SOUTHERN PRUNES IN BRISK DEMAND

Bulk of Abundant Crop Reported to Have Been Already Contracted.

BUSINESS SLOW AT SALEM

Growers Secure an Excellent Yield, but Appear Unwilling to Make Sales at the Prevailing Schedule.

SALEM, Aug. 16.—(Special.)—Though the prune market has been open for several weeks, very little business has been done by the packers in this part of the state. An active business has been going on in Southern Oregon, however, and it is said that the bulk of the crop in that section has been contracted. The price offered by the packers is 5 cents a pound for prunes going from 30 to 35 to the pound, and a quarter of a cent less for each additional five prunes required to make a pound. So far as learned, this price is quoted by all the packers, with the exception that a few purchases have been made at a slightly higher figure by a dealer doing business in a small way for one firm in the East.

Growers in this part of the state do not seem ready to sell, for they decline to make contracts. Whether they do not like the price or the terms of the new contract is not known.

Price System Changed.

The new system of computing the grade of prunes for the purpose of determining the price is materially different from that which has been in use in the past. The contract provides for the payment of 5 cents for prunes going 30 to 35 to the pound, and a quarter of a cent less for each additional five prunes required to make a pound. Prunes going 40 to 45 to the pound would bring 4½ cents and those going 45 to 50, which is about what an Italian prune crop will average, would bring 4¼ cents. The price now quoted would mean about $85 a ton for crops as they run.

Though packers have joined in framing a contract to be used by all, they are not entirely agreed in interpreting its provisions. It will be noticed that "40 to 45" includes six numbers if it is inclusive, and there is nothing said in the contract to indicate whether the first or last number is to be excluded in making it five. Some of the packers have said that "40 to 45" means the sizes 41, 42, 43, 44 and 45, the next lower size beginning with those counting 46 to the pound. The difference would be very slight if the 40-45 size included 40, 41, 42, 43 and 44, but it is difference enough to lead to misunderstanding.

Disputes Are Avoided.

Under the new contract, when a grower delivers a load of his fruit, five or more samples will be drawn from the bags and the number required to make a pound will be ascertained, an average of the five draughts being computed to determine the size of the prunes in the load. Under the new system a load of prunes averaging 41 to the pound will bring exactly the same price as those averaging 45 to the pound. In recent years it has been the practice to compute a new price for each additional prune to the pound. The change was made for the purpose of avoiding disputes.

Prunegrowers of this vicinity generally report a very large drop of fruit in the last ten days, the heavy drop being attributed to the dry weather. Because the trees generally are not heavily loaded with fruit a very light drop had been expected, but reports indicate it will be as heavy as usual at this time of the year. There are also many reports that the prunes are smaller than usual at this season, but this is probably due to the fact that the season is late. Quite likely the growing season will last later than usual, and by the time the fruit matures it will be as large as in previous years. Harvesting generally begins about September 5 to 8, but this year will be a week or ten days later.

SHE WALKS TO MOUNT HOOD

ENGLISH WOMAN MAKES LIGHT OF HER TRIP.

Miss Gertrude Benham Has Climbed 200 Snow Peaks and Travels on Foot to See the Country.

HOOD RIVER, Or., Aug. 16.—(Special.)—Miss Gertrude Benham, an English woman who has walked over a good part of the earth's surface, arrived at the Mount Hood Hotel here yesterday, after having pranced in from Cloud Cap Inn, apparently as fresh as a young colt.

Miss Benham enjoys the distinction of being the only woman who ever walked from Hood River to the Inn and back again, and flouts at the idea that she accomplished anything remarkable. The distance from Hood River to the Inn is 28 miles, in the last four of which there is a raise of 5000 feet. According to the guests at this skyscraping resort who made the trip in an automobile, she was less fatigued than any of the party staying there, and entertained the guests on the evening of her arrival with an interesting narrative of her adventures on foot in many countries.

Shod in broad-soled shoes and armed with an alpenstock, Miss Benham left Hood River Thursday morning at 8 o'clock and reached the Inn at 7 that evening, a small handbag, all the luggage she carries with her, having been sent up by the auto. Friday morning she was ready for the ascent of the mountain, despite the fact that a high wind was blowing and that the guide accompanied her with reluctance. For several hours they battled with the wind and ice, but finally were forced to turn back when near the summit, owing to the velocity of the wind, which the guide told her made it extremely perilous to continue farther.

Descending the mountain, Miss Benham walked back to Mount Hood postoffice, a distance of 14 miles, where she remained for the night, and yesterday walked into Hood River, reaching here at 1 o'clock.

When asked about her trip Miss Benham said:

"I was very much disappointed at not being able to reach the top of Mount Hood. I have walked over a good part of the world and have climbed over 200 snow-capped peaks, and this is my first failure. I think we could have made it at that if the guide had not insisted on turning back. Perhaps he knew best, though. The wind was terrific. Mount Hood is different from any other mountain I ever attempted to climb. The ascent is very abrupt. The view from it is magnificent.

"Why do I walk? Because I can see the country to better advantage. I have been touring the world on foot for several years. I was born in London and first started by tramping through England. From there I went to Switzerland and climbed the Matterhorn and other snow-capped peaks in the Alps. Later I went to Asia, where I also climbed in the Himalayas. From there I walked over a good part of Australia, New Zealand, Tasmania and other islands in the South Pacific. Your valley reminds me considerably of the Tasmanian country on account of your timber and apple trees. Instead of pine, oak and fir, there they have the eucalyptus, which they are clearing from the land and planting orchards. They are already growing many thousands of barrels of apples there annually and are shipping them all over the world, except possibly to America. Last year I spent walking in Japan and this Summer I have been in British Columbia. I have climbed all the snow-capped mountains there and almost all of the others on the Coast. From here I am going to Mount Shasta, where I will make my final ascent in America. In two weeks I expect to sail from San Francisco for the Hawaiian Islands, where I will do some mountain climbing, and from there I go to South America, where I will spend the Winter among the mountains and seeing the country on foot. As you can see, I no longer care for dress. I have an income sufficient for my needs and globe-trotting has taken such possession of me that I have become a homeless tramp."

Colonel E. Hofer, President of the Willamette Valley Development League, Who Will Conduct Tour of Education This Week.

E. H. SHEPARD PRESIDENT

Hood River's University Club Starts Off With Membership of 30.

HOOD RIVER, Or., Aug. 16.—(Special.)—Hood River's University Club was organized Saturday by the election of E. H. Shepard president and Charles Hall secretary and treasurer. The new club starts with a membership of 30.

It expects, however, to soon have many more members, as it was stated at the meeting that there are 91 former college men who either reside at Hood River or own property here, and they will all be invited to join. As soon as possible club rooms will be secured and a banquet and public reception will be given during the Hood River fruit fair, which will be held in October.

Rural Delivery Extensions.

SALEM, Aug. 16.—(Special.)—Congressman W. C. Hawley has been notified by the Postoffice Department that an additional rural carrier has been ordered employed at Canby, November 2, and that on the same date rural free delivery service will be established at Woodville, Jackson County, and Loraine, Lane County, with one carrier at each place.

Encampment Douglas Pioneers.

ROSEBURG, Or., Aug. 16.—(Special.)—The annual encampment of the pioneers, native sons and daughters, will be held at Olalla, this county, September 23 and 24. This annual encampment is always made a notable event for the pioneers of Douglas County, where they meet and renew old acquaintances and enjoy camp life for a few days.

See Rosenthal's window, shoe bargains.

BOOSTERS ON TOUR

Development League Speakers Will Stump Valley.

HAVE FIVE DAYS' ITINERARY

President Hofer to Head Expedition of Education to Various Towns—Variety of Topics to Be Discussed.

SALEM, Aug. 16.—(Special.)—Colonel E. Hofer, president of the Willamette Valley Development League, has arranged a series of development meetings to be held at the principal cities of Western Oregon this week, ending with meetings at Marshfield during the district fair at that place next week.

Five speakers besides Colonel Hofer will constitute the party when it leaves here next Wednesday, but it is expected that at each point where a meeting is held others will join the crowd and proceed to Marshfield for the meeting of the Coos Bay Development Congress, which is to be held in connection with the fair. The places and dates at which meetings are to be held are as follows:

Corvallis, Wednesday afternoon, August 19.

Albany, Wednesday evening, August 19.

Cottage Grove, Thursday afternoon, August 20.

Eugene, Thursday evening, August 20.

Roseburg, Friday evening, August 21.

Marshfield, August 24 and 25.

The following speakers will handle the subjects named: Attorney-General Crawford, "A Deep-Sea Harbor at Coos Bay"; Judge John H. Scott, "The Greater Oregon Good Roads Campaign"; Hon. B. F. Jones, "Free Locks and Canal on the Willamette"; State Engineer John H. Lewis, "The Proposed New Oregon Water Code"; Railroad Commissioner West, "Oregon's Large Landholdings."

At each meeting a delegation will be added to the crowd of Valley boosters who are going to help out the Coos Bay Congress, and this campaign for the awakening of interest in the opening of that harbor will be the most strenuous ever undertaken.

FALLS DEAD FIGHTING FIRE

AGED WOMAN SUCCUMBS TRYING TO SAVE HOME.

Effort to Tear Away Fence and Check Progress of Flames Brings on Heart Failure.

ASHLAND, Or., Aug. 16.—(Special.)—Word has just reached here of the tragic death Tuesday of Mrs. Elizabeth Meagerly, an aged widow living near Woodville, in the northern part of this county, while fighting a forest fire that threatened to destroy her son's property.

For several days previous a fierce fire had been raging in the woods around the Meagerly home, but through the efforts of the residents of the locality it was gotten under control, and was effectually checked, as supposed. Tuesday afternoon the fire again came to life, however, and was burning the fence around the place.

Mrs. Meagerly was alone at the house at the time, with the exception of her younger daughter, who was confined to her room by illness. Mrs. Meagerly went out to the burning fence a quarter of a mile distant from the house and began tearing it down to take fuel from the flames.

The excitement brought on an attack of heart failure, the aged lady fell in a swoon and soon passed away. The flames soon crept up to her lifeless body and her right side, which was lying toward the fire, was badly burned. Oscar Simpkins, a neighbor, heard the noise of the fire and rushed to the scene, finding Mrs. Meagerly's lifeless body lying in the edge of the flames. Help was summoned from Gold Hill and the Coroner notified, but he did not deem an inquest necessary.

Mrs. Meagerly was a native of Missouri and a daughter of the late Jacob Neathammer, an old resident of Jackson County. She is survived by a large family of children.

Veteran Dies at Soldiers' Home.

ROSEBURG, Or., Aug. 16.—(Special.)—Preston Richardson, a Civil War veteran, aged 84 years, died at the Soldiers' Home today. He served as Second Lieutenant of Company D, Eighth Missouri Cavalry, in the Civil War. Interment will be made at Forest Grove.

JUDGE DEFERS DECISION

Case Involving Sunday Closing at Roseburg Nearly Ended.

ROSEBURG, Or., Aug. 16.—The expected decision as to the constitutionality of the Sunday closing law, commonly known as the "blue law," was not rendered yesterday by Judge Hamilton, who departed for Curry County to hold a term of court.

The case was carried to Judge Hamilton on a writ of review from the local Justice's court, where several cases for the violation of this law were tried. Keepers of soft drink establishments and cigar stores have been impatiently awaiting Judge Hamilton's decision, pending which all stores will remain closed on Sunday.

All arrests for violation of the Sunday closing law were made at the instigation of L. W. Engles, who alleged that he was supported by three local church organizations. All manner of threats were made against him by irate citizens and one of those arrested for keeping his store open on Sunday thrashed the informer. Engles immediately swore out a complaint, charging assault. When the case was called for trial the attorney for the prosecution brought forward a number of witnesses to testify that they had heard the defendant call Engles names as charged in the complaint, but no witnesses could be secured to testify.

Upon the fact being established that Engles had been called the names as charged, the attorney for the defense brought forward a number of witnesses who testified that the names were not criminally applied. The defendant was at once acquitted. The grand jury will probably investigate the alleged assault.

SMASHES ALPINE RECORD

Miss Peck Climbs 25,000 Feet on Mount Huascan.

LIMA, Peru, Aug. 16.—Miss Annie S. Peck, of Providence, R. I., the mountain climber, signaled at 4 o'clock yesterday afternoon her arrival at an altitude of 25,000 feet on Mount Huascan, the summit of which is covered with perpetual snow. She is accompanied by two trained Alpine climbers.

Miss Peck left New York two months ago to make another attempt to reach the summit of Mount Huascan, Peru. On a previous attempt she had to give up because her guides failed her. By reaching an altitude of 23,000 feet, Miss Peck has ascended higher than any man or woman in the world. The previous record was held by W. W. Graham, who reached a height of 23,800 feet in the Himalayas.

BABY BURGLAR CONFESSES

Fred Shaffer, 8 Years Old, Tells Tacoma Police How He Stole.

TACOMA, Wash., Aug. 16.—(Special.)—Diminutive 8-year-old Fred Shaffer, known to the police as the "baby burglar," was arrested last night by city detectives, charged with robbing Otto Duval's grocery store of about $100 in cash Monday night.

After the little fellow had been in a cell for two hours, he led them to the store and showed how he had hid beneath a counter while the grocer secreted his cash; how he had lighted a candle and found the money and how he escaped.

INJURED BY STREETCAR

Serious Accident to Passenger on the "S" Railway.

Frank Goldstone, who lives at 185 Grant street, was seriously injured last night about 11 o'clock on a southbound car on the "S" line between Grant and Sherman streets. He attempted to get off the car while it was moving and was thrown violently to the pavement. Conductor Farley stopped the car and Patrolman Lytle hurried to the injured man's assistance. He was unconscious for a while and the officer advised his removal to a hospital. Mrs. Goldstone, who was with him, preferred to have him taken home. He was found to be badly crushed about the head and shoulders.

EUGENE DEPOT OPENED

First Train Arrives at the New Passenger Station.

EUGENE, Or., Aug. 16.—(Special.)—The new Southern Pacific depot is now open to the public. The Cottage Grove local of last evening was the first train to stop in front of the fine passenger station. Hundreds of people from Eugene visited the structure during the evening. It was brilliantly lighted throughout. The people of Eugene are extremely grateful for this splendid improvement.

MAKE SOCIAL CALL

Mr. and Mrs. Harriman "Drop In" on Mrs. Griffiths.

ROW 4 MILES TO ODESSA

Landlady of Little Hotel Graciously Entertains Her Neighbors From Pelican Bay Lodge—Boys Seek Big Game in Mountains.

ASHLAND, Or., Aug. 16.—(Special.)—Reports which reach here from Harriman's private hunting and fishing preserves at Pelican Bay, 50 miles east of Ashland, on Klamath Lake, where the wizard of the railroad world is spending his Summer vacation with his family, say that Mr. Harriman is enjoying a partial respite from the strenuous life which the seclusion of his retreat makes possible.

A good portion of his time, however, is taken up with hearing the reports and sending out the orders which go to and from him over the telegraph wire daily to all parts of the country, a special wire and a force of telegraphers being a part of the equipment added to the lodge when he is occupying it.

Mr. Harriman goes out rowing and fishing daily on the bay, and is reported to have had fairly good luck angling for the gamy rainbow trout, which abound in the waters of the bay surrounding his Summer home.

Makes Social Call With His Wife.

An amusing incident is said to have happened the other day when the railroad magnate rowed his wife to the resort at Odessa, four miles from the Lodge. Mrs. D. M. Griffiths, the very accommodating landlady of the hotel, spying a strange boat at the wharf, with an unpretentious, bespectacled and stoopshouldered man mooring it, hurried down to welcome the little craft and its occupants.

Asking the man who he was and what accommodations were desired, the man replied:

"My name is Harriman, and we are neighbors of yours who are living up here at the Lodge, four miles distant. We have come to pay a friendly call and to see your place."

Mrs. Griffiths was equal to the occasion and welcomed the visitors heartily, as she does all her guests.

Boys Go After Big Game.

The Harriman boys have been out hunting far back in the Cherry Creek Mountains, two days' travel from the Lodge, guided by a well-known local hunter, Gus Melhase, and they are fully expected to secure big game this trip. Last year they went into the woods with great eclat and trappings enough to scare all the game from inhabiting the township and came back to the Lodge empty-handed. They are wiser this season and are believed to be working upon the proper system to achieve results.

Ashland is furnishing the supplies of fresh fruits for the Harriman family during their stay at the Lodge, and supplies are sent out regularly from here by stage.

ROADS IN CHEHALIS EXCEL

SEASON'S COST FOR SYSTEM WILL BE $250,000.

Plans Being Prepared for the Immediate Improvement of Highways Throughout the County.

MONTESANO, Wash., Aug. 16.—(Special.)—Chehalis County can now boast of one of the best systems of public roads in Washington. By the end of the present season $250,000 will have been expended on highways, and the trunk line through the county to the ocean beach will be in excellent shape. It is claimed that this is the only practical automobile route from the interior to the ocean beach north of California. The run can be made from Montesano to the beach, a distance of 36 miles, in a trifle over two hours.

The roads are well built and what with gravel and cement there will be a system nearly perfect. The cost in some parts of the county is as high as $6732 per mile. This was the average cost per mile of the last link of the trunk line through the county, the Montesano-Aberdeen road, over which the first vehicle passed one year ago this month. This main trunk line, when completed, by October 1, will be 62 miles in length.

There are also numerous branch and short roads, among which are the Kirkpatrick, 11 miles long; constructed at a cost of $21,175; and the "South Side" road, between Cosmopolis and Melbourne, which is 7½ miles long, and cost for clearing and grading $18,129, making an average cost of $2385 per mile for a 12-foot roadbed. There is also being built in the North River Valley a road, with four-inch planks nine feet wide. This cost $1000 per mile.

With all this expenditure the era of road building has scarcely more than begun. Plans are being made for more roads and in improvement of those already built where they are weak. County Commissioner Arland, Engineer Shorey and G. M. Powell recently inspected 80 miles of the roads in the east end of the county with the object of preparing a map.

BOLD CORVALLIS HOLD-UP

Robberies and Safe-Cracking Becoming Frequent of Late.

CORVALLIS, Or., Aug. 16.—(Special.)—This town, which, for a dozen years has scarcely known a robbery, has suddenly become the scene of operations by professional thugs. Rex Smith, a local harness dealer, was held up last night at the corner of Fourth and Washington by two masked men, who presented a revolver and went through his pockets. The holdup occurred at 11:30 P. M.

The night before, the house of William McMahon was entered, the owner's trousers were carried to the front porch, and his purse relieved of $15. Last week, the store of Jack Milne was entered, the safe cracked, and $100 in cash taken.

Saturday Real Estate Transfers.

Lewis P. Love and wife to Elias Brong, 48.10 acres beginning at southeast corner of the Lewis Love D. L. C. in T. 1 N., R. 1 E.	$72,285
Elias Brong and wife to Brong-Steele Co., same as above	10
John Barrett and wife to F. K. Harris et al., Lot 4, Block 1, Madras	2,325
Fred Cooper to Clarissa Davenport Cooper, west half of Lot 10, Block 7, King's Addition	1
W. T. Williamson and wife to School District No. 1, Lots 6, 7 and north half of Lot 3, Block 167, Couch Addition	24,000
Garden Park Co. to Frank Varrelmann, Lots 3, 4, 5, 6, Block 2, Garden Park	500
Firland Co. to A. H. Walker, Lot 14, Block 17, Firland	200
Fred A. Blackmore and wife to Bertine H. Prudhomme, east 35 feet of Lot 4, Block 13, Tilton's Addition	3,250
A. P. Lechler and wife to J. G. Jones, Lot 2, Block 27, Hanson's Second Addition	2,750
Southeast Portland Real Estate Association to Chas. W. Allsky, Lot 3, Block 4, first subdivision of McKinley Park	1
W. M. Mixer and wife to Leatha A. Bracken, Lot 17, Block 3, Smithson Land Co.'s Addition	1
A. H. Glasscock and wife to Wm. B. Bracken et al., Lot 20, Block 3, Smithson Land Co.'s Addition	—
Annie G. Hughes to Margaret L. Henning, Lots 16, 17, 18, Block 36, Irvington	4,200
David T. Harding to F. Gouternont and wife, Lots 110, 111, Arleta Park	10
R. L. Stevens (Sheriff) to Savings & Loan Society, 2 acres beginning at point 25 feet north and 30 feet west of southwest corner of Block 9, City View	2,000
R. L. Stevens (Sheriff) to German Savings & Loan Society, undivided one-fifth of Lots 3, 4, Block 48, Caruther's Addition	289
J. E. Moreland and wife to Chas. W. Brown, Lots 4, 5, Block 3, Market St. Addition	10
Annie L. Holt to J. R. Wyatt, Lot 7, Block 17, Tabor Villa	10
Robt. Treat Platt and wife to Albert B. Ferrera, Lot 9, First Addition to Cherrydale	1
Pearl Jackson to D. N. Burwell, Lot 8, Block 9, Piedmont	600
Morris Gumbert and wife to Backmon, Lot 24, Block 18, Peninsula Addition No. 2	100
Louis Goldsmith and wife to Amelia Backman, Lot 8, Block 17, Goldsmith's Addition	10
Park Land Co. to Hattie R. Rikewine, Lots 10, 11, Block 74, University Park	360
H. Adams to Augusta Henness, Lot 19, Block 1, Leland Park	1
J. R. Pearl and wife to S. B. Coulter and wife, Lot 8, Block 5, West Piedmont	1,100
Fred T. Lisco and wife to S. B. Coulter and wife, Lot 4, Block 9, Piedmont	900
Chas. P. Stayton to Ephriam Stringer, Lot 7, Montrose	1,300
Security Savings & Trust Co. Tr. to R. L. Sabin, Lot 7, excepting north 15 feet and south 15 feet, Block 7, Irvington	250
Geo. A. Clagg to Sadie J. Clagg, east half of Lots 1, 2, Block 1, Murray Hill Addition	3,300
R. L. Stevens (Sheriff) to Henry Wehrung et al., 20 acres beginning at point 20 rods north of southeast corner of northeast quarter of Sec. 24, T. 1 N., R. 1 E.	19
Lena E. Story et al. to Henry Wehrung et al., 30 acres beginning at southeast corner of northeast quarter of Sec. 24, T. 1 N., R. 1 E.	1
Wm. W. Peaslee and wife to Addie Jenkins, north half of Lots 1, 2, Block 122, West Irvington	1,650
Thos. E. Jenkins and wife to J. W. Logan, Lot 3, Block 14, Kenilworth	400
P. A. Engle and wife to Geo. R. Barringer, Lot 20, Block 8, Mt. Tabor Villa	2,000
E. W. Reder to Thos. H. Hunt and wife, Lot 11, Block 11, Richmond	2,000
Moore Investment Co. to A. H. Anderson, Lot 7, Block 17, Vernon	400
Henry Wehrung et al. to W. N. Carter et al., 30 acres beginning at southeast corner of northeast quarter of Sec. 24, T. 1 N., R. 1 E.	18,000
Total	$144,424

Have your abstracts made by the Security Title & Trust Co., 7 Chamber of Commerce.

DIARRHOEA

There is no need of anyone suffering long with this disease, for to effect a quick cure it is only necessary to take a few doses of

Chamberlain's Colic, Cholera and Diarrhoea Remedy

In fact, in most cases one dose is sufficient. It never fails and can be relied upon in the most severe and dangerous cases. It is equally valuable for children and is the means of saving the lives of many children each year.

In the world's history no medicine has ever met with greater success.

PRICE 25c. LARGE SIZE 50c.

ATHLETES

TO KEEP IN GOOD TRIM MUST LOOK WELL TO THE CONDITION OF THE SKIN. TO THIS END THE BATH SHOULD BE TAKEN WITH

HAND SAPOLIO

All Grocers and Druggists.

TRAVELERS' GUIDE.

REGULATOR LINE.
Fast Steamer Bailey Gatzert.
Round Trips to The Dalles Week Days. Except Friday. Leave 7 A. M.
Round Trips to Cascade Locks Sunday. Leave 9 A. M.
DALLES CITY AND CAPITAL CITY
Maintain daily service to The Dalles, except Sunday, calling at all way landings for freight and passengers. Leave 7 A. M.
Alder-Street Dock.
Phone Main 914, A 5112.

We want to get solid with the solid men of this town, the men of weight, no need of them waiting—we can fit them here and now.

Here are patterns designed particularly for them and styles that are made to suit their style.

Fall Suits, $10 to $30.

THE LION CLOTHIERS
166-170 Third Street.

Is your mouth similar in any way to the above? If so, no need to wear a wobbly, unusable partial plate or ill-fitting ordinary bridge work. The Dr. Wise system of "TEETH WITHOUT PLATES"

The result of 21 years' experience, the new way of replacing teeth in the mouth—teeth in fact, teeth in appearance, teeth to chew your food upon, as you did upon your natural ones. Our force is so organized we can do your entire crown, bridge or plate work in a day if necessary. Positively painless extracting. Only high-class, scientific work.

WISE DENTAL CO., INC.

Dr. W. A. Wise, Mgr., 21 years in Portland. Second floor Failing bldg., Third and Washington streets. Office hours, 8 A. M. to 8 P. M. Sundays, 9 to 1 P. M. Painless extracting, 50c; plates, $5 up. Phones A and Main 2029.

TRAVELERS' GUIDE.

PORTLAND RY., LIGHT & POWER CO. CARS LEAVE.

Ticket Office and Waiting-Room, First and Alder Streets

FOR

Oregon City—4, 6:30 A. M., and every 30 minutes to and including 9 P. M., then 10, 11 P. M.; last car 12 midnight.

Gresham, Boring, Eagle Creek, Estacada, Cazadero, Fairview and Troutdale—7:15, 9:15, 11:15 A. M., 1:15, 3:45, 6:15, 7:25 P. M.

FOR VANCOUVER.

Ticket office and waiting-room Second and Washington streets.

A. M.—6:15*, 6:50, 7:25, 8:00, 8:55, 9:10, 9:50, 10:30, 11:10, 11:50.

P. M.—12:30, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:05, 7:40, 8:15, 9:25, 10:35**, 11:45**.

On Third Monday in Every Month the Last Car Leaves at 7:05 P. M.

*Daily except Sunday. **Daily except Monday.

STEAMER LURLINE

For Astoria and all beach points.

Tickets good to return by train or O. R. & N. steamers.

Leaves Taylor-street dock at 7:00 A. M. daily except Sunday.

JACOB KAMM, President.

CANADIAN PACIFIC

EMPRESS LINE OF THE ATLANTIC

LESS THAN FOUR DAYS AT SEA.
Sailings—Quebec-Liverpool.
To Europe, August 21, 29.
From Europe—August 21, 26, September 4, 9, 18, 23.
Rates—First cabin, $90 up; second cabin, $48.75. One-class, $45; third-class, $28.75. Ask any Ticket Agent for Particulars or Write

F. R. JOHNSON, Passenger Agent, 142 Third Street, Portland, Or.

North Pacific S. S. Co's. Steamship Koanoke and Geo. W. Elder

Sail for Eureka, San Francisco and Los Angeles direct every Thursday at 8 P. M. Ticket office 132 Third St., near Alder. Both phones, M. 1314. H. Young, Agent.

SAN FRANCISCO & PORTLAND S. S. CO.
Only Direct Steamers and Daylight Sailings.
From Ainsworth Dock, Portland, 9 A. M.:
S.S. State of California, Aug. 22.
S.S. Rose City, August 29, September 12.
From Lombard st., San Francisco, 11 A. M.:
S.S. Rose City, Aug. 22, Sept 5.
S.S. State of California, August 29.
J. W. RANSOM, Dock Agent.
Main 268—Ainsworth Dock.
M. J. ROCHE, Ticket Agent, 142 3d St.
Phone Main 402, A 1402.

Fast Steamer **Chas. R. Spencer**

Daily round trip, except Thursday, Astoria and way landings, leaves foot Washington st. 7 A. M.; leaves Astoria 2 P. M.

FARE, $1.00 EACH WAY; MEALS, 50c

Sunday Excursions 8 A. M.
$1.00 ROUND TRIP.
Phone Main 8619.

COOS BAY LINE

The steamer BREAKWATER leaves Portland every Wednesday at 8 P. M. from Oak-street dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare, first-class, $10; second-class, $7, including berth and meals. Inquire city ticket office, Third and Washington streets, or Oak-street dock.

CONCRETE BRIDGE, UNDER CONSTRUCTION ON EAST SIDE

WOODEN FORMS ARE IN POSITION FOR SPAN ACROSS SULLIVAN'S GULCH AT EAST TWENTY-EIGHTH STREET.

The Pacific Bridge Company is pushing work on the concrete bridge across Sullivan's Gulch at East Twenty-eighth street. All the wooden forms for the reinforced concrete are completed. This bridge will be nearly 600 feet long. It will be the first reinforced concrete bridge built in Portland. Every part will be closely knit together with reinforcing steel rods. The concrete mixer is below the bridge and the material is raised to the top of the wooden forms and dumped into the square boxes which rise from the ground, thus forming the piers of the structure.

It will take about a month to fill up the forms with the concrete. Then after the concrete has set the wooden forms will be removed and the bridge will be ready for retouching. The rough surface will be covered with liquid concrete to give the structure a smooth, finished appearance. There will be double tracks on this bridge for streetcars. The cost of the bridge will be $80,000.