at any well stocked drug store, and are as follows: Two ounces Rose Water; one ounce Spirits of Cologne; four ounces Sartoln (crystalized).

crystalized). Put the Sartoin into a pint of hot water (not boiling), and after it is cooled, strain through a fine cloth and add 'the Rose Water and Cologne Spirits. This is to be applied daily, and massaged thoroughly into the skin. It is an inexpensive prepa-ration and the above formula will make sufficient for a month's treatment, which, if persistently adhered to, is said by those who have tried it to produce amazing results, even for the worst com-plexions.

AT THE THEATRES

"The Undertow."

"A Bachelor's Honeymoon."

Grand's Big Act.

"Are You a Mason?"

"Jim the Westerner."

for it is a distinct novelty.

AND PACIAL BLUMISHES.

LECIPE FOR PIRFLES



Any Company Which Will Improve Present Disreputable Ocean Travel Situation Between Portland and 'Frisco Could Take Business Without Effort.

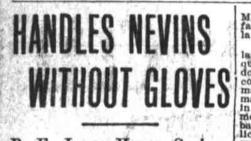
For more than two years trains over the Shanta routs have been running overloaded and behind time, and the so-called steamships of the Harriman indo company have been so crowded with basiness that they frequently left freight and passengers behind. This the stratem is more character to the Atlantic coast between Norrolk. Virginia and New York. Pacific coast a black eye a formanent growth. This question is being stoked: "If Harriman and his may be seen so to construine builts on the statem of the statement is more than a mere same state of a pleasant countenance. The trains of the Southern Paperent the traines of the statement is more than a mere statement is the streement of the statement is more than a mere statement is the streement of the statement is more than a mere statement is the streement of the statement is more than a mere statement is the streement of the statement is more than a mere statement is the streement of the statement is a state the streement of the streement is more than a mere statement is the streement of the streement is more than a mere statement is that the streement is more than a mere state the streement of the streement is more than a mere statement is that the streement is more than a mere state the streement is more than a mere state the traine is the streement is more than a mere state the traine is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is more than a mere streement is the streement is

Ships Beat the Trains. The trains of the Southern Pacific between San Francisco and Portland travel 712 miles, at about 22 miles an hour. Ships can make the voyage within 650 miles, and with proper con-struction can easily make 20 miles an hour. Thus the passenger by vessel would go from San Francisco to Port-land luxuriously and safely in 31 hours, while the trip by rail requires 36 hours -- and frequently 49 to 46 hours, as the Shasta route trains are usually from two to 10 hours late.

land and San Francisco. The ships that Mr. Harriman runs are freight vessels, and of very ancient type. There is no more reason in trying to carry pas-sengers on a freight ship than on a freight train. It would be as logical to abolish all passenger trains on the Southern Pacific railroad and substitute "mixed trains" as it is to carry on the "mixed trains" as it is to carry on the existing steamship service by the Har-riman companies between Portland and San Francisco. There are the prevailviews among business men, travelers ing views among outliess men, travelers and shippers, who have for years been in close touch with local conditions on this coast, and who have been patiently waiting for the existing transportation company to inaugurate a service that would be up with the times and would develop instead of repress business.

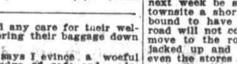
Rarriman Advertisements Enock.

The Harriman railroad lines have spent a great deal of money advertising the beauty and grandeur of the Pacific coast, and inducing people to make the trip for pleasure or for permanent set-tlement here. It is probable that these companies have, through their advertiscompanies have, through their advertis-



Passengers Demand Service.

than double their former value. **Passengers Demand Service.** The transportation business of the Pacific coast long since passed the stage of doubtful profit, and has become a question of sufficient facilities to ac-commodate the public that clamors to be carried. The traveler by land resents the idea of paying passenger rates to be carried on a freight train. He does not want to stop at every station and wait for the train to be switched about and freight unloaded. The same objection is made to traveling on a freight boat. The passenger from San Francisco to Portland wants to come through and me is not interested in stopping at three or four wharves en route for four hours to put off and take on freight. He wants a modern berth with electric lights, turning room, and the con-vaniences that modern invention have placed within the reach of even the poor. If he has been induced to come to the Pacific coast to see its beauty and grandeur, and its great business opportunities, and then its sold a gold brick in the shape of a berth on the City of Fontand, he returns east with a feel-ing of contempt for the Pacific coast, if such a feeling be possible to obtain from use most miserable service that could be rendered by the most misbe-gotten steamship line that plys around this continent.



In such a result be possible to obtain from the most misses gotten steamship line that plys around this continent. Mr. Nevins had any care for their wal-fare he could bring their baggage down later. Mr. Nevins says I evince a woeful lack of knowledge of safe and adv quate navigation on Yaquina bay and don't the gentieman of the Harri-main for, that I settled on Yaquina bay and in 1870 and for 25 years prior to 18 months aro I have lived on Yaquina bay, and that I have hive do a Yaquina bay, and that I have hive do a Yaquina bay, and that I have hive a captain's license to navigate steamboats on Ya-quina and other navigable waters of Oregon for over a quarter of a century.

one of my girls in his seat with him-self and another girl. Mr. Nevina says I recently boarded to train at Toledo holding Newport ex-cursion tickets that were not validated. Here he again tells a falsehood. The facts are, I got on the train at Toledo of the again tells a falsehood. The facts are, I got on the train at Toledo of the again tells a falsehoot. The facts are, I got on the train at Toledo of the again tells a falsehoot. The facts are, I way from Newport to the original purchaser in the presence of the agent at Newport." and of a some call him, the six-weeks agent, had not opened his office, and did for for a week later, and I could not get the ticket validated and so informed the conductor, and he bet the cigars that I was wrong, and when he ex-mined my ticket confessed that I was what I was wrong, and when he ex-right and said he would bring it to the attention of the proper officials. The Rogue River Complaint

The Rogue River Complaint. Mr. Nevins says I did this to beat the

Mr. Nevins says I did this to beat the railroad company. I pay my railroad fare from choice, not because I have to do so, for I could now have the regular annual em-ployes' contract pass over all the South-ern Pacific and O. R. & N. companies lines in Oregon, did I want it, as local attorney, as all other attorneys and doc-tors have in nearly every town in Ore-gon of any importance.

Mr. Nevins was so anxious to show up Jones' ultra-motives that he again prevaricated when he says I filed a complaint with the railroad commission against the Rogue River Valley Railagainst the Rogue River Valley Rall-road company. As a matter of fact, I have not been over the road from Med-ford to Jacksonville since 1898, but I am giad there is a Jones down there who will register a kick for the people when conditions demand it. There must be something wrong with their system or have just touched a sore spot on Mr. Nevins that caused him to rush into this and make personal charges against me. All he may say or charge to will not deceive the people as to the existing bad conditions of transportation of the Harriman system in Oregon.

Navigation Obstructed.

I also want to call the attention of his lordship that complaint is being made at the \$64 rate on loaded freight cars from Elk City to Albany, or about \$6.50 per ton. And if the railroad com-mission should visit Yaquina I would mission should visit Yaquina I would ask them kindly to stand for a while on the rear platform that they may see dozens of ties so rotten that they won't hold the spikes and it would not be out of place to examine the bridges and tunnels. For 20 years this company has been throwing thousands of tons of dirt and trees into the navigable waters of Ya-quina bay, destroying a fishing industry, and as a result thereof the bay from a

quina bay, destroying a fishing industry, and as a result thereof the bay from a point below Mill creek and on to and for miles below Toledo the bay has shoaled up from two to four feet in places and at Toledo, where in the days gone by vensels carried lumber to San Francisco, now an ordinary river boat cannot enter under half tide, and it will cost the government \$250,000 to remove the dirt thrown into the bay. I have seen men and teams with scrapers for days at a time, only last winter, dump-ing dirt into the navigable water of the days at a time, only last winter, dump-ing dirt into the navigable water of the bay. I complained to the secretary of war about this and the driving of the plies in the bay. The secretary of war ordered the fishermen to take out the pling they had driven but the Harriman railroad system is too big a concern to obey either the state or national laws. (Signed), B. F. JONES.

MOVING AN IDAHO TOWN TO RAILROAD

(Special Dispatch to The Journal.)

"The Two Orphans." Lewiston, Ida., Aug. 9 .-- Today is the Commencing next Monday night the first of a series of moving days for the Allen stock company will appear at the Lyric in the famous old classic melo-drama, "The Two Orphans." There town of Ilo. Idaho. Houses, stores, sta-

sale.



B. F. Jones Has a Serious Kick Against Railroad Superintendent. TPAIN SEPVICE DOOP

TRAIN SERVICE POOR ON CORVALLIS LINE

Venerable and Decrepit Vessels Made to Do Service on the Harriman Lines Are Utterly Inadequate and Unsafe-Overcharges on Trains.

The following communication was received today by The Journal from B. F. Jones:

Newport, Or., Aug. 9 .--- Under glaring headlines, your Salem correspondent gives what he calls a complete answer by Mr. Nevins, superintendent of the C. E. railroad, to the complaint I recently filed with the railroad commissioner. I did not file the complaint

Inissioner. I did not file the complaint with the view of going into a news paper controversy, but since Mr. Nevins has seen fit to make a personal attack and an insulting remark about my family, I beg space in The Journal to further air the matter up. Mr. Nevins, who I understand, has combined fiyer and freight train over the C. & E. for less than a month and who probably has never been over the flartings in Lincoln county. Now, to say the least Mr. Nevins tabulated statement which he feters to is very misleading, and while it may not be false, like most of its implified articles from an Albany attomy are, yet he says in 25 days he carried 2,784 passengers over the C. & E. to Newport, or an average of 111 per day, while he says the company had a capacity of 4,400.
He does not tell the public how many hoat tickets he sold to passengers over the vary stations, and he does not mention he fat that on Wednesdays, Saturdays and Sundays the days that neether Mr. Nevins.

He does not tell the public how many local tickets he sold to passengers to way stations, and he does not mention the fact that on Wednesdays, Satur-days and Sundays, the days that nearly all the exemptions go, 150 to 300 go over. Will his three or four old coaches carry these large crowds, and give seats to the passengers? Other days in the week the train has a capacity of 111, as he says

the train has a capacity of 111, as he says. If Mr. Nevins knew anything about the conditions over this road that he assumes to manage, he would know that trains often leave Albany with all seats full and when the trains arrive at Corvallis over the West Side division there are from 25 to 40 people to get on at Corvallis and take the train for Newport, and he would have an extra car or two at Corvallis to accommo-date these people.

date these people. **Enows Yaquins Hay Conditions.** Mr. Nevins says the reason for the delay of 46 minutes at Yaquina is oc-for their bassngs. If there are 25 delay there are a hundred who stop at wait this time in the cold wind, and if **WXX FERM**

given that the order will soon be is sued. The moving operations will take about a week.

Eistory of the Bichardson.

^o **History of the Bichardson.** I pulled the bells over the machinery that is now in the Richardson in 1884 and 1885. The machinery was then in the old Teress May and in 1888 she was condemned and the machinery taken out and placed in a rew hull which was christened the T. M. Richardson. Old steamboat men uo not know how old the machinery is. The hull is only 19 years old. The Richardson in its best days was never licensed to carry over 100 passengers and for a number of years the owners have had hard work to get the government officials to pass it, up for license.

to get the government officials to pass it, up for license. I want to say now and here that Cap-tain Jacobson and his associates are not to blame at all about transporta-tion conditions between Yaquina and Newport, for the reason that the rail-road people have promised every year that they would continue their road on down to Newport. And a year ago the agent vowed to the citizens of New-port that they would run their trains to Newport this season, and upon these representations Captain Jacobson did not build a new boat to better condi-tions.

The Bichardson a Cripple.

Says Nevins Told Palsehood.

Says Nevins Told Palsehood. When Mr. Nevins says that Mrs. Jones and myself took the smoker from choice he tells a cold-blooded falsehood, and when he attempts to justify the shortcomings of the Harriman system of railroading in Oregon by attempting to cast a slur on a lady, he only shows the true spirit of the kind of men many of the Harriman hirelings are who have for years held full control of the freight and passenger conditions of Oregon. As for myself, any old place will do for me to ride, and I do often ride in the smoker, when they have one, from choice. The facts are that on the 24th of

That Non-Validated Ticket. Just before we got to Philemath, the conductor came to our seats and in the ords there have been wonderful. Sold by all the seat a seat in the passenger for provide the problem wonderful. Sold by all provide the problem wonderful to the problem wonderful **GRAPE-NUTS**

BUNGLING ATTEMPT MADE AT HOLDUP (Special Dispatch to The Journal.) Salem, Or., Aug. 9.-- A daring attempt at robbery was made last night about 9 o'clock in which D. A. Smith, residing

near Salem, was severely beaten. This

O'clock in which D. A. Smith, restaining near Salem, was severely beaten. This took place in the Chinese quarter on Ferry street between South High and Liberty street corners. This place is not lighted and is one of the least frequented spots in town. The man attacked had been drinking with his asalast. A third man in the party was also intoxicated. Both agree that on an elevated place in the sidewalk the map, whom neither knew by name and whom they had never seen before vesterday, struck Smith a severe blow, demanding his money. Smith was forced over the railing by the shock and his assallant immediately followed, still attempting to compel him to give up several \$20 cold pieces which he had in his possession. When they had never show, attempting to find out the identity of the person who attempted the crime, but so far without success.

(Washington Bureau of The Journal.) Bolse, Ida., Aug. 9 .- The first trip with an electric car between Boise and Caldwell on the Boise & Interurban railway has been made by a party made

up of friends of W. E. Pierce, promoter and manager of the road. The new road was a revelation in the matter of con was a revelation in the matter of con-struction. It is remarkably smooth and occasionally on the trip a speed of 50 miles an hour was reached. An en-thusiastic crowd of people greeted the arrival of the car at Caldwell and din-ner was served for the party at the Saratoga hotel. It was a big day for Caldwell as well as Boise. The new line will work wonders in the development of this portion of Idaho.

A LUNCH SUGGESTION

Grape-Nuts

with cream or good milk

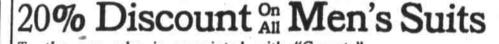
Add a little fruit and you can laugh at the lunch problem these hot days, and yet keep cool and well nourished.

This simple lunch will carry you the whole afternoon and leave you well fed and contented.

A fact, and easily proved by trial of

"There's a Reason"

IN IDAHO OPENED



To the man who is acquainted with "Gevurtz" prices this will have a very significant meaning, for it is a fact that a 20 per cent reduction here means a 40 to 50 per cent reduction of other stores. In addition to the price saving you have the .ull bene-fit of our popular credit system. A little down, \$1.00 each week.

Suits for Now and for Fall

Light shades and light mixtures for now, and all the hot days to come. Medium weights in plain staple colors or neat mixtures, good wearing fabrics for all seasons. Then the heavier materials for cooler days to come. An assortment bound to find pleasure in every man's opinion.

Man's Best Efforts

Are shown in every thread, every pad, every hang of every suit. Men who appreciate their position at the head of "tailoring row" and know they must retain their position. These suits are handed to us by these tailors with their stamp of approval. They know what satisfaction men will feel in wearing he suits.

A Little Down--\$1 A Week

A Few Style Hints to Women of Stylish Taste



these will be much worn and exceedingly popular. They sure-ly deserve whatever popularity they may have, for the styles are modest, though pronounced

Not a few but many. In fact, every skirt in the stock we can gather together for the price. Extra sizes as well as regular ones. Styles that will be worn this fall. Values from \$3.95 \$5 to \$7.50, Saturday. A Little Down-\$1 A Week

Saturday Skirt Spec'l

A LITTLE DOWN-\$1.00 A WEEK

