loss, have monopolized and are lising and will continue to monop

estrained by this honorable court, con-

tinue to do so; and by force of the con-sequent inability of competitors and would-be competitors to engage and con-

said commerce in live stock and fresh meats among the states and territories and the District of Columbia and with for-

eign countries; which scheme to monopo-lize is also a combination and conspiracy in restraint of trade and commerce among

the states and territories and the District

of Columbia and with foreign countries. Eleventh—That the said defendants are

now and for years past have been in com-bination and conspiracy with each other and with the railroad companies and oth-

ere to complainant unknown, to obtain a

monopoly of the supply and distribution of the fresh meats throughout the United

States and its territories, and the ship

ments thereof to foreign countries.

To that end, the defendants do and will

artificially restrain such commerce, and put in force abnormal, unreasonable and arbitrary regulations for the conduct of

their own and each others' business af-

fecting the same from the shipment of the livestock from the plains to the final dis-

tribution of the meats to the consumer, all to the manifest injury to the people of the United States, and in deflance of

Wherefore, may it please your honors to forthwith grant a writ of injunction di-rected to the said defendants, their agents,

attorneys and all other persons acting or claiming or assuming to act under their

authority, or any of them, perpetually en-joining them and each of them and each of their agents, attorneys and the other persons aforesaid, from continuing each

and any of the unlawful proceedings afore-said, and from attempting to monopolise,

in the manner aforesaid, or in any other

manner and by any other means and de-vices, the commerce aforesaid, or any part

thereof, or any part of the trade or com-

nations, and especially from instruction

their respective purchasing agents to re-frain from bidding against each other, ex-

cept perfunctorily, and without each other

to refrain from engaging in any combina-tion or conspiracy, understanding or ar-rangement for the bringing about of such

each other's products, and from maintain-ing prices so fixed and uniform prices by

adhering to the same in their sales, or by

restricting the quantities of meats shipped or by imposing penaltics on themselves

and each other, or by making uniform rules for credits to dealers, or by mak-ing and keeping what is commonly known

as a "black list" of delinquent dealers, or by refueing to sell meats to such de-linquents, or by any other method or de-

vice; and, from agreeing with each other and acting in concert with a view to fix-

ing prices or terms for the sale or deliv-

lvestock and meat products.

merce among the states and territories and District of Columbia, and with foreign

law.

FOREIGN FLEET IN PORT DISBURS-ING \$500 PER DAY TO MEN.

Const and Foreign Shipments for May Will Exceed 10,000,000 Feet -Pembrokeshire Arrives Out.

The Pacific Export Lumber Company had all of the in port lumber fleet work-ing yesterday. The Queen Mary moved down from Inman-Poulsen's mill to Green-wich dock, where she will finish loading, the Carl shifted from the North Pacific Mill to Victoria dock, and the steamship Ventnor took the berth vacated by the Carl at the North Pacific Mill. The advantage of a few lumber ships to the port can be understood by the work of these three ships yesterday. There were four gangs of stevedores and longshoremen on each of the steamers, and one gang on the ship, a total of over 15 men. At the regular wages of 50 cents per hour, these men received about \$500 for wages yesterday. As the cost of loading the cargo on the ship is an issignificant portion of the total amount disbursed for a shipload of lumber, it will be seen that the industry is distributing a large amount of money along the Portland waterfront at a period when It is usually very quiet,

The three vessels now loading for this company will carry a total of over 7,600,-60 feet, and all of them will get away this month. These shipments, together with between 3,000,000 and 5,000,000 feet to be taken out by the coasting vessels dur ing the month, will probably make the month of May a record-breaker, with con-siderably over 10,000,000 feet to the credit

PEMBROKESHIRE ARRIVES OUT. Big Freighter Made the Run to Antwerp in 76 Days.

The steamship Pembrokeshire, which had such an eventful experience in the Co-jumbla River, has at last reached Europe in safety. She arrived at Antwern to discharge Friday, and has successfully demonstrated the skill of Captain Kennedy and Chief Engineer Cropley in patching the bottom of a steamer without taking her out of the water. It will be remem-bered that the steamer struck Sylvia de Grasse reef, above Astoria, and ripped some of her plates fore and aft, making great holes through which the water poured in such quantities that it was ne-cessary to keep the pumps going steady in order to keep her afloat. Lloyds' surveyor from Tacoma ordered her sent to Puget Sound for repairs, but Captain Kennedy protested, and Jenkins & Co., the owners of the steamer, backed him up, and gave him full permission to repair her himself. That the work was well done is shown in the outward passage, for she made the run in 76 days, including four stops en route. This was nearly two weeks better than the passage of the Aristea, and is nearly as good as that of any of the steamers that left the river this season. The steamer called at Coro-nel, Montevideo and Maderia, receiving orders at the latter york Man 2. orders at the latter port May 2.

APRIL CUSTOMS RECEIPTS.

Portland Leads Tacoma by Over Forty Thousand Dollars.

The Theoma papers continue to indulge a a great deal of bombast about the great gains they are making on Portland in marine commerce. A record-breaking wheat crop in territory tributary to Tawheat crop in territory tributary to Ta-coma and Seattle, but not to Portland, has enabled the Puget Sound port to make an unusually favorable showing as a wheat-This, however, does not indicate that Portland is losing any of her pres-tige in the field, and the customs receipts for the two ports last month are quite interesting in showing the exact status of the two ports from a strictly business standpoint. The official report of the Collectors of Customs for the respective ports shows the receipts for duties for the month of April at Portland to be \$69,148 45, and for Tacoma \$26,345 94. Miscellane oms receipts for Portland were \$1912 for Tacoma \$1062 65, a total for Portland of \$71,060 45, compared with \$27,318 79

THE AMETHYST RIGHTED.

Derellet Schooner in Good Shape, but

No Trace of Crew. The schooner Amethyst, which drifted into Barclay Sound six weeks ago, and after being looted by Indians broke adrift, is at Viliage Island, where she is being repaired by G. Bishop, the contractor, of Victoria, says a Victoria paper. The Amethyst, which was batter up when Amethyst, which was bottom up when she was drifting in Barclay Sound, now lies in shallow water on an even keel. The hole which Indians cut in her bottom to endeavor to get the cargo out of the vessel has been patched, and the salvors are pumping out her hold and cabins. Her cabins have revealed no clue to the tragedy. The cabins were empty of everything except a foghorn. Not a trace was found of the remains of Captain Zimmerman or his five associates, who were on the schooner when she turned turtle during the February gale, in which the schooner R. L. Morse was lost. The Amethyst was bound from San Francisco to Siusiaw River to load lumber, and she never reached her loading port. She cap-sized and drifted with the current which brought the Laura Pike and Reliance dere-licts to the Vancouver Island coast.

Gasoline Launches Sold.

ASTORIA, Or., May 10.—The gusoline aunches Sylph and Eagle, owned by John Reid and James Keating, respectively, were sold today to W. H. Barker for the Pacific Packing & Navigation Company. They will be taken to Puget Sound and from there probably to Alaska. The price paid for the Sylph is \$4000, and for the Eagle, \$5500, both boats to be delivered in Astoria. Reld has placed an order with R M. Leathers to duplicate the Sylph as quickly as possible, and Keating has pur-chased the launch recently completed by Graham of Warrenton, for the Charles F. Beebe Company.

Steamer Anna Barron Launched. ASTORIA, Or., May 10.-The steamer

Anna Barron, built by R. M. Leathers for the Thlinklet Packing Company, of Portland, was successfully launched this afternoon, and the machinery is being in-stalled by the Astoria Iron Works. The vessel will be taken to Southeastern Alaska, and used as a cannery tender.

Marine Notes.

The British ship Lord Eigin was reported sterday as fixed for new-crop loading at billings. Thus far practically everything that has been chartered has been at that rate, the lack of variation being some

The steamer Harvest Queen is taking the run of the Hassalo on the Astoria route for a few days and is making pretty good time for a towboat. Business on the lower river runs is picking up quite materially, and all of the steamers have about as much freight as they can handle.

The schooner Mary Dodge arrived in at Astoria yesterday after a good passage of eight days from San Francisco. She has 150 tons of pig Iron on board for the Frank Woolsey Company, and will load back with lumber. She salied from San Francisco the same day as the Charles Francisco the same day as the Charles Wilson, which made a five-day passage. The American ship Ronnoke sailed from Port Townsend yesterday for New York with the most valuable cargo ever falsen from Puget Sound in a sailing vessel. The cargo consists of 140,000 cases of canned saimon and \$5,000 galions of choice with the cargo consists of the cargo consists of the cargo consists of the cargo canned saimon and \$5,000 galions of choice with the cargo consists of the cargo consists of the cargo c wines, and is estimated as being worth

VALUE OF LUMBER TRADE | \$850,000. The wines were loaded at San Francisco and the salmon at different ports on Puget Sound.

Domestic and Foreign Ports. ASTORIA, May 10 .- Arrived at 10:30 A. M. and left up at 1 P. M.—Steamer Elder, from San Francisco. Arrived at 1 P. M.—Schooner Mary Dodge, from San Francisco. Condition of the bar at 4 P. M., smooth; wind, south;

weather, cloudy.

Antwop, May 2.—Arrived-British steamer
Pembrokeshire, from Portland.

San Francisco, May 10.—Arrived at 6 A. M.—Steamers Columbia and Lakma, from Portland.

Salled—Schooner John A., for Portland.

Tacoma, May 10.—Arrived—British steamship
Tampise, from Yokohama; American schooner
Forest Home, San Pedro; steammer Umatilla. Forest Home, San Pedro; steamer Umatilla, from San Francisco, Salled-British ship Sen-sior, for Whatcom.

San Francisco, May 10. — Bailed-Schooner Laura Madsen, for Gray's Harbor; schooner Ida Schnauer, for Port Gamble. Arrived—Steamer Titania, from Nanaimo.

Hoquiam, May 8.—Arrived-Schooner Sophie Christensen, from Ban Francisco for Aberdeen. Sailed-Steamer Chehalis, from Aberdeen for San Fedoro; steamer Lindauer, from Abordeen for San Francisco.

Genoa, May 8.—Arrived-Hohensollern, from New York.

Yokohama, May 10 .- Arrived previously-Tacoma, from Tacome for Hong Kong.

Antwerp, May 9. — Arrived—Zeeland, from
New York. Salled—Kensington, for New York. natown, May 10 .- Arrived-Umbria, from New Tork for Liverpool. Salled—Cymriq, from Liverpool for New York.

Liverpool for New York.

Liverpool May 10.—Salled—Campania for New York. Sth.—Tauric, for New York.

Havre, May 10.—Salled—La Touraine, for

Bremen, May 10.-Sailed-Cassel, for New

Cherbourg. May 10 .- Sailed-St. Louis, from Southampton for New York, Plymouth, May 10.—arrived—Pretoria, from New York for Hamburg. Southampton, May 10.—Arrived-Grosser Kur-

New York for Bremen. May 16.—Sailed—Minneapolis, for New York, May 10,-Sailed-Lahn, for Nue; Rotterdam, for Rotterdam; Ethiopia, for asgow; Lucania, for Liverpool; Minneapolis,

Seattle, May 10 .- Arrived-Steamer Tampico, om San Francisco; Japanese steamer Kin-lu Maru, from Victoria; schooner Minnie A. Calne, from Smith's Sound.

PLANING MILLOWNERS MEET No Steps Taken Toward Settlement

and No Concessions Will Be Made. No steps have yet been taken toward a settlement of the planing mill strike. At meeting of the employers held yesterday afternoon each one expressed a de-termination not to yield, and it was decided to take active steps toward pronur-ing men from the outside. Eight men have been telegraphed for that will be

here Monday.

The union people are equally determined not to give in, and believe they have every chance to win. None of their men have deserted, and they have offers of outside assistance if they need it to hold out. They believe they can induce many of the men that will come in to join their ranks, and can make the boycott on these mills so effective as to seriously impede their

A few days ago a committee was appointed by the union to visit the employers and ascertain whether they were yet will-ing to recognize the union. In every mill ected with the planing millmen's association they met with an emphatic re-

Yesterday a telegram was received by Yesterday a telegram was received by the association, saying that eight men would start for Portland at once if they could be used. A meeting was called to consider the proposition, and it was decided to telegraph for the men. They will be here Monday.

At their meeting they decided to make no mossions to the union, but stated themselves as willing at all times to take back their men on the old conditions, provided their places were not taken. Each one testified that the boycott had not affected his business as yet, and that sales were being made of old stock that under ordinary conditions would be hard to dispose of . Letters were read from outside mills, stating that they would stand by them and not ship to Portland during the trouble. One Seattle mill had refused to fill an order for 1000 doors for Portland con-

tractors, Mr. Carl Jackson, of the North Pacific for Tacoma. This is about the same ratio of difference that was shown for the month of March, but the May receipts will be much greater proportionately, as they are already in excess of \$70,000, renairs, and will not start for some time, After the meeting some of the mill-owners visited the site of the Frank Smith mill and they state that it will be fully days before this mill can be ready to

> The union men have taken no steps toward strengthening their stand, believing themselves already in command of the situation. They report having received of-fers of employment from the outside, and four expert workmen stated that they would leave last night to accept positions

ON BRIDGE DRAW CLOSING YOUR. Stenmboutman Suggests That Compromise Could Be Arranged.

"It seems to me that a compromise is it order in regard to the closing of the bridge draws," said a steamboatman yestorday. "Citizens who cross the bridges are entitled to consideration, but so, too, are the people who travel in steamboats Steamboats built up Portland. They reached the site of this city before roads opened this way. Take away the steamboats, and what has Portland got left? Chleago understands this, and does not drive its shipping away for the sake of a little inconvenience in crossing its river. Chicago could not hold its prestige with-

out its shipping. Neither could Portland.
"The complaint that towboats hold up traffic over the bridges is a legitimate one. I believe it is possible to arrange with owners of towboats to abate this nulsance. The bridges might be closed at certain periods to towboats. But passenger boats do not cause much delay to traffic over the bridges, and the draws should open to them at all times.

"The proposal that boats be built low on the water, with callapsable smoke-stacks, is absurd. It would be more senstacks, is absurd. It would be more sensible to propose that the bridges be raised. Steamboate caunot be built low on the water because of the hogposts. You might take away the pilot-house and all the cabins and leave only the lower deck, and still the hogposts would have to be just as high. Observe the hosposts of a steam as high. as high. Observe the hogposts of a steam-er and you will see that they protrude above the house of the boat, in many

cases as high as the stack.
"The public and the steamboats can make concessions that will conserve the interests of both parties."

HICKORY FARM REPEATED By Special Request to Be Presented by St. Lawrence Dramatic Club.

Owing to the numerous requests of their many friends, the members of the St. Lawrence Dramatic Club have decided to repeat "Hickory Farm" at St. Lawrence
Hall Monday, May 18. The club produced
this play with great success last December, playing to a crowded and enthusiastic
house. Ever store there has been ber, playing to a crowded and enthusiastic house. Ever since there has been a great desire on the part of many to have the beautiful New England drama reproduced, and the members have finally yielded to the demands of their many friends to grant them the privilege of witnessing it again. The cast will include the following well-known artists:

well-known artists: Well-known artists:

Ezekial Fortune: Joseph C. Driscoll
Urlah Skinner George Kelley
Glibert Darkwood Andrew Caine
Jack Nelson Ed Murphy
Lawrence McKeegan Tom Maloney
Jessie Fortune Lottie Underwood
Mra. Priscilla Dodge Rose Maney

For trunks, go to the Harris Trunk Co.

GOOD WORDS FOR TONGUE

JUDGE MORELAND EULOGIZES THE CONGRESSMAN.

Oregon Will Make a Great Mistake if He Is Not Elected From Second District.

A Republican raily was held at Reedville, Washington County, last night. The principal speaker was Judge J. C. Moreland, of Fortland. There was an excelent attendance, and close attention was paid to the remarks of the speaker. In the course of his address Judge Moreland called attention to the fact that this sleep. called attention to the fact that this election was not personal, but political; that the offices to be filled necessarily would have a bearing upon the policies of the Nation, so far as Gregon would have any voice in those policies. The office of Governor, in addition to being an office which required business ability, was a political office, and the duty of the voters was to vote their politics as they believed them to be. He strongly eulogized Mr. Furnish and other candidates on the state ticket. He then took up the history of under Republican rule, and gave facts and figures to show that the Democratic party whenever it had adopted its poli-cies of free trade or tariff for revenue aiways brought hard times to the Nation. Alluding to Mr. Tongue, he said:

"The whole of the Second Congressional district is anxiously looking toward this district in the coming election, hoping and believing that you will not fail again to send Washington County's favorite son, Hon. Thomas H. Tongue, to Congress. He is now finishing up his third term, and we believe will commence his fourth next March.

'Among you and to you, his old friends and neighbors, he needs no words of com-mendation. You, knowing, appreciate him. Since his services at Congress commenced, the whole state is learning to know and appreciate his unflagging energy, his appreciate his unflagging energy, and great seal and ability. He is fast becoming one of the commanding figures in the lower House of Congress. The important place he holds on the committee on rivers and harbors gives him a standing and influence of the greatest value to the peofine of the greatest value to the peofine of the greatest value to the peofin and maintaining prices of their and maintaining prices of their and

"There is nothing which Oregon more greatly needs, nothing which will more assist her development, nothing which will be more to her in gaining and hold-ing her place in the commerce of the world, than the dredging and keeping cleared out the channel of the Columbia River, with a safe entrance at its mouth. "All other interests for which we are asking the aid of the General Govern-ment sink into insignificance when com-

pared with this. If Oregon is to gain and hold her proper place, this must be done. There are other needs for this state. "The Upper Columbia needs locks and a canal must be built between The Dalles and Cellio; the Willamette River needs dredging, and the harbors of Tillamook

and Coos Bay must be improved.
"For all of these needs, we must have the assistance of the General Government. The position of Mr. Tongue on this committee gives him great influence. Every year this influence grows and is strengthened. Every time he is re-elect-ed to Congress adds to that influence. It would take a man many years of valuable and laborious service to attain the posi-tion Mr. Tongue now occupies in Congress and the influence he wields, even outside

of this committee.
"If he should be defented, Oregon would lose all representation on this committee, which would be of incalculable damage to the state. The business of Congress is, necessarily, transacted by its committees, and a place on the river and harbor committee is largely sought after by all members of Congress, and when a man of the ability of Mr. Tongue is once on such a committee, he can easily maintain the

"His services there are invaluable to the whole state, and the people of this dis-trict owe it to their own interests, outside of politics, to keep him there by their majority vote."

John G. Wootley Coming Again. John G. Woolley, who will speak in the evening, May 21, on the subject "My Own Country," is an orator of wide reputation. Mr. Woolley spent some three months of last year in a lecture tour in New Zealand, returning home via the Continent about Christmas last. Everywhere throughout his journey it is said that he was greeted by great audiences. Mr. Woolley received from the clergy of the island an urgent invitation to lead the battle for prohibition which is to take place the coming fall and winter. Mr. Woolley was strongly disposed to accept the call, but he thinks the immediate fu-ture has in it an uprising along prohibi-tion and temperance lines in his own country, so he has decided to give himself

BEEF TRUST SUIT.

to the work here. It is hardly probable Mr. Woolley will visit the coast again this

(Continued from Ninth Page.)

gaged and intend to continue an unlawful combination and conspiracy to direct and require their respective agents at and near many of the markets for such fresh meats throughout the said several states and territories and the District of Columbia to arbitrarily make and impose uni-form charges for cartage for the deliv-ery, upon making sales to dealers and consumers in those markets of the meats shipped to them through the said agents by the said defendants, respectively from the said several points of preparation of the same, when no such charges have been or are customary in such trade and com-merce, or would be made but for said combination and conspiracy, thereby in-creasing the charges for such meats to said dealers and consumers in such mar-kets and preventing the purchase of the same by those who are unable or unwilling to pay more than the price of the means themselves without such additional charges; which said combination is also in restraint of such trade and comme

Question of Rebates.

Tenth-That notwithstanding the common carriers or rallways subject to the provisions of the laws of the United States for the regulation of commerce have established and published, and do now and will establish and publish re-spectively the schedules of rates, fares and charges for the transportation of live stock to the places of its conversion into such meats as aforesaid and for the transportation of such meats as afore-said, and notwithstanding such rates which were and are the only lawful rates for the transportation as aforesaid of such arti-cles, the said defendants intending thereby to monopolize and attempt to monopo-lize the commerce aforesaid and prevent competition therein, have all and each engaged in and will continue arrangements and agreements with divers officers and agents of such common carriers whereby said defendants were to receive and have said defendants were to receive and have received and will continue to receive by means of rebates and other devices, unlawful rates for such transportation much less than the said lawful rates and were to exclusively enjoy and share such unlawful advantage to the exclusion of competitors and would-be competitors and the general public and have accordingly so enjoyed and shared them and will, unless

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premises. And your orator will ever pray.

8. H. BETHEA,
United States Attorney, Northern District of Illino's

PHILANDER C. KNOX,
Attorney-General of the United States.
JOHN K. RICHARDS,
Solicitor-General of the United States,
W. A. DAY, Special Assistant Attorney-General.

ATTITUDE OF THE TRUST. Will Allege Insufficiency of Govern-

ment's Petition. CHICAGO, May 10 .- When the bill for an injunction sgainst the beef trust was filed today. District Attorney Bethea served notice that at 2 P. M., May 20, he will appear before Federal Judge Gross-cup and ask for a temporary injunction against the packers and their representatives under the Sherman anti-trust law. When the case shall come up for hearing, May 20, District Attorney Bethea will be

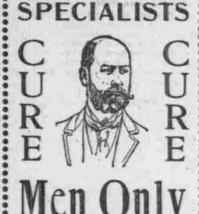
present in person to place his arguments in support of a motion for a temporary injunction. He will be assisted by Attor-

ery of said meat products so sold, in such manner as to prevent free compe-tition in and restrain or monopolize such commerce; and that they be enjoined from imposing a charge for cartage for the delivery of their products upon making talked-of proceedings was forecasted by one of their representatives. They will not make a fight May 20, according to this sales to dealers and consumers; and from asking and receiving by means of rebates authority. They will submit to the entry of an order enjoining them from the acts complained of in the bill, and will promise or otherwise, from railroad companies less than the established and pub-lished rates for the transportation of their And your orator further prays discovery of the books papers, accounts, letters, telegrams, records and documents whatsoever of defendants relating in any man-ner, directly or indirectly to the purchase or shipment of livestock by them or their agents, or to the sale or shipment or de-livery of fresh meats by them or their And may it please your honors to grant such other and further relief as equity may require and to your honors may seem sitate a further hearing on the merits of the Government's charges. If, on the other hand, the demurrer shall be sus-And your orator prays that a writ of

neys C. B. Morrison and Oliver Paigin, from his office, and probably by Special Counsel W. A. Day. What the defendants will do now that he Government has begun the long-

to refrain from further alleged violation of the law until the time of the next hear-ing. That probably will be about June 30. Before the latter date they will have filed a demurrer, in which the insufficiency of the Government's petition will be alleged, This demurrer, it is said, will raise an important point under the interstate commerce regulations, probably to the effect that the shipping of meats to one's own agent in another state under a certain agreement is not interstate commerce. In the event that the demurrer shall be overruled, the packers will still have the privilege of filing an answer which will neces-

Talcott THE LEADING



commonly reguired to even oure partially.

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Congressional. SECOND DISTRICT. J. N. Williamso

County. FOR STATE SENATOR, Henry E. McGinn. JOINT WITH CLACKAMAS COUNTY, Herbert Holman. Herbert Holman.

FOR REPRESENTATIVES,

W. N. Jones.
Sanderson Reed.
William W. Banks,
John Gill.

W. R. Hudson,
D. J. Malarkey,
George M. Orton.
S. R. Cobb.
H. J. Fisher,
A. A. Balley,
J. S. Hutchinson,
C. W. Hodson,

JOINT WITH CLACKAMAS COUNTY C. W. Nottingham FOR COUNTY JUDGE, Lionel R. Webster. FOR COUNTY COMMISSIONER,
Frank C. Burnes,
FOR COUNTY COMMISSIONEP
H. B. Chapman,

FOR SHERIFF, W. A. Storey, FOR ASSESSOR, George E. Watkins. FOR COUNTY CLERK, Frank S. Fields FOR COUNTY TREASURER,
John M. Lewis.
FOR COUNTY AUDITOR,
Carl A. Brandes, FOR COUNTY SURVEYOR, John A, Hurlburt, FOR CORONER,

FOR JUSTICE OF THE PEACE,
Portland Precinct,
William Reid.
FOR CONSTABLE,
Portland Precinct,
Walter E. Jackson. FOR JUSTICE OF THE PEACE, East Portland Precinct, Waldemar Seton.

FOR CONSTABLE, East Portland Precinct, Douglass Keenan FOR JUSTICE OF THE PEACE, Mt. Tabor Precinct, Thomas Graham. FOR CONSTABLE, Mt. Tabor Precinct, Edward Wise, FOR JUSTICE OF THE PEACE, Multnomah Precinct, Peter Williams,

FOR CONSTABLE. S. A. Saybrook,
William G. Wallace,
John Hoffman,
S. W. Simmons,
W. H. Dongherty,
George Lewis,
J. F. Gilbert,
D. W. Metzger,
Robert Robertson,
J. C. Branham,
Thos, L. Evans,
Alex, Farr

.Alex, Barr. .D. V. Hart.

FOR MAYOR. George H. William FOR CITY AUDITOR, T. C. Devlin. FOR CITY AFTORNEY,
L. A. McNary.
FOR CITY TREASURER,
J. C. Jameson, FOR CITY ENGINEER, W. C. Elliott FOR MUNICIPAL JUDGE, H. W. Hogue. FOR COUNCILMEN.

Citizens Ticket

COUNTY TICKET

STATE SENATOR, Dr. Harry Lane. JOINT SENATOR, Richard Scott. JOINT REPRESENTATIVE, W. F. Young. REPRESENTATIVES,

Henry Fleckenstein, E. A. Austin, A. F. Vel-guth, M. C. Davis, Frank H. Curtis, S. J. E. A. McPherson, J. C. Bayer, G. C. Mosen, Sheriff John Drischil

Coroner Edward H. Thornton Justice of the Peace, Portland..., H. J. O'Nell Constable, Portland Dist Lou Wagner Justice of the Peace E. P. Dist...R. P. Graham Constable East Portland Dist A. M. Cox Justice of the Peace Mt. Tabor....F. P. Hale Constable Multnomuh District Clay Harris

Road Supervisors,

Road District No. I. W. J. Miller; 2, J. E. Sharp; 3, J. D. Kelly; 4, John Cronquist; 5, 8, L. Ogden; 6, W. H. Dougherty; 7, J. E. Blackburn; 8, Cummings Merrill; 9, D. M. Roberts; 10, S. P. Osburn; 11, James Hillyard; 12, Thes-Evans; 13, Joseph Ellis; 14 (City), P. J. Kelly-

CITY TICKET

FOR MAYOR, FOR AUDITOR, FOR CITY ENGINEER, FOR CITY ATTORNEY. Earl C. Bronaugh. FOR CITY TREASURER. FOR MUNICIPAL JUDGE,

Councilmen.

1st Ward T. J. Concannon. 2d Ward......Mat. Foeller. 3d WardFred T. Merrill. 6th Ward W. Y. Masters. 7th Ward Zimmerman Sth Ward......D. T. Sherrett. 9th Ward...... P. Heaford. 11th Ward......A. F. Fiegel.