in Justice Reid's Court, for the sum of $127, alleged to be due for barges supplied by Theodore Knudson & Co. The suit was brought by the latter, who conducts a shipbuilding and lining business in Portland. The complaint alleges that he transported material on barges for the defendant and that the money for this work has never been paid by the stevedoring firm.

To Change Customs District Name.

Correspondence between the Board of Trade and Oregon members of the Congressional delegation is still being exchanged relative to having the name of the customs district changed from Willamette to Portland. Representative Ellis in the House and Senator Bourne in the Senate have notified the Board that the necessary legislation will be looked after in the respective bodies. Mr. Muller, secretary of the Board, said yesterday that he would see Senator Fulton before he returned to Washington and endeavor to enlist his co-operation in having the port given its proper title. The other commercial bodies of the city are giving the matter their moral support, but as the Board of Trade has taken up the question with the Washington authorities, no formal action has been taken by the others.

Marine Notes.

The Marechal Davout will leave down the river this morning.

The steamship St. Helens is taking wheat at the Oceanic dock.

The Norwegian steamship Elsa is loading lumber at the Portland mills.

The steamer Dalles City, which has been undergoing repairs at St. John, is again in commission.

The steamship Nome City shifted to Linnton yesterday, where she will take on a deck load of lumber.

The old American ship Berlin, loaded with cannery supplies, sailed at noon yesterday for Bristol Bay, Alaska.

The steamship Roanoke sailed for San Pedro and way ports yesterday with a large list of passengers and a quantity of freight.

The Steamship Alliance arrived up at noon yesterday with passengers and freight from Coos Bay ports. She will leave Saturday night.

The lighthouse tender Armeria arrived up yesterday and is taking coal at the Pacific Coast bunkers. She will remain in the Harbor several days.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Rose City	San Francisco	In port
Alliance	Coos Bay	In port
Johan Poulsen	San Francisco	April 10
S. D. Inman	San Francisco	April 10
F. S. Loop	San Francisco	April 12
Breakwater	Coos Bay	April 12
Senator	San Francisco	April 14
Geo. W. Elder	San Pedro	April 14
Arabia	Hongkong	April 20
Roanoke	Los Angeles	April 21
Nicomedia	Hongkong	April 25
Alesia	Hongkong	May 25
Numantia	Hongkong	June 10
Sue H. Elmore	Tillamook	Indefi.

Scheduled to Depart.

Name.	For.	Date.
Rose City	San Francisco	April 10
Alliance	Coos Bay	April 11
Johan Poulsen	San Francisco	April 13
S. D. Inman	San Francisco	April 13
F. S. Loop	San Francisco	April 18
Breakwater	Coos Bay	April 15
Geo. W. Elder	San Pedro	April 16
Senator	San Francisco	April 18
Roanoke	Los Angeles	April 23
Arabia	Hongkong	April 27
Nicomedia	Hongkong	May 5
Alesia	Hongkong	June 1
Numantia	Hongkong	June 20
Sue H. Elmore	Tillamook	Indefi.

Entered Thursday.

Roanoke, Am. steamship (Dunham), with general cargo, from San Pedro and way ports.

Cleared Thursday.

Roanoke, Am. steamship (Dunham), with general cargo, for San Pedro and way ports.

Arrivals and Departures.

PORTLAND, April 9.—Arrived—Steamship Alliance, from Coos Bay ports; steamship Armeria, from Puget Sound and Astoria. Sailed.—Steamship Santa Rita, for Port Harford; steamship Roanoke, for San Pedro and way; ship Berlin, for Bristol Bay.

Astoria, April 9.—Condition of the bar at 5 P. M., smooth; wind, northwest, 8 miles. Weather cloudy. Sailed at 7:40 A. M., steamer Wellesley, for San Francisco. Arrived at midnight and left up at 1 P. M., steamer Alliance, from Coos Bay. Arrived down at 3 A. M. and sailed at 1 P. M., steamer Breakwater, for Coos Bay. Arrived down at 8:30 A. M., British ship Verbena. Sailed at 4 P. M., steamer Rosecrans, for San Francisco. Sailed at 7:30 A. M., steamer Irene, for San Francisco.

Queenstown, April 9.—Arrived, April 8, French bark Marechal Turrene, from Portland.

San Francisco, April 9.—Arrived, schooner Alex. T. Brown, Mukilteo. Sailed, barkentine Fullerton, Honolulu; steamer Mispah, Bristol Bay; schooner W. H. Dimond, cod-fishing cruise; schooner John G. North, Gamble; schooner Charles R. Wilson, Grays Harbor; schooner Charles E. Falk, Grays Harbor; steamer Santa Barbara, Grays Harbor; steamer Czarina, Coos Bay; steamer Raymond, Willapa Harbor; steamer Svea, Grays Harbor; steamer M. F. Plant, Coos Bay; ship Columbia, Bristol Bay.

Tides at Astoria Friday.

	High.	Low.
8:04 A. M.	6.5 ft	2:40 A. M. 4.0 ft.
9:40 P. M.	6.6 ft	2:58 P. M. 1.5 ft.

SUES FOR WATER RIGHTS

California Company Charges Infringement on Silvies River.

The California Live Stock Company, through its vice-president, Leroy Vickel, and its secretary, C. G. Merritt, yesterday brought suit in the Federal Court against 34 corporations and persons, to force them to abide by the terms of a former court decree regarding the use of the waters of the Silvies River in Harney County. Seven of the people named as the defendants either live in Oregon or are incorporated under the laws of this state and 27 of them live in California. The Oregon people named are W. D. Hanley, F. L. Mace, H. C. Levens, C. A. Sweek, P. G. Smith, J. Sturtevant and the William Hanley Company.

It is alleged that the defendants have added to a dam on the East Fork of the river, built ditches in defiance of a court decree, made December 30, 1901. The court is requested to subpena the defendants to appear in court.

Admitted to Federal Court.

Bartlett Cole, brother of James Cole, who was Assistant United States Attorney, under W. C. Bristol, was yesterday admitted to practice in the Federal Court. Cole was admitted by Judge Wolverton on motion of Attorney C. J. Schnabel.

Indian Woman Sues Railroad.

Minnie Joshua, a Umatilla Indian, yesterday filed suit in the Federal Court against the Northern Pacific Railroad Company. The woman wants $15,350 for injuries received October 19, 1907, on the Walla Walla branch.

Weston Has Clean-Up Fever.

WESTON, Or., April 8.—(Special.)—A mass meeting initiated by the Woman's Club, but representing all the church and social organizations in the town, was held yesterday at the Opera House. Its object is a general cleaning-up campaign, in which the Council has voted to co-operate. Mrs. A. Z. Crayne was elected presiding officer and Mrs. Louie Beathe secretary. Stirring addresses were made and committees appointed to take charge of various details of civic improvement.

SEEKS FRANCHISES FOR MORE LINES

Street Railway Company Will Ask Council for Permits to Lay Tracks.

PLANS MANY EXTENSIONS

Order Placed for $50,000 Worth of Trolley Wire in the East — New Electric Substations to Be Built on the Peninsula.

Requests for franchises to build street-car lines on many streets in the outlying districts so as to serve the growing suburban territory with new lines will be made within the next few days by President Josselyn of the Portland Railway, Light & Power Company. The Council will be asked to permit the laying of tracks throughout a large district on the East Side where the growth of population has outdistanced the car lines.

Orders have just been placed by Mr. Josselyn's company with Eastern manufacturers for $50,000 worth of copper wire, most of which is intended for the stringing of trolleys for the new lines. A portion of this order will be used in strengthening existing trolley lines and extending electric light wires to take care of the rapid growth of the city.

The money that will be spent by the company upon the granting of the desired franchises by the Council will, it is said, aggregate a large sum. On just what streets permission will be asked to lay tracks will not be disclosed until the petition of the company is laid before the Council, but in a general way, requests will cover the newer districts throughout the East Side.

"Plans are being drawn," said President Josselyn, "for a new electric substation that will be erected on Northern Hill and will serve St. John, the Columbia and Willamette-river bridges, now being erected by the Spokane, Portland & Seattle Railway, the Swift and other packing establishments on the Peninsula and the surrounding district. This substation, including the machinery and feed wires, will cost about $50,000.

"Plans are well along for the new car barns and clubhouses to be built at Sellwood and work will start shortly on the new double track passenger line north from the Inman-Poulsen mill and east of the freight yards at the east end of the Madison-street bridge. This line will be completed in time for the heavy Summer travel on the O. W. P. lines and will remove this traffic from the freight yards of the company, through which it now passes."

DASHBOARD SIGNS UNSIGHTLY

President Josselyn Tells Why They Were Removed From Cars.

The removal of dashboard signs from the city streetcars has caused numerous protests from citizens who think the change ill advised. However, President Benage S. Josselyn, of the Portland Railway, Light & Power Company, explains that the new order is in line with progress in street railway management. He gives the following reasons for removing the dashboard signs and leaving the illuminated signs on Portland streetcars:

"The dashboard signs greatly marred the appearance of our new equipment and were very much criticised by people from other cities. We could not leave them off the new cars without taking off all others, as some cars with these signs on and others without them would tend to confusion.

"These signs are not used on cars in any other city. They are a relic of a bygone age and Portland is no longer a country village but a metropolitan city. We are assisting in every way possible to get out of our swaddling clothes.

"The old style signs were placed on streetcars when they had no other identification, but after putting on illuminated signs on top of the car, the large lettered signs were no longer necessary. The illuminated signs can be seen day or night, while the dashboard signs can be seen only in the day or while the car is under a street lamp.

"It is characteristic of any community to resent any change in the old and established methods, whether there is merit in the change or not, and while there has been some slight complaint on account of this change, it is gradually disappearing and in another month these complaints will probably be forgotten and our equipment complimented for its neat and tasty appearance, not only by visiting strangers, but by citizens as well."

OREGON'S STATE LAND

Mr. Geer Denies That Any Governor Ever Sold an Acre of It.

PORTLAND, April 8.—(To the Editor.)—A man named Buckley is of the opinion that he cannot support me for Congress and considers the fact of sufficient public interest to carry it to the columns of The Oregonian.

Of course I do not expect my nomination to be unanimous, hence, the loss of a man here and there is to be expected, however much I may deplore Mr. Buckley's defection and deflection. But since his plaint is included in the general conclusion that the school fund of Oregon is not as large as that of Washington, as he says, by a difference of fully $45,000,000, and that I am personally responsible for it, it seems that I should offer him some consolation, if it can be done.

My friend would not be thus grieved if he did not start off on the wrong foot. Speaking of me he says: "He made the claim that he sold the lands according to law." Mr. Buckley's grievance going back into the distant past. But he belongs, evidently, to that class of our fellow citizens who still think that since there are two candidates for United States Senator who are Republicans and that the Democrats will have but one, "of course the Democrats will win, with but one candidate against two Republicans." The substance of Mr. Buckley's grievance is contained in the statement that I assert that the State Land Board should not have done this or that, "a ruling of the State Land Board is law, etc," "the Board should have sold to the highest bidder," etc., etc.

Mr. Buckley would have more peace of mind, perhaps, if he only understood that I never asserted that I sold an acre of state land to anybody or at any price. No Governor ever did. No Governor ever tried to. There has never been a law on the statute books of Oregon authorizing the Governor to sell an acre of land to either the highest or the lowest or to any other bidder. This is all the work of the State Land Board, of which the Governor is a minority member, being but one-third of it, and since no act of the Land Board while I was Governor was consummated without the approval of the State Treasurer and the Secretary of State, the majority members, and since they were both re-elected at the end of my term—the inference would be that the acts of the board were indorsed by the people, wouldn't it?

Mr. Buckley, at this late day, puts his trouble in these words:

"Mr. Geer had an example before him in the State of Washington. That state sells no lands for less than $10 per acre, except State Capitol lands, and all lands must be sold to the highest bidder. We have in this state a school fund of about $5,000,000 or $6,000,000, while about all those lands are sold. What Washington has to show in the value of her public lands goes close on to $50,000,000. 15,000 acres of land in the Nehalem brought to the school fund a little over $19,000,000; 480 acres back of Skamokawa brought to the school fund of the State of Washington $15,000, bought by bankers of this city."

But my friend makes the mistake of supposing that I was the State Legislature as well as the other two members of the Land Board, a conclusion which is so manifestly wrong that I am compelled to enter a positive demurrer.

The object of the Legislature of this state has been from the very beginning to get rid of its lands at any figure—they must be converted into money and turned into the school fund at a time when there was little demand for land and the price had to be low to find a sale at all. A few years ago, indeed, the Legislature actually lowered the price of some of the state lands from $5 to $2—the sales were not coming fast enough. It was a mistake, to be sure, but the lands must go. The price could not be successfully raised when the Government price was so low for its lands, and the highest bidder alternative was absolutely useless for that reason until lands became scarcer. During the latter part of my term this system was adopted by the state board with some degree of success—but I didn't do it alone.

Oregon should have held on to its lands, to be sure, as Washington did, and I called the attention of the Legislature to the situation in several messages, but by that time the lands were practically gone at a very low figure.

After wandering through a lot of figures, Mr. Buckley says: "I do not assert that this was done during Geer's term of office, but it shows what could have been done."

Sure, it was not done during my term of office, but it shows what somebody else has done, so let us charge Geer with it—he's running for Congress!

Seriously, however, that difference between the school fund of Washington, $50,000,000, and that of Oregon, $5,000,000, since I am responsible for it, worries me. It has been the accumulation of the operations of the school laws and successive land boards for 50 years, but it now rests on my individual shoulders, and the weight of $45,000,000 is not easily thrown off. A smaller sum, say half of it, I could easily pay, and would gladly do so, through a sincere desire to relieve Mr. Buckley, but the payment of $45,000,000 at this time would seriously cripple my bank account.

Why, it is nearly twice the amount of the Rockefeller fine, and the fact that it is charged up to me in its entirety, all other citizens of Oregon, Legislature and State Land Boards for a half century past being forgiven and forgotten, constitutes a burden that a man of less hardiness of heart than Mr. Buckley would have sought to distribute among others.

But remember that no Governor of Oregon ever sold an acre of state land or fixed the price of it. T. T. GEER.

CITY LOTS AND HENS

Mr. Guilford Writes Another Chapter on Unearned Increment.

WESTPORT, Wash., April 3.—(To the Editor.)—Referring to the editorial in The Oregonian of March 29 on the single tax. For what other property besides land could a man buy in a growing community like Portland, go away for a period of 10 years, let the property lie idle and uncared for, and return and sell for four times as much as it cost, taxes included? This question presupposes that the town doubles, and that land speculation is rife. Please answer this question.

I will show some of the things which are not affected by the growth of the community, in the manner peculiar to the land. Take, for instance, a calf and an unused lot. The lot grows in value as the community grows day and night, and without care or food. The calf grows in value day and night, if he is fed and cared for day and night. I fail to see any "unearned increment" in case of the majority of calves.

I have a house and three lots in Firland, also some fine hens. In the last two years my lots have doubled in price. Two years ago eggs sold at 25 cents per dozen. This year at 20 cents. It is evident that the lots have received the benefit of the "unearned increment." My house and furniture are in the same boat as the hens. Therefore my lots alone belong in part to the community. The same share of the three vacant lots across the road belongs to the community. Therefore, since our privileges are the same, our benefits from the community are the same, our debts to the community the same, and our taxes should be the same.

Let us see what conditions must be imposed upon hens, that they may receive the benefit of "the unearned increment." Let the number of hens that were in Oregon two years ago be the standard number of hens, no increase to be allowed. Place a prohibitive tariff on eggs brought into this state. As the community grows, the price of hens and eggs will advance. Some wise men, noting the advance in hen-price with the growth of the state, invest some money in hens. These men are retired land speculators, so there is no more advantage in using hens than in using land. The hens are obliging and lay no eggs. The other hens in the meantime would be working overtime. A good-sized tax is imposed upon eggs, but the tax on hens is light, especially on unused hens. The speculators saw that this law was passed before they bought hens, so they could afford to hold the biddies idle.

Given such conditions, and the tax being added to the price of the eggs, the price of hens and eggs will keep step with the price of land and living. The price of both land and hens would be far above their natural price. The difference represents the "unearned increment."

In regard to that "cattle case," where immense wealth stored in the beef of the prairies is made available by the introduction of railroads, this case has some of the qualities of the "unearned increment." Let me analyse the situation. The Western people were rich in meat products, but poor in some other respects. The Eastern people were rich in some other respects, but poor in meat products. A barrier to trade was removed by the railroads. Since those cattle, before the incentive to raise them economically and rapidly was created by the railroad, were practically wild and pertained as much to the land as coal or timber, or water power—labor had so small a share in their production as to be negligible—they received the "unearned increment" when the railroad came through.

After the original crop of wild cattle had been exhausted, and care and labor became necessary to produce as much as to fill the demand, the "unearned increment" became a thing of the past, as far as the cattle were concerned. Were the cattle wars in the West caused by the contentions over the cattle, or over the land? Everybody is anxious to get something for nothing; therefore the strenuous efforts to get control of the cattle lands, to which the "unearned increment" is permanently attached. "Every permanent improvement of the soil, every railway and road, every bettering of the general condition of society, every stimulus supplied to consumption, raises (ground) rent."

F. S. GUILFORD.

Mr. Guilford's problem of the city lots and the hens reminds us of a question we have long desired to ask the single tax evangelists. If it is right for society to take possession of the unearned increment when it accrues, ought not society to reimburse the man when through the general progress of the world his property is lessened in value? Joseph has a city lot which increases $100 in value. Society grabs the increment because it has created it. But Henry has a farm in Connecticut which in the last 50 years has decreased in value. Does society make up the loss to Henry because it has caused the loss?

The settlement and development of the West have caused a fall in value of agricultural land throughout the entire Atlantic section. If society has the right to take over what it creates, it certainly ought to make good what it destroys. It is a poor rule that will not work both ways. Mr. Guilford condescends to admit that our herd of Western cattle did actually acquire unearned increment when the railroad was built. This is all we ask. He may now show that there are 10,000,000 hens and roosters which never have acquired unearned increment, but it will avail him nothing. Our contention is that other things besides land acquire unearned increment, not that everything does in all circumstances. Land does not always acquire increment of value. Very often it acquires decrement, as everybody knows who has ever lived through a boom and seen the bottom fall out. This sad fact our argumentative fanatics see fit to forget, but they can hardly push it out of sight. Nor can they deny that if society has the right to grab the profit on land, it ought also to make good the loss.

SEES HIS VICTIM'S SCALP

Wilkins Unmoved at Evidence of Murder of Woman.

OAKLAND, Cal., April 9.—The ghastly display of the scalp and the hair of a woman who has been dead nearly a year was presented in Superior Judge Melvin's courtroom this morning in the trial of Mark A. Wilkins, charged with the murder of Mrs. Vernie Carmin, the runaway wife of L. L. Carmin, of Kansas City. The defendant watched the exhibit without outward signs of feeling.

DEMOCRATS HOLD MEETING

County Committee Lacks Quorum, so No Action Is Taken.

A meeting of the Democratic county committee was held last night with the object of discussing plans for placing a ticket in the field for the June election. No action could be taken, however, as there was not a quorum of members present. Several speeches were made favoring the placing of a straight ticket in nomination, but these could not accomplish anything more than to indicate the views of the speakers, and without vote of a quorum could not be regarded as binding the committee to any action, according to the chairman, George H. Thomas. After the meeting adjourned, Mr. Thomas said:

"Believing in majority rule, and knowing that some Democrats in the county want a straight Democratic ticket, and knowing no other way of ascertaining the sentiment of a majority of the county committee, I called them together tonight so that those who wanted a ticket nominated might devise ways and means for securing one.

"Since there was no quorum, it was evident that the organization feels that the responsibility for the lack of a ticket will be allowed to rest with the whole body of registered Democrats of the county, who individually have had ample opportunity to announce a candidacy whether solicited or not, for any office to be filled at the June election."

Mr. Thomas added that he did not expect to call the committee together again before the primaries.

Inland Empire Historical Society.

WASHINGTON STATE COLLEGE, Pullman, April 9.—(Special.)—The annual meeting of the Inland Empire Historical Association occurred at the State College Tuesday, with 100 or more members present. T. C. Elliott, of Walla Walla, was elected president for the coming year and F. F. Nalder, registrar of the college, was elected secretary and treasurer.

Plans were endorsed for forming local historical associations in several communities of the Northwest, through which data are to be collected. The State College Library was designated as a depository for such material, until it is placed in due form for publication.

San Pedro Shipping News.

SAN PEDRO, Cal., April 9.—The steamship George W. Elder cleared tonight for Portland via Eureka and San Francisco with a large freight and passenger list.

The steamers Jim Butler, for Willapa Harbor; the Redondo, for Coos Bay; National City, for Fort Bragg, and the Yosemite for the Columbia River, cleared today in ballast to reload.

The schooner Ludlow, arriving seven days from Willapa Harbor, will discharge 800,000 feet of lumber.

MT. HOOD BREWING CO.

Has a fine brew of bock beer bottled in pints and quarts, which will be ready for the market on April 13.

Metzger tweeter, cattolan, 342 Wash.

Alcohol

Ask your doctor if a family medicine, like Ayer's Sarsaparilla, is not vastly better without alcohol than with it.

Ayer's Sarsaparilla

NON-ALCOHOLIC

A Strong Tonic - -	Without Alcohol
A Body Builder - -	Without Alcohol
A Blood Purifier - -	Without Alcohol
A Great Alterative -	Without Alcohol
A Doctor's Medicine -	Without Alcohol
Ayer's Sarsaparilla -	Without Alcohol

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

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

My Methods Always CURE MEN

DR. TAYLOR, The Leading Specialist.

I would rather give up my practice than indulge in either guesswork or make-believe cures. I have devoted twenty years to earnest and conscientious endeavor to the unravelment of some of the most perplexing problems that ever confronted the profession, and believe that I have attained the limit of medical possibilities in my particular branch of practice.

I do not treat symptoms. I treat to cure the disease behind the symptoms. If the case presents even the slightest feature upon which I have doubt, or if I recognize incurable complications I positively refuse treatment.

I have brought to light the true nature of men's diseases and the causes of the symptoms they present. In addition, I have, by the scientific blending of drugs, produced remedies that meet every condition that it seems possible to cure. Even the slightest relief, under my treatment, is genuine improvement—a part of the permanent cure that is to follow. There is no cause to hesitate. Consultation costs nothing, and I will not offer my services unless I can cure you.

MY FEE IS ONLY $10 In Any Uncomplicated Disorder You Pay When Cured

MY METHODS ARE LOCAL AND DIRECT.

That there is some functional derangement, the direct result of inflammation, enlargement or excessive sensitiveness of the PROSTATE GLAND, brought on by early dissipation or resulting from improperly treated contracted disorder. This condition CANNOT POSSIBLY be removed by internal medicines, and any tonic system of treatment that stimulates the activity of the function can but result in aggravating the real ailment. This is a scientific truth I have ascertained after a careful and scientific study, and upon which my own original system of treatment is based. I employ neither tonics, stimulants nor electric belts. I treat by LOCAL DIRECT METHODS exclusively, and my success in curing even those cases that others have failed to temporarily relieve with their tonics is CONCLUSIVE EVIDENCE that my method is the only possible means of a COMPLETE, RADICAL AND PERMANENT CURE.

MY GUARANTEE IS WORTH SOMETHING.

I do not care what your experience has been with other treatments, what guarantees you have and what promises were unfulfilled in the past, as unsuccessful, unscientific treatments and unreliable concerns are in no way a reflection upon HONEST, TRUSTWORTHY BUSINESS METHODS lived up to in this city by me for TWENTY-FIVE YEARS. I have an established reputation, and my guarantee means that my patients are INDISPUTABLY INSURED of success in their case. There is all the difference in the world between a guarantee of this kind and the promise of those mushroom concerns which are continually failing in business.

VARICOCELE, SPERMATORRHOEA, LOST VIGOR, ORGANIC WEAKNESS, CONTRACTED DISORDERS, STRICTURE, SPECIFIC BLOOD POISON AND PILES. I also treat and cure promptly and thoroughly.

CONSULTATION FREE—MY HONEST AND CANDID ADVICE COSTS YOU NOTHING. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town, in trouble, write if you can not call. My offices are open all day from 9 A. M. to 9 P. M., and Sundays from 10 to 1.

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