

FOLEY'S HONEY AND TAR COMPOUND

FOR ALL COUGHS AND COLDS
FOR CHILDREN AND GROWN PERSONS

Most effective with Croup and Whooping Cough

FOLEY'S HONEY AND TAR COMPOUND is quick and reliable. It stops the cough by promptly healing the cause. Contains no opiates. Is indispensable in a family where there are children.



ST. JOSEPH, MICH.
Mrs. Frank Marti, 417 Church St., says: "Foley's Honey and Tar Compound saved the life of our baby boy. He contracted a severe bronchial trouble and coughed violently and had spells of coughing and gagging and turned black in the face. I always had great faith in Foley's Honey and Tar Compound and started giving it to the child. In a short time he was relieved and finally the cough was entirely stopped and the coughing and gagging spells ceased bothering him. He got well in a short time, gaining in weight and getting robust. Foley's Honey and Tar Compound has many times saved us trouble and this with the wonderful cure in baby's case shows its great merit. We are never without Foley's Honey and Tar Compound. We always keep it in the house."

TAKE NO SUBSTITUTE.

OFFICIAL OF UNION TALKS

TELLS OF ALLEGED CARELESSNESS BY COMPANIES.

John Scott, Federation Secretary, Writes About Inspection.

(By John Scott, Secretary Federation System.)

Resolutions adopted by the shop federation of the Harriman lines.

To the federal government, the state government and to the public.

Whereas, it has come to our knowledge that proper care and attention is not being given to locomotives and to locomotive boilers now in use on the Harriman lines, that the tests required by law are not being made, that boilers are not being properly washed out, that engines are being run on the road with broken stay bolts, that saw dust, rice, paper and other substances are being injected into boilers to stop leaks in order to get those engines over the road, that engine No. 2823 blew up at Imlay on Oct. 7th, injuring one man and partially destroying the round house, and that the safety of the employees and the traveling public is endangered thereby, and

Whereas, crippled engines are now being used in railroad traffic as well as other rolling stock without properly conditioned safety appliances, and

Whereas, unskilled and incompetent employees are being used to repair such rolling stock by the Harriman lines to the great danger of the traveling public, and

Whereas, laws have been enacted by the federal government covering the construction, operation and inspection of locomotive boilers and

Now, therefore, be it resolved, by the shop federation of the Harriman lines:

First—That the practice of injecting sawdust, paper, rice and other substances into boilers should cease and the offenders punished, for the reasons that the use of such substances clog the various pipes, low water indicators, feed water apparatus, gauge cocks, steam gauges, water and steam pipes, water glasses and cocks, etc., which are the most important factors in the safe operation of locomotives since the water glass and gauge cocks show the height of water in the boiler and the accidents that occur to locomotive boilers are almost entirely due to the fact that the water is permitted to get low thereby allowing the firing surface on the inside of the boiler to become overheated and when this occurs the pressure in the boiler will force some part of the boiler to give way, resulting in so-called boiler explosions.

Second—That all boilers should be washed out thoroughly once each week and all connections thoroughly cleaned, in order that all accumulations of scale, mud and foreign substances may be removed, inasmuch as the practice of injecting sawdust, paper, bran, rice, and other substances into the boilers without frequent and thorough washing greatly enhances the risk of accidents and jeopardizes the lives of the engine crew, and any innocent by-standers who might be in the vicinity of a boiler accident.

3rd—That stay bolt tests should be made as frequently and thoroughly as required by law by competent and skilled mechanics for the following reasons: The enormous strain to which a high pressure locomotive boiler is subjected necessitates the utmost refinement in the proportioning and especially in the proper staying of the component parts, and to this end the form and arrangement of the braces become of the utmost importance. These braces extend from the back head to the boiler shell, and from the

front flue sheet to the shell. There are other braces and stays in addition to those which are in evidence whenever their necessity is indicated. Boilers in this country are generally designed with five as the factor of safety. In other words, to withstand five times the working pressure to which they will be subjected while in service, and all stay bolts and other strengthening devices are proportioned in accordance with this factor. It will thus be appreciated that the liability to explosion is exceedingly small. It is, in fact, impossible for the modern carefully designed boiler to go fall without a pronounced defect in one of the component parts which careful inspection would have revealed, therefore, should a boiler explode, it shows that the boiler has been abused and kept in service in a dangerous condition with regard to the safety of employees and the public. Stay bolts which unite the fire box to the outer shell and which are made of wrought iron generally one inch in diameter, although size from 7-8 inch to 1 1-8 inch are used to a certain extent. After being screwed into the sheets the ends are allowed to project about 3-16 of an inch. This is riveted over both on the firebox side and the outer shell. These bolts, owing to the expansion and contraction of the boiler and other strains to which they are subjected very frequently break, causing steam to escape into the cab thereby obscuring the vision of the operator, and it is of the utmost importance that broken stay bolts be replaced promptly, as the strain which they bore formerly is transmitted to the adjacent bolts and the area of breakage is liable to extend with great rapidity, resulting in a boiler explosion.

Fourth—That a federal inspection should be made of all locomotives, and of all rolling stock in order to insure the safety of employees and the traveling public, and to compel the use of safety appliances.

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SCHEDULE.

Lv. Portland 7:50 a. m.	Lv. Opal City 8:15 a. m.
Lv. Portland 10:00 a. m.	Lv. Metolius 8:43 a. m.
Lv. The Dalles 12:40 p. m.	Lv. Madras 9:00 a. m.
Lv. Deschutes Jc. 1:30 p. m.	Ar. Deschutes Jc. 1:15 p. m.
Ar. Madras 5:45 p. m.	Ar. The Dalles 1:55 p. m.
Ar. Metolius 6:00 p. m.	Ar. Portland 5:45 p. m.
Ar. Opal City 6:30 p. m.	

Auto and regular stage connections to La Pine, Fort Rock, Silver Lake, Prineville, Burns, Klamath Falls and other inland points

THE DIRECT, QUICK AND NATURAL ROUTE BETWEEN PORTLAND AND ALL POINTS IN CENTRAL OREGON.

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and be a schedule man. The Waltham is the most accurate and reliable of time-pieces. It is the preferred watch on all the great railroads.

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We are headquarters for Waltham Watches. Complete assortments in all grades and styles. See us about a Waltham.

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WE WILL GIVE YOU THE
Best Prices, Best Material and Workmanship in Electric Wiring
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ENGLISH BULL TERRIERS
One male puppy and two females. These are from my winning bitch, Bonnybred Snowbird, by my imported dog, Haymarket Prince. For watchdogs and companions for children nothing better. Inquire **EDELWEISS KENNELS, 2908 Adams Avenue, Phone Red 1532.**

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The Wardrobe
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Furniture, Carpets, Linoleum, Lace Curtains, Portieres, Couch Covers, Etc.

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SLATER BUILDING
Corner of Fir and Jefferson.