BRIDGE CREW IS TO BE INCREASED

O. R. & N. Substructure Will Be Completed in February, Is Declaration.

HINDRANCES ARE FUTILE

Working Force Will Probably Bulge From 150 to 200 as Task of Making Foundation for Massive Span Progresses.

With 150 men on the job and the prospect that this number will shortly be increased to 200, work on the railroad bridge of the O. R. & N. proceeds apace. That the sub-structure will be completed by February was an official estimate given out yesterday from the Harriman

"We are in this bridge matter to a finish and we do not intend to allow these delays to stop our work," said J. P. O'Brien, general manager, yesterday afternoon. "It has by now become patent to everyone that these proceedings are purely in the nature of temporary hindrances by those who desire to annoy us. They will not succeed."

That Mr. O'Brien was not in error was assertained from the office of Chief Engineer Boschke. There it was learned that 60 per cent of the east pier had been completed. The pedestal for the highway viaduct on the East Side is already completed. Lying beside the dock are two enormous steel cutting edges weighing 400,000 pounds apiece. ing 400,000 pounds aplece.

Cutting Edges Important.

Upon these cutting edges the brunt of the excavation will fall. They act as enormous shovels. They are fitted on the ends of two catssons, the edges of which are loaded with tons and tons of stone and other weighty material. At the foot of the caisson a hydraulis stream scoops out the dirt into the space be-tween the two caissons, from which it foot of the caisson a hydraulic stream conens the earth the weighted caissons force down upon the cutting edges, split-ting the earth to a still greater degree

Everything is now ready for the installation of the caissons, which are now lying on the dock at East Morrison street, ready to be floated down to the bridge. Filing is being driven around the situation of each caisson and upon this piling a working platform will be

On the West Side a portion of the Alaska dock has been torn down. Through the Alaska dock a portion of the bridge will pass and preparations are now unway to commence immediate work on the West Side of the river also.

High water may delay the completion of the superstructure, but it is Mr. Boschke's intention to expedite matters. "We are going to show you people something about bridge building," he

Total Cost \$1,630,000.

The total cost of the bridge, although estimated on the unit system, will amount to about \$1,830,000. The contract for the substructure was let to the Union Bridge

Some idea of the enormous size of th bridge and the quantity of material in-volved may be gathered from the following weights, in pounds, of various com-ponent parts of the bridge: Main girders and towers, 14,400,000; cast steel shoes, 320,000; drums and shafting, 280,200; cables, 60,000; sheaves and locks, 280,000; operating machinery, 120,000; wire 280,000; operating machinery, 120,000; wire ropes, 125,000. There will be 38,000 square of concrete in the substructure The draw, which is of the lift type, will open and close in 1½ mintues. In actual practice it will probably be accomplished under two minutes.

GRANT AND BENNETT DEMUR

Order to Arrest O. R. & N. Officials

Is Opposed in Circuit Court. The alternative writ of mandamus, sued by Presiding Judge Morrow, of Circuit Court, against City Attor-Grant and Municipal Judge Ben-to compel them to show cause they should not issue warrants the arrest of the foreman of the Steel bridge construction crew, is

being fought by demurrer.

The two city officials demurred yesterday to the petition asking for the mandamus, on the ground that the court has no jurisdiction, that M. O. Collins and Dan Kellaher have no legal right to sue, that the clerk of the Municipal Court is not made a party Municipal Court is not made a party defendant, causing a defect in the petition, that several causes for special proceedings are improperly united in the petition, and that facts are not stated sufficient to constitute a cause

LEBANON'S WELCOME ROYAL

Thousand People Turn Out to Greet Railroad Officials.

In a great outdoor reception, 1000 Leb anon people gathered in the streets Sat-urday to welcome the railroad officials who arrived in General Manager O'Brien's private car to fittend the celebration up-on the opening of the Lebanon-Crabtree

cutoff.

"I was never more surprised at anything in all my life," said William Mc-Murray, "than at the number of people out to greet us. Lebanon did things right up to the top notch. We were entertained at a reception on the lawn of Senator Miller's residence. Following that there was a street meeting talktest, followed by a hotel banquet. Altogether it was a very satisfactory occasion" Although Mr. Mc-Murray did not say so, Lebanon Murray did not say so, Lebanor had surprises for the railroad men. The open-air meeting was entirely unexpected by them. With no procedure, Senator Miller mounted the front seat of an automobile and introduced Mr. McMurray. He next introduced F. W. Robinson, assistant freight and passenger agent, as "the handsomer man as wall as the Beau Brummel of the Harriman forces.

Mr. Robinson's modesty overcame him, but he had to speak, nevertheless. Among the other speakers were Judge Wetherford, of Engene: H. E. Lounsbury, local freight agent of the Southern Pacific; Mayor Reeves of Lebanon, and Judge Newport. Senator Miller, with two charming young women, led the grand march to the banquet.

Railroad Men Like Mount Hood. Mount Hood has become one of the opular resorts for railroad men. They are discovered that by taking train to have discovered that by taking train to Hood River an easy ascent of the mountain can be made after a short automobile trip. Visiting railroad experts are being taken on this trip every weekend. Among those making the trip for the first time Saturday were parties conducted by Wesley Ladd, E. E. Ehrman and Mrs. Helen Ladd Corbett.

and Lebanon was built at a cost of

WORKMEN TO MEET TODAY

Grand Master Gevurtz Finds Order in Thriving Condition.

Consideration of recommendations of the grand master for the advancement of the organization and reviewing the work lished during the last two years will be features of the 22d biennial sessioln of the Grand Lodge of the Ancien Order of United Workmen, which will convene at 9 o'clock this morning at the Oddfellows' Hall at First and Alder streets. The session will continue for

Election of officers will take place on the second day of the convention, when



Philip Gevurtz, Grandmaster of Ancient Order of United Work-men of Oregon.

So the process goes on inth the So the process goes on inth the So the process goes on inth the So the process below the water has been reached. One hundred and thirty feet below low water is the depth the caissons will penerate for foundation purposes.

The process by which the work is going on is known as the open-caisson process, which means that the caissons and air-tight.

The process by which the work is grown to a membership of over 3500, with nine lodges under the jurisdiction of Oregon, it is explained by local officers.

It is also said the condition of the order at present is good, there being over \$200,000 in the reserve and beneficiary.

clary fund.

A special meeting of the grand lodge having been held in November, it was urged by a number of the members and some of the officers that the regular grand lodge meeting for this year could not be held. It was argued that the money necessary to held the lodge meeting, which would amount to about \$2000. could be more profitably applied to field

year's meeting aroused considerable discussion among the various Portland lodges, and at last Mr. Gevurtz called a meeting for the purpose of getting the opinion of the majority of the members. At this meeting the prevailing sentiment favored the holding of the grand lodge, and, accordingly, the meeting was called.

TROUBLES OF HEIRESS END

Girl Who Eloped With Greek Cook Turned Over to Uncle.

After two months of tribulation, mostly centering around the Police Court, Irma Jorgensen, a young girl Shaver Transportation Company Not who eloped from Salt Lake City with a Greek cook, saw the last of her troubles in Portland yesterday when she was released from the City Jall and turned over to an uncle, who will take turned over to an uncle, who will take her to his home in the Mormon city.

G. H. Kendrick, the uncle, who is a locomotive fireman, of Salt Lake City, paid the remainder of a fine standing against the girl and secured he release. He said he would give her a home and keep her away from the Greeks and her mother, whom he blames for the girl's trouble.

The girl who is only 17

The girl, who is only 17 years old and of striking appearance, was first arrested several weeks ago, for being arrested several weeks ago, for being on the streets after hours with a Greek named Andrew Morphis. It was found that she had eloped from the Utah city a month before with Morphis and had been living with him in this city. The girl at that time said she was an heiress, and that a reward of \$1000 was out for her capture. These statements were afterwards found to be false. Irma was fined \$20 and held in jail for lack of payment, being later released on the understanding that Morphis would marry her. The prospective marriage fell through and a few days later Irma was picked up by Pa-

days later Irma was picked up by Pa-trolman Montgomery, consorting with another Greek. She was given an in-definite sentence and her people in Utah were communicated with, the result that her uncle appeared yes terday to take her back home.

APPLE BUYERS IN FIELD

Non-Irrigated Prime Keepers Already Are in Demand.

HUSUM, Wash., July 18 .- (Special.)-HUSUM, Wash., July 18.—(Special.)—
Statements of prospective apple crops
from the older orchards in this vicinity
of J. R. and P. B. McCracken, William
Olson, J. E. Slade, E. Fish, Rosander
Hendryx, J. D. Tilton and R. D. Cameron are flattering for the 1916 yield.
Early apples are already in the market.
Orchardists say that the Spitzenbergs
and Newtowns in the White Salmon Val and Newtowns in the White Salmon Val ley never looked better. This valley is commanding the attention of Eastern fruit buyers. who are already in the

field for non-irrigated prime keepers. Marriage Licenses. Marriage Licenses.

McFarland-Drudd.—J. B. McFarland. 38. city. Esther Drudd. 32. city. Eichoitz-Stanger.—Joseph G. Eichoitz. 39. Kenton: Pearl Stanger. 32. city.

Peslantio-Walker.—Jamez Peslantio. 22. Corbett; Bianche Walker, 19. city.

Clutter-Kremer.—Ernest W. Clutter, 33. city. Mary F. Kremer. 32. city.

Demaky Donaki.—Styne Demaky. over 21. city; Sopha Denaki. 19. city.

McIntire-Evans.—J. A. McIntrie. 40. Seaside; Mrs. Mas Evans. 35. city.

Lamb-Hayman.—Herbert R. Lamb. 45. East St. Johns, Sarah Annie Vera Hayman.

40. city.

Hervik-Thyboit.—Ole Hervik, 27. city; Anna Thyboit. 27. city; Anna Thyboit. 27. Nocl. 25. city; Laura Anna Thyboit. 27. city.
Anna Thyboit. 27. city.
Noel-Wallas—Ray R. Noel. 28. city; Laura
B. Wallas—Ray R. Noel. 28. city; Laura
City; Luia M. Olsen. 21. city.
Howarth-Morey—O. J. Howarth, 23. city;
Grace E. Morey, 20. city. Wedding and visiting cards. Wm. Klumpp Co., 2261; Washington st.

arch to the banquet.

The six-mile cutoff between Crabtree & Co., Washington bldg., 4th and Wash. **

Army Engineers No Longer to ALASKAN'S CARGO IS COMING Direct Navigation Aids.

ELLICOTT HAS AUTHORITY

By Order of Bureau of Lighthouses Under New Law, Lighthouses Are to Be Supervised Hereafter by Mariner-Duties Doubled.

First of the acts of the Bureau of Light-houses, which was created in accordance with a Congressional act approved June 17, to be felt here is the reassembling of If, to be felt here is the reassembling of all work pertaining to aids to navigation in the Thirteenth Lighthouse District, under that head, orders having been received yesterday for Major Joy Morrow, of the Corpe of United States Engineers, who has been acting as lighthouse engineer, to assign all property in his possession to Commander J. M. Ellicott, in charge of the district.

The change was to have taken place change was to have taken place

July 31, but as Major Morrow is en ro

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1	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
1	STEAMER INTELLIGENCE.
1	Due to Arriva.
***********	Name. Prom Date Sue H. Elmore. Tillamook . In port Bear. San Pedro. In port Geo. W. Elder. San Pedro. In port Geol. W. Elder. San Pedro. In port Geol. W. Elder. San Pedro. In port Geol. W. Elder. San Pedro. July 19 Eureka . Eureka . July 20 Hreakwater. Coos Bay . July 21 Hreakwater. Coos Bay . July 22 Hosnoke . San Pedro. July 22 Hosnoke . San Pedro. July 24 Beaver . San Pedro. July 27 Paicon . San Francisco July 27 Faicon . San Francisco July 27 Eelja
1	Scheduled to Depart.
į	Name. For Date Sue H. Elmore. Tillamook. July 19 Golden Gata Tillamook Into 19

to Alaskan waters to inspect new lightstations under construction and Com-mander Ellicott is to leave shortly on his annual tour of that territory, the for-mal transfer has been deferred until Sep-

It has been the custom for an army en-gineer to be appointed supervisor of con-struction work, while the maintenance of stations and lights and recommenda ions for additional ones fell to the lot of he district inspector, a naval officer. The author of the new bill establishing the Lighthouse Bureau is credited with having favored a separation of the two fighting branches of the Nation in that work, for it provides that either an Army or Navy man or civilian shall serve as spector for three years and at the ter-

inspector for three years and at the ter-mination of that period the person in charge must be a civilian.

The new order is not regarded as a mat-ter that will cause any breach between the Army and Navy, for it has been well known that the engineers did not ap-preciate being assigned to duties that in reality required the experience of mari-ners in directing the building of aids to navigation. The Bureau of Lighthouses ouse engineering is now conducted.

The change will materially lessen the utles of Major Morrow, more than double the responsibilities of Commander. Ellicott and bring under one head all de-talls of the same character, while it will increase the lighthouse tender fleet.

ACTION FOR DAMAGES FAILS

Responsible for Injury to Lee. The Shaver Transportation Company has been held not responsible for the fatal injury of J. J. Lee at the North Bank bridge in February, 1908. Judge

Bean passed upon the case in the United States Court yesterday, and dismissed the claim for damages. The suit was brought by Katherine L. Pope, administratrix of the estate of Lee.

Lee was employed as a mechanic in the construction of a pier in the bridge and was working on a floating pile-driver. He was standing on a ladder attempting to adjust a heavy iron cap for a pile when the steamer Henderson passed on the river. The complaint ai-leged that the Henderson gave no heed to signals sent up from the barge tell-ing her to anchor or lessen speed be-cause of danger, and for that reason the barge was rocked by the swell, top-pling over the ladder and tossing Lee to the deck.

Judge Bean held that the evidence sustained the theory of the defense that no danger signals were heard, and that in passing the bridge the Henderson was not traveling to exceed four or five miles an hour, a speed required to retain steerage way in the current. The suit was dismissed.

UPPER RIVER DREDGING ON

Mathloma Headed for Salem to Im prove Channel to Independence.

Reports from the Upper Willamette are that the Government snagboat Mathloma and Dipper Dredge No.2 had passed Newberg and were a consider-able distance south. Instructions of the Government engineers were for the craft to proceed as far as possible, and o begin operations on the first bar that obstructed navigation.

that obstructed navigation.

It is hoped to get the Mathloma to Salem in order that she can dredge and remove snags between that point and Independence so a gasoline launch plying on that part of the river can continue its trips. There are no other transportation facilities in that locality reaching the river district.

The Organ City Transportation Computer.

that locality reaching the river district.

The Oregon City Transportation Company's statistics of last year's business shows that on July 2 the steamer Oregona went through to Salem with 60 tons of freight and in August the Pomona, drawing more water, carried over 20 tons. There has been no traine this season since June 8. Last year there was 1.01 feet of water at Salem and today it is below zero.

WILHELMINA HITS BRIDGE

Gasoline Schooner Did Not Wait for Braw to Swing Full Distance.

Having gained such headway before he Steel bridge draw could be opened, shortly before 1 o'clock yesterday morning, that she failed to get sufficient clearance between the draw and pier, the gasoline schooner Wilhel-mina crashed into the structure and sus-tained damage to her foremast. A report of the mishap was yesterday made to Harbormaster Speler, who investigated and said that it was parently due to the manner in w

the schooner had been "lined up" for the draw. She was moored at the Cen-tral dock and repairs were started at once. The craft is also to have her house extended aft, which work was contracted for when she was cleaned and painted on the Port of Portland drydock a week ago

American-Hawaiian Line Will Have Goods Brought Here.

Advices yesterday to Cook & Company, representing the American-Hawaiian interests here, were to the effect that arrangements had been made through which

raisements had been made through which about 1200 tons of cargo on the steamer Alaskan, which was not damaged in the fire that recently broke out on the vessel, would be transported to this city on the steamers Quinault, F. S. Loop and Johan Poulsen. The steamers are expected this week.

The steamer Falcon, plying regularly for that line between the Bay City and Portland, reached the former port yesterday and will also bring cargo north, arriving next week. The matter of providing increased facilities on the run has not been determined, though Coast executives of the company have been in conference with the directing powers at New York and it is expected a change will be authorized January 1.

PILOTAGE CUT NOT ALARMING

Despite Bar Pilotage Reduction Independents Can Work.

ASTORIA. Or., July 18.—(Special.)—Although realizing that the individual incomes will be materially lessened as a result of the recent reduction in the bar pilotage rates made by the Port of Portland, the independent bar pilots are apparently not greatly alarmed over the action of the commission, at least so far as it will affect the amount of business done by them. one by them.
They say that while they believe the

They say that while they believe the former rates were sufficiently low for the service rendered, still as the cut has been made, they have no alternative other than to meet it, and will do so. Captains Anderson and Swansen are here but Captain Woods has gone to San Francisco after the Norwegian steamer Titania, which is coming to Portland to load.

Fire Causes Emphatic Order.

One result of a fire that destroyed a large portion of the upper roadway on Ainsworth Dock Thursday evening was the issuance of an order yesterday by the Harriman interests for the construction of immense bins for the reception of waste material on the docard and no fires are permitted to be lighted on the property to the rear. A force of men was started clearing the space, on which new freight sheds are to be erected, and as rubbish cannot be on which new freight sheds are to be erected, and as rubbish cannot be dumped in the river, it must be hauled away in the future. Repairs made necessary by the blaze were practically completed last night, including the rebuilding of a portion of the stairway leading to the Steel bridge.

Pactolus Finishes Cargo.

Shortage of seamen for offshore voyages is not bothering the skipper of the American bark Pactolus, which yesterday American bark Pactolus, which yesterday finished taking on about 1,20,000 feet of Oregon fir at Inman-Poulsen's, for he said last evening that he had a crew and would leave for sea tomorrow morning at 10 o'clock, bound for Cape Town. The schooner Inca, which arrived yesterday from Honolulu, is due in the harbor today, having left up in tow of the today, having left up in tow of the steamer Ocklahama. She is under char-ter to the Pacific Export Lumber Com-pany to load for New Zealand.

More Machinery Added to Pulitzer.

preciate being assigned to duties that in reality required the experience of mariners in directing the building of aids to navigation. The Bureau of Lighthouses has set forth in the order that the engineer is to turn over all details of construction, all lighthouse and office force equipment, the tender Columbine and the office quarters in which the lighthouse engineering is now conducted.

In keeping with minor plans made for the rejuvenation of the Port of Portland way of wireless apparatus. Marine Architect Norrhin will accompany Superintendent Harry Campion to St. Johns today to inspect the craft preparatory to installing apparatus for raising her salls and anchor by power. In the past she and anchor by power. In the past she has been manned by an ordinary crew, and it is not expected her company will be reduced when she is recommissioned, but it is deemed best to provide her with

Wireless on 100 Pacific Craft. When the pilot schooner Josph Pulitzer, of the Port of Portland Commission, is equipped with wireless, which is expected to be operating August 1, she will have the distinction of being the 100th vessel to carry the aero sys-tem on the Coast. Few of the carriers so equipped are operating offshore so that they form an admirable relay system, being generally scattered from Alaskan waters to the Mexican Coast

Rainier to Carry Grain.

That California dealers are keen for ew crop Northwest wheat is evident from the fact it was yesterday reported that the steamer Rainier, which has been plying between Portland and San Francisco, carrying lumber South, had been fixed for a full cargo of grain. The rate is said to be \$2, which is 50 cents in advance of that paid during the past fev

Weather Better Now for Traveling. But one passenger was reported sea-sick on the steamer Geo. W. Elder, which arrived up yesterday from San Pedro, via San Francisco and Eureka. George Kinney, steward of the vessel, said it was one of the smoothest voy-ages of the season and that there was a cessation of the bothersome north-

Mongolin Again Floated.

YOROHAMA. July 18.-The Pacific Mall steamer Mongolia, from Hongkong to San Francisco, which touched again after having been floated from her stranded position off the Island of Hondo, was set free by the rising tide to-day. The vessel was not damaged.

Tender Heather Goes North ASTORIA, Or., July 18 .- (Special.)-The

lighthouse tender Heather sailed this evening with supplies for the light stations in Jutheastern Alaska. She will be absent about five weeks. The light-house tenders Armeria and Columbine are now in Alaskan waters

BABY ONE YEAR OLD

Got eczema on hands, face, nose and mouth-Hard crust formed, cracked and blood ran out-Itched frightfully-Could not rest - Mitts on hands to prevent scratching -Mother forced to sit with baby day and night-Used Cuticura Soap and Ointment as directed-In three days crust began to come off-In a week there was no more scab-Now baby is cured without a mark - Sleeps soundly in her cradle and parents in their bed - No more sleepless nights because of baby's suffering-Cuticura seems a wonderful remedy for this disease.

Extract from the letter of Mr. Henry M. Fogel, R.F.D. 1, Bath, Pa., December 9, 1909. Cuticura Remedies are sold throughout the civilized world, Cuticura Soap (25c.), Cuticura Ointment (50c.), Cuticura Resolvent(50c.), and Cuticura Pills (25c.). Potter Drug & Chem. Corp., Sole Props., 135 Columbus Ave., Boston. 53 Mailed free, 32-page Cuticura Book on How to Treat the Skin and Scalp.

rebuilt and other work done, the steam-er Annie Comings has been berthed at the wharf of the Willamette Iron & Steel Works.

Captain Thomson headed the steamer Eureka over Humboldt bar shortly before noon yesterday, and she is expected here in time to get her cargo aboard and sail Thursday evening.

First of the steamers of the Shaver Transportation Company to undergo

Transportation Company to undergo annual overhauling is the Sarah Dixon, which is lying on the East Side, below the Burnside-street bridge.

Officers of the Kellogg Transporta-tion Company assert that if the expect-ed order regulating the closing of bridge draws during rush hours is en-forced they will be compelled to seek a dock in the lower harbor. With a passenger list of 70 persons, the steamer Breakwater got away on time yesterday, and Captain Macgenn expects to bring back Hibernians from

Coos Bay to participate in the closing exercises of the convention. When the steamer Golden Gate arrived up last evening, Captain Snyder was relieved of command by Captain Astrup, who resigned Saturday as master of the Alliance, and Mate Anderson was relieved by First Officer Peterson, formerly of the Breakwater. An entire new deck crew was employed but no changes were made in the engi-neer's or steward's department.

Yesterday's clearances at the Custom-House included the steamer Cas-co, which will load 550,000 feet of lumber on the lower river for the south: steamer Breakwater, for Coos south; steamer Breakwater, for Coos Bay: steamer Tahoe, for Aberdeen, sall-ing today; steamer J. B. Stetson, with \$40,000 feet of lumber for San Pedro, and the steamer Coaster, which will load 530,000 feet at St. Johns and St. Helens for the Bay City.

Movements of Vessels.

PORTLAND, July 18—Arrived—Steamer see, W. Elder, from San Pedre, via San Francisco and Eureka; gasoline schooner Wilhelmins, from Yaquina; steamer Rosserans, from an Francisco; steamer Golden Gate, from illamook. Sailed—Steamer Breakwater, for

San risk of the state of the st 4:30 and left up at 7 A. M., steamer Golden Gate, from Tillamook, Arriyed at 4 A. M.—Steamer Shasia, from San Francisco, Arrived at 7 and left up at 8:40 A. M., steamer Rose-crans, from San Francisco, Arrived at 7:15 A. M., schoorer Inca, from Honolulu.

San Francisco, July 18.—Arrived at 12 noon, steamer Falcon, from Portland, Arrived at 2 P. M., steamer Geo. W. Fenwick, with log raft in tow, from Columbia River, Arrived at 4 P. M., steamer Catania, from Portland. Bureka, July 18.—Salled at 11 A. M.—Steamer Eureka, for Portland.

San Pedro, July 18.—Arrived—Steamer Yosemite, from Columbia River.

Samarans, July 14.—Salled—Spithead, for Puget Sound.

London, July 18.—Arrived—Titan, from Tacoma, via Yokohama, etc.

Tacoma, via Yokohama, etc.
San Francisco, July 18.—Arrived—Steam-ers Falcon, from Portland; Geo. W. Fen-wick, from Astoria; Helene, from Grays Harbor; Catania, from Astoria; Hazel Dol-lar, from Hankow. Sailed-Steamers Charles elson and Watson, for Seattle. Seattle, July 18.—Arrived—Steamer North-

iand, from Sitka; steamer Governor, from San Francisco, Salled-Steamer Umatilla, Tacoma, July 18.—Arrived—Steamer Mon-tars, from Seattle. Departed—Steamer Ad-miral Sampson, for Sound ports; steamer Umatilia, for Sound ports.

Tides as Astoria Tuesday, High, Low, 6:10 A. M.....6.1 feet 5:36 A. M.....0.2 foot 0:53 P. M.....84 feet 5:22 P. M....44 feet

HORSEMEN'S LIVES LOST

Two More Believed to Have Perished in Exposition Building Fire.

"Kansas City Charley" and "Toxas Jack," two former employes of the Fashion Stables, destroyed in the Washington-street conflagration last week, are belitved by some of their friends to have been victims of the flames. It was reported to Patrolman Nordstrom yesterday that there is reason to think ons in Jutheastern Alaska. She will be absent about five weeks. The lightouse tenders Armeria and Columbine re now in Alaskan waters.

Marine Notes.

For the purpose of having her wheel that the two men were iseeping in the stables when the fire broke out. The men were last seen, so far as known, the night before the fire in a Washington-street saloon. They said, casually, at that time, that they intended to sleep in the stables that night,

NO HARMFUL MINERALS **PURELY VEGETABLE**

There are certain mineral medicines which will temporarily remove the external symptoms of Contagious Blood Poison, and shut the disease up in the system for awhile, but when the treatment is left off the trouble always returns in worse form. But that is not all; the delicate membranes and tissues of the stomach and boweis are usullay injured by these strong minerals, and frequently stomach trouble, chronic dyspepsia, and mercurial rheumatism are added to the destructive blood poison. S. S. S. is the only remedy that can be used with perfect safety in the treatment of Contagious Blood Poison, and with the assurance that a lasting cure will result. This medicine, made entirely of non-injurious roots, herbs and barks of recognized curative and tonic value, removes every particle of the barks of recognized curative and tonic value, removes every partition of moving from the circulation, and by enriching and strengthening the blood removes every symptom permanently. S. S. S. does not hide or cover up the disease in any way, but cures it by removing it from the system. Home Treatment Book, and any medical advice free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

I demonstrate my ability in the treatment of the ailments in my specialty, first, by giving immediate benefits; secondly, by the rapid progress my patients make from the beginning, and each and every patient knows that he is going to get well from the fact that there is no standstill about the ailment, no weary weeks and months of waiting, hoping and watching for benefits—the trouble must yield if I tell you in the beginning I can perma-

nently cure you, and it is because I am a scientific specialist and know how to CURE

By the latest and best methods I cure, to remain cured, Blood and Skin Ailments, Varicose Veins, Piles, Kidney and Bladder Ailments.

If afflicted men in Portland and vicinity knew of the permanent cures I accomplish, of the patients I dismiss who don't have to continue seeking and paying for treatment, some of them having been treated a dozen times before, they would surely lose no time in seeing me. I prove my success over other specialists. I don'te ask you to believe me. I don't ask you to tak: my word for what I saya visit and treatment will tell and convince you if you have any doubts. Not a Dottar Need Be Paid Unless Cured.



I WILL TREAT YOU FREE for one week if you desire to prove that I can cure you. I have spent thousands to develop my treatment, and I know what it will do. Don't experiment discwhere. Try my treatment free, and be convinced that I can cure you. While the ordinary doctor is experimenting and making mistakes, I complish cures. See me now.

\$5 AND \$10 IS ALL I CHARGE FOR CURING SOME CASES

MY PRICES ARE ALWAYS THE LOWEST, no matter where you go. There is a reason—my practice is the largest, my offices are the largest, I am prepared to treat the largest numbers. Therefore I can cure you the cheapest. Having the most experienced and best scientific treatment to be had, I can cure you the quickest. If you have any trouble whatever, come to me.

CONSULTATION AND EXAMINATION FREE at office or by mail. One personal visit is preferred, but if this is im-practicable, write us a full and unreserved history of your case and get our opinion free. Many cases cured at home. Medicines fresh from our own laboratory, \$1.50 to \$6.50 per course. Hours-0 A. M. to S P. M. Sundays, 10 to 12.

ST. LOUIS MEDICAL CO., Inc. CORNER SECOND AND YAMHILL STS., FORTLAND, OR.

and left the saloon with that intention, apparently. Since then no one has seen them, it is said.

The two men were professional horse-

men with no fixed place of abode and their antecedents are not known here. It is said that "Kansas City Charley's" true name is Kalarney and that he is a son of a wealthy stockman of Kansas.

Chamberiain's Cough Remedy is sold on a guarantee that if you are not sat-isfied after using two-thirds of a bottle according to directions, your money will be refunded. It is up to you to try. Sold by all dealers.

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