VESSEL RATES TO CALIFORNIA CUT

Second-Class Passage to San Pedro Shaded $3 by Harriman Fleet.

TARIFF EFFECTIVE OCT. 14

Cost of Travel by Boat Between Portland and Golden Gate Remains Unchanged — First - Class Rates May Be Lowered.

In the struggle for patronage on the Coast, which was looked for when the Harriman interests placed the new fleet in service and for the first time in local history invaded the water territory south of San Francisco, rate-cutting has been precipitated and authorization was yesterday received from headquarters of the San Francisco and Portland Steamship Company to shade second-class passenger tariffs $3, except between the Golden Gate and Portland.

The reductions apply on the through rate from Portland to San Pedro, which is lowered from $13 to $10, and from Portland through to Los Angeles, which takes up the rail haul from San Pedro to Los Angeles, the cut being from $13.35 to $10.35. From San Francisco to San Pedro the rate is dropped from $8.35 to $5.35. The new rates are to become effective October 14, when the big steamer Beaver sails from Portland.

J. Walter Ransom, general agent here, was not apprised of causes leading to the move. His information was restricted to the new rates, which came by wire. When the Bear sailed October 4 and carried the record list of passengers from this port, it was not indicated that passenger tariffs would be lowered, as the steerage patronage showed an enormous increase and first-class travel was above normal, but evidently it is anticipated that steerage business will not hold out with such a rush during the month, also that there are other lines to share in the business, so the cut was probably ordered to take effect at a time when the revenue will not be so encouraging.

The second-class rate between Portland and San Francisco has been $5 for some time, and is not disturbed by the new schedule. It is not improbable that later first-class rates will come in for a share of the reduction wave. They are now $15, $12 and $10 between Portland and San Francisco, according to the reservations selected, whether on the upper decks and to outside or inside rooms on the main deck. To San Pedro they are $26.15, $23.15 and $21.15 and to Los Angeles $25.50, $23.50 and $21.50.

The Rose City, which is taking cargo from several places in the harbor, will sail at 4 o'clock Sunday afternoon and reservations have been made rapidly. The Beaver will arrive Monday, as the fleet is operating under the new sailing schedule, the first printed copies of which were received yesterday, and she is to depart October 14, the Bear reaching here the following day and sailing October 19.

The following lines have agreed to the reductions: Alaska-Pacific Steamship Company, Pacific Coast Company, North Pacific and San Francisco and Portland Company.

CURTIS COMPANY WILL MOVE

Milwaukie Site Secured and Launch Shop Will Be Enlarged.

By November 1 the Curtis Company, which has been engaged in the construction of power craft since the Lewis & Clark Fair, will be established at Milwaukie, on property secured between the Rock Island Club and the shingle mill, where an enlarged plant is being installed and ways constructed. The present location at the foot of Hawthorne avenue was regarded inadequate to handle large types of gasoline tugs, having beams of 20 to 25 feet.

Ways are being built at Milwaukie for power boats, while later it is proposed to add another set with sufficient capacity to accommodate larger river craft. Negotiations have been completed with Captain Campbell, former owner of the Etna, to build for general harbor use a gasoline launch having a length of 50 feet and a beam of nine feet. She will be equipped with a 24-40 Speedway engine and is expected to reel off 13 miles an hour. Accommodations will be available for 50 passengers and she is to be ready for operation in two months. The 30-foot cruiser ordered by the Government for an Alaska lighthouse station, will be completed in 10 days. Three of the smaller vessels finished have been delivered and three others are ready for transporting north.

TRAMPS TALK IN "WIG-WAG"

News Exchanged in Port by Steamers Far From Home.

Before the stern lines of the British tramp Strathyre were made fast at the Eastern & Western mill yesterday morning the chief mate was talking with friends on the British tramp Scottish Monarch, at Ocean dock, by means of the "wig-wag" system, which is the same as is used in the Navy, each man having two short flags, and the messages are governed by the Morse code. The Strathyre came from Everett, Wash., and remained a few days on the Lower Columbia, loading lumber, while the Scottish Monarch hailed from Chimbote, Peru.

For more than half an hour the two ships were in communication, exchanging the latest gossip at sea and of what letters from "home" contained. Many tramp steamers have semaphores, as are used in navies, and they converse in harbors and at short distances, but in Portland the "wig-wag" is seldom seen in operation except on war vessels. The Strathyre has a large part of her deckload in place, and while a number of timbers will be taken on to finish, the cargo is somewhat mixed, as it is going to the Australian market. The Scottish Monarch will probably get away first, as she is working wheat and is rapidly being loaded.

HOCHE IS IN FROM ANTWERP

Andromeda Put to Sea and Danmark's Crew Seeks Race.

Hardly had the British ship Andromeda gone on her first tack from the mouth of the Columbia yesterday afternoon when the French bark Hoche, 171 days out from Liverpool with general cargo, appeared off the entrance and by the time shadows of the giant spruce forest on Cape Disappointment began to lengthen, the bark was safe inside.

The Hoche is no stranger in this harbor and for that reason her coming has been looked forward to. She was fully due when sighted and will be given no laurels for fast sailing, but unlike a few others of the inbound fleet any distress she met with was insufficient to cause her to put into a port of refuge. The craft is consigned to Meyer, Wilson & Company, and is under charter to load wheat outward for the Portland Flouring Mills Company.

The French bark Bayard, which ran into adverse weather in July and was towed into Montevideo July 14 in distress, was repaired and put to sea September 12. It is 179 days since she put out from Glasgow. The French bark Thiers has been on the way 162 days from Antwerp and she was reported leaving Hobart August 13. The French bark Babin Chevave sailed from London 149 days ago.

The French bark Gen. de Boisdeffre will be the next loaded grain ship to cross out, as she has been lying below Astoria for a few days, but Captain Nielsen, of the Danish bark Danmark, said yesterday that he did not propose to permit the Andromeda and Boisdeffre to conduct an independent race for the other side, as he believed that his ship had not lost her speed. The Danmark will leave down at daylight this morning with a cargo of 80,941 bushels of wheat, valued at $72,841.50, being cleared for Queenstown or Falmouth for orders.

When it is taken into consideration that the Danmark's main and foreyards have a length of over 90 feet and those of the Andromeda have little to boast of in comparison, it is admitted on the beach that the Danmark has the best prospects, for she can spread an immense lot of canvas for her tonnage, and Captain Nielsen asserts that she can reel off 14 knots under proper conditions. The Boisdeffre has had the best of the Andromeda in two voyages, beating her by five days each time, but the Briton is primed for a better showing, and if his early departure gains for him favorable weather, the result may be different.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date
Yosemite	San Francisco	In port
Henrik Ibsen	Hongkong	In port
Hercules	Hongkong	In port
Rose City	San Pedro	In port
Falcon	San Francisco	In port
Eureka	Eureka	Oct. 7
Sue H. Elmore	Tillamook	Oct. 8
Breakwater	Coos Bay	Oct. 9
Golden Gate	Tillamook	Oct. 9
Geo. W. Elder	San Pedro	Oct. 10
Beaver	San Pedro	Oct. 10
Bear	San Pedro	Oct. 15
Roanoke	San Pedro	Oct. 15
Ryglja	Hongkong	Oct. 21

Scheduled to Depart.

Name.	For	Date.
Yosemite	San Francisco	Oct. 8
Eureka	Eureka	Oct. 9
Henrik Ibsen	Hongkong	Oct. 9
Falcon	San Francisco	Oct. 9
Rose City	San Pedro	Oct. 9
Sue H. Elmore	Tillamook	Oct. 11
Golden Gate	Tillamook	Oct. 11
Breakwater	Coos Bay	Oct. 11
Geo. W. Elder	San Pedro	Oct. 12
Beaver	San Pedro	Oct. 14
Hercules	Hongkong	Oct. 18
Bear	San Pedro	Oct. 19
Roanoke	San Francisco	Oct. 19
Ryglja	Hongkong	Nov. 5

Marine Notes.

One hour after the lighthouse tender Manzanita went to sea yesterday morning, bound for Coos Bay, a report was received at the office of Commander J. M. Ellicott, inspector of the seventeenth lighthouse district, that the outer buoy off the Coos Bay jetty had carried away. The Manzanita is being counted on to replace it.

In yesterday's entries at the Custom-House was the manifest of the British steamer Strathyre, from Tacoma and Everett, showing that she had loaded 2,742,680 feet of lumber there for Australia. The steamer Wellesley entered with the Falcon, from San Francisco, while the Danish bark Denmark cleared for the United Kingdom for orders, and the Wellesley for San Pedro, with a lumber cargo measuring 750,000 feet.

After discharging asphalt and other cargo at Couch-street dock the steamer Wellesley will leave today for Knappton and Prescott to load lumber for San Francisco.

Late last night, following the last trip of the Albina ferry, workmen employed by the Shaver Transportation Company, moved the boiler formerly in the steamer Sarah Dixon from Front street to the end of the slip, where it was loaded on a barge to be transported to the yards of the Portland Shipbuilding Company to be installed in the steamer No Wonder. The boiler is allowed to carry 160 pounds of steam and that used on the No Wonder carries slightly over 100 pounds. The Dixon was equipped with a new boiler about a year ago.

To have repairs made on her rudder, the steamer Bateman was yesterday lifted on the Oregon drydock. Her place on the Vancouver route was filled by the steamer Stranger.

Additional protections have been fastened over the planking at the north end of the Burnside-street draw rest, to protect it from damage through steamers and barges swinging against it.

Laden with cargo for San Francisco, the steamers Rainier and Falcon are expected to sail today.

Coming to load lumber for Hamburg, the German ship Omega yesterday sailed for San Diego.

While strikes on the steamer J. N. Teal have not been infrequent this season, another yesterday caused her to be delayed in leaving for the Big Eddy until nearly noon. Her crew worked wheat on the downtrip, but balked on a continuation of the service.

Captain Schage has resumed command of the steamer Falcon, of the American-Hawaiian fleet, exchanging places with Captain Dahlquist, who succeeded the former on the steamer Riverside, a sister ship.

Movements of Vessels.

PORTLAND, Oct. 7.—Arrived—Steamer Washtenaw, from San Francisco. Sailed—Steamer Quinault, for South Bend; steamer J. A. Chanslor, for San Francisco.

Astoria, Or., Oct. 7.—Condition at the mouth of the river at 8 P. M.: smooth; wind, southeast, 24 miles; weather, cloudy. Left up at 7 A. M.—Steamer Washtenaw. Sailed at 10 A. M.—Steamers Elmore and Golden Gate, for Tillamook; gasoline schooner Wilhelmina, for Yaquina. Sailed at 12 noon—British ship Andromeda, for Queenstown or Falmouth, for orders. Arrived at 3.15 and left up at 4 P. M.—Steamer Eureka, from Eureka. Sailed at 3:15 P. M.—Steamer Nehalem, for San Pedro. Arrived at 4 P. M.—French ship Hoche, from Liverpool.

San Francisco, Oct. 7.—Arrived—Revenue cutter Bear, from Portland via Astoria; steamer Asuncion, from Astoria. Sailed—Steamer Geo. W. Elder, for Portland.

New York, Oct. 7.—Arrived—Steamer Caroline, from Havre.

Bolougne, Oct. 7.—Arrived—Potsdam, from New York, for Rotterdam.

La Pallice, Oct. 6.—Sailed—Admiral Fourichon, for San Francisco.

San Francisco, Oct. 7.—Arrived at 3 A. M.—Steamer Bear, from Portland. Arrived at 10 A. M.—Steamer Beaver, from San Pedro. Sailed at 11 A. M.—Steamer Geo. W. Elder, for Portland. Arrived at 1 P. M.—Steamer Asuncion, from Portland.

San Diego, Oct. 7.—Sailed yesterday—German ship Omega, for Portland.

Manila, Oct. 7.—Arrived yesterday—Norwegian steamer Selja, from Portland.

Tacoma, Wash., Oct. 7.—Arrived—Steamer Meteor, from Seattle. Sailed—Japanese steamer Sado Maru, for Seattle.

Seattle, Oct. 7.—Arrived—Steamer Mackinac, from Nome; steamer Falls of Orchy, from San Francisco; steamer St. Helens, from Tacoma; steamer Queen, from San Francisco; steamer Alameda, from Valdez; schooner Volante, from Arctic Ocean. Sailed: Steamer Watson, for San Francisco; steamer President, for San Francisco; steamer Jefferson, for Skagway.

Tides at Astoria Saturday.

High.	Low.
3:53 A. M....6.0 feet	9:07 A. M....3.6 feet
3:15 P. M....7.9 feet	10:17 P. M....1.1 feet

ERROR IS ALLEGED

Intervention in Deschutes Case Appealed by Howard.

HIGHER COURT TO DECIDE

Belief Held That Reorganization Plans of Irrigation Concern Will Be Blocked by Notice of Appeal Made.

Setting out 24 instances in which it is alleged that the United States Court erred in refusing to allow R. S. Howard, Jr., to intervene in the foreclosure of the assets of the Deschutes Irrigation & Power Company, William C. Bristol, attorney for Receiver Howard, yesterday perfected an appeal to the United States Court of Appeals for the Ninth Circuit.

Attorney Bristol did not request that a writ of supersedeas issue, commanding that procedure in the sale of the property be discontinued pending an adjustment of the controversy. It is, however, believed that notice of the appeal will effectually block the reorganization plans of the Eastern bondholders and Oregon managers of the concern. It is also considered probable that the Court of Appeals may cite the State of Oregon to appear in the case and show what rights it may have.

Irrigation Project Large.

The Deschutes Irrigation & Power Company is operating a Carey act reclamation project in Crook County, by which it proposes to irrigate 214,911 acres of arid land. All of the land was secured from the State of Oregon upon contracts, which required the payment of a nominal sum per acre to the state. It is understood that the State Land Board has served notice on the Deschutes Company to the effect that it holds the contracts for cancellation. If that action should be taken, it would remove the entire security upon which a bond issue of $450,000 was floated among capitalists at Columbus, O.

In April the Eastern bondholders appeared in the United States Court and asked that a receiver be appointed for the company, alleging that it had failed to pay three installments of interest and that other features of the mortgage had been violated by the trustee, the Merchants' Savings & Trust Company. Particular stress was laid upon the fact that the trustee had accepted a similar duty for an issue of second mortgage bonds, and that no provision had been required for the maintenance of a sinking fund to redeem the first bonds.

Selling Contract Opposed.

Objection was also made to a selling contract made with Roscoe Howard, whereby the latter was to receive a commission of from $10 to $17.50 per acre for colonizing the lands. It was charged that the Howard contract would use up all the profits of the company and that the bonds could never be redeemed.

Soon after the appointment of the receiver, it is charged that all interests got together and agreed upon a plan of reorganization of the company, the scheme recognizing the Howard contract as a first lien on the property.

R. S. Howard, Jr., had never been a party to any of the litigation, although the owner of $25,000 of the first mortgage bonds. On learning of the details of settlement R. S. Howard, Jr., began a suit in intervention. The court ruled that he had let his opportunity to intervene slip past, but that he could intervene and participate in the distribution of the proceeds after the sale.

The appeal relies on the expectation of having the Roscoe Howard contract declared invalid as against the bondholders, and on the assertion that the actions of the trustee in agreeing to a settlement on behalf of the bondholders, cannot be binding on R. S. Howard, Jr. It is probable that the litigation will not be determined for many months. In the meantime the receiver will keep the property in operation in the interests of the several hundred settlers who have established their homes on the land.

ALLEGED STAMP THIEF HELD

Chinaman Who Bought Stolen Goods at Discount Also in Toils.

Bert G. Frye, the "Picture Card Kid," as he has been dubbed by officers of the Government, who secured his arrest because of his penchant for improper cards, was yesterday held to the Federal grand jury in default of a bond of $1000.

Louie Chong, the Chinese merchant who purchased a portion of the stamps obtained from the robbery of the postoffice at Hillsdale, was held in a similar bond, but through the aid of his Chinese family it was immediately furnished and Chong given his liberty.

Chong is believed to operate a "fence" in the rear of his store at Fourth and Flanders streets. By the confession of Frye, later confirmed by admissions of the Chinaman, postoffice inspectors are convinced that Chong knew that he was purchasing stolen goods in dealing with Frye.

Frye confessed that he took a quantity of the 5-cent stamps to the store of Chong and offered to sell them for $5 cash. Frye did not know the total value of the stamps, and after the bargain had been made he says that he started to count them. Chong saw the movement and is said to have snatched them from the counter and placed the stamps in a drawer back of his counter.

When arrested Chong denied the entire transaction, but yesterday admitted that he bought them from Frye and only paid $4 for the outfit, after promising $5. Chong will claim that he did not know the stamps had been stolen, but the Government will urge that the Celestial must have had suspicions or he would not have refused to pay the agreed price.

Frye got rid of large quantities of the stamps stolen from Hillsdale through ordering goods from Eastern houses. The gloves, shoes and other articles of wearing apparel which were the proceeds of his other robberies were sold, he says, by peddling among the Chinese and Italian laborers employed on the railroads.

LOGGING RECEIVER IS ASKED

Pioneers in Litigation With Smith-Powers Company.

The application of E. W. Burnett and Victor Wittick for a receiver for the Smith-Powers Logging Company was heard yesterday afternoon in the private chambers of United States Judge Wolverton.

The defendant company is one of the largest lumber companies on the Pacific Coast, its president being Charles A. Smith, of Minneapolis. The company operating in Coos County, in the vicinity of Marshfield, where the headquarters are, and where it owns one of the largest lumber mills on the West Coast.

Burnett and Wittick were pioneers of the logging ludustry of the Coos Bay district, and assert that long prior to the time that Smith and his associates made their advent in that territory they acquired an interest in a logging boom valued at $1500. When the Smith interests went into the Marshfield district, they bought the rights of the old companies, and after applying to the War Department for permission to maintain the boom, in which Bennett & Wittick claimed an interest, proceeded to enlarge it and take possession. It is also contended that they bought all the paraphernalia necessary to the operation of the boom.

For the defense Attorney Goss asserted that the Smith interests had never been apprised that Burnett and Wittick owned an interest in the log boom business, and denied that any evidence of partnership in the concern was in existence. Abstracts of the properties are said to have failed to show that the plaintiffs were interested in the boom in question.

TOURISTS ARE TO COME

Harriman Roads Will Seek to Divert Travel to Coast.

With a plan arranged for promoting throughout Canada from Winnipeg west a greater travel to Oregon and California during the Winter, the Portland offices of the Southern Pacific and O. R. & N. Co. are equipping a traveling lecture bureau with many stereopticon and moving-picture views of this section of the country.

The company's lecturer, Frederick William Prince, his assistant, Norman F. Juers, and advance agent, William Carson, are now in Portland, preparing to go to Winnipeg tonight.

Mr. Prince will deliver his first lecture October 17 in Winnipeg and from there will work westward, visiting all the principal towns and cities on the Canadian Pacific, between Winnipeg and Vancouver, B. C.

At Calgary and points eastward to Winnipeg a special effort will be made to induce Winter travel to California to come via the Soo-Spokane route and Portland and the attractions of the trip down the Columbia River gorge and up the Willamette and Rogue River Valleys will be told and illustrated with many views.

Mr. Prince will give particular attention to Portland as a place for tourists to spend a few days in visiting and will describe the horticultural and other resources of Western Oregon. From Calgary westward the route through the Canadian Rockies and south via Vancouver or Victoria and thence through Portland to the South will be illustrated and described.

About 250 views will be shown and the moving pictures will include scenes in Portland during the Rose Festival and will also illustrate the arrival and departure of trains at the Union Depot.

To aid in creating interest in the lectures and travel to the Pacific Coast from the colder climates of Canada, John M. Scott, assistant general passenger agent, will depart Monday for Winnipeg and he also will journey westward from that city over the Canadian Pacific, stopping off for a day or two at each principal station.

Mr. Prince in August concluded a Summer lecture tour for the Harriman lines, during the course of which he described and illustrated all the western states served by that system. His tour took him to all the principal resorts of the White and Adirondack Mountains and of the Atlantic seacoast.

Mr. Prince yesterday said that he had found a remarkable interest throughout the East in Oregon and was called upon to answer many questions concerning the resources and opportunities for securing homes in this state.

SURVEYS CAUSE QUESTIONS

Line From Willamina to Tillamook Seeking Rights of Way.

E. H. Virgil, a former resident of Portland but now of Woods, Tillamook County, is in Portland to ascertain who is back of the new railway that is being surveyed in that county. He says that the proposed line starts at Willamina, passes through Pacific City, Woods, Sand Lake, Netarts Bay and to Tillamook City. Rights-of-way have been asked, said Mr. Virgil, but the people want to know who is backing the enterprise and whether it is a genuine enterprise, and not some scheme to get rights-of-way and sell out.

Mr. Virgil said that the route is on a fine grade, and he thinks that it really means an extension of the Southern Pacific from Sheridan. He came to Portland to investigate the promoters of the new line.

COUNCIL TO PROBE MATTER

Milk Situation to Be Studied by Special Committee.

Mayor Simon said yesterday that he will send a message to the City Council at its nextsmeeting recommending that a committee be appointed clothed with full power to investigate the milk situation from all standpoints. Mr. Simon has decided upon this course upon the suggestion of David Brown, of Spokane, president of the Hazelwood Cream Company, who a few days ago, through the columns of The Oregonian, offered to further such an investigation in every possible way, even to the extent of allowing access to the full details of the company's milk and cream business for as long a time as may be required to arrive at conclusions.

"The question of milk supply is an important one," said Mayor Simon yesterday. "It affects the whole population of the city. Milk is a staple article of food and its cost to the consumer should not be greater than is absolutely necessary. I fully agree that the subject is of sufficient importance to warrant the appointment of an investigating committee which should go into the subject from the standpoints of the producer, the distributor and the consumer and make a full report with recommendations.

"I would prefer that such a committee should be composed of members of the City Council, although I would by no means be opposed to the addition of others whose presence would be likely to prove of benefit. I shall recommend that this body be given a great deal of latitude. I believe that the controversy given rise to by the recent advances in the price of milk demands a full and impartial investigation in justice to all parties concerned."

Rock Delivery Begins Soon.

ASTORIA, Or., Oct. 7.—(Special.)—C. L. Houston, expects to begin hauling rock during the coming week for construction of the jetty at Nehalem Bay, for which he has a contract from the Government. The derricks and scales have been placed in position and as soon as a few more piling on the trestle are driven, the delivery of rock will be started.

Weown to Be Floated Today.

Captain O. W. Hosford expects that the steamer Weown will be floated today from the ways of the Portland Shipbuilding Company. With the exception of opening a few seams, she sustained no damage to her hull in going aground Sunday on the Lower Columbia. Considerable caulking was done to make her tight.

Hulls to Be Burned.

Henry Pape, in charge of the O. R. & N. "boneyard," is awaiting what he terms favorable weather, before destroying the hull of the old steamer Baker and those of other useless hulks, as it is desired to burn them, while there is a strong southwest wind blowing, accompanied by rain. A small amount of oil will be used to insure the complete destruction of the abandoned craft. The steamer Harvest Queen is again in the yards, undergoing minor repairs, but she can be steamed for emergencies in short order.

BLOOD DISEASES

CONTAGIOUS TROUBLES

Contagious Blood Poison more thoroughly permeates the system than any other disease. Its infectious virus contaminates every corpuscle and tissue of the circulation, and for this reason its symptoms are of a varied nature. When it enters the blood it is but a short time until the mouth and throat begin to ulcerate, the skin becomes spotted, rashes and eruptions appear on the body, sores and ulcers break out, the hair falls, and frequently nails on hands and feet thicken and come off. Mineral medicines which simply shut the poison up in the system should be avoided, for when such treatment is left off the old disease will break out again, often worse than before. S. S. S. cures Contagious Blood Poison permanently, and it does so because it thoroughly purifies the blood. S. S. S. goes into the circulation, and drives out the last trace of the destructive germs, adds richness and vigor to the circulation and allows it to nourish the diseased portions of the body back to health. S. S. S. is purely vegetable, being made entirely of roots, herbs and barks, without a particle of mineral, and its vegetable ingredients always hasten the cure by toning up the stomach and digestive members. Home Treatment book and any medical advice free to all who write.

SSS

THE SWIFT SPECIFIC CO., Atlanta, Ga.

NO REFUSAL LIKELY

BOSTON BANK FOR ACCEPTANCE OF BRIDGE BONDS.

Eastern Bankers Wire Probable Acceptance of Broadway Bridge Securities Despite Threats.

Broadway bridge bonds to the value of $250,000 will probably be accepted by their purchasers, the National Shawmut Bank of Boston, according to advices received at an early hour yesterday morning by the Ladd & Tilton Bank, representatives for the Boston bank. This acceptance will be in the face of the legal contest being carried on by Frank Kiernan through Attorney Ralph Dunlway to have them declared void, and it will permit the early commencement of work on the bridge, the need of which it is said has long been felt.

The tardy action of the purchasers of the bonds created much uneasiness on the part of city officials and others interested in the construction of the bridge, as it was feared the bonds would not be accepted, and an indefinite delay in the work would result.

To bring the purchasers to the front and force them to act one way or the other, J. E. Werlein, City Treasurer, made a formal presentation of the bonds to the Ladd & Tilton Bank, which promised in return to communicate by wire with the Shawmut bank concerning their acceptance.

W. H. Dunckley, cashier of the Ladd & Tilton Bank, received the following night message from the Boston bank early yesterday morning:

Ladd & Tilton Bank, Portland, Or.: Send certified copy proceedings awarding bridge bonds; also notice of sale with affidavits showing when published in official paper and in New York financial paper. Was charter amendment before the Council in form contained in pamphlet sent us, when Council adopted resolution March 31 submitting it to voters, and was it filed with Auditor 60 days before June 7, and published with ballot title and number in two consecutive publications of the official paper 20 days before June 7? If Council meeting October 27 or meeting awarding bonds was called meeting, send evidence of the publication of the call, according to charter section 65. How many other bonds have heretofore been issued under this charter amendment? Attorneys are otherwise ready to approve their legality, notwithstanding Kiernan suit. Please send us a specimen copy of the bonds.

NATIONAL SHAWMUT BANK.

Information was sent the Shawmut bank also by Mr. Dunckley that Attorney Dunlway had threatened to enjoin the bank from removing the bonds from the state in case the purchase was completed. In reply to this telegram the Boston bank sent the following message to Mr. Dunckley:

"You may tell Kiernan that our attorneys will probably pass bonds, and that in that event we shall be ready to take up bonds."

It is not believed by the city officials that Kiernan will attempt to enjoin the bank from taking the bonds out of the state, as the court, before granting such an injunction, would demand a large bond to cover any possible loss to the purchasers brought about by such delay.

The information required by the Shawmut bank will be forwarded at once, and as it is favorable to the requirements, there is but little doubt expressed concerning the final acceptance of the bonds.

How long it will take the attorneys to pass on the bonds is not definite, but it is believed that within one or two weeks the final delivery of the bonds will be made.

Dried Fruit at New York.

NEW YORK, Oct. 7.—Evaporated apples quiet and unchanged. Spot fancy, 10c; choice, 8¾@9¼c; prime, 8@8¾c; common to fair, 6@7½c.

Prunes easy for larger sizes, firm for smaller, 5@9½c for California; up to 30-40s and 7½@9½c for Oregons from 60s to 20s.

Apricots barely steady, quiet. Choice, 11½@12c; extra choice, 12½@13c; fancy, 13½@14c.

Peaches dull, easy. Choice, 7@7½c; extra choice, 8@8½c; fancy, 8½@9c.

Raisins dull, unsettled. Loose Muscatels, 5½@6c for 2@3-crown; choice to fancy seeded, 6½@8c; seedless, 5@6c; London layers, $1.20@1.30.

Better Health

A Pleasing Sense of Health and Strength Renewed and of Ease and Comfort

follows the use of Syrup of Figs and Elixir of Senna, as it acts gently on the kidneys, liver and bowels, cleansing the system effectually, when constipated, or bilious, and dispels colds and headaches.

To get its beneficial effects, always buy the genuine, manufactured by the California Fig Syrup Co.

PARKER'S HAIR BALSAM

Cleanses and beautifies the hair. Promotes a luxuriant growth. Never Fails to Restore Gray Hair to its Youthful Color. Cures scalp diseases & hair falling. 50c, and $1.00 at Druggists

Ailing Men RESTORED

Reliable Treatment.

"You Need My Advice."

To Perfect Health and Strength and Robust Condition.

NEW LIFE FOR WORN OUT and NERVOUS MEN

CONSULTATION, ADVICE AND EXAMINATION FREE.

Free Museum of Anatomy Open Daily for Men

Very Instructive and Interesting. Man Know Thyself.

Our Practice Limited to Ailments of Men Only

We know the ailments and weaknesses of men like an open book. We have been curing them for years. Thousands upon thousands of men, restored to perfect health and strong nerves, are today living monuments to our skill, knowledge and success. We never hold out false hopes. We never undertake a case we cannot cure. We have made so thorough a study of all the ailments of men—of **Varicose Veins, Specific Blood Poison, Nerve Weakness**—and have cured so many cases that if there is a cure for YOUR disease you will find it here. When we undertake a case there is no such thing as failure. **We charge nothing for consultation,** and our knowledge, skill and experience are at your service.

No matter who you have been to see or what you have tried, I can and will cure you, or I will tell you it cannot be done. To prove to every man that I have a sure and wonderful cure for ailments of men, I want you to call and have a friendly talk free, that I may show you why I can and do cure cases after all others have failed.

WE CURE BY NEW SCIENTIFIC METHODS WHICH CANNOT FAIL BLOOD AND SKIN AILMENTS, NERVE, WEAKNESS, VARICOSE OR KNOTTED VEINS, OBSTRUCTIONS, SORES, ULCERS, SWOLLEN GLANDS, PILES, KIDNEY AND BLADDER TROUBLES AND ALL AILMENTS COMMON TO MEN. MY GUARANTEE — NO PAY UNLESS CURED.

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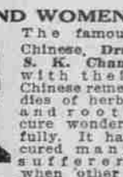

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