300 Full-Size Patterns Cloth for a Ladies' Tailor-Made Suit, Will Be Given Away Free to Let You Know We Are Living and---in Oregon Too---Continue. It's Interesting

Beginning tomorrow---Monday morning at 8 o'clock, with each gentleman's suit purchased of us, we will give free of charge full-size pattern of cloth for one ladies' tailor-made suit, until 300 selections have been made. They may last two, charge full-size pattern of cloth for one ladies' tailor-made suit, until 300 selections have been made. They may last two, three or four days, but hardly much more—for this is very fine cloth and ordinary dress goods seem like rags in comparison. It would cost you from \$10.00 to \$12.00 to buy these tailor-made suit patterns. LADIES—this is done as an advertisement and you can be sure we are not going to put out any worthless goods. No, indeed! We warrant without qualification EVERY INCH OF CLOTH TO BE ALL-WOOL. You can make it yourself—have your tailors make it, or we will make it for you, but these ladies' tailor cloths are such as you would have to pay \$25.00 to \$30.00 per finished suit. Now, if your husband, brothers or gentlemen friends expect to get any clothing this Spring—speak to them about this. You might just as well have one of these fine dresses—a costume stylish, will wear for years and still look well. You can thus get one FREE AS AIR. We will not confine you to one or two styles, but you will be shown—ACTUALLY SHOWN HUNDREDS from which to select. You will see what you want—here's a few of them—soft-finished serges, in blue, gray, brown, tan, etc., etc., worsteds, cheviots in checks; stripes, plain blue and blacks, clay worsteds, oxfords, mohairs, etc., etc., in fact, anything you want. All cloth will be thoroughly sponged or shrunk FREE OF CHARGE. Our usual charge is 50c per pattern. AND THE MEN'S SUITS—AREN'T THEY REASONABLE? JUST LOOK AT THE PRICES below; and UNION TAILORS to do the work is a pretty stiff guarantee that the work is good, for union tailors are good workers, but they know it, and, therefore, demand good pay—they get it—and then we demand good work—and we get it—or you get it instead, is better.

NOW, LOOK AT THIS, LADIES.—Walking, or rain skirts, free, as follows: We have had manufactured for us some styles of cloth which experience has taught us are the only styles of weave that are proof against bagging-at-the-knee. It is not commonly known, but is a double-worsted, flexible-weave cloth. They are unbagable—with each pair of them we will give FREE OF CHARGE cloth for a ladies' walking or rainy-day skirt. These offers are great, aren't they? Never heard of such a thing, did you? It is, and will be, the talk of the state. But, you see, that is what we want, and it takes something extraordinary and fine to get it. Now, have "your" man look at the unbagable pants prices below—they are not high, are they? Union labels in all garments—that's good, isn't it? We think so. So is advertising. You would not get these dresses if we did not advertise. Then do as we advertise—we do—prove us. But to allay any suspicions, we below, give numbers and minute description of goods, so you can come right in, call for the number of goods you desire to see. You will notice we do not say "all suits cut so and so," and then show you cheaper goods when you come in. No, sir; we give you the number and color of it. Now, you don't need to buy ready-made stuff; just take advantage of this; come and make your selections; we will hold the goods for you until you are ready to have them made up. The margin of profit on a single order is as nothing, but we do business on the modern methods of a large number of orders, taken in the aggregate means much. We are very large consumers of merchant tailor goods, and we pay spot cash; therefore, we almost make our NOW, LOOK AT THIS, LADIES .- Walking, or rain skirts, free, as follows: We have had manufactured for us means much. We are very large consumers of merchant tailor goods, and we pay spot cash; therefore, we almost make our own prices when we purchase cloth supplies. This means much-nearly all in governing our selling prices, and is the reason we are able to quote the following prices.

# ONLY UNION TAILORS EMPLOYED

## **BUSINESS SUITS**

## Tailor cloth dress pattern free with one of these, every inch all-wool.

1	No. 6441—Clive wide hair stripe
1	No. 5781—Green wide hair stripe
١	No 6271 Harringhone woveted
1	No. 5801—Faint striped suiting
J	No. 5110—Fancy striped suiting\$22.
1	No. 5431—Fancy mohair, a dandy
d	No. 7051-English double and twist\$30.
1	No. 6201—A genuine novelty bronze\$24.
1	No. 5151—Fancy brown mixture
1	No. 5121-Fancy white and green stripe\$21.
1	No. 5441—A swell blue and green
1	No. 7311—Genuine Scotch plaid\$28.
	No. 5741—Pin check, never wear out
9	No. 6091—Fancy plaid mohair\$24.
J	No. 5911—Brown and old gold
1	No. 5851—Fancy herringbone
1	No. 5391—Fancy Bannockburn
1	No. 5111—Fancy light plaid
1	No. 5141—Fancy mixed carmine
1	No. 2251-Never wear out, light check\$20.
1	No. 2301—Another never wear out, check\$21.
1	No. 5341—Fancy blue and white stripe
1	No. 5471—Brown herringbone plaid\$24.0
1	No. 5091—A nobby brown and gold mixed\$22.5
١	No. 5421—Fancy herringbone stripe
۱	No. 2471—Fancy English herringbone
п	and and a second montaining and a second as a second a

No. 2391-Black herringbone cheviot ......\$22.50

No. 5051-Dark plaid and stripe ......\$21.00

## Black and White—The Swell Thing

## Here they are in plain figures.

. :	Black and Blue Cheviots and
No.	4991\$26.5
No.	9189\$26.5
No,	2919
L-NO.	4719
No.	6198
No.	7890\$23.5
	5990\$24.0
2000	007£ <del>-</del>

Chimished Worsteds
No. 3891—Black Thibet cloth\$24
No. 4841—Blue worsted cheviot\$25.
No. 4851—Black worsted cheviot
No. 3871—Black diagonal cheviot\$22
No. 4881-Black herringbone cheviot\$25.
No. 4871—Black herringbone cheviot\$25.
No. 4891—Black diagonal English cheviot\$27.
No. 5801-Black unfinished clay, a dandy\$27.
No. 6801-Black unfinished clay, very fine\$30.
No. 4871—Blue unfluished serge
No. 5851-Imported blue herringbone cheviot \$27.
No. 5881—Imported unfinished black clay\$28.
No. 8511—Imported blue diagonal cheviot\$26
No. 4861-Imported black unfinished worsted\$24.
No. 8521—Imported blue unfinished serge\$27.
No. 6881-Imported garnet English unfinished worsted \$40.

## Black Worsteds and Serges

1	No. 9081—Indigo blue serge	\$23.50
1	No. 2951-Heavy weave black or blue serge	
	No. 2911-Very fine, fine weave blue serge	\$30.00
	No. 1931-Darker, fine weave blue serge	\$25.00
	No. 2931-Can't be beat, Elutent blue serge	\$30.00
	No. 3079-Wide weave blue serge	\$24.00
	No. 1981-English strong blue serge	\$26.50
	No. 9091-Fine English blue serge	\$22.50
	No. 9261-A swell thing, herringbone blue serge	\$30.00
ĕ	No. 9061—Plain blue serge	\$21.50
	No. 3911—Black clay worsted	\$25.00
	No. 3901—Blue clay worsted	\$25.00
	No. 3931-Black or blue clay worsted	\$27.50
	No. 3951-Black or blue clay worsted	\$30.00
	No. 3991-English blue or black clay	
	No. 4911-Finest blue or black clay	\$35.00
ļ,	No. 4951-Finest blue or black crepe	\$27.50
	No. 5971—Finest black granite	\$35.00
P	No. 5991-Finest blue granite	\$37.50
	No. 9021-Finest German diagonals	\$42.50

### UNBAGABLE PANTS

Never bag-specially prepared for us.	With each
of them you get FREE OF CHARGE,	cloth for a
ladies' tailor-made walking or rainy-day	
following are the numbers of these spec	ial pants:

No.	7918-	Pin stripe	a dand	y, wor	rth n	ore r	noney		\$ 9.7
No.	8210-	Imported,	fancy,	swell,	well	wort	h \$12.0	00	\$10.5

	UNDAUABLE PANTS—Continued
0	No. 8211-Imported, fancy, double and twist, dark gray.\$10.
a i	No. 7118-Blue mix, Bedford cord, never wears out\$ 9.
ó	No. 7017-Fancy shaded blue stripe, very fine \$ 9.
ă	No. 8411-A late Eastern style, very swell\$11
á	No. 7819-A late Eastern style, and nobby\$10
ő.	No. 8711-Pin stripe worsted, black and white\$10
ň	No. 7419-Fancy striped dark novelty \$ 9
ö	No. 7319-Fancy striped dark novelty, variegated stripe.\$ 9
ů.	No. 7714-Hair stripe, black and gray, excellent\$ 9
à	AV ANA VY ANA VALUE OF THE PARTY OF THE PART

No cloth for skirt will be given with the following, although they're excellent value and will give you absolute satisfaction in wear, but they are not of the double flexible weave like the unbagable ones.

	No. 7514-Blue hair line, a nice one, staple \$ 8	8.00
	No. 7712-Imported fancy herringbone worsted \$ 7	1.75
	No. 7515-Imported dark mixed, very choice \$	3.50
	No. 7417-Imported gray stripe, very choice \$	3.00
	No. 7818-Imported gray stripe, wide \$	9.50
	No. 7814-Imported gray and red stripe, narrow\$	7.00
1	No. 7014—Imported gray mixed\$	7.50
1	No. 7815-Imported gray and bronze\$	7.54
*	No. 8213-Imported, very fine, peacock blue\$1	2.00
e	No. 7114-Imported, very fine, gray\$	7.5

The above is only a very small portion of styles o of woolens carried by us.

# UNION LABELS IN EACH GARMENT

Keep this ad. Come soon as you can and "look" anyway. Don't be in a rush. It takes a little time to look over our hundreds of different styles. If you don't want your suit right away, we will lay it aside for you and measure you later. Remember, we will only give away 300, as that is all we can handle and make up for some little time—so remember that; also that there are thousands today saying, "I'd like to have one of those tailor dresses. Mr. Brown and I will go down—Mr. Brown intends to get a suit. That's a union store, the work must be good." That's just what they are saying today. As we we write these lines we have 31 tailors working. That's how people like our prices and work.

OUTSIDE TOWNS AND PEOPLE---We know you would like to have some of the above. We will tell you how you can get it. Send for samples of what you want. Describe as near as you can what you want for the gent's suit and ladies' costume—we'll mail you samples. We won't deceive you in materials. You can depend on that. We will send you measure blanks. The rest is easy—as good a gent's suit as you ever had in your life for a small price, and fine tailor cloth dress patterns FREE. These ads are not copyrighted, any merchant tailor who thinks he can follow the pace we set is free to tackle prices and work. the job. We are living in Oregon. We make our money in Oregon and spend it in Oregon, and are now offering the greatest and most astonishing offer by far, that has been made in Oregon or any other state. We are alive at

5th and Alder, Portland

Merchant Tailors

## LOW RATE FROM HAMBURG

FREIGHT CARRIED 17,000 MILES FOR ABOUT \$2 PER TON.

Gloony Outlook for Shipowners-Delayed Fleet Leaving the Mouth of the River-Marine Notes.

The British bark Matterhorn, under charter to load general cargo at Hamburg for Portland, receives but 8s 6d per tor for the cargo. This is believed to be the lowest rate at which general cargo has ever been brought to this port from and would indicate that low freights are by no means confined to Pacific Coast. In former seasons, yessels have frequently come out to Port-land from Europe in ballast, in fact some of the bounty-fed French vessels are still doing it, but these ballast voyages have nearly always been undertaken at a time when freights outward from Portland have been held at high figures, which enabled the vessels to recoup for the profitless voyage out from Europe. At present there is nothing cheering in the outlook for the vessel after she reaches Portland, for rates are oralized and there is not much hope of improvement.

The distance covered by a sailing vessel in making the voyage from Europe to Portland is approximately 17,000 miles, and some owners claim that the round voyage will show a loss if made for than 40 shillings. Unless there is material improvement in outward ights from Portland by the time the Matterhorn reaches Portland she will be obliged to complete the round trip at 25 shillings, and perhaps lower. Four years of prosperity have enabled shipowners to pile up some tidy reserves, but the outlook now indicates that they will be obliged to draw on these reserves quite heavily before demand again equals the supply of tonnage.

According to the London Statist, British

shipbuilding in 1901 exceeded that of 1900 123,000 tons. The increase in the ted States was 190,000 tons, but not all this was on salt water; the increase France 12,000 tons, with all the assistance speaks well for the regular lipe, extended by the government. The in-creased construction in Holland was 17,creased construction in Holland was 17,600 tons, in Beigium nearly 7000 tons, or
about 100 per cent. Norway and Sweden is purchased at Portland and can be 17,000 tons or 50 per cent, while the ton-nage of Italy, Austria and Japan de-The tonnage produced in 1900 was nearly 2,500,000 tons, and in 1901, 2, 666,000 tons. Here is an increase of more than 5,000,000 tons in two consecutive years, and the most conspicuous feature of it is the construction of steamers of unprecedented size. The amount of sea-borne commerce would have to increase very rapidly to provide ample employment for such a vast supply of the instru nents of transportation. The production by countries gives little or no indication of the effectiveness of governmental as-sistance, while the amount of shipping constructed in the two years affords no support for the idea that in this direction private enterprise needs public encourage-ment. The Statist's figures include vessels of under 100 tons. Lloyd's Register omits these smallest vessels, but includes vessels under construction and makes a total tonnage last year of a trifle over 2,000,000, of which 467,000 were war ves-

## PLEET MOVING AGAIN.

Quartet of Grain Vessels and a Big Steamship Start Seaward.

delayed fleet at the mouth of the river commenced moving again yesterday and four of the sailers and the big steamship Oceano crossed out. The procession was headed at 2 o'clock by the French

o'clock the British ships Conway and Bankleigh crossed out, leaving but six finished ships in the lower harbor. From present indications, another quartet will get out today. The bar has shifted around so much recently that it is only with a particularly favoring wind that vessels can be salled out, and they are dependent on the bar has first a shipyard at Astoria. He is associated with the John B. Hardy Shipbullding Company, at Tacoma, and the firm has just received a contract for another big barkentine, making four big parkentine, making four big vessels for the works. The latest contract awarded them is for a vessel 212

Salmon Arrivals at Liverpool. on the tugs. Four ships on one tide is feet long, 41 feet beam and 1515 very good work for the two tugs, and depth of hold. The cost will be \$ very good work for the two tugs, and depth of hold. The cost will be \$60,000, as the time for better weather is approaching, delays are probably over for the season. The Oceano, which sailed yesterday, was not seriously injured in dition to his shipyard, has turned either of her mishaps, but will go on the drydock in the Orient.

COOS BAY AND PORTLAND.

Mr. Baumgartner Cites a Few Facts Bearing on Transportation. PORTLAND, March 29 .- (To the Editor.)-Dear Sir: Having read with interest an article in today's issue of The Oregonian, under the heading, "Coos Bay

space to reply to same.

I have been in close touch with all the shippers of the territory adjacent to Coos Bay the past four years, have made frequent trips into that country, and have studied their wants and will say that the Gray Steamship Company is giving them better service than they have ever had before, and is maintaining, at great expense, a regular service with the best equipped steamers for both passenger and freight service in the coast-

and Portland," I would kindly ask for

ing trade.

Mr. Addis tells in this article of the resources of the Coos country, but evidently has been misinformed, as he says large quantities of yeal, beef cattle and hogs are produced. This industry its infancy, and there have been shipped into that section the past year 25 calves for every head of cattle that has shipped out, and those calves came from the famous dairy farms of Humboldt County, California. The largest ship-ments of hogs leaving Coos the past year were purchased by the Union Meat Company and shipped to Portland on the regular steamer line. There were shipped out of Coos County

the past season about 16,000 boxes of apples, of which 12,500 found their way to Portland, via the steamer Alliance, of the regular line, and the bulk of sar were shipped from here to Chicago, via the O. R. & N. Co., and arrived at destination in excellent condition, Regarding flour, feed, grain and other

verified at the mills in this city. It is true that the creamery products and poultry and coal find their way to the San Francisco market. This, howe not owing to the lack of transportation facilities to Portland, but owing to the

great demand and higher prices paid at Port Orford white cedar, which is sold on the San Francisco market at \$35 per 1000 feet, and myrtle, which is sold on the same market at \$40 per 1000 feet, can be and are sold on the Portland marks for less money, and are shipped to Port-land on the regular steamer line.

The Portland match and broom manufacturers obtain all the wood used in the manufacture of these articles from Coos and Curry Counties, and have no com-plaints to offer and are perfectly satisled with the service as furnished by the line operating between Portland and Coos

In conclusion, I will say that the com pany which I represent has operated on this line the past four years and is in position to, and will, increase the number of steamers whenever the business warrants . Yours very truly, F. P. BAUMGARTNER.

## BUILDING MANY VESSELS

Captala Al Stream Associated With a Prominent Firm on Puget Sound. was headed at 2 o'clock by the French bark Bossuet, and the British ship Queen Elizabeth followed an hour later. At 5 all-around seaman and navigator, has

sen, of San Francisco. Mr. Hardy, owns an extensive machine shop in adsome very fine steamship work, and the plant is rapidly becoming one of the leading industries of Tacoma. The barken tine Thomas P. Emigh, which was com-pleted at these yards in January, carried, on her maiden trip, 1,230,000 feet of lum

REVENUE PLEET TO SAIL SOON. Government Will Begin Patrolling

Behring Sen Earlier Than Usual. SAN FRANCISCO, March 29.-Renairs on the hull of the revenue cutter Thetis will be completed next week, when she will be brought here for slight repairs or her machinery. After taking coal and supplies she will sail for her annual cruise on patrol duty in Behring Sea, by Apri 29. The Bear's repairs will be completed so that she will sail for the North on April 12. Every effort is being made by the department to have the entire fleet in readiness to enter Behring Sea and reume the duties of patrolling that district at an earlier date than usual. An influx of miners to Nome and other min. ing camps of Alaska is expected this season, which will render the presence of the cutters imperative as the only representation of Federal authority.

LUMBER AND WHEAT.

Two More Oregon Cargoes in the Stream Ready for Sea.

A cargo of wheat for the United King-dom, and a cargo of lumber for South Africa, finished the shipping business for the week yesterday, and with possibly one exception completes the month's business in shipping. The Portland Grain Company finished loading the British ship Rockhurst, and the Eastern Lumber Company completed the lumber cargo of the Star of Germany. Both vessels are in the stream, and will clear tomorrow. The March fleet will be about the same size as that of a year ago, and there are fiv vessels in the river under charter for April loading. There are also two vessels the Brunel and the Lord Shaftesbury. the free list, and the French bark Asie, undergoing repairs.

Stenmer Rate Agreement.

LIVERPOOL, March 29.—The secretary of the North Atlantic Steamship Conference announced 'oday that the continental lines had signed the agreement fixing minimum saloon passage rates. The agreement becomes effective March The signatories of the agreeme e American, Anchor, Atlantic port, Allan, Cunard, Dominion, French Trans-Atlantic, Hamburg-American, Mal-lory, Red Star and Holland-American lines The Beaver line refused to sign.

NEW YORK, March 29 .- Local agents of English and Continental steamship lines received official notice today that the agreement for minimum passenger rates th was effected last week on the other side, will go into effect Monday next. The agreement contains a provision lengthen ing the Summer season. This season, dur ing which rates are 25 per cent higher than in the Winter, will last from May to October on westbound rates, and from April 1 to October 1 on eastbound. The only important changes are a discrimina-tive increase on some of the larger ships of the express lines.

Tug Vosburg Fined. ASTORIA, March 29 .- A fine of \$500 was aposed by Collector of Customs Fox day on the tug George R. Vosburg. Captain Loll, for violation of section

on Arrivals at Liverp

The London Grocers' Gazette of March says of salmon: "This week has been marked by the arrival at London of very large supplies, both by sailing boats and steamers, chiefly at Liverpool, the steamship Glen-roy, with 20,647 cases, being the only arrival at London. At Liverpool the fol lowing steamers have arrived: The John Cooke, with 47,084 cases; the California, with 68,935 cases of Alaska; the Blythe wood, with 65.488 cases Fraser River. Two steamers, the Glenfarg and Teenkal, have brought 22,484 and 27,100 cases, respective ly, from Seattle and Tacoma, this being porbably Puget Sound salmon. Steadiness is the prevailing feature at the moment With so much salmon just in, there naturally a lack of speculation, but there are apparently no weak sellers at Liverpool, demand keeps good

Barkentine Stranded.

NEW YORK, March 28.—The barkentine Antilla, Captain Reed, from Montevideo to New York, with a cargo of hides, stranded last night at Long Beach, N. J. She is about 200 yards off shore, head on, and is apparently full of water. The crew of nine men has been taken off in the breeches buoy.

Scurvy on Shipboard.

HONOLULU, March 22.-The schoone Frank W. Howe put in here on the 19th with two men on board suffering with scurvy. She was bound for Port Town-send from Port Lewis, and had been out 110 days. She called here to put ashore the two sick men.

Mørine Notes.

The Oriental liner Indrapura finished discharging yesterday and shifted down to the flour mills at Albina to take aboard 4000 tons of flour, which will make a four dation for her outward cargo.

The British bark Brunel entered at the custom-house yesterday with 2794 long tons of coal. This is equivalent to 3129 short tons, and as the vessel registers but 1555 tons net, she has aboard more than double her register in short tons. The steamship Adato has completed her nder-deck cargo and is now taking piling. She will get away early in The Oceano, another of the Weir sailed from Astoria yesterday afternoon

Captain Pillivuit, who was master the French bark Ernest Reyer when she was wrecked north of Gray's Harbor a few weeks ago, has returned to Portland and will take command of the French bark Ernest LeGouve, now loading wheat at this port. The master who brought the LeGouve to port is too ill to take her

Domestic and Foreign Ports. ASTORIA, March 29.—Salled at 4 A. M.—Steamer Fulton, for San Francisco. Salled at 2 P. M.—Steamer Columbia, for San Francisco; French bark Bossuet, for Cape Town. Sailed at 3 P. M.—British ship Queen Eliza-beth, for Queenstown or Falmouth for orders. Sailed at 3:40 P. M.—British steamer Oceano, for Vladivostok. Sailed at 5 P. M.—British hip Conway; British ship Bankleigh, for queenstown. Condition of the bar at 4 P. M., mooth; wind northwest; weather clear.

San Francisco, March 29.-Sailed at 11:40 A. M.-Steamer Geo. W. Elder, for Portland. St. Vincent, March 29.-Arrived-Falls Keltle, from Tacoma, via Coronel. Yokohama, March 29.—Arrived previously-Peru, from San Francisco, via Ho

Humboldt, for Seattle. Arrived-Steamer Meteor, from Roche Harber; steamer Newburg from Gray's Harbor; steamer J. S. Kimball

## RETAIL

SALERS' "BLACKLIST" SOUGHT.

Although New Credit System Works Well, Plans for Co-Operative Market Go On.

The Retail Grocers' Association is waiting for a chance. When the chance omes, it will endeavor to show that the "blacklist" of the wholesale produce merchants is illegal and liable to the ban

It is alleged that the "blacklist," although ostensibly private property, made out by a trade association for its own members, is open to the public gaze. It places, and that it is covered only by a single sheet of paper, which is easily lifted up, and which thus exposes the names of tradesmen who are thereby made to suffer detriment to their business. It is maintained that the "blacklist" effect a boycott and an unfair and

lliegal instrument. Wholesalers deny that the "blacklist" is exposed to public gaze. So there you

The Wholesalers' Association has been lenfent with delinquents. Only three tradesmen are on the very black "blacklist." One of them is a Chinese and the other is an Italian. Not more than 30 were delinquent yesterday. Most of these had permitted Friday, 2 P. M., when all bills are due, to go unnoticed, but they are a class that pays without hesitation. The wholesalers say the new credit sys-tem is working smoothly.

The co-operative market enterprise is

going ahead. The organizers, Daniel Kel-laher, G. C. Burns and F. W. Funk, met Friday night, and found that the project has made satisfactory progress.

### GOOD SEND-OFF FOR OREGON Charleston Paper Writes Up Exhibit at the Exhibition.

Charleston (S. C.) State, From the far Pacific Coast comes a fine display of the resources of the great State of Oregon, which is to have an exposition in 1906, provided St. Louis doesn't postpone the Louisiana Purchase Exposition until that year. The Oregon exhibits first attract attention through the im logs displayed, two of them being

of mammoth size.

The exhibits of Oregon are located in the agricultural hall, adjoining the South Carolina building, and are extensive, com. plete and comprehensive. These exh charge of Colonel Henry E. Dosch, special commissioner and general superintendent, who is thoroughly conversant with the state's resources and thoroughly enthusiastic over Oregon's future. In this exhibit are 146 varieties of co

mercial woods, in the stump, log, plank and polished specimens. What has proven the magnetic needle of this building is a piece of Douglas fir, commonly known to the trade as "Oregon pine," 74 feet long and 34 inches square, containing 7200 feet of lumber. It is of the greatest commeron the Pacific Coast, from Northern Callfornia through Oregon, Washington British Columbia to Alaska. Its uses are for house building, railroad ties, bridges, trestle work timbers, ship's planking masts and spars. There are few ships affoat under any flag whose masts and spars are not of "Oregon pine." Another feature is a saw log of Tide Land spruce, 9 feet in diameter and 24 feet long; other sections of white and yellow pine, firs, Noble fir, oaks, ash, myrtle, cedar, tama-While gold-digging in Demerara, a negro rack, hemlock, aider, cottonwood, mahas unearthed a nugget weighing 57% drone, maple, yew, dogwood, hawthorn

WAIT | and crabapple, etc., in sizes r The mineral wealth of Oregon is shown on a scale equal to the displays in other lines. Large pieces of ore, each containing American flag. CHANCE TO KNOCK OUT WHOLE
metals worth hundreds of dollars, from a hundred dividend-paying properties, gold represented at this exposition, and is ennuggets preclous stones and small mens of great richness. Varieties of fine ling nine cars of exhibits 400 miles, which coal and asbestos, mineral paint and clays of many varieties, show why Oregon makes some of the finest pottery in the

world. The Horticultural Display.

The horticultural display is a surprise to most visitors, few knewing anything about the vast horticultural resources of the state, possibly because Oregon is so far west. Oregon has earned the so of the "Land of Red Apples." T ples, with the finest of pears, plums prunes, peaches, quinces, apricots, figs, cherries. walnuts, chestnuts, almonda grapes and berries, all of which are on exhibition, show why Oregon fruits have met such a sympathetic market in Ameris said that some wholesalers display the ica and Europe. These are the fruits "blacklist" in their stores in conspicuous which came into competition with the finest fruits of America and Canada at the meeting of the Pomological Society of America, held at Buffalo in September, 1991, and were awarded the world-famed and much-coveted "Wilder medal" for the display of the most perfect fruits.

At the northern end of Oregon's space are displayed the grains, grasses and age plants, in the straw and cereal, in glass jars. On the panels are to be found the grains, principally wheat, grown the plateau regions and valleys of Eastern Oregon along the lines of the Oregon Railroad & Navigation Company. On the walls, in beautiful design, are to be found the wheat, barley, oats, rye, timothy, clovers and other forage plants grown Western Oregon, along the line of the Southern Pacific Railroad Company, and known as the Willamette Valley. Some of these grains in the straw are seven feet high, and so plump as to cause astonish-ment to those who are not familiar with the fertile soils and equable climate of Oregon. Then there is the pine needle some staples being 23 inches long; flas and its products; wool of the finest sheep, and its fiber, tow, linen thread, napkins and table linen, sacks, towels, etc., made therefrom: fine creamery butter and export butter, packed in tins and glass; the royal chinook salmon, weighing 65 to 70 ounds each: Dolly Varden and rainbow trout, and razor clams a foot in length; wheat and rye flour, oats and commeal and macaroni, spaghetti and vermicelli

made in Oregon; also the world-famous At the further end is represented a large wheat field, amidst which hangs a tiful oil painting, six feet by eight feet, percenting Mount Hood, as seen from rtland, painted by Mrs. Hutchins of Oregon's famous artists, and over it is

artistically arranged a sunburst, a sight

over the mountains every morning; the

spect. titled to a great deal of credit for her copper ores of rich mines, Iron, carned 215 gold, sliver and bronze medals -more than any other state—at the Pan American Exposition at Buffalo.

Some Expert Statistics.

A very amusing blunder, and one which shows the caution with which the finding of your expert statistician should be accepted, has recently come to our notice. Last week a leading New England newspaper, the Springfield Republican, printed an editorial entitled "Two Decades in Manufacturing," in which various percentages of increase in con-nection with the details of the manufacturing industry of the United States were presented in tabular form. It transpires, nowever, that a gross blunder was made in calculating these percentages. It appears that the "expert" in computing the difference between 1900 and 1830 used the 1900 figures as his divisor, instead of 896 figures. The result was of course astonishing.

The Springfield Republican admits the explains the situation follows: "The figures were taken from the "Bulletin of the National Associa-tion of Wool Manufacturers," of which S. N. D. North, in charge of the United States census on manufactures, is editor. Their appearance there, in advance of any census bulletin sent to this office, gave to them an official aspect which seemed to obviate the necessity of any struting as to the correctness of the calculation respecting the degree of relative changes; though to any one at all familiar with such calculations the errors would

Verdict in the Oppinger Case, SAN FRANCISCO, March 29.-United

States Commissioner George Emory pre sented his report in the United States Court in the suit of G. W. English et al. vs. the steamship Columbia and the Oreon Railroad & Navigation Con estimates the damage done to the cargo of the schooner Oppinger in the collision with the Columbia four years ago at \$1874 and the interest at \$241, making a total of \$1315.

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