UNDER A BELL OF RARE BRIDE'S ROSES

WEDDING OF MISS IDA HIRSCH OF WORMS, GERMANY, AND MR. HENRY LEVY OF SAN FRANCISCO SOLEMNISED AT THE PORTLAND HOTEL.

Ceremony One of the Most Brilliant in History of Portland—Many Notables in Attendance—Decorations Were Most Elaborate—Banquet and Dance Follow—List of the Guests that Were Present.

A brilliant assemblage gathered last evening in the parlor of the Portland hotel to witness the marriage of Miss Ida Hirsch, of Worms, Germany, to Mr. Henry Levy of San Francisco. The parlor was decorated in a most elaborate fashion with hundreds of white chrysanthemums and pink roses, strandrs of smilax being festooned gracefully from the corners of the apartment to the chandeliers. In a large alcove, with a background of gorgeous autumn leaves and trailing vines, flanked on either side by graceful ferns and tropical palms, the bridal couple stood under a large bell of exquisite bride roses to exchange the marriage vows.

Rev. Stephen Wise performed the ceremony. There were no bridesmaids. The bride was given away by her brother, Mr. Leopold Hirsch. Mrs. F. Steinhardt was the matron-of-honor.

The bride's gown was of cream voille ninon, with an underdress of liberty satin, and exquisitely garnitured with duchess lace. Her long tulle veil was fastened with a garland of orange blossoms, and she wore a beautiful pearl and diamond brooch, a gift of the groom.

The ceremony took place at 7 o'clock, after which the guests, 34 in number, were seated at the festal board and served with an elaborate banquet. The table decorations were pink-shaded candles and hundreds of pink roses. Many toasts were proposed and drunk to the fair bride and groom.

At the conclusion of the banquet there was dancing.

Mr. and Mrs. Levy departed this morning for an extended eastern tour, after which they will reside in San Francisco.

Mrs. Levy is a sister of Leopold and Max Hirsch, and a niece of Mr. and Mrs. F. Steinhardt. It was while at her aunt's home that Mrs. Levy met her husband, soon after her arrival from Germany, eight months ago.

Those present were, beside the bride and groom:

Leopold and Max Hirsch, J. Levy of San Francisco (a brother of the groom), Milton Levy of San Francisco, Mr. and Mrs. F. Steinhardt, Mrs. A. J. Meier, Mr. and Mrs. Abe Meier, Mr. and Mrs. Julius Meier, Mr and Mrs Wise, Mr and Mrs. Sigmund Frank, Mr. and Mrs. Herman Metzger, Mr. and Mrs. Julius Mayer, Miss Mabel Beck, Miss May Oppenheimer, Miss Florence Koshland, Mr. Julius Lowe, Mr. Ludwig Hirsch, Mr. Leon Hirsch, Mr. Lloyd Frank, Mr. Aaron Frank, Mr. Henry Metzger, Mr. Monte Mayer, Mr. Harold Meier, Mr. Allen Meier, Mr. Samuel Joseph.

ST. PAUL FARE ADVANCES.

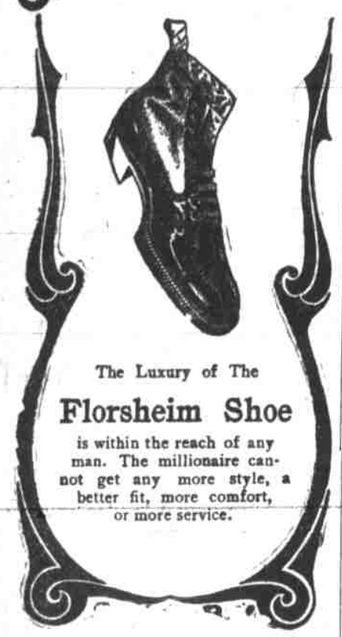
(Journal Special Service.)

Chicago, Oct. 8.—The Chicago-St. Paul fare, which has been $8 for the last three months owing to dissensions among the roads, goes back today to the standard rate of $11.50. All lines between the two points have agreed upon the advance except the Rock Island.

A GUARANTEED CURE FOR PILES.

Itching, Blind, Bleeding or Protruding Piles. Your druggist will refund money if PAZO OINTMENT fails to cure you in 6 to 14 days. 50c.

The Florsheim SHOE



The Luxury of The

Florsheim Shoe

is within the reach of any man. The millionaire cannot get any more style, a better fit, more comfort, or more service.

Florsheim Chrome Box Calf, with heavy, waterproofed sole; leather lined; swell style at $3.50

W. H. MARKELL & CO.

121-123 Grand Ave.

EXAMINATION OF POLICE ASPIRANTS

IF THEY ARE ELECTED, THEY SAID THEY WOULD BRING ABOUT AN IDEAL CONDITION OF AFFAIRS IN PORTLAND AN ENFORCE ALL THE LAWS

Only Seven Out of a List of 22 Applicants Who Applied for Positions on the Police Force Passed Muster, and Were Put on the Eligible List—List and Percentage of the Men Who Underwent the Test

If the good intentions expressed by the applicants for police positions who were examined Saturday were carried into effect upon the appointment of those who passed, Portland would be an ideally policed city.

No person would have any business on the streets after 1 o'clock without a good and sufficient excuse; the curfew should ring for the children at 8 o'clock; there would be no gambling; saloons would close at 1 o'clock; sidewalks would be kept clean; the festive sporting element would be compelled to walk the straight path of righteousness; there would be no tenderloin, and one man even went to the point of venturing an opinion that it was wrong to smoke and drink. He did not have the hardihood to say that he would undertake any crusade against the evils.

Only Seven Passed.

These and scores of other features were mentioned as among the duties which the men, as police officers, would feel it their duty to enforce.

"What a quiet, peaceable community it would be," expressed one man who pored over the answers in the examination papers. "Chief Hunt would not anticipate any further seances with the police committee; the mayor would not be placed in the limelight of the ministerial association's disapproval, and things would go along as calm and peaceful as in a New Hampshire village."

But good intentions were the most laudable portion of the papers of the majority of the applicants, for there were only seven out of the 22 who passed. The remainder fell down on their written examinations or from the penalties incurred through some physical defect.

The report of Secretary Potter of the civil service commission, is as follows:

The Successful Ones.

Name—	Percentage on written examination	Penalized	Genl Avg.
Seymour, Francis	85	00	85
French, Ellis M.	85	00	85
Wilson, Henry C	82	00	82
Crate, E. L.	78	00	78
Burch, Chas. G.	78	00	78
Bullus, W. J.	80	5	75
Porter, Charles	75	00	75

Those Who Failed.

Name—	Percentage on written examination	Penalized	Genl Avg.
Tichenor, C. H.	70	00	70
Buttermore, E. E.	68	00	68
Felton, O. F.	65	00	65
Heninger, R. L.	89	25	64
Young, S. A.	64	00	64
Perkins, E. L.	84	25	59
McCann, John	60	5	55
Keller, Joseph	55	00	55
Burns, Fred H.	80	25	55
Palmer, Jerome	74	25	49
Lillis, M. E.	69	25	44
Fears, L. A.	64	25	39
Tusant, N. J.	45	10	35
Perkins, J. W.	49	25	24
Beard, I. B.	49	25	24

KANSAS IS AGAIN VISITED BY TORNADO

Great Damage Done to Crops and Farming Lands—A Congress of Citizens Meeting to Prevent Further Floods.

(Journal Special Service.)

Topeka, Kan., Oct. 8.—Reports coming from the Bear creek district, southeast of here, state that last night's tornado did great damage to crops and to farm lands. Several buildings were destroyed, but none are reported killed. At Joplin, Mo., several thousand dollars' damage was done by the storm today. The electric light plant was demolished.

At Lawrence the storm last night was fearful, and among the buildings unroofed was the Union Pacific station. Traffic is blocked.

To Prevent Floods.

Kansas City, Oct. 8.—With the view of preventing a recurrence of the flood which did many millions of dollars' damage in the Kansas river valley last spring, a congress composed of several hundred representatives interested in Missouri and Kansas towns convened here today and among the plans discussed is one to cut off the canal across the big Missouri bend north of Kansas City and the broadening of the Kansas river channel by the construction of a long system of levels and securing federal control of the Kaw river.

The achievement object of the convention will probably be entrusted to a permanent committee, backed by the influence of 75 organized bodies now represented. Among the prominent delegates are Senator Cockrell and Congressmen Cowherd and Daugherty of Missouri, Gov. Bailey, Senator Burton and Congressmen Calderhead, Scott, Campbell, Curtis, Bowersock and Miller.

Sunday excursions over the new lines of the O. W. P. & Ry. Co., to Gresham, Boring and Eagle Creek. Cars leave First and Alder streets at 9:50 a. m. and 1:30 p. m., through to Eagle Creek. Leave Eagle Creek, returning, 12 noon and 4:30 p. m.

A car will leave Portland at 5:10 p. m. for Boring only, and leave Boring, returning, at 6:45 p. m.

Security Savings & Trust Co.

266 MORRISON ST., PORTLAND, ORE.

OFFICERS.

C. F. Adams, President. L. A. Lewis, First Vice-President
R. G. Jubitz, Secretary. A. L. Mills, Second Vice-President.

STATEMENT OF CONDITION

October 1, 1903.

RESOURCES.

Loans		$1,810,322.30
Bonds	$870,904.91	
Premiums	1,242.93	872,147.84
Cash and due from correspondents		820,674.12
		$3,503,144.26

LIABILITIES.

Capital	$ 250,000.00
Surplus and undivided profits	96,556.88
Deposits	3,156,587.38
	$3,503,144.26

DIRECTORS.

C. A. Dolph. L. A. Lewis. J. N. Teal.
A. L. Mills. C. F. Adams. Joseph Simon.
James F. Failing.

TRUE STATE OF THE JETTY WORK

(Continued from Page One.)

only rock at Rugby available for the jetty work, lies a layer, from 50 to 75 feet deep of broken, jagged stone and earth. As the columnar rock is blasted out this upper layer of refuse pours down the face of the bluff, materially retarding the work. An illustration is seen in a great slide which has already occurred midway in the cleared portion, [illegible] the quarry for a width of 200 or 300 feet. As the excavation of the quarry proceeds, it is apparent that the difficulty experienced from such slides will materially increase.

Zigzagging up the bluff, for the quarry is high above the river, runs the track upon which the rock cars bring down their cargoes. The slope from the highest stretch of track up to the pillared frone of the quarry is strewn with the rock also dislodged by blasting and with the refuse which has come down with it. The rock is loaded upon the cars by derricks. When the quarry was visited last week, only two derricks were in use, a third being in course of erection. The maximum capacity of each derrick is 250 tons a day. One of the foremen employed at the quarry stated that the shipments since Sunday, September 27, had been from 15 to 18 cars a day, and as each car contains from 21 to 23 tons, this statement coincides with that of Superintendent Hegardt that he total amount of rock received from Bugby prior to October 1 was 1,334 tons.

Rock Full of Seams.

Standing upon the upper stretch of track and looking up at the face of the quarry it can plainly be seen, even at that distance of several hundred feet, that the columns of rock are crossed with innumerable lateral seams. Experienced quarrymen say that the best rock is usually found at the surface, and if this proves to be the case at Bugby there will be no improvement as the development of the quarry proceeds. It is the seamy character of the Bugby rock which has led contractors to reject it in the past when bidding upon rock work. It is the same characteristic which renders it difficult to obtain the rock in the large sizes required by the jetty contracts.

A survey of the rock already dislodged and strewn upon the slope beneath the quarry gave convincing evidence of this fact. Nearly all of this rock was small, ranging from a few pounds to half a ton, with here and there a larger mass, but not a score of 10-ton rocks were in sight. Such as there were displayed clearly the seamy character so noticeable in the face of the quarry. The seams have a smooth, glassy surface and the rock is said to be much more easily broken than that which was used in the old jetty.

All of this rock, when delivered at the mouth of the river, is hauled out upon the track constructed above the jetty and is then dumped into the water. The distance from the track to low water is 31 feet, so that a rock weighing several tons is apt to be cracked or broken by the fall, to say nothing of the subsequent action of the breakers.

Opinion of the Expert.

G. A. Anderson, the expert employed by The Journal to visit Rugby quarry, made a thorough investigation both of the character of the rock and of the probable capacity of the quarry. As he is an experienced contractor, with a practical knowledge of rock construction, his views are entitled to serious consideration. Mr. Anderson states his conclusions as follows:

"I do not believe any practical contractor would ever rely upon Bugby quarry to fulfil the requirements of the two jetty contracts. The size of the rock is entirely too small to satisfy the specifications. The rock is naturally very seamy, and wherever the quarry has been blasted the rock has come down, for the most part, in small pieces. Even where larger pieces have been obtained, they are so full of seams that I do not consider them fit for jetty purposes. For this reason only an insignificant part of the rock that has come down at Bugby could be regarded as class A rock, under the first contract, and practically none of it would pass as class A under the second contract. Not over 10 to 15 per cent would come up to the requirements of class A under the first contract, to say nothing of the second one.

"The rock now showing on the face of the quarry will probably prove equal, if not superior, to any that is obtained as the quarry is developed. My experience has been that as you get in deeper the size of rock taken out grows smaller. The larger and more compact rock is generally on the surface. All along the Columbia river the surface rock is the best.

"My examination of Bugby quarry satisfies me that it cannot supply the quantity of rock demanded by the jetty contracts. The handling of the refuse which will pour down from the stratum of loose earth and rock above the quarry will be a very serious problem and will add immensely to the difficulty and expense of getting out the rock for the jetty. From present indications I should say that it will be two months before the quarry can be working at its fullest capacity, and even then the handling of the refuse will greatly hinder the work.

"The output cannot be very greatly increased by night work. Night work is always dangerous, and especially so at Bugby, where masses of loose rock and earth are apt to come down from the upper part of the bluff.

"The character of the Bugby rock is, in my opinion, far inferior to that used upon the old jetty. It is so seamy that it is far more apt to scale and split, and the action of the waves will break it in pieces. Only solid, compact rock can withstand the storms to which the jetty is exposed, and I do not believe the Bugby rock will stand this test."

Plant Is Inadequate.

Before Bugby quarry can reach anything like the output necessary to meet the strict requirements of the two jetty contracts, ten or a dozen more derricks must be installed, an immense amount of grading and clearing must be done, much new track must be laid, and the number of workmen employed must be greatly increased. At present the number of men at Bugby is variously stated at from 400 to 600, the lower figure being probably more nearly correct. There are six or seven derricks at Maygers, which are to be transferred to Bugby as soon as the track-laying and clearing have progressed far enough to make them available. Four more derricks have been ordered from the East, according to the manager of the Northwest Construction company, but he admitted in a recent interview that it was quite uncertain when they would arrive.

By the terms of the first contract the Northwest Construction company should now be shipping 2,000 tons of rock a day. It is plain that if Bugby is henceforth to be the chief source of supply, as must be the case if large rock is obtained, a considerable time must yet elapse before the plant will be in condition to afford so large a daily output. The maximum daily output of Maygers and Bugby combined has hitherto been only 1,400 tons, or 600 tons less than is required by the smaller contract. Only three days remain before the date set for the shipments to begin under the second contract, but Major Langfitt says that he will not require a strict performance of this provision, preferring to wait until the first contract is more nearly completed.

Conditions at the Jetty.

After completing the investigation at Bugby the next point visited by The Journal's representatives was the jetty itself. Through the courtesy of Major Langfitt and of Superintendent Hegardt, the government engineer resident at Fort Stevens, full opportunity was given to inspect the jetty and much information was afforded by the superintendent as to the progress of the work.

[illegible] generally understood. Long piles are driven into the sea bottom along the proposed line of the jetty, and upon their tops tracks are laid for the cars which are to bring out the rock. On the Columbia river jetty these tracks are 31 feet above the level of low water. The rock is carried out on dump cars and tilted into the water, between the rows of piles. Small rock is thrown in first, in order to make a foundation, and upon it larger blocks are dropped. Upon these small rock is then dumped, in order to fill in the interstices and to prevent the large blocks from being rolled out of place. Until the rock work has been completed there is always danger that the piling may be displaced or swept away by heavy seas, and even when the rock is all in place this danger is not wholly past.

The destructive power of the heavy seas which prevail at the mouth of the Columbia was shown a few years ago, when 3,600 feet of piling on the old jetty was practically destroyed, despite its heavy anchorage of rock. The rocks, of course, remained, but as it was impossible to drive piles through them, it was necessary to entirely reconstruct that portion of the jetty, paralleling the old work. A large part of the rock supplied by the Northwest Construction company under the first of its contracts is being used in this work of reconstruction.

Piling has also been erected to a distance of 564 feet beyond the point at which the old jetty ended, and it is being strengthened as rapidly as possible by the rock received from Maygers and Bugby. The work of driving piles is extremely dangerous in stormy weather, and no more will be done until spring. Even the dumping of rock has to be suspended for several months during the winter, and it is probable that from December to April no deliveries will be required from the Northwest Construction company. The violence of the seas is naturally greater as the jetty extends farther from shore.

As the rock trains arrive at Fort Stevens from the quarries, Mr. Hegardt personally inspects each carload to determine whether the character of the rock is satisfactory. If so, it is transferred to the dumpcars, weighed and classified, and then run out on the jetty and dumped into the water.

Admits Inferiority of Rock.

In commenting upon the character of the rock supplied for the jetty, Mr. Hegardt admitted that the Bugby rock is inferior to that used upon the old jetty, but despite this inferiority he considers the Bugby rock sufficiently good to meet the requirements. The rock used on the old jetty was from Fisher's Landing, which Mr. Hegardt considers the best rock obtainable in this part of the country.

"The best rock we have yet received on the present contract," said Mr. Hegardt, "is from the Maygers quarry. That rock is of an excellent quality, and it is very much like the Fisher's Landing rock, resembling it both in weight and color. We have had 7,500 tons of class A rock from Maygers, although the contractors did not expect to furnish any rock of that size from that quarry. The remainder of the large rock will probably come from Bugby."

When asked his opinion of the Bugby rock, Mr. Hegardt replied:

"It is an excellent rock, and up to the requirements of the specifications. No, it is not so good as the rock from Fisher's Landing, but I think it will prove satisfactory."

"Is it not likely to crack and scale?"

"I think not any more than any other basaltic rock. I do not think it will be particularly affected by the action of the waves. Besides, I look for an improvement in the quality of the Bugby rock as the quarry grows deeper. As yet we have had only 1,334 tons from Bugby, and it has come from the surface of the quarry. I think a better quality will be found as the development proceeds."

Mr. Hegardt admitted that not enough rock had yet been received from Bugby to give a conclusive test either of the size or character of the rock. It is reasonable to suppose, therefore, that his opinion may be changed as the rock deliveries progress.

In discussing the probable amount of deliveries during October and November, Mr. Hegardt said:

"The Northwest Construction company expects to ship 2,000 tons a day this month. With 25 working days, that would give 50,000 tons in October. Allowing for storms and delays, it is safe to figure on receiving 40,000 tons this month and an equal amount in November. So the company can easily finish its first contract before December. The work will have to be suspended in December or January for several months on account of the storms, which render work on the jetty dangerous. But that time can be utilized by the contractors in developing the Bugby quarry and getting ready for the work in the spring."

Mr. Hegardt's conclusions as to the deliveries to be expected in October and November were based upon the promises of the contractors, and not upon any recent examination of the quarry.

Some striking illustrations of the terrific force of the waves which dash with unchecked fury upon the jetty were related by Mr. Hegardt. The track above the old jetty is itself a silent witness to the violence of these storms, for in places it is as sinuous as a snake, the piling having been bent and twisted by the waves, notwithstanding the heavy ballasting of rock. The men who work upon the jetty have many tales to tell of the havoc wrought by the winter storms and of the immense destructive force of the huge rollers which break against the outer extension.

Major Langfitt Satisfied.

The favorable opinion of the Bugby rock expressed by Mr. Hegardt is confirmed by his superior officer, Major Langfitt, who believes that the rock will answer all requirements.

"As yet I see no reason to doubt that it will be satisfactory. If it proves otherwise it will be rejected," said Major Langfitt, decisively. "As to the size of the rock thus far delivered, it is true that comparatively little large rock has been received, but that does not matter, for we wanted the smaller rock first. The heavier rock is needed most on the outer part of the jetty, where the force of the waves is most strongly felt."

Major Langfitt said that the Northwest Construction company would not be held to a strict compliance with that provision of the second contract which requires deliveries to begin October 10. "I prefer to wait until the first contract is more nearly completed," he explained. "It is within my discretion to accept 25 per cent less than the total amount of rock called for, and if I make such a concession on the first contract, the Northwest Construction company will have to deliver only 112,500 tons instead of 150,000. That amount they can probably deliver within another month."

The difference of opinion between the government engineers and the contractors of this city as to the character of the Bugby rock is a radical one. The true test will come when the Northwest Construction company undertakes to fulfill its undertaking by the delivery of the heavier classes of rock called for by the jetty contracts. Unless the evidence now at hand is totally misleading, the Bugby rock will then be found lacking in quantity, in size and in the strength necessary to resist the destructive forces to which the jetty is exposed.

"It's a case of hurry."

Hurry!
Hurry!!
Hurry!!!

any day may see the end of the most successful sale of pianos and organs our house has ever experienced. During the closing days of our removal sale we will make greater inducements than ever.

THE PROFIT IS YOURS

Every dollar of it, and the terms are yours to make. No matter whether or not you have a dollar in your pocket, come in anyway. We'll fix it some way. It will pay you. OPEN EVENINGS.

Allen & Gilbert-Ramaker Co.

OLDEST, LARGEST, STRONGEST.

209-211 First St.

PRISONER WOULD DIE

(Continued from Page One.)

good gold piece, he handed it to Stratton, remarking:

"Haven't change for a five. Just bring it in again."

Irwin was arrested that night, and the others at Sumpter several days later. It is said that Irwin, known as the "Kid," gave the whole thing away. The other members of the gang are said to have it in for Irwin, and he is kept away from them as much as possible. It is believed that at the trial Irwin will turn state's evidence.

Statements of Accused.

"Irwin is a liar," said George Stratton. Stratton is 22 years old, and his home is in La Grande. "I don't know that I am connected with the case," he added, indignantly. "I didn't take or pass any bad money, and I believe 'Kid' Irwin simply did the trick and squealed on the rest of us in order to save himself from the penitentiary."

"Not guilty," said C. Cochran, when he was seen. Cochran is 16 years old, and resides with his parents at Monument, Grant County. "I do not know why I was arrested," he said, with a furtive look at Wells who was lying on a bunk. "I did not pass any bad money, I do not drink, and I do not believe I ever did anything wrong."

"I am sick," said Wells from his bunk, when he was asked for his side of the story, "and that is all I have to say."

What Officers Believe.

Austin Wells is believed to be the owner of the counterfeiting outfit, but so far the officers have been unable to locate it. He is said to be a general tough, and is thought to have served a term in the Oregon penitentiary. Wells is about 30 years of age. His parents reside at Heppner, Or.

George Stratton is a well-known gambler in Eastern Oregon towns. He is said to have been arrested in Portland several years ago by federal officers, but was released.

Claud Cochran, who is quite young, is thought to have been used as a tool by Wells and Stratton. While known as a fast-living young man, he has never been arrested for any crime until the one with which he is now charged. His father lives near Portland, and is said to be wealthy. Young Cochran was formerly a "buckaroo."

WEST POINTER WEDS A NEW YORK BELLE

New York, Oct. 8.—The Church of the Incarnation was the scene of a brilliant wedding this afternoon, the principals being Miss Elizabeth Lefferts, daughter of Mr. and Mrs. F. R. Lefferts, and Capt. Frederick Winchester Sladen of the Fourteenth infantry, U. S. A., now stationed at West Point. It was a military wedding throughout, the bridegroom and army attendants appearing in full uniform, and the ceremony being performed by the Rev. Herbert Shipman, chaplain of the United States military academy.

LUTHERAN DIVINES HOLDING A CONGRESS

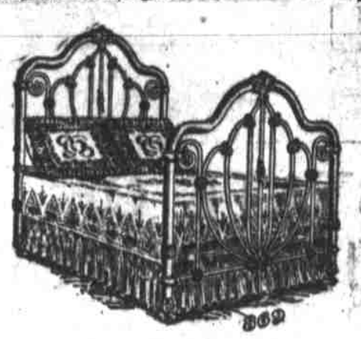
Norristown, Pa., Oct. 8.—The Lutheran general council, the second largest of the Lutheran general bodies, began its session here today with delegates present from many parts of the country. The matter of largest popular interest, apart from routine things, to come before the present meeting of the council is that of a general Sunday school service that can be used by all of the 20 bodies of Lutherans, provided they elect to do so. There is a committee on liturgy, but its work is not very far advanced and it is understood that it will not report to the present meeting of the general council.

NEIGHBORS EAGER FOR INFORMATION

Los Angeles' chamber of commerce has written to the Portland chamber asking for a large number of maps of this city. The Los Angeles chamber says in its communication that frequent inquiries are made at that office about Oregon and Portland, and that maps appear to be most in demand. The Los Angeles people offer to keep them on hand and give them out, if sent for that purpose. Assistant Secretary Mosessohn of the Portland chamber says that 25 per cent of his letters of inquiry concerning this region come from California and Washington.

To cure a cold on the lungs, and to prevent pneumonia, take Piso's Cure for Consumption.

IRON BEDS ARE SANITARY



Fifty New Designs

$3.25 to $50.00

The use of Iron Beds is becoming more universal every day, small reason to wonder. They are economical, sanitary and durable. Three important and essential qualities in bedroom furniture. Is your wooden bed growing shabby? Let us replace it with the bed that satisfies.

TULL & GIBBS

MORRISON AND SECOND STREETS.

EDUCATIONAL.

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TYPEWRITING IS EASY

As we teach it. We use over 40 machines, and employ a special teacher of typewriting. Our students are started right—and that is what counts. In tests for accuracy many of them write line after line of new matter, read to them, while blindfolded, without a mistake. This is one result of careful teaching. Open all the year; students admitted at any time; illustrated catalogue free. Call, or write for a copy.

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PARK AND WASHINGTON

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Do It Now

Save Time and Lengthen Life.

Young man, young woman, now is the time to learn. Today and not tomorrow, is the time to begin.

There never was such a demand for our bookkeepers and stenographers as now.

We thoroughly prepare you, by modern, up-to-date methods, in the shortest possible time to become FIRST-CLASS BOOKKEEPERS, FIRST-CLASS STENOGRAPHERS, FIRST-CLASS PENMEN, etc. Day and night school. Every day. Every night.

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Yamhill and Eleventh Streets.

IMPORTANT NOTICE

For thirty days the Boston Painless Dentists are doing all dental work for about cost of material, in order to introduce our painless methods and high-grade work to the people of Oregon.

We extract, fill or crown teeth without pain by our late botanical discovery applied to the gum; no bad after effect; no sleep; no cocaine; no pain, and used only by Boston Painless Dentists.

FREE—EXTRACTING—FREE

Silver Fillings	35c
Full Set Teeth	$3.50
Gold Crowns, 22 Karat Solid Top	$3.50
Bridge Work, Heavy, Per Tooth	$3.50
Gold Fillings, pure	$1.00

All work guaranteed 10 years. The Boston Made My Teeth.

Our plates are guaranteed to fit and warranted against breakage for ten years. Crown and bridge work a specialty. We are here to stay.

We tell you exactly what your work will cost by free examination.

We are the largest dental concern in the world, with offices in all large cities in the United States, Canada and Mexico. Our prices are the lowest consistent with first-class work. Lady attendant always present. NO STUDENTS. Come early and avoid waiting.

Boston Dental Parlors

Corner Fifth and Morrison, opposite Meier & Frank's, Benson Block, entrance 291½ Morrison. Hours: 8:30 a. m. to 8 p. m. Sundays till 1.

15 SHAMPOOS

...For...

50c WHEN YOU BUY A BOTTLE OF

Werner's Medicated Shampoo

This used once a week with applications of

Werner's Hair Tonic

Will prove that the Werner Hair Preparations excel all others. Dandruff germs destroyed, falling hair stopped; itching scalp relieved.

MERIT PROVEN BY A TRIAL

50c a bottle at Druggists

HE IS SURE IT WAS ON APRIL 35TH

E. E. Cole, accused of obtaining money by false pretenses, had an uncomfortable time on the witness stand in the police court yesterday. In attempting to explain when he had given a bill of sale to E. J. McNeelan, the complaining witness, Cole said it was on the 35th day of April. Again he said it was May, and not until the court reminded him that most months had only 30 days did he see his mistake. The hearing was finally continued until Saturday.

McNeelan told how he had purchased 2,500 shares in the company which then published the Illustrated Courier, a paper, which has not appeared since the sale was made. McNeelan said that the stock was not delivered to him and he had never secured anything for his money.

The schooner Andy Mahoney began taking on lumber this morning at the Inman-Poulsen mill.

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