OFF FOR ORIENT; LIGHT IN CARGO

Portland and Asiatic Liner Alesia Sails After Brief Stay.

WILL BE FOLLOWED BY THE NICOMEDIA

Flour Shipment Less Than 20,000 Barrels Because of Close Proximity of Dates of Liners' Departure—Nicomedia Finishing Discharging.

With a comparatively light cargo, the Portland & Asiatic liner Alesia, Captain John Ernst, left down this afternoon bound for Hongkong by way of Yokohama and other Japanese ports. The liner came in light from Vladivostok to get back on schedule, and has been in the harbor only a few days.

The entire cargo of the Alesia is valued at $103,383, $77,685 of which is for flour, of which commodity the cargo contained 19,421 barrels. As to the destination of this flour it is about evenly distributed between Chinese and Japanese ports. The balance of the cargo is made up of lumber, cotton in bales and newspaper in rolls. The miscellaneous freight is valued at $25,698.

The average cargo shipped by regular liner from here to the orient reaches a value of about $250,000, so it will be seen that the Alesia struck out with less than half her cargo space occupied. She would have been held back for more freight but for the fact that it was desired to get her back on schedule, and besides there is the liner Nicomedia in the harbor soon ready to begin receiving freight. The Nicomedia will complete discharging at Alaska dock this afternoon. She brought quite a quantity of sulphur.

The oriental liners were gaily decorated this morning with flags and penants in honor of the emperor's birthday.

SAILORS GET NEW CLOTHES

Survivors of the French Ship Alice Will Travel Like Gentlemen.

The sailors who came ashore from the French ship Alice when she went ashore and to pieces on the Washington beach last week will travel to France in the garb of gentlemen. They came ashore with only what clothing happened to be on them when the ship hit the breakers and some were rather scantily clad.

But yesterday afternoon the crew lined up in French Consul H. C. Labbe's office in the Labbe building and received requisitions for whatever they needed in the way of wearing apparel for the trip to France which begins this afternoon. Some had lost practically everything and so had to be fitted out from top to toe. Others were less fortunate.

The expense of outfitting the shipwrecked men will be borne by the owners of the Alice as will also the expense of sending them home. Several of the crew would prefer to remain here were they permitted to do so.

DANISH SHIP LIBELED

Owners of the Kynance Hold the Jupiter for $7500 Damages.

(United Press Leased Wire.)

Bellingham, Wash., Jan. 27.—Papers libelling the Danish ship Jupiter for $7500 for damages sustained by the ship Kynance by reason of being jammed by the former during a storm while the vessels were berthed at the docks of the Wood Lumber company, have been served by Deputy United States Marshal Andrew Williams.

During the gale that swept over Puget sound Christmas afternoon the severity was such as to toss the vessels about. In the midst of the gale the moorings of the Jupiter were broken. The crew of the ship Kynance saw the impending danger and an attempt was made to cut loose from the wharf but the Jupiter swung around to fast and soon the stern was pounding the bulwarks of the Kynance, entailing considerable damage.

HOMER'S NEW MASTER

Captain Hardwick Succeeds Captain Dorris, Who Gets Promotion.

In command of Captain H. Hardwick, the steamer Homer reached Oak street dock at 10 o'clock this morning with passengers and freight from San Francisco. Captain Dorris, the former master, has been promoted to command of the steam schooner Carmel in the same line.

Captain Hardwick, who now has the Homer, is well known here, having been master of the Coos bay liner Alliance for a long time and subsequently master of the steam schooner Thomas L. Wand, plying between this port and San Francisco in the lumber trade.

Captain Hardwick reports that the Homer had a fine run up the coast, covering the distance from San Francisco to Astoria, from dock to dock, in 71 hours, or one hour better than the craft has ever done before. This was due to a strong southeasterly breeze.

The Homer's cargo consists of 175 tons of general merchandise. She brought 10 passengers.

STEAMER SELJA ARRIVES

Large Norwegian Tramp to Load Lumber for Shanghai.

The Norwegian steamer Selja crossed in at Astoria at noon today, bound for this port to load a full cargo of lumber for Shanghai, under charter to Balfour, Guthrie & Co. The Selja is in ballast from La Boca, Panama.

The cargo will be furnished by the Inman-Poulsen Lumber company and longshoremen will probably be put to work placing it into the hold Friday morning. It will take the steamer the better part of today and tomorrow to make the run up the river against the strong current.

The Norwegian steamer Elsa, which has been loading lumber at Knappton for a couple of days, will be at Linnton tomorrow morning to load. She left up today. The Elsa is under charter to the Pacific Export Lumber company and loading for New Zealand.

WIRELESS FOR FLEET

Canadian Pacific's Coast Vessels Will Have Modern Equipment.

(United Press Leased Wire.)

Seattle, Jan. 27.—The Canadian Pacific Railroad company has decided to equip its fleet of Pacific coast steamships with wireless instruments. The first boat to have the apparatus installed is the Princess May, now on the Vancouver-Alaska run. The Canadian Pacific railroad has a fleet of 17 vessels plying the waters of the Pacific and it is likely that all these will soon be fitted with wireless instruments.

ALONG THE WATERFRONT

The steamer Argo will be in the harbor tomorrow from Tillamook.

The schooner Oregon, which reached Astoria the other day, is bound for Tillamook. She put in for water and provisions, after having been out 40 days from San Diego.

The steam schooner Majestic cleared today for San Pedro with 900,000 feet of lumber, loaded at the mills of the Standard Box & Lumber company.

The British bark Torrisdale will finish loading wheat this evening at Oceanic dock. She came here several weeks ago with a cargo of coal from Australia. The wheat is being shipped to Europe on the owners' account.

The French bark Joinville sailed today for Sydney Heads, Australia, to earn bounty. She went in ballast and will probably return with it.

The large steel steam schooner Stanley Dollar will go to Stella to load railroad ties for San Pedro as soon as she gets through discharging general cargo at Columbia dock No. 1.

The steamer Breakwater, Captain Macgenn, is booked to sail for Coos Bay this evening.

The steam schooner Rainier is booked to leave San Francisco tomorrow for Portland with general cargo.

MARINE NOTES.

Astoria, Jan. 27.—Arrived at 3 and left up at 9 a. m., steamer Argo, from Tillamook; left up at 6 a. m., Norwegian steamer Elsa; sailed at 9:45 a. m., French bark Joinville, for Sydney; arrived at 12 noon, Norwegian steamer Selja, from La Boca.

San Francisco, Jan. 27.—Arrived at 8 a. m., steamer Olson & Mahony, from Portland.

Astoria, Jan. 26.—Arrived at 2:45 and left up at 4:20 p. m., steamer Asuncion, from San Francisco.

Coos Bay, Jan. 26.—Arrived, steamer Alliance, from Portland.

Astoria, Jan. 27.—Condition at the mouth of the river at 8 a. m., obscured, wind northwest, 38 miles; weather cloudy.

Tides at Astoria Thursday—High water, 6:00 a. m., 8.5 feet; 6:44 p. m., 6.6 feet. Low water, 0:45 p. m., 1.3 feet.

MARINE INTELLIGENCE

Regular Liners Due to Arrive.

Argo, San Francisco	Jan. 27
Alliance, Coos Bay	Jan. 28
Eureka, Eureka and way	Jan. 31
Breakwater, Coos Bay	Jan. 31
Sue H. Elmore, Tillamook	Jan. 31
Senator, San Francisco	Feb. 1
George W. Elder, San Pedro	Feb. 2
Rose City, San Francisco	Feb. 8
Roanoke, San Pedro and way	Feb. 9
Homer, San Francisco	Feb. 10
Arabia, orient	Feb. 15
Numantia, orient	March 25
Alesia, orient	April 15
Nicomedia, orient	May 1

Regular Liners Due to Depart.

Breakwater, Coos Bay	Jan. 27
Roanoke, San Pedro and way	Jan. 28
Homer, San Francisco	Jan. 29
Argo, Tillamook	Jan. 29
Rose City, San Francisco	Jan. 29
Alliance, Coos Bay	Jan. 30
Nicomedia, orient	Feb. 1
Sue H. Elmore, Tillamook	Feb. 2
Eureka, Eureka and Coos	Feb. 2
Geo. W. Elder, San Pedro	Feb. 4
Senator, San Francisco	Feb. 5
Arabia, orient	Feb. 15
Numantia, orient	March 15
Alesia, orient	April 25

Vessels in Port.

Leyland Bros. Br. sh	O. W. P.
Donna Francesca, Br. bk	Astoria
Churchill, Am. sch	Astoria
Alvena, Am. sch	Astoria
W. F. Jewett, Am. sch	Astoria
Irene, Am. sch	Astoria
Washington, Am. ss	Drydock
Aberfoyle, Br. bk	Stream
St. Nicholas, Am. ship	Astoria
Berlin, Am. sch	Gobie
Neotsfield, Br. bk	O. W. P.
Brabloch, Br. bk	O. W. P.
Torrisdale, Br. sh	Oceanic
Rochambeau, Fr. bk	Oceanic
Crillon, Fr. bk	Stream
Eugene Schneider, Fr. bk	Stream
La Tour de Auvergne, Fr. bk	N. Bank
Desaix, Fr. bk	Stream
Carmanian, Br. bk	Stream
Asnieses, Fr. bk	Tongue Point
Virginia, Am. ss	Astoria
F. S. Loop, Am. ss	Rainier
Rose City, Am. ss	Astoria
Breakwater, Am. ss	Ainsworth
Nicomedia, Ger. ss	Alaska dock
South Bay, Am. ss	Portland Lbr. Co.
Yellowstone, Am. ss	Astoria
Boveric, Br. ss	E. & W. Mills
Robert R. Hind, Am. sch	N. P. Mills
Stanley Dollar, Am. ss	Columbia No. 1
Homer, Am. ss	Oak street
Elsa, Nor. ss	Linnton
Selja, Nor. ss	Astoria
Asuncion, Am. ss	Portsmouth
Argo, Am. ss	Oakstreet

En Route to Load Lumber.

Annie E. Smale, Am. ss	Hongkong
Shasta, Am. ss	San Francisco
Lakme, Am. ss	San Francisco
Mabel Gale, Am. sch	San Francisco
Wellesley, Am. ss	San Francisco
Rainier, Am. ss	San Francisco
Bowdoin, Am. ss	San Francisco
Riverside, Am. ss	San Francisco
Yosemite, Am. ss	San Francisco
Wrestler, Am. bktn	San Francisco
Dundee, Russ. sh	Callao

En Route With Cement and General.

Gulf Stream, Br. bk	Antwerp
Glenalvon, Br. bk	Antwerp
Poltalloch, Br. sh	Antwerp
Wavertree, Br. sh	Ellesmereport
Matterhorn, Br. sh	Newcastle-on-Tyne
Babin Chevaye, Fr. bk	Antwerp
Surcauf, Fr. bk	Glasgow

Tramp Steamers En Route.

Tymeric, Br. ss	San Francisco
Kish, Br. ss	Bremerton
Katanga, Br. ss	Bremerton

En Route in Ballast to Load Grain.

Thiers, Fr. bk	Belfast

Oil Steamer En Route.

Col. E. L. Drake, Am. ss	San Francisco
Argyll, Am. ss	San Francisco

STEAMERS COLLIDE ON RIVER WHEN FOG REFUSES TO LIFT

Towboat No Wonder and Steamer J. N. Teal Damaged.

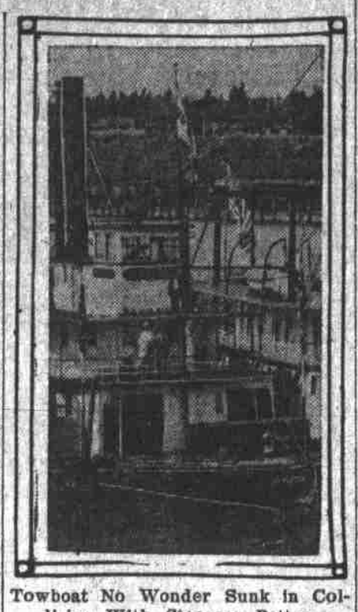
Two collisions occurred yesterday afternoon on the river as a result of the heavy fog which has been hanging over the water for the past several days. They happened within 15 minutes of each other and about 10 miles apart. No lives were lost.

The Shaver Transportation company's towboat No Wonder, Captain Stinson, was cut down by the O. R. & N. company's sidewheel Astoria liner T. J. Potter, at a point near the mouth of the Willamette at 4:30 o'clock when the fog was so dense that it was impossible to see a distance of 50 feet. The No Wonder was cut into the bow to the bits and took water rapidly. Captain Stinson beached her on Sauvies island and a crew with barges is now floating her.

The No Wonder was bound down the river towing some boom logs and the Potter was returning to Portland from Astoria. The lookout on the No Wonder saw the Potter in time to enable the officer in charge to have her backing when the Potter crashed into her. But for this fact the towboat would probably have been split from stem to stern and completely lost.

Captain Stinson came on to Portland on the Potter while the officers and crew remained with the wreck, it being perfectly safe with the entire deckhouse above water. This morning wrecking scows and apparatus were taken to the scene by the steamer Sarah Dixon of the same line.

The other collision was less serious. It occurred at 4:15 in the afternoon off St. Johns. The Open River Transportation company's steamer J. N. Teal was going to Linnton to take on some lumber preparatory to leaving on her first trip for The Dalles this morning after the ice blockade, and before anyone knew it she bumped into the bow of the French bark Bossuet at anchor waiting for a tow down the river. The Bossuet is a large steel ship and so the river steamer was outclassed. The bow of the Frenchman cut a large portion of the starboard planking of the bow decking into splinters, while the jibboom ripped a large rent in the hurricane deck and took out half of the pilot house. Pilot Herman Frese held on to the wheel, however, until his craft had been cleared away from the Frenchman's rigging.



Towboat No Wonder Sunk in Collision With Steamer Potter.

The Teal was in command of Captain Arthur Riggs. It is said that five deckhands were kept on the lookout to avoid just such an accident as did occur, but they failed to sing out "ship ahead" until it was too late to alter the course or back up.

The Teal will be repaired in a few days. The freight will be shipped this afternoon on the steamer Dalles City.

George Franklin West.

(Special Dispatch to The Journal.)

Forest Grove, Or., Jan. 27.—George Franklin West, 68 years of age, died at his home in this city Sunday.

Mr. West was born in England. He is survived by his wife and one son, Jesse S. West, who resides in this city.

Mrs. Fanny E. Faul.

(Special Dispatch to The Journal.)

Forest Grove, Or., Jan. 27.—Mrs. Fanny E. Faul, who was a pioneer resident of Hillside, this county, having lived there for 30 years, died at her home January 23. Mrs. Faul is survived by two grandchildren living at Hillsdale, and two grandchildren living at Reedville. Mr. Faul died 12 years ago.

STATE BOARD WILL END THE MUDDLE

(Continued from Page One.)

of state and state treasurer, acting jointly, shall meet at the state capitol and ascertain the total amount of revenue necessary for state purposes, and shall apportion the aforesaid total revenue among the several counties. The governor shall be chairman, the secretary of state shall be secretary of such officers acting as the board. A majority of said officers shall constitute a quorum, and the act or decision of a majority shall be deemed the act or decision of the board. No vacancy shall impair the right or power of the remaining officers to exercise all powers herein confirmed.

Proportion of Taxes.

The manner of ascertaining the proportion of taxes to be paid by each county is provided for as follows:

"Said state officers shall determine and ascertain the total taxable property in each county as last assessed by the county assessor thereof and shall adjust and equalize the same among the several counties. * * * And each county shall pay such proportion of such state tax as the equalized value of taxable property within such county as so ascertained and equalized by said officers bears to the total amount of taxable property in all of the counties of the state as so determined and equalized."

For determining the manner of ascertaining and equalizing the amount of taxable property the following provision is made in section five:

Examine Summaries.

"In order to ascertain and equalize the amount of taxable property in each county and in the state the said officers shall examine the summaries of assessments made in the several counties made by the county assessors and equalized by the county boards of equalization as certified by the county clerks to the secretary of state, and may obtain such other information as they may deem necessary to enable them to ascertain the true relative value of such taxable property in the several counties and shall determine from such values so equalized the ratio of such equalized value of taxable property in each county to the value of all the taxable property in the state as so equalized and for such purpose the said officers or any of them may summon witnesses, administer oaths and take and receive testimony and shall have the right to require any officer of any municipality or county of the state to certify or testify to any relevant fact."

CRATER LAKE STATE ROAD IS NEEDED

(Continued from Page One.)

and upon Klamath county appropriating $50,000 to aid the construction of a road from Klamath Falls to the east line of the Cascade forest reserve, on the route to Crater lake, the balance of the sum herewith appropriated shall be available for use in Klamath county in one and two years.

No Salaries.

"Section 3. That said commission shall receive no salary compensation for their services, except their actual expenses when engaged in the business of such commission. The business of such commission shall be to cooperate with the county courts of Jackson and Klamath counties and the proper federal authorities in the selection of a proper and feasible route for a road that may be constructed by the federal government through the government reserves surrounding Crater lake, and to supervise the expenditure of said sum of $100,000, and also the $50,000 appropriated by Jackson county, the $50,000 appropriated by Klamath county, and all other moneys provided for the construction of the said road between Medford and Klamath Falls not in the boundaries of government reserve; said commission shall have entire charge of construction of said road in Jackson and Klamath counties.

"Section 4. That such money shall be expended only upon a county road legally established in Jackson or Klamath county, and no part shall be expended for securing a right of way for said road."

MAIL ORDER DEMAND FOR SEATS BROKEN

The largest mail order demand for a dramatic attraction ever received in Portland, was accorded to the Lambardi Grand Opera company, at the Heilig theatre yesterday, when the first day's orders were opened and returned for this big organization which will be the attraction at the above theatre next week. The regular boxiffice sale opens next Friday.

The mail orders that come in now (from both in and out of town) are filled and returned to the sender before the regular sale.

The following operas will be presented: Monday night, "Lucia"; Tuesday night, "La Boheme"; Wednesday matinee, "Il Trovatore"; Wednesday night, "Rigoletto." Address letters and make checks and money orders payable to W. T. Pangle, manager Heilig theatre. Inclose self-addressed envelope to help insure safe return.

The only attempt ever made to mine iron ore in British Columbia proved unprofitable. Zinc mining also is practically at a standstill.

Spectacles at Metzger's.

FOR SETTLING UP ESTATES QUICKLY

(By Journal Leased Salem Wire.)

Salem, Or., Jan. 27.—A bill relating to devises and legacies, introduced by McCue of Clatsop, was passed by the house this morning. The bill makes it possible for administrators and executors to close up estates at once and be exonerated from liability immediately without prejudicing the rights of the heir. It provides that if the heir does not demand his legacy from the administrator within three months the legacy shall go to the county treasurer, where it will be held in trust for 10 years for the heir, who may obtain it at any time within that period. After 10 years the legacy will escheat to the state.

Hair on Face, Neck and Arms

Removed by the New Principle

De Miracle

a revelation to modern science. It is the only scientific and practical way to destroy hair. Don't waste time experimenting with electrolysis, X-ray and depilatories. These are offered you on the RARE WORD of the operators and manufacturers. De Miracle is not. It is the only method which is indorsed by physicians, surgeons, dermatologists, medical journals and prominent magazines. De Miracle mailed, sealed in plain wrapper, for $1.00. Your money back without question (no red tape) if it fails to do all that is claimed for it. Booklet free, in plain sealed envelope, by the De Miracle Chemical Co., 1909 Park Ave., New York.

For sale at all good stores and

LIPMAN, WOLFE & CO.

Third and Washington Streets

Close Out Sale Buck's Stoves and Ranges

Intending purchasers of a dependable Range, Cook Stove or Heater should take advantage of this exceptional buying opportunity—a sale in which our entire line of the Buck's Stoves and Ranges are to be closed out, and it is with this intention that each pattern shows a most liberal price reduction from the regular prices. Mail orders and inquiries will receive our prompt and careful attention.

BUCK'S STEEL RANGES

Have been on the market for over sixty years. Their construction embraces the most modern range features—very highest grade materials — range bodies of one-piece polished heavy blue steel, backed by heavy asbestos lining—ovens are white enameled and ventilated—bottom of oven and top of range non-warping. Large firebox and perfect draught. Duplex grates—for burning coal or wood. Ovens range in size from 14 inches to 20 inches.

$43.50 Buck's "Century" Ranges	$33.35
$48.50 Buc's "Century" Ranges	$38.25
$52.50 Buck's "Century" Ranges	$40.00
$47.50 Buck's "Chief" Ranges for	$35.65
$52.50 Buck's "Chief" Ranges for	$39.35
$57.50 Buck's "Chief" Ranges for	$43.15
$62.50 Buck's "Chief" Ranges, with reservoir, for	$46.85
$67.50 Buck's "Chief" Ranges, with reservoirs, for	$50.65
$53.50 Buck's "Empress" Ranges	$40.50
$58.50 Buck's "Empress" Ranges	$43.90
$63.50 Buck's "Empress" Ranges	$47.50
$68.50 Buck's "Empress" Ranges	$51.40
$68.50 Buck's "Empress' Ranges, with reservoirs, for	$51.40
$73.50 Buck's "Empress" Ranges, with reservoirs, for	$55.15

BUCK'S COOK STOVES

Embody many distinctive features in construction and finish. Ovens range in size from 14 inches to 20 inches.

$16.50 Buck's "Beauty" Cook Stoves for	$11.50
$21.50 Buck's "Rival" Cook Stoves for	$15.50
$25.00 Buck's "Rival" Cook Stoves for	$18.00
$23.50 Buck's "Pilot" Cook Stoves for	$19.00
$27.50 Buck's "Pilot" Cook Stoves for	$21.00
$25.00 Buck's "Pearl" Cook Stoves for	$19.25
$31.00 Bucks "Pearl" Cook Stoves for	$23.50
$32.50 Buck's "Choice" Cook Stoves for	$26.00
$36.50 Buck's "Choice" Cook Stoves for	$28.50
$47.50 Buck's "Choice" Cook Stoves for	$31.50
$50.00 Buck's "Extra" Cook Stoves, with reservoirs, for	$38.50
$52.50 Buck's "Extra" Cook Stoves, with reservoirs, for	$40.00

CLOSE OUT SALE Buck's AIR-TIGHT Heaters

TULL & GIBBS

COMPLETE HOUSEFURNISHERS

CLOSE OUT SALE Buck's HOT-BLAST Heaters

Inflamed Kidneys

If Any of Your Family in This or Past Generations Has Had Kidney Disease Lose No Time in Finding Out if You Have Any Trace of It in Your System.

Mrs. Alice Hutsenpiller of Lawn, W. Va., praises Warner's Safe Cure for curing her of a severe case of inflammation of the kidneys after the doctor failed to give her relief.

MRS ALICE HUTSENPILLER.

Recently Mrs. Hutsenpiller wrote: "It has been a long time since you heard from me. I want to tell you I am alive today, well and hearty. Warner's Safe Cure has saved my life.

"I was taken sick two years ago on the 13th of March. I doctored seven weeks and two days with our family doctor, and it seemed that he could not do me so very much good. I had inflammation of the kidneys and also suffered from constipation and inaction of the liver. I had to take salts every day to move my bowels, and at last they gave out.

"When I commenced on May 6 taking the sample bottle of your medicine and pills I could not get my right arm to my head. I have used 20 bottles of the large size Safe Cure and five boxes of Safe Pills. I described my case to you long ago. It was about a year before I could do any work, but now I can do any kind of housework.

"I can recommend your Safe Cure and Safe Pills to cure Kidney and Liver Trouble, for they have cured me."

IF IN DOUBT MAKE THIS TEST:

Put some morning urine in a glass bottle, let it stand 24 hours. If there is a reddish sediment in the bottom of the glass, or if the urine is cloudy or milky or if you see particles or germs floating about in it, your kidneys are diseased and you should get a bottle of Warner's Safe Cure at once. **Analysis Free.** If after making this test you have any doubt as to the development of the disease in your system, send a sample of your urine, putting your name and address on the package, to our Medical Department, and our doctors will analyze it and send you a report, with advice, and medical booklet free.

WARNER'S SAFE CURE is purely vegetable and contains no harmful drugs; it does not constipate; it is a most valuable and effective tonic; it is a stimulant to digestion and awakens the torpid liver. It repairs the tissues, soothes inflammation and irritation, stimulates the enfeebled organs and heals at the same time.

In kidney disease the bowels are often constipated and the liver torpid. Warner's Safe Pills quickly relieve this condition, and no ill after effect is experienced.

WARNER'S SAFE CURE is put up in two regular sizes and sold by all druggists at 50c and $1.00 A BOTTLE.

It is prescribed by doctors and used in the leading hospitals for rheumatism. Refuse substitutes.

Trial Bottle Free To convince every sufferer from disease of the kidneys, liver, bladder and blood that WARNER'S SAFE CURE will absolutely cure, a trial bottle will be sent FREE OF CHARGE, post paid, to any one who will write WARNER'S SAFE CURE CO., Rochester, N. Y., and mention having seen this liberal offer in The Journal. The genuineness of this offer is fully guaranteed by the publisher.

Death Roll of the Northwest

Mrs. Belle Berger.

(Special Dispatch to The Journal.)

The Dalles, Or., Jan. 27.—Mrs. Belle Berger, 66 years of age, died of heart failure at her home in this city early yesterday morning. Mrs. Berger stepped out of the house and expired before medical attention could be secured. She was a pioneer of Oregon, was a member of the Fort Dalles Historical Society, and treasurer of the local Woman's Relief corps. She was one of the two remaining civil war army nurses living in this city. The funeral will be held Thursday afternoon, and interment will be in Odd Fellows' cemetery.

John Verboort.

John Verboort, who died in California January 13, was one of the best known men in the northwest. He was born in Holland, in August, 1833. In 1848 the family emigrated to America. They located in Brown county, Wisconsin. John was the oldest of three brothers—William and Albert. There was one sister, Dora, afterward Mrs. Martin Hermans.

John and his brother William built the first Catholic church at De Pere, Wis. He had intended to become a priest at one time, and had studied under Rev. F. Doms at Bay Settlement with this purpose in view. He gave up his intention because of his advanced age. Verboort, Or., was named after his brother William.

Mrs. Tansen Beers.

(Special Dispatch to The Journal.)

Eugene, Or., Jan. 27.—Mrs. Tansen Beers, 67 years of age, died at her home in the Indian Creek valley, in the western end of Lane county, last week, after a short illness. She and her husband were among the first settlers of the western portion of the county. Besides her husband she leaves a large family of grown children.

Harvey A. Sommerville.

(Special Dispatch to The Journal.)

Eugene, Or., Jan. 27.—Harvey A. Sommerville, 54 years of age, one of the best known farmers of the upper valley, died at his home in Eugene yesterday. He was born and raised on the donation land claim taken up by his father, Joseph A. Sommerville, near Harrisburg. He leaves a wife and five children, besides two sisters and one brother. The remains were interred today in the Masonic cemetery near Harrisburg.

Aligah Pegg.

(Special Dispatch to The Journal.)

Forest Grove, Or., Jan. 27.—Aligah Pegg, 80 years of age, a resident of Dilley, died at the home of his son, W. E. Pegg, Sunday. Mr. Pegg was a native of Canada, and was a farmer by occupation, living for many years in Minnesota, from whence he came to Oregon. He first lived at Beaverton, where his wife died a year ago, since which he had lived with his son at Dilley. He is survived by W. E. and Daniel Pegg, sons, both living at Dilley, the former being a merchant of that place.

I AM 89 YEARS OLD, and never used any remedy equal to Dr. Bell's Pine-Tar-Honey. It gives quick and permanent relief in grip as well as coughs and colds. It makes weak lungs strong.

Mrs. M. A. Metcalfe, Paducah, Ky.

"Ring out the many, ring in the few; Ring out the false, ring in the true."

DR. BELL'S Pine-Tar-Honey

Contains two of the old-time household remedies for COUGHS and COLDS, Pure Pine-Tar and Pure Honey. With these are scientifically combined several other ingredients of known value in the treatment of COUGHS. We tell you on the package what is in the bottle.

Why Do The People Use Over 5,000,000 Bottles Annually?

Here is One of the Many Reasons Given by One of the Many.

WORDS OF PRAISE.

After the experience of a severe cold which came near developing into Pneumonia I have been cured with one 25 cent bottle of your Dr. Bell's Pine-Tar-Honey. The first teaspoonful stopped my cough. To say it is a wonderful remedy is putting it very lightly; I can never say enough in praise of your wonderful medicine, and consider your little booklet that was thrown to my door a friend in need. You may use this letter if you like, for it will always be a pleasure to recommend your Dr. Bell's Pine-Tar-Honey.

Sincerely,

No. 869 20th St., Detroit, Mich. MRS. I. G. LOZIER.

Look for the Bell on Bottle and our Guarantee No. 506.

MANUFACTURED ONLY BY

THE E. E. SUTHERLAND MEDICINE CO., Incorporated, Paducah, Ky.