

TOSSED ABOUT IN RAGING SEA

THE NAVARRO HAD A TERRIBLE EXPERIENCE IN THE RECENT STORM—SIX SHIPS OUTSIDE THE HARB—HEAVIEST RAIN FOR 13 YEARS.

Owing to the storm of Thursday and Friday a large number of sailing vessels have been driven to the mouth of the Columbia river. Six are outside the bar this morning, having been blown up the coast by the southwest gale. Many ships are due and just which are outside is wholly conjectural.

It is surmised that some of them made a quicker passage up the coast than ever before in their history. Fast steamers can make the voyage between here and San Francisco in two days. By making full speed and taking every advantage of the gale it is believed that a ship built on the right lines could have reached Portland from the Bay City in less than 48 hours.

A number of the vessels are long lighted and very materially in making a fairly creditable passage.

Navarro's Rough Experience. After losing two days off the mouth of the Columbia river the steamer Navarro arrived in port at 10 o'clock last night from San Francisco.

Officers of the vessel report that the storm of Wednesday and Thursday was one of the worst they ever experienced. Coming up the coast they had a fine passage, but when within sight of the Columbia river they encountered a southwest gale of unusual force. The lights were extinguished and an effort made to keep within easy reach of her. Heavy seas swept over the decks and the little craft was tossed about by the waves like a toy boat. Nothing was lost overboard, and no damage was done.

At one time the vessel was driven about 12 miles north of the lights by the gale, but managed to beat her way back before the storm had subsided. She crossed the bar yesterday morning at 8 o'clock.

Astoria Line in Good Shape. City Passenger Agent Stewart of the Astoria & Columbia River route, this morning denied that traffic was being delayed by a landslide at Bugby, or that any unusual danger was imminent. He said:

"As long as any line of railroad runs along hills that are rocky and constructed out of living rock it is subject to slides which will be more or less frequent during wet weather. We cleared up the track in six hours yesterday morning, and our passenger trains last night and today were on time."

"We transferred passengers only on the first train yesterday morning, and little delay was experienced. Had the unusual rainfall continued for another day we might have had more trouble, and other lines would also have been affected with the same complaint. The slide came about sundown Thursday night, and we could do nothing until the next morning. We did not even know the extent of the damage until yesterday morning, and then cleared the passage after our crews were set to work. There were several lesser slides after the main one, but they were only the usual incidents of rainy weather, and we are not worried over the prospect at Bugby or other points on the Astoria line."

Heaviest Fall in 13 Years. During the last two days there was a greater rainfall in Portland than during the entire month of October. Thursday and Friday the total rainfall amounted to 3.73 inches, while in October it was only 2.2 inches.

On Thursday the precipitation amounted to .25 of an inch, but from that time until the same hour on Friday there was a downpour of 3.48 inches.

During October there were but nine rainy days, and the rainfall was light on each of them. The heaviest precipitation for any 24 hours of the month was only .66 of an inch.

The recent rainfall is the heaviest that has occurred in so short a length of time in Portland for 13 years. February 1-2, 1890, 3.3 inches fell. The heaviest rainfall on record in the local weather office occurred 21 years ago, December 12 and 13, 1882, there was a rainfall of 7.66 inches.

Eighty street between Everett and Gleason yesterday was a river of mud and water, owing to the poor drainage and through the driving rain one could read on a faded sign: "No Hunting or Fishing on This Lake Under Penalty of the Law." A similar pond near the steel bridge was guarded by another trespass notice.

IRONWORKERS ARE ORDERED ON STRIKE

(Journal Special Service.) New York, Nov. 7.—President Buchanan issued a general order today for a national strike of the international association of bridge and structural iron workers. The strike will be chiefly centered in this city because failure of recognition was denied local union No. 2 here.

Chicago, Nov. 7.—No official notice of a general strike has been received by structural iron workers here. Officials say the building season is nearly over. Less than 1,200 will be affected by the general strike order. Secretary O'Brien of the operators' union has been chiefly against the contractors who are not affiliated with the New York association, with which the union has had trouble.

Officials of the local union of bridge and structural iron workers have received no notice of a general strike. No local contractor is a member of the New York association, and for that reason no difficulty is anticipated. It is believed that the fight will be directed wholly against that association. Agreements are in force with the majority of the other associations.

NON-UNIONIST MURDERED. (Journal Special Service.) Texarkana, Nov. 7.—Expressman Copeland, a non-unionist in the employ of the Pacific Express company, was assassinated last night while unloading freight. The assassin escaped and is being sought by the sheriff in pursuit with bloodhounds. It is not believed Copeland was killed on account of the strike, but through an old feud.

RIVES DREW THE BOAT. (Journal Special Service.) Dover, England, Nov. 7.—S. F. Cody, the kite expert, succeeded in crossing the English Channel in a small boat drawn by kites. He started Wednesday afternoon and arrived this morning.

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THRILLING STORY OF A PRETTY MISS

SAYS SHE WAS HYPOTHETIZED BY A DARK WOMAN AND COMPELLED TO LEAVE HOME—CLARA COFFIN, DAUGHTER OF OIL MAGNATE, HAS EXPERIENCE.

(Journal Special Service.) Omaha, Neb., Nov. 7.—A message which said, "Meet me at depot 11 o'clock tonight—Clara Coffin," was delivered to Postmaster Crowe of this city at a late hour Thursday night. Mr. Crowe went to the station at the time appointed and was looking around the room to find the young lady, when she suddenly arose from the seat on which she had been lying, and after throwing her arms around Mr. Crowe's neck, exclaimed: "Thank God, now I am saved."

At the time of this startling declaration Miss Coffin was about to collapse and had to be assisted to a carriage, which was waiting outside the station door. Miss Coffin is the pretty daughter of Edward Coffin, the well-known New Jersey oil magnate, and who resides at East Orange. After arriving at the home of Mr. Crowe, she told the following strange story:

"While I was at the high school at East Orange," she said, "I met in one of the corridors a strange, dark woman, with piercing eyes, which she fixed at me. So soon as my eyes met her glance I trembled violently, but managed to escape from her into a recitation room. When I was returning home from the school I again met this woman on a street near my home, and she again transfixed my eyes on me. This time I was completely in her power, and when she told me to go to my home, get some of my clothes and some money and meet her at the depot I could not refuse her."

We boarded the train and while somewhere out in Iowa I saw the name Omaha on a station sign board. I suddenly remembered that I had relatives there and made plans for an escape. I asked my captor to allow me to go to the toilet room, which was granted me, and here I wrote the message to Mr. Crowe, which a kind-hearted porter transmitted for me at the next station. At Cedar Rapids the train stopped to change engines and there was another train at the depot going in the opposite direction. Our train stopped here a short time and just then the other train began to move. I ran to the door and before the woman could stop me, had sprung on board. I do not know what became of the dark woman."

Last night Miss Coffin was very ill and Postmaster Crowe says that she will be unable to travel for some time. The police discredit her story.

THREATENED TO KILL WIFE AT THE FERRY

(Journal Special Service.) San Francisco, Nov. 7.—E. A. Engleberg today drew a pistol on his wife and threatened to shoot her at the ferry building, where the couple were about to take the boat to Sausalito. They have been living for some time on an small inheritance which is now used up and both are heavy drinkers. Neighbors say they had frequent quarrels. His wife is accused of being fond of the company of a soldier from Crow's Bakery and was too much in his society. Engleberg is now in the city prison and says he was drunk and that is all there is to it. The crowds at the ferry scattered when he threatened to shoot.

POSTOFFICE SCANDAL COMES UP AGAIN

(Journal Special Service.) Hastings, Neb., Nov. 7.—Senator Diefich refused to discuss the charge that he trafficked in the Hastings postmastership, disposing of it for \$1,500.

Politicians generally consider the charge a revival of the feud of long standing between Dietrich and ex-Postmaster Hahn, whom Fisher succeeded. The matter was brought before the grand jury last May, but the senator explained everything satisfactorily. One official with the deal says Dietrich erected the building into which the post office was moved from its old quarters in the Grand Army building. The Grand Army owned the old postoffice fixtures and Dietrich agreed to sanction Fisher's fight for the place, providing he paid the Grand Army post for the old fixtures.

Roseburg, Ore., Nov. 5.—To the Editor of The Journal: While the financial condition of Douglas county is very good, the effect of no tax levy for the year 1904 would be quite a hardship.

D. R. SHAMROOK, County Clerk.

Oregon City, Ore., Nov. 5.—To the Editor of The Journal: In reply to your telegram, will say that the financial condition of our county is good, and the absence of a tax levy next year will be a hardship on the people.

E. W. LEE, County Clerk.

Eugene, Ore., Nov. 5.—To the Editor of The Journal: Failure to levy taxes next year will make an addition to interest account of about \$5,000 to Lane county alone, not taking into account the cities and school districts of the county.

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"COUNTY'S CREDIT GOOD." Governor Sore Multnomah Would Not Suffer Lacking Taxes. Governor Chamberlain was shown the law quoted by The Journal, which was enacted in 1903, providing that in counties of 50,000 or more inhabitants (Multnomah) "expenditures shall be confined to the amount of the annual levy therefor; and that officials who shall create any liability in excess of the amount of the levy shall be personally and individually liable therefor. The governor was asked what view he took of it, and replied:

"It is true, of course, that that law is in force. But I believe the people will not be afraid to credit the county of Multnomah or any other county, for that matter, for legitimate expenses. As I stated previously to The Journal, I would not hesitate to sell \$100,000 worth of bonds to the county, had I such goods and were they needed for legitimate carrying on of government. And, as to county officers' salaries, there would be no difficulty, in my opinion, to adjust that matter."

"I do not argue that it would not be possible to carry on government in Multnomah county. Even though warrants were not issued, bills would be valid and would be honored later, when the legislature had had time and opportunity to cure the lamentable defects in the statute that have been pointed out by the supreme court."

"I will repeat what I said to The Journal yesterday, that I have received no word from any senator or representative of any county, officially informing me that their counties, cities or municipalities were in a serious or fatal straits of government. The situation would be entailed that would essentially prevent the complete carrying out of the functions of government. I would be instructed substantially were such official notifications to come to me from members of the legislature residing in the counties that are claimed to be liable to serious jar in the operation of government, in the event

ALL BUT SEVEN FOR REMEDIAL MEASURE

(Continued from Page One.)

Pendleton, Or., Nov. 7.—To the Editor of The Journal: In reply to your telegram concerning the financial condition of Union county, and the probable effect of a tax levy for the current year, would say that the financial condition of the county is good. Union county warrants are, in many cases, selling above par at the present time, and it is not probable that they would go below par if they were to run another year without levy.

Failure to make a levy for this year would have no detrimental effect on the county other than increasing the amount of interest by about \$4,000 for the year, but the cities and the school districts would be crippled by the failure of a levy. The county court, who have been endeavoring to wipe out the county debt, are averse to increasing the interest payments which the county has to meet, and are in favor of a special session of the legislature, as they believe it to be the better policy to decrease the debt of the county while the times are prosperous.

W. D. CHAMBERLAIN, County Clerk.

Toledo, Or., Nov. 5.—To the Editor of The Journal: The indebtedness of Lincoln county, as shown by the report of the clerk, was \$45,480.00 on the 30th day of September, 1903. If no levy is made at the January, 1904, session of the county court, and consequently no collection is made on the 1903 tax roll, it will work a very material injury and hardship upon the financial condition of our county. We are in favor of an extra session here.

IRA WADE, County Clerk.

Albany, Or., Nov. 6.—To the Editor of The Journal: In answer to your telegram will say that Lincoln county is at present out of debt but has no surplus. The effect of no tax levy next year will be that it will compel the county to pay interest on its warrants until such time as a levy can be made and taxes collected.

B. M. PAYNE, County Clerk.

The Dalles, Or., Nov. 5.—To the Editor of The Journal: The indebtedness of Wasco county is about \$60,000. While it of course would be better if we had a tax levy next year, it is not probable that it will suffer any great inconvenience by not having it. I am in favor of repealing the new law and re-enacting the old law. I think the old law better than the new one for the people.

A. E. LAKE.

Dallas, Or., Nov. 5.—To the Editor of The Journal: In reply to your telegram regarding tax levy, will say: The present indebtedness of Polk county is about \$30,000.

If we fail to collect taxes on this assessment it will cause great trouble to our schools and cities, and certainly increase the indebtedness and expense of the county, besides breaking up a good system of collecting, and established custom of paying taxes regularly, and at a time when people are willing and able to pay.

The new tax law is not very favorably regarded here, and in my judgment a return to the old tax law would give general satisfaction.

I therefore think that a special session of the legislature which would repeal the old law would be to Polk county's advantage.

U. S. LOUGHARY, Clerk of Polk County.

Astoria, Ore., Nov. 5.—To the Editor of The Journal: Present financial condition of Clatsop county is good. There will be no particularly bad effect if no tax levy is made. As to special levies, we do not pretend to answer for.

By order of the County Court, J. C. CLINTON, Clerk.

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there is no special session of the legislature. I have not yet made up my mind as to what I will do. I am giving careful consideration to the subject, and will announce my decision during the ensuing few days, after taking into account all elements that enter into the matter, favorably and adversely to the plan, for the extraordinary convention of the legislative assembly."

ASKS REPEAL OF LAW. Taxpayers' League Favors Special Session to Re-enact Old Tax Law.

The Taxpayers' League yesterday passed unanimously the following resolution: "Whereas, an act was passed at the last session of the legislative assembly of the state of Oregon changing the time for the payment of taxes from the 15th day of March in each year to that of December 31, and that so far as we are advised, there was no demand or necessity for such change; and

"Whereas, said act contained no provision for the collection of taxes before the 31st day of December, 1904; and

"Whereas, if the levies be not made before the 31st day of December, 1904, as under the laws heretofore in force, the result will be disastrous in many directions in this:

"—In some cases, as in that of the Port of Portland, work which is of the most important to the city of Portland will have to largely cease exercising the functions for which it is incorporated; the expenditures of the school limited to their borrowing capacity; the conduct of the government of the city of Multnomah limited to such funds as may be received from sources other than taxes; and the efficiency of the various departments of government in every direction reduced to a minimum, and in some directions absolutely paralyzed.

"—That under any circumstances it will cause a great increase in the indebtedness of practically every school district, city and county in the state, as well as create a state indebtedness, all of which would draw interest, and which will be a time to have to be paid; and

"Whereas, as taxpayers we view with alarm the increase of debt for the purpose of paying ordinary running expenses, and consider it a most unwise and unbusinesslike policy, and believe that it can only be disastrous to the interests of this state and the people thereof; and

"Whereas, the law in force prior to the passage of said act of the legislative assembly was satisfactory to all concerned working well, taxes promptly paid thereunder, no hardship being worked on anyone, no complaint respecting it, and no demand from the taxpayers generally for its repeal or change, and has been in force but about two years; now, therefore be it

"Resolved, that the members of the Taxpayers' League of the city of Portland do hereby resolve:

"—That in their judgment a special session of the legislature should be called to remedy the existing conditions;

"—That in the opinion of the members of said league the law as enacted should be forthwith repealed and the law that was repealed re-enacted with a clause declaring an emergency;

"—That a copy of this resolution, duly attested by the president and secretary of the league, be forwarded to the governor of this state and to the members of the legislative assembly thereof."

MAY PROVE TO BE CONDON. (Journal Special Service.) Victoria, B. C., Nov. 7.—The warship Grafton was sent out Monday to investigate the iron hull found in 20 fathoms of water off Amphitrite point on the west coast of Vancouver Island and believed to be the warship Condon which was lost two years ago with all on board.

The diver will be sent down to prove whether it is the warship Condon.

PRINCESS LOUISE LOSING MIND. Paris, Nov. 7.—It is asserted here today that Princess Louise recently attempted to commit suicide. Her great troubles since she eloped with Giron, her music-teacher, have rapidly unsettled her mind. She will shortly be sent to an asylum.

A GUARANTEED CURE FOR PILES. Aching, Itching, Bleeding or Protruding Piles. You desire will refund money if PAIN EXCURSION fails to cure you in 8 to 14 days. 50c.

BRIDGE CRITICS ARE ANSWERED

CITY ENGINEER ELLIOTT ANSWERS PETITIONERS WHO OBJECTED TO ALLEGED ADORNMENT OF UNION AND GRAND AVENUE BRIDGES—DECORATION ESSENTIAL.

In view of the implied criticisms contained in two protests which have been filed at the city hall against the Union and Grand Avenue bridges, City Engineer Elliott consented to state his position in a refutation of the charges that the bridge designs were executed with more of a view to unnecessary and expensive decoration than anything else. The protests said: "We believe that the plans are drawn by those who have elaborated on the feature of pleasing design, rather than lasting quality, and by persons who do not have to pay for the improvements." This implied criticism is resented by the authorities, who have the plans and specification on file, so they can be examined by any interested party. Mr. Elliott said in part: "In bridge work there is a standing axiom. Decorate the construction. But do not construct the decoration. Such a principle conscientiously kept in view cannot but bring good results. Its violation results in a senseless fraud, demoralizing to the taste of the community where such violations may occur. Public works, in a common sense, play a part in the education of a people, and their authors and builders have consequently, in addition to the mere utilitarian idea of endurance and safety."

"In the true meaning of the word architecture, unadorned construction is as much a part as the more popular idea that it merely covers the art of producing pleasing effects. A man cannot be a good architect unless he is a good constructionist, no matter how dextrous he may be in devising forms of pleasing effect, and in bridge building there is little room for artistic architecture. Any pleasing effect produced must grow out of consistency of design, and a thorough knowledge of the peculiarities of materials of construction and color. To an educated person correct construction always produces a sense of satisfaction, for in it is involved the idea of proportion and appropriateness for the service to which it is put. Concealment of constructive forms by moldings, panels, or other devices, to suggest something other than what the construction really is, is vulgar as well as dishonest. To construct a girder bridge and give it the appearance of being an arch, illustrates what is here meant by falsity in architecture."

"The essential elements of a good bridge consists in so applying the materials of construction to a given design as to have all parts of the work equally strong under the maximum loads that can ever come upon it, and that a proper relation, called 'the factor of safety,' as usually applied, should exist between the maximum loading and the strength of the structure of treating bridge construction architectural works, in the true meaning implied, deserves the most thoughtful consideration of everyone, as bridges nearly always form prominent objects of observation in cities and towns, particularly when across large watercourses. A plain, four-walled building might answer for the requirements of public service, but the demands of modern civilization require that certain attention be paid to the effect of securing pleasing forms. There are very few who cannot differentiate between a rude log spanning a gully or gulch and a properly constructed walk well fashioned and constructed."

"The only thing I have to say for those persons who have implied that we were willing out bridge plans with a regard for only the architectural effects, is that they can come to this office at any time and examine the plans for themselves. It is absurd on its face and those from whom the statements were made know nothing about the subject they profess to be so well versed in."

THE DEFENSE DEMURS (Continued from Page One.) states and territories of the United States.

Scores Severely Excoriated. Judge O'Day severely excoriated the special agents of the interior department.

"They are standing in with scrippers," vehemently exclaimed the attorney, "and when they have done their work, when they have collected up a mess of words, will sufficiently baffle the honest settler and enable the laying of scrip by the big corporations, these special agents will be patted on the back by their superiors in Washington and hear the words: 'Well done, good and faithful servant, enter thou into the joy of our high favor.'"

Judge Bellinger called his attention to the fact that he was there to argue only law points, and the lawyer apologized for his outburst.

Mr. Hall Argues Monday. The case was adjourned at noon, Judge Bellinger setting Monday morning at 10 o'clock for the government's attorney, Mr. Hall, to present his argument on the demurrers. After Mr. Hall has argued, F. P. Mays will close for the defense.

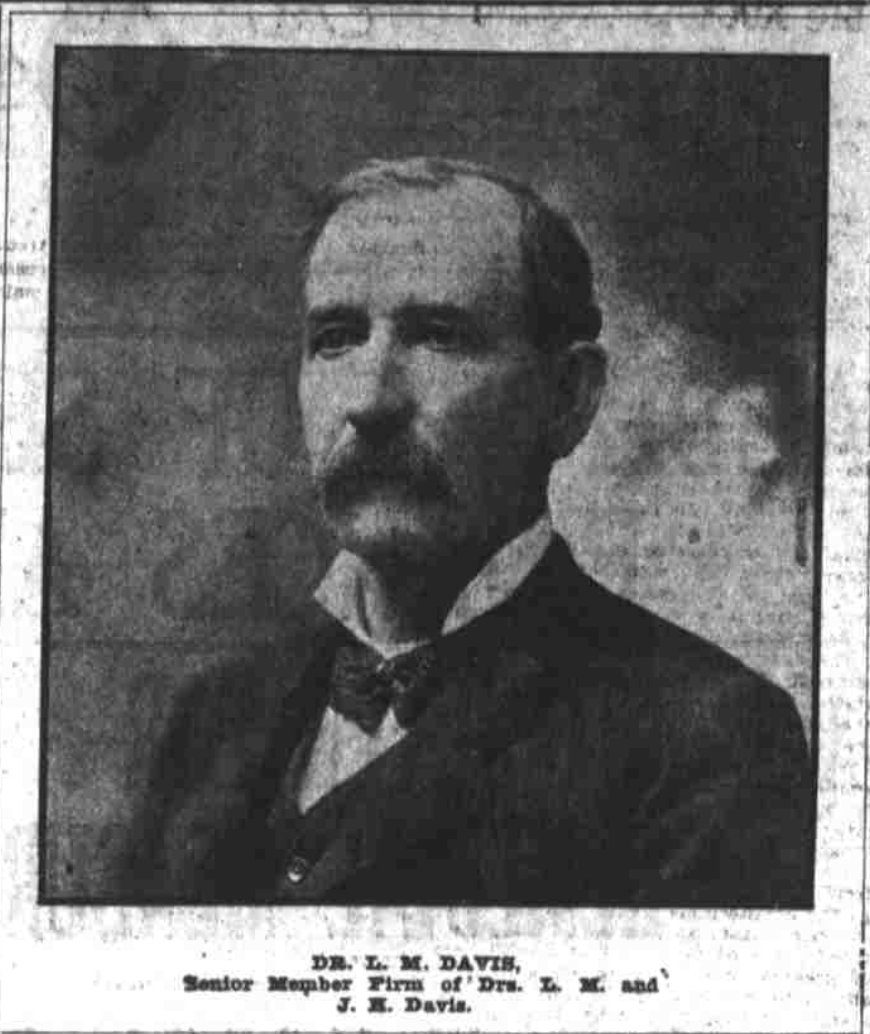
SOUTH PORTLAND WRECK INQUIRY

(Journal Special Service.) San Francisco, Nov. 7.—As the investigation into the cause of the wreck of the South Portland proceeds contradictions heap up. The inspectors are striving hard to bring order out of the conflicting testimony and get a truthful account of what actually happened after the ship struck. One inspector said: "A seaman's story is not worth much as evidence." This was shown yesterday by the surprising divergence of opinions of the witnesses examined. Most had hazy ideas as to time and distance. One point settled, however, was that the steamer was under a full head of steam when the wheel lifeboat was launched.

The revised statutes provide that if negligence on the part of officers was the cause for loss of life they are guilty of manslaughter and can be sentenced to a penitentiary for 10 years.

OFFICIALS ARE ARRESTED. (Journal Special Service.) Oklahoma, I. T., Nov. 7.—Police Judge Stephenson, his predecessor, Cochran, and ex-Chief of Police Barrows, were arrested today charged with embezzling \$4,000 of city funds.

LANGLEY WILL TRY AGAIN. Washington, Nov. 7.—Professor Langley announced that the department that he will soon make another attempt to fly his aerodroms at Widewater.



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