## An Open Letter to the People of Oregon

This organization was formed, and its Declaration of Principles declares, for the industrial, commercial and agricultural upbuilding of Oregon, and to oppose all sumptuary legislation of movements unnecessary interfering with commerce.

We declared then, and reiterate now, our conviction that statewide prohibition would result not only in harm to the cause of true temperance, but would directly injure the material prosperity of the State. We further declared that we favored strict regulation of the liquor traffic through laws already in existence and, where lacking, to be enacted, which would insure proper conduct of said traffic in Oregon.

Many of our friends have asked us to take up the question of regulation of the liquor traffic. While we believe that it is the proper function of elected officials, we long ago decided to investigate thoroughly the suc-cessful forms of regulation in other states and countries, and we are now prepared to offer to Oregon's cities a plan which we believe will assure a long forward step in the right direction.

We are going to be accused by the prohibitionists of doing this to gain votes, but that isn't going to stop us doing it. We assure our friends right here and now that regardless of the outcome November 8 we are not going to rest until ordinances have been passed by the cities of the State which will operate to make good the promise contained in our Declaration of Principles and in the recent page-advertisement published in this paper.

To that end and purpose we solemnly declare that we are in favor of the laws and ordinances prescribing in substance, meaning and effect the regulations which will be submitted to our members at the mass meeting which will be held tonight in the Armory at 8 P. M., and which every member has been especially invited to attend. Those prohibitionists who can bring their manners with them (we believe they are in the ma-

jority) are also invited, that they may acquire some useful information as to the proper means for settling a vexed question. We have never interrupted or disturbed a meeting called by the prohibitionists, but almost every one held under our auspices has been interrupted by prohibitionists. The public is interested in a proper solution of this question, and we are in receipt of many requests that a stop be put to the interruption of our meetings by those whose intent is not to acquire information, but to confuse the speaker.

The object of this meeting is to submit to our members and to the thinking people of Portland a form of ordinance for city regulation of the liquor traffic. This requires deliberation and the prompt despatch of business. If approved by those present, it will be presented to the Mayor and the City Council, with the recommendation that it be adopted by the Council, and also submitted to the people at a special election, under the initiative, to be held at the earliest possible date.

# THE MEETING WILL BE HON. DAVID S. ROSE FORMER MAYOR OF MILWAUKEE, WIS.

Who Will Take Up the Subject of REGULATION, THE REMEDY

### ARMORY, TONIGHT, 8 P. M.

Come Early If You Want a Seat

**GREATER OREGON HOME RULE ASSOCIATION** 

(PAID ADVERTISEMENT.)

Plenty of Good Music

JETTY WORK IS TO PROCEED

LIST BIGGEST VET Steamer Beaver Departs With Record Passenger Roll. When the been merely a side insue to fill the of bringing cargo to Portland to the services of the line do not take kindly to the proposition. HETTY WORK IS TO PROCEED

bars had been removed and lead of the same weight substituted. On the last trip down the Yukon, Capitain Sha-

Braces Seem Broken.

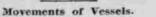
He decided that before ordering

vessel lifted he will inspect both the Port of Portland and Oregon drydocks.

Linuton by the America.

broken





the steamers Beaver and Johan Poul-sen cleared for San Francisco and the Wellesley with 750,000 feet of lumber cleared for San Pedro.

PORTLAND, Oct. 29.-Arrived-Steamer brightshire, from Newcastle, iled-Steamer Beaver, for San



573	BERTHED	ON	CRAFT
010	DENTILO	~	

Speedlest and Earliest Vessel Now Puts New Laurels on Bow-Ship Popular With Married Folk. Steerage Crowded.

The palatial San Francisco liner Beaver, which holds the record for speed between the two ports; the only vessel that steamed in circles around the speedy steamer President and the craft that has the name of making Craft that has the many of marked port earlier than the Bear and Rose City, sailed yesterday with the port record for passengers, having a list of 573 persons on beard. Even then Cap-tain Ridston said he could make room for more, although the cabin list con-

The Beaver was thronged. The Beaver was thronged. The Beaver was the sixth vessel to sail this month for the Golden Gate and Port Los Angeles and the total of passengers carried was 2987. While the northbound travel has not been as While heavy by half, it has exceeded the average for past seasons. The exodus from Portland by no means represents tourist movement, as the steerage list, which reached at least 300, is made up of laboring men, mostly non-residents.

In the cabin are travelers, largely from the Northwest, with a proportion of Southerners, who are going home, and Easterners who purchased rall trans-portation to include the ocean voyage to either San Francisco or Los Angeles. The fact the Beaver sailed at 4 e'clock and that it was Saturday aftertoon, drew almost as many spectators to the dock as passengers.

"This is a great ship for married anes," said Captain Kidston. "You see, there is such demand for the upperdeck staterooms, becauge a couple can secure one to themselves by applying early, that it cuts down the number that could be carried. The travel in holding on decidedly strong and at San Francisco and Los Angeles we are getting more passengers than was éx. pected. With fast and comfortable steamers such as are in service on the routs, heavier passenger traffic is bound to continue during the Winter."

### SEVERIC NOT COMING HERE

Waterhouse Line Will Have No Ves

### sel for November Loading.

Portland's exports for November will be decreased to a small extent through the non-arrival of the British steamer Suveric, of the Waterhouse fleet, which Suveric, of the Waterhouse fleet, which will load a full cargo on Puget Sound. Information to that effect was yester-day received by the Statter Commission Company, agents for the line. The Saveric is due at Tacoma from the Orient November 2, and was to have reported here a few days later. About 1,120,000 feet of lumber and 1000 tons of flour and wheat was in eight for the Suveric, and smaller addi-

tight for the Suveric, and smaller additional offerings may have been se-cured. As it in the Oriental liner Rygia, of the Harriman fleet, will get | turn back owing to lee conditions in | in.

November Weather May Permit An-
other Month's Labor Here.
Unless the elements play unexpected pranks in November there are prespects that work on the south jetty at the
·····
STEAMER INTELLIGENCE.
Due to Arriva
Nama. From. Data Hervales
Scheduled to Depart.
Name For Data   Eureka Eureka Oct. 31   Sue H. Elmoot. Ban Francisce Nev. 1   Golden Gate. Tiliamook. Nov. 1   Break water. Cook Bay. Nov. 1   Break water. Cook Bay. Nov. 1   Break water. Han Francisce Nov. 2 J. B. Stetson San Francisce Nov. 2   J. B. Stetson San Francisco Nov. 3 Hercules. Mongkong.   Bear. San Pedro. Nov. 4   Bear. San Pedro. Nov. 5   Beaver. San Pedro. Nov. 3   Braytis. Hongkong. Nov. 13

mouth of the Columbia River will be continued another month. The trestle has nearly reached the seven-mile point, while it is projected a distance of seven

while if is projected a distance of seven and a quarter niles. Gerald Bagnell, assistant engineer. Corps of Engineers, U. S. A., in charge of the work, said yesterday that the average gain is about half a mile of inlahed jetty annually. He estimates that is is months the fetty will be comdamaged the keel blocks can then be set to relieve the strain. BATEMAN LOSES STEAMPIPE that is 18 months the fetty will be com-pleted, but the time will include that spent in finishing work. When rock is Steamer Towed Into Port From

spent in finishing work. When rock is first dumped from the treatle, says the engineer, it does not at once find a permanent location, and storms are de-pended on to wash the material some distance on both aldes of the jetty, so that the pext season more is added until a proper foundation is obtained. The undertaking has been delayed through damage by storms in the past, but as more material is dumped the danger is When rivermen discerned the sfeam-ers America and E. G. Bateman enter the harbor side by side about 10 o'clock yesterday, word was passed around that the craft were racing, but a closer being towed. She broke down near Linnton while en route from Vancoumore material is dumped the danger is ver, and the America was signaled to

CAPTAIN SHAVER HOME AGAIN

All Portland Contingent but James

### Gray Leaves Yukon.

Having passed 12 seasons in Alaska, where he was master of one of the steamers of the White Pass & Yukon route, Captain George Shaver, brother of Captain "Jim" and Capatin "Dell" Shaver, of the Shaver Transportation Company, has returned to Portland and will again assume routine duties at the

Shaver dock. Captain Shaver has been operating on the Upper Yukon, between Dawson and White Horse. He says that pre-Needed repairs are being made to Oak-street dock. A pile-driver yester-day started replacing piling along the face of the structure, where the tim-hers have been loosened and damaged by steamers. A large amount of plank-ing will be replaced, while, beneath the structure, new supports have been put is. vious to his departure he learned that Captain James Gray, master of the steamer Tanana, a Portlander and his craft a Portland product, was en route from Fairbanks, but was compelled to

ver says, two steamers were in com-pany and on the craft following his vensel \$3000 was stolen. Some one, who evidently became frightened when a search was instituted, "cached" the gold, as it was found hidden beneath the boiler. The British steamer Camphill sailed from San Francisco for Portland yesfrom San Francisco for Portland yes-terday. She is a tramp of 2565 tons and will load wheat for the United Kingdom under charter to Balfour. Guthrie & Company. She reached the Golden Gate via Chimbote, carrying Government coal from the Atlantic Coast, having missed the Pacific fleet in Peruvian waters and was ordered north. Despite the quietude that pre-valled in the charter market, two big carriers nore taken during the week. STANFORD'S DAMAGE GREATER

Doors Won't Close and Rudder carriers were taken during the week, the Norwegian steamer Bjornstjerne

Biornson having been fixed Friday. Greater damage is apparent on the barkentine Jane L. Stanford, which has reached the Port of Portland drydock, than was indicated in the carly re-ports, following her arrival in the Co-lumbia River after striking on the bar at Grays Harbor. The craft has been so strained that her cabin doors will not close and when the tiller is will not close and when the tiller is will sail today. The Norwegian steam-turned the action of the rudder is such or Eir, loading at the Portland mill, that it is thought the braces are yesterday took on redwood and sugar pine measuring about 300,000 feet, which the steamer Northland brought Captain Peterson, who is accom-panied by his wife and daughter, who expected an uninterrupted voyage from the Washington harbor to Brisbane. Australia, was in the city yesterday. with about \$,000,000 feet of Oregon fir, her destination being for the foregon fir, from Eureka. The Eir will also clear

### Bidart Clears for Abroad.

Then bids for the undertaking will be considered, after which it will be de-termined where the vessel's lumber car-Laden with 111.877 bushels of wheat worth \$100,690, the French ship Bidart will leave today for the United King-dom. She will be the last of the go is to be discharged. Gear was rigdom. ged yesterday and the material will be started ashore tomorrow, if the Stan-ford remains at the St. Johns plant. square-rigged carriers of the October fleet to get away with grain and may pass out of the river in company with Before going on drydock an investiga-tion will be made with a drag to as-certain if her keel is intact. If it is the Hoche, which arrived down yester-day. The British ship Kirkoudbright-shire arrived up last night with coal and will discharge at the Pacific Coast Company's bunkers. The French ship Thiers yesterday finished discharging cargo destined for Oceanic dock, and shifted to the North Bank to remove the remainder.

### Marine Notes.

Carrying coal for light vessels, the ender Manzanita sailed yesterday from Seattle.

Rafts of piling were delivered yes-terday at Albers' dock, where they will be used as supports for a wharf to replace the structure on the river side of the new brick mill. view discerned that the Bateman was

Commander Ellicott, Inspector of the Commander Ellicott, inspector of the aventeenth lighthouse district, de-parted yesterday for Yaquina Head, where he will inspect the property wanted by clizens of Newport for bathing-house sites and confer with help her to port. The Bateman is equipped with a pipe boiler and one of the tubes, which gave the city officials regarding it.

Delagoa Bay was reached Friday by the British ship Leyland Brothers, Cap-tain Morgan, after a voyage of 135 days from the Columbia River. The 135 ship carried a cargo of lumber which she loaded after having been here two years waiting an engagement.

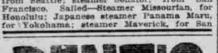
To facilitate the laying of the second Buil Run water main across the chan-nel, above the Hawthorne-avenue bridge, the marine road will be closed to deepwater vessels this afternoon. The dredge Portland has completed digging the tranch and the pipe will all be in place this week.

Entries yesterday at the Custom the steamers Northland by, from San Francisco. bark Bidart cleared for House were the and Wellesley, fr The French bark French bark Bidart cleared for LORENZ ELECTRIC WORKS, astown or Falmouth, for orders; Desk 8, 240 Lincoln Ave., Chicago,

8 miles; weather, cloudy. Arrived down at 7 and sailed at 8:39 A. M.—Stemmer J. A. Chansior, for Sam Francisco. Arrived down at 8:39 A. M.—French ship Hoche. Ar-rived at 9 and left up at 9:30 A. M.—Steam-er Tahoe, from San Francisco. Left up at 9 A. M.—British ship Rickcudbrightshire. Arrived at 9:15 A. M.—Schooner Fearless, from San Francisco. Arrived down at 4 P. M.—Barkentine Makawall San Francisco. Oct. 29.—Arrived at 7 A. M.—Steamer Washington, from Portland; steamer Coaster, from San Pedro. Arrived at 10 A. M.—Steamer Geo. W. Elder, from Portland, Salled at 10 A. M.—Steamer Ross City, for San Pedro. Buenos Ayres, Oct. 29.—Arrived—British steamer Towergate, from Portland. Delagen Bay, Oct. 29.—Arrived—British San Francisco. Oct. 29.—Arrived—Steam-land.

-British ship Leyland Brok, from Port-iand. San Francisco, Oct. 23.-Arrived.-Steam-ers Queen, from Victoria: Carlos, from Wil-lapa; Century and Beachy, from Tacoma; Charles Nelson, from Tacoma, towed by U. S. S. McCulloch; scheoner Sausalito, from Sinslaw. Sailed.-Sitesmets Fairhaven, for Ludlow: Camphill, for Portland; President, for Seattle; Raymond, for Willapa; scheoner R. W. Bartlett, for Puget Sound; barkentine Mary Winkleman, for Grays Harbor; scheoni-er Oregon for Coquille River. London. Oct. 29.-Arrived.-Bellerophon, from Tacoma; Mount Temple, from Mon-treal.

London, Oct. 28.—Arrived.—Steamer Vir-from Tacoma; Mount Temple, from Mon-treal. Seattle, Oct. 29.—Arrived.—Steamer Vir-ginius, from Tacoma; steamer Tiverton, from San Francisco; steamer Teve-tor, from San Francisco; steamer Teu-er Atlas, for San Francisco; steamer Teu-cor, for Tacoma; steamer Jefferson, for Skagway; steamer Montara, for Eagle Har-bor. Arrived off Cape Flattery.—United States Army transport Dis, from Manila. Tacoma, Oct. 28.—Arrived.—Steamer Bee, from San Francisco; British steamer Teucer, from Tokohama; British steamer Teucer, from Seattle; steamer Senator, from San Francisco, Salled.—Steamer Missourian, for Hanolulu; Japanese steamer Panama Maru







Tides at Astoria Sunday.

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We have every known remedy ap-pliance for TREATING YOU. Our ex-perience is so great and varied that no one of the silments of Men is new to us. COME IN AND TALK IT OVER.

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Burnside, for Seat-for Salina Cruz

COME IN AND TALK IT OVER, General Debility, Weak Nerves, In-somnia-Results of exposure, overwork and other Violations of Nature's laws. Diseases of Bladder and Kidneys, Vari-cose Veins, guickly and permanently cured at small expense and no deten-tion from business. SPECIAL AILMENTS - Newly con-tracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in seven days. Consultation free. If un-able to call, write for list of questions. Office Hours - 9 A. M. to 8 F. M. Sundays, 10 A. M. to 1 P. M. only.

### PACIFIC COAST MEDICAL CO.

224% WASHINGTON STREET, Corner First.

C. Gee Wo The Chinese Doctor This great Chinese doctor is well doctor is well known through-out the Northwest because of his wonderful and marvelous cures, and all diseases with powerful Chi-nese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure catarrh, asthma lung troubles, rheumatism, nervousness, stomach, liver and kidney troubles, also pri-vate aliments of men and women. CONSULTATION FREE. Patients outside of city write for blanks and circulars. Inclose is stamp THE C. GEE WO CHINESE MEDICINE CO. 16214 First St., Near Morrison,

### Portland, Or.



5, 6 to a. American Lady Attendant. LEE HONG CHINESE HERB COMPANY, 145½ Third St., Portland, Or.



West 25th street, Los Angeles, Cal., writes: "I was in a deplor-ably nervous condition, suffering from cold feet and rheumatism in the lower limbs. Electropodes cured me. I would not be with-

These remarkable galvanic in soles cure Rheumatism, Nervousnees and kindred complaints, by neutralizing the excess uric acid in system. All poisons and im-In system. All poisons and in-purities are eliminated, through large pores of feet. Nerves are strengthened, circulation in-creased and entire system is cleansed and purified.

Druggists are authorized to sign a positive contract to return your \$1.00 if Electropodes fall to cure, or if they should, on 30-days' trial, prove unsatisfactory.

### DRUGGIST SIGNS THIS CONTRACT

The purchaser of Electropodes is grant-ed the privilege of returning them within 30 days, and the purchase price (\$ 1.00) is to be refunded upon the following condi-tions: They are to be were necessing to directions for at least 35 consecutive days, and then if not satisfactory, to be returned in original box.

### Druggist's Signature

At druggists; or by mail, post-paid. If your druggist cannot furnish Electropodes, send us \$1.00, and we will see that you are supplied immediately. State whether for man or woman.

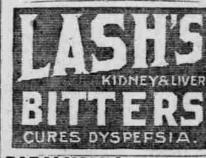
Western Electropode Co. 237 Los Angeles St., Los Angeles,

### MEN AND WOMEN CURED





dies of herbs and foots fully. It has sufferents fully. It has sufferents when other remedies have falled. Sure cure for chronic pri-vate aliments, nervousness, blood pol-son, rheumatism, asthma, pneumonia, bladder, kidney, throat and lung trou-bles, consumption, stomach disorders and other diseases of all kinds. Reme-dies harmless. No operation. Honest treatment. Examination free. Call or write to The K. Chas Chinese Medicine Ce, 26% Morrison St., between First and Second, Portland, Oregon.



PARALYSIS Locamotor Ataxia CHASE'S BLOOD AND NERVE TABLETS Does it. Write for Proof. Advice Free. Dr. CHASE, 324 N. 16th St., Philadelphia

tralia.

the

### trouble when fires were started in the morning, blew out just off Linnton, and the steamer drifted against a dock and made fast until belp was secured. The accident delayed the craft a few hours, but she made her afternoon trip to Varcouver Cantin Good owner. to Vancouver. Captain Good, owner, said that lengths of pipe were carried for such emergencies, so that it was unnecessary for the craft to be towed

to a machine shop.

Oak-Street Dock Strengthened.