

PREMIER'S BAD LUCK.

Her Propeller Breaks and Her Firemen Strike.

ALLEGED HOODOO DISCHARGED.

His Comrades Strike and Secure His Reinstatement - Cargo of Disgusted School Teachers.

Steamer Premier seems to be having very bad luck of late. Early yesterday morning on the trip from Whistman to Seattle she broke one of the two flukes remaining on her wheel in Bellingham bay, and came in with only one fluke. On reaching Port Townsend the firemen on the steamer struck because one of their number was discharged. The strike was of short duration, however, for an understanding was reached, and the steamer continued on her way, arriving here about 9 o'clock last evening, several hours behind time.

The fireman was discharged, it is claimed, because some of the engineers considered him a "hoodoo." He was firing on the Evangel when she blew up, and as the Premier has been having a bad streak of luck lately, it was whispered around among the men in a joking way that the fireman referred to was a "hoodoo." Yesterday morning when one of the two flukes on the wheel broke the more superstitious of the crew became uneasy and expressed a desire to be rid of the fireman, and Chief Engineer T. G. Mitchell accordingly gave him his time. Both sides were perfectly uncommunicative last night as to the nature of the agreement under which the fireman returned to work, but the firemen were all at their posts last night, and it is understood that the discharged man was reinstated.

Chief Engineer Mitchell said that the statement in an interview contained in a Tacoma dispatch which was published in Thursday's Post-Intelligencer, to the effect that Captain O'Brien had been drinking at the time of his dispute with the purser, did the captain an injustice. He said he did not know anything positive about what took place between the two men, but he did know that the captain was not under the influence of liquor, because he had had a drink with him a few moments before and there was not a sign of liquor on him.

Captain O'Brien said that the boat would go to Tacoma and lie up until her wheel was repaired. He expects to be out again very soon. During the number of years the vessel has been on the Sound she has not had as much trouble as she has had in the past month, and the friends of Captain O'Brien trust that his streak of ill luck with the boat is about over.

Many of the teachers who attended the convention of the State Teachers' Association at Fairhaven arrived here last night, greatly disappointed at missing their New Year's dinner, and thought of the Premier, Edmond S. Meany, who arrived on the boat, said last evening:

"Some of the young ladies had arranged to receive callers and others had invited guests to dine with them. All these pleasant anticipations were blasted when the merry passengers on the Premier awoke yesterday morning to find themselves moving along at about three miles an hour. They had thought to distance their fellow-teachers who were waiting for the steamer City of Seattle. The latter left at 8 a. m., but the Premier had left at midnight. All expected the Premier's passengers to arrive in Seattle in the morning about the time the other boat left Fairhaven. But the loss of one of the blades of her wheel cut her speed down to three miles an hour in the very roughest part of the trip, between Anacortes and Port Townsend. The City of Seattle passed her in the straits and it was about 7:30 p. m. when the Premier, loaded down with tired, disgruntled school teachers, landed at the City dock. They all refused to eat dinner on board, declaring they would prefer to wait for the shreds and leavings of the New Year's dinners they had not eaten."

SEATTLE, BOISE & SALT LAKE.

Projected Railroad Line From Salt Lake Through the Coast of Idaho to Seattle.

The prospects of the Seattle, Boise & Salt Lake railroad have just been issued. The paper sets forth the fact that the company is a corporation duly organized and incorporated under the laws of Idaho, on the 9th day of December, A. D. 1890, to build a standard gauge railroad from Salt Lake City, Utah, northwesterly and northerly to the City of Seattle in some point in Northern Idaho, on the Washington side, the line convenient wherefrom to continue on to Seattle.

The capital stock is \$20,000,000 in 200,000 shares of the par value of \$100 each. The prospectus says:

"This road can truly and appropriately be called the 'Idaho route,' and should be considered by the people of Idaho as the pet road of the state. Entering the state, as it does, in the southwestern portion thereof; thence running northwesterly to the town of Payette, situated on the west side of the state and midway between the north and south boundaries; thence north to the Coast of Idaho, thus becoming the connecting link of vitality of the state, it can properly be called the 'spinal road of Idaho.'"

From the Snake river the road continues on northwesterly through the rich and fertile plains of the western part of Ada county, including the rich valley of the Boise, and into the extensive and beautiful valley of the Payette river, where it reaches the town of Payette. From this place the line of road is continued northward through Washington county, passing through the rich and populous valleys of Crane, Little Weiser, Middle Fork of Weiser, Council and Salmon meadows, tapping Middle valley, Salmon, and the rich and fertile valley of the Snake river, and the Warren and Altamira mining districts and the Lone valley. And at Council valley the divergence is made to the famous copper mines of the Seven Devils mining district and the gold and silver mines of Placer basin. Sumner's Camp, Rapid river and Bear creek.

From the Salmon meadows the road will be continued northward to the rich agricultural and mineral localities of Northern Idaho, thus completing the vital and spinal connection of the state and preserving it into itself, and providing the long-needed avenue of transportation from one part of the state to the other, as well as providing an outlet for the whole.

The construction of the road will be commenced at the town of Payette for the convenience of obtaining ties and timber from the Payette river, and at which place a junction can be made with the Oregon Short Line road to receive rails and other supplies needed in the construction.

NEW MAIL ROUTES.

Changes From the Opening of Seattle & Montana.

The opening of the Seattle & Montana railroad will result in some very material changes in the mail routes along the Sound. Beginning yesterday the mail was carried over a star route between Lowell and Everett, and the service to Everett from Mukilteo was discontinued.

On Saturday, January 16, the route from Snohomish to Marysville, by way of Lowell, will be discontinued, and on the same

day the steamboat route between this city and Mount Vernon.

On the Monday following, January 18, the mail will be carried by rail from here to Mount Vernon, and will be left at these stations along the line of the road: Boulevard, Ballard, Richmond, Edmonds, Mukilteo, Everett, Marysville, Stillaguamish, Norman, Florence, Stanwood, Fir, Skagit, Mount Vernon and so on to the Fairhaven Southern junction.

Mail will be left at several of these stations to be carried by steamer across to the islands of the lower Sound. There will be a steamer route from Mukilteo to Phinney, Sandy Point, Langley and Tulalip.

Another route will be from Stanwood to Utsalady, Connerville, San de Fuca and Oak Harbor.

When these changes are made the mail for the stations mentioned above will be close at 8:45 a. m. Letters from these points will arrive some time in the evening and will go out in the morning delivery.

Change in Newcastle Train Service.

A new train schedule will go into effect on the Newcastle branch of the Columbia & Puget Sound railroad on Monday. Passengers for Newcastle will leave the Ocean dock at 7 a. m., change cars at Renton and arrive at Newcastle at 10 a. m. A train will leave Newcastle at 7:30 a. m., and connect at Renton with the passenger train from Franklin which arrives at the Ocean dock at 9:34 a. m. Another through train will leave Newcastle at 3:30 p. m. and arrive at the Ocean dock at 5:30 p. m.

Fast Train Service.

Next Sunday, January 3, the Chicago & Northwestern railway will reduce the present fast time between Council Bluffs and Chicago two hours. This fast service will be in connection with the Union Pacific train leaving Portland daily at 7:30 p. m. Don't forget that there is no change of cars via this line. Ask any ticket agent of the Union Pacific railway for further information, or write to A. G. Barker, general agent, Portland Or.

Shorter Time on Northern Pacific.

When the new train schedule on the Northern Pacific road goes into effect the train now leaving this city at 9 o'clock in the evening will leave an hour later and reach Portland at the same time as at present, the time being thus shortened an hour. The time of through freight trains will also be shortened, and the east-bound overland will leave at 11:30 p. m. instead of in the morning.

Shipping Intelligence.

SAN FRANCISCO, Jan. 1.—Arrived—Nicotaur Monierat, Departure bay.

WATER FRONT NOTES.

The Mystic came in from Snohomish with a pilot.

Captain Parker, formerly of the steamer Greyhound, is now placed on the Bellingham.

Steamer J. R. McDonald will resume her regular run on the Bellingham bay and Blaine route Tuesday.

Steamer Rapid Transit is taking a cargo from the steamer for distribution at various shore-water ports.

Steamer City of Quincy has been laid up and the Washington is on her place, alternating with the W. K. Merwin between Snohomish and Seattle and Tacoma.

Ship Thomas Dana, en route from New York with a cargo of lumber, is expected to arrive about January 15. H. W. Baker & Co. are looking for a berth for the ship.

The new steamship Keweenaw, now on her first trip on the line between New York and Puget sound, will dock at H. W. Baker & Co.'s wharf when she arrives.

Weather predictions for the twenty-four hours beginning at 6 o'clock last evening:

For Oregon and Washington—Rain; in western portion, scattering rain in eastern portion, warmer, followed by cooler weather.

Captain C. B. Brown, district deputy grand captain of the American Brotherhood of Steamboat Pilots, left for Astoria last night to inspect a harbor of the other shore. This makes twenty-two harbors in the United States which he has inspected.

Alsworth & Dunn shipped a car of steamed salmon East last night. This is the first car of fresh salmon ever shipped from the Coast this late in the season. The fish are of excellent quality, and will undoubtedly find a good market East at this season of the year.

It was generally believed that the Puget Sound and Alaska Steamship Company would, after the winter season, resume the old policy of wintering the steamships here, but so far no move has been made in that direction by the company. Captain McWilliams, who left the Esch at that time, is now going on the Waco.

Steamer Olympian came in from Olympia yesterday, after having her bottom cleaned and painted, and will start around for Portland in about a week.

The steamer Waco, which was in the water, was towed by Captain F. N. Price for \$300, after sinking the tug Virgil Price.

Steamship Umatilla sailed for San Francisco last evening with a cargo of 1,100 tons of coal and 60 tons of general freight. Among her cabin passengers were the following from Seattle: J. H. Latham, F. H. McDonald, H. H. Cromwell, J. F. Simpson, F. T. Fisher, Ben Wood, John Davis, E. March, A. J. Minor, R. Leard, A. S. Perley, J. L. Porter, J. E. Porter, W. A. Lane, Mrs. W. McDonald, Mrs. Emily Stegman, Mrs. Boyce and child, Mrs. K. Ryan, Mrs. Mary Embling and Mrs. Lynch. There were about thirty passengers in the steerage.

ROBERT MORAN'S REPLY.

He Says the Molders' Committee Had No Power to Settle.

Robert Moran, of the Moran Bros. Company, denies the correctness of the report of the conference between himself and a committee of the Iron Molders' Union, as presented to the Western Central Labor Union in a communication to the Post-Intelligencer. He says:

The report of a meeting between a committee of the Iron Molders' Union and myself, having in view the settlement of a strike which was inaugurated by the Moran Bros. Company, is entirely untrue. I was never delegated with any power to bind the Iron Molders' Union to any proposition ever called on me. The gentlemen who said they were a committee from that body called at my residence, and in answer to the questions as to their powers, they distinctly said that they were not authorized to make or receive any proposal that would be binding on their union. Some informal pumping by both parties the meeting adjourned sine die and without getting water. The gentlemen were not treated contemptuously; the meeting was had at their request, but they had no business to transact, which accounts for the failure to accomplish anything. There is no prejudice here. Respectfully, ROBERT MORAN.

HOW TO CURE THE CROUP.

Mrs. Emma Nutt, of South Haven, Kansas, writes: "I have been using ALLEN'S PINKETTS PLASTER for the last ten years, principally for croup. I have never found it to be very much inclined to croup. He had a bad croup, and a wheezing sound in his lungs every time he breathed. I covered him with the plaster from the throat to the pit of the stomach with ALLEN'S PINKETTS PLASTER. In two hours the cough ceased and his breathing was much easier. In a few days he was entirely well. I say the ALLEN'S PINKETTS PLASTER cures him. Since then, whenever he is affected with colds, I use the ALLEN'S PINKETTS PLASTER, which cures him immediately, without any inconvenience. They are the best preventive of the croup ever known, and I would not be without them for any consideration."

THE GRAND HOTEL FOR SALE.

At a stockholders' meeting of the Grand Hotel Company the directors were authorized to sell the furniture and fixtures of the Grand hotel, together with the good will and option of lease, to the best advantage, and the same was offered for sale. Everything is new and first-class, and located the best in the city for a first-class hotel.

FIASCO TUNING.

At the request of old friends Mr. Niechoj is in the city for a few weeks. Special orders promptly attended to. Address 1409 Seventh street, near Union.

ON THE VERY BRINK.

Colonel J. C. Haines' Condition Still More Critical.

TODAY MAY TELL THE TALE.

Consultation of Four Leading Medical Men to Determine Upon Course of Treatment—Bulletins.

During yesterday the condition of Colonel J. C. Haines changed but slightly, yet that alteration seemed to be for the worse, and at midnight the doctors felt that the patient had hardly held his own during the twenty-four hours preceding.

Last evening there was a consultation between the attending physicians, Dr. E. L. Smith and Dr. Rufus Smith, Dr. Russell and Dr. Dawson. They agreed perfectly as to the course of treatment, but the exact nature of the malady is as yet undetermined. The trouble began with a severe case of the grip, followed by a stricture of the bowels. When the stricture had been overcome some of the symptoms of peritonitis set in. The abdomen of the sufferer is considerably distended, and yet some of the common features of peritonitis are lacking.

During all of yesterday Colonel Haines was delirious, and at times he suffered much pain. In the afternoon he had several severe vomiting spells. The treatment consisted of administration of opiates and light nourishment.

The doctors hoped that during the night Mr. Haines would get a little rest and rally today for a recovery. If the rally does not come by this afternoon, the worst may be expected.

About 1 o'clock Colonel Haines fell into a deep sleep, which continued until the time of going to press. The attending physician said that the sleep would doubtless be beneficial, but that the patient's condition would remain in doubt until this morning.

THREE ALARMS IN AN HOUR.

Firemen Turn Out Three Times to No Purpose—Two Small Blazes.

The fire department was called out three times yesterday in a shorter space of time probably than ever before. The people in the business part of the city were hardly settled down from the excitement of one alarm, with the different pieces of apparatus thundering down the street, than another came. The engines, hose wagons and ladder trucks were just on the way back after putting out a small fire, when a third alarm brought nearly all of the remaining apparatus down to the business streets, the engines and hose wagons tearing madly down the streets a third time within an hour, and the blaze in the street within ten minutes. When the engines came down Second and Front streets, in response to the third alarm, and met the apparatus returning from the second fire, the hundreds of citizens on the streets saw nearly the whole department on parade.

The first alarm came from box 42 and was caused by a blaze in the street, between Main and Commercial streets. The room was unoccupied at the time, but it is supposed that some one in passing down the hall threw a cigarette butt in the room through the open door. Officer Osborn saw smoke pouring through the open window, and, hastily pulling out an alarm, rushed into the hotel and with the aid of the day clerk succeeded in putting out the fire before the department arrived.

A bed which was in the apartment was burned and the carpet and furniture damaged to the extent of \$100.

The second alarm came from box 35 at Fifth and Jackson streets. It was turned in at 2:35 p. m. for a fire in the Deutsch house, a cheap lodging-house over the Schooner saloon on King street, between Sixth and Seventh. A few minutes before the alarm was turned in one of the occupants of the upper floor saw smoke coming out of one of the rooms in the rear of the building. Officers Mike Powers and L. B. Pierce rushed up, and with buckets of water, soon had the fire under control, but only after three rooms had been partially burned out. The fire probably started from a cigar stub thrown carelessly on a bed, which ignited the mattress. The loss will not amount to more than \$100. The department arrived about the time the fire was out.

The room in which this fire started is the same in which Dave Denee, the cow-boy outlaw, was besieged by eight or ten policemen for a whole night nearly two years ago.

While turning in the signal for "fire out" for the second fire, the fireman at box 35 turned in by accident three taps of the gong. That signal was taken as a special alarm and engines No. 1 and No. 4 and hose car No. 4 responded, arriving at Yester's avenue at the time when the other apparatus was returning. Chief Keellogg says that he will censure the officers of the last-named companies for responding to the three taps, as they were but two seconds apart, and the special alarm is three taps with five seconds between. After these three slow taps the number of the box in which the alarm was not done in the false alarm to which the companies responded.

BURNED BY A CHRISTMAS TREE.

Unfortunate End of a Happy Gathering for W. P. Harper.

W. P. Harper, secretary of the Seattle Gas Company, was seriously burned by a Christmas tree taking fire in his residence on Olympic avenue, about 8:30 o'clock last evening, while he was lighting the tapers on it.

When the tree blazed up, some of the fire dropped down onto a lot of cotton which was spread out beneath, causing a large flame for a few seconds. Mr. Harper's face and hands were badly burned, and the back of his dressing-gown caught fire, burning the back of his head.

A number of other persons were in the room at the time in addition to the other members of the family, but no one else was injured, and the flames were suppressed without turning in an alarm.

Dr. Churchill, who lives close by, was summoned immediately and attended to Mr. Harper's injuries. The room was considerably damaged by the blaze.

WHITECHAPEL IDEAS OF RIGHT.

A Woman Protests Against a Man Who Beat Her.

Charles Norby, who was only released from jail yesterday morning, last evening went into Whitechapel and assaulted a woman named Eliza Mattson, and broke up the furniture in her apartments. He was arrested by Officer Powers and taken to jail. About an hour later the woman, accompanied by Peter Nelson, went to police headquarters and caused to be issued a warrant for the arrest of Norby. They created a good deal of disturbance in the office and they both denounced Officer Powers for making the arrest.

"He had a right to lick me if he wanted to," said the woman.

Both were locked up in cells adjoining the one occupied by Norby, and the disorderly conduct were preferred against them.

Money to loan on improved city property at lowest rates and on most favorable terms. J. K. Edmonson, office in the Seattle Savings bank.

Why So Anxiously Concerned?

The prestige of the Royal Baking Powder and its constant success are matters of anxious concern to envious competitors.

It is noted that advertisements of other baking powders are filled with spleen, malice and misrepresentation against the Royal, more than with honest claims as to their own goods.

That the Royal Baking Powder makes finer, whiter, sweeter, more wholesome cookery, the ladies who have tried other kinds are willing to testify and tell their neighbors; this fact is a serious concern to all competitors.

The superb quality of the Royal Baking Powder, over and above all other kinds, is never so manifest as when tried in comparison. It has greater strength and does not deteriorate with age, the last spoonful in the can being as good as the first. All over this country the "Royal" has the lead; this is why makers of other brands, envious of its sale and popularity, talk so much about it.

THE PASSING THROG.

What the People Think About and Talk About.

THE MONTE CRISTO RAILROAD.

A Feasible Route by the South Fork of the Stillaguamish—Returning from Fairhaven—Personal.

Mr. and Mrs. B. E. Palmer, of Fairhaven, are at the Grand hotel. Mr. Palmer has just come down from the Cascade mountains, where he has been engaged in the survey for the proposed railroad from the Monte Cristo mining district down the Stillaguamish river. He said last night: "I have been in charge of the party that was up in the hills. We made a pretty careful survey and found that for a mountain road the grades will not be hard ones, and the construction will be comparatively easy."

A GREAT SCHOOL EXHIBIT.

Work Shown at Fairhaven Convention Promises Well for World's Fair.

One of the passengers arriving on the Premier from Fairhaven last evening was Edmond S. Meany, assistant to President N. G. Blacklock, of the Washington World's fair commission. He said:

"The exhibit of school work at the Fairhaven meeting of the State Teachers' Association was a great surprise to me. It included modeling in clay, carving in wood and colored soaps, paper weaving and folding, fine map drawing, excellent papers on different lines of study, cabinet work and other exhibits that would surprise any one not familiar with the modern methods in public schools. Two store rooms were filled with these exhibits and, if the exhibit for a state association meeting is so great, fears are entertained that not enough space can be given for a complete exhibit at the World's fair."

J. P. Hendricks was eminently successful in starting the work for the commission. He says there will be no trouble in securing a magnificent educational display from this state. He has mapped out work and secured promises to help from nearly all the principal educators of the state. The convention was a splendid opportunity to complete this preliminary work, and by taking advantage of the occasion several thousand dollars were saved for the state World's fair commission. The teachers were enthusiastic and will all take hold of the work and give their time to it cheerfully. It is evident that Washington will be able to surprise the many visitors at the Columbian exposition by the evidence of the phenomenal growth of her public school system."

Mr. Meany will next begin work on the collection of statistics, and leaves this morning for Olympia, where he will look up the present facilities for collecting statistical information, and supplement them by a series of blanks by which a complete collection of the state statistics can be made. This work will be done through

PERSONAL.

H. Carstens, of Mount Vernon, is at the Grand hotel.

R. D. Attridge, of Port Ludlow, is at the Arlington.

Dr. and Mrs. W. E. Gibson, of Gilman, are at the Sequim.

Mr. and Mrs. W. R. Pettibone, of Whatcom, are at the Northern.

Mr. and Mrs. L. E. Post, of Tacoma, were at the Northern hotel yesterday.

C. H. Dunley, cashier at the Northern Pacific wharf at Seattle, was in the city yesterday.

Professor D. Bemis, superintendent of the public schools of Spokane, is at the Occidental.

General and Mrs. George P. Ihrie have returned from Tacoma, and are at the Sequim hotel.

Frank H. Richards, of Whatcom, a member of the state harbor line commission, is at the Duier.

Mr. and Mrs. Adolph Behrens and Mr. and Mrs. D. F. Manson, of Mount Vernon, are at the Duier.

Arthur Fox, of Victoria, is at the Duier. He first went to that city in 1887, and since then he has lived in Seattle, San Francisco, Australia, Japan and South Africa.

BREVITIES.

Eureka lodge tonight; installation.

All the young ladies who are to participate in the drill at the business men's jubilee next week are requested to be present at Ranke's hall this afternoon at 1 o'clock.

AMUSEMENTS.

Children's Matinee.

The last matinee performance of "Around the World in Eighty Days" will be given at Cordray's this afternoon.

The children should be enabled to see this exceedingly instructive and highly entertaining piece, more especially during the holiday season. Last night's performance was given to standing room only, and many were unable to gain admittance.

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LOOK

AT

THIS

SPACE

TOMORROW

FOR

IMPORTANT

ANNOUNCEMENT



WATCH

IT

BURN

Candle Bulletin

BURNED.
103 hrs., 23 minutes,
33 seconds.
CONSUMED 34 ins.

Florie & Rosenberg
GUTHRIE-HATERS & FURNISHERS
FRONT ST. FOOT OF CHERRY ST.

Why He Feels Twenty Years Younger.

Heppner, Or., July 13, 1891.
The Stark Medicine Company, Portland, Or.
GENTLEMEN:—Mr. A. A. Wren of our town requests us to send the enclosed letter to you. He has been using O. K. T. with such satisfactory results that he wished to inform you. Respectfully, SLOCUM-JOHNSTON DRUG CO.

The Stark Medicine Company, Portland, Oregon.
GENTLEMEN:—In behalf of suffering humanity I wish to give a testimonial of the wonderful relief I have received from using OREGON KIDNEY TEA. For over twenty years I have been suffering from kidney trouble, much of the time I was not able to be around, my mind was dull and inactive and I was in pain all over. I received a sample package of O. K. T. and after using it I felt so much better I concluded to continue using it. I purchased a box of the Tea and have used about half of it. I can truly say that I feel twenty years younger. My mind is clear and active and I have no pain, in fact I am entirely cured. I have tried all other remedies but received no relief until I began using O. K. T. If this testimonial is of any use to you, use it as you like. Very gratefully, A. A. WREN.

Owing to the sparseness of our room in this location, we are under the necessity of making a change for a more commodious place, and as we must vacate here near or about the 20th inst. we have inaugurated a