BOERLEADERS INENGLAND

BOTHA, DEWET AND DELAREY RE-CEIVE A WARM RECEPTION.

Main Object of Tour Is to Collect Money for the Families of Burghers Who Died in War,

BOUTHAMPTON. Aug. 16.-Generals Botha, Dewet and Delarey arrived here this morning and met with a great recep-tion both from Government officials and The Boer Generals looked well and evidently were much pleased at the heartiness of the welcome accorded them. Soon after landing they boarded the steamship Nigeria, where Joseph Chamthe Colonial Secretary; Earl and General Lord Kitchener greeted them. They were also introduced Mrs. Chamberlain and Lady Roberts,

Official arrangements had been made to permit the Generals to witness the naval review, but after a conference with Abram Fischer, the ex-Boer delegate, who came from The Hague, it was an-nounced that they intended to proceed direct to London in order to reach Holland as speedly as possible. The Generals go to Holland to pay their last respects to the memory of General Lucas Meyer, who

died of heart disease on August 8.
General Dewet, in conversation here, confirmed the statement that he and his companions will visit the United States before returning to South Africa.

LONDON, Aug. 16 .- The Boer Generals reached London in the course of the after-noon and were loudly cheered in the streets. Asked why they had declined the government's invitation to witness the na-val review, the visitors remarked that they were "too tired after the long war and needed a rest." It is still uncertain whether or not they will return to Cowen to see the King.

The scene at the railroad station on the arrival of the Boers was remarka-ble. An enormous crowd gave them a welcome as hearty as that given to Lord Roberts and Lord Kitchener when they arrived her from South Africa. Shouts of "Good old Dewet," "Our friends, the enemy" and "Brave soldiers all" were frequently heard amidst salvos of cheers. General Dewet was fairly cornered by a mob and had to be rescued by the police, who by sheer force cleared a line of retreat for him.

General Dewet's secretary tonight stated that the Boer Generals had accepted an invitation to visit King Edward at Cowes tomorrow. After that, he said, the Generals expected to give out a statement of their views and plans. The main object of their tour was the collection of a fund for the families of Boers who died in behalf of their country. He added that a circular would be drafted clearly stating the Boer case to the British public.

IMMIGRANT FINNS.

May Be Picked Out From Other Immigrants by Their Cleanliness.

New York Tribune. "Did you ever notice the Finns among the immigrants who land here?" asked one of the Government officials at the Barge Office at the Battery the other day of a

Office at the Battery the other day of a ship news reporter.

"I have never been able to pick them out from the others," said the newspaper man.

"Weil," said the official, pointing to a family of father and mother, with three children, straggling up the street under tremendous bundles of baggage balanced on their heads, "those are Finns. The mother and two daughters, as you see, wear shawls for hats, and the men rough wear shawls for hats, and the men rough cloth caps; but what distinguishes them most from the immigrants from Southern Europe is their cleanliness."

"They are a sturdy-looking folk," said is newspaper man, "and it would be interesting to get them to talk of their home, if they could only speak English." "I met a Finn not long ago," interposed

the immigrant officer, "who could speak fairly good English, and he spoke very intelligently. He told me that he was from Viborg, which is just over the border line between Russia proper and Fin-land. He said that Viborg was about an hour's ride on a steam train from St. Petersburg, and that because of the much cheaper living in Finland many of the business men of St. Petersburg made Vi-borg their home, and traveled back and forth every day. The railroads belong to the government, and fares are low

"When I asked him the reason why liv-ing in Finland was lower than in Russia, he said it was because Finland enjoyed practically free trade. Cigars, he said, were one-fourth the price in Finland that they were in Russia. Foodstuffs were somewhat lower, too, he added, for the reason that Finland, despite the fact that it is one-sixth water and the rest rock, produces through the energy of its people an abundance of agricultural products. The people, he said, all went to school.

and he did not know a single person in his town of Helsingfors, the capital of Fin-land, and a town of about 80,000 inhabltants, who was what we would call illit-

When I asked him why he left such a quiet and secluded country for the turmoil of American life, he said with consider-

"You are free; we are not.' But he would not discuss the relations of the ruling power toward his native land, further than to say;
"The Russian fiag floats over our forts.

Our young men must join her armies. We are a peaceful folk, and love the arts of peace, and many of us believe that perhaps America will be more a home for us than the country of our forefathers."

POISON IN MEDICINES.

London Alarmed by Sale of Dangerous Cures.

Pall Mall Gazette. It is generally supposed that each sale of such drugs as morphia or strychnia is registered by the chemist in a book kept for that purpose, the buyer's signature and address are taken, and so forth. These formalities are no doubt observed If a scheduled poison be asked for unde Its proper name. Caveat emptor is a good maxim; here the seller must also beware. As a rule he takes some pains to ascertain the bona fides of his customer. But there are many nostrums containing poison, so-called patent medicines, which are easily obtainable; Blank's syrup, easence, or sedative mixture relies entirely upon its poisonous constituents to produce the desired effect, and it can be purchased without question at any drug stors. Algrain of morphia without a prescription, he will readily hand over a bottle of omebody's patent pain destroyer, know ing full well that this contains a large quantity of that same drug. Can there be a better example of straining at a

gnat and swallowing a camel.

A case in point occurred not long since. In this instance an American con much in use was purchased, and an over-dose taken with fatal effect. It was proved at the inquest that each fluid dram of this mixture contained: Chloral hydrate, 15 grains; bromide of potassium, 15 grains; extract of cannabis indica, 1-8 grain, and extract of hyoscyamus, 1-3 grain. Four hundred and eighty grains of chloral in that four-ounce bottle; sufficient to kill half a dozen men. This was ment patent medicine stamp. The chemist did not know until afterward that it

ist did not know until atterward that it was anything but a harmless mixture. In a trade price list recently issued by a wholesale firm of druggists' sundries men there are no less than 221 patents containing poisons mentioned in the poison schedule of the pharmacy act. It is safe to say that all of these preparations may be bought for the asking any day in ion. The law for regulating the sale

of poisons is clear shough; the poisons mentioned in part 1 of the scheduled list must not be sold unless the purchaser is known to the seller. A full entry of the transaction must be entered in a special book, and the article properly labeled. The poisons in part 2 of the lists need only be labeled. These regulations are not complied with in the selling of poisonous proprietary medicines.

ous proprietary medicines.

The revenue derived from the sale of patent medicine stamps exceeds \$250,000 per annum. A threepenny stamp must be affixed to an article of the value of 1 shilling a 2-shilling stamp for a 10-shilling value, and so on upward. On each one is printed, "This stamp implies no govern-ment guarantee." Some people read this warning and understand it, but the majority do not; they have a mistaken idea as to the importance of this little pink inland revenue label, and actually believe that the government is in some way re-sponsible for the medicine. If results are unsatisfactory, it is likely that they are indignant with the powers that be for so

ous proprietary medicines.

misleading them.
Cures come in ever-increasing number from France, America and Germany, and the English retail druggist is unacquaint-ed with their composition. At best he has but a vague idea; he cannot therefore in-struct his customers as to their use, and when the nostrum is ordered as a prescription such interference would be reted by both doctor and patient.

Medical men are in some measure responsible for the popularity of these nos-trums. Instead of writing a prescription containing half a dozen ingredients to be dispensed secundum artem, they frequently prescribe one of these compound proprietary medicines. In the first place, the word "patent" is a misnomer; no visit is paid to the patent office, no specification or anything of the kind is submitted. Any or anything of the kind is submitted. Any ignorant person with a fad or an idea of making money is at liberty to exploit his own secret remedy, harmless or otherwise. He may fill gill boxes with dried peas, wrap these up neatly, affix a patent medicine stamp, and advertise them, say, as a cure for corns, one to be swallowed three times a day. The demand for these pills would be proportionate to the money spent in judiciously advertising

To remedy this state of things it has been suggested that the formulas of all secret remedies should be sent to a gov-ernment expert for examination and report, while those compounds containing poisonous drugs must be put up in col-ored bottles of a distinctive shape, and the nature of their active ingredients plainly indicated in red letters on a label marked "poison."

MASON-DIXON STONES.

Some of the Missing Boundary Monuments Discovered in a Church.

Philadelphia Times. A number of the missing boundary stones of the Mason and Dixon line which have been lost for a number of years have been located near Elkton, Md., and representatives of the United States Coast Survey have taken legal steps to recover some of the missing and historic stones. Three of the stones are in a church and one in the cellar of an old store. The one in the latter place was put there more than 30 years ago. The Mason and Dixon line runs from

the Delaware boundary line of Maryland to the corner where Maryland, West Virginia and Pennsylvania join. It is about 200 miles in length, and was run between the years of 1762 and 1768 by the two English engineers, Mason and Dixon, the line was originally laid stone monu-ments were placed at intervals of five miles as far as the Blue Ridge Mountains.

by heaps of atones. The General Assembly of Maryland of 1930 passed a law authorizing the resurvey of the line. The act provided for the co-

Races at Butte. BUTTE, Aug. 16.-Results: Selling, mile and 100 yards-Chapple won, Joe K. second, Haralamb third;

time, 1:51. Selling, seven furlongs-Flemero Nimrod second, Hamptonian third; time,

Purse, 4% furlongs-Lizzie Rice won, The second, Maud Sherwood third; time, The Butte Hotel handlcap, \$1000, 116

miles-Wolhurst won, Rio Shannon sec-ond, Frank Woods third; time, 1:55. Handicap, purse, six furiongs—Algaretta won, Jennie Hughes second, Miss Ramsen third; time, 1:14%. Owners' handicap, purse, five furlengs-Hagerdon won, Sadsam second, Nonle third; time, 1:01%.

Big Southern Cotton Mill.

KANSAS CITY, Aug. 16.—It is understood that a site for the proposed \$10,000,000 cotton mill projected by Eastern and Southern capital has been selected at Holliday, Kansas City. The promoters, it is said, hold an option on 1700 acres of innd at Holliday. Not only will the mill and buildings directly pertaining to the industry be built upon this land, but the project is said to involve the construction of a village, where the 5000 employes, which it is estimated will be explored. which it is estimated will be employed in the mill, and their families will live. Among the directors of the proposed company are Joab and J. F. Mulvane, of Topeka; Edward, treasurer of the Santa Fe Railrond, and A. A. Robinson, presi-dent of the Mexican Central Railrond.

Oregon Mining Stock Exchange

PORTLAN	D,	Aug.	16.
Today's quotations:			
Name of Street Car and	- 2	na.	Anked
Alaska M. & M	***	***	31
Bronze Monarch		NY.	185
Caribou		***	8
Copperopolis	694	***	4.9
Crystal Consolidated		***	20
Chicago		***	8
Cascade Calumet	***	***	. 4
Gold Hill & Bohemia	***	***	15
Huronian	***	#K#	8
Cregon-Colorado M. M. & D.	***		25 50
			20
Sumpter Consolidated	***	***	19
Sweden Copper (Gtd.)	***	***	
Winnipeg (Ltd.)	****		90
Vesuvius	***	***	25
Judson Rock	***	***	5
Gold Mining & Investment	****	***	10
SAN FRANCISCO, Aug. 16- quotations for mining stocks:	-Off	lelul :	closin
danishing to mind stocks.			

Good Mining & Investment 1	9
SAN FRANCISCO, Aug. 16-Official close quotations for mining stocks:	'n
Alta \$0.63 Mexican \$0 Andes 2 Occidental Con Belcher 3 Ophir 1 Benton Con 5 Overman 1 Coledonia 90 Potoel 1 Challenge Con 16 Savage 1 Challenge Con 16 Savage 1 Confidence 6 Sig Belcher 1 Confidence 6 Sigra Nevada 1 Crown Point 5 Union Con 1 Gould & Currie 12 Utah Con Hale & Norcross 15 Yellow Jacket 1 Justice 5	7777
NEW YORK, Aug. 16.—Mining stocks day closed as follows:	te

dams Con\$0,20 Little Chief\$0.11 BOSTON, Aug. 16.-Closing que

Two Vessels Engaged for Grain at This Port Last Week-Freights Are Weak.

The British steamship Polamball will load grain at Portland next month for the United Kingdom. She is a new steel vessel, having been built only last year. She has a carrying capacity of about 600

The charterers of the steamship are Kerr, Gifford & Co., and the rate at which she is engaged is understood to be 26s cd. The vessel is now at sea between Singa-pore and Vancouver, B. C. She sailed from Barry May 17 for Port Arthur, Java and other Oriental ports. Her dimensions are: Length, 366 feet; beam, 47.5 feet; depth, 18.4 feet. She will probably take away a cargo of new-crop barley.

The engagement of the Polamball and of

the British ship Crown of Denmark were the only grain charters reported last week | gram of instructions today to Mr. Baldwin

Mr. Parsons' attention was called to the argument advanced by some that this coal-carrying business of the Government is not really constwise trade in the ordinary sense; in other words, the Government coillers are not engaged in constwise traffic generally, but are simply carrying Government supplies for naval stations. In reply to this argu-ment Mr. Parsons said that it was ment Mr. Parsons said that it was "trade"; that if the Government vessels did not carry the coal it would mean just so much "trade" to private shipping interests.

CONFIDENCE IN BALDWIN.

Polar Explorer Gets Letter of Credit and News of Relief Expedition. NEW YORK, Aug. 16.-William Zeigler, who has financed the Evelyn B. Baldwin polar exploring expedition, sent a cable



BRYAN'S DAUGHTER EXCEEDINGLY POPULAR

Miss Ruth Bryan, who has grown into a young woman, attracted a great deal of attention while in the East with her father on his recent New England trip. In New York she kept up a running fire of conversation with her father's

of the line. The act provided for the cooperation of the State of Pennsylvania, which will share half of the expense of the relocation of such of the old monuments as may be found, and the placing of new monuments where none at present exist. Where the old monuments cannot be found the United States Coast and Geodetic Survey, which is co-operating with the two states in the running of the line, has advised the placing of iron posts. The survey along the northern border of Cecil County, Maryland, was completed the past month and the stones reset.

The line of Pennsylvania, for loading at this city. The rate of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the credit and exploring party, which might be termed an auxillary expedition. The fact that a letter of credit was cabled showed that Mr. Zeigler has not lost confidence in Mr. Baldwin. The cablegram, in full, reads as follows:

"Baldwin, Tromsoe.—Champ in charge of the two states in the running of the line, has advised the placing of iron posts. The survey along the northern border of Cecil County, Maryland, was completed the past month and the stones reset.

Braces at Buttle Of Pennsylvania, which will share hairs city. The rate of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, in charge of the Crown of Denmark is understood to be to William S. Champ, i and the Euphrosyne, were not offering very strenuously last week. Their owners were holding out for a rate over 27 shillings, which exporters were not disposed to give. At San Francisco freights are much depressed, 23s 9d being about the top rate offered and 25s asked. Barley ton-nage is in demand at full rates.

Lumber freights are weak on the Coast. For prompt loading at Northern ports lumber rates are as follows: Sydney, 208@ 31s 3d; Melbourne or Adelaide, 37s 6d; Port Pirie, 37s 6d; Fremantie, 47s 6d; Geraldto 47s 6d; Noumea, 37s 6d; Suva, 40s; We Coast, direct, 37s 66@40s; Guayaquil, 45s; Guaymas or Santa Rosalia, \$6; Hawali, \$6; Buenos Ayres, 45s@50s; Hong Kong, 37s 6d @40s; Shanghai, 20s@32s 6d; Kiso Chou or Wei Hai Wei, 35s; Japan, 30s; Manila, 40s@42s 6d; Port Arthur, 37s 6d; Tailen Wan, 37s 6d; Taku, 40s; Niu Chwang, 40s; Calcutta, 55s; Viadivostok, 37s 6d; South Africa, 60s@66s; United Kingdom or Con-

tinent, 60s@65s.

The Alice A. Leigh arrived at Puget Sound yesterday from Shanghai. She is a big carrier of 2817 pet tons. She crept into port quits unexpectedly, and is on the disengaged list. She was dispatched from Puget Sound last year by the North-

SCHOONER LAKME SAILS.

Cargo of 550,000 Feet of Lumber for California-Harbor Notes.

The steam schooner Lakme finished taking on board a cargo of lumber yesterday afternoon and sailed last evening for Cal-ifornia with about 550,000 feet. She is dispatched by the Portland Lumber Com-pany. This company is now loading the J. M. Weatherwax.

The British bark Rountenburn is at Montgomery dock No. 2, where she yes-terday received stiffening preparatory to The disengaged ship Dimedale will fin-ish unloading coal about Tuesday. The British ships Eskasoni and Sierra. Estrella, bound for South Africa with grain, are anchored in the stream. The

Eskasoni repleted her crew yesterday. The German steamship Elba moved from Albina to Greenwich dock yesterday, to receive cargo.

The Forest Home is receiving a deck-load of lumber at the North Pacific Mills.

She will be ready to sail to Chinese ports this week.
The John A. is loading lumber at the North Pacific Mills, for California The Amaranth is loading piles for China

SHIPPING MEN PROTEST.

Object to Having Government Transports in Coal-Carrying Trade. NEW YORK, Aug. 16.-Local shipping Interests who are complaining of the competition of the Government in the coastwise coal-carrying trade will bring the matter to the attention of the New York Maritime Exchange, and it is quite likely that the association will make a formal protest against the Government's practice of using former war transports, instead of patronizing private enterprise in carrying coal to various naval stations along the coast, says the Journal of

Commerce.

President C. B. Parsons, of the Maritime Exchange, said the matter will be taken up if presented to the exchange in proper form, and added:

"I have talked with parties directly affected by the Government's practice, and the situation, as I understand it, is this: The steamships now being used as colliers were purchased for use as transports during the war with Spain. They are foreign-built boats, and are not in the strictest sense under the American flag. If sold they must revert to their former flag. They were purchased in an

In Spring of 1903, Baldwin with America to return to Fransjosefland to mee-champ's returning party, and, in case of return to Fransjosefland to meet failure, to Winter there and make another attempt for pole the following Spring, 1904. Letter of credit cabled today. "ZEIGLER."

ANOTHER FAST PASSAGE.

British Bark Torrisdale Arrives Out

-Second April Ship. The British bark Torrisdale, grain-laden from Portland, passed Kinsole yes-terday, 124 days out. She is the second of the April fleet of grain ships bound from this port to Europe to arrive out, and if the others keep up the fast time of the first two, the April sailers will all reach port before the first of the Puget Sound fleet of that month has put in an appearance. The British bark Lota reached Cork III days out, having sailed appearance. from the Columbia April 4. Ships which sailed from the Columbia in March and have made fast passages are the British ship Centurion, 114 days; British ship Conway, 116 days; French bark Charles Gou-nod, 117 days; British ship Ardnamurchan, 120 days; British ship Loch Garve, 126 days, and French bark Bidart, 127 days.

Mouth of Willamette Gives Trouble. The British ships Euphrosyne and Brambletye are unable to pass up be-yond the mouth of the Willamette River on account of the shallow condition of the channel at that place. The Euphrosyne has been their several days. The city dredge is working to clear out the channel, and the ship will probably get by Tuesday or Wednesday. The m mum depth of water at the mouth of the river is 20 feet, and the Euphrosyne draws 22% feet. The river is about six feet above low-water mark, and as pilots count on a three-foot tide, the channel at that place has a low-water depth now

of about 17 feet.

There is a general opinion among ship ping men that the city dredge should have been sent to the mouth of the Will-amette sooner, instead of being kept on the channel in front of Oceanic The dredge will, however, have the chan-nel open in a few days.

Astoris Teachers Elected. ASTORIA, Aug. 16.-(Special.)-A spe-

cial meeting of the school board was held last evening, and the course of study for the coming year adopted. Assignment of teachers to the various schools was made as follows: High schools-A. L. Clark, principal; Miss Badollet, first assistant; Miss Amy Powell, second assistant; Miss Huise, third assistant. Mc-Clures-Miss Utzinger, Mrs. McCormack, Miss McCann, Miss Blinn, Miss Olsen and Mrs. Fulton. Olney-William McCormac, principal; Miss Sinnott, Miss Shively, Miss Stockton. Shively-A. A. Cleveland. rincipal; Miss Garner, Miss Dealey, Miss Cossett, Miss Morgan and Mrs. Busey. Adairs-Mrs. Lemon, principal; Miss Bay les, Miss Gray, Miss Asmus and Miss Dickenson. Alderbrook-Neil Stupp, prin-cipal; Miss O'Neil and Miss Lewis.

Steamer Indravelli Will Be Late. The O. R. & N. steamship Indravelli, The O. R. & N. steamship Indravelli, which is due to sall from Portland August 28, will probably be about two weeks late in getting away. She sailed from Moji Friday for Yokohama, so that it is not likely that she will arrive here before a week after her scheduled date of de-

Shipping Disasters at the Cape. CAPE TOWN, Aug. 16,-As the result of a storm which has just swept over here, the British bark Highlands, Captain Smith,

passed. Our laws prevent private interests from employing foreign-built vessels in the coastwise trade, and while the lish transport City of Lincoln is ashore, and the German steamer Kaiser, from Hamburg July 15 for East Africa, has been damaged. Chief Officer Bourke, of the not appear to me to be good, sound pol-icy for it to engage in enterprises such as this in direct competition with and to the detriment of private business con-were drowned. The captain, 10 men and to the detriment of private pusiness can be detriment of private pusiness to the detriment of the detriment of private pusiness to the detriment of the det

> British Ship Cypromene Is Due. A vessel which is expected to arriv any day is the British ship Cypromene, from Antwerp. She is now out 80 days from Fukland Islands. Her cargo consists chiefly of steel rails for the City & Suburban and Goldendale Rallways. She has about 1000 tons of steel rails for the Portland Company. She salled from Antwerp January 10, and her delay has held back reconstruction work of the City & Suburban Street Railway Company's tracks. It is very much desired that she arrive soon, in order that the rails may be laid before Winter sets in. Immediately on her arrival the reconstruction

Have No Redress Against Steamer. SAN FRANCISCO, Aug. 16.-United States Judge De Haven decided today that persons whose relatives have been killed on the high seas by drowning or otherwise have no legal redress for damages against a steamship company. The decision was rendered on the petition of the Pacific Company, owner of the steamship Walla Walla, and the Pacific Coast Steamship Company, for the limitation of liability for damages caused by the sink-ing of the Walla Walla in the Pacific Ocean, near Cape Mendocino, on January 2, 1902. The disaster was caused by a of the steamship with the French bark Max.

Astoria Marine Notes.

ASTORIA, Aug. 16.-(Special.)-The gas-oline launch Kitty E. has been chartered by Fish Warden Van Dusen for patrol work on the river during the closed sea-son, and will be under charge of Deputy Warden Webster. The launch is being repaired, and will be ready for service in a few days. The schooner Repeat, which crossed out for San Francisco today, carries a cargo of 525,277 feet of lumber loaded at Rain-

Quarantine Regulations.

PORT TOWNSEND, Wash., Aug. 16 .-After escaping the restriction, almost to the close of the season, all passenger vessels from now on arriving from Nome will be subjected to strictest quarantine surveillance here. Orders to this effect were issued today, and from now on a personal inspection will be made of every passenger coming from Nome. The order does not apply to other Alaskan ports.

New Steamer Launched.

CAMDEN, N. J., Aug. 16.-The steam ship Texas, the last of three sister ships built at the yard of the New York Shipbuilding Company, was successfully launched this afternoon. The vessel's dimensions are: Length over all, 484 feet 3 inches; molded beam, 57 feet; molded depth, 42 feet 6 inches. Her displacement will be 16,165 tons, and her carrying capacity 11,000 tons.

Domestic and Foreign Ports. ASTORIA, Or., Aug. 16.-Sniled-At 8:20 A. M., steamer Vosburg, for Tillamook; at 10 A. M., steamer Columbia, for San Francisco; at 3:30 P. M., schooner Repeat. for San Francisco; and steamer Elmore, for Tillamook. Condition of the bar at 4 P. M. smooth, light west wind, weather

Torrisdale, from Portland.

Royal Roads, Aug. 18.—Arrived—British ship Alice A. Leigh, from Shanghat.

San Francisco, Aug. 18.—Salled at 11:30

A. M.—Steamer Geo. W. Elder, for Port-

New York, Aug. 16.—Arrived-Umbria, from Liverpool; Rotterdam, from Rotter-Queenstown, Aug. 16.-Arrived-Etruria, from New York. Sailed-Steamer Colum hia, for San Francisco; steam schooner Lukme, for San Pedro and Redondo.

Tacoma, Aug. 16.—Arrived—Schooner William F, Garms, from Seattle. Salled— Steamer Santa Ana, for Port Liscom. Bremen, Aug. 16,—Sailed—Steamer Friederich der Grosse, for New York via Cherbourg. Copenhagen, Aug. 16.-Sailed-Arkansas,

for New York. Naples, Aug. 16.—Sailed-Liguria, for New York. Antwerp, Aug. 15.—Salled—Zealand, for New York,

Cherbourg, Aug. 16.—Sailed—Philadel-phia, for New York: New York, Aug. 16.—Sailed—Campania, for Liverpool; Anchoria, for Glasgow; Rhyndam, for Rotierdam; Vaderland, for Antwerp: Lancasterian, for Liverpool: Panama, for Bordeaux, Arrived-Cana-dian, from Liverpool.

Southampton, Aug. 16.-Sailed-Philadel-Southampton, Aug. 18.—Saired—Finlance-phia, for New York. Lizard, Aug. 16.—Passed—Koenigen Lou-lae, from New York for Bremen. Kinsaie. Aug. 16.—Sailed—Belgenland, from Philadelphia for Liverpool.

London, Aug. 16.-Arrived-Minnehaha. from New York, Brisbane, Aug. 16.-Arrived-Moana, from Vancouver via Honolulu for Syd-

San Francisco, Aug. 16.—Arrived—Bark Mauna Ala, from Honolulu; ship Adolf, from Hull. Sailed—Steamer Acapulco, for Panama: steamer Sumner, for Manila, San Francisco, Aug. 16.—Arrived—Steam-er Titania, from Nanalmo; schooner Roy Somers, from Port Blakeley. Salled— Steamer Geo, W. Elder, for Astoria, Seattle, Aug. 16.—Salled—Schooner W. F. Garms, for Tacoma; schooter Barbara Hernster, for Whatcom; United States transport Seward, for Manila. Arrived Aug. 15-Schooner Stimpson, from

AMATEUR TAXIDERMY. Sportsmen Should Be Able to Mount Specimens.

The sportsman who joins some knowledge of taxidermy to his gun and rod ex-pertness has a valuable arrow in his quiver. It is worth a great deal to a man to be able to mount artistically the prize specimens which he takes himself, and even a passing acquaintance with taxidermy will teach him a great deal about nature which would be by him otherwise unlearned. It is a difficult art to master, but its

rudiments are easily acquired, and the rudiments will enable a man to do work which is pleasing to himself and friends. The person able to preserve and mount with wings and beaks outspread a half dozen humming birds on a single flower stem is a taxidermist, but there is a great difference between mounting humsing birds and mounting mallards or

Any one of intelligence and application can learn enough in a week to make a passable attempt at putting up such large objects as ducks or fish, which will add greatly to the looks of dining-room or library, besides having strangepleasant associations.

If a man has a canvasback above his sideboard he cannot look at it years after without being carried back to the lake and early morning of long ago, when the gray clouds hung low and the wind clicked in the rushes. It is not hard to see a bass and the fights that landed them, the surge and dash through the water, the strain on the rod and wrist, the useless plentiful advice of the guide and the thrill which came when the great warrior lay gasping on the boat's bot-

A simple preparation of arsenic, to be had of any druggist, will, if placed in the kit before the town is left, serve to and the British bark Brutus, Captain Dal animal taken during any outing, and Ackerman will attend the Indian School Dr. Pierce's Pellets cure biliousness.

NOW IS THE TIME

TO TREAT AND CURE CATARRH

SPECIAL NOTICE---Office Hours From 9 A.M. to 1 P. M. Evenings, Tuesday and Friday From 6:30 to 8:30. Sunday From 9 A. M. to 12 M.

DISEASE DESCRIBED BY SYMPTOMS

The Proper Course for Sufferers.

Great numbers of people suffer from the malign poisons of catarrh, as from other chronic maiadles, without any correct or definite idea of the nature of their affletion. The following symptoms have been carefully arranged to enable many sufferers to understand just what it is that alls them. Many diseases, known under various specific names, are really of a catarrhal origin and nature. Every part of the mucous membrane, the nose, the throat, eyes, ears, head, lungs, stomach, liver, bowels, kidneys and bladder,

"Is there womiting?"
"Do you beich up gas?"
"Have you waterbrash?"
"Are you lightheaded?"
"Is your tongue coated?"
"Do you hawk and spit?"
"Are you nerrous and weak?"
"Do you have sick headache?"
"Do you have sick headache?"
"Do you bloat up after eating?"
"Is there diaguat for breakfast?"
"Is there diaguat for breakfast?"
"Is there diaguat for breakfast?"
"Is your throat filled with elime?"
"Do you at times have diarrhoea?"
"Is there rush of blood to the head?"
"When you get up suddenly are you disay?"
"Is there goawing sensation in stomach?"
"Do you feel as if you had lead in stomach?"
"When stomach is empty do you feel faint?"
"Un you beich material that burns throat?"
"If stomach is full do you feel oppressed?"

CATARRH OF THE LIVER

The liver becomes diseased by ca-

tarrh extending from the stomack

"Are you irritable?"
"Are you mervous?"
"Do you get diray?"
"Do you get diray?"
"Do you get diray?"
"Do you feel miserable?"
"Do you fave hot fisahes?"
"Is your eyesignt bitured?"
"Is your eyesignt bitured?"
"Is your feen soft and fisbly?"
"Is your she'rs low at times?"
"Is your she'rs low at times?"
"Is there bloating after eating?"
"Have you paint around the loins?"
"Do you have gurgling in bowels?"
"Do you have rumbling in bowels?"
"Do you have a sense of heat in bewels?"
"Do you have a palpitation of the heart?"
"Do you have a palpitation of the heart?"
"Is there a general feeling of lassitude?"
"No these feelings affect your memory?"

KIDNEYS AND BLADDER

Catarrh of the kidneys and blad-

der results in two ways, first by

taking cold; recond, by overworking

the kidneys in separating from

the blood the poisons that have

been absorbed from catarrh, which

"Is the skin pale and dry?"
"Has the skin a waxy look?"
"Is the skin a waxy look?"
"Is the skin a waxy look?"
"Is the skin dry and brittle?"
"Is the skin dry and brittle?"
"Is the skin dry and harsh?"
"Is the legs feel too heavy?"
"Is there nauses after eating?"
"Is there nauses after eating?"
"Is the wrine dark and cloudy?"
"Are the eyes dull and string?"
"Is there pain in small of lack?"
"Do your bands and feet swell?"
"Are they cold and clammy?"
"Have you pain in top of head?"
"Is there puffiness under the eyes?
"Is there a bad state in the mout!
Is there a bad state in the mout!
Is there a bad state in the mout!

CATARRH OF THE

affects all organs.

into the tubes of the liver.

CATARRH OF **HEAD AND THROAT**

The head and throat become diseased from neglected colds, caus-ing Catarrh when the condition of the blood predisposes to this condition.

dition.

"Is your voice husky?"

"De you sont up slime?"

"De you sont all over?"

"De you snore at night?"

"De you snore at night?"

"De you nees topped up?"

"Does your nees discharge?"

"Does your nees discharge?"

"Is there tickling in the throat?"

"Is these tickling in the throat?"

"Is the worse toward night?"

"Do you hawk to clear the throat?"

"Is there pain across the gues?"

"Is there pain in front of head?"

"Is there pain in front of head?"

"Is the throat dry in the morning?"

"Are you losing your sense of taste?"

"Do you sleep with your mouth open?"

"Does your hose stop up toward night?"

CATARRH OF **BRONCHIAL TUBES**

This condition often results from entarrh extending from the head and throat, and if left unchecked, extends down the windpipe into the rouchial tubes, and in time attacks the lungs.

"Mave you a cought"
"Are you losing flesh?"
"Do you cough at night?"
"Bo you cough at night?"
"Have you pain in side?"
"Do you take cold easily."
"It your appetite variable?"
"Have you sitches in side?"
"Do you cough until you gag?"
"Are you low-spirited at times?"
"Do you cough until you gag?"
"Do you spit up reliev matter?"
"Do you spit up reliev matter?"
"Do you cough in the mornings?"
"Is your cough short and backing?"
"Is your cough short and backing?"
"Is your cough short and backing?"
"Is there it is thing behind the palate?"
"Is there it willing behind the palate?"
"Is there a burning pain in the throat?"
"Do you cough worse night and mornings?"
"Do you cough worse night and mornings?"
"Do you cough worse night and mornings?"
"Do you have to sit up at night to get breath?"

SYMPTOMS OF EAR TROUBLES

Deafness and ear troubles result from catarrh passing along the Eu-stachian tube that leads from the

throat to the ear. "Is your hearing failing?"
"Do your ears discharge?"
"Do your ears iton and burn?"
"Are the ears dry and scaly?"
"Is there throbbing in the ears?"
"is there a buzzing sound heard?"
"Do you have a ringing in the ears?" "Do you have a ringing in the ears?"
"Are there crackling sounds heard?"
"Is your hearing bad cloud; days?"
"Do you have carache occasionally?"
"To your ears hurt when you blow you car."

"Do you constantly hear noises in the ears?"
"Do you hear better some days than others?"
"Do the noises in your ears keep you waske?"
"When you blow your nose do the ears

CATARRH OF THE STOMACH

This condition may result from several causes, but the usual cause is catarrh, the mucus dropping down into the throat and being swallowed.

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they may be mounted at leisure of Winter evenings, affording an absorbing pursuit when theaters and other social entertainments fall of attraction.

Many anglers have learned to make passable rods as a means of spending the early hours of Winter nights. The bamboo strips or lancewood, or greenheart sections may be had in the rough from the factories, and putting them together, wrapping them, shellacking them and giving them the proper weight and balance afford a good way of killing time, but the making of rods is a persons here. ing time, but the making of rods is a limited amusement compared with tax-iderary, though there are many privately made rods in use in America whose owners value them as high as \$100, and they are worth the money. care to take the wires with him to be used in making the frames for his specimens he may pass many rainy camp or at the hotel putting up his speci-

The most difficult thing about taxidermy is not the mounting, as inexperienced folks believe, but the skinning Once the skin, bearing scales or feath ers, has been properly removed, the soft parts taken from the head, the bones from the legs and the whole carefully cured, putting it into shape of the living animal and inserting the eyes is comparatively easy. With the wire a rough model is made, the skin stretched over it and filling inserted to bring the skin into proper roundness. This has reference only to plain taxidermy. Of course, there is more art in so shaping the specimen that it will seem to be alive, and that will come with time, Almost any city taxidermist will give

the few needed lessons at slight cost if he is satisfied that he is not starting a business rival, and money spent in this way will be repaid a thousandfold. In some parts of the country use is now made of an embalming and petrifying fluid, which is injected into the body of the specimen day after day for a month and finally makes the flesh as hard as a rock and almost as heavy. Specimens prepared in this way have, of course, a fine appearance, and are durable. The process is costly and tedious, however, and not attempted by amateurs.

PERSONAL MENTION.

Miss Catherine Countiss, one of the principal members of the Neill Stock Company, arrived in Portland yesterday from Denison, Tex., where she has been spending her vacation with her family. She is a guest of Mr. and Mrs. George





or unfamiliar sound. By night the furniture of her room takes on affrighting forms of ghost or gobreason with the nerves. Neither logic nor love can quiet them. They must be

nourished and then the outcry of the nerves will cease as naturally as a hungry child ceases to cry when fed. For nervous women there is no better tonic and nervine than Dr. Pierce's Favorite Prescription. It cures the diseases which produce nervousness in women, irregularity, debilitating drains, inflammation, ulceration and weakness. It tranquilizes the nerves, encourages the appetite, and induces re-

encourages the appetite, and induces refreshing sleep.

"When I began taking your medicine I was not able to stand on my feet ten minutes at a time." writes Mrs. Hattie Borradaile, of 113 Spring Street, Nashville, Tenn. "Had failing of uterus, and kidney and liver disease, and was so weak and nervous I could not keep still. Would take nervous spelis and aimost die at times. I had several different doctors attending, but they could not do me any good. The last one I had said I would never get up again. Told him that I was taking your "Favorite Prescription" and "Golden Medical Discovery," and he said, 'Might Just as well take that much water each day. But I thought I would give the medicine a fair trial. Before I had finished the first two bottles I was able to get outside the house and walk around the yard. I kept out taking the medicines and they cured me." SALEM, Or., Aug. 15.—(Special.)—Super-ntendent of Public Instruction J. H.