

LAI DWELLS OF RAILS

Busy Life of Colonel J. M. Underwood Ended.

HE CAPTURED SITTING BULL

Fame as Railroad Constructor Was Won by Feat of Laying Northern Pacific Tracks Through Territory of the Hostile Sioux.

Colonel J. M. Underwood, soldier, legislator and railroad builder, died yesterday morning of Bright's disease at his home, 322 Conchoc street, Portland. Though he was an intimate friend of Presidents J. F. Hill, of the Great Northern, and C. S. Mellen, of the Northern Pacific, a man in whom Sir William Van Horn, of the Canadian Pacific, reposed the utmost confidence, he has resided quietly in Portland for the past three years, avoiding all railroad work and seeking escape from the disease which finally proved his death.

For upwards of 20 years Colonel Underwood was a member of the Minnesota State Legislature, leaving that body in 1882 because he had grown weary of a public life. In 1887 he was elected to the 32d Oregon Legislature, where he had fought Indians, built railroad systems through a country filled with hostiles, and had an active part to play in blazing the way for progress across the continent. During the Civil War Colonel Underwood had served with a Maine artillery company, and at the close of the war was commissioned a Lieutenant in the artillery branch of the Federal service. As such an officer he served at Fort Klammath in the latter '60s. His title of Colonel came years afterward, when he was given a place on the staff of the Governor of Minnesota.

Colonel Underwood wanted to build railroads. He was fired with that ambition while serving in the Army, and finally he resigned and began a systematic study of railroad work. He laid down a Lieutenant's commission and gave up that comfortable salary to take a pick and shovel as a day laborer with a construction gang. For his first two months he drew 30 cents per day as a laborer, but promotion came rapidly, and before the year had ended he was drawing a salary of \$250 per month and had been intrusted with the direction of important works. Shortly thereafter he took his first contract.

Though Colonel Underwood has held the record for the largest amount of railroad actually built under the direction of a single individual during one year's time, his fame as a constructor rests upon his feat of laying the Northern Pacific tracks through the Sioux country when sitting Bull was contesting every foot of ground and a detachment of troops protected the gangs of railroad laborers as they laid the rails. Colonel Underwood used to tell the story of his capture of sitting Bull and his action in holding him as a hostage to insure safety to his forces. The veteran railroad contractor enjoyed the experience and related the story with a relish.

Not infrequently Colonel Underwood himself directed the work of the troops as well as the operations of his gang of railroad laborers. His daring dash for relief during the time the Northern Pacific was pushing into Montana showed the character of the man. A fierce storm had imprisoned a small force of troops and Colonel Underwood's labors in a dangerous life of country. Hostiles swarmed all about, and the supplies had run so low that the men were forced to kill their mules to sustain life. It became imperative that some one should go for relief, and the entire party would die. A call for volunteers failed to produce a man willing to undertake the journey, and finally Colonel Underwood volunteered a light pack over his shoulders, gathered a pair of skis and, armed with a rifle, set forth to summon aid. Though pursued by the Sioux, he passed the savages in safety and finally found a relief expedition that had been sent out toward his party. Colonel Underwood, fearing the relief party could not get through in time, succeeded in getting permission to take 40 men and attempt a dash toward the imprisoned force. He succeeded in getting through in time to save all but three members of the relief party. The main relief party was delayed so much that the entire railroad crew would have starved but for Colonel Underwood's dash to their relief.

His work on the Northern Pacific, in the Dakotas, Montana and Wyoming, made Colonel Underwood's reputation as a railroad builder, but if there was anything lacking to finish it, Sir William Van Horn supplied the opportunity that Colonel Underwood needed. It was at the time the Canadian Pacific engineers seemed blocked by the engineering difficulties in Crow's Nest Pass. Contractors could not guarantee the work, and finally Sir William Van Horn contracted Colonel Underwood to know whether he would accept the work. A favorable reply was given, and as a result of the telegraphic correspondence Colonel Underwood mastered the construction work and hurried the men and materials half way across the continent, to arrive at the scene in less than a week's time from the day he had been summoned. During his work in the Canadian mountains Colonel Underwood made his headquarters at Banff, and most of that part of the Canadian Pacific, famed for the scenic surroundings, was built under his direction.

Colonel Underwood's work on the Great Northern was confined largely to Minnesota and the Dakotas. An intimate friend of James J. Hill, Colonel Underwood enjoyed the confidence of that magnate during the time the Great Northern was projected toward the Coast, and he aided materially in carrying forward the work.

The record of between 700 and 800 miles of railroad actually built under the personal supervision of one man during a single year was made by Colonel Underwood, and the record stands as the greatest feat accomplished by any contractor. During this year Colonel Underwood practically rebuilt the Duluth, Missabe & Northern, besides completing other important railroad work.

Colonel Underwood entered the Minnesota State Legislature in 1874, and with the exception of two terms when railroad work kept him out of the state, he served continuously up to the time he withdrew from public life, in 1885. He had ceased railroad work a year earlier. As a member of the Legislature Colonel Underwood was the father of the act which created the Minnesota Board of Paroles, an act that was subsequently called into play in the Younger case.

Colonel Underwood was 61 years of age, a native of Saco, Me., and a Mason. Though he had spent some time in a Chicago hospital before coming to Portland in 1888, Colonel Underwood was so much benefited by the change that he made an extended mountain trip last year. It is probable he overtaxed his strength at that time, for he was reported to have entered enthusiastically into the venture, and to have shown the same recklessness that characterized his career in the mountains 30 years ago. After his return his health failed, and his death yesterday was due to a return of an old malady. A widow survives him. A cousin, F. S. Underwood, is president of the Erie. The funeral is to be held Wednesday afternoon from the residence.

Railroad Freight Agents Meet.

took no action on important matters, but a number of minor questions were settled. These pertained entirely to differences between the different roads. Among those who attended the meeting are: E. J. Fulton, assistant general freight agent of the Northern Pacific; W. E. Coman, general freight agent of the Southern Pacific lines in Oregon; R. B. Miller, general freight agent of the Great Northern; J. W. Blabon, fourth vice-president of the Great Northern, was also in Portland yesterday.

**Hartford Road Will Promote Todd.**  
NEW HAVEN, Conn., Sept. 21.—Announcement is made here that Percy R. Todd, second vice-president of the New York, New Haven & Hartford R. R. will become first vice-president and will have full charge of the operating department and general supervision of traffic details. Todd is now vice-president in charge of the Hartford and Meriden roads. It is stated, will take effect October 21.

**Southern Pacific Cut-Off.**  
OGDEN, Utah, Sept. 21.—There remains less than two miles of the trestlework to be completed in crossing the lake, on the Southern Pacific cut-off, and this work will be finished by November 1. The work of filling in under the trestlework will occupy November, and the cut-off which at first formed a serious obstacle have been overcome.

**Hanna's New Railroad Opens.**  
GUTHRIE, D. T., Sept. 21.—The Fort Smith & Weller Railroad was opened and train service began yesterday from Fort Smith to Guthrie, 217 miles. Myron T. Herrick, H. C. Frick and Marcus A. Hanna are among the promoters.

**HOW THEY WON VICTORY**  
**Portland Carriers Return From Convention.**  
The Portland delegates to the National Union of Letter-Carriers at Syracuse, N. Y., returned yesterday, covered with glory, having won a hard fight to capture the first biennial convention of the association for Portland in 1906. The men to whom credit for the movement is due are Frank Stewart, chairman of the delegation, W. P. Lyman, B. E. Fluke and F. R. Bingley. All have returned except Mr. Bingley, who went to England to visit his mother, and who will return in a few days, after a visit to his home here. The delegation returned after a successful contest. "We started the fight against odds," said Mr. Stewart, "for Minneapolis and Quincy, Ill., the other cities which sought the honor, but we won working for some time, and Minneapolis has been in it for four years and has had a considerable fund raised, while Portland was late in entering the contest. We arrived in Syracuse two days before the convention in order to get ahead of our competitors and to hold a store-room between the principal hotel and the convention hall. We put up a big sign, 'Oregon headquarters,' and decorated the room with red and blue bunting, with tables and chairs, and refreshments. We had badges printed and distributed to all delegates, and we had them. In an hall one evening we gave a stereopticon exhibition of Oregon scenery, with lantern slides prepared by Edward Shields, the Union Pacific, and having just a day direct from Chicago to conduct the affair. We also got the newspapers to write up Oregon and the Lewis and Clark Fair. In speaking before the convention we laid special stress on the opportunity of seeing the West, and we also had a picture of the West in 1860, on account of the low rates which would be made for the fair."  
"Where did you get the votes?"  
"We formed a combination with the delegates from the large cities, such as Washington, Brooklyn, Boston, Philadelphia, New York and New Orleans, by getting their caucuses to endorse Portland, which gave us their solid vote. We also had the solid vote of the Pacific Coast delegations, but did not get much help from the Middle West. There were two strong factions on the election of officers and we picked the side which would have the determining vote on the choice of the convention city, though, as it turned, that was the only point on which this faction did win. But we got a considerable vote from the other faction and from the smaller cities, and with the solid vote of the large cities of the Pacific Coast, gave us 75 votes out of a possible 1200 on the first ballot."  
"Portland has such natural advantages that we can entertain a national convention much cheaper than most places could, but we shall need help from the public in doing it. We expect fully as many delegates as there were at Syracuse, if not more. We shall also have those who want to see the fair and many will bring their wives. We expect fully 2000 people."  
"After leaving Syracuse we went to other Eastern cities. Everywhere we distributed cards of the Lewis and Clark Fair and other advertising matter of the fair and Oregon and found the people much interested in the state. Many of them they were coming to the fair. One of these was W. Broome Hays, president of the fair and who said he would certainly come, and was gathering data for a series of articles on Oregon."  
"One point on which we were not able to give the delegates much satisfaction was the question of hotel accommodation. We simply had to promise that there would be enough hotels to accommodate them all by the time the convention meets in 1906."  
"The lantern slides of Oregon scenery were the drawing card," said Mr. Fluke.  
"We started showing them at a smoker given by the Syracuse carriers at Turner Hall. The hall was only half packed, but in the evening, when we showed the stereopticon show being in the hall, it is surprising how little the people east of the Mississippi River know of this country. Not one in a thousand knows there is a city of Portland. The Lewis and Clark Fair Commission should lose no time in advertising it. I do not believe it could do better than send men East with stereopticon views of Oregon scenery. The people in the East are beginning to have the Western fever."  
"The need of more hotels ought to have more attention. We have been making all kinds of promises to get conventions and, if we are not going to do anything to increase our hotel accommodation, we had better stop trying. The hotels cannot now accommodate the normal Western travel at this time, yet that is bound to increase instead of decrease. There are few ways to provide for the crowds that will come to the Lewis and Clark Fair and to the conventions which will meet here in 1907. With the present steady increase of normal travel, there is no danger that several new hotels would not find business enough after the fair is over."  
"We shall have a great deal to do if we are to equal Syracuse in the entertainment given the delegates. The carriers took 2000 people to the Thousand Islands, and gave excursions to Niagara Falls and to a summer resort called Valley, where they gave a dance and vaudeville entertainment. They gave the ladies theater parties and trolley rides and took them to the salt mines."  
"We have to thank the business men of Portland for the financial aid they gave us. Without it we should not have been able to accomplish what we did."  
**Return From Irrigation Congress.**  
THE DALLAS, Or., Sept. 21.—(Special.)—Hon. E. L. Smith and ex-representative J. W. Blabon, delegates to the Irrigation Congress at Ogden, Utah, Saturday, where the citizens of Ogden had invited the delegates to visit the State Agricultural College, and sugar factory.

ENGINEER IS MISSING

EVA SAILS FROM SAN FRANCISCO WITHOUT THE OFFICER.

C. Hansen Believed to Have Met Death by Foul Play or Accident on Oakland Long Wharf.

SAN FRANCISCO, Sept. 21.—(Special.)—The German steamer Eva left here for Portland yesterday without C. Hansen, her chief engineer on board, and it is thought that the man must have met his death either by accident or foul play, as Captain Peterson can put no other construction upon the mysterious disappearance of Hansen, who is regarded as a man of most sober and steady habits.

Hansen came over to this city early Friday morning with considerable money in his pocket, and purchased a number of articles, which were taken aboard by John Gateley, boatman. Later, he visited the shipchandler store of Charles Cattermole, at the northwest corner of Davis and Broadway streets, and when he left the place stated that he was going to Oakland Long Wharf to go on board his steamer.

It did not reach the Eva, however, and Captain Peterson kept his vessel at the wharf for several hours to await his coming. Saturday morning the vessel was hoisted out to sea, and the chief engineer would appear during the day. When yesterday morning, the missing engineer had not put in his appearance, Captain Peterson ordered anchor weighed and steamed out of the harbor with the first assistant engineer at the throttle.

Before leaving, Captain Peterson sent a letter to the German Consul in this city in which he gave a description of Hansen and inclosed his photograph.

UNDER THE AMERICAN FLAG.

Change Contemplated by the Occidental and Oriental Line.

SAN FRANCISCO, Sept. 21.—Steamers flying the American flag are to be operated by the Occidental and Oriental Steamship Company at present operating the British liners Doric, Gaelic and Coptic, and these vessels are run in conjunction with the Pacific Mail steamers and the vessels of the Topo Kiki Kaisha Steamship Company.

Long Voyage Without Stops.

Steamer Texan Leaves Tacoma for Delaware Breakwater.

TACOMA, Sept. 21.—The steamship Texan sailed today for Delaware Breakwater direct, which is the longest steamship voyage ever attempted without stop.

Coal Ship on Fire.

Cargo of the St. Frances, at Dutch Harbor, is Burning.

BEST SHOOTING ON RECORD

Gannors of Battleship Indiana So Declare for Their Target Practice.

NEW YORK, Sept. 21.—The officers and crew of the battleship Indiana, which has arrived here after target practice off Martha's Vineyard, are jubilant over what they declare was the best shooting on record.

Launch Party's Narrow Escape.

VANCOUVER, Wash., Sept. 21.—(Special.)—A nearly fatal drowning accident was averted yesterday on the Columbia River by a chance. A party of 14 excursionists had been to Kalama in the gasoline launch Florence, with the owner, F. H. Hunt, when coming from and near the mouth of the Willamette river.

Cargo on the Indrapura.

STEAMER MARKED AS LOST SHOWS UP.

NEWPORT, Va., Sept. 21.—An unconfirmed rumor from Wachapreague, in a special to the Virginian Herald today, stated that the fishing steamer Beatrice, supposed to have been lost in the hurricane, has arrived off Delaware Breakwater, with two men lost from her crew of 15.

FASHION IN HAIR

Imperial Hair Regenerator

at 5:30 P. M. and the Getzett 30 minutes later. Both steamers brought their usual crowds of passengers. The delay in the arrival of the Regulator boat was caused by her stopping at a number of small wharves in the upper river, thus allowing the Spencer to reach the docks first.

Reloading the Two Brothers.

ST. HELENS, Or., Sept. 21.—(Special.)—The ship Two Brothers, of San Francisco, is now at the dock of the Lane Star Lumber Company, completing her cargo here. A portion of the lumber taken on at Vancouver, Wash., was unloaded on scows so that the vessel could reach deep water. The scows are being brought down the river to this point, where the lumber is being reloaded on the vessel.

Alaska Salmon Shipments.

SEATTLE, Sept. 21.—One of the heaviest Alaska salmon shipments of the season, 40,000 cases, came in tonight on the bark Guy C. Goss. It represents a portion of the season's work of the Pacific Packing & Processing Company, which carries its salmon to the market from Chignik. Still another big shipment from Chignik is expected on the company's steamer Jennie, which will reach port tomorrow.

Big Guns for Signal Hill.

VICTORIA, B. C., Sept. 21.—The steamer Kinghorn, from Liverpool, brought among her cargo two heavy 9.2 guns, which are to be mounted at the new fort being constructed on Signal Hill, a prominence overlooking all other batteries in the Esquimalt defenses. The mounts for these big guns were placed in position at Esquimalt some time since.

Fishing Schooners Safe.

NEW YORK, Sept. 21.—Word was received today that the fishing schooner Lilla Fernand, which was supposed to have been lost in Wednesday's storm, has arrived safe at Delaware Breakwater. The fishing schooner Emily P. Wright, which had also been reported missing, was at the same place.

Lumber for Port Adelaide.

ASTORIA, Or., Sept. 21.—(Special.)—The schooner Alumna cleared at the Custom-House today for Port Adelaide, South Australia, with a cargo loaded at Knappa mills. Her cargo consists of 998,320 feet of lumber, 112 bundles of laths and 5000 bundles of pickets, valued at \$14,000.

Salmon From Nehalem.

ASTORIA, Or., Sept. 21.—(Special.)—The gasoline schooner Gerald C., which arrived in last evening from Nehalem, brought 300 cases of salmon for the Elma & Co. She will leave out in a few days with a cargo of supplies for the Elmore cannery at Alsea.

Tugboat Missing.

GUANTANAMO, Cuba, Sept. 21.—The tugboat missing at Guantnamo, the Cuba Eastern Railroad, which left Miami, Fla., September 5, for Guantnamo, has not been heard of since that date. She was commanded by Captain Tilmann and had a crew of five men.

Marine Notes.

The Winsor Park, at Greenwich No. 2, and the Red Rock, at the O. R. & N. dock, finished discharging cargo yesterday. The tugboat missing at Guantnamo, the Cuba Eastern Railroad, which left Miami, Fla., September 5, for Guantnamo, has not been heard of since that date. She was commanded by Captain Tilmann and had a crew of five men.

Domestic and Foreign Ports.

ASTORIA, Sept. 21.—Arrived down at 5 A. M. schooner Melrose. Sailed at 9:45 A. M. steamer Vosburg, for Tillamook. Outside at 8:30 P. M. a square-rigger, the Victoria, with a cargo of fish, sailed for Portland.

Best Shooting on Record.

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Cargo on the Indrapura.

The Indrapura began discharging her Oriental cargo at Alaska dock yesterday. The steamer brought 1875 cases of tea, 1150 cases of lily bulbs, 2500 casks of cement, 500 bags of rice, 100 boxes of tapioca flour, two boxes of yellow flour, 100 bags of Java coffee, 500 bags of rice, 1500 cases of cotton, 500 boxes of soap, 1000 cases of tinware, 1000 cases of preserves, 100 bags of coffee, three barrels of coconut oil, 20 cases of nuts, 200 cases of pineapples and four boxes of sugar.

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She has created a new standard for eight-inch guns, one pointer, Seaman Treanor having made four straight hits in two minutes and 15 seconds. All the shots struck the bull's-eye about four feet square. With her hydraulic 13-inch mounts the Indiana has done better work, they say, than some vessels with mounts controlled by electricity, one pointer having made four straight hits in five minutes and 21 seconds. Her men at the six-inch guns gave an average of nearly four hits per minute.

LOVER KNOWS NO TERROR

Brickbats and Boiling Water Not Enough to Stop His Wedding.

NEW YORK, Sept. 21.—Joseph Krotkiss, of Jersey City, has been compelled to call for police aid in order to wed the girl of his choice. Joseph lived in a distant part of the city, when his engagement to Polemka Karenwell, a handsome girl, was announced. The beauty of the neighborhood where she lived denounced him as an interloper. They organized and when Joseph, gorgeously arrayed, arrived in a carriage before the lady's door, he was greeted by volleys of bricks and clubs from house tops on both sides of the street.

Joseph held his ground for a moment and then drove hurriedly away. His assailants were jubilant, but their rage was redoubled a few moments later when the carriage reappeared, bearing half a dozen policemen. Another shower of bricks failed to check the advancing party, and hot water was poured upon policemen and all. All were wet to the skin. They did not halt, however, and after guards had been placed at the entrance, the marriage of Joseph and Polemka was duly solemnized.

INNOCENT VICTIM OF FEUD

New York Italian Stabbed to Death Trying to Save a Friend.

NEW YORK, Sept. 21.—Stabbed to death while attempting to rescue his friend from an assassin in Brooklyn, Nicola Andreas is believed to have been the innocent victim of a feud. His assailant, Rafeo Maleno, escaped.

Lynchers Should Suffer

Delaware Judge Gives Strong Charge to Grand Jury in Case of Negro.

WILMINGTON, Del., Sept. 21.—Chief Justice Loree, of the Delaware Supreme Court, today delivered a strong charge to the grand jury who is considering the criminal work of the County Courts. After reciting the details of the murder, on June 15, of Helen Bishop by George White, and the subsequent lynching of White by a mob, Justice Loree said:


"For the first time, the lawless and revolting crime of lynching has invaded this state. Lynching is crime against the law of both God and man. Every wilful participant in such an act is a murderer. No man has a right to commit that crime because he believed or fears that some other person who is entrusted with the execution

A prize worth winning is a prize of **Gorham Silver**. From the schoolboy's "mug" to the yachtman's trophy Gorham silver is eminently suitable for the purpose. The sterling quality is guaranteed by the trade-mark.

All responsible jewelers keep it.



**OUR CURES PERMANENT**



DR. W. NORTON DAVIS.

To thoroughly and permanently cure a patient is the greatest possible satisfaction to us. We would rather treat a patient at a positive loss of money and time than discharge him uncured. It is and has been our policy to accept no case unless we have entire confidence in our ability to cure, and do positively cure every case that we accept. Because we have acquired a thorough knowledge of man's ailments and have devised original and improved scientific methods of treating them, we can and do cure cases that others have failed to cure. Therefore, those who have been disappointed in their efforts to obtain a cure should not hesitate to improve their lot by consulting with us. We have treated every patient with the utmost consideration and regard for his interests.

of the law will fall or has failed in the performance of his duty. "Under the law, we know what our rights are and in the main we find that they are fairly attained and enforced. No human law of human institutions are perfect. This no reasonable man will expect. "Lynching and mob law, their promoters and encouragers, whether they be of high or low degree, should receive no favors at the hands of thoughtful and patriotic men. There must be government or non-government. The line of cleavage is clear. All history teaches that the prevalence of mob law is the end of free government. Obedience to law is the life blood of our Republic. "To you the people look for the faithful, fearless and honest discharge of your duty. They ask nothing more and expect nothing less."

Rocco Lavino was sitting on the step in front of his home when a passing Italian turned suddenly and plunged a knife into his shoulder, making a deep wound. Andreas witnessed the attack from the opposite side of the street and was about to throw himself upon the stranger when the latter withdrew the knife from the shoulder of Lavino and, without a word, plunged it into the breast of Andreas, who fell dead. The murderer escaped and no information, other than his name, can be obtained from the wounded man, and the police believe they are confronted with another of the mysterious Italian vendetta.

DELTA CUTLERY. EVERY BLADE WARRANTED.

40 Sizes. 10c to 50c each. Santacilia & Co., Makers, Tampa, Fla. GERNON & HART, Distributors, Portland, Or.

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EVERY BLADE WARRANTED.

40 Sizes. 10c to 50c each. Santacilia & Co., Makers, Tampa, Fla. GERNON & HART, Distributors, Portland, Or.

MEN'S DISEASES ONLY

"Weakness"

To produce temporary activity of the functions in cases of so-called "weakness" is a simple matter, but to permanently restore strength and vigor is a problem that few physicians have been able to solve. Treat for temporary effects. Under our system of treatment every bit and improvement detests the most permanent cure. Though other physicians have, through our success in curing chronic conditions, been convinced of the fact that premature loss of power, etc., are not incurable, yet many have been disappointed in their efforts to obtain a cure should not hesitate to improve their lot by consulting with us. We have treated every patient with the utmost consideration and regard for his interests.

Contracted Disorders

We have reduced the time required for curing contracted disorders to a minimum. It replaces danger with safety. It forestalls chronic conditions. It removes the infection and inflammation before vital center, the prostate gland, can become infected. Very frequently it means the difference between perfect health and a lifetime of chronic weakness. Our method is our own, and our treatment is original. We do not use any of the ordinary, in its chief essentials it is different. In results it is entirely different. It is safe, prompt and thorough.

Operations

Some deformities and disorders result from operations. In all such cases we offer a service not to be had elsewhere. Our method of performing these operations is absolutely painless, and the patient need not be detained from his business for a single day. There is no necessity for further calls for ailing the wound dressed. So carefully and neatly that a single dressing is sufficient, and a simple dressing is sufficient. We invite all interested in circumference to consult us.

PILES

Quick Cures Certain Cures

We cure the worst cases of piles permanently. Our treatment is without pain, cutting or detention from business, in from two to three treatments. The treatment is entirely new and peculiar to ourselves. Remember, no matter how long you have had your case, we will cure you with mild methods, and without danger, or the usual surgery charge whatever for our services. Should you live at a distance, we can treat you successfully at home.

WE ARE ALWAYS WILLING TO WAIT FOR OUR FEE UNTIL A CURE IS EFFECTED.

CONSULTATION AND ADVICE EITHER AT OFFICE OR BY MAIL. Write to the Editor, THE CAN FREELY AT HOME, BUT WE WILL SEND YOU OUR PERSONAL EXAMINATION WHERE PRACTICABLE. UPON REQUEST WE SEND FREE A COMPLETELY REPRODUCED IN A PLAIN WRAPPER, OUR BOOK DESCRIBING THE MALE ANATOMY AND OUR METHOD OF TREATMENT.

HOURS: 9 A. M. to 12 M., 1:30 to 5 and 7 to 8 P. M. Sundays and holidays 10 A. M. to 12 M.

DOCTOR

W. Norton Davis & Co. 145 1/2 Sixth St., Cor. Alder Portland, Or.

Fire Started by Gasoline.

SPOKANE, Sept. 21.—An explosion of gasoline started a fire in the home of John Riggs, near Pine City, Wash., last night. Mrs. Riggs, an invalid, was saved by her husband, Dr. Angus, the family physician, saved two small children, one of which died this morning. Dr. Angus was severely burned.

**HAVE WE SUCCEEDED?**

It is not our desire to bias your taste to fit our products, but our earnest wish is to produce that which will suit your taste.

**HAZELWOOD CREAM CO.,**

WASHINGTON STREET PORTLAND, OREGON

5c.

**THE CIGAR that's proud of its name, because its quality is always the same.**

The only smoke that never changes in aroma or in price.

**The Largest Selling Brand of Cigars in the World**

**The Band is the Smoker's Protection**



20 YEARS OF SUCCESS

In the treatment of chronic diseases, such as liver, kidney and stomach disorders, constipation, diarrhoea, dropsical swellings, Bright's disease.

**KIDNEY AND URINARY**  
Complaints, painful, difficult, too frequent, milky or cloudy urine, unnatural discharges speedily cured.

**DISEASES OF THE RECTUM**  
Such as piles, fistula, fissure, ulceration, mucous and bloody discharges, cured without the knife, pain or confinement.

**DISEASES OF MEN**  
Blood poison, gleet, stricture, unnatural losses, impotency, thoroughly cured. No failures. Cures guaranteed.

YOUNG MEN troubled with night emissions, dreams, exhausting drains, back-pain, nervousness, or societies, which deprive you of your handiwork, UNFIT FOR BUSINESS OR MARRIAGE. MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY POWER. BLOOD AND SKIN DISEASES, Scabies, Gonorrhoea, painful, bloody urine, Gleet, Stricture, Enlarged Prostate, Sexual Debility, Varicose, Hydrocele, Kidney, Dropsical Swellings, Catarrh and Rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or costly medicines. His cure cures the disease by thorough medical treatment. His New Pamphlet on Private Diseases sent free to all men who describe their trouble. PATIENCE waited at home. Terms reasonable. Also letters answered in plain envelope. Consultation free and strictly confidential. Call on or address

DR. WALKER, 181 First Street, Corner Yamhill, Portland, Or

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Imperial Hair Regenerator

Give a woman a beautiful head of hair, and half the world is at her feet. This hair regenerator, with its rich brown shade, yellow gold effects, and its softening action, is produced only by the Imperial Hair Regenerator Co.

The Standard Hair Color for Grey or Blended Hair. Sold in all drug stores. Sample of your hair color free. Send for pamphlet.

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