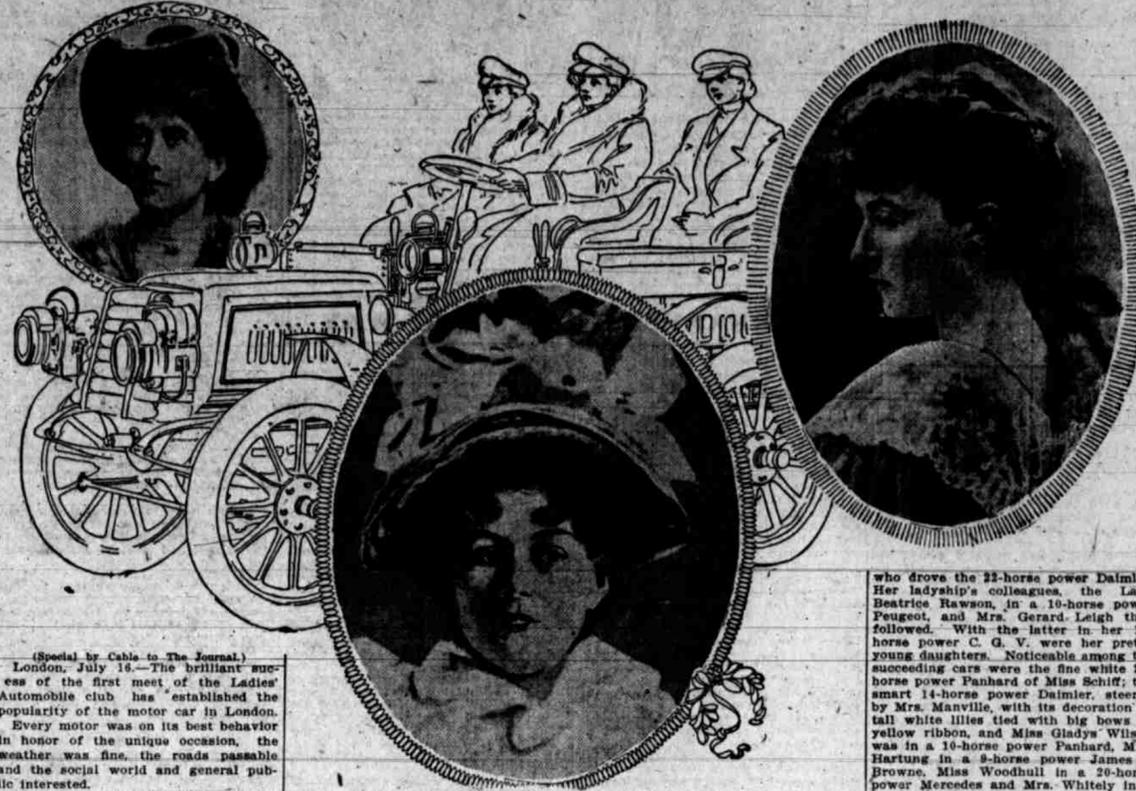


WOMEN TAKE UP AUTOMOBILE FAD AND PARADE THROUGH LONDON STREETS



THE LONDON LADIES' AUTOMOBILE CLUB. The central figure, the Duchess of Sutherland, is president; to the left is Lady Scott-Montagu, first vice-president, and to the right Lady Margaret Jenkins, second vice-president.

(Special by Cable to The Journal.) London, July 15.—The brilliant success of the first meet of the Ladies' Automobile club has established the popularity of the motor car in London. Every motor was on its best behavior in honor of the unique occasion, the weather was fine, the roads passable and the social world and general public interested. The number of members' cars entered for the future constitutes probably a record in a meet of wheeled vehicles. No less than 61 were entered, and almost every conceivable type was represented. The occasion was rendered still more interesting by the public association with the members for the first

only playing with Japan. "Planning Japan's victories," the captain said. Admires the Chinese. Captain Hobson entertains a more than common admiration for the Chinese; thinks them a superior people to the Japanese; and warm sympathetically to their miseries and suffering. Our navy is utterly inadequate, he thinks, to cope with a world's war, which is within the close range of possibility, and hold for America the dominance of the nations.

HOBSON SPEAKS AT GLADSTONE PARK

Traces great water ways of world and their relative position and importance—Admires Chinese—Woman's Day.

(Special Dispatch to The Journal.) Gladstone Park, Or., July 15.—Is Russia playing cat and mouse with Japan? would naturally be the question asked after listening to Captain Hobson at Chautauqua yesterday. In opening he said: "The earth might be called a water continent, so much greater was the proportion of water than land." He then traced the great water ways of the world and their relative position and importance as compared with the smaller importance of land. It is hardly probable that army people would agree with all the captain said, for without qualification, he endeavored to prove that all the decisive wars of the world were settled by the navy rather than the army, citing among others Wellington's victory at Waterloo, which, he said, was not the cause of the downfall of Napoleon, but it was Nelson at Trafalgar. The navy was but a handful of men who were maintained at a minimum of cost as compared with the army, every man of whom cost at the average rate of \$1,000 per annum. Leading up from this he took the present war in the east as an example of how peace might have been maintained if the United States had held the balance of power and what that peace would have meant to the commerce of this country. "For," he said, "there will come a prostration after war ceases, and then rice, not wheat, will be consumed, the cheapest breadstuffs, a falling off in the demand for cotton and other products of this country." Forcibly and impressively the captain declared that "this war had its ultimate and the partition of China." Then it was that he advanced such theories and statistics to prove them that the wonder arose as to whether Russia was

TO DOUBT THIS Is To Disbelieve the Evidence of Portland Citizens

It's Portland proof for Portland people. It's local endorsement for local readers. It will stand the most rigid investigation. No better proof of merit can be had. E. Long, harnessmaker, employed with John Clark & Son, 104 Front street, who resides at 345 Second street, says: "Early last summer I broke out all over my body with eczema, tetter or itch. I did not know just what it was nor what caused it, and it was unendurable. I was very much alarmed about it and was anxious to know what it was and what caused it. I thought the best thing to do was to go to the doctor for treatment. I did so and was treated by different ones but they failed to do me any good. When I became the least bit over-heated I just fairly clawed the skin off me. Anyone who has never had anything of the kind knows nothing at all about it. I was in bad shape when I noticed an advertisement in a paper about Doan's Kidney Pills. I thought being a sure cure for such afflictions, I said to myself, 'Here's another fake, but I'll try it,' and I went to the Lauenburg Drug Co.'s store, corner of Yamhill and Third streets, and got a box. It proved to be all that is claimed for it. Less than two boxes made a complete cure of my case. About this time my younger brother was taken with the same affliction. A box and a half of Doan's Ointment cured him. I know what I am talking about when I say that Doan's Ointment is one remedy which can be depended upon." For sale by all dealers; price 50 cts. Foster-Milburn Co., Buffalo, N. Y., sole agents. Remember the name—DOAN'S—and take no substitute.

MONEY TO PORTLAND

(Continued from Page One.)

tion of cheap fuel. If it should overflow to Puget Sound there would be no problems either of bar or jetty, and the supply of cheap fuel would be ample.

Would benefit the farmer. "As far as this question affects the wheat trade, I believe the overflow would be to Puget Sound, where those in the business have ample facilities for handling it, while there are no such facilities at the mouth of the river. This and the question of cheap fuel, would operate to make Portland a mere way-station between Puget Sound and the wheat-growing country of Eastern Oregon and Washington.

"I do not anticipate, however, that any such condition will arise, as I am positive that by united and determined effort not only the bar can be taken care of but the river as well. A plan of improving the river with permanent works has been made and approved by the department and all that is required is the appropriation of funds to carry it out. The improvement of the river is, I think, quite as important as the removal of the bar.

"I have heard rumors that the work done by the dredger Chinook is not worth what it costs, but as to this I am not informed, and the engineering department is fully competent to decide this without suggestions from others. The improvement at The Dalles will go forward as soon as the right of way is secured, and the more rapidly it progresses the more important becomes the work of removing the bar and improving the river, for the effect of the Cello canal will be to reduce rates down the river and draw an increasing volume of business our way, making imperative the necessity for an improved outlet. I hope The Journal will continue to agitate this question and get it before all parts of the section most interested, that in due time we may secure a united effort for its accomplishment."

The views expressed by Mr. Wilcox as to the importance of the progress of the jetty work and of the resultant benefits both to Portland and to the Inland Empire are shared by other prominent business men of the city.

A. L. Mills Talks. "It will be of inestimable value to Portland to have the Columbia river bar removed," said A. L. Mills, "Every shipowner in the world knows of the existence of the bar, and when he learns that it has been removed so that his vessels can come up the river without danger of delay or mishap at the river mouth, the result will be to greatly increase the business of the port. Portland will see that no obstacles are permitted to block the channel between this city and the sea. The importance of removing all obstruction to the navigation of the Columbia cannot be exaggerated. The nearer water transportation can be brought to the wheat crop the better and the wheat growers of Oregon will profit as much as the city of Portland by the opening of the river to uninterrupted navigation."

George E. Taylor Pleas. The navigation committee of the chamber of commerce has been much interested in the progress of the jetty, and George E. Taylor, chairman of the committee, said: "I am very much pleased to learn of the excellent progress that is being made and of the prospect that another season will see the practical removal of the bar. I have felt for some time that the work of this season and the next should show big results. When the jetty is extended to the proposed distance I have strong hopes that the Chinook will be able to maintain a clear channel. The removal of the bar will make a wonderful difference to the commerce of Portland and of all eastern Oregon. When ocean steamers can come and go without danger of delay at the mouth of the river it will add enormously to the business of all of this region. The river channel between Portland and

who drove the 22-horse power Daimler. Her ladyship's colleagues, the Lady Beatrice Rawson, in a 10-horse power Peugeot, and Mrs. Gerard Leigh then followed. With the latter in her 15-horse power C. G. V. were her pretty young daughters. Noticeable among the succeeding cars were the fine white 24-horse power Panhard of Miss Schiff; the smart 14-horse power Daimler, steered by Mrs. Manville, with its decoration of tall white lilies tied with big bows of yellow ribbon, and Miss Gladys Wilson was in a 10-horse power Panhard, Mrs. Hartung in a 9-horse power James & Brown, Miss Woodhull in a 20-horse power Mercedes and Mrs. Whitely in a Hooper electric. In good order the cars proceeded down Pall Mall to Constitution hill, around the park to Alexandra gate, whence some of the members, to the number of 23, or 24, proceeded to Ranelagh. There upon the lawn many pleasant little groups of friends took tea together.

\$200,000 TEMPLE

(Continued from Page One.)

Concord's attitude quite generally shows that the old proverb is reversed, and that in Mrs. Eddy's case a prophet has honor in her own country as well as elsewhere.

An Excellent Site. The new church, has one of the finest locations in the city, having a prominent position in the public square, around which are grouped the state capitol, the handsome postoffice building, the state library, the high school, the Unitarian and Universalist churches, the city library and the new city building. This notable addition to the handsome public buildings of the city of the Granite State is on the corner of State and School streets, with the main approach to the church on State street, and consists of a broad granite platform running the full width of the church, with three Gothic doorways which give entrance to the building.

This is the consummation of the purpose which has long been in Mrs. Eddy's mind, to have the church of her faith in her home city adequately housed, public announcement of which was made in a local paper as long ago as March 13, 1893, when, in answer to an inquiry by the editor, Mrs. Eddy said: "On January 31, 1893, I gave a deed of trust to three individuals, which conveyed to them the sum of \$100,000, to be appropriated in building a granite church edifice for the Church of Christ, Scientist, in this city."

Prior to that, in the fall of 1897, Mrs. Eddy had purchased the homestead of the late Dr. Moses Russell, at the corner of State and School streets, and had remodeled it so as to provide the Christian Science hall and reading rooms now in use. This involved an outlay of \$20,000, in addition to the \$100,000, set aside in trust for the erection of the church, which is now completed.

Larger Quarters Needed. The Concord church having outgrown the accommodations of Christian Science hall, Mrs. Eddy decided in the spring of 1903 to commence the erection of the new structure. Ground was broken June 1, and the cornerstone was laid July 15, 1903, with simple ceremonies, in accordance with the desire of Mrs. Eddy. It will thus be seen that the church was completed on the anniversary of the laying of the cornerstone.

The new church is built from designs by Messrs. Francis R. Allen and Charles Collins of Boston. It is of Concord granite throughout, and in Gothic architecture. Its proportions and lines are strikingly handsome, and in those architectural symbolisms of aspiration which are inherent in ecclesiastical structures, it will be a notable feature in the city's attractions. The seating capacity of the church is 1,800 and its interior finish and decorations are in keeping with the chastity and elegance of its architecture.

Christian Science hall, which has been replaced by the new structure, was completed and first occupied in December, 1897. Here Mrs. Eddy preached Sunday, March 4, 1898, and in November, 1898, she taught here a class of 70 students, among whom were clergymen, physicians, editors, judges, business men and others.

The hall has been the meeting place for visiting members of the denomination from this and foreign lands, and here at various times Mrs. Eddy has met and addressed her followers.

A Separate Building. The new edifice which Mrs. Eddy has given to Concord is not to be confused in any way with the proposed magnificent new addition to the church structure of the mother church of the Christian Science denomination located in Boston. The Boston tabernacle will accommodate, when completed, 5,000 people, and is needed to meet the increasing membership of the church.

First Church of Christ, Scientist, in Concord, is a branch of the mother church in Boston, and Mrs. Eddy's gift to the local membership is made to meet the demands of the Concord church, which was organized February 22, 1899.

At the O. W. P. Estacada Resort. Parsons' band engaged to play Sunday at the hotel and pavilion located on the upper Clackamas river. No charge for dancing. Round-trip rate 50 cents. Dinner at the hotel 50 cents. Everything first class.

GOOD NEWS FOR THE DEAF

Here's the gladdest, best news that ever came to Deaf people — news so welcome and so joyful that it seems too good to be true! Yet it is true—absolutely true—and it means happiness and hearing for every one who is Deaf! The most wonderful cures of Deafness the world has ever known—cures that seem like the miracles of Bible days—are now being made by a great specialist who after years of study and scientific investigation has at last found the true way to cure Deafness. His success is amazing, the medical profession, and well it may, for he cures the most stubborn long-standing cases of Deafness and restores hearing where all other doctors and treatments have failed. Deafness Specialist Sproule, who is doing this remarkable and beneficial work, is already famous in Europe and America as the greatest authority of the age on Deafness. He feels that the cure of Deafness is due to his true scientific method, and he is more than happy to make that knowledge to help those who are suffering from Deafness. He feels that it is his duty to assist all those suffering from Deafness, and in his kindness and sincerity he gladly offers



FREE TO THE DEAF

the benefits of his skill and learning. If you are Deaf—if your hearing is falling in any degree he will study your case carefully and tell you without it costing you a cent, just how to cure your Deafness. No one need hesitate to accept his generous offer, for Dr. Sproule's heart and soul in his work and his great aim is to bring happiness to Deaf people. His mail every day is enormous—it contains requests from all over the world for the valuable free medical advice he so gladly gives, and hundreds of letters of heartfelt gratitude from people he has already cured. No matter how desperate or incurable your case seems, don't fail to write to him. Remember he has cured numberless cases of Deafness once considered hopeless, where people had not heard for years—cases of people of advanced age who never expected to hear again. Distance makes no difference to him—he does not have to see you. If you want to be cured of your Deafness all you need to do is this: answer the questions yes or no, write your name and address plainly on the dotted lines, cut out the free advice coupon, and mail it at once to

This Coupon entitles readers of this paper to medical advice free on curing deafness. Do your ears itch? Do your ears throb? Do your ears feel full? Do both ears trouble you? Does wax form in your ears? How long have you been deaf? Do you have any noise in your ears? Are you worse in damp weather? Do you hear better in a noisy place? Do your Deafness come on gradually? Do you have ringing sounds in your ears? Is your Deafness worse when you have a cold? Can you hear some sounds better than others? Are there hissing sounds like steam escaping? Do your ears crack when you blow your nose? NAME ADDRESS

Deafness Specialist Sproule (Graduate Dublin University, Ireland, formerly Surgeon British Royal Naval Service), 125 Doane Street, Boston. Do not lose this great opportunity of regaining your hearing. Write to him NOW—TODAY!

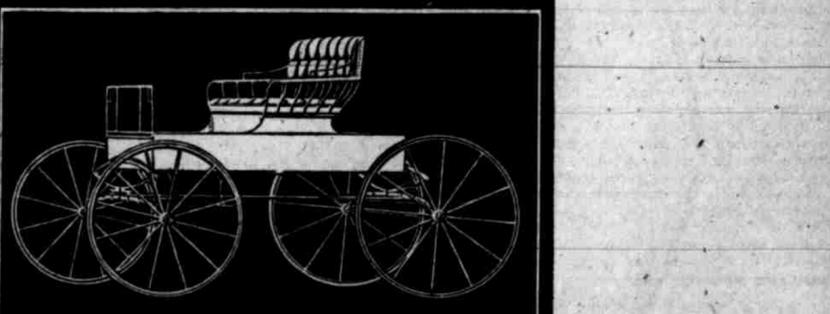
the sea gives a depth of 24 feet, which is enough for vessels to pass up and down. But it is, of course, very disappointing to ship owners when they are detained at the bar. I hope to see some substantial improvement in conditions at the mouth of the river when this year's work on the jetty is finished. It would be hard to overestimate the benefits that will follow next year's extension of the jetty and the practical removal of the bar."

"I read with great satisfaction," said J. N. Teal, "of the progress of the jetty work. The removal of the bar will be an achievement in which Portland and all of the Inland Empire is most deeply interested. What we need now is an adequate appropriation by congress, and every one should now get behind the enterprise and lend all his influence to the accomplishment of that result. The natural complement of the jetty work is the construction of the

Cello canal, and when that has been built the problem of transportation will have been solved, not only for Portland, but for all the territory within hundreds of miles.

LEAGUE OF PRESS CLUBS

(Journal Special Service.) Toledo, Ohio, July 15.—Toledo and the near by lake resorts will be the Mecca for newspaper men throughout the country during the coming week. The occasion will be the meeting of the International League of Press Clubs, to be held at the Hotel Victory, Put-in-Bay. About 200 representatives of the leading newspapers of the United States and Canada will be in attendance. The convention comes to Put-in-Bay on the invitation of the Toledo Press club, the being the first time the league has met in the central part of the country. The newspaper men of Detroit and Cleveland will help to entertain the visitors.



OUR REPOSITORY Is the scene of a most imposing array of swell carriages—Spring styles for 1904. We especially want you to see the fine display of Bike Wagons—the vehicle that combines grace and beauty with the most satisfying service. You will enjoy looking over the line even if you are not in the market for a wagon.

STUDEBAKER BROS. CO. NORTHWEST 330-336 East Morrison Street, Portland, Oregon

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