A NEW "PUSH" POLICY

INDUSTRIAL DEVELOPMENT FOR ALL WESTERN OREGON.

Plans of New General Freight and Passenger Agent of Southern Pacific—Same as O. R. & N.

Western Oregon is about to come into its inheritance, if the plans of General Freight and Passenger Agent Miller, of the Southern Pacific, shall not miscarry. Much has been written and spoken to the effect that the Willamette Valley is the garden spot of the world; that Southern Oregon is a marvel of mineral richness, and that all the hillsides and some of the valleys are covered with the finest timber that grows. The people have become accustomed to these expressions, and they lose their effect. Mr. Miller proposes to transform these husky phrases into verities, to encourage and inspire the people to reach up to the opportunities that lie before them and make Western Oregon in reality the unmatchable country it has so long been sung. Nature has done her part; enterprising business methods will now be invoked for the industrial development that will bring it up to modern perfection.

Coming from the O. R. & N. Co., Mr. Miller is familiar with means for developing resources and making a country fruitful. Now he has enlisted Industrial Agent Judson, who will hereafter devote a considerable part of his time and talents to the promotion of industrial affairs in the region served by the Southern Pacific lines in Oregon. Thus Mr. Judson, instead of confining his attention to one line of railroad, will labor for the larger development of the State of Oregon. The Harriman lines will work in harmony for the upbuilding of all the territory they serve.

"Our plans," said Mr. Miller yesterday, "embrace the introduction of new varieties of crops, such as grains, grasses, peanuts, sweet potatoes, fruits, etc.; to attract and build up manufacturing institutions; to increase the production of such articles as poultry, eggs and pork, immense quantities of which are shipped in from the East to supply the local demand; to disseminate information about new industries and new methods to employ in old ones; to stir the people to greater interest and energy in their work and in their local pride. These are the elements needful to the greatest success here. We know we have every natural advantage, and we are too much inclined to be satisfied with that. It will not do. We must make use of these advantages. Mr. Markham started an admirable work when he undertook to develop the creamery business in the Willamette Valley and the success which he achieved must be carried on. We will take up other lines and give them a helping hand. We wish to put into effect a progressive, up-to-date policy that will transform the Willamette Valley, the whole of Western Oregon. These things have been talked of long enough; now we mean to act.

"It is of no use to pretend that we do this from motives of pure philanthropy, for we don't. It is the plainest kind of a business proposition. The railroad has no earthly excuse for existence except as a carrier of freight and passengers, from which it derives all its revenue. There is no satisfaction to us in running trains every day through a magnificent country unless that country yields traffic and a great deal of it. When a country ships much produce it must be prosperous. The prosperity of the producer means prosperity for the carrier. That's the whole story. We see room for great improvement in Western Oregon, and we wish to do what we can to promote advancement. We are so situated that we can do more, perhaps, for the encouragement of industrial development than can any of the individual farmers or miners or business men, and we are willing to do it. We are not in the business of working up booms, but we expect to take a prominent part in bringing about a perfectly healthy and lasting prosperity.

"Not only do we want more produce shipped, but we want more people as consumers. With production and consumption both large, the railroads will not lack for business. The waste places should be occupied by intelligent and industrious families, and the soil and climate and wealth of native resources should be made to yield results. Results are what we want.

"Soon as the Portland carnival and the state fair shall be out of the way I shall go over the Southern Pacific lines with Mr. Judson and we will get our plan in practical operation. The readiness with which the people have responded to my request for exhibits for the Portland exposition convinces me that they will heartily co-operate with our traffic department in a policy of enterprising development."

The policy thus declared by Mr. Miller is the same as has been employed by the O. R. & N. Co. with most satisfactory results. The problem in Western Oregon, however, is deemed much simpler than that which confronted the O. R. & N. Co. east of the Cascade Range. This is a more inviting country for settlers than is the Inland Empire, and it has the advantage of older settlement and established routes of commerce. Mr. Judson, who has shown himself to be an energetic and ceaseless worker in the line of industrial development, will find a fine field for his talents.

BIDS FOR LINE TO PITTSBURG.

They Will Be Opened Today, But No Time Set for Construction.

The Northern Pacific Railroad has been quietly asking for bids for the construction of 20 miles of railroad, from Scappoose to Pittsburg, Columbia County, and these bids will be opened today, in Tacoma. The profile of plans shows a great deal of heavy work; and one tunnel 1120 feet long will be figured on. The grade varies, being nearly level on some stretches, and reaching 2 per cent on others. The contracts will include cuts, fills, trestle work, bridges and culverts, as well as ballasting the roadbed and laying the track. Bidders are not limited to time, but have been given to understand that time will be a factor in the contracts.

A prominent railroad bidder of Portland said yesterday that the work could not be finished in less than a year, taking the weather and the condition of the labor market into consideration.

The survey was begun March 9 last, by J. Q. Jamison, locating engineer, and finished May 15. The blue prints showing the profile are minute as to details, and show considerable rock work along the right of way. The amount of total excavation is a little over 1,000,000 cubic yards.

VANDERBILT LINES TO COMBINE.

New Corporation to Hold Stocks of All the Old Ones.

NEW YORK, Sept. 20.—The Journal of Commerce says:

"It has been learned from an authoritative source that plans for the practical consolidation of the entire Vanderbilt system of railroads are in course of preparation. These plans include the formation of a new parent company. It will be entirely a financial company, and will be the holder of stock of the subsidiary companies. No name has yet been secured for the proposed parent company, but the New York Central Company seems to be that most generally favored.

"The exact status of the plans is: William K. Vanderbilt has given considerable study to the practical consolidation on the lines proposed, and at his suggestion Edward V. Rossiter, treasurer of the New York Central, and H. McK. Twombley, a director, whose opinion is particularly valuable to Mr. Vanderbilt, have been for some time at work on a skeleton plan. When this has received Mr. Vanderbilt's approval, it will be then worked out in greater detail and placed formally before the board of directors. It is evident, therefore, that the plan of control can in no measure be accounted as an established fact, but the information given is important as indicating the general drift in the coming community of interest plan in railroad operation.

The formation of a new security-holding company is not of course a novel situation in the railroad world. It will be on the same general plan as that of the Pennsylvania Company, which was chartered by the Legislature of Pennsylvania April 8, 1870, for the purpose of managing the interests of the Pennsylvania Company and the railroads leased and controlled by that company west of Pittsburg. The stock of this Pennsylvania Company is owned by the Pennsylvania Railroad.

"It has been suggested by a financial authority whose position gives his views particular weight that the ultimate end of the community of interest plan would undoubtedly be the establishment of separate financial companies controlled by ownership of securities of each of the great groups of railroads."

EARTH EMBANKMENTS.

Northern Pacific Lets a Contract to a Portlanders for Extensive Work.

O. D. Wolf & Co., of Portland, have secured the contract for filling in Northern Pacific trestles from Cathcart Station eastward to Spokane. This work will require several years to accomplish and the contractors are preparing to start in at an early day with a large force of laborers, a work train and number of dump carts. The supplies will be obtained in this city, and a headquarters will be maintained here while the work is in progress. The contracting firm is composed of O. D. Wolf, M. J. McKinnon and J. A. Mitier, all well-known railroad builders.

The Northern Pacific has followed the example of the O. R. & N. and Southern Pacific in deciding to make earth fills where lines of trestle exist, as the material is durable and will require no renewing after the embankments have once become settled. The filling of depressions includes the widening of cuts, as earth will be taken from some points along the track to be deposited in others.

SOUTHERN PACIFIC IMPROVEMENT

Large Force Employed on Line South of Ashland.

ASHLAND, Or., Sept. 20.—A force of 700 to 800 men is employed between this city and Dunsmuir in improving the track and roadbed of the Southern Pacific. Numerous trestles are being filled, and steel is taking the place of wooden bridges. It was expected that the work of laying 80-pound steel rails would be completed by this time from the southward to a point three miles south of Ashland, but the steel strike in the East has so delayed material that this part of the work is 25 miles behind calculations. More men have been employed on these improvements this Summer than at any other time since the road was constructed.

Wreckage From the Hudson.

CALUMET, Mich., Sept. 20.—Persons patrolling the lake shore in the vicinity of Eagle River have found wreckage, presumably from the Western Transit Line steamer Hudson. The wreckage consists of two spars, hatch covers and a quantity of flour. The cargo of the Hudson consisted largely of flour. No bodies have yet been found, although it is though the crew of 25 men went down.

Fire Weakened a Trestle.

An accidental fire so weakened a Southern Pacific trestle seven miles west of Portland that it was deemed unsafe for trains to pass over it Thursday night. The train due at 5:50 o'clock transferred and reached Portland at 10 o'clock. The trestle was repaired yesterday morning and traffic over it resumed.

FEDERATE TRADES.

Two Tailors Declare They are Being Unjustly Boycotted.

The Federated Trades' Assembly had a rather animated meeting last night. Charles Coopey and J. M. Acheson, appeared before the assembly and demanded that their names be taken from the unfair list, where they were placed at the instance of the Tailors' Union. Both Mr. Coopey and Mr. Acheson denied that they had ever been given an opportunity to sign the union agreement. This brought forth the retort from Delegate Calkins, of the Tailors' Union, that their establishments were sweat shops, and that their employes were not entitled to join the union. Personalities waxed warm for a while, and Mr. Coopey asserted that he was paying as good, if not better wages than any tailor in town, and working his employes fewer hours. Mr. Acheson declared that he had been approached by Mr. Calkins, and asked to sign the union agreement; that Calkins had promised to bring it around and show it to him, and that he had failed to do so.

"The next thing I knew," said Mr. Acheson, "I saw in The Oregonian that my shop had been placed on the unfair list by this council at the instigation of the tailors. I was dumbfounded."

Mr. Acheson concluded his remarks by asserting that there was a "nigger in the woodpile," whose presence, he said, Mr. Calkins could explain if he would. There was considerable exchange of personality, which President Orton finally checked, and the two irate proprietors left the hall. The matter was referred back to the Tailors' Union for action.

A communication was read to the assembly from the Iron Trades' Council, of San Francisco, saying that the employers of that city were trying to induce iron-workers to go there, and were representing that the strike was over, and that the men had gone back to work on the 10-hour basis. This statement was branded as untrue. It was stated in the communication that the iron-workers of San Francisco have been out since May 20, and propose to stay out until they win the nine-hour day.

Organizer Duke reported that a union had been organized in this city recently among the stablemen, with a good membership, and with a prospect for increases in the near future.

J. D. Pierce, general organizer for the American Federation of Labor, was present and participated in the meeting.

TO RESUME DAILY CALLS.

Oregon Mining Exchange Expects to Open About October 1.

Several directors, brokers and stockholders of the Oregon Mining Stock Exchange held a meeting yesterday afternoon in the exchange rooms and discussed plans preparatory to opening the exchange for the Winter. Daily calls, it is expected, will be resumed about October 1, possibly earlier. No definite date has been fixed.

It is probable that several important new rules will be adopted for the government of the exchange. One of the most important is that no promoters' stock will be sold. If promoters' stock is offered for sale and a broker bids on it without knowing that it is promoters' stock, the bidder will not be forced to take it, and the broker offering it for sale will be expelled from the exchange. Only development stock will be handled by the exchange under this rule, but of course where a man purchases development stock there is nothing to prevent him from offering it for sale on the exchange should he desire. Each company will have to protect itself against assaults of this kind on the value of its treasury stock.

Every precaution will be taken to the end that all sales on the exchange shall be legitimate, and rigorous measures will be taken to prevent the quotations of fake sales. A committee has the work of revising the rules of the exchange in hand.

Suburban Sabbath.—Stranger—Your congregation was rather small today. Minister—Yes, they only promise to come "weather permitting." Stranger—But it was clear. Minister—Well, they mean if it rains they'll come. If it is clear they play golf and go fishing.—Chicago News.

HEAVY ORIENTAL TRADE

REGULAR LINER UNABLE TO HANDLE ALL FREIGHT OFFERING.

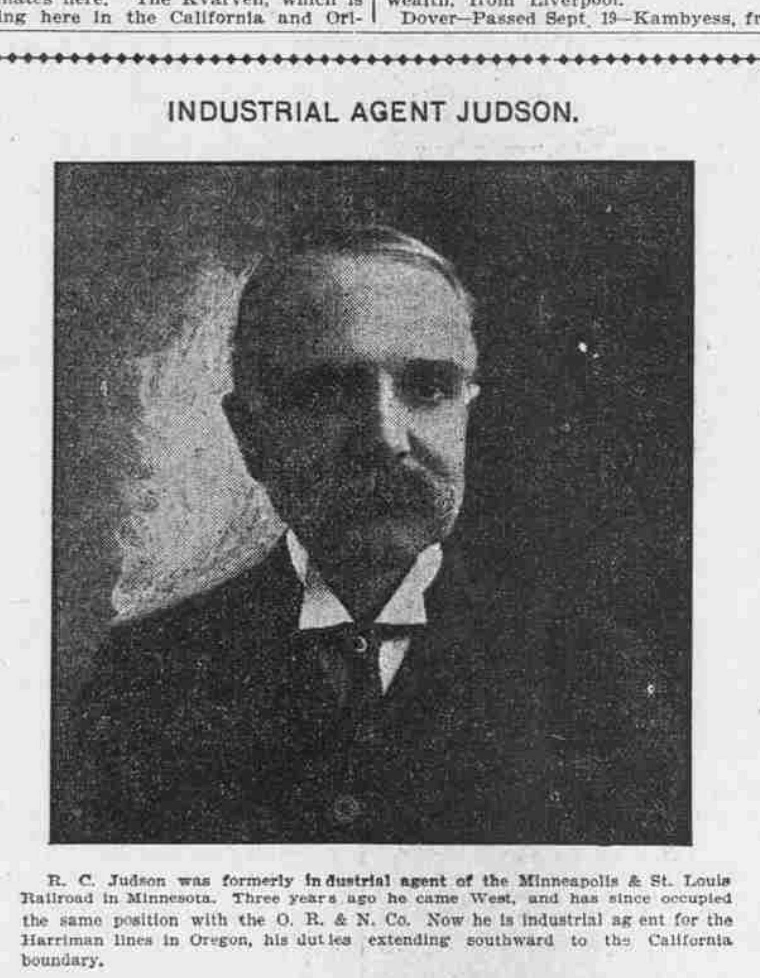
British Steamship Glenturret Arrives to Load Wheat—Palatinia Finishes a Big Cargo.

Although the Portland and Asiatic Steamship line has been in operation less than six months, the business has increased so rapidly that the next steamer sailing from here will be unable to handle all of the freight that is offering. She will take out about 7000 tons of cargo, and already this month 15,000 barrels of flour has been sent from Portland to Puget Sound because the Knight Companion was unable to handle it. Additional steamers will be put on the line as soon as they can be secured, and an effort will be made to have the port receive due credit for the traffic which originates here. The Kvarven, which is loading here in the California and Oriental line, will have a full cargo of flour and lumber for Hong Kong.

The flour business with the far East is at last on the up grade, and Pacific Coast millers are expecting a better demand and larger orders. Mr. E. C. Hochapfel, of the firm of T. M. Stevens & Co., flour exporters, of this city, has just returned from a business trip through Japan and China and reports a much better feeling throughout the Orient and good prospects for larger business in the near future. The effect of the recent troubles has not entirely disappeared, but the damage is rapidly mending and the outlook favors a much more satisfactory state of business in the future. The finances of Japan are improving and the lesson taught by the recent financial stringency will not be lost on the little brown men, as they will be more conservative in their operations in the future.

The exact amount to be taken out by the two steamers now loading here is not known, as there is so much other freight offering, but it will probably be in excess of 50,000 barrels. Both of the steamers will get away next week.

INDUSTRIAL AGENT JUDSON.



R. C. Judson was formerly industrial agent of the Minneapolis & St. Louis Railroad in Minnesota. Three years ago he came West, and has since occupied the same position with the O. R. & N. Co. Now he is industrial agent for the Harriman lines in Oregon, his duties extending southward to the California boundary.

CAPTAIN EVANS ILL.

Monmouthshire's Old Master Forced to Leave His New Ship at Algiers.

The many Portland friends of Captain W. A. Evans, formerly of the steamship Monmouthshire, will learn with regret of the serious illness of that gentleman. Captain Evans sailed from London the latter part of August in command of the new steamship Pembrokeshire, en route for Portland by way of Oriental ports. When but a few days out the captain became so ill that the vessel put into Algiers, landing him at that port September 3, and proceeding in charge of the first officer. No further particulars have been received, but it is thought that a new master, possibly Captain Kennedy, who succeeded Captain Evans on the Monmouthshire, would be sent on to intercept the steamer before she reached the Suez. She has an outward cargo for the Orient and will come to Portland in ballast to load wheat.

GLEN LINER ARRIVES.

Glenlochy's Twin Sister Comes to Portland for a Wheat Cargo.

Another of the Glen line of steamers, which are advertised extensively as sailing in the round-the-world line out of Puget Sound, arrived in Astoria yesterday afternoon under charter to load wheat at Portland. This latest arrival is the British steamship Glenturret, a 6500-ton carrier, which swells the list of tonnage in port to 15 ships, with a carrying capacity of over 40,000 tons. The Glenturret is a sister ship of the Glenlochy, which has been lying in San Francisco for over two months, waiting for a wheat cargo. The Glenlochy was one of the unfortunate steamers that were taken with the "strike clause" in the charter. The earning capacity of this class of steamers is about $500 per day, and as 10 days is the usual dispatch given steamers, her owners have lost 50 days' time, or a matter of $25,000, on account of the strike.

PALATINIA FINISHED.

Transport Received Her Cargo in Four Working Days.

The steamship Palatinia completed her cargo of forage at Alaska dock last evening. The entire cargo of over 4000 tons was put aboard in less than four working days, which was quite good dispatch, considering the character of the freight handled. There is still a big demand for hay and oats for Manila, and another transport will undoubtedly be sent to Portland within a short time. The United States transport Rosecrans is reported to be due at this port from Alaska, with two companies of the Seventh Infantry, but she will not be used in the freight service, but instead will return to Alaska with troops and light stores.

Small Vessel in Port.

The Harvest Queen brought the diminutive French bark Henriette up with a rush yesterday. She left Astoria at 7 o'clock in the morning and after bucking a strong ebb tide, passed St. Helens at 2:15 P. M. She was coming so fast that there was a rumor out that she had the little bark on her bow, instead of in the water, but when she rounded Swan Island shortly after 5 o'clock the vessel was splitting the water in the usual position. The big steamship Glenturret, which will reach Portland this morning, can carry seven times as much cargo as can be stowed away on the Henriette, which is the smallest vessel that has come to Portland for grain in many years.

Domestic and Foreign Ports.

ASTORIA, Sept. 20.—Left up at 7 A. M., French bark Henriette. Arived at 2:15 P. M., and left up at 6:30 P. M., British steamship Glenturret, from Shanghai. Condition of the bar at 5 P. M., moderate; wind, southwest; weather, rainy.

San Francisco, Sept. 20.—Arrived—Schooner Maggie C. Ross, from Everett; steamer George F. Haller, from Bristol Bay; steamer Hyades, from Tacoma; steamer Titania, from Nanaimo; ship Issac Reed, from Bristol Bay. Sailed—Steamer Benecia, for Port Blakeley.

Honolulu—Sailed Sept. 12—Schooner Alice Cooke, for Port Townsend.

San Pedro—Arrived Sept. 19—Schooner Volante, from Coos Bay.

Elele—Sailed Sept. 1—Schooner Forester, for Puget Sound.

Seattle, Sept. 20.—Arrived—Steamer City of Topeka, from Skagway.

Hueneme—Arrived Sept. 19—Steamer Grace Dollar, from Gray's Harbor.

Talcahunano—Arrived Aug. 13—British ship Fulwood, from Portland.

Ushant—Passed Sept. 19—British ship Pak Ling, from Portland.

Seattle, Sept. 20.—Arrived—Brig Tanner, from Honolulu.

Vancouver—Arrived Sept. 17—Steamer Empress of India, from Yokohama.

Port Blakeley—Sailed Sept. 19—Bark Low Wood, for Buenos Ayres.

Boston, Sept. 20.—Arrived—Commonwealth, from Liverpool.

Dover—Passed Sept. 19—Kambyess, from San Francisco, via Valparaiso, for Hamburg.

Rotterdam—Arrived Sept. 19—Amsterdam, from New York, via Boulogne.

Cherbourg—Arrived Sept. 19—Vaderland, from New York, for Antwerp.

Moville, Sept. 20.—Sailed—Tunison, from Liverpool, for Montreal.

Southampton, Sept. 20.—Sailed—Deutschland, from Hamburg, for New York.

New York, Sept. 20.—Arrived—Victoria, from Naples; Fuerst Bismarck, from Hamburg; Pretoria, from Hamburg.

Naples, Sept. 20.—Arrived—Hozenollern, from New York, for Genoa.

Hamburg, Sept. 20.—Arrived—Graf Waldersee, from New York.

Liverpool—Arrived—Bovic, from New York. Sailed—Georgic, for New York.

Cherbourg.—Sailed — Deutschland, for New York.

BIG APARTMENT-HOUSE.

Plan for a Structure to Cost Over $275,000 Under Discussion.

An apartment-house on a magnificent scale is likely to become one of Portland's improvements in the immediate future, should the preliminaries now in progress be successful. Several well-known business men have been engaged on the project for six months past, and the plans and details are now nearly completed, one of the principals having just returned from Seattle, after investigating the cost and the probable returns on the investment.

"The location of the building," he said yesterday, "will be in the district bounded by Stark, Sixth, Madison and Fourteenth streets, and we will need 150 feet square, or the better portion of an entire block for the purpose. The structure will be seven stories in height and is to be as nearly fireproof as man can make it, the skeleton frame of steel being supplemented by walls of marbleized brick, which are susceptible of a high polish, and thus the central light court will serve to illuminate the interior rooms. The roof over this light court will be of glass, cast in such shape that the light will be thrown directly toward the basement. The cost of the structure, including the site, will probably reach $275,000.

"There are four of these mammoth apartment-houses in Seattle, and they are very popular, both with heads of families and bachelors. The suites range from three to six rooms each, and are furnished with light, heat, hot and cold water, from the central power in the basement. Two elevators in different parts of the building are kept busy lifting or lowering tenants, and the interior court is surrounded by wide balconies at every story.

"A restaurant, billiard hall and gymnasium are located in the basement, and tenants who do not care to carry on a light-housekeeping system can obtain their meals without going out of doors. A library for the use of the guests is also an adjunct of the institution, but there is no saloon within the building.

"The earnings of the apartment-house have ranged from 15 to 25 per cent per annum on the cost of the structure, where I have been investigating, and the rooms are constantly occupied, as there is always a list of applicants anxious to take the places of those who depart.

"With the present crowded condition of Portland, I think a modern apartment-house would pay well, and there is no sign of abatement in the demand for houses in the immediate future. San Francisco, St. Louis, Chicago, Minneapolis and other large cities have several of these apartment-houses, and their earnings have all proven satisfactory to their projectors."

HARVEST FESTIVAL.

Salvation Army Will Hold a Five-Days' Celebration.

Following is the programme of the Salvation Army festival to be held at No. 4 Hall, 128½ First street, beginning today:

Saturday evening—

Mrs. Major Kimball, in Hindoo costume, subject, "India."

Ensign Kinney of Portland Home, subject, "Rescue Work."

Mrs. Staff Captain McCabe, in slum dress, subject, "Salvation Army Slum Work."

These short addresses interspersed with music.

Sunday—

9:30 A. M.—Sunday school, Captain Eborall.

10:30 A. M.—March.

11 A. M.—Holiness meeting. Captain Dupertius.

2 P. M.—Double open air.

Band First and Madison, Corps Third and Washington.

3 P. M.—J. F. Ford, evangelist.

8 P. M.—Mr. and Mrs. Phelps leading.

Monday evening—

Harvest march and Grace Wonders exhibit. Ex-drunkards, ex-gamblers, ex-blashphemers, ex-desecraters.—First wonder is that they were such. Second own-is that they own it.

Tuesday evening—

Great sale—Hardware, dry goods, toilet articles, furniture, fruit, furnishing goods, fancy articles, etc., etc., etc.

J. T. WILSON, Auctioneer.

Thursday evening—

Final gathering.

PERSONAL MENTION.

Rev. L. B. Ford, of Eugene, presiding elder of the M. E. conference of that district, is at the Perkins on his return from Puget Sound.

W. M. Colvig, of Jacksonville, who was in the city yesterday, recently heard from his brother George, now United States Consul at Barranquilla, Colombia. George says there is revolution all around him, but he fears not, as the Stars and Stripes wave over his domicile.

A. L. Upson, late chief clerk in the office of Captain Langfitt, United States Engineers, leaves on the transport Palatinia for Manila, in charge of her cargo of hay. He will deliver it there and report back and intends to remain in Manila and probably engage in business there.

William M. Hodgkin, son of Frank E. Hodgkin, who is employed in the office of the Mountain Copper Company, at Keswick, Cal., is home on a visit for the first time in three years. He will return to Keswick at the end of his two weeks' vacation. Another son of Mr. Hodgkin, Horatio Cushing, and some other Oregon boys, are in the employ of the Mountain Copper Company.

Northwestern People in New York.

NEW YORK, Sept. 19.—Northwestern people registered at New York hotels today as follows:

From Tacoma—T. E. Kelly, Miss M. A. Kelly, at the Victoria; H. C. Clark and wife, C. H. Purdy, at the New York.

From Seattle—D. E. Whitten and wife, at the Ashland.

NEW YORK, Sept. 20.—Northwestern people registered at New York hotels today as follows:

From Portland—J. T. Watson, F. W. Watson, at the Imperial.

From Tacoma—F. W. Snow, at the Holland; T. E. Kelly, Miss M. A. Kelly, at the Victoria; H. C. Clark and wife, C. H. Purdy, at the New York.

From Seattle—Miss Macgregor, at the Broadway Central; J. H. Perkins, at the Park Avenue; A. W. Back, at the Holland; D. E. Whitten and wife, at the Ashland.

Religious Instruction Schools.

ST. LOUIS, Sept. 20.—At today's session of the general conference of the German Evangelical Societies of North America, a resolution was adopted which seeks to give the ministers of the Evangelical church and other Protestant denominations the right to enter public schools for certain periods each week to instruct the children in Christian doctrines and principles. The resolution provides that the Legislatures of the various states be importuned to grant the churches the right, as a means of bringing the children up to a full realization of their duty to their fellow men and Government.

TRY GRAIN-O! TRY GRAIN-O!

Ask your Grocer today to show you a package of GRAIN-O, the new food drink that takes the place of coffee. The children may drink it without injury as well as the adult. All who try it, like it. GRAIN-O has that rich seal brown of Mocha or Java, but it is made from pure grains, and the most delicate stomach receives it without distress. ¼ the price of coffee. 15c and 25c per package. Sold by all grocers.

MEN EXCLUSIVELY

DR. TALCOTT & CO.

ASSUMING THAT THE FUNCTIONS OF THE PROSTATE GLAND ARE understood, it should be apparent that when damaged by either contracted disorder or dissipation that disordered function must result. The first symptoms pointing to his prostatic disorder are referable to the reproductive system. It is first noticed that patients suffering from this disease are embarrassed by prematureness. This is invariably followed sooner or later with all of those symptoms known as "Weakness." The most common form of damage to the gland is congestion of more or less severity, which finally becomes localized as Prostatic Catarrh, and if this catarrh once becomes chronic, then various nervous symptoms arise which are known to physicians as Neurasthenia, or exhausted nerve force. The greater number of patients suffering from this so-called weakness are healthy and robust men in every other respect—men who possibly have been treated by tonics, electricity, etc., for a weakness which, if the above has been made clear, will be understood never to have existed. For the past few years we have been calling the attention of the medical profession and others to the fact that the above well-defined symptoms were not weaknesses, but results of inflammation, and that drugs could not cure, but procedures directed toward repairing the damage always prove successful. It is no longer a theory, but a fact, and the adoption of the Talcott Prostatic Dilator as a necessity in the treatment of these troubles is proof of our assertions. Colored chart of the organs sent free on application. It explains why, if a man has been treated for a weakness, he has not been cured.

VARICOCELE SHOULD BE CURED.

Varicocele is an enlargement of the most vital blood vessels in man. In their normal condition their function is to carry off waste material, thus enabling the organs to receive fresh nutrition. Owing to the breaking down of the valves, caused by the paralysis of the muscular coat of the veins, they become dilated, and local stagnation of the blood follows. The vital nerves being deprived of their proper quality and quantity of nourishment, atrophy is the result. Statistics prove that 25 per cent of the male population are afflicted with varicocele in some stage of the disease. We guarantee to cure varicocele in one week at our office, or four weeks of home treatment, without the use of knife, caustic or ligature. We have cured over 2000 cases without a single failure or unpleasant result. We invite correspondence and the fullest investigation of our methods, and can refer to cured patients if desired.

250½ Alder St., cor. Third. CHAMBERS BUILDING. San Francisco Office, 997 Market Street.

A Fine Supper Dish.

Malt Breakfast Food

Of Great Value to Old and Young

Malt Breakfast Food makes a delicious supper dish, and as such is of the greatest value. It quiets the irritated stomach and gives restful sleep.

It may be used either hot or cold, and served in a great variety of ways.

Dr. C. T. Stockwell, of Springfield, Mass., says: "When I go home tired out and in a condition to have a restless and troublesome night of it, if I eat anything, I find I can make a meal of Malt Breakfast Food and go to bed without apprehension. It digests itself. I find that it soothes and quiets the nerves and gives me a feeling of rest and refreshment. I shall use it from now on."

BEST FOR THE BOWELS

If you haven't a regular, healthy movement of the bowels every day, you're ill or will be. Keep your bowels open, and be well. Force, in the shape of violent physic or pill poison, is dangerous. The smoothest, easiest, most perfect way of keeping the bowels clear and clean is to take

EAT 'EM LIKE CANDY

Pleasant, Palatable, Potent, Taste Good, Do Good, Never Sicken, Weaken, or Gripe, 10, 25, and 50 cents per box. Write for free sample, and booklet on health. Address 433

STERLING REMEDY COMPANY, CHICAGO or NEW YORK.

KEEP YOUR BLOOD CLEAN

HERPICIDE

BEAUTY IS NEVER COMPLETE without a thick, luxuriant head of soft, glossy hair, which is in truth "woman's crowning glory." The faithful use of Newbro's Herpicide never fails to produce hair of this character, for, by destroying the deadly germs that feed upon the oil of the hair root, it makes dandruff, falling hair and all scalp diseases impossible. It then promotes a new and thick growth to replace the old thin and brittle hair. One bottle will verify these statements. For Sale at all First-Class Drug Stores.

DR. BURKHART'S WONDERFUL OFFER 30 DAYS' TREATMENT for 25 Cents. Dr. Burkhart's VEGETABLE COMPOUND.

A GUARANTEED CURE FOR Kidney and Liver Disease, Fever and Ague, Rheumatism, Sick and Nervous Headache, Erysipelas, Scrofula, Female Complaints, Catarrh, Indigestion, Neuralgia, Nervous Affection, Dyspepsia, Constipation and all blood disorders. All druggists'.

DR. W. S. BURKHART, Cincinnati, O.

Curse

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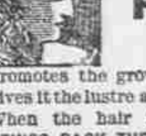

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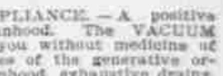

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