

CIVILIAN SOLDIERS PREPARE FOR AMERICAN LAKE TRIP

With shirt sleeves rolled up and collar and necktie removed, Captain L. H. Knapp, quartermaster of the Third Infantry, O. N. G., spent one of the busiest days of his life at the armory today supervising the removal of the regiment's equipment to the railroad yards. Wagon load after wagon load of tents and camp necessities was hauled from the spacious quarters of the soldiers to the cars waiting in the yards.

Removing the Mountain of Militia Baggage From the Armory.

The strenuous campaign before them. The soldiers will gather at the armory tomorrow morning at 7 o'clock and the first assembly call will be at 8 o'clock. All the men leaving on the first train, due to depart at 9:30, will have everything in readiness for their departure to the scene of mimic warfare by tonight, so that there may be no delay at the depot. The second train will leave at 10:30 and the last one at 11:30. The three trains will be composed of 10 coaches each and will be given the right of way all along the line. The first train arrives at Murray station, where the Oregon troops will camp, the men will be put to work erecting and preparing the camp for the first night. Between the time of their arrival and Sunday, the soldiers will have to work like Trojans

members got together in regular meeting. Owing to the absence of Captain A. L. Pease, Vice-President J. C. Ainsworth presided over the meeting. Besides settling the fuel question the commission decided upon entering into a contract with the government for the lease of the dredge Columbia to the engineer department for \$150 per day, or \$15 more a day than last year. Heretofore the Port of Portland has paid the Banfield-Vesey fuel company about \$2,500 a month for wood for the dredges Columbia and Portland and the tenders John McCracken and Wenona, but this year other concerns submitted bids for the contract and the Banfield-Vesey company made a substantial reduction, so substantial, indeed, that when it came to comparing the figures from the respective bidders the company that had enjoyed the patronage of the commission for some time in the past will continue to do so for at least one year and possibly three. It was announced that the fuel bill for the company that has won the contract for three years, although the commission has the choice of making it for one year only should it find that preferable. The Peninsular Lumber company ran the Banfield-Vesey concern a close race for the contract. The contract calls for ground fuel.

FUEL BILLS WILL BE LIGHTER

Port of Portland Closes Contract for Ground Fuel for the Dredges.

GOVERNMENT ENGINEERS ENGAGE THE COLUMBIA

Meeting of Commission Yesterday Afternoon Results in Big Saving for the Port and the Value of Competition is Strikingly Illustrated.

As a result of competition among the fuel dealers the Port of Portland will save \$1,000 a month on its fuel bills in the future. This was brought to light yesterday afternoon when the

CURABILITY OF BRIGHT'S DISEASE

By the Editor of the Town and Country Journal

Personally I have not believed that chronic Bright's Disease is curable, and this for two distinct reasons: First—Medical works class it as incurable and fatal. Second—Those I have known who had it have died. Result—I look with distrust upon all claims of alleged cures.

During my recent visit to San Francisco I heard the president of the Pacific States Type Foundry claim that chronic Bright's Disease was curable as a gripe. I said I would like to believe it. He took me in hand. The statements of hundreds were exhibited to me—many were so marvelous that they had been sworn to and sealed by notaries. I declined to go further. Although there were hundreds more to see, it was useless. If human testimony from the very best people is worth anything, the books are wrong. Chronic Bright's Disease and Diabetes, even in extreme cases, are positively curable. I have cured not to be permitted to obscure this disease, and in the interest of those readers of this paper whose homes may have one of these ailments upon it I now declare the facts as they are. I will see that any of them desiring it will see full literature. The name of the doctor should be stated. It is known as Dr. Carter's Compound.

Many broad physicians are using the new dietetic, but in view of the terrific annual death list in the United States from Bright's Disease (nearly 60,000) the fact that medical ethics prevent them from proclaiming the discovery to the world, because the formula is the personal property of individuals in this instance practically amounts to a public calamity—Town and Country Journal, San Jose, Cal., July number. Knowledge of a case of Bright's Disease or Diabetes will send us the name and address, we will see that they are sent full literature concerning this remarkable discovery. WOODBARD, CLARK & CO., PORTLAND, OR.

racouta, Captain Doran, are at their respective docks today discharging general cargo, the former from Eureka and the latter from San Francisco. The steamer brought about 1,500 tons of freight.

The Alliance had all she could carry, the principal items being building material, doors, sashes and stings, most of which came from Coos Bay. She brought 95 passengers. The Alliance experienced fine weather, excepting from Eureka to Coos Bay, where she ran into a northwesterly gale. She will leave for Eureka Monday night. All her freight space has been reserved and no more freight is being received on the dock for the next voyage. The repairs to the telegraph line will include a change that has long been desired. At present the line runs through a very wild stretch of land, but Mr. Beach's plan is to have it follow the way of the sea to have it follow the road. This will make it more accessible and less liable to breakdowns from falling trees during the winter storms that sweep that part of the coast.

REPAIR TATOOSH LINE.

District Forecaster Beals Receives Authority from Chief of Bureau.

District Forecaster Edward A. Beals received authority this morning from Professor Willis R. Moore, chief of the weather bureau, to expend \$45 for general repairs to the Port Crescent-Tatoosh Sea Coast Telegraph line, and to have a shelter erected at the extreme end of the line where men may stay over night in case of being called out in stormy weather.

COLLISION ON THE RIVER.

Launch Moves Out Pleasure Boat in Twin and Hits Up Business. Coming up the harbor last night about 10 o'clock the launch Rover collided with a small pleasure boat carrying about 20 picnickers, and nearly cut the excursion boat in twin above the water line. Considerable excitement reigned for a while, but no one went into the water and the picnickers were transferred to the Rover without much difficulty.

ALONG THE WATERFRONT.

The British ship Bardowie is in the stream ready to proceed to sea as soon as a towboat becomes available. She was probably leave down this afternoon. The French bark Laenne arrived yesterday afternoon and went to Greenway dock to discharge a cargo of cement from Astoria. The Laenne made the run around the Horn to Portland in 135 days and encountered fine weather most of the time. Off the stormy promontory five icebergs were sighted, but the vessel managed to steer clear of them although heavy fog hung over the water. The captain and some of the crew were in Portland some time ago on the bark Grand Duchess Olga.

MARINE NOTES.

Astoria, Aug. 10.—Condition of the bar at 8 o'clock: obscured; wind northwest; weather, dense fog. Arrived at 10:30 a. m. and left up at 11 a. m., steamer Thomas L. Wand, from San Francisco. San Francisco, Aug. 10.—Arrived, schooner Sailor Boy, from Portland. Astoria, Aug. 9.—Arrived down at 1:30 and sailed at 4 p. m., British steamer Sutherland, for Shanghai. Sailed at 2:25 p. m., large Santa Paula, to Los Angeles, for Port Harford. Left up at 3:40 p. m., steamer Barracouta. San Francisco, Aug. 9.—Sailed at 11 p. m., steamer Costa Rica, for Portland. Olympia, Wash., Aug. 10.—The residence of W. F. Teltz, of this city, was burglarized last evening and a large amount of valuable jewelry taken. The burglary occurred about 9 o'clock while the inmates of the home were absent. Evidence points to the perpetrators as having been well acquainted with the premises. No arrests have been made by the officers.

SICK HEADACHE

Positively cured by these Little Pills. They also relieve distress from Dyspepsia, Indigestion and Bowel Complaints. A perfect remedy for Biliousness, Nausea, Dizziness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER, They regulate the Bowels. Purely Vegetable. SMALL PILL. SMALL DOSE. SMALL PRICE. Genuine Must Bear Fac-Simile Signature. REFUSE SUBSTITUTES.

BRING MUCH FREIGHT.

Steamers Alliance and Barracouta Keep Longshoremen Busy. The California & Oregon Coast Steamship company's steamer Alliance, Captain Kelly, and the Harriman liner Bar-

Be Sure to Get What You Ask For.

HERE is a Reason—Why the Good People of America buy Cascares as Fast as the Clock Ticks. Every second some one, somewhere, is buying a little Ten-Cent Box of Cascares. 1, 2, 3, 4, 5, 6—60 times to the Minute, 60 Minutes to the Hour, 3600 Boxes an Hour, 36,000 Boxes a Day of Ten Hours, 1,080,000 Boxes a Month, and then some. Think of it—220,000 People take a Cascares tablet each day. Millions use Cascares when necessary. The Judgment of Millions of Bright Americans is Infallible. They have been Buying and Taking Cascares at that rate for over Six Years.

Over Five Millions of Dollars have been Spent to make the merits of Cascares known, and every cent of it would be lost, did not sound merit claim and hold the constant, continued friendship, Patronage, and Endorsement of well-pleased people year after year.

There is also a Reason—Why there are Parasites who attach themselves to the Healthy Body of Cascares's success—imitators, Counterfeiters, Substitutes. They are Trade Thieves who would rob Cascares of the "Good Will" of the people, and sneak unearned profits, earned and paid for by Cascares. A Dishonest Purpose means a Dishonest Product and a Disregard of the Purchaser's Health or Welfare. Beware of the Slick Salesman and his ancient "Just as Good" story that common sense refutes. Cascares are made only by the Sterling Remedy Company, and put up in metal box with the "long-tailed C" on the cover. They are never sold in bulk. Every tablet marked "CCC". Be sure you get the genuine.

Isles, which is now at San Francisco, will also be here. The Amalie Gallien will load general cargo on the west coast of England and proceed to the north coast. She will be placed on the berth at once, so it was announced this morning. REPAIR TATOOSH LINE. District Forecaster Beals Receives Authority from Chief of Bureau. District Forecaster Edward A. Beals received authority this morning from Professor Willis R. Moore, chief of the weather bureau, to expend \$45 for general repairs to the Port Crescent-Tatoosh Sea Coast Telegraph line, and to have a shelter erected at the extreme end of the line where men may stay over night in case of being called out in stormy weather. The repairs to the telegraph line will include a change that has long been desired. At present the line runs through a very wild stretch of land, but Mr. Beach's plan is to have it follow the way of the sea to have it follow the road. This will make it more accessible and less liable to breakdowns from falling trees during the winter storms that sweep that part of the coast.

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Twenty-five Years in Portland. We will treat any single uncomplicated ailment for \$12.50 for the fee. It is what you want. Be sure. Certainty of Cure is what you want. Be sure. All our years of experience and office equipment are at your disposal, concentrated in this declaration: We will give you a written guarantee to cure Special Diseases or refund your money. This is our specialty and you today can reap the benefit of our years of study and labor in our chosen field of medicine and surgery. Aside from this, we have the finest equipped office of any specialist in the United States for the treatment of these diseases. Nothing of proven value has been spared, regardless of cost.

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ALASKA

FAST AND POPULAR STEAMSHIPS. Leave Seattle August 8. "DOLPHIN," August 11. CALLING AT Ketchikan, Juneau, Douglas, Haines, Skagway, Concordia with W. P. & Y. route for A. H. Dawson, Tanana, Noma, etc. For All Southeastern Alaska Ports. Call or send for "Trip to Wonderful Alaska," "Indian Basketry," "Tutor's Poles." THE ALASKA S. S. Co. Frank Woolsey Co., Portland, Or.

Columbia River Scenery

Regulator Line Steamers. THE RECURSION STEAMER "BAILEY GATZERT" makes round trips to CASCADE LOCKS every Sunday, leaving PORTLAND at 9 a. m., returning arrives 5 p. m. Daily service between Portland and The Dalles except Sunday, leaving Portland at 7 a. m., arriving about 5 p. m., carrying freight and passengers. Splendid accommodations for outfit and freight. Dock foot of Alder street, Portland; foot of Court street, The Dalles. Phone Main 114, Portland.

TELEGRAPH

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Every young, old or middle-aged man who has been guilty of violating nature's laws, exposure, etc. to men with Pebleth Thought, Staining Memory, Varicocele, Rupture, Piles, Weak Back, Poor Stomach, etc. We Make No Charge for Private Counsel. Our first thought is to ascertain the real cause of your ailment; our second thought is to ascertain if a cure is possible; our third thought is to produce speedy and lasting results. Our next thought is to use the quickest method by which this can be done and then to figure the lowest price for the treatment of your case.

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