## KENNEDY BEATS STEAMER FLYER

Crack Puget Sound Vessel Is Distanced by Portland-Built Craft.

### BOAT MEETS SPEED TEST

Officials of Willamette Iron Works Return to Portland-New Craft Is Accepted for Port Orchard Route-Is Fine Sea Boat.

With the return to Portland of the crew and the few members of a little party which took the steamer H. B. Kennedy around to Scattle, come many interesting accounts of what proved to have been a decidedly eventful and exciting cruise, the outcome of which is most flattering to the ability of Portland as a shipbuilding community.

on the ability is reasonable to the dock of the magnetic from & Steel Works at 11 A. W. Saturday morning, in charge of Captain J. F. Blain, and from that time units of the contract of the co

M. Saturday morning, in charge of Captain J. F. Blain, and from that time unit lier acceptance by ner owners on Monday noon, her performance was entirely satisfactory, more than fuffilling specification requirements and proving herself to be the highest-grade passenger boat of her size on the Pacific Coast.

To test out the steaming capacity of the new vessel, she ran down to Astoria on one boiler, developing a speed between it and 17 miles an hour. She laid over in Astoria for the night on account of heavy weather conditions on the bar. She crossed out Sunday morning, not-withstanding the fact that the bar was in much rougher condition than would ordinarily be considered safe for a boat built for inland waters. Her behavior during the half hour necessary to cross the bar was magnificent. She took the heavy seas without difficulty, and with the shipment of only one comber which did no material damag. Swinging around to the north, with a brisk 25-mile souleaster snariling at her heels, she pushed along at a 17-mile speed, and proved herself to be a splendid heavy-weather boat, notwithstanding the physical discomfort of some of the landsmen aboard, who failed to harmonize their digostive systems with the somewhat sportive tendencies of oid Neptune.

### Reaches Straits by Night.

Reaches Straits by Night.

Sunday night size tied up in Port Angeles in the Straits of Fuca, after a splendid daylight ron of over 390 miles. The following morning she left Port Angeles at 7:22 and in just 3 hours and 58 minutes had negotiated the 79 miles to Seattle and rode gracefully off Colman Dock, where a very representative Seattle waterfront aggregation had gathered to pass judgment on her. This performance demonstrated her ability to make her four-hour endurance test, and as it was made in the face of a brisk ebb tide, demonstrated that her speed requirements of 39 miles per hour was considerably exceeded, and, as a result, the owners and builders were in jubilant spirits.

Tying up about an hour to allow the

ide. denoted rather than the problem was already exceeded, and, as a result, the saiderably exceeded, and, as a lower to allow time for lunch, she backed out under 250 pounds pressure and chased the speedy had a first trip abroad. For a said and a full control of the Sattlie people about her problem of the Sattlie people about her problem of the Sattlie people about her capitaln of which realized the under 250 passengers landed, and 150 forms.

Constwise Charters Scarce.

HOGUTAM, Wash. April 1.—(Special)—Alback scarcity of coastwise charters are the said of the type on the Pacific Coast. As she came around to come abeam of her, and then around to come abeam of her, and the her around to come abeam of her, and then around to come abeam of her, and then around to come abeam of her, and then around to about to come. The Flyer, by the way, had prepared herself for the advent of the Kennedy by going into drydock, where her hull had been given a satin finish and a new bronze propeller had been installed. When the boats finally had secured a position just abreast of each other, the safety valves on both of them were blowing off, indicating full steam pressure, the throttles were opened wide, and the race began. The hopes of the Flyer were very shortly dashed, for from the very beginning of the speed contest the Kennedy showed easy ability to outclass her, and after a few minutes' run the passengers of the Flyer were given a good opportunity to inspect the rapidly receding wake of ber rival. The test was continued long enough to demonstrate that no changes could be rung in on the situation, and then the Kennedy swung off with a parting sainte and returned to Seattle, where the finishing touches are now being put on her before being formally turned over to her owners.

## Steamer Built in Schedule Time.

The fact that she made such a notable performance, and was moreover completed in exact schedule time, is of great satisfaction to B. C. Ball, the chief engineer of the Willamette Iron & Steel Works, and Frad J. Duthle, who were directly in charge of the construction, and is a special source of gratification to her designer. Fred A. Ballin, the marine architect, who not only designed her for the owners, but who represented the owners as inspector of construction. This is probably the first opportunity that Mr. Ballin has had of demonstrating just what he can do in the way of designing a thoroughly high-class steel passenger heat. The requirements for the Kennedy were so exceptional in the matter of speed and lightness that many Pacific Coast marine authorities freely prophesied that the boat would not be satisfactory, either in point of stability or in her fitness to do hard continuous work, but her performance in making the scavoyage and then running her endurance test without any interruption, demonstrates beyond all doubt that she is just as good as she looks, which is a very sufficient recommendation for those who have taken the opportunity of giving her thorough inspection. The fact that she made such a notable

through inspection.

The results of her ability will be of great benefit in securing for Portland decided preference in the construction of the many high-speed passenger boats which are sure to be built to take care of the rapidly increasing requirements of the Pacific Coast.

## AMARANTH TO LOAD LUMBER

American Barkentine Fixed for West

Substation at Astoria.

Substation at Astoria.

ASTORIA. Or., April 1.—(Special.)—Postmaster Carney received authority from the department today to establish postal station No. 2 at Lindstrom & Co.'s tamber of the West Coast. The rate named is 29 shillings and 6 pence. The Amaranth is now at San Francisco, having arrived at that port March 25 from Newcastle. N. S. W. She is one of Hind. Rolph & Co.'s vessels and has made a number of trips to the Columbia River.

McNear has two cargoes purchased for the West Coast; one at Portland and one on Puget Sound. There has been consid—

Rosenthal's pumps fit at the heel.\*

ranth would load here or on the Sound it has been practically settled that she will take her cargo from this port and that another vessel will be taken for Sound loading.

C. L. Behr Passes Away in London. Cable advices received in Portland yesterday from London, Engiand, announce the death of C. L. Behr, of the salmon importing firm of A. W. Lathan & Co. London. Mr. Behr was well known to all the packers and dealers on the Columbia River. Formerly he made annual trips to this section in the interests of Lathan & Co. He has handled more Columbia River salmon than any foreign huyer who visited the territory.

Steamer M. S. Dollar Sails for Orient Laden with 1.842,146 feet of lumber for Manila and Canton, the British steamship M. S. Dollar salled at noon yesterday. The Dollar had on a part cargo laden at

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	STEAMER INTELLIGENCE,
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g	Due to Arrive.
STATE OF STATE TO THE PART OF STATE OF	Name From Date Numania Hongkong in port Argo Illiamook in port Argo Tilliamook in port Argo Tilliamook in port Alliance Coos Bay in port Alliance San FranciscoApril 10 Geo, W. Elder. San Psdro. April 13 hue H. Elmore Tilliamook May is Breakwater Coos Bay April 2 Northland San Francisco April 5 Rose City San Francisco April 5 Eureka Eureka April 5 Alesia Hongkong April 10 Nicomedia Hongkong April 10 Nicomedia Hongkong In port
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Argo. Tiliamoek April 2
Senator San Francisco April 2
Senator Coos Bay Apr 5
Sue H. Elmore Tiliamoek April 4
Numantia Hongkong Apr. 6
Breakwater Coos Bay April 10
Eureka Eureka April 10
Geo W. Eider San Pedro April 10
Geo W. Eider San Pedro April 10
Geo W. Eider San Pedro April 10
Nicomedia Hongkong Apr. 17
Nicomedia Hongkong May 12

Entered Thursday, Alliance American steamship (Parons), with general cargo from Coos

Allas," American steamship (Bad-ger), with fuel oil from San Fran-(Conner), with fuel oil from Port

Harford.

Cleared Thursday.
Alliance, American steamship (Parons), with general cargo for Coos

Atlas, American steamship (Badger), with ballast for San Fran-Santa Rita, American steamship (Conner), with ballast for Port Har-

M. S. Dollar, British steamship (Cross), with 1.842.146 feet of tum-ber, valued at \$19.235, for Manila and Canton.

Puget Sound. She is the first vessel to clear for a foreign country for April and will mark the beginning of heavy lumber shipments for the month.

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### Ship's Officers All Japanese.

Ship's Officers All Japanese.

VICTCRIA, B. C., April 1.—The steamer Kasa Maru, of the Nippon Yusen Kaisha, which arrived today, is now solely in charge of the Japanese, not a single European officer being carried. Among the saloon passengers was the new Japanese naval attache for the Washington Legation, Commander 4. Hiraga, who for four years has been serving in the Admiralty Department at Tokio, and is making his first trip abroad. Eleven Russian mineworkers who have been working in Siberia came from Vladivostok, bound to Seattle. There were 22 Japanese steerage passengers landed, and 29 for Seattle. The cargo totalled 1889 tons.

sloop-of-war Shearwater arrived here to-day from San Diego and other Southern ports, and will make a brief stay before proceeding to British Columbia.

## Marine Notes.

The oil-tank steamship Atlas is dis-charging fuel oil at Portsmouth. charging fuel oil at Portsmouth.

For San Francisco, direct, the steamship Senator will leave down this afternoon.

With general cargo for San Francisco the steamship Riverside sailed yesterday.

With passengers and freight for San Pedro, San Francisco and Eureka, the steamship Geo. W. Elder sailed last evening.

Brown & McCabe, stevedores, have closed a contract with the Government for the handling of all transport business

## Arrivals and Departures.

PORTLAND, April 1. Sailed Steamship ieo. W. Elder, for San Pedro and way ports; steamship Riverside, for San Francisco; steamship Arlas, for San Francisco; British M. S. Dollar, for Manila and Caption.

Anton.

Astoria, Or. April 1.—Condition at the south of the river at 5 P. M., smooth; wind outhwest 12 miles; weather, cleudy. Arrived own at 4 and salled at 5:30 A. M.—teamer Breakwater, Coos Bay and Sureka. Left up at 6 A. M.—Schopner Sompess and R. W. Bartlett. Arrived in mid-left up at indinghri-Steamer Juhan Coulsen, from San Francisco. Salled at 8:45 A. M.—Schopner Andy Mahony, for San Francisco.

Francisco.
San Pedro, April I.—Arrived yesterday, steamer Casco, from Portland.
San Francisco, April I.—Salled at 2 P. M., steamer Bowden, for Portland.
Moji, April I.—Arrived March 25, British steamer Boveric, from Portland.
Hongkong, April I.—Salled, German steamer Alesia, for Portland, via San Francisco.

isco.

San Francisco, April 1.—Schooner Chas.

Falk went ashors ten miles north of irays Harbor. Tugs gone to her assistance. Tides at Astoria Friday.

HIGH. LOW LOW 11:05 A. M. . . 7.6 feet 11:05 P. M. . . 7.8 feet 5:40 P. M. . . 6.8 feet

## Substation at Astoria.

Rosenthal's pumps fit at the heel. .

Keen Competition Among Pacific Roads for Traffic.

PUT MORE MEN IN FIELD

Entrance of St. Paul Line Into This Territory Forces New Condition Which Old Established Lines Are Trying to Meet.

Never before in the history of the Pacific Northwest have the different railroads been such strong competitors for traffic. This is particularly true of the intermediate lines of the Middle West. Each road is fortifying its position and putting new men in the field to secure traffic.

The explaination of it is the coming of the St. Paul road. If the Middle Western lines are not to be outdone, they must make unusual efforts to get the business, for when the St. Paul agents ask for freight now they can point to their new line to Pacific tidewater and make the claim that the road is entitled to the business because the owners have just shown such striking evidence of their faith in the Pacific Northwest.

Other Middle Western roads that have no Pacific Coast extension are hard put to it to equal this showing. However, they are doing everything they can to overcome the prominence the St. Paul is securing by building to the Coast.

the St. Paul is securing by building to the Coast,

More men are being put on all along the line. The St. Paul has always had the reputation of having a staff of business geiters who are hard to equal in corralling traffic for their line. Competitors are fully aware of this fact, and this is one of the leading reasons why efforts to get business are being redoubled, now that the St. Paul has built into the territory where this Coast traffic originates.

The Burlington, a close competitor of the St. Paul, has just given its agents in the Pacific Northwest more latitude in handling the business of the territory. Hereafter, instead of reporting to General Agent Sheldon, at the Portland office, commercial agents at Seattle, Tacoma and Spokane will deal directly with the head-quarters offices at Chicago.

The Eric Railroad has just appointed a general agent at Portland, C. B. Baker being named to that position. His appointment became effective yesterday. Formerly the Eric maintained a freight agency here only.

The Pennsylvania Railroad is understood to be contemplating the appointment of a general agent at Spokane, with other soliciting agents throughout the territory, to get its share of the business originating in the territory. The advent of the St. Paul to the Pacific Coast territory is assigned by railroad men as having caused the other lines to sit up and take notice. Warm rivalry for business throughout the Northwest is expected hereafter for the intermediate lines are preparing for a war to the knife for the traffic. That it is a rich field for tonnage was never so fully realized as at present.

Henney until the report is submitted to the proper authorities at Washington.

"We are fully alive to the requirements of Central Oregon in securing railroad communication." said Mr. Henney yesterday. "and the matter is being considered carefully. I am inclined to think the department will act promptly in regard to the proposition, particularly if it is found the report submitted by this office can be approved. As to our recommendations, of course I cannot make them pubions, of course I cannot make them pub They must go to the department

J. D. Hart and wife to Martha F.
Lawrence, lot 2, block 30, Katherine
erine
S. N. Creech and wife to W. A.
Hossack et al., lot 4, Subd. or
block "A." Oak Park Add. No. 2.
B. E. Melvin to Rachel M. Clark,
lot 18, block 12, Arleta Park No. 2
Portland Realty & Trust Co. to Zoe
Lillian Wells, lots 29, 30, block 6,
Laurelwood Park
W. L. Harman and wife to Eleanor
S. Brodle, lots 7, S. block 11, lot
18, block 12, Good Morning Add.
J. F. Wilson et al. to J. M. Pittensor, lot 3, block 23, North Ablina
Mary E. Snuffin to S. B. Barker et
al. So acres in Sec 31, T. 1 N.
R. 2 E.
L. H. Monefee and wife to Western
Oregon Trust Co. 4 acres in John
Donner D. L. C. in Sec 9, T. 1 S.
R. 1 E.
H. M. Collett et al. to J. H. Cone.

1 E. Collett et al. to J. H. Cone. 10. block 4. Altoons Park. Barker et al. to Edw Rosen-tim, 8 aures in Sec. 31, T. 1 N.

W. Hansen et al. to G. W. Bates & Co. lot 7. block S. Railroad

& Co., lot 7, block S. Railroad Shops Add.

R. Gossman et al. to Emima L. Gossman et al. to Emima L. Nickels, N. W. of lot 6, block 6, Wait's Cloverdale Annex.

M. A. Hosack et al. to W. J. Good. lot 4, Subd. of block "A." Oak Park Add. No. block "A." Oak Park Add. No. block 25, Albina Homestead J. H. Smith to H. M. Collette et al., lot 16, block 4, Altonan Park.

A. Hisham et al. to Walter Himman et al., lots 12, 13, block 2 Evelyn Park Portiand Reality & Trust to, to Barbara A. Foreman, lot 14, block 9, Failing, also 543 square feet lying bet lot 14, block J. Failing Add. and W. boundary of Hawthorne Place

Whitney and wife to H G. they et al. E. to of S. W. L. W. M. of Sec. 5, T. 1 S. R.

ollege Endowment Association to FF Williams lots 1 to 4, 15 to 16, 20 to 40, block 23, College E. Menefee and

Fince
E. Menefee and wife to Clara P.
Saunders. W. 4 of lots 17. 15.
block 2. Evans Add.
H. Hammend and wife to James
Hooper, E. 50 feet of lots 1, 2,
block 5., Sellwood

lois 18 20 21. block 9. Clemson's Add.

Mary Shaunon to Henry Uhland. lot 10. block 9. Clemson's Add.

Valentin Gebhart and wife to W. G. Haves, property in Sec. 12. T 1 S. R. & E.

W. G. Hayes to Bessie, G. Hayes, same property

Lars Swenson to Sarah Swenson, lot 8. block 25. Central Albina.

P. B. Langdon and wife to D. C. Nichola, W. in of 10 9. block 6. Clty View Park

H. W. Footh et al. to Multnomah County, 25 acres in Sec. 13. T. I. N. R. 1 W.

Paul Rossier to James Patterson, land beginning on E. line of tract owned by Alliance Trust Co., near Hawthorne Terrace's Robert S. Coe. Jr., and wife to A. H. Harding, lot 17. block 20. First Add. to Holladay Park Add.

Andrew Peterson to Frank Lane et al., lot 6. block 1. Lester Park Jane A. Welch to Charles W. Davis, lots 4, 5, block 6. Orchard Home Add.

Ver Iverson and wife to Eather C. Fobl. lot 11 block 20. Albina.

M. Banschbach lots 3, hash lots M. Banschbach 10 3. H. Nash, lots M. Banschbach, 10 3. H. Nash, lots Anna B. Connell to J. H. Nash, lots Anna B. Connell to J. H. Nash, lots

Clemson Co. to Henry Uhland. 18. 20, 21, block 9, Clemson's

## NEW CHIEF ENGINEER NAMED

### T. H. Croswell Appointed by Spokane, Portland & Scattle Road.

kane, Portland & Scattle Road.

T. H. Croswell has been appointed chief engineer for the Spokane, Portland & Seattle Railway. Circulars to this effect were issued yesterday from the office of President Francis B. Clarke, the appointment becoming effective yesterday. The headquarters of the new official will be at Portland and offices will be maintained at Seventh and Hoyt streets, in the present engineering quarters of the road.

Mr. Croswell has for some time been engaged on the construction of the new

North Bank road between Pasco and Spokane. Prior to that time, he was prominent in the engineering ranks of the Northern Pacific. He was chief assistant engineer at Spokane for the Northern Pacific for several years, and before that was on the engineering staff of the road at the engineering staff. fore that was on the engineering staff of the road at St. Paul. Mr. Croswell is a graduate of the University of Minnesota engineering school, and is regarde as a highly capable man. He was received ing congratulations yesterday on his ap-

## Sunday Train for Woodburn Branch.

Sunday train for woodburn Branch.

Sunday train service will soon be given the Woodburn branch of the Southern Pacific for the first time in the history of that road. At present the people of Silverton, Mount Angel, Crabtree and other towns on the Silverton branch have to do without Sunday trains and are inconvenienced in consequence. Patrons of the Southern Pacific in that territory have long wanted Sunday trains and the passenger department of the Harriman lines has decided to grant the request. One songer department of the Harriman lines has decided to grant the request. One passenger train will be operated on the Woodburn branch each Sunday on the same schedule as the present weekday service. The new train is expected to be put on next Sunday, although possibly it will be delayed for one week.

## REAL ESTATE TRANSFERS

Park Land Co. to M. H. Tower, N. 16 of lot 7, block 191, University Park

R R Carlson and wife to Laura J

R R Carlson and wife to Laura J

Regnes, lots In 18, block 1, Carlson's First Add

## Look Well

Your doctor will tell you why Ayer's Hair Vigor so promptly checks falling hair. Ask him all about it.

# Ayer's Hair Vigor

Good books are all right, but do not let them cheat you out of your good looks. Drop your books; take up your mirror! Is your hair exactly to your liking? Remember, Ayer's Hair Vigor is a hairmedicine, promptly stops falling hair, destroys dandruff. Does not color the hair.

We have no secrets! We publish

the formulas of all our medicines. J. C. AYER CO., Manufacturing Chemists, Lowell, Mass, F. Hoberts and wife to John Pieldhouse, I acre in Sec. 9, T. I S. R. 3: E. W. Delaney to John Hergest, lot 13, block 9, N. Irvington. F. Kennedy and wife to Security Savings & Trust Co., lot 1, block 14, Portland Homestead P. Lent and wife to W. M. McCheery, jots 5: 10; 7 and S. 100 feet of lot 22, block 2, Lents Add. B. McClung and wife to G. P. Lent, lot 5 and W. 4; of lots 6; 7, block 2, Lents Add. G. Lewis Add. F. Roberts to John Amberson, lot 7, block 18, Hawthorne's First Add. Fortland Realty & Trust Company to Mary Company & Trust Company to Mary Choughtin, but 24, block 16. Chicagon of A. P. Smith west half of lot 4 and north 14 feet of west half of lot 5, block 6. South Sunnyside 7 lot 5, block 6. South Sunnyside 7 lot 5, block 6. Lot 6, block 3, block 5, but 3, block 6, lot 6, block 5; lot 16, block 5, lot 8, block 5; lot 16, block 5, lot 16, block 5; lot 16, block 6, lot 6, block 5; lot 16, block 7, Williams Add, No. 2

G. Jamleson and wife to J. E. Howard, land in Sec. 1, T. 1 N. R. 1 W. R. 1 W. R. 100 North 18, block 3, South Sunnyside Add.

Morton Cohn and wife to H. R. Reynolds et al. lots 19, 29, 22, 44 block 32, Williamete Heighte Add.

W. H. Messner and wife to Elias Keeney, southeast half of lot 3, block 5, P. T. Smith's Add.

Eduardo D. Hurrie and wife to Homer 1, Keeney, lot 1, block 2, Edward Lyons and wife to Enuma C. lot 7. block 18. Hawthorne's First Add.
ohn Berry to Mary A. Mullen, lot 6, block 63. Sunnyside Third Add.
loyd Peabody and wife to G. A. Lane, lot 29, block 12. Portsmouth Villa Ext.
Cheodore Brugger and wife to Ernest Schwedler, 61 aires in Sec.
D. T. 18. R. 3 E.
E. Bleret and wife to Ernest Schwedler, same as above.
Inest Schwedler and wife to Theodore Brugger, 50 acres in Sec. 9.
T. 1 N. R. 3 E.
L. C. Ketiney and wife to C. H. Wilcox, E. to flots 5, 6, block 4. Evans Add.
L. R. Reyndids and wife to S. M. Cohn Real Estate & Inv. Co., 50x. 100 feet in block 6, Johnson's Add.
L. Harvey and wife to Jack Nendel et al., lot 10, block 49, Vernon.
W. Walker and wife to William Edward Lyons and wife to Emma C. Strout, lot 4, block 10, Rosedale Annex

Edwin J. Samuels and wife to Emma Chase Strout, lot 4, block 10, Rosedale Annex

G. H. Strout and wife to Will H. Rarber et al. lot 4, block 10, Rosedale Annex

Bernard Tryssad and wife to H. A. Plitteiger, lots 7, 8, block 32, M. Patton's Second Add.

Ritchey M. Kinnear et al. to Rector Realty Company, lot 7, block 115, City

R. La Donald and wife to Gust Nei-Nendel et al., lot 10, block 49, Vernon.

W. Walker and wife to William Polifika, 50x100, feet in Perry Prettyman D. L.

E. Olsen and wife to L. L. Parker, lot 1, block 2, Lincoln Park.

D. Leonard and wife to W. Polifika, 50x100 feet, beginning at point in N. line of ESIark 51, 17.3 feet E. of E. line of East Twentleth street.

Henry Harkson and wife to A. E. Eklund, lots 1, 2, block 5, Ivanhoe W. H. Burke et al. to H. S. Clodfeiter, land in Sec. 29, T. 1 S. R. City

I. Donaid and wife to Gust Nelson 330x000 feet, beginning at N. E. cor, of S. E. quarter of N. W. M. of Sec. 20, T. J. S. R. I. F. Security Abstract & Trust Company to Soren P. Jenseen, lor d. block 29, Ross City Park
Andrew C. Smith and wife to W. D. Jellison, lots I. 4, block 230, Couch's Add.
P. A. Engle et al to F. A. Herbst, lot Add.

A Engle et al 10 F. A. Herbat, lot 8. block 11. Mt. Tabor Villa Annex. Frank Michels and wife to Dammeler Investment Company lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, block 8. Marchment Add. loth A. Zahm to Columbia University, 71 acres in Sec. 17, 18, T. 1 N., R. 1 E.; also block 55. University Park; also lot 11, block 15; lot 4, block 11; lot 4, block 16; lot 16, block 4, West Portland Jacger to J. D. Knight, lot 7, k S. Arleta Park No. 3, lot 8, Rubens to J. P. Nelson, lot 8, k 23, Elberta and wife to J. C. Mcs. lot 3, block 29, Mount Tabor LAWYERS' ABSTRACT & TRUST CO. Room 6. Board of Trade bldg. Abstracts a specialty. Have your abstracts made by the Title & Trust Co., 7 Chamber of Commerce. COLUMBIA RIVER TOWAGE Poor Outlook for Port of Portland Boats, Says Writer.

PORTLAND, April 1.—(To the Editor)—
Through the columns of The Oregonian I notice there is a probability of the Puget Sound Tugboat Company continuing in the Sound Tugboat Company continuing in the towage service on the Columbia River. If such is the case, would it not be well in the interest of the taxpayers of the state to reflect, and call a hall in the proposed expenditure of the Port of Portland Comreflect, and call a halt in the proposed expenditure of the Port of Portland Commission in this direction?

Why? The Puget Sound Tugheat Company is owned, controlled and operated by well-trained and experienced men in that line of business and managers, including Captain Kidd Bailey (who, as The Oregonian is pleased to term him), is the peer of any manager or practical steamboat man in the United States. I speak from my own knowledge and observation. The Port of Portland Commission is composed of men who are not experienced in this line of business; they have no knowledge of it whatever; they do not know how to choose employes; they do not know how to choose employes; they do not know how to otop the leaks in the operation of such business as this, and their competitors have no leaks.

In the matter of securing business it would be a safe prediction to say that in the face of competition that the Puget Sound Tugboat Company would secure so per cent of the business coming to this port and the commission would never know how it was accomplished.

In the enabling act of the commission here is a clause that can be used by the Puget Sound Tugboat Company to the disadvantage of the commission, which without question would be used and by which



4,000

2,000

450

2,150

210

4.50b

16,000

2,100

C. Gee Wo THE CHINESE DOCTOR This great Chinese doctor is well known throughout the

Northwest because of his wonderful and marvelous cures, and is today heralded by all his greatest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical acience of this country. With these harmless remedies he guarantees to cure catarrh, asthma. contary, with tosse harmies remoties he guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver and kidney troubles, also private diseases of men and women. CONSULTATION FREE

Patients outside of city write for blanks and circulars, Inclose 6c stamp. The C. Gee Wo Medicine Co. 1623/2 First St., Near Morrison., Portland, Or.



# Men, Wake Up!

A little neglect is often the cause of great mischief and the highest aims of life rendered hopeless and impossible by such negligence. The man who fails throw a switch for a passing train in time may ever so sorry afterwards, but his sorrow will not bring back the lives that were sacrificed by his neg-lect of an important duty. The man who fails to care for his health or correct the mistakes of the past is asleep at the switch over which the freightage of his whole future is about to pass.

If you have violated the laws of health and are conscious of a constant drain which is undermining



your system, come to me before you become a nervou wreck. If you are weak, gloomy, despondent, have bad dreams, depressed, lack ambition and energy, unable to concentrate your thoughts, lack vim, vigor and vitality, come to me at once. My treatment will stop all drains and overcome all weaknesses, and positively restore you to strength and health. I have cured thousands of weak men, and I will give you a written guarantee to cure you or refund

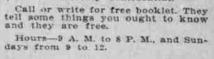
Our patients who have treated with us for Blood Poison and Skin Diseases will vouch for the fact that we cured them never to return; they were cured by us after being disappointed and deceived so long that they thought there was no cure for them.

BLOOD POISON SKIN DISEASES, SORES, ULCERS, ECZEMA, PIM-PLES, BLOTCHES, ITCHING, BURNING and DISCOLOR-ATIONS of the SKIN

CURED, NEVER TO RETURN. ENTIRELY REMOVED FROM THE SYSTEM, NOT "LOCKED IN," TO AGAIN REAPPEAR.

MEN If you are not physically sound, let us see just what your condition is. A frank, honest opinion of your case matter just as we would want you to treat us if our positions were reversed. matter just as we would want you to treat us it out positive reversed.

We would like to see and talk personally with every afflicted man who contemplates treatment with us, but if a visit is from any cause impracticable write us. Our system of treatment by mail is the most successful known. No business address on our envelopes or packages. Everything in plain white envelopes and sacredly confidential.





ST. LOUIS MEDICAL AND SURGICAL

CORNER SECOND AND YAMHILL STS., PORTLAND, OREGON

DISPENSARY

the Tugboat Company would secure practically the whole of the business.

New, a useless expenditure of money would be prevented if the commission would meet the owners of the Puget Sound Tugboat Company and come to an understanding by which the business of the port can be handled by the said Tugboat Company on such terms and conditions as will be agreeable and satisfactory to all parties, including the owners of the vessels who would have to pay for the service. If this can be done it will save the state the expenditure of, say, 2700,690 in principal, and possibly 15 per cent of that amount in operating expenses, exclusive of interest. I say this as my belisf, speaking from a practical

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with

dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suf-

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