MORE CARGO SHIPS COMING

AN EVEN DOZEN BIG CARRIERS EN ROUTE FOR PORTLAND.

American Registry Refused the Otto Gildemeister—German Ship Carl Makes Fast Passage.

The British ship Bidston Hill, a 4000-ton carrier, has been laid on at Antwerp by Balfour, Guthrie & Co. to load for Portland direct. She will follow the Holyrood, of Balfour's line, the latter vessel now being about ready to sail. The British ship Euphrosyne has been chartered to load coal at Newcastle for Portland, these two late additions to the en-route list making an even dozen cargo ships now headed for Portland. This is the largest number that has been listed for this port in many years, and there is also a fleet of 11 vessels listed for Puget Sound and British Columbia ports with cargo. As practically all these ships will be available for next season's loading, the nucleus of a new-season fleet will be formed without the necessity of exporters taking long chances by chartering ballast vessels. The fleet as now listed for the Pacific Northwest has a carrying capacity of nearly 70,000 tons, and the merchandise which it will bring will be largely glass, iron, coal, cement and other building materials. The ships now listed for Portland and the port from which they are coming and their tonnage is as follows:

Vessels—	Net tons.
Bidston Hill—Antwerp	2431
Cypromene—Antwerp	1759
Dovenby Hall—Antwerp	1858
Copley—Antwerp	1696
Holyrood—Antwerp	1562
Brunel—Newcastle	1555
John Cooke—Liverpool	1758
Cambronne—Liverpool	1420
Sierra Estrella—Liverpool	1392
Euphrosyne—Newcastle	1799
Matterhorn—Hamburg	1539
Semantha—Hamburg	2211
For Puget Sound—	
Solway—Antwerp	1599
Slieve Roe—Antwerp	1608
Carnarvon Bay—Antwerp	1785
Arctic Stream—Hull	1498
Celtic Chief—Liverpool	1799
General Roberts—Rotterdam	1914
Holywood—Liverpool	1477
Kate Thomas—Liverpool	1597
Ladakh—Cardiff	1808
Senator—Liverpool	1589
Lynton—Maryport	2324

OTTO GILDEMEISTER AGAIN.

False Affidavits Fail to Secure American Register for the Craft.

The German ship Otto Gildemeister, which was dismasted something over a year ago while en route from Yokohama to Portland, is not proving such a bonanza as her new owners expected. The ship, by some peculiar methods known to German underwriters, but unknown to British underwriters, was declared a constructive total loss, presumably for the purpose of avoiding the payment of some high-rate reinsurance. She was sold to a man named Ellis for something over $25,000, the prospects for a lawsuit going with her depreciating her value to a certain extent. Her new owner has been endeavoring to secure American register for her, and in this laudable pursuit the mate of the ship has apparently committed perjury. For this reason, the Treasury Department refuses to grant American registry, and, with freights on the down grade and shipping property values tumbling, the profits of the speculators may prove no larger than those of the men who bought reinsurance on the vessel. The decision of the Treasury Department regarding the matter is as follows:

"The bureau invites your attention further to the case of the German ship Otto Gildemeister, mentioned in the letter of the 11th ult., relating to an application for her registry as a vessel of the United States on the ground that she was wrecked within the United States, and therefore that the case is within the purview of section 4136 of the Revised Statutes, authorizing the registry of vessels so wrecked, subject to certain conditions.

"Referring to your recommendation that the application receive favorable consideration, the bureau has to state that it is now in receipt of a marine protest made by Captain Wilmsen, formerly master of the ship, and authenticated by the seal of the German Consulate, showing that the ship was dismasted and disabled 2000 miles, more or less, off the west coast of the United States, and indicating that she has sustained no material injury within the United States. The protest sets forth an entirely different state of things from that sworn to in the evidence forwarded from your office. You will please notice that in the documentary evidence you submit is an affidavit from H. Usinger, chief mate of the ship, that she was dismasted and wrecked within three miles of the shores of the United States, and that 'said permanent disability' was sustained in the waters of the United States; and you will please notice also that it is stated in the petition that the vessel was wrecked in the waters of the United States by a hurricane, which dismasted and permanently disabled' her, so that she became unseaworthy.

"In view of the apparently conclusive evidence in the protest, showing that the Otto Gildemeister was not wrecked in the United States, the bureau declines to authorize her registry as a vessel of the United States, and requests that you bring the circumstances to the attention of the United States attorney for such action as on investigation he may find the facts demand.

"I will thank you to report the final disposition of the matter. Respectfully,

"E. T. CHAMBERLAIN,
"Commissioner."

MORE MARCH CARGOES.

Bidart and Sierra Ventana Are in the Stream Ready for Sea.

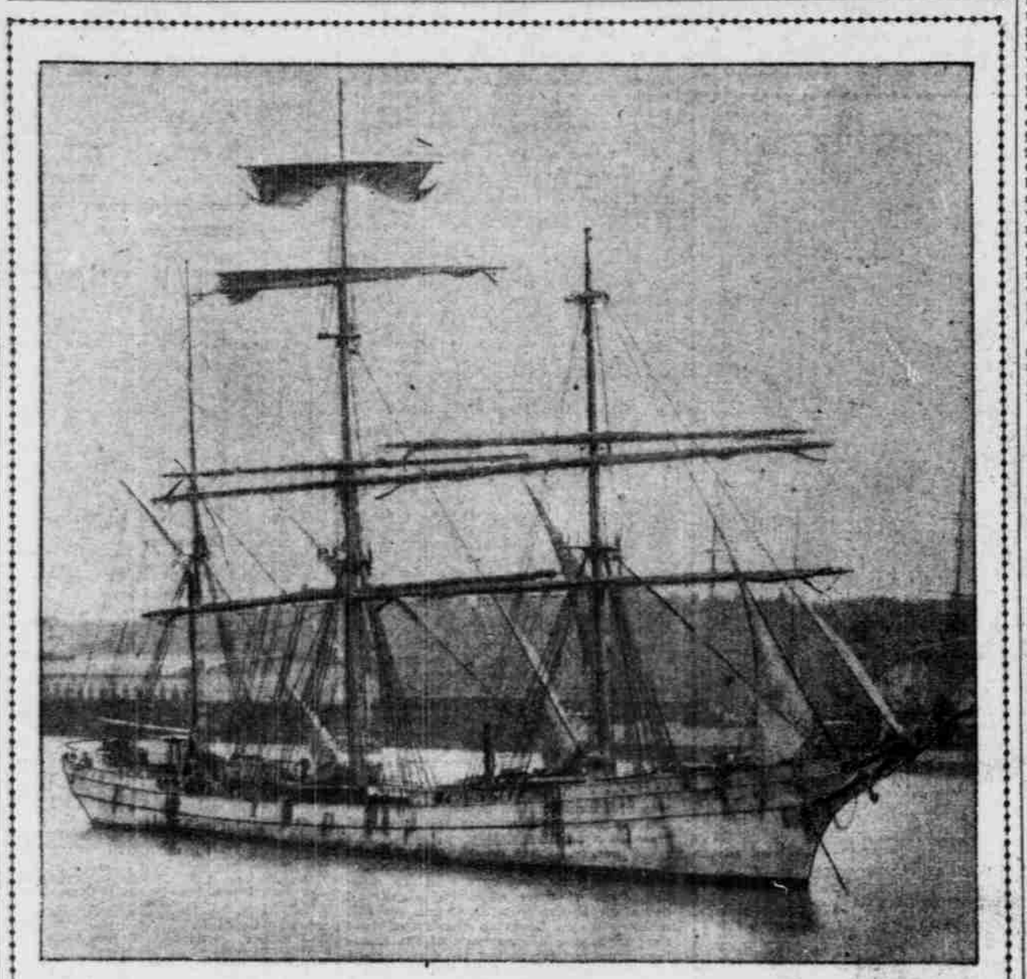
The British ship Sierra Ventana and the French bark Bidart finished loading yesterday and will clear today for Queenstown or Falmouth for orders. The Sierra Ventana was dispatched by A. Berg, and has aboard 105,500 bushels of wheat, valued at $89,400. The Bidart was loaded by Balfour, Guthrie & Co., and carries 111,902 bushels of wheat. The next vessel to finish will be the Earl Cadogan, which is loading flour at the Albina mills. There is still considerable activity among the grain ships, and the fleet will be pulled up to pretty fair proportions by the end of the month. The German bark Barmbek was taking in stiffening at the elevator dock yesterday, but will vacate her berth to permit the Torrisdale to load ahead of her. The Marion Lightbody, which arrived up Sunday morning, is at Montgomery, No. 2, discharging ballast. The Ernest LeGouve, the latest arrival at Portland, reached port yesterday afternoon and went into the stream to await a berth. The Lota is at Davidge's dock, but will come into Mersey as soon as possible to complete her cargo of Valley wheat.

ANOTHER NARROW ESCAPE.

Italian Bark Cavour Has the Usual Experience Off Cape Flattery.

From all of the stories that are wafted from the death-haunted region of Cape Flattery, it is apparent that the underwriters have been very fortunate this season in not having to liquidate for a large number of wrecks in that vicinity. The Italian bark Cavour has just reached Victoria, after a two weeks' tussle with the elements off the Cape, and the Victoria Colonist prints her hard-luck story as follows:

"The Italian bark Cavour had a narrow escape from destruction on Flattery rocks two days ago, when the mountainous sea which followed the heavy southwest gale set her in between the Umatilla lightship and Flattery rocks, and when the tug Tacoma arrived in the nick of time to save her from being a wreck and her crew from possible death she was not far from the rocks. Captain Schiaffino had the boats made ready to leave her. The Cavour left Callao in ballast 62 days ago, and on March 3 she was abreast of Cape Flattery, and a heavy gale blowing from the southeast blew her towards the Vancouver Island coast. The seas were running very high, and the vessel was several times on her beam ends. Water was coming over her and flooding her decks. She had a trying time, and when the latitude of 50 north was reached the vessel was but seven miles on shore. There was a terrible heavy sea setting towards the coast, and it looked as though the vessels was soon to go ashore. Captain Schiaffino says that in his life at sea he never saw such high waves. The Cavour had her lower maintopsails carried away, and with her other sails then set well reefed the sailors fought hard to keep the vessel off shore. Fortunately, a favorable squall aided them, and, although some of her canvas was torn and rigging strained, the vessel was worked to the southward, and three days ago, after many days of continuous gales, she was running for the Straits before a heavy southwest gale, when, as she was near Flattery, the wind fell off and left her in a monstrous swell, rolling from beam to beam. She broke her halyards and carried away some sail during the storm, and when the seas were setting her in towards Flattery rocks the crew thought that nothing could save the vessel, and Captain Schiaffino ordered the boats made ready, and prepared to leave her, when the tug Tacoma was sighted. The tug came alongside as the vessel was in between the lightship and not far from the rocks, and the bark was saved. The Cavour has been chartered to load lumber at Everett for Callao."



FRENCH BARK VENDEE ENTERED YESTERDAY WITH BIG CARGO FROM NEWCASTLE, ENGLAND.

The French bark Vendee entered at the Custom-House yesterday with a full cargo from Newcastle, England. Included in that cargo was the largest consignment of pig iron which has been brought to this port by any vessel within the past 12 years. It amounted to 1025 tons. Other cargo on board the vessel was 552 tons of fire bricks, 150 tons of fire clay, 544 tons of coke and 500 tons of salt. There were nearly 200,000 fire bricks and 10,253 bags of salt. The Vendee was out over 200 days from the English port before she was towned into Astoria, and there is a nice green growth on her hull below the water line. Part of her long voyage is due to her becoming disabled by a broken topmast while off the California coast. As the Vendee is under charter for outward loading, and will require a week or two to discharge her inward cargo, the work of repairing the damage will be commenced as soon as possible and carried on while the vessel is discharging. The Vendee is consigned to Girvin & Eyre, and will discharge her cargo at Greenwich Dock.

Wireless Telegraphy on Lakes.

CHICAGO, March 17.—A wireless telegraph system, giving connection between ships in mid-lake and the mainland, may soon be an appliance on lake-going steamers. The managers of one of the companies are considering the fitting of all boats, passenger and freight, with sending and receiving stations of the Marconi pattern. With this in view, they will make tests of the system within a few weeks.

Discussion of the plans has been going on for some time. Officials have become convinced of the value of the contrivance. If the tests are satisfactory, the boats probably will be equipped with telegraph stations before the Summer navigation season is well under way.

Lumber Ship's Fast Passage.

The German ship Carl, under charter to the Pacific Export Lumber Company, arrived in from Yokohama Sunday, after a very fast passage. If the time given out yesterday is correct, it was a record-breaker, as she was reported to have sailed from the Japan port February 23. This would make her passage but 21 days, and the nearest approach to that time was the passage of the Selkirkshire, which sailed across the Pacific in 21 days 18 hours about six years ago. The Carl is not a stranger in this port, having loaded wheat here about two years ago.

Lake Navigation Opens.

CHICAGO, March 17.—Steamers will begin running across Lake Michigan tomorrow, and with this opening of navigation will come a renewal of the war for through traffic to Grand Rapids. One line has announced a reduction in its fare from Chicago to Grand Haven of 50 per cent. By the new tariff, the fare will be $1 each way, as compared with $2 25 for many years past. This makes the lake and rail rate to Grand Rapids $1 50, said to be about the cheapest transportation in the United States.

British Barkentine Ashore.

NEW YORK, March 17.—The British barkentine Persia, from Buenos Ayres, for New York, with a cargo of hides, went ashore last night near Point Lookout, L. I. Her crew of 10 men were taken off in the breeches buoy by the Long Beach life-saving crew. The Persia registers 578 tons net, and hails from Hantsport, N. S.

Overdue Vessel Is Safe.

NEW YORK, March 17.—A special to the Commercial Advertiser from Halifax, N. S., says: News just received here that an Allan liner, thought to be the long-overdue Huronian, was signalled at 2 P. M., heading for St. John's harbor.

Suez Canal Reopened.

PORT SAID, Egypt, March 17.—The Suez Canal has been reopened. The British petroleum steamer Nerite, from Marseilles, February 24, which was reported yesterday to be on fire in the canal, is still burning.

To Load Forage.

The British steamer Quito, which arrived in port Sunday morning, will, after she discharges her cargo at Mersey dock, be moved up to the Alaska wharf to load forage for the Philippines. The Quito recently received the contract for carrying the forage, and the officers of the United States Quartermaster's Department think she will receive her cargo and be ready to leave by the end of the week.

Steamer Cutch Refloated.

PORT TOWNSEND, Wash., March 17.—The British steamer Cutch, wrecked near Juneau last August, and refloated, has made application to the Treasury Department for American register.

Domestic and Foreign Ports.

ASTORIA, March 17.—Arrived down at 8 A. M.—French bark Versailles. Condition of the bar at 4 P. M., rough; wind southwest; weather cloudy.

San Francisco, March 17.—Arrived at 11:30 A. M.—Steamer Geo. W. Elder, from Portland.

Hoquiam, Wash., March 16.—Sailed—Schooner R. C. Slade, from Aberdeen for San Francisco; schooner Peerless, from Aberdeen for San Francisco; schooner A. J. West, from Aberdeen for Guaymas.

Liverpool, March 17.—Arrived—Umbria, from New York; New England, from Boston.

Glasgow, March 16.—Arrived—Sardinian, from Portland. Sailed March 15—Corean, for Portland; Livonia, for Philadelphia; Mongolian, for New York.

Gibraltar, March 17.—Arrived—Trave, from New York for Naples and Genoa.

Cherbourg, March 17.—Sailed—Deutschland, from New York and Plymouth for Hamburg.

Hamburg, March 15.—Sailed—Patricia, for New York.

San Francisco, March 17.—Sailed—Steamer Coronado, for Gray's Harbor; steamer Lakme, for Portland; steamer Lindauer, for Gray's Harbor. Arrived—Steamer Mandalay, from Coquille River; steamer Asuncion, from Tacoma.

Seattle, March 17.—Arrived—Steamer Edith, from San Francisco; steamer Farallon, from Skagway; steamer Robert Dollar, from San Francisco.

MAKES TERMS WITH MARCONI

Canada Will Let Inventor Begin Work at Cape Breton at Once.

OTTAWA, March 17.—The agreement between the Dominion Government and William Marconi for the establishment of a wireless telegraph station at Cape Breton has been brought to a satisfactory issue. The contract will be signed in a few days. Mr. Marconi will leave here for Cape Breton tomorrow for the purpose of selecting a site for the erection of a high-power station. It is expected that wireless communication will be established in the Dominion and Great Britain by the beginning of next June.

Platt Dinner Tickets in Demand.

NEW YORK, March 17.—More than 800 men, well known in public affairs, have applied for tickets to the "Amen Corner" dinner to Senator Thomas C. Platt, on April 4. The guests will be limited to 340. Prominent among the invited guests who have accepted are: President Roosevelt, Governor Odell, Governor Crane, of Massachusetts; Senators Depew, Quay, Penrose, Foraker, Scott of West Virginia, Fairbanks and Aldrich, Mayor Low, Lieutenant-Governor Woodruff, ex-Governor Black, Archbishop Ireland, J. Pierpont Morgan, John A. McCall, Levi P. Morton, Judges Haight and Werner, of the Court of Appeals; Speaker Nixon, all of the New York state officials, and a score of New York Senators and Assemblymen. There will be many Democrats as well as Republicans at the dinner, which is to be a strictly nonpolitical affair. Senator Arthur P. Gorman, of Maryland; Representative George B. McClellan and others prominent in Democratic affairs, but for years frequenters of the "Amen Corner," are among the Democrats who have accepted.

Altgeld Memorial.

NEW YORK, March 17.—Arrangements have been perfected for the holding of a meeting in memory of the late John P. Altgeld, ex-Governor of Illinois, at Cooper Union, on Thursday evening, March 27. Among the speakers who have already promised to be present are Clarence F. Darrow, who was Mr. Altgeld's law partner; George Fred Williams and ex-Congressmen John J. Lentz.

Wireless 'Phone Demonstration.

LEXINGTON, March 17.—The inventor of wireless telephony, Nathan Stubblefield, has gone to Washington, where we will give a public demonstration of his invention on the Potomac River Thursday. The first demonstration given by Stubblefield was six weeks ago, at Murray. If successful in the Washington experiment, Mr. Stubblefield will attempt a longer distance by sea.

Sunday Funerals at an End.

NEW YORK, March 17.—Sunday funerals at Trenton, N. J., are at an end, apparently, owing to the action of the Coachmen's Union, which is backed in its fight by the ministers. Members of the union found an effective means of stopping an old practice of burying the dead on Sunday by refusing to go out with nonunion drivers.

OF THE THREE OREGONS

EASTERN, WESTERN AND SOUTHERN DIVISIONS OF THE STATE.

Attention Given Oregon in the New York Central's Magazine—Illustrated Original Articles.

The March number of the Four Track News, the illustrated magazine of travel and education published monthly by the passenger department of the New York Central & Hudson River Railroad, is largely devoted to Oregon. The frontispiece is a fine view of Multnomah Falls, of which a brief description is given further on in the magazine. The leading article is by Alfred Holman, and is entitled "The Three Oregons." It is illustrated by a typical view of Oregon sheep, an apple-harvesting scene, a Hood River strawberry field and a view of some of Oregon's dividend-paying stock—livestock, of course. Other illustrations are full-page reproductions of the Pillars of Hercules, Oneonta Gorge, and a 6,000,000-foot log raft on the Columbia, and a smaller picture showing how the big timber of Oregon is felled. Colonel Pat Donan has a page entitled "Midst Peaks and Chasms," that serves to carry the views of Columbia River scenery. Mr. Holman's account of the "Three Oregons" is as follows:

"The invitation which Oregon as a country, relatively new, presents to the world is in many forms, and is addressed to many sorts and conditions of men. In sincerity it would not be easy to say to whom the interests and conditions of the country most directly appeal—to the lover of natural beauty, to the practical farmer, to the lumberman, to the miner, to the navigator, to the man of business, to the young who seek a fresh field of labor, or to the old, who seek repose where the airs are soft and severities of climate unknown. Any of these, or all, may find conditions to their liking here, for it is a land of multiplied bounties, of unlimited opportunities and of abounding and abiding charm.

"There are, in truth, three Oregons—one at the west, one at the east, one at the south—and there is remaining a remote and almost unoccupied region, which when it shall come into its own, will call itself central. Old, or characteristic Oregon, the seat of so much history as we have, of our chief city, and of the most advanced and settled life of the state, is called Western, and occupies the northwest corner of the map. To the west it lies for 200 miles against the Pacific Ocean; its northern line is the Great Columbia River, and it reaches at the east to the summits of the Cascade Mountain Range. Here are the abounding rivers, the majestic peaks, and the forests primeval, which rise before the mind's eye when the name Oregon is spoken. Here is that land—now a busy, fruitful, cheerful land, "where rolls the Oregon," which, if the word of a poet is good for anything—once upon a time heard no sound save its own dashings. Here is the land of the Webfoot, where the poorest wit of a liar will assure you it rains '13 months in the year,' and where, by report of a liar of a better sort, the year is made up "of the rainy season and the month of August." Beyond a doubt it is, during the four months of Winter, a wet country, much like the south of England—an overmoist country. But of this bountiful precipitation is born much, if not all, that gives Western Oregon its special character and its unequaled charm. The never-fading green of the long and beautiful Summer, the clear streams which lace the country, ever carrying fruitfulness and sweet murmurings to its remotest corners, the deep forests, which clothe the hills and the mountainsides, the glistening mantles which glorify the mountain peaks—all this is from the bounty which for Western Oregon never fails. And our debt to the Winter rains is not alone for the beauty which charms every beholder. To them we owe thanks for the fertility of our soils, for the wide-reaching navigation which makes transportation cheap, for our unlimited capacity to generate electrical power, and for other and multiplied resources which go to the making of a country of many and surprising potentialities.

"Southern Oregon lies to the south of Western Oregon. The sea is at its west; California is its immediate neighbor on the south. It stands in a manner wedged in between Western Oregon and Northern California, and partakes somewhat of the character of either neighbor. It is indeed that happy land of moderation, where the rains do not weary with their persistence and where drouth never comes. Something of the California Winter sun shines upon Southern Oregon, but, withal, its spirit is of the north, and its invitation is to the industry and to the man of the north. It knows not the orange, but it produces the best apple known to commerce. It is a land relatively remote, for while it goes out to the world over steel rails, it is a day's journey either north or south to a considerable city. Southern Oregon has in it the makings of a very fruitful country, but it is as yet relatively new, and its day of greatness is yet to come. But there is no problem in the future of a land which holds beauty for the artist, health and vigor for the sick and weary, minerals for the engineer, timber for the lumberman and unlimited opportunity for the farmer and the orchardist.

"Eastern Oregon, with which must now be reckoned the country hereafter to be named Central Oregon, is a country wholly apart from the regions above described. It occupies two-thirds of the superficial area of the state, but in its productive character is far less important than Western Oregon, and scarcely more important than Southern Oregon. It is an elevated region, and in a dryer altitude, for to the region east of the Cascade Mountains has not been given the bountiful waters which fructify and gladden the soil. But Eastern Oregon is reasonably watered, and is a vastly potential country. Great herds of cattle and horses roam over it; uncounted flocks of sheep range its hilly pastures. Gold and silver ledges rib its mountain sides. Nor is Eastern Oregon without a considerable basis for agriculture. Here and there are valleys narrow but fertile, bountifully watered and richly endowed. Large districts which once bore every aspect of a desert have been turned into grain fields. Her expert agriculture is to some extent—for parts of Eastern Oregon lie in a region high and dry—bringing artifical irrigation to its aid, and is redeeming wide stretches of elevated and relatively dry country, literally making it to blossom as the rose. Eastern Oregon is a country of tremendous possibilities. Its progress has of late been rapid, especially in the line of mining development. It has the tone, the spirit, the 'go' of a country rapidly growing and conscious of a large destiny.

"Oregon—or the three Oregons—makes a state which, in many respects, is unique and unrivaled; and none among its sister states combine conditions and interests more varied or more charming.

"Let me add for the traveler and the pleasure-seeker that it is a restful country. The spirit of the forest is over it; its streams flow gently; its winds are balmy; it is a land where stress and weariness are soon forgot."

Colonel Donan's "Midst Peaks and Chasms" is as follows:

"The use of superlatives is usually in direct proportion to the ignorance or provincialism of the writer or speaker. The newspaper or magazine scribbler who declares this, that or the other region has the grandest, or sublimest, or loveliest scenery on the globe, simply advertises the fact that he has traveled little, or to little purpose. No one land or region has a scenic monopoly—no one excels in all respects. The Salt Lake of Utah (the American Dead Sea) is unrivaled in its way among scenic and geologic marvels of the New World; the Royal Gorge and the Grand Canyon of Colorado rank among the abysmal masterpieces of the Divine Artist and Artificer; and the Yellowstone Park geysers dwarf by comparison all the other water volcanoes of creation.

"But, taken altogether, it is doubtful whether there is on earth a stretch of scenery, for the same distance, that surpasses—if there is anything that equals—the 86 miles along the Columbia River between Portland and The Dalles. It combines all that is wild, sublime, picturesque and beautiful in mountain and stream, gem-like island, boundless forest, crag, cataract and cascade. On one side the greatest river, with perhaps a single exception, of Western North, Central, or South America; and, on the other, the giant peaks of the Cascade Range, which numbers among its mighty jewels snow-robed and glacier-crested Mount Hood, Mount Adams and Mount St. Helens. Precipices towering above the clouds on one hand, and huge falls or rapids of blue-green water roaring and foaming on the other.

"Multnomah Falls have been painted and penciled and sung throughout the world, but no poet's pen nor artist's brush has ever been able to portray an infinitesimal atom of their loveliness.

"But gorgeously beautiful as they are, Multnomah Falls are but one of nearly 20 cataracts that tumble, flashing and resplendently iridescent, from the mountaintops, in this 86 miles of fairyland. Latourell and Bridal Veil Falls, though harnessed to run sawmills and lumber chutes, are scarcely less lovely than Multnomah.

"Wild, weird Oneonta Gorge, near Multnomah, looks as Kentucky's famous Mammoth Cave might, if all its vast, cavernous halls and chambers were rent open by an earthquake, and tapestried with mosses, ferns and flowers.

"Rooster Rock, Cape Horn, the Pillars of Hercules, and Castle Rock, all near Multnomah, are huge testimonials to the Titanic struggle that took place when the mighty flood of the Columbia burst through the glacier-crested Cascades.

"Speaking of this wonderland, Cardinal Satolli says: 'As we passed through the Rockies, we thought the scenery could not be surpassed; but, when we descended into the Valley of the Columbia and the Cascade Mountains, we found scenery grander than any we had yet beheld.'"

Don't take any chances. Keep your blood pure and health good by taking Hood's Sarsaparilla.

VALUE OF TESTIMONY.

Greater Than Assertion.

There is none of us so hardened but that when we have been able to aid our fellow-creatures by conferring a benefit or bringing a little comfort into their lives we like to have appreciation shown. This generally affords more pleasure than the performance of the act itself, and in this connection the following letter from a Paris, Texas, lady is of more than usual interest: "Dear Friends: I address you as such, for you have been such to me. I suffered for three years, off and on, with piles. I was treated at the hospital, and the new and elegant hospital of Memphis; they only gave me temporary relief. I came West, thinking the change of air and water would benefit me; five months ago the bleeding piles came back on me, and bled so much that I thought I would die. I have had four of the finest doctors in this section of Texas; all they did was to finally nearly let me go to my grave; all they wanted was a big sum of money from me and to operate on me. I said no, no surgeon's knife would enter me; if it was my time to die, God knew it, and when I died I would die altogether. I began hearing about your medicine. I had no faith in you, but I sent and got a box of your Pyramid Pile Cure; in two days the blood flow had slackened to one-half the amount, and in one week I felt so much better I walked four blocks and did a little housework. I was not bleeding then; in three weeks I was well. God bless you for putting such a wonderful medicine within the reach of suffering men and women! I shall never cease to recommend your medicine or be without it; also I used your Pyramid Pills. Sallie A. Hearndon." Testimony like this should be more convincing than all claims and assertions, and should leave no doubt in the mind of the reader as to the merit of the remedy. Pyramid Pile Cure is sold by druggists for 50 cents a package, or will be mailed by the makers to any address upon receipt of price. Write Pyramid Drug Company, Marshall, Mich., for their book on cause and cure of piles.

WOMAN'S CROWNING GLORY is her hair. If Gray or Bleached, it can be restored to its natural color without injury to health or scalp by one application of the

Imperial Hair Regenerator

THE STANDARD HAIR COLORING. It is absolutely harmless. Any shade produced. Color fast, and ONE APPLICATION LASTS MONTHS. Sample of your hair colored free.

Imperial Chem. Mfg. Co. 135 W. 23d St., New York

Rheumatism

The liniment bottle and flannel strip are familiar objects in nearly every household. They are the weapons that have been used for generations to fight old Rheumatism, and are about as effective in the battle with this giant disease as the blunderbuss of our forefathers would be in modern warfare.

Rheumatism is caused by an acid, sour condition of the blood. It is filled with acrid, irritating matter that settles in the joints, muscles and nerves, and liniments and oils nor nothing else applied externally can dislodge these gritty, corroding particles. They were deposited there by the blood and can be reached only through the blood. Rubbing with liniments sometimes relieve temporarily the aches and pains, but these are only symptoms which are liable to return with every change of the weather; the real disease lies deeper, the blood and system are infected. Rheumatism cannot be radically and permanently cured until the blood has been purified, and no remedy does this so thoroughly and promptly as S. S. S. It neutralizes the acids and sends a stream of rich, strong blood to the affected parts, which dissolves and washes out all foreign materials, and the sufferer obtains happy relief from the torturing pains.

SSS

S. S. S. contains no potash or other mineral, but is a perfect vegetable blood purifier and most exhilarating tonic. Our physicians will advise, without charge, all who write about their case, and we will send free our special book on Rheumatism and its treatment. THE SWIFT SPECIFIC CO., Atlanta, Ga.

Look Here

Men, Young and Old, Read This

J. HENRI KESSLER, M. D.
Manager.

This is the oldest Private Medical Dispensary in the City of Portland, the first Medical Dispensary ever started in the city. Dr. Kessler, the old reliable specialist, has been manager of this institution for 20 years, during which time thousands of cases have been cured, and no person was ever refused treatment. The St. Louis Dispensary has thousands of dollars in money and property, and able financially to make its word good.

Since Dr. Kessler started the St. Louis Dispensary, over 20 years ago, hundreds of traveling doctors have come to Portland, advertised their sure-cure ability in the papers, got what money they could from confiding patients, then left town. Dr. Kessler is the only advertising specialist who can give references to all classes. You may ask bankers, merchants, and all kinds of business men. They will tell you that Dr. Kessler is O. K. Lots of people coming from the country deposit their money with him. No other specialist on the Coast can give such reference as this old doctor.

GOOD DOCTORS.

Many doctors in country towns send patients to Dr. Kessler, because they know he is prepared to treat all kinds of private and chronic diseases.

PRIVATE Diseases. This doctor guarantees to cure any case of Syphilis, Gonorrhea, Gleet, Stricture cured, no difference how long standing. Spermatorrhea, Loss of Manhood or Night Emissions, cured permanently. The habit of Self-Abuse effectually cured in a short time.

YOUNG MEN Your errors and follies of youth can be remedied, and this old doctor will give you wholesome advice and cure you—make you perfectly strong and healthy. You will be amazed at his success in curing Spermatorrhea, Seminal Losses, Nightly Emissions, and other effects.

KIDNEY AND URINARY COMPLAINTS.

Painful, difficult, too frequent, milky or bloody urine, unnatural discharges, carefully treated and permanently cured. Piles, Rheumatism and Neuralgia treated by our new remedies, and cures guaranteed.

Patients treated in any part of the country by his home system. Write full particulars, enclose ten 2c stamps, and we will answer you promptly. Hundreds treated at home who are unable to come to the city.

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A Cause of Headache

One Very Common Cause, Generally Overlooked.

Headache Is a Common and Distressing Affliction and May Be Due to a Number of Causes.—The Principal Cause of Frontal Headache Is Here Pointed Out.

Headache is a symptom, an indication of derangement or disease in some organ, and the cause of the headache is difficult to locate, because so many diseases have headache as a prominent symptom; derangement of the stomach and liver, heart trouble, kidney disease, lung trouble, eye strain or ill-fitting glasses, all produce headaches, and if we could always locate the organ which is at fault, the cure of obstinate headaches would be a much simpler matter.

However, for that form of headache called frontal headache, pain back of the eyes and in forehead, the cause is now known to be catarrh of the head and throat; when the headache is located in back of head and neck, it is often caused from catarrh of the stomach or liver.

At any rate, catarrh is the most common cause of such headaches, and the cure of the catarrh causes prompt disappearance of the headaches.

There is at present no treatment for catarrh so convenient and effective as Stuart's Catarrh Tablets, a new internal remedy in tablet form, composed of antiseptics like eucalyptol, guajacol and bloodroot, which act upon the blood and cause the elimination of the catarrhal poison from the system through the natural channels.

Miss Cora Ainsley, a prominent school teacher in one of our normal schools, speaks of her experience with catarrhal headaches and eulogizes Stuart's Catarrh Tablets as a cure for them. She says: "I suffered daily from severe frontal headache and pain in and back of the eyes, at times so intensely as to incapacitate me in my daily duties. I had suffered from catarrh, more or less, for years, but never thought it was the cause of my headaches, but finally became convinced that such was the case, because the headaches were always worse whenever I had a cold or fresh attack of catarrh.

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