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HOTEL PORTLAND

The Finest Hotel in the Northwest
PORTLAND, OREGON.

Trials of Motherhood

305 Broad Street,
PHILADELPHIA, Pa., June 12, 1903.

I suffered for nine years with ovarian troubles making life a burden to myself as well as to my family. During that time I had two miscarriages and although we longed for a child to bless our home this seemed impossible. I had constant racking bearing-down pains in the pelvic organs and a pulling through my limbs with frequent headaches. I felt sick at my stomach and vomited frequently and no medicine helped me until I tried Wine of Cardui.

Then my general health improved, the pains gradually lessened and after 18 weeks I was well. I am now the happy mother of a boy eighteen months old and my husband joins me in sending heartfelt thanks to you for your splendid medicine. Without it I would have been a childless, instead of a happy and well mother.

Mrs. E. J. Stouch, Portland, Ore.

CHAPLAIN, ST. ANDREW'S ASSOCIATION.

WINE OF CARDUI

Wine of Cardui is the most successful menstrual regulator. By regulating menstruation, Wine of Cardui banishes inflammation from the entire female organism and the strengthened ligaments bring the organs back to their proper place. This is what Wine of Cardui did for Mrs. Nirdlinger. It banished the racking pains and burning inflammation and brought her relief. She was restored to health and strength and gives Wine of Cardui the credit of making her able to become a happy mother. This medicine equips a woman for every duty of wifehood and motherhood. There are many suffering women who think that health can never be theirs because they cannot secure the services of a great specialist, but we want to say right here that while Mrs. Nirdlinger lives in Philadelphia, a great medical center, she depended on Wine of Cardui for a cure and she was cured. This same medicine is within your reach. Will you take it?

All druggists sell \$1.00 bottles Wine of Cardui.



You don't have to hire a Cab

The La Salle Street Station in Chicago, which is used by the trains of the Rock Island System, is located in the very heart of the city, less than a block from the Board of Trade; less than two blocks from the Post Office; within easy walking distance of the principal hotels, theatres and stores.

You don't have to hire a cab to reach them. The "union loop" is right in front of the station. Pay 5 cents, get aboard the elevated, and you are whisked to any part of town you wish to reach.

Let me give you other reasons why you should use the Rock Island System. There are lots of them.

L. B. CORHAM, General Agent,
140 Third St., Portland, Ore.



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The finest Product of Australian mines for domestic use.

The best house coal ever brought to Astoria

400 TONS JUST ARRIVED

Will be sold at same old price while it lasts.

Free Delivery in the City.

ELMORE & CO.

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FIGHT OVER GOLD MINES

Swedish Mission Society Consents That Properties By Right Belong to Church.

MISSIONARY FINDS POCKET

Leaves It In Trust to Assistant Who Forms Company, Stakes Claims Adjoining and Accumulates Riches.

Chicago, March 8.—A struggle for possession of an Alaskan gold mine which in less than five years has yielded over \$1,300,000 is now going on secretly before a board of arbitration in Chicago. The claimant is the Swedish Evangelical Mission Covenant of America, through a former missionary, H. O. Hultberg, of San Jose, Cal., and the action is directed against P. H. Anderson, of Chicago, another former missionary; Dr. C. W. Johnson, also of Chicago, and the White Star Company, in which a number of Chicagoans are interested.

The dispute reaches back to the first discovery of gold in Alaska and hinges on the point whether a missionary sent into the northern wilds to make converts for his church was likewise acting for his church when he staked out a number of mining claims. These claims have been developed into highly profitable gold mines out of which several men have made fortunes. Miss Dora Adams, an Eskimo convert, and Constantine Aparasooki, also an Eskimo, are witnesses for the church organization. Ex-Judge Charles Johnson, of Nome, is another witness from Alaska. Thus far nearly 20 persons have testified. The agreement of the litigants to argue the case before a board of arbitration was due to their desire to avoid the notoriety attendant on a court hearing. The board consists of Miran T. Gilbert, A. M. Pence and D. F. Lane, and the finding of the arbitrators is to be final. The church society is represented by ex-Judge M. Soderberg, of San Francisco; Frank J. Quinn, of Peoria, Ill., and H. F. Williams, of Chicago. The defense is represented by Judge Chytraus, of the Cook county courts.

In 1903, Mr. Hultberg was engaged by the Swedish Evangelical Mission Covenant to go to Cape Nome as missionary for the society. He established a school at Golovin bay, where he remained until 1898, when falling health forced him to return to the United States for a year. His assistant at Golovin bay was P. H. Anderson. Just before returning Mr. Hultberg found a pocket of gold and now claims to be the original discoverer of the Nome gold region. He located his claim and left it in the care of Mr. Anderson with the understanding, he says, that it was to be staked out and held in trust for the church society. Mr. Hultberg did not return to Alaska until 1899. He found that during his absence Mr. Anderson, with the aid of Gabriel Price, a practical miner, had staked out nine claims adjoining the original "Discovery" claim. These claims were held in the names of various individuals. The last two were known as No. 8 and No. 9. It is this claim, No. 9, that the society seeks to recover.

Claim No. 9 was first held by Constantine Aparasooki, while No. 9 was in the name of Gabriel Adams, another

TRANSPORTATION EXHIBIT MAKES PALACE OF WONDER

Transportation exhibits at the Louisiana Purchase exposition are being installed in three separate places. First, within the walls of the palace in the main picture that bears the name of this classification; second, in an outdoor space adjacent to this building; third, on the aerial concourse, which is situated in the west of the grounds. Fifteen and six-tenths acres of ground are covered by the Palace of Transportation, which is 1,300 feet long by 525 feet wide. Within the walls are five miles of railroad tracks, on which exhibits are being brought in on their own wheels.

On terraces without are 3,600 additional feet of track, maintained for the supplemental display.

The baloon concourse is 1,200 feet long by 600 feet wide. It is protected on two sides by dormitories of Washington university, which with other college buildings have become a part of the fair, and on the third side by a temporary wind-brake. Thus the aerial craft will be protected until well up on their voyages. At the eastern end of the concourse are baloon stables, where repairs can be made and where gas will be supplied.

From all over the earth exhibits are coming for this interesting display and they include everything known in the world of transportation—from the baby push-cart to the mogul locomotive; from the submarine to the Santos-Dumont of latest design.

Of the railroads the Pennsylvania and the Baltimore and Ohio will make the most elaborate displays and they will be distinctly different. That of the former company is in the nature of a giant test of power as applied to transportation today, that of the latter is historical in character. While each display appeals to the visitor, they do so in a different manner, the Pennsylvania exhibit attracting the practical and the Baltimore and Ohio the lover of romance.

For the first time in the history of the world a locomotive testing laboratory will be thrown open to all comers. Such is the exhibit made by the Pennsylvania company. In this department it will be possible to measure to a pound the pulling power of any iron horse of the rails, while under full head of steam. The mechanism that makes this possible reminds one of the chariot race in Ben Hur, where the vehicles are apparently moving forward but in fact are stationary. In the testing laboratory the locomotive is run upon a system of cog wheels which move in opposite direction to the drivers, and the lever is then gradually pulled open, even as it is when a train is being started. Then faster and faster move the cogs beneath, until their speed is the representation of a certain number of thousand tons—and then the true test begins, for the residual power of the locomotive is felt upon steel cables that connect with a dynamometer which has a limit of 3,500 pounds. An illustration of the method is that of a man using a testing machine. A certain resistance must be overcome before the pointer commences to swing around the dial; so in the case of the locomotive, the resistance of the cog wheel must be overcome before there is a strain on the dynamometer.

Tests in this laboratory may be made by any locomotive builders in the world and rules have been framed so that all will have equal conditions. Thus the grade of coal must be the same and the water of a prescribed quality.

The results of these tests will be published in book form by the Pennsylvania railroad and the work will probably become a classic in the literature pertaining to transportation.

Mark the contrast in the Baltimore and Ohio exhibit, which breathes of the entire life of railroad transportation. There for instance is the "Rocket," the

first locomotive to run on tracks in the United States, and which had Stevenson, its inventor, as engineer. There also is the "Pioneer," the first locomotive to run out of Chicago, which was built in the east and had to be transported to the city on the lakeside by boat. This was in 1848. Think of the wonder that must have been caused by the little machine, which today looks so crude. It was more of a marvel than to the present generation would be the sight of an airship carrying passengers among the clouds.

In addition to the "Rocket" and the "Pioneer" are locomotives representing the progress made in building during every successive year. You see the type of short boiler and spreading smokestack, which are familiar sights in prints made before the civil war, and then the longer boiler and still more bulging stack that was used on all roads during that period. A locomotive punctured with bullet holes tells its own story of a wild run through lines of hostile infantry; while others have memories of great floods and submergence clinging to them. Gradually the iron horse has grown in size, the wheels in height and the stack comes to the short neck now in use.

The first section of this interesting exhibit came in on 17 gondola cars. What a sight it must have been to railroad men on the lines from Baltimore to St. Louis, as they witnessed object lessons from pages of the past being moved toward the World's Fair City.

In like manner is told the history of street car building. You see the little "dinky" vehicle with two steps in the rear, a narrow aisle and side seats, and extending the length of the interior a slot of metal, down which your neckle slid to the driver, who in those days served as conductor also. Imagination pictures the straw that once covered the floor and in winter aided the feet of passengers to refrain their warmth, and imagination also pictures the patient, albeit sleepy mules that tugged you along for miles.

So, a step further, the first grip car is shown. What an advance was the cable and how it revolutionized urban transit!

A little further you view the first trolley car, then others that show the progress, until finally the triumph of the builders of today show in the cosy parlor car with rattan easy chairs and the trolly sleeping car that has been brought into use in Massachusetts and Ohio.

To hark back to railroads again you are shown not only the means of actual transportation but all the accessories. Actual demonstration is made of the latest safety appliances. Semaphore signals are on exhibition and also systems of turning switches by compressed air and by electricity. You see safety locks and towers used by section guards. The best rail of the present day are exhibited and the latest manner of stringing ties. In one place is a model ticket office, where world's fair visitors may purchase transportation to any part of the world.

On a side track is a modern equipped train. You can enter and pass through model cars, model express cars, model day coaches, model Pullman, ad model buffet and dining cars.

In no department of the exposition is the keynote, "revelment of processes" used with better effect than in that of transportation. There is life and motion everywhere. But of all the moving displays the most attractive and startling is the central picture. Mounted on an elevated turn-table is the largest locomotive ever manufactured. With engineer and fireman in the cab this creature of brightly polished steel is a thing alive, pistons flashing in and out of cylinders drive wheels and pilot wheels revolving at a rate which, were the locomotive on a straightway track

would send it ahead at the speed of 60 miles an hour, and seeming ready to dash at an instant through the great building, but held in one spot by a system of counter-acting wheels beneath. And while this locomotive is turning on the table an electric heartlight flashes around the circle bringing out everything touched with startling brilliancy.

Although the railroad exhibits will be the most impressive, yet the thousands of other displays promise to create equal interests. In this space are hobby cutters and sieghs; in that are seen sedan chairs. There is a section devoted to automobiles and you can study the growth of this modern vehicle of pleasure and commerce from the primitive steam road engine to the storage battery car of the tourist. Bicycles stand in long rows and with them the motorcycle. Brakes, tally-hos and all other horse vehicles used for pleasure and profit are represented by the best of the kind.

Transportation of the dead is exemplified by the side of transportation for the living, in cars and hearses.

War transportation is shown as well as peace. You see a complete armored train with wicked looking gun muzzels peering from slits cut in the steel protection. You inspect a little ship that dives, then crawls upon the bed of the sea, to rise again under the hull of an enemy and fasten a torpedo to her side.

Marine engines are in operation and you learn how power is conveyed to the propeller of the liner, the side wheels of lake craft and the stern wheels of river boats. In like manner is exhibited the new force in water propulsion, the turbine screw.

Now for a visit to the western part of the world's fair grounds, where the baloon and air ship concourse is located.

Although a special committee was appointed to arrange the prizes for exhibitors in the Twentieth century display, ad to formulate rules for governing contests, the executive work in connection with the installing of machines and the planing of the different events fell to the department of transportation.

The grand prize in the air ship contest, which is open to any aeronaut who proves that he has sailed one mile over a straightway course, is \$100,000. Over two score entries for this event are matters of record but who will participate and what manner of machines they will use are subjects that have not yet been made public, it being one of the conditions of the exposition that such information will be withheld until the gates are open.

The prize of this grand air tournament will go to the person who makes the best time over an L-shaped course fifteen miles long. He will be given as many trials as he may desire, providing of course that any one competitor does not interfere with the work of the others.

Prizes are offered for aeroplanes that mount in the face of the wind and proceed a certain distance before touching earth again, and also prizes for the best motor to be used in an airship.

Several prizes are offered balloonists. One for the aerial traveler who lands nearest to Washington's monument, starting from St. Louis, another for the longest voyage made in any direction, starting from the World's Fair grounds.

Kite flyers also have an opportunity to win substantial sums of money, awards being offered for the kites that attain the greatest height with the shortest string and for those that reach the greatest altitude with any amount of string. These latter will be made the vehicle of interesting observations with instruments in the upper regions.

Thus transportation, in all its ramifications, at the Louisiana Purchase exposition, will bring into evidence creatures of man that move upon the earth, beneath the surface and above the surface.—Claude H. Wetmore.



Economy Brand Evaporated Cream

bears the above cap label. Contains fully as much food substance per can as the watery imitations in larger cans. It is smooth and perfect because skillfully prepared. Its purity is guaranteed.

Eskimo, now dead, who was Aparasooki's partner. On the plea that the Eskimos could not lawfully hold title, it is alleged that Mr. Anderson induced them to give up possession and the property was then deeded over to Mr. Price. Claim No. 9 was sold to Mr. Anderson for \$20, it is said.

Later Mr. Anderson took into partnership Dr. Johnson, of Chicago, who was acting physician for the Swedish Mission Society. In 1902 they formed the White Star Mining Company of California. Last May the White Star Mining Company of Illinois was organized in Chicago.

It is charged by President C. A. Bjork, of the Swedish missions, that the sole object of the forming of these two corporations, one selling out to the other, was to cloud the title to the property and thus prevent the society from getting relief at law. Since 1899, it is declared, Mr. Ander-

son has taken out about \$480,000 in gold. Claim No. 8, it is said, has netted Mr. Price something like \$800,000. All told, the amount taken from these two claims alone aggregates nearly \$1,300,000 and the representatives of the Swedish mission claim they can prove that a greater sum has been realized.

Report Not Confirmed.

Tokio, March 8.—The report of the naval attack upon Vladivostock is not confirmed officially, although the navy department admits that the attack was planned. A report is expected from the fleet commander before long.

"I owe my whole life to Burdock Blood Bitters. Scrofulous sores covered my body. I seemed beyond cure. B. B. B. has made me a perfectly well woman." Mrs. Chas. Hutton, Berville, Mich.

RACE WHITNEY'S HORSES.

New York, March 8.—Herman Duryea will race the horses owned by the estate of the late William C. Whitney. A lease to that effect has been filed at the office of the Jockey Club. Harry Payne Whitney, as executor, signing the lease. Mr. Duryea is a partner of Harry Payne Whitney in the ownership of Irish Lad and Whorler. He is known as one of the most prominent yachtsmen of America.

August Belmont, who has been for some days in Florida, is expected in this city today. A meeting of the stewards of the Jockey Club will be held on Thursday and at that meeting the application of William Shaw, the jockey, for a license will be passed upon. It is considered likely that he will receive it, and he will then be at liberty to sign a contract to ride for H. B. Duryea or for any other person.