

THE YUKON RUSH

HOW THE THOUSANDS WILL REACH ALASKA.

There Are Many Routes Spoken of, But as Yet Only Two Are Advisable For the Gold Seeker to Attempt—Some of the Difficulties to Be Overcome.

[Special Correspondence.]
How many will go to the Klondike next year, how will they be transported, are questions now being asked by transportation companies and the thousands interested in one way or another in the great movement about to take place. Even the man going thither to seek his fortune is vitally interested in these matters. If there is too big a crowd he may not be able to secure a passage, or to get a proper outfit, or be successful in transporting it into the interior. He would better not trust too much to luck nor depend too much upon being able to travel in the regular way. Certainly, so far as the regular steamers are concerned, their berths will be engaged weeks in advance, and the man who neglects to secure passage early may have to wait a long time for his turn to come around. Even on the overland trains there is promise of inconvenience, if not delay. So great a rush, all in one direction, will tax the rolling stock of the railroads to its utmost, since cars will have to go back empty.

The lowest estimate of the number of people who will start for Alaska next spring is 50,000, while some who have given the subject much attention place the figure as high as 200,000. At an average of 300 to each vessel, it would require 170 steamers to convey the minimum number, while 680 would be necessary to accommodate the maximum. To send 170 steamers in the months of February, March and April would make it necessary for two to sail each day. There is now advertised not one-quater the steamers necessary. The others will no doubt be provided, for there are numerous transportation projects on foot, but nothing definite about them can yet be said. This is sufficient to show that the man who intends to join the first great rush by the way of the passes and lakes would do well to make sure of his passage to Dyea or Skagway. As to the route by the way of St. Michaels and the river, that will not be open till June, and extensive transportation projects now under way will be sufficiently developed long before that time to make it well to postpone any estimates until later.

There are but two well-known and undeniably practical routes to the Yukon mines. One is by the mountain passes from Dyea and Skagway to the lakes and thence by boat down the lakes and rivers, and the other is by ocean steamer to St. Michaels and thence up the river by light draft steamer. All other routes are yet to be proved, and all who try them must expect to meet with the tribulations and uncertainties that lay in the path of the pioneer. Undoubtedly the great majority of Yukoners will try the passes, since the mines can be reached in this way two or three months earlier than by steamer, and, of these the greater number will go over the regular Yukon trail by the way of Chilkoot pass, the next greater number going from Skagway over the White pass.

It is well thoroughly to understand this route and its variations as to the two passes. Linn canal, about 100 miles north of Juneau, penetrates a number of miles northerly into the coast mountains, the very head of it being divided into two arms by a rocky promontory. Into the easterly arm flows Skagway river and into the westerly arm the Dyea river. Both are rapid, ice-cold mountain streams, navigable for canoes only for several miles. At the head of these arms are located the new towns of Skagway and Dyea. From these points it is necessary to cross the high mountain divide to Lakes Linderman and Bennett, where boats are constructed for the journey down the river. Until the past season the Yukoners have used the Chilkoot pass, from Dyea, exclusively, the Chilkat Indians packing all the supplies at the usual rate of 15 cents a pound. The route is 27 miles long, and the summit of the pass is 3,200 feet high. The Indians have always refused to pack by any other route, declaring this to be the best one. Last summer, owing to the great rush and the eagerness of all to get over at any cost, the Indians raised their price for packing, until often as high as a dollar a pound was paid them. This, and the crowded condition of the trail, led many to try the Skagway trail, which, though 41 miles long, was asserted to be better, because the summit of the pass was some 600 feet lower. It was found, however, that the trail was not so good, that the river had to be crossed several times, and that, though the pass was somewhat lower, the trail led up and down hill so much that the actual climbing done was greater than by the Chilkoot pass, where the ascent was gradual to the foot of the summit divide, when one very steep climb was necessary. The practical result was that a very much larger percentage of those who tried the Chilkoot pass succeeded in reaching the lakes, than of those who attempted the Skagway route. Nevertheless, improvements are now being made on both trails, and both will be extensively used in the spring, it being much easier to go in over the snow, when the rocks and mud which made the trails so difficult last fall are covered up.

These are projected improvements for both of these trails, in the nature of railroads and tramways, but as yet only Chilkoot pass shows anything tangible. A combined railroad and tramway is under construction and is promised to be completed by the first of February, for the taking of freight from Dyea through to Lake Linderman. The probabilities are that this convenience

will be provided by that time, or shortly thereafter. The company operating it purposes to contract to carry freight from Dyea to the lake at a price much below what it would cost to pack it over, and to handle it so promptly that by the time the owner can walk over the trail his freight will get through. With this tramway in operation, and nothing similar on the Skagway trail, the Chilkoot pass would get all the travel. There are, however, still other tramways and railroad projects on both trails, but when they will be ready for use is uncertain. At the present time it would seem as though this Chilkoot tramway will be the only thing ready early enough to accommodate the first rush in February and March. Until that time, there is apparently little choice between the trails for winter travel, and those who go in before February may take either. For those who go in over the snow a Yukon sled is necessary. This is a strong skeleton sled and may be purchased at any regular outfitting point. Many take dogs to help draw sleds, but all can not do this. If it is done, special provision must be made for food for the animals.

After the lakes have been reached, the remainder of the route is the same for both passes, consisting of about 550 miles of lake and river navigation to Dawson City, at the mouth of the Klondike. It is 50 miles further to Forty Mile, and Circle City is 300 miles down the river from Dawson. The new town of Rampart City is still about 500 miles further down the Yukon, at the mouth of Munook creek, not far above the point where the Tannanah flows into the great river.

This entire lake and river journey is made in strong boats, usually built out of timber whipsawed by the Yukoners on the banks of Lakes Linderman or Bennett. There is a small saw mill there, but it is unable to cut enough timber to fill the demand. Doubtless other mills will be taken in as soon as the tramway is completed, but miners should not rely upon this, but should take an outfit of tools and material for building a boat, as well as oars and rowlocks. Efforts to take in boats over the pass last fall were unsuccessful, even in sections. Though it might be easier to do so over the snow, it is doubtful if it would not consume as much extra time and labor as the building of a boat would require. When the tramway is at work, specially constructed boats could no doubt be taken in to advantage, and valuable time be saved.

The route leads through Lake Linderman, 6 miles, a portage to Lake Bennett, 1 mile; down the lake, 24 miles; through Cariboo crossing to Lake Tagish, 2 miles; down the lake 19 miles; by river to Lake Marsh, 6 miles; across the lake passing Windy Arm, 19 miles. Those who go in the winter and early spring can proceed to this point by drawing their boats on sleds, but there they must wait for the ice to break up before proceeding down the river in their boats, unless they intend to go through light, dragging a sled over the snow and ice. Twenty-five miles below Lake Marsh is the dreaded Miles canyon, and just below this place are White Horse rapids. Both of these places may be safely run in the boat if the utmost care is exercised. Many boats have been wrecked here and their contents lost, while several unfortunate men have been drowned. No one should attempt these difficult passages without first having carefully studied the situation. Thirty miles further down the river is Lake Le Barge, 30 miles long. Five Finger rapids are 163 miles below this lake, and Rink rapids are 3 miles further. These are the last of the specially dangerous places, though care must be exercised during the entire journey.

As to other routes from the coast, there are but three that have any prominence, and none of them is as yet sufficiently known to make it advisable for the ordinary gold seeker to attempt them. One of them is the Dalton trail, leading northerly over the mountains just west of the Chilkoot pass, and paralleling the lake and river route for about 300 miles, finally striking the Yukon below the most dangerous rapids. It is claimed that this is the best route for a railroad, but it is yet to be shown how practicable it is for general use. The government will probably attempt to send in a relief expedition by this route early in the spring.

The Taku and the Stickeen routes, one starting from Taku inlet, near Juneau, and the other from the Stickeen river, near Wrangell, converge at Lake Teslin. Small river steamers can navigate this lake and pass down the Hootalinqua river to the Yukon below the rapids, and thence to Dawson and beyond. It is claimed that such steamers will be built on the lake in the spring, and that trails will be opened up to the lake and pack trains put on, to be followed soon by railroads; but until this is actually done the gold seeker would do well not to intrust himself to the uncertainties of those routes.

Undoubtedly the most comfortable and easy way to reach the Yukon mines is by steamer from one of the Pacific coast ports to the mouth of the Yukon, at St. Michaels, and thence by light river steamers up the stream, the distance up the river being 1,422 miles to Circle City, and 1,772 to Dawson City. The trouble with this route is that the river is navigable only three months in the year, and then only by small river steamers, because of frequent bars. The ice breaks up about the 20th of June and forms again about the same time in September. There are now several steamers on the river belonging to the Alaska Commercial Company and the North American Transportation and Trading Company, both of which have trading posts on the river, with headquarters at St. Michaels. Both companies are building several new vessels for next year's traffic.

WEEKLY MARKET LETTER.

(Office of Downing, Hopkins & Co., Chicago Board of Trade Brokers, 715-714 Chamber of Commerce Building, Portland, Oregon.)

The interest in wheat has been anything but keen outside the December deal, prices holding comparatively narrow. Taking the May delivery, which is more nearly an index of market values than is December, the undertone has been one of comparative firmness, marked late last week by the good advance and a subsequent period of uncertainty.

The world's news affecting wheat values has been on the whole favorable to higher prices. Public stocks in this country have not been increased as rapidly as formerly; while the world's shipment to Western Europe was liberal, they were made up in great part by clearances of flour from our own coasts, phenomenally large and highly encouraging. It is believed the Australian crop will show only a small exportable surplus, there are recent reports of purchases on the Pacific coast for South Africa, and the Liverpool Corn News has published further statements pointing to the important shortage in Russia's supply of breadstuffs and feedstuffs. The Argentine exportable surplus continues a matter of uncertainty, and the trade is less interested than formerly, but of course will closely watch the movement as soon as the new crop is ready, now a matter of only a few weeks. Receipts of spring wheat in the Northwest continue large, but it is the time of the year to expect such. The cash demand for wheat and flour is fairly good.

The corn market has been a sluggish affair most of the time for a fortnight past, prices narrow, interest at a minimum, the undertone one of easiness. Increased receipts are expected now that farmers are practically through husking and shelling, and in the absence of an urgent shipping demand, inside the large offerings, speculative support is lacking. Exports are fair, but ought to be much greater, and a large visible supply acts as something of a weight on values. It is worthy of note, however, that at existing low prices a good deal of corn in the aggregate is being shipped out of Chicago. With the close of lake navigation liberal quantities will be purchased by speculators, and stored in the hold of vessels at a low rate for shipment next spring. The market has continued to hold close to the 26 cent basis, with May hesitating between 26c and 30c. Low grades by sample 24 1/2@25 1/2c.

Portland Market.
Wheat—Walla Walla, 72c; Valley and Bluestem, 74@76c per bushel.
Four—Best grades, \$4.25; Graham, \$3.50; Superior, \$3.25 per barrel.
Oats—Choice white, 34@35c; choice gray, 32@33c per bushel.
Barley—Feed barley, \$19@20; brewing, \$20 per ton.
Millstuffs—Bran, \$16.50 per ton; middlings, \$21; shorts, \$16.50.
Hay—Timothy, \$12.50@13; clover, \$10@11; California wheat, \$10; do oat, \$11; Oregon wild hay, \$9@10 per ton.
Eggs—18 1/2@25c per dozen.
Butter—Fancy creamery, 50@55c; fair to good, 40@45c; dairy, 30@40c per roll.
Cheese—Oregon, 11 1/2c; Young America, 12 1/2c; California, 9@10c per pound.
Poultry—Chickens, mixed, \$1.75@2.50 per dozen; broilers, \$2.00@2.50; geese, \$5.50@6; ducks, \$3.00@4.50 per dozen; turkeys, live, 10c per pound.
Potatoes—Oregon Burbanks, 35@40c per sack; sweets, \$1.40 per cental.
Onions—Oregon, new, red, 90c; yellow, 80c per cental.
Hops—\$5@14c per pound for new crop; 1896 crop, 4@6c.
Wool—Valley, 14@16c per pound; Eastern Oregon, 7@12c; mohair, 20@22c per pound.
Mutton—Gross, best sheep, wethers and ewes, \$3.00; dressed mutton, 5c; spring lambs, 5 1/2c per pound.
Hogs—Gross, choice heavy, \$4.00; light and feeders, \$3.00@4.00; dressed, \$4.50@5.00 per 100 pounds.
Beef—Gross, top steers, \$2.75@3.00; cows, \$2.25; dressed beef, 4@5 1/2c per pound.
Veal—Large, 4 1/2@5c; small, 5 1/2@6c per pound.

Seattle Market.
Butter—Fancy native creamery, brick, 28c; ranch, 16@18c.
Cheese—Native Washington, 12 1/2c; California, 9 1/2c.
Eggs—Fresh ranch, 30@32c.
Poultry—Chickens, live, per pound, hens, 10c; spring chickens, \$2.50@3.00; ducks, \$3.50@3.75.
Wheat—Feed wheat, \$22 per ton.
Oats—Choice, per ton, \$19@20.
Corn—Whole, \$23; cracked, per ton, \$22; feed meal, \$23 per ton.
Barley—Rolled or ground, per ton, \$22; whole, \$22.
Fresh Meats—Choice dressed beef, steers, 6c; cows, 5 1/2c; mutton sheep, 7c; pork, 7c; veal, small, 7c.
Fresh Fish—Halibut, 4@5c; salmon, 3@4c; salmon trout, 7@10c; flounders and sole, 3@4c; ling cod, 4@5c; rock cod, 5c; smelt, 2 1/2@4c.
Fresh Fruit—Apples, 50c@1.25 per box; peaches, 75@80c; prunes, 35@40c; pears, 75c@1 per box.

San Francisco Market.
Wool—Nevada 11@12c; Oregon, 12@14c; Northern 7@8c per pound.
Hops—10@12c per pound.
Millstuffs—Middlings, \$20@22; California bran, \$17.50@18.00 per ton.
Onions—New red, 70@80c; do new silverskin, \$1.40@1.60 per cental.
Eggs—Store, 24@26c; ranch, 27 1/2@32c; Eastern, 15@20; duck, 20@25c per dozen.
Cheese—Fancy mild, new, 12 1/2c; fair to good, 7@8c per pound.

NO DIFFERENCE.

Physical troubles of a like nature coming from different causes are often a puzzle to those who suffer pain for to their treatment and cure—as in the case of lumbago from cold or a strain in some way to the same muscles. The treatment of such need not differ one with the other. Both are bad enough and should have prompt attention, as nothing disables so much as a lame back. The use of St. Jacobs Oil will settle the question. Its efficacy is so sure in either case there is no difference in the treatment and no doubt of the cure.

Kangaroo tails for soup have been sent to London from Australia. A shipment of 2,500 weight was sold at the rate of \$3 a dozen tails. In Australia they are considered a great delicacy.

REPUTATIONS MADE IN A DAY.

Are precocious scarce. Time tries the worth of a man of medicine. Hostetter's Stomach Bitters is a forty-five years' growth, and like those hardy lichens that garnish the crevices of Alaska's rocks, it flourishes perennially, and its reputation has as firm a base as the rocks themselves. No medicine is more highly regarded as a remedy for fever and ague, bilious remittent, constipation liver and kidney disorders, nervousness and rheumatism.

The longest straight railroad line in America is on the Lake Shore railway, beginning at a point three miles west of Toledo, Ohio, and running 69 miles without a curve.

\$2000

If you use too much of Schilling's Best baking powder it don't spoil the cake.

But why not make your money go as far as it will by using just enough of Schilling's Best baking powder—one-third less than of the brand you are used to?

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An old English "Manners Book" says: "A lady should dip only the tips of her fingers in the sauce bowl, and should not let food fall out of her mouth on the tablecloth."

AN OPEN LETTER TO MOTHERS.
We are asserting in the courts our right to the exclusive use of the word "CASTORIA" and "PITCHER'S CASTORIA," as our Trade Mark. I, Dr. Samuel Pitcher, of Hyanis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of CHAS. H. FLETCHER on every wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. Look carefully into the wrapper and see that it is the kind you have always bought, and has the signature of CHAS. H. FLETCHER on the wrapper. No one has authority from me to use my name except The Centaur Company of which CHAS. H. FLETCHER is President.
March 8, 1897. SAMUEL PITCHER, M.D.

Railways in Holland are so carefully managed, that the accidental deaths on them average only one a year for the entire country.

HOME PRODUCTS AND PURE FOOD.

All Eastern Syrup, so-called, usually very light colored and of heavy body, is made from glucose. "Tea Garden Drips" is made from Sugar Cane and is strictly pure. It is for sale by first class grocers, in cans only. Manufactured by the PACIFIC COAST SYRUP CO. All genuine "Tea Garden Drips" have the manufacturer's name lithographed on every can.

The legislature of Uruguay has conferred citizenship and the sum of \$10,000 on Dr. Sanarelli as a recognition of his discovery of the yellow fever microbe.

An international congress has been arranged at Paris for the discussion of the means of preventing fires in theaters and other places of public resort.

We will forfeit \$1,000 if any of our published testimonials are proven to be not genuine. THE PISO CO., WARREN, PA.
Try Schilling's Best tea and baking powder.

Stop! Women,

And consider that in addressing Mrs. Pinkham you are confiding your private ills to a woman—a woman whose experience in treating woman's diseases is greater than that of any living physician, male or female. You can talk freely to a woman when it is revolting to relate your private troubles to a man; besides, a man does not understand, simply because he is a man.

MRS. PINKHAM'S STANDING INVITATION.

Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. All letters are received, opened, read, and answered by women only. A woman can freely talk of her private illness to a woman. Thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has drawn from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

PISO'S CURE FOR CROUPS WHERE ALL ELSE FAILS.
Best Cough Syrup. Tastes Good. Use in Time. Sold by drug stores.
INSUMPTION

OREGON STATE NEWS.

Brief Review of the Week Throughout the State.

Salem has at last a chamber of commerce organized and in working order. The government improvement work at Bandon has stopped, the appropriation having been fully expended.

An old-fashioned freight train arrived in Lakeview from the south last week. It consisted of 10 wagons and 32 horses.

The entrance to Coos bay harbor is marked by a new whistling buoy—placed there by the lighthouse tender Manzanita last week.

During the recent heavy storms the oyster beds at Willapa harbor were buried in drifting sands until at least half the crop will be lost.

The Baker-Canyon Telephone Company now has the long-distance line between Baker City and the Grant county town in working order.

Lyons' broomhandle factory, in Coos county, shipped 40,000 of its best product to San Francisco last week. A portion of the consignment will be forwarded to Australia.

Captain Berry, the aged lighthouse keeper at Port Angeles, died in the Sisters' hospital at Port Townsend Sunday. He has been keeper of the light at Angeles for the past 30 years.

The farmers who supply the Coquille creamery received 26 1/2 cents a pound for butter fat, delivered during October. Two thousand dollars was distributed among those who supplied the creamery.

A Polk county farmer has been experimenting with tobacco culture, and has been so successful that cigars made with tobacco grown by him are said to be as good as the average cigar smoked in Oregon.

It is said that the next grand jury in Curry county will not meet until September next. If this is the case, it is apt to be a long time before the Van Peltz will have to answer the charge of killing A. Coolidge.

A drove of about 125 nice trim young mules, which had been bought in Lake county, were secured at the low average price of \$15 per head. They will be taken to Huntington and then shipped to the Eastern market.

Joe Siver, who is making a tour of the United States from New York and return on a bicycle, was fined \$10 in Harrisburg for riding on the sidewalk. He was allowed to go on condition of his leaving the city at once.

The checks for the second dividend declared by the controller of the currency in favor of the creditors of The Dalles National bank have been received by Receiver Wilson, and are ready for delivery to the owners.

The Albany iron works is a very busy place these days. The company shipped out 10 tons of machinery last Friday, including a quartz mill manufactured for Southern Oregon mines, and machinery for the state pumping station at Salem.

One hundred and forty-four bales of hops, aggregating over 27,000 pounds, belonging to five growers in the vicinity of Laurel, were sold Monday for 13 cents per pound. Tuesday 43 bales, aggregating over 8,500 pounds, were sold to J. M. Russell & Co., for 11 1/2 cents per pound.

The grain acreage in Jackson county for the coming year will in all likelihood surpass in extent any year in the history of Rogue river valley, and if conditions prove favorable, the greatest number of bushels of grain in the history of the county will be harvested in 1898. This, says the Tidings, is the opinion of well-informed persons.

During the last few months a Crook county firm has purchased 16,000 head of sheep, and are now handling about 22,000 head. They are all in their winter range, and each flock is within convenient distance of big stacks of hay, more than sufficient to carry them through the hardest winter. The sheep are all reported to be in fine condition and thriving.

Mr. and Mrs. E. T. Albert celebrated their 60th wedding anniversary in Salem Monday. They were married at Wheeling, W. Va., in 1837. Mr. Albert is 82 years old, and Mrs. Albert 81. A reception was held at their home and a large number of friends paid respects to the venerable couple. The guests included seven children, besides grandchildren and great grandchildren.

The controversy between two quarrelsome members of the Vernonia church was submitted to a jury, or committee, of church members. One of the members was expelled. The other was censured and reduced from full membership to six months probation. It was ruled by the committee that no one in the Nehalem valley is entitled to church membership unless he is imbued with love and righteousness.

The Eastern Oregon Sheep Association of Baker City offers a reward of \$1,000 for information that will lead to the arrest and conviction of any person or persons found guilty of willfully injuring the sheep or property of any member of the association. And a further reward of \$250 for information that will lead to the arrest and conviction of any person or persons guilty of robbing sheep camps the property of the members of the association.

Messrs. Rice, Flint & Co. have struck a vein in their Black Republic tunnel, in Michael creek mining district in Southern Oregon, showing very promising ore containing gold and copper. No assays from this lowest level has been made. The third tunnel is 210 feet, and will be pushed some 60 feet further to crosscut this and another parallel vein further in. Promising ledges are being uncovered in the district. A number of placers are running light.

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In all the world today—in all the history of the world—no doctor nor institution has treated and required so many men as has the famed ERIC MEDICAL COMPANY, of Buffalo, N. Y.



SCIENCE TRIMMING THE LAMP OF LIFE.
This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.
So much deception has been practiced in advertising that this grand old company now makes a startling offer.
They will send their magically effective medicine and a month's course of restorative remedies positively on trial, without expense, to any reliable man.
Not a dollar need be paid until results are known to and acknowledged by the patient.
The Eric Medical company's Appearance and Remedies have been talked of and written about till every man has heard of them.
The highest medical authorities in the world have lately commended them.
They possess marvelous power to vitalize, develop, restore and sustain.
They create vigor, healthy tissue, new life.
They stop drains that sap the energy.
They cure all effects of evil habits, excesses, overwork.
They give full strength, development and tone to every portion and organ of the body.
Failure impossible, age no barrier.
This "Trial Without Expense" offer is limited to a short time, and application must be made at once.
No C. O. D. scheme, no deception, no exposing a clean business proposition by a company of high financial and professional standing.
Write to the ERIC MEDICAL COMPANY, Buffalo, N. Y., and refer to their offer in this paper.

At a recent meeting of the Institution of Civil Engineers in London, the opinion was expressed that the coming material for ship-building is nickel steel, but that before it can be extensively used, further deposits of nickel must be discovered.

DEAFNESS CANNOT BE CURED.

By local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian tube. When this tube is inflamed you have a running ear, which is important hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube returned to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surface.
We will give One Hundred Dollars for any case of deafness, caused by catarrh that cannot be cured by Hall's Catarrh Cure. Send for circulars, free.
F. J. CHENEY & CO., Toledo, O. Sold by druggists, 75c.
Hall's Family Pills are the best.

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No operation!
No clamps or compressors
No detention from work.
No possible danger.
No lotion or medicine.
Simply galvanic electricity.
It is nature's remedy, my Electric Body Battery, in form of a belt, is put on when you go to bed, and the mild, exhilarating, continuous current sent through the congested veins during the night speedily dissolves the trouble and cures in a few weeks. My pamphlet, "Three Classes of Men," has an illustrated treatise on this complaint, and every such sufferer should read it. Sent free on application. Address: SANDEN ELECTRIC BELT CO. 263 West Washington St., Portland, Or. Please mention this paper.

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Moore's Revealed Remedy will do it. Three doses will make you feel better. Get it from your druggist or any wholesale drug house, or from Stewart & Holmes Drug Co., Seattle.

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Get your supplies of us at cut rates. Large stock and low prices. Goods guaranteed.
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Mrs. Winslow's Soreness Syrup should always be used for children teething. It soothes the inflamed parts of the gums, allays all pain, cures wind colic, and is the best remedy for diarrhoea. Twenty five cents a bottle. It is the best of all.
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