

BUY NOW
PAY LATER

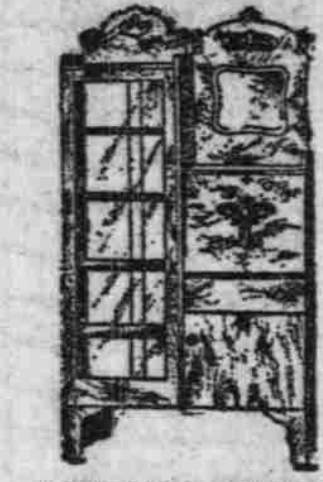
Our Annual Discount Sale

Out-of-Town
People Trusted

The second week of our Annual Discount Sale. Last week's business was big—let this week's be larger. The prices and goods should be sufficient inducement.

Our Annual
Discount
Sale
10, 15, 20, 25 and
33 Per Cent
Discount

Come,
Take a
Look. We
Know You
Will Be
Pleased.
Don't
Bother
About
Money.
YOUR
CREDIT
IS
GOOD.



COMBINATION BOOKCASE.
In quartered golden oak, bent glass doors, polish finished; regular values \$25.00, our red-tag discount 33 per cent. \$16.65



GO-CARTS.
We have a large line of Go-Carts, 30 or 40 different styles ranging in prices with discounts off from \$2.60 to \$20.00



SIDEBOARDS.
In golden quartered oak, nicely finished, 20x30 French Bevel Mirror; regular price \$33.00, our red-tag discount 33 per cent \$25.50



IRON BED.
Swell line of Iron Beds on display here. One like above cut, value \$23.50, our red-tag discount 33 per cent \$15.75



DRESSERS.
Golden oak finish, 18x24. German Bevel Mirror, value \$12.00; our green-tag discount 25 per cent \$9.00



REED ROCKERS.
A swell line displayed here. This Rocker in finest German reed split cane seat, value \$9.00; our red-tag discount 33 per cent \$6.00



THE WINNING TRADE MARK

The above cut shows the Trade Mark accepted as the best of over four hundred designs submitted to this store as per our advertisement. The three winners are as follows:

- L. C. Swope, City . . . \$35.00
- W. A. Schultz, Fulton, Or. 10.00
- Volney Dixon, Salem, Or. 5.00

Our thanks are tendered those who took sufficient interest in the contest to submit a design, and we are truly sorry we cannot accept and award prizes to all contestants, but assure them that we are "the store that saves you money."

WE CREDIT YOU—Some people may think that we do not give credit during this Discount Sale, but we do. The same liberal extension and easy payment will be given all who desire it. We want to add double the amount to our books this year that we did last, and that will be going some. We are prepared to handle the business right.

JEWEL STEEL RANGES
Best on Earth.
ONE DOLLAR A WEEK BUYS ONE

"THE STORE THAT SAVES YOU MONEY."

POWERS

CORNER
FIRST AND TAYLOR
STREETS

OLYMPIA DUE TODAY

Work of Loading Blockade-Runner Starts Monday.

OATS MOST OF HER CARGO

Steamship Aragonia Will Carry From Portland Largest Shipment of Tobacco Ever Made From the Pacific Coast.

The steamer Olympia, which is going to try to run the Japanese blockade and carry supplies from Portland to the Russian forces at Vladivostok, has sailed from the Sound for this city and will be in the river today. It is expected that she will begin loading her outward cargo tomorrow morning, and every effort will be made to give her quick dispatch.

There is still some uncertainty as to the nature of her cargo, but the bulk of it will consist of oats. Kerr, Glifford & Co. will provide 1400 tons and Blufford, Guthrie & Co., about the same quantity. It was reported along the water front that the Albers Milling Company would give the ship a supply of compressed hay, to be loaded at their dock, but B. Albers positively denied the report, also the rumor that hay was being accumulated on the dock. The shipper of the cases of canned beef that will form a part of the vessel's cargo has not yet been located.

The Olympia will begin loading at Montgomery dock, No. 2, and will later shift her cargo to Oceanic, Morsey and the O. R. & N. dock. While the freight will be stored away into her hold as fast as it reaches the vessel's side, there may be some delay in collecting the cargo, as all the oats that have been sold to the Russian agents are not yet on hand. Henry Ottenheimer, who is looking after the steamer's business, has returned to Salem, but will return to Portland early in the week.

The steamer Tacoma, which was chartered by the same people and sailed from Seattle a few days ago for Russian territory, carried as cargo 9900 barrels of mess beef and 24 steel bars.

SEVENTY CARS OF TOBACCO.

Largest Shipment Ever Made From Coast Will Go on Aragonia.

The largest shipment of leaf tobacco ever made from the Pacific Coast will be sent from this city on the Portland & Asiatic liner Aragonia, which is scheduled to sail for the Orient on January 22. There are 747 cases of it, weighing 1540 tons of tobacco, which is now on the way here from the East, over the Northern Pacific. It will go freight cars. The shipment will go to Kobe and Yokohama.

Reservations of space on the Aragonia for flour are coming forward slowly, but there is a large quantity of general Eastern freight on hand which insures a full outward cargo for the steamer.

NO CUT SAYS STEELSMITH.

Denies Allegation by Officers of Alliance.

aneous merchandise for Marshfield and five tons for Humboldt Bay. The Alliance had 150 tons for Eureka and 225 tons for Coos Bay.

Both steamers carried good passenger lists. In answer to the statement by officers of the Alliance that the rival boat was taking passengers at cut rates, Agent Steelsmith, of the Kilburn, produced his books to show that full fare had been collected from every passenger.

"As a matter of fact," said Mr. Steelsmith, "some of the people even paid a premium above the regular O. R. & N. rate for the privilege of securing berths on the fastest steamer on the Coast."

ALASKA TIDES AND CURRENTS.

Information Furnished by the Master of the Schooner Seven Sisters.

Lieutenant J. C. Burnett, United States Navy, in charge of the branch hydrographic office at San Francisco, forwards information furnished by Captain J. Campbell, master of the schooner Seven Sisters, who has been running to Good Hope Bay, Kotzebue Sound, for the past five years, who reports that the rise and fall of ordinary tides at the mouth of the Keewahk River and at Chamisso Island is from four feet to four feet six inches. The coast survey bulletin gives the rise and fall at the last named place as 13 feet. Captain Campbell states that the pilot at Candle Creek (at the mouth of the Keewahk) agreed with him as to the rise and fall of the tides at that place.

Captain Campbell also reports a good channel from Good Hope Bay, with 12 feet of high water, leading to an anchorage behind the spit at the mouth of the Keewahk River, where vessels may discharge into lighters instead of lying out in the open. Vessels should take a pilot.

The captain has found a strong northerly set to the current, close inshore, between Cape Prince of Wales and Cape Enevoldsen, during the months of July and August.

HUGE ATLANTIC LINERS.

Many Big Craft Are to Be Launched This Year.

The year 1905 promises to surpass every past year in the number of huge ocean steamers which will either be launched in the course of it or made nearly ready for launching. Two of them are the great Cunarders building under special arrangements with the British government.

Two of very nearly the tonnage of the great Cunarders, but of only 11,000 tons, are building for the Hamburg-American Line, and one somewhat larger than the Baltic and similar to her in speed is building for the White Star Line.

There are also rumors of a steamer larger than any now in existence about to be built for the North German Lloyd Line. But, without taking that vessel into account, it is certain that nearly 20,000 will cover all the expenses of going to San Francisco and returning to the Columbia River. The lowest bid on the work was submitted by the Riedel Iron Works, of San Francisco—\$1,113.

The lowest bid, that of the Williams Iron & Steel Works, was \$25,349, by which it is seen that the Government can save \$1925 by having the work done at the Bay City.

Holt Hill May Be Docked.

The British bark Holt Hill may go on the drydock before she leaves port. Captain Parker has been receiving estimates

on the cost of cleaning and painting the ship in dock, which he has cabled to the vessel's owner. If he receives the expected permission the vessel will be towed down to St. Johns in a few days. Negotiations are on foot looking to the chartering of the vessel for a lumber cargo for China.

Saved by Prize Crew.

GLOUCESTER, Mass., Jan. 7.—The brigantine Ohio, which was abandoned by her crew Thursday, off Grand Manan, and boarded by a prize crew from the Gloucester schooner Theodore Roosevelt, was anchored here today. She was worked into the harbor during the night. She is badly damaged and leaking. The crew, who were rescued by the Roosevelt, and brought here last night, were still suffering today from the effects of exposure and frost bite, but were rapidly recovering from their exhaustion.

'Sea Rover Secures Prize.

SAN FRANCISCO, Jan. 7.—The disabled and waterlogged steamer Lakm, was towed safely into port today by the tug Seal Rover, which took charge of her off Cape Mendocino, where the steamer Norfolk was compelled to abandon the unfortunate vessel after a struggle of several days with the elements. The Lakm's decks are under water and she has only been kept afloat by her cargo of lumber.

Santa Ana Strikes a Rock.

SEATTLE, Jan. 7.—The steamer Santa Ana, en route from Seattle to Valdez, ran on a rock in Hellish Narrows, north of Queen Charlotte Sound, and tore away her forefoot. She arrived here this morning, the remains of the vessel, which she struck during thick weather and a heavy snowstorm. She will have to be dry-docked to learn the full extent of her injuries.

Steamer Emma Full of Water.

LONDON, Jan. 7.—The British steamer Emma, Captain Martin, from Galveston, via Norfolk and Rotterdam, before reported ashore at Neuenwaterweg, is full of water. Neither the Heboort nor tug can communicate with her, owing to the heavy sea.

Lightship Towed into River.

ASTORIA, Or., Jan. 7.—(Special.)—The Columbia River lightship was brought inside today by the tender Heather and will be taken to Portland for repairs. The position of the lightship at the mouth of the river has been marked with a gas buoy.

Marine Notes.

The Star Ship Company has purchased the tug Norman of Copeland Bros. The British ship Hampton has been cleared by Grace & Co. for Antofagasta, Chile, for orders, with 1,236,416 feet of lumber valued at \$1,552.

The China Mutual liner Keseman, from Europe and the Orient, is due at Victoria today and is scheduled to sail out from Tacoma on January 25.

The Eugenie Faustel, which arrived at Astoria yesterday brings general cargo from Hamburg for Meyer, Wilson & Co. She was 167 days in making the passage. The ship has no outward charter.

The barge Monarch, which overturned alongside the steamer Arabia while coaling that vessel, has been towed alongside the shears at the Williams Boiler Works, where she will be righted today.

The two French ships that are going to leave port light will begin taking ballast this week. The Marthe Roux will load 1200 tons and the Ville de Moulhouse 1600 tons. The latter vessel will clear for Sydney Heads for orders.

Lighthouse Inspector Day at San Francisco, issues a notice to the effect that the first-class spar buoy, black No. 1, marking the outer end of the north jetty, Humboldt Bar, has been dragged out of position, and now lies on the south side of the channel, floating deep. It will be replaced as soon as practicable.

against his will. The weather was heavy when the steamer sailed from the Golden Gate, and the pilot boats having run in for shelter, there was nothing for it but to carry the pilot to sea.

The well-known steamer Tottenham, Captain Peters, which recently discharged a cargo of Java sugar at Vancouver, B. C., and subsequently took coal from Lady Smith for San Francisco, has sailed north again from the California port. The Tottenham will take another cargo of coal from one of the island ports to San Francisco, and she will then load a cargo of railroad material for Chemulpo, S. Korea, which is chartered to a Japanese firm for the Oriental voyage.

J. Taylor, a resident of Alaska, claims to have found 1000 pounds of ambergris in northern waters recently. He arrived in Seattle a few days ago on the steamship Dolphin, bringing 25 pounds as a sample. Taylor told officers of the vessel that he expected to realize not less than \$1000 a pound for the substance. Ambergris is used in the manufacture of fine perfumes, and is a secretion of the whale. That found by Taylor was floating on the water.

Domestic and Foreign Ports.

ASTORIA, Jan. 7.—Arrived down at 9:45 A. M. and sailed at 1:45 P. M.—Steamer Columbia, for San Francisco. Arrived at 1:45 P. M.—French bark Eugenie Faustel, from Hamburg. Outbound at 5 P. M.—Tug Seal Rover, in tow of a tug from Gray's Harbor. Condition of the bar at 5 P. M., smooth; light east wind; weather clear.

San Francisco, Jan. 7.—Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland. Sailed at 3 P. M.—Steamers Aberdeen and Redondo, for Portland. Sailed—Schooner Olga, for Portland; steamer Norwood for Seattle; steamer City of Para, for Acon; ship Hawaiian Isles, for Kananook; bark Marchal de Villers, for Melbourne. Arrived—Steamer Edith, from Coos Bay.

Hong Kong, Jan. 7.—Arrived previously—Albatross, from San Francisco, for Yokohama. San Pedro, Jan. 7.—Arrived—Steamer Sea, from Portland. Sailed—Schooner J. L. Eriston, for Portland.

Seattle, Jan. 7.—Sailed last night—Steamer Olympic, for Portland.

South Bend, Wash., Jan. 7.—Arrived—Schooner Excelsior, from San Francisco.

ARRANGE VAUDEVILLE EVENT

Star Attraction Will Be Combined at Woodmen Entertainment.

The greatest vaudeville programs that has ever been presented at any theater in Portland will be seen at the Marquam Grand Theater Thursday night, January 12. To make the occasion particularly memorable in the vaudeville history of Portland, every style of act that would be in keeping with the reputation of the Woodmen of the World, who are so generously inviting the public to have an evening's enjoyment at their expense, there will be no admission fee charged. Children under 18 will not be admitted.

The talent for this night will be selected from the six great vaudeville houses of Portland, who willingly consented to permit their brightest stars to shine in the forest that night. Hon. George E. Chamberlain, Governor of Oregon, will preside on the occasion. Hon. W. C. Hawley, of the Willamette University, will deliver a short address.

Petition in Bankruptcy.

J. Eller, asserting in his petition that he is a merchant of Portland, acknowledged himself as a bankrupt in the United States Clerk's office yesterday. The papers filed show liabilities amounting to over \$4000 owing to California merchants. He shows no assets, his schedule of assets showing that all his stocks in San Francisco were sold by the Board of Trade in that city for the benefit of his creditors there, the amount realized being \$1000, which was divided among them.

BUSINESS ITEMS.

If Baby Is Crying Well, Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children's teething. It soothes the inflamed gums, allays all pain, cures whooping cough and diarrhoea.

SCALPERS SEE RED

Will Fight License Ordinance if Enforced.

POLICE MAY SEE THE BOOKS

Ticket-Brokers Won Suit in Spokane, but Lost in Seattle, and Will Resist Payment of \$300 Fee Here.

If the City of Portland, through the Council, desires to have a little entertainment in a legal way, it can get a fight out of C. H. Thompson ticket-broker's office on Third street by knocking the chip off the officer's shoulder on or after January 10, and it is very probable that the mill will be pulled off about that date. In the event of such an occurrence, Judge Martin L. Pipes and John F. Logan will enter the arena on behalf of the Thompson office, which, by the way, is backed by the American Ticket-Brokers' Association, and they will endeavor to show to the court that the recent ordinance passed by the Council is illegal, unconstitutional and entirely out of order in every part.

It is safe to say that there is trouble brewing and that the law will have to settle it. Some time ago the Council passed an ordinance which provided an annual license of \$300 for the privilege of conducting a ticket brokerage office. This was an increase over a quarterly license of \$75 which had formerly been in force. The new ordinance went into effect on December 8, and the ticket-brokers of the city paid their licenses up to the first of the year. Now they are without licenses and say that they do not intend to pay.

According to the custom, the brokers have ten days' grace in which to pay their dues to the city, after which they can be compelled to close their places of business in default of the money, or to pay the fine provided in the ordinance.

It is announced by the C. H. Thompson office that no license will be paid, and that it is the intention of the office, backed by the American Ticket-Brokers' Association, to fight the ordinance to a finish, carrying the case through the courts in order to establish the principle of right, which they allege to be behind their course of action.

Dislike Police Inspection.

It is not the license, so it is held by the brokers, which is the cause of the trouble, for the ticketmen are willing to pay the large amount asked, but it is the other restrictions which have been placed upon their business. The ordinance requires that each office keep a list of all tickets sold, of the numbers of the same with the names of the seller and the purchaser, all of which shall be reported each day to the Chief of Police. In addition to this, the books and accounts of the office shall be open at all times for the inspection of the police.

It is in this phase of the ordinance that is to be opposed by the brokers, and they promise that the fight will be to the finish, once it is begun. They have their attorneys employed and their case prepared and are waiting for the city to make the first move on or after January 10, at which time their licenses will be due.

Through the influence of the railroads, it is said, the ordinance was passed in Spokane, Seattle and Tacoma. It is alleged by the roads that it will be impossible to sell non-transferable low-price tickets to the Northwest, and particularly to the Lewis and Clark Fair, un-

less the cities give them protection from the scalpers. Such a demand was made in St. Louis prior to the issuance of low rates for the Exposition, and such, it is said, will be the condition here unless the protection is given. Acting on this theory, the Council has passed the ordinance which is now to be attacked in the courts.

Have Lost and Won.

Adolph Ottneer, of Seattle, brought suit against the City of Seattle on December 22, 1904, in order to fight the ordinance passed there and which is similar to the Portland law, though perhaps more stringent. This case was brought to enjoin the city from enforcing the ordinance, and upon trial it was decided by Judge Bell, of the Superior Court of King County, that the business of a ticket-broker was one suitable to police inspection, and he therefore decreed in favor of the city. This decision will be appealed from, so it is said, and the case carried into the Supreme Court. It is alleged by the plaintiffs and their friends that the case was prejudiced by the Council in illegal, unconstitutional and entirely out of order in every part.

On the other hand, a similar suit was won by the ticket-brokers in Spokane, where they maintain that they had to settle it. Some time ago the Council passed an ordinance which provided an annual license of \$300 for the privilege of conducting a ticket brokerage office. This was an increase over a quarterly license of \$75 which had formerly been in force. The new ordinance went into effect on December 8, and the ticket-brokers of the city paid their licenses up to the first of the year. Now they are without licenses and say that they do not intend to pay.

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Every man who is afflicted owes it to himself and his posterity to get cured safely and positively, without leaving any blight or weakness in his system, which may be transmitted to his children. Businesslike propositions to the afflicted in order to secure their patronage. The many years of our successful practice in Portland prove that our methods of treatment are safe and certain.

Call at our office or write, and if we find that you cannot be cured we will NOT accept your money UNDER ANY CONDITIONS; and if we find you are curable we will guarantee a SAFE AND POSITIVE CURE in the shortest possible time, without injurious after-effects. Our charges will be as low as possible for conscientious, skillful and successful service. Consult us before consenting to any surgical procedure upon important blood vessels and organs.

SPECIAL HOME TREATMENT. If you cannot call, write us. Always inclose ten 3-cent stamps for reply.

OFFICE HOURS: 8 A. M. to 5 P. M., SUNDAYS, 10 to 2 ONLY.

THE DR. KESSLER

St. Louis Medical and Surgical Dispensary

Cor. Second and Yamhill Streets, Portland, Or.

Twenty Years of Success

In the treatment of chronic diseases, such as liver, kidney and bladder troubles, rheumatism, diabetes, dropsical swellings, Bright's disease, etc.

Kidney and Urinary

Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

Diseases of the Rectum

Such as piles, fetula, fissure, ulceration, mucous and bloody discharges, cured without MERCURY OR OTHER POISONOUS DRUGS.

Diseases of Men

Blood poison, gleet, stricture, unnatural losses, impotency thoroughly cured. No failure. Cure guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, backache, aversion to society, which deprive you of your manhood, UNFIT YOU FOR BUSINESS OR MARRIAGE.

MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoea, painful, bloody urine, Gleet, Stricture, Enlarged Prostate, Sexual Debility, Varicose, Hydrocele, Kidney and Liver troubles cured without MERCURY OR OTHER POISONOUS DRUGS. Catarrh and rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent free to all men who describe their troubles. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelopes. Consultation free and absolutely confidential. Call on or address

DR. WALKER, 181 First Street, Corner Yamhill, Portland, Or.

the enforcement of the ordinance, when they will at once file suit to enjoin the City of Portland from collecting the license or closing their business until such a time as the merits of the case have been determined by the courts. The brokers are confident of winning in Portland, where, they say, they will have a fair court, unbiassed by the wrong influences which are dominant in Washington.

Grange's Annual Meeting.

The annual meeting for installation of officers and receiving of reports of Evening Star Grange, No. 27, Patron of Husbandry, took place yesterday in a banquet in the Section-Line room, J. J. Johnson, master, presiding. There was a large attendance. In the forenoon the third and fourth degrees were given to five candidates, which was followed by a banquet in the lower hall. In the afternoon Mrs. H. L. Vail, assisted by Mrs. Anna Lehman, installed the following officers: Master, J. J. Johnson; overseer, Mrs. Amelia Millam; lecturer, Professor N. W. Edgard; steward, E. J. Spooner; chaplain, "Father" Clinton Kelly; treasurer, Mrs. E. A. Niblin; gatekeeper, Judge John F. Caples; cereus, Julia Spooner; Pomona, Agnes Matlock; Flora, Minnie Johnson; assistant J. J. Johnson; organist, Mrs. C. H. Welch. As master, J. J. Johnson, presided, he made several recommendations for the coming year. His grange is still the largest in the state.

Medical and Surgical Dispensary

SPECIALISTS IN DISEASES OF MEN

VARICOCELE, HYDROCELE

NERVOUS DEBILITY

BLOOD POISON, RUPTURE, KIDNEY AND URINARY DISEASES

and all diseases and weaknesses of men, due to inheritance, habits, excesses, or the result of specific diseases.

Every man who is afflicted owes it to himself and his posterity to get cured safely and positively, without leaving any blight or weakness in his system, which may be transmitted to his children. Businesslike propositions to the afflicted in order to secure their patronage. The many years of our successful practice in Portland prove that our methods of treatment are safe and certain.

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