JOHN D. ASKS MUCH

$10,000 Reward Sought for Aiding Disabled Shna Yak.

$5000 IS SUM OFFERED

Courts Likely to Be Asked to Settle Amount of Salvage Due Oil Steamer for Towing Wrecked Craft to Astoria Haven.

Salvage amounting to $10,000 is sought by John D. Rockefeller, owner of the steamer Asuncion, for towing the disabled steamer Shna Yak into a place of refuge at Astoria. The Shna Yak took an unexpected submarine plunge the night of December 31 while leaving the Columbia River, and was jarred from stem to stern in striking bottom. It is said that the San Francisco Board of Marine Underwriters is willing to pay the Standard Oil Company $5000, believing that amount reasonable compensation for the service.

News of the salvage claim reached the city yesterday. It is one of the largest demands for salvage here since the steamer Queen of the Pacific met trouble off the river a score of years ago, and it has elicited varied comment. There is doubt among mariners that the insurance interests will recede from their stand that $5000 is to be the top figure and the probabilities are that the question will be threshed out in court.

Danger Termed Great.

One of the principal features involved in adjudicating the claim is the danger the Shna Yak was in at the time. After striking the vessel's seams opened and it took water at an alarming rate while about 200,000 feet of lumber was lost from the deckload. It was contended by some at the time that had the Asuncion not been in the vicinity the Shna Yak would have drifted ashore. The Asuncion was waiting an opportunity to cross in, its master not wanting to try to enter at half tide.

Crew to Share Reward.

The ancient precedent of salvage being shared with the crew is regarded by some shipping men as a premium always offered when a vessel is in trouble. While a sailor will unhesitatingly go to the aid of another, the mercenary reward for assisting a vessel and saving cargo is an incentive for masters and men to risk their lives in such cases. When salvage is decided before a court there is unusually an order made fixing the share that every member of the salvage crew shall receive, it being apportioned according to rank.

Bills for repairs to the Shna Yak have not all been paid, but it is estimated that with expenditures for work, the use of wrecking pumps and towing, supplies, replacing lost and damaged gear and other details that the insurance is counted on to cover, the outlay will approximate $10,000.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date.
Tamalpais	San Francisco	In port
Anvil	Bandon	In port
Nome City	San Francisco	In port
Golden Gate	Tillamook	In port
Falcon	San Francisco	In port
Rose City	San Pedro	In port
Breakwater	Coos Bay	Feb. 5
Roanoke	San Pedro	Feb. 6
Sue H. Elmore	Tillamook	Feb. 7
Alliance	Eureka	Feb. 7
Beaver	San Pedro	Feb. 7
Hercules	Hongkong	Feb. 3
Geo. W. Elder	San Pedro	Feb. 12
Bear	San Pedro	Feb. 12
Strathlyon	Hongkong	Feb. 18

Scheduled to Depart.

Name.	For.	Date.
Anvil	Bandon	Feb. 3
Golden Gate	Tillamook	Feb. 3
Nome City	San Francisco	Feb. 3
Falcon	San Francisco	Feb. 4
Tamalpais	San Francisco	Feb. 5
Rose City	San Pedro	Feb. 6
Breakwater	Coos Bay	Feb. 7
Sue H. Elmore	Tillamook	Feb. 8
Roanoke	San Pedro	Feb. 9
Alliance	Eureka	Feb. 9
Beaver	San Pedro	Feb. 11
Geo. W. Elder	San Pedro	Feb. 15
Hercules	Hongkong	Feb. 15
Bear	San Pedro	Feb. 16
Strathlyon	Hongkong	Mar. 1

NAVIGATORS ARE EXONERATED

Local Inspectors Learn Details of Frieda-Poulsen Collision.

Captain Parsons, as master of the tug Oneonta; Pilot Staples, who guided the German ship Frieda seaward, and Captain Lancaster, of the steamer Johan Poulsen, were exonerated yesterday by Local Inspectors Edwards and Fuller of all responsibility for a collision between the ship and the Poulsen the morning of January 13, when both were heading through the lower harbor for the entrance of the Columbia. With the exception of the master of the Frieda, which proceeded to Europe after the accident, all navigators concerned testified.

The accident occurred between No. 6 and No. 10 buoys. Captain Lancaster said that off Desdemona Sands two whistles were sounded by the Poulsen and answered by the Oneonta. Both vessels were abreast until they reached the point where they fouled. It is estimated that the Frieda sustained damage in the sum of $250 and the Poulsen about $60. The skipper of the Frieda, in a report sent back by the tug, placed the damage to his ship at $1000. It was brought out in the hearing yesterday that on the ship two jigger backstays were carried away, the bumpkin was damaged, two brace blocks were split and one plate forward of the bumpkin was slightly dented. Captain Lancaster said that even after the engine of the Poulsen was stopped the craft maintained headway until its bow was drawn into the port quarters of the Frieda by the suction.

POWDER CARGOES SAFE HERE

Portland Has Ordinance Minimizing Danger.

To guard as closely as possible against such accidents as occurred Wednesday at Communipaw, N. J., when the discharge of dynamite in transit from a car to a lighter caused the death of seven persons and injured a score, there is included in the Portland harbor regulations a clause that prohibits carrying dynamite on vessels propelled by steam or gasoline, and the stuff must be towed in barges. Steamers bringing the material must discharge beyond the harbor limits, and those loading here are permitted to remain in the port but 24 hours after receiving it.

The regulation was fought by those engaged in transporting powder, and an effort was made to have it repealed, but no change was made.

"There is constant danger with powder when it is handled by gangs loading or discharging on steam vessels, and there are numerous ways in which it might be ignited, but with the transportation of such explosives in the busy harbor district restricted to lighters and barges, there is much less chance of accident," said Captain Speier. "During the past season there have been many large shipments discharged here, and some of it in the heart of the harbor, but being handled carefully and not in proximity to heat, there was not one accident."

ST. RONALD ON THE WAY HERE

Hercules to Arrive Soon and Tramp Alexandra.

First of the tramps to visit Portland for more than a month will be the British steamer St. Ronald, which put out from the Golden Gate early yesterday afternoon, carrying a part cargo of European goods consigned to Balfour, Guthrie & Co. Though the vessel comes in that line, its charter is for the outward voyage from Europe only, and it has been taken to load in the north by other interests.

Balfour, Guthrie & Co. are accepting reservations on the British steamer St. Dunstan, which has been laid on the berth at Antwerp and is to sail for San Francisco. If sufficient cargo is offered the vessel will be routed here. Before the St. Ronald gets away, the Oriental liner Hercules will be in the river and probably the British steamer Alexandra, coming to load lumber for the Pacific Export Lumber Company. The Strathness is due February 10 to load wheat also. Later in the month the Oriental liner Strathlyon should put in an appearance. In addition there is a tramp to load at the McCormick mill, at St. Helens for J. J. Moore & Co.

Dr. Holt Gets Reassignment.

ASTORIA, Or., Feb. 2.—(Special.)—Dr. John M. Holt, local officer of the United States Public Health and Marine Hospital Service, received notice from Surgeon-General Wyman today that he had been reassigned for duty at this station during the coming four years. Dr. Holt has been in charge of the Columbia River quarantine station about four and a half years and his reassignment is not only unusual in the service, but is evidence that his work has been entirely satisfactory to the department as well as to the shipping interests.

Customs Man to Measure Uncle Sam.

To officially measure the Uncle Sam, a new sternwheeler being constructed by R. J. Galbraith, of Albany, Deputy Collector of Customs McGrath will leave today for Corvallis, as the craft is being built about four miles above that point. She is intended for service on the upper reaches of the Willamette, particularly during the low water stages when the larger carriers from Portland are unable to cover the southernmost route.

Captain Wood Is in Charge.

ASTORIA, Or., Feb. 2.—(Special.)—During the absence of Captain Parsons, who is in Portland attending the investigation of the collision between the steam schooner Johan Poulsen and the German ship Frieda, Captain George W. Wood is acting as master of the bar tug Oneonta. Deputy Inspectors of Hull and Boilers Ames and Weldon were in the city today to inspect the steamers Melville, Nahcotta and Julia B. and the pile-driver Munroe.

Steamer Howard Goes to Drydock.

ASTORIA, Or., Feb. 2.—(Special.)—The Quartermaster Department steamer Major Guy Howard left for Portland this evening in tow of the steamer Myrtle and will go on the Oregon drydock to have a new propeller shipped. The vessel lost her propeller in the lower harbor while en route from Fort Stevens about three weeks ago and has been out of commission since that time.

Marine Notes.

New piling have been driven along the face of Montgomery dock No. 1 and a number of old piling recapped.

Offices of the Pacific Export Lumber Company have been moved from the second to the tenth floor of the Chamber of Commerce building.

Clearances at the Custom-House yesterday comprised the steamers Johan Poulsen, with 250,000 feet and the Tamalpais with 550,000 feet of lumber, for San Francisco.

Orders have been given the lighthouse tender Heather, reported yesterday at Port Townsend, to replace an inner buoy at Willapa Harbor on her return to the Columbia River.

With one of the largest cargoes carried for a lengthy period, the steamer Sue H. Elmore sailed last night for Tillamook. Some consignments were left on Couch-street dock.

G. E. Channing, special agent of the Treasury Department, and in charge of the district embraced in Oregon, Washington and Alaska, spent yesterday in the city from Seattle, on business at the Custom-House.

Taking advantage of a rise in the Snake River the Government dredge Wallowa left Lewiston yesterday under orders to resume work in the Columbia River, and she will operate between Kennewick and Celilo.

Longshoremen worked until noon yesterday stowing wheat in the hold of the German ship Elfrieda, but in view of the fact she had 12 lay days she will not be finished until next week.

Captain O. W. Hosford, manager of the Tillamook Transportation Company, returned yesterday from San Francisco, where he went on business connected with the affairs of the Central dock and the steamer Golden Gate.

Superintendent Campion, of the Port of Portland towage service, has arranged for the French ship David d'Angers to leave up from Astoria today. The French bark Bayard, wheat-laden, left down yesterday morning.

It was yesterday learned that the Lighthouse tender Manzanita had re-established two spar buoys at Coos Bay in addition to buoying Baltimore Rock and rectifying the position of the outer jetty buoy off Coos Bay entrance.

Movements of Vessels.

PORTLAND, Feb. 2.—Arrived—Steamer Golden Gate, from Tillamook; steamer Rose City, from San Pedro, via San Francisco; steamer Klamath, from San Francisco; steamer Falcon, from San Francisco; steamer Maverick, from San Francisco. Sailed—Steamer Sue H. Elmore, for Tillamook; steamer Johan Poulsen, for San Francisco; French bark Bayard, for Queenstown or Falmouth; steamer Rosecrans, for San Francisco.

Astoria, Feb. 2.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 4 miles; weather, partly cloudy. Left up at 6 A. M., British ship Nile. Arrived at 7:25 and left up at 10 A. M., steamer Rose City, from San Pedro and San Francisco. Arrived at 8 and left up at 10:15 A. M., steamer Klamath, from San Francisco. Sailed at 10:30 A. M., steamer Bear, for San Francisco and San Pedro; steamer Geo. W. Elder, for San Diego and way ports. Sailed at 12 noon, steamer Carmel, for San Pedro. Arrived at 12:30 and left up at 1 P. M., steamer Falcon, from San Francisco. Sailed at 1:15 P. M., steamer J. B. Stetson, for San Pedro. Sailed at 1:20 P. M., British bark Balmoral, for Queenstown or Falmouth. Arrived at 3 and left up at 3:40 P. M., steamer Maverick, from San Francisco. Sailed at 3 P. M., steamer Rosecrans, for San Francisco.

San Francisco, Feb. 2.—Sailed at 1 P. M., British steamer St. Ronald, for Portland.

Coos Bay, Feb. 2.—Arrived—Steamers Alliance and Breakwater, from Portland.

San Francisco, Feb. 2.—Arrived—Steamers Capistrano, from Grays Harbor; Watson, from Seattle; brig W. G. Irwin, from Roche Harbor. Sailed—Steamer Mariposa, for Tahiti; schooner Snow and Burgess, for Gambia.

Gefmaby, Feb. 1.—Arrived—Falls of Orchy, from San Francisco.

Las Palmas, Feb. 1.—Arrived—Penryth Castle, from Tacoma.

Tides at Astoria Friday.

High.	Low.
2:42 A. M.....8.4 feet	9:47 A. M.....1.9 feet
3:41 P. M.....7.8 feet	9:36 P. M.....0.8 feet

GRAIN PRICES SAG

Wheat Closes Lower With Lighter Demand.

FIRM ONLY AT OPENING

Big Increase in Stocks at Minneapolis and Duluth—Reports of Damage Southwest Not Accompanied by Orders.

CHICAGO, Feb. 2.—Although wheat was on tap for both May and July during all hedges, the market held above yesterday's closing level a good part of the day. Some attempts were made to show that there had been damage in the Southwest, but they were not accompanied by orders to purchase. The early firmness followed reports that Argentine shipments would be small compared with last week's huge total. Other bullish factors were light receipts in the Northwest and absence of moisture Southwest. A big increase in stocks at Minneapolis and Duluth—1,125,000 bushels so far this week—largely offset, however, the effect of small arrivals today at those points. The market for futures grew weak in the final hour and closed easy at almost the bottom. May ranged from 96¾c to 97¼c with latest trades ¼@⅜c off at 96¾@96⅝c.

The corn market was mostly higher than yesterday. Storage room has become so scarce here that vessel room for 500,000 bushels was chartered today to await the opening of lake navigation. May varied from 49¾c to 50⅝@50⅞c, closing unchanged at 50c. Cash corn was steady. No. 2 yellow finished at 47½@48c.

On a theory that yesterday's selling had been overdone, oats rallied sharply. May fluctuations ran from 32⅝c to 33⅜c and closed ⅛c off at 33¼c.

Provisions advanced because packing for the week at Western centers showed a falling off. Pork made a net gain of 25 to 30c, lard 10@12½c to 15c and ribs 12c to 17½c.

The leading futures ranged as follows:

WHEAT.

	Open.	High.	Low.	Close.
May	$ .97⅛	$ .97⅛	$ .96⅝	$ .96⅝
July	.94⅝	.94⅝	.93⅝	.93⅝
Sept.	.92⅞	.92⅞	.92⅝	.92⅝

CORN.

May	.50⅛	.50½	.49¾	.50
July	.51⅛	.51½	.51	.51
Sept.	.52⅝	.52⅝	.51⅝	.51⅝

OATS.

May	.33⅛	.33⅛	.32⅝	.33⅛
July	.33⅛	.33⅛	.32⅝	.32⅝
Sept.	.32⅛	.32⅛	.32⅛	.32⅝

MESS PORK.

May	18.—	18.40	18.12½	18.27½
July	17.75	17.85	17.75	17.82½

LARD.

May	9.77½	9.85	9.75	9.85
July	9.65	9.75	9.65	9.75

SHORT RIBS.

May	9.70	9.87½	9.70	9.85
July	9.50	9.65	9.60	9.65
Sept.	9.62	9.70	9.60	9.70

Cash quotations were as follows:

Flour—Steady.

Rye—No. 2, 85c.

Barley—Feed or mixing, 65@73c; fair to choice malting, 85@92c.

Flaxseed—No. 1 Northwestern, $2.56; No. 1 Northwestern, $2.69.

Timothy seed—$10.50@10.60.

Clover—$14.75.

Pork—Mess, per barrel, $18.25@20.50.

Lard—Per 100 pounds, $9.87½@10.

Short ribs—Sides (loose), $9.87½@10.50.

Sides—Short, clear (boxed), $10.25@10.50.

Grain statistics:

Total clearances of wheat and flour were equal to 119,000 bushels. Primary receipts were 850,000 bushels, compared with 832,000 bushels the corresponding day a year ago. Estimated receipts for tomorrow: Wheat, 14 cars; corn, 223 cars; oats, 182 cars; hogs, 32,000 head.

	Receipts.	Shipments.
Flour, barrels	25,000	17,250
Wheat, bushels	33,600	18,960
Corn, bushels	431,700	425,100
Oats, bushels	506,000	213,500
Rye, bushels	13,000	213,500
Barley, bushels	99,000	66,200

Grain Markets of the Northwest.

TACOMA, Wash., Feb. 2.—Wheat—Bluestem, 94c; fortyfold, 83c; club, 82c; red Russian, 80c.

Receipts—Wheat, 50 cars; barley and corn, 1 car each; oats, 3 cars; hay, 14 cars.

SEATTLE, Wash., Feb. 2.—Milling quotations: Bluestem, 86c; fortyfold, 83c; club, 82c; fife, 82c; red Russian, 80c. Export wheat: Bluestem, 85c; fortyfold, 81c; fife, 80c; club, 80c; red Russian, 78c.

Yesterday's car receipts—Wheat, 14 cars; hay, 12 cars; oats, 2 cars; barley, 1 car.

Grain at San Francisco.

SAN FRANCISCO, Feb. 2.—Wheat steady; barley firm.

Spot quotations—Wheat, shipping, $1.40@1.52½; Barley, feed, $1.12½@1.15; brewing, $1.20@1.25. Oats, red, $1.10@1.27½; white, $1.10@1.60; black, $1.10@1.20.

Call board sales—Wheat, no trading; barley, December, $1.13¾@1.14; May, $1.20.

European Grain Markets.

LONDON, Feb. 2.—Cargoes—Firmer feeling, buyers reserved. Walla Walla for shipment at 35s 6d to 35s 9d.

English country markets quiet; French country markets quiet.

LIVERPOOL, Feb. 2.—Wheat, March, 7s 5d; May, 7s 5d. Weather, frost.

Minneapolis Wheat Market.

MINNEAPOLIS, Feb. 2.—Wheat, May, $1.05¼; July, $1.04¼. Cash, No. 1 hard, $1.04¾; No. 1 Northern, $1.02¼@1.04¼; No. 2 Northern, 99½c@$1.02¼; No. 1 wheat, 97½c@$1.00¼.

Duluth Flax Market.

DULUTH, Feb. 2.—Flax on track and to arrive, No. 1, $2.06; May, $2.07 bid.

Wool at St. Louis.

ST. LOUIS, Feb. 2.—Wool—Unchanged. Territory and Western mediums, 21@25c; fine, 17@19c; fine, 12@13c.

PICTURE GIVES FIRE GLARE

Vancouver Artist to Give Color Photo to Press Club.

VANCOUVER, Wash., Feb. 2.—(Special.)—J. J. Waggener, an artist of this city, today offered to present to the Portland Press Club a remarkable colored photograph. The picture, 22x15 inches, is a reproduction, in exact colors, of the burning at night of the First Presbyterian Church here January 22.

The photograph from which the print was made was taken in the height of the fire, just before the steeple toppled. The windows glow with the lurid glare of the fire within, while shooting high into the air are tongues of flame which are dissipated in a gradation of tints, finally absorbed by the inky blackness of the overhanging night. In the foreground the gleam of the flames is offset by the crowd which witnessed the spectacle. The picture is striking to an almost startling degree.

CHAPMAN AT WOODLAND

Portland Publicity Man Addresses Commercial Club There.

WOODLAND, Wash., Feb. 2.—(Special.)—At the monthly meeting of the Woodland Commercial Club yesterday many members from Woodland and from Clark County at large attended and much work of value to this section was accomplished.

C. C. Chapman, advertising man of Portland and prominently identified with the Portland Commercial Club, addressed the club on economy and publicity work.

W. F. Brock, of the Clark County side of the river, and Dr. R. M. Andruss, president of the Woodland Commercial Club, were appointed to interview state officials concerning the bridge across the Lewis River. This committee will attend the hearing on state road No. 7 before the Legislature.

Inspector to View Lightvessel.

To look over Lightvessel No. 93 from stem to stern Commander J. M. Ellicott will leave tomorrow for Seattle, as the ship arrived there yesterday from Swiftsure Bank, on which station she was relieved by Lightvessel No. 92. No. 93 is practically a new ship and on her arrival on the Coast a year and a half ago was immediately assigned to Swiftsure Bank, so it is not anticipated work on her will include more than cleaning and painting the hull. A survey will also be made later and when she returns to sea in the Spring she will be in condition for another long siege.

J. P. O'BRIEN ON VACATION

For First Time in Six Years Railroad Man Forgets Cares.

Temporary changes in the local Harriman officers have been made as the result of the departure yesterday of J. P. O'Brien, general manager of the first division of the O.-W. R. & N. Co., and of the Southern Pacific lines in Oregon, on the first vacation trip that he has taken in six years.

During Mr. O'Brien's absence M. J. Buckley, assistant general manager, will be in charge of the operation of the road. For a like period J. D. Stack, assistant general manager, will assume the duties heretofore devolving upon Mr. Buckley in the transportation department, and L. R. Fields, with the title of "acting assistant general manager" is temporarily assigned to the duties heretofore performed by Mr. Stack.

Mr. O'Brien will be away from Portland for a month or six weeks and expects to spend most of his time in Southern California. He is accompanied by his family. His private car will carry the party. A large touring car was placed on board the train just before it left the depot.

Impaired health is the principal reason for Mr. O'Brien's temporary leave from the office. With the business attending the organization of the new O.-W. R. & N. Co. disposed of and the multitude of duties that annually grow up at the first of the year performed, he will be able to remain in the South at least a month.

BATTERED HULL IS RAISED

Steamship Kitsap Grounded in West Seattle After Six Weeks in Water.

SEATTLE, Wash., Feb. 2.—Despite oracular predictions from all sides that he would never succeed in carrying out his contract for raising the steamship Kitsap, which was rammed on December 14 by the steamship Indianapolis off pier 4 and sunk in 200 feet of water, President Joseph Frank Swanberg, of the Elliott Bay Drydock Company, this morning had the satisfaction of grounding the battered hull almost high and dry on the beach at West Seattle.

Captain E. V. Ruger superintended the work of bringing the Kitsap from the slimy depths of Elliott Bay.

The Kitsap was under water more than six weeks before being beached at West Seattle. As soon as a temporary hold of the submerged vessel could be obtained she was lifted to shallower water near the Oriental dock, where divers fixed seven cables to the vessel under water. Little difficulty thereafter was experienced in shifting the hull to the beach at West Seattle.

Officials of the Elliott Bay Drydock Company expect by tomorrow to be able to form a very fair estimate of the damage.

ELECTRIC LINE INSPECTED

Eugene Believes Extension to Corvallis Is Contemplated.

EUGENE, Or., Feb. 2.—(Special.)—Al Welch, manager of the Portland, Eugene & Eastern Railway Company and manager and vice-president of the Washington-Oregon Company; I. W. Anderson, a Spokane capitalist, and M. F. Brady, of Portland, were in Eugene yesterday inspecting the lines of the Portland, Eugene & Eastern in operation in Eugene and between this city and Springfield.

While Mr. Welch would make no announcement, it is believed that his visit has connection with the extension of the electric line to Corvallis, especially as he is known to be associated in a 1500-acre land deal made since the first of the year, in a neighborhood that would be tapped by such an interurban line.

The visitors were entertained at luncheon yesterday noon by representative citizens.

SPEIER'S PETS DIVERSIFIED

Patrol Launchhouse Haven for Fowl and Brute.

Charles R. Grisim's assignment to the harbor patrol force, with which he began his duties yesterday, marked the addition of three more cares to the lot of the marine sleuths, and all three arrived the same day.

The first adjunct was "Kruger," Harbormaster Speier's aristocratic Airedale setter. Next came a white leghorn rooster, which escaped from a Front-street commission house and wandered to the city float at the foot of Stark street, where it was given a corner in the house. Then came swimming to the float a seagull that escaped from the steamer Jessie Harkins boiler after having fallen down the smokestack. She had sustained injuries that prevented her from flying.

BULLET ENDS MAN'S LIFE

Partner Returns to Cabin and Finds Body on Bed.

BAKER, Or., Feb. 2.—Rupert Nash, a well-known young man of the valley, committed suicide yesterday by shooting himself in the head with a revolver.

The body was found in a cabin on Dealy Creek yesterday. They had been digging an irrigation ditch and his partner left to go to Richland, and when he returned he found the body lying on the bed. Nash was about 25 years old.

SCANTLING KILLS MAN

Mill Worker at Hoquiam Is Struck in Back—Death Is Quick.

HOQUIAM, Wash., Feb. 2.—(Special.)—M. Spellman, 25 years old, was instantly killed at the plant of the Hoquiam Lumber & Shingle Company here tonight when a 30-foot scantling was hurled from an edger machine, striking him in the back.

The timber was thrown backward about 60 feet. Spellman was working at a cut-off saw. Isaac Jupp, edgerman, and L. W. Bierman, assistant, sustained injuries to their hands when the timber was torn from their grasp.

Five Escape as Building Falls.

KLAMATH FALLS, Or., Feb. 2.—(Special.)—Two wooden buildings belonging to C. D. Wilson, which were being raised to conform to the street grade established when paving was started on Main street last Fall, collapsed yesterday just as they were at the point where they were to be left permanently. Both of them were occupied, one by a shoe repairer and the other by a cleaner and presser and these men were in their places when the crash came. Three men were also under the building, but all escaped injury.

FORTUNES MADE

With Gold Dredges--Arizona, Greater Than California Values.

Though millions of dollars in gold values are annually extracted by the gold dredge in California, the values of dredging ground in that state, only averages from 5 to 17 cents per yard. This demonstrates the economy of gold dredging, and shows the large profits to be made from gold dredging in Arizona, where the values are so much greater as in the instance of the ground owned by the Oregon-Arizona Gold Dredging Company of Portland.

This company which has opened offices in the Spalding building in Portland, is now arranging to install one 4000-yard per day capacity dredge, and having water available for several dredges, will install two more dredges of the same capacity as soon as arrangements can be made for their construction.

The climatic conditions in Yuma County, Arizona, enables continuous operations every day in the year and the ground owned by the Oregon-Arizona Gold Dredging Company, is most adapted to dredging work, the gold being free and easily saved.

WOODDY IS NAMED ORATOR

McMinnville College Holds Tryouts for State Contest.

M'MINNVILLE, Or., Feb. 2.—(Special.)—C. H. Wooddy, a senior at McMinnville College from Portland, has been chosen the college orator to represent the college in the state oratorical contest to be held at Eugene the latter part of February. In the local contest for the selection of a representative, held here last Monday night, there were eight contestants.

The orators and their subjects were as follows: George W. Stewart, freshman, "The Penal Reform"; F. Gordon Petit, sophomore, "Fall of the New Feudalism"; William C. Foster, senior, "The Individual and the Nation"; Everett S. Burkett, sophomore, "The Blot Upon Our Civilization"; Frank P. Manley, junior, "The Initiative and the Law"; J. Allen Jeffery, sophomore, "America as Peacemaker of the World"; Carroll H. Wooddy, senior, "The Salvation of Democracy"; Elizabeth Mardis, junior, "The Cry of the Children."

TRIP LONG WAY AROUND

Klamath Witnesses Travel 1000 Miles to Reach County Seat.

EUGENE, Or., Feb. 2.—(Special.)—District Attorney Kuykendall, of Klamath Falls, visiting in the city, tells of a recent lawsuit in Klamath County requiring the presence of witnesses from the northern part of the county. To reach the county seat these witnesses had to make a 1000-mile trip, going by way of Shaniko and Portland, thence by the Southern Pacific to Weed, Cal., and then to Klamath Falls.

Impassable condition of roads through a range of mountains made this roundabout trip necessary.

Consul-General William H. Michael reports from Calcutta that the pearl fishery at Kathiawa, which is under the supervision of the Jam Sahib of Navinagar, better known as Ranjitsinghi, is reported as likely to have a record season.

THE Dr. GREEN GUARANTEE TO MEN

Our guarantee — No Money Required Until Satisfied—is your absolute protection. Consultation, examination and diagnosis free. Our specialty is All Ailments of Men. What you want is a cure. Come to us and get it. Hours daily, 9 to 5 Evenings, 7 to 8. Sundays, 10 to 1.

DR. GREEN CO.

362 Washington St., Portland, Or.

L. T. YEE & SONS

The Old Reliable Chinese Doctor spent lifetime study of herbs and research in China; was granted diploma by the Emperor; guarantees cure all ailments of men and women when others fail. If you suffer, call or write to YEE & SON'S MEDICINE CO., 142½ First, Cor. Alder, Portland, Or.

They Grow Hair

Certain Ingredients if Properly Combined, Stimulate Human Hair Growth

Resorcin is one of the most effective germ destroyers ever discovered. Betanapthol is a most powerful, yet absolutely safe germicide and antiseptic, which prevents development of germ matter, and creates a clean, healthy condition.

Pilocarpine, although not a coloring matter or dye, is an ingredient well established for its power to restore natural color to human hair.

Borax, because of its well-defined softening and cleansing properties, is most useful in the treatment of scalp and hair diseases. Glycerine acts as a stimulant to the hair bulbs, and has a soothing, healing and nourishing influence. Alcohol is indispensable in medicine because of its antiseptic, stimulating and preservative qualities.

Rexall "93" Hair Tonic is chiefly composed of these ingredients, which are compounded in a peculiar form, and we believe it is the most effective remedy known to medical science for scalp and hair troubles generally. We personally guarantee it to eradicate dandruff and scalp irritations and to grow hair even though the scalp in spots is bare of hair, providing of course there is life and vitality remaining in the hair roots.

We want everyone troubled with scalp disease, dandruff or loss of hair to try Rexall "93" Hair Tonic. If it does not remove dandruff and promote a growth of hair to the satisfaction of the user, we will without question or quibble return every cent paid us for it. This guarantee is printed on every package. It has effected most satisfactory results in 93 out of 100 cases where put to a practical test.

Rexall "93" Hair Tonic is entirely unlike and in every particular different from anything else we know of for the purpose for which it is recommended. We urge you to try it at our entire risk. Certainly we could offer no better guarantee. Two sizes, 50 cents and $1.00. The Owl Drug Co., Inc., Cor. 7th and Washington Sts.

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Reliable Treatment.

$5 to $10

Fees in Simple Cases

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Afflicted Men — Has Your Physician Failed to Cure You?

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Men Heed Competent Advice When Others Fail

Call and let us give you a careful, painstaking examination absolutely free. Our opinion and advice will cost you nothing. Perhaps a little advice is all you need. X-Ray examinations, when necessary, free. No money required to commence treatment, and you can arrange to pay fee when cured.

Call and let us convince you that we have cured where other doctors and SPECIALISTS have failed. By permission we can refer you to cured patients and show you letters we are receiving from cured and grateful men. If your case is curable we can cure you, but if it is not we will frankly tell you so. Examination free, and you will be under no obligation whatever to take treatment. If afflicted do not delay nor neglect your condition, for a quick and lasting cure means a great deal to your future life and happiness. Remember our charges as specialists for a guaranteed cure are far less than those charged by family doctors and surgeons and other specialists.

No matter whom 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.

17 Years of Success in Treating Men Cures Guaranteed or No Pay

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 AILMENTS AND ALL AILMENTS COMMON TO MEN.

We are permanently located, incorporated and licensed under the laws of Oregon.

MEN, IF IN TROUBLE, CONSULT US TODAY. If you cannot call, write for free book and self-examination blank. Many cases cured at home. Hours—9 A. M. to 8 P. M. Sundays 10 to 12.

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All chronic nervous and special diseases.

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Our European methods cure to stay cured, otherwise it does not cost you anything. Could anything be more fair or honorable? Call and consult us about your trouble and let us explain our modern and up-to-date methods, which remove the cause and cure the following diseases.

Acute, Chronic and Nervous Diseases, Blood Poison, Nervo-Vital troubles, Stomach Troubles, All Forms of Skin Diseases, Burning, Itching and Inflammation stopped in 24 hours; Eczema, Piles cured without the knife; Swollen Glands, Nervousness, Debility, Varicose Veins, Bladder and Prostatic and Contracted Troubles and all Acute and Chronic Diseases of Men and Women.

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We have every known remedy appliance for TREATING YOU. Our experience is so great and varied that no one of the ailments of Men is new to us.

COME IN AND TALK IT OVER.

General Debility, Weak Nerves, Insomnia—Results of exposure, overwork and other Violations of Nature's laws. Diseases of Bladder and Kidneys, Varicose Veins, quickly and permanently cured at small expense and no detention from business.

SPECIAL AILMENTS—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in seven days. Consultation free. If unable to call, write for list of questions.

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I offer not only free consultation and advice, but of every case that comes to me I will make a careful examination and diagnosis without charge. No ailing man should neglect this opportunity to get expert opinion about his trouble.

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ACT TODAY

I will treat some of your ailments for as low a fee as $5 and $10. I will make you an exceptionally low fee on any ailment you may be suffering from.

With this low fee and my long and successful experience in treating ailments of men you need not suffer another day. I don't care who has tried to cure you, and has failed—I will give you a sure cure and a small fee. Don't give up before seeing me.

By the latest methods known to MEDICAL science I successfully treat VARICOSE VEINS, PILES, NERVOUS AILMENTS, SKIN AILMENTS, KIDNEY, BLADDER, LUNG AND BLOOD AILMENTS, RHEUMATISM, LIVER AILMENTS AND ALL CHRONIC AILMENTS OF MEN.

Come in and see me. Have a confidential talk and be examined without cost or obligation. I will cure you.

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