

GOL. S. W. ROESSLER GOES TO NEW YORK

Takes Up the Work of General Marshall on Fortifications and Harbor.

STATION OF IMPORTANCE

Officer Who Has Had Charge of Pacific Northwest Station Honored by New Chief of Engineers - McIntoe Arrives.

Colonel S. W. Roessler, United States Engineer, has received telegraphic orders from Chief of Engineers Marshall to proceed from Portland to New York City. Colonel Roessler will take charge of the fortifications at that place and will also look after the harbor improvement work which is being carried on by the Government. The station is the most important in the United States and is the one vacated by General Marshall on his appointment to be chief of the Engineer Corps.

Colonel Roessler will leave for the East Sunday and will go by the way of the Canadian Pacific Railway. His annual report for the fiscal year ending June 30 will be ready today and he will then turn over the office to his successor, Major McIntoe. In his report Colonel Roessler again urges the recommendations set forth in his report of last year, principally the deepening of the channel at the mouth of the Columbia by dredging. Colonel Roessler strongly urges the placing in commission of the dredge Chinook. The Chinook has been tied up at the Government moorings at Linton for the past four years. New boilers are necessary before she can go into active service and last year Colonel Roessler recommended the appropriation of \$90,000 for this work. The appropriation was not made and the report which was made is being forwarded today and the recommendation for money has been repeated.

BARK MAKES FAST VOYAGE

Crown of Germany Reports Out After Voyage of 111 Days.

The British bark Crown of Germany, which sailed from the Columbia River March 19 for the United Kingdom, has reported out. The vessel made the run in 111 days and 11 hours, a record for a bark of this size. The Crown of Germany is the largest bark ever built and has a number of exceptional features.

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A general reduction in the dry dock charges was authorized at the meeting of the Port of Portland, yesterday. The minimum rate was raised from \$20 to \$40 but there was a sweeping reduction in all other lines. The rate for steam tonnage was put on the following schedule: Under 100 tons, 25 cents; 100 to 200 tons, 25 cents; 200 to 400 tons, 18 cents; over 400 tons, 15 cents. Sail tonnage was placed at 15 cents for vessels under 500 tons; 17 cents for 500 tons; and 18 cents for more than 500 tons. \$2000 craft go on gross and sail on net for cargo.

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Seven Bodies Recovered.

LINCOLN, Neb., July 8.—The bodies of all the known victims of the record of Monday morning have been recovered. The list numbers seven, as follows: Herman Amend, 14 months old; John Amend, nine years old; Maggie Amend, 12 years old; Willie Amend, five years old; George Dam, 14 years old; John Nelson, 20 years old; Delard Nichols, 18 years old. Search for further supposed victims will go on today.

Forest Fires Near Oak Point.

Steamboat men and river pilots are experiencing considerable difficulty in navigating on the Lower Columbia River. Back of Oak Point there is a severe forest fire raging and the smoke hangs over the river like a bank of fog. Fires have been raging for some time but not of sufficient force to affect the navigation. For a number of years past there have been no great forest fires along the Columbia.

Marina Notes.

The steamship State of Columbia will sail for the South tomorrow morning at 9 o'clock. The steamship Johan Poulsen is discharging at the Pine-street dock. The steamship Washington sailed from Rainier yesterday for San Francisco. The steamship Geo. W. Elder sailed for San Francisco and San Pedro last night. The steamship Alliance will sail tomorrow evening for Coos Bay. She has been laid up for repairs for one week.

Arrivals and Departures.

PORTLAND, July 9.—Arrived, steamship Coos Bay, from Coos Bay, sailed, steamship George W. Elder, for San Pedro and San Francisco; steamship Washington, from Rainier, for San Francisco. Astoria, July 9.—Condition at the mouth of the river at 5 P. M., smooth, wind north-northwest, 10 to 15 miles per hour. Arrived at 6 and sailed at 11:10 A. M., steamer City of Panama, for Coos Bay, sailed at 1:30 P. M., steamer Elmore, for Tillamook. Astoria, July 9.—Sailed at 3:30 P. M., steamer Honkoma, for Astoria; 4:30 P. M., steamer Yamhatie, for Portland.

STEAMER INTELLIGENCE

Table with columns: Name, From, Date, To, Date. Lists various steamships and their routes.

Spoken off port, tug Dauntless with log raft in tow.

Spoken off port, tug Dauntless with log raft in tow, from Columbia River, for San Diego, Cal. Sailed yesterday, schooner W. F. Jewett, from Columbia River, for San Francisco.

Tides at Astoria Friday.

Table with columns: High, Low, Time. Shows tide schedules for Astoria on Friday.

ATTACK ON OWN OFFICERS

Spiritualists Bring Suit to Court. Fight Remarks From Cottell Ordinance, Validity of Which May Go Before Supreme Court.

Suit to oust the officers of the local branch of the National Spiritualists' Association, with the exception of J. E. Trigg, the treasurer, and incidentally to recover a \$2000, was filed in the Circuit Court, yesterday afternoon by Harry Yankevich, attorney for Green C. Love, and the National Spiritualists' Association, the plaintiffs. It is a quo warranto suit, and comes as a result of Mrs. Sophia B. Selp's fight against the Cottell ordinance, which recently passed the City Council.

WHO ELECTS U. S. SENATOR

This Man Is Much Puzzeled and He Writes to Inquire.

HAYFIELD, Or., July 6.—(Eddytor Oregonian)—I have always been a republican, but I am for Statement 1. Some say my vote will be counted for the weakin' and I think your eddytor's are partly responsible. The enemies of the principal are gittin' quite pert in this election. They claim to have been buncoed by Bourne and Chamberlain. I think it is a disgrace to make these unwarranted attacks on the foremost friends of the people in the state.

Money Asked for Baths.

The City Park Board, at its meeting yesterday morning, took up the matter of the public baths, and when Parkkeeper Mische submitted a report on the estimated cost of fitting up the establishment, some surprise was occasioned. It was found that it will require \$1000 for this purpose, and the Board voted to ask the City Council for the appropriation of the amount. The baths will be located at the foot of Jefferson street, on the west side of the river.

BIG CONTRACT LET

Power Company Will Buy Electric Wires. \$1,000,000 TO COST \$1,000,000

William S. Barstow & Co., of New York, Will Construct Conduits in Portland Business District as Required by Ordinance.

The contract was let yesterday by the Portland Railway, Light & Power Company for the building of an underground system of conduits and cables in the business district, as required by city ordinance. The contract amounts to over \$1,000,000, and was awarded to the engineering firm of William S. Barstow & Co. of New York. This firm also has offices in Portland in charge of William S. Turner.

Estimates and plans are now being prepared and the work will be started within a short time. The building of the conduits and the placing of wires and cables underground means that all electric wires in the business district will be taken from poles and put in the conduits under the streets. Only trolley wires and trolley feed wires will remain on poles in the district prescribed by the city authorities.

With the installation of the new system, current served to consumers throughout the business district will be changed from a 50-volt direct and a 220-volt alternating current to a 220-volt, three-phase direct current which throughout the city for the operation of cars is 550-volt direct, and it will probably be maintained always at that potential. The adoption of the 220-volt direct current is a right to Portland district will absolutely separate and permanently maintain the difference in circuits desired by the fire underwriters between the trolley and commercial circuits.

The cost of the installation of the underground conduit system will be upwards of \$1,000,000, said President Joseph of the Portland Railway, Light & Power Company yesterday. "The improvement, costly though it is, will not bring any additional revenue to the company and is a contribution on the part of the railway to upbuilding and beautifying the city, in which we are probably more greatly interested than any other individual or concern."

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BRIDGE SOON READY

Workmen Completing Structure Across Willamette. BIGGEST SPAN IN WORLD

Last Spike Will Be Driven This Week in Draw That Has Total Length of 335 Feet—Four Trains Ordered.

Longer than any other draw span in any bridge in the world is the pivot span in the new bridge across the Willamette River between the city, which is being built by the Spokane, Portland & Seattle Railway. The total length of the draw is 335 feet. On each side of the pivot there is a clearance of 262 feet to the nearest pier. Workmen are now completing this span, which is the last part of the bridge to be completed. The last pin in the structure will be driven this week.

Not only is the draw span the longest of any railroad or other bridge in the world, but it is a double track bridge and on that account it is especially heavy for operation. It is not unlikely that special machinery will have to be secured to swing the very heavy draw open and shut to allow the passage of vessels.

The Spokane, Portland & Seattle is setting a mark in big things for not only is this draw span a bigger one than any other but the bridge across the Columbia River at Vancouver, one of the longest similar structures in existence. The Willamette bridge will be completed ready for the operation of trains at some date between August 15 and September 1.

Delivery of four complete trains for operation between Portland and Spokane over the new road will be completed at Portland by October 15. These trains are said to be the latest thing in every way and are made especially for the Spokane, Portland & Seattle. They are being manufactured throughout by the Pullman Company and everything from the baggage car to the observation end will be turned out of the Pullman shops, chair cars, day coaches and all. Officials of the new road expect to have the line completed to Spokane by January 1, 1909.

The Chamber of Commerce is arranging a celebration that will be held when the new road opens. Special plans are being made for a great demonstration. All commercial organizations in the city will be asked to join in making the opening of the Chamber of Commerce, headed by Henry Hahn, will work on the matter and join with the other organizations. It is hoped that James I. Hill, President of the Great Northern, and Howard Elliott, president of the Northern Pacific, will visit the city when the new road is opened and join in the demonstration.

COME TO AID OF BROOKS

Grand Army Angered by Transfer of Postoffice Employee.

WASHINGTON, July 9.—A storm of indignation has been raised among Grand Army Veterans here as the result of the announcement that Captain Newton M. Brooks, superintendent of foreign mails of the Postoffice Department, is to be transferred to a subordinate position in the department, with headquarters at Philadelphia. The transfer of the Embassy at Berlin, his successor. At an informal meeting of the Grand G. A. R. men last night indignation was expressed over the change and President Roosevelt was criticised. A general indignation meeting of the G. A. R. veterans has been called for Friday night, when resolutions will be adopted asking the President to rescind the projected supersession of Captain Brooks.

CURES ECZEMA QUICKLY

New Drug, Poslam, Now Obtainable in Small Quantities.

Since its discovery one year ago, the new drug, poslam, has successfully cured thousands of chronic cases of eczema and other distressing skin affections. Heretofore poslam has been dispensed solely for the benefit of eczema patients in large jars sufficient for a month's treatment. This was found to be an inconvenience to many thousands who use it for minor skin troubles, such as pimples, blackheads, herpes, acne, scaly scalp, complexion blemishes, itching feet, piles, etc., which require but a small quantity to cure. To overcome this, and in response to urgent appeals, the dispensers of poslam have been obliged to adopt, in addition to the regular two-dollar package, a special fifty-cent size, which in future will be found on sale at the Skidmore Drug Co. and other leading drug stores in Portland, or may be ordered direct from the Emergency Laboratories, No. 38 West 25th Street, New York City. In all eczema cases poslam stops itching with first application, and proceeds to heal immediately; chronic cases being cured in two weeks. In less serious skin troubles, results are seen after an overnight application.

Poslam is a new drug, the formula of which has been kept secret for many years. It is a powerful antiseptic and has been found to be effective in the treatment of eczema, a skin disease which is often very troublesome. It is a new discovery and is a great relief to many sufferers.

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Please arrange to install an automatic telephone in my office and at my residence, No. 775 Irving street, at your earliest convenience. Yours very truly, (Signed) SIDNEY G. LATHROP.

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I have limited my specialty in practice to only a few of the more important disorders, such as those known as Syphilis, Gonorrhoea, Loss of Vigor, Varicocele, Hydrocele, Gonorrhoea, Syphilis, Stricture and "Weakness" can be cured perfectly—so as to stay cured. Of course I use different methods than the ordinary physician. Most of these are cases such as the ordinary courses of treatment fail to reach.

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