FOR NEW CROP LOADING

GERMAN BARK ECUADOR IS AGAIN LISTED FOR PORTLAND.

Over Eighty Cargoes of Wheat Now Afloat From Portland—Steamer Dolphin Sold—Marine Notes.

The German bark Ecuador is reported chartered for new season loading at Portland at 29s 3d, which is about $2 per ton less than the rate paid for her last cargo from Portland. She sailed from here in September, and arrived out the latter part of February. She is under charter to load oil at New York for the Orient, and will cross the Atlantic in ballast, and will have no time to lose if she gets around to Portland in time for November loading. Despite the fact that these rates are 8 to 10 shillings lower than those quoted and paid for new crop ships at this time last year, the most of the exporters are holding off, expecting to secure plenty of tonnage later in the season at as low and possibly lower rates than those now demanded. Considerable reliance is being placed on the tramp steamers. One of this class of ocean wanderers was chartered to load on Puget Sound this week at 27s 6d, and exporters figure that if they will accept these rates now, in order to get back where business is popularly supposed to originate, they will also accept them next Fall, when they are needed.

The argument that steamers will steer clear of a port where rates are as low as they now are on the Pacific Coast will not hold good if there is no other port to which the tramps can turn for business that is more profitable. Steam tonnage has been put in the water at a record-breaking rate for the past two years, and it has not only caught up with the demands of trade, but has passed them, and until there is an equalization of matters, freights will be low. It is hardly probable, however, that Portland exporters will be obliged to depend upon tramp steamers for low freights, for the steamers will drive the sailers out of other trades and force them into line for Pacific Coast wheat business.

BIG FLEET AFLOAT.

Over Eighty Wheat Cargoes From Portland Now at Sea.

Portland has more wheat afloat for the United Kingdom at the present time than ever before in the history of the port. There is now on passage between this city and Queenstown a fleet of 82 sailing vessels, carrying approximately 8,000,000 bushels of wheat. The fleet from Portland this season will hardly equal that of 1897-98, but there was no period during that season when there was such a large quantity afloat as there is at the present time. This was due to the fact that a considerable number of immense cargoes were carried by steamers which made quick runs and figured in the quantities on passage for a short time only. The Spring movement in 1898 was also much heavier than it will be this season, and many of the early ships made better outward passages than have been made by the November ships this season. Puget Sound makes much the same showing, there being nearly 60 ships afloat from Seattle and Tacoma, and as they were nearly all large carriers, their cargoes approximate 7,000,000 bushels. San Francisco has 32 wheat ships afloat, carrying over 8,000,000 bushels of wheat, making a total of approximately 23,000,000 bushels of wheat afloat from the Pacific Coast.

The quantities on passage for the United Kingdom March 24 were 33,520,000 bushels, these figures covering all of the leading exporting countries of the world, and it is apparent from this that the Pacific Coast has supplied over two-thirds of the wheat now afloat for the United Kingdom. March 24 there was 10,480,000 afloat for the Continent, a total for the United Kingdom and Continent of 44,000,000 bushels. These figures show quite effectively the powerful factor that Pacific Coast wheat is in the world's markets at the present time.

MAY CALL AT VANCOUVER.

Canadians Extend Additional Courtesies to American Steamers.

In the division of Alaska traffic for the coming season two of the Seattle steamers will be permitted to call at Vancouver for freight. The Victoria Colonist has the following regarding a recent meeting held by the members of companies operating on the Skagway route:

"A meeting of representatives of the steamboat companies having steamers on the Skagway route was held at the office of the Canadian Pacific Navigation Company yesterday for the discussion of matters pertaining to the trade. F. W. Peters, assistant general freight agent of the Canadian Pacific Railroad; E. J. Coyle, assistant general passenger agent, and Captain Troup, manager of the Canadian Pacific Navigation Company; Charles T. Peabody, manager of the Alaska Steamship Company, represented that company and the Humboldt Steamship Company, and C. W. Miller represented the Pacific Coast Steamship Company. It was decided that arrangements would be made to have the steamer Dolphin call at Vancouver, as well as the City of Seattle, to carry cattle north from that port. Last year the association passed a resolution giving only the steamer City of Seattle that privilege, but this season the Dolphin, of the American Steamship Company, will also be permitted to call. The schedule and freight and passenger tariffs were also considered. The steamship companies decided on a local rate similar to that of last season, and decided on their part of the through tariff, and the publication of a through rate was left to the W. P. & Y. Ry., which company has not yet fixed a through rate."

THE DOLPHIN SOLD.

Relic of a Defunct Transportation Company Changes Hands.

An order was made by Judge George yesterday morning permitting F. R. Strong, assignee of the Portland & Coast Steamship Company, to sell the steamer Dolphin to the Alaska Oil & Guano Company for $500. This is the concluding chapter in the story of an unlucky coasting steamship venture. The Dolphin was built at Astoria in 1886 for a deep-sea fishing craft, but her builder became financially embarrassed and she fell into other hands. When the Portland & Coast Steamship Company was organized in 1887 their equipment consisted of the steamers Alliance, General Miles and Dolphin, and for a time all three of the vessels made money. The completion of the railroad to Gray's Harbor put the steamers out of business on that route, and the Dolphin was sent to Puget Sound. Since that time she has been running in and out of various ports between Tacoma and Sitka. Her dimensions are: Length, 87 feet; beam, 22 feet; depth of hold, 8 feet. She had only moderate power, and, while a good sea boat, was never much of a success in any trade.

NEW SCANDINAVIAN LINER.

Modern Passenger Steamer Which Will Run Direct to Copenhagen.

The steamer Oscar II, a new Atlantic liner, has just sailed from Copenhagen for New York, and will hereafter ply between the two ports. This is the first large vessel of a new fleet which is being built for the Scandinavian-American Line. The new steamship is built of steel, and her displacement is 16,000 tons. She is 515 feet long, 58 feet broad, and 42 feet from keel to upper deck. She has a double bottom, which is divided into 10 water-tight compartments. At bow and stern she has promenade decks 60 feet long. She has two bronze propellers, 17 feet in diameter, driven by two triple-expansion engines. She has seven boilers, with 28 firing-places, and a heating area of 22,211 square feet. The engines are of 8000 horsepower.

The Oscar II is built to accommodate a large number of steerage passengers. She will also be patronized by American travelers who, on account of the comparatively poor accommodations offered by this line heretofore, have preferred to go by way of England or Germany. Now they will go from New York to Christiania in 10 days, and to Copenhagen in 11 or 12 days, by this new ship, Copenhagen being 600 or 700 miles farther by sea than from New York to a British port.

Mutinous Crew in Jail.

SEATTLE, March 28.—In accordance with the treaty between the United States and France, the local police today took into custody the mutinous sailors of the French bark Les Adelphes. The men taken in custody are: John Presnal, Lou Joseph, Paul Tuland, G. Aujoraux, Lea Pierri, Evos Morvan and E. Maireff. The sailors submitted quietly and will be confined until such a time as the French Vice-Consul requests that they be put aboard ship. Such a procedure with a rebellious crew has never before been invoked in this port, although perfectly regular under the terms of the Consular convention between the two countries, proclaimed August 12, 1853.

New York-Havre Record.

NEW YORK, March 28.—Though this is the time of year when Atlantic liners have so much rough weather that they are not making fast passages, the French liner La Savoie came into port today from Havre with one hour and 25 minutes knocked off her best westward record, made in September last, on her maiden voyage. She also made a record day's run of 521 knots. La Savoie left Havre March 22 at 9 A. M. and reached Sandy Hook lightship at 1:35 P. M. today, making the passage in six days, nine hours and 35 minutes, at an average speed of 20.30 knots per hour. La Savoie holds the Havre record.

Kaisow at Victoria From London.

VICTORIA, B. C., March 28.—The steamer Kaisow, of the China Mutual Line, arrived here this evening from London, via Oriental ports. She has a heavy consignment of pig iron, 10,000 cases of tin for the canneries and other freight for British Columbia ports. Before proceeding to Puget Sound, she will load 4000 cases of salmon as return cargo. The British ship Deccan left Hong Kong Thursday for this port. This makes four sailing ships bound here from Hong Kong in ballast. They are the Deccan, Inverary, Visargus and Dunslaws.

More Wreckage From Condor.

VICTORIA, B. C., March 28.—The steamer Queen City, which returned from the West Coast tonight, brought news of the finding of more wreckage from the sloop-of-war Condor. An oar from the wrecked Walla Walla was found at Klyuquot, 1000 miles from the scene of the wreck.

The schooner Fawn is still on the bar on which she was blown by February gales, and the derelict Amethyst is still floating around Barclay Sound.

Nothing Heard of Schooner Alice.

VICTORIA, B. C., March 28.—The tug Pilot arrived here today with a barge loaded with concentrates from the Treadwell mine for the Tacoma smelter, in tow. The trip down was made in five days. Nothing was seen or heard of the schooner Alice, believed to have been lost in Queen Charlotte Sound. An American tug was passed with the ship Philip Kelly and the schooner Blanche in tow.

Lighter Damaged by Fire.

NEW YORK, March 28.—The steam lighter Santos, just completed by the Townsend & Downey Shipbuilding Company for Arbuckle Bros., was badly damaged by fire at Shooter's Island early today. The Santos cost $50,000, and was to have been turned over to the owners today. Meteor III, owned by the German Emperor, was not endangered by the fire.

Salmon Cargo at New York.

NEW YORK, March 28.—The American bark St. James, which arrived at Quarantine tonight from Seattle via Blaine, after a voyage of 140 days, has a cargo of 62,500 cases of salmon consigned to the Pacific Packing & Navigation Company. This is the first cargo of salmon sent around the Horn to this city.

Ship Henry Failing in Distress.

AUCKLAND, N. Z., March 28.—The American three-masted ship Henry Failing, Captain Wynn commanding, which sailed from Newcastle, N. S. W., on the 15th inst., bound to San Francisco, has put in this port in distress. The vessel is leaking.

Marine Notes.

The British bark Brunel, with her cargo of coal from Newcastle, arrived up last evening, and will commence discharging today. She is still on the free list, and so far as known has not been offering for outward business.

The Austrian steamship Maria is due from San Francisco this morning. As previously announced, she will load flour and lumber for Siberia. She will take out about 4000 tons of flour, and will finish off with lumber. She is under charter to the Pacific Export Lumber Company.

The Indrapura was delayed somewhat in discharging her cargo on account of the Columbia being in the way. The San Francisco liner got out on time last evening, and the big ship from over the sea will finish discharging today.

The steamer Fulton cleared yesterday for San Pedro with 400,000 feet of lumber. More lumber has been shipped south by small coasting steamers for the first quarter of 1902 than during any corresponding period in the history of the port.

Domestic and Foreign Ports.

ASTORIA, March 28.—Sailed at 9 A. M.—Steamer Elmore, for Tillamook. Condition of the bar at 4 P. M., moderate; wind north; weather hazy.

New York, March 28. — Arrived — Patricia, from Hamburg.

Genoa, March 28.—Arrived—Aller, from New York, via Naples.

Gibraltar, March 28.—Sailed—Auguste Victoria, from Naples for New York.

Boulogne, March 28. — Sailed — Amsterdam, from Rotterdam for New York.

San Francisco, March 28.—Arrived—Steamer Queen, from Victoria; steamer G. C. Lindauer, from Gray's Harbor; steamer Progreso, from Seattle; schooner Alice, from Gray's Harbor. Sailed—Steamer Wellington, for Ladysmith; schooner Corinthian, for Bandon; schooner Honipu, for Port Blakeley.

Seattle, March 28.—Sailed—British ship Belford, for Tacoma. Arrived—Bark Kate Davenport, from Port Blakeley.

Suez, March 28.—Arrived—Steamer Gopack, from Seattle and Tacoma, via Yokohama and Shanghai, Hong Kong and Manila and Rangoon, for London.

New York, March 28.—Arrived—Mongolian, from Glasgow.

Liverpool, March 28.—Sailed—Steamer Cevic, for New York; Dominion, for Portland, Me. (and both passed Kinsale 28th); Corinthian, for Halifax, N. S., and St. John, N. B., and sailed for Moville 28th.

Kinsale, March 28.—Passed—Steamer Tauric, from New York for Liverpool.

Beachy Head, March 28.—Passed—Pretoria, from New York, via Plymouth and Cherbourg, for Hamburg.

Liverpool, March 28.—Arrived—Saxonia, from Boston; Germanic, from New York.

Bremen, March 28.—Arrived—Breslau, from New York.

CATARRHAL DEAFNESS.

Cannot be cured with local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional treatment. Deafness is caused by an inflamed condition of the eustachian tubes. S. B. Catarrh Cure will reduce and cure all catarrhal inflammation of the eustachian tubes and restore them to a normal condition. Sold by all druggists. Book on catarrh free. Address Smith Bros., Fresno, Cal.

NEW MAIN FOR EAST SIDE

WATER COMMITTEE WILL LAY 5460 FEET OF PIPE.

Big Reservoir in Upper Albina Will Be Moved to Highland—Changes Will Improve Service.

The Water Committee is preparing to lay 5460 lineal feet of 20-inch main from Division street on Marguerite avenue, to East Stark, on East Stark to East Twenty-eighth, to Randolph, and thence to Oregon and East Sixteenth street. It will also lay 960 lineal feet of 14-inch main in Albina for improvement of the service in that district. Orders also have been given to move the big reservoir which stands near Russell street, in Upper Albina, to Highland.

The big water main which will be laid through Sunnyside as soon as the contract for furnishing it has been let and the pipe supplied, is part of the main which will cut through all the high service on the East Side. When finished it will be about three miles in length, but only one mile will be laid this year. It has been in contemplation for a long time. The route of the main until it reaches Russell street will be along the following streets: It will start at the intersection of Marguerite avenue and follow Marguerite avenue to Hawthorne avenue, and thence along East Thirty-fifth street to East Stark, on East Stark to East Twenty-eighth, to Randolph, on Randolph to Oregon, on Oregon to East Sixteenth, on East Sixteenth to Hancock, on Hancock to Union avenue, and on Union avenue to Russell street. This is the route that will be followed when the entire main shall have been put down. The main will begin to reduce in size after the first mile is under ground.

This main is of great importance to both the East Portland and Albina systems of the Portland water works. It will furnish abundance of water for Sunnyside, Mayor Gates' Addition and all that district to the eastward in which at certain times shortage is experienced, and a uniform pressure will be maintained both for fire protection and domestic purposes on the East Side for a number of year to come; and yet when the extraordinary building activity in the erection of dwellings both west and east of East Sixteenth street and in Upper Albina is considered, the additional water facilities will not come any too soon to meet an urgent demand. Just how many houses are under construction in the district that will be immediately affected by this new water main is not known, but the number is not far from 250, which is about half of the number that will be built this year. In Upper Albina there are about 40 blocks on Williams, Union and Vancouver avenues, on which from one to five houses are being built. This new main will directly affect and improve the entire East Portland water system, which is being taxed by the constantly increasing building of new houses. When work will be started is not determined. The bids for supplying the pipe will be in by April 14. The reservoir in Upper Albina will be moved in a short time. It will take the place of the small reservoir at Highland. As it has a capacity for 100,000 gallons of water, with the reservoir on the Willamette boulevard, the pressure in that part of the system will be maintained for fire and domestic purposes. Residents on Russell street will be glad to hear that the reservoir is to be moved to Highland.

Resigned as Director.

Dr. C. F. Clafflin, of Woodstock, has resigned as director of that district. He and Mrs. Clafflin will leave for California about the first of the month. Last Tuesday evening about 40 of their friends and acquaintances gathered at their home to give them a farewell reception. The Woodstock band serenaded the company, and was invited into the house.

Association to Meet.

The Soldiers' Monument Association, which has undertaken to erect a monument in Lone Fir cemetery, will hold a meeting tomorrow afternoon at 64 Grand avenue, corner East Oak street. This will be an important meeting. President Pratt desires that there should be a full attendance of the members.

Foreign Missionary Society.

The Woman's Foreign Missionary Society of the Baptist Church held its annual meeting in the Second Baptist Church yesterday. There was full attendance of delegates. In the afternoon a number of interesting papers were read. They were: "Recollections of Miss Ragon, Our Missionary in Burmah," Miss Millspaugh; "My Debt to the Heathen Women," Mrs. L. C. Chapin; poem, written and read by Mrs. H. N. Scott; paper, "Backward Look at Our Work," Mrs. E. S. Latourette; "Forward Look," Mrs. M. L. Driggs. Many questions were answered by Mrs. Latourette. It was a profitable meeting. Reports showed growth in the work.

East Side Notes.

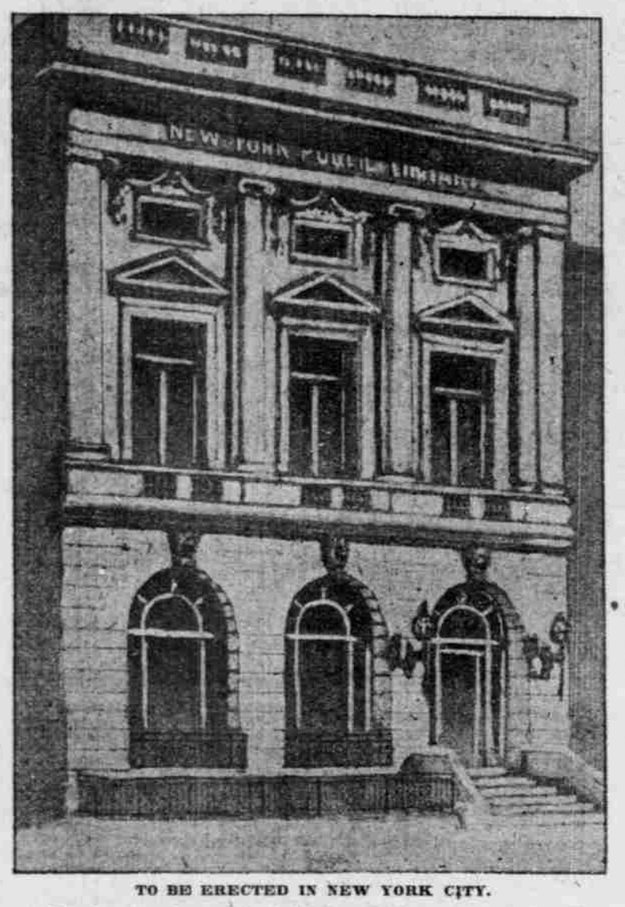
Mrs. Frank Ackley has returned from her trip to Arkansas, where she spent several weeks.

The contractor is completing the Woodmen of the World Hall on East Sixth street. It will be ready for occupancy in about two weeks.

Rev. J. H. Gibson, pastor, extends invitation to all deaf mutes in the city to attend a service provided for them at the United Presbyterian Church tomorrow morning at 11 o'clock, Grand avenue and Wasco streets. There were a considerable number present last Sunday, and the services were successful.

The two-story frame building which stood on East Washington street alongside the Hawthorne building, on the corner of Union avenue, has been torn down. It was one of the first buildings put up for business purposes on the East Side. Its timbers were so rotten that the structure was ready to collapse. Since it was built it had been occupied by all kinds of business.

PLANS FOR FIRST CARNEGIE LIBRARY.



TO BE ERECTED IN NEW YORK CITY.

Plans have been drawn up for the first Carnegie library, to be erected at Nos. 222 and 224 East Seventy-ninth street. The building will be three stories and basement in front, and four stories and basement in the rear. It will have a frontage of 40 feet and a depth of 92 feet. It will cost $50,000. The fourth story will be used for a janitor's apartment.

The design of the building is classic, based on the Ionic order. The front is limestone. The structure will be fireproof throughout. It will be heated directly and indirectly by hot water. Special attention has been paid to lighting. The front windows will be large, and at the rear of the first floor there will be a prismatic skylight, which will extend across the entire width of the building. Besides this, the plans provide for a generous supply of gas and electric lights. The building will be equipped with two electric dumb waiters, one for the conveyance of books and the other for the janitor's use. It will be finished next October. The owners of the building are the trustees of the New York Public Library, Astor, Lenox and Tilden foundations, and the city of New York.

AT WOMAN'S CLUB.

Delegates for Los Angeles—Professor Rigler's Address.

At the meeting of the Woman's Club yesterday afternoon the principal business transacted was the selection of delegates to go to the Los Angeles convention. The members chosen to represent the Portland club are Mrs. Robert Miller and Mrs. J. C. Pritchard.

Mrs. Trumbull gave an interesting report of the new department of economic inquiry, the principal part of which consisted of a synopsis of a lecture given at the Unitarian Church under the auspices of the Economic League.

A new calendar committee for the coming year was announced, and a motion prevailed asking members to send to the new committee any suggestions they might have for next year's calendar.

Interesting features of the afternoon's programme were a talk by Professor Rigler on the subject of "Woman's Relation to the Public School," and several charming solos by Mrs. Rose Bloch Bauer, whose accompanist was Mrs. W. E. Thomas.

In his address Mr. Rigler dwelt upon the moral effect of public school training, and also upon the necessity of mothers working with the teacher. One point made was that women can assist in creating public sentiment in favor of manual training, and also in the artistic decoration of the schoolroom. Money secured from school entertainments is usually used for libraries, but Mr. Rigler suggests that it would be a good idea to institute funds for the purpose of obtaining good pictures for schoolroom walls. In conclusion he said that no greater privilege could be given a boy than to send him to a good public school.

Mr. Rigler's address was listened to with much interest, and at its close he was plied with numerous questions on the subject of school work, and a very interesting discussion was brought out.

Sweeping Order in Crowley Dispute.

CHICAGO, March 28.—In an official letter sent to every Catholic priest in Chicago today Archbishop Feehan issued a sweeping order in the controversy of Rev. Jeremiah J. Crowley and his friends with the diocesan authority. The letter reads:

"We hereby notify you that the Rev. Jeremiah Crowley, whose public acts and utterances have given grave scandal to the detriment of religion, is in open rebellion to legitimate ecclesiastical authority, therefore any priest of the diocese of Chicago who assists him by moral or financial aid or offers him encouragement of any kind whatsoever is ipso facto suspended."

The letter is signed by the archbishop and by Chancellor F. J. Barry.

Homeseekers, Attention!

We take this method of informing homeseekers that farming, fruit and pasture lands can be purchased in vicinity of Harrisburg, Linn County, Or., for less money, quality considered, than elsewhere in the Willamette Valley. Address W. W. Briggs, secretary Board of Trade.

Pain from indigestion, dyspepsia, and too hearty eating is relieved at once by taking one of Carter's Little Liver Pills immediately after dinner.

COOS BAY AND PORTLAND

NO STEAMER SERVICE THAT CAN BE DEPENDED UPON.

Otherwise Merchants Would Be Disposed to Trade Here—A Rich Region.

COQUILLE CITY, March 23.—(To the Editor.)—I have been in Coos County one week, and during that time have learned much that is of interest to the business interests of Portland.

Leaving Portland on the night of the 13th of March on the Alliance, we were delayed at Astoria on account of the storm then raging at sea. We got out over the bar Saturday about 2 P. M., and steamed in over the Coos Bay bar Sunday morning, tieing up at Empire City. When the tide rose we tried to go on up to Marshfield. After sticking in the mud an hour or so we finally reached Marshfield about 4:30 P. M.

Marshfield is quite a town, having electric lights and water works. It is the principal shipping point for Coos County. Coos Bay, however, is limited in resources, coal being the principal product. Much other stuff is shipped from Marshfield, but most of it comes from the Coquille Valley.

Many of the inlets of Coos Bay produce dairy products, but their extent and development are limited. The coal of Coos Bay, however, is practically limitless.

The Coquille Valley is an extremely productive country, being one of the best dairy counties on earth. At present only a small portion is utilized, but, for all that, large quantities of butter, apples, veal, beef cattle and hogs are produced. The apples are of the finest quality, free from worms, keeping so well that I have seen splendid specimens, since I came to Coquille, of King apples in a perfect state of preservation. When we consider that King apples are considered a Fall variety and are off the market in Portland by Christmas, an idea of the keeping qualities of apples raised in this valley can be formed.

I bought some apples near town. I saw that the orchards were pretty badly run down, and asked the farmers why they did not clean and trim up their trees. They said it did not pay, as they had no market for their apples, and if they shipped them to San Francisco they get a freight bill back. One farmer, they say, sent down 20 boxes of apples and got 24 cents in stamps as returns. If we only had a way of shipping to Portland, they say that they could do better.

The merchants say they can buy to better advantage in Portland, but that communication is so irregular that they are practically forced to trade in San Francisco.

One merchant told me that he bought the hardware for his new store in Portland and saved between $75 and $90; that he would like to buy dry goods, feed and flour and many other things there, if there was only a regular boat line between here and Portland.

Every one with whom I have talked has said that a boat between here and Portland would bring in all the flour and feed used in this county, and that would be a very considerable amount, most of the groceries, dry goods, clothing, hardware, machinery and implements, and, in fact, almost everything except sugar. It would take out coal, white cedar, myrtle wood, apples, butter, veal, cattle and poultry. Besides, many who now settle in other parts of the state would come here, as land is cheap, and the conditions for dairying unexcelled, while fruit-raising can be carried to the highest perfection. There is also an unlimited quantity of good coal, and a well-nigh inexhaustible forest of the famous Coos County white cedar, of which our matches, sash, doors and blinds are made, and of myrtle wood, the handsomest and most rare of furniture woods, thousands of feet of which are annually burnt up, to be got rid of, because no market for it can be had in San Francisco, and no adequate means of transportation to Portland is provided.

"This trade rightfully belongs to Portland," I hear on every side, "and it is strange that Portland's merchants do not put on a boat." And it is a shame that a region so wonderful in resources, consuming so much, and sending out such valuable products, is not connected with Portland, and made a part of Oregon in every relation, as well as on the map.

HENRY ADDIS.

HIDDEN SECRET OF DISEASE REVEALED

The World Rejoices at the Discovery of a System of Treatment that is Permanently Curing Thousands of Diseases Formerly thought Incurable.

TEN DAYS' TREATMENT FREE

The accompanying cut is of a book written by Dr. J. M. Peebles, the great lecturer, author and physician, of Battle Creek, Mich., who has perfected a system of treatment that promises to banish disease and suffering. The Doctor claims that disease is abnormal and can be positively banished from the world. At the age of 81 he is as hale, hearty and vigorous as most men of 30, and he says that anyone can command their faculties and health as he has done. The Doctor has written this book for the sole purpose of revealing to sufferers the wonderful system of treatment which he has originated, and you will find in it knowledge that will be of great value to you. It gives you the key to perfect health and happiness. Among the thousands of cases cured by this wonderful system of treatment are the paralytic, the blind and the deaf; also those suffering from Bright's disease, consumption, catarrh, stomach and bowel troubles, nervous debility, rheumatism, heart disease, female troubles, fits, neuralgia, bladder trouble, dropsy, eczema, blood disorders, piles, asthma, in fact, all chronic troubles. So sure is the Doctor that his treatment will cure all chronic diseases that he has instructed the Institute of which he is president to give every reader of The Oregonian who is in poor health a ten days' treatment free, postage paid, in order to demonstrate to them that health is within their grasp. Write at once, addressing Dr. Peebles Institute of Health, Battle Creek, Mich., drawer A 2, stating your troubles, that they may prepare a special treatment to fit your exact condition. They will also send you their book, "A Message of Hope," explaining fully their grand system of treatment and a full diagnosis of your case with their professional advice.

"Let the GOLD DUST twins do your work."

GOLD DUST

solves the problem of easy dish washing. It cuts grease and cleans dishes better than anything else. Does its work quickly, well and economical.

Made only by THE N. K. FAIRBANK COMPANY. Chicago. New York. Boston. St. Louis.

Makers of OVAL FAIRY SOAP.

Reward of Merit

A New Catarh Cure Secures National Popularity in Less Than One Year.

Throughout a great Nation of 80,000,000 it is a desperate struggle to secure even a recognition for a new article, to say nothing of achieving popular favor, and

yet within one year Stuart's Catarrh Tablets, the new catarrh cure, has met with such success that today it can be found in every drug store throughout the United States and Canada.

To be sure, a large amount of advertising was necessary in the first instance to bring the remedy to the attention of the public, but every one familiar with the subject knows that advertising alone never made any article permanently successful. It must have in addition absolute, undeniable merit, and this the new catarrh cure certainly possesses in a marked degree.

Physicians, who formerly depended upon inhalers, sprays and local washes or ointments, now use Stuart's Catarrh Tablets because, as one of the most prominent stated, these tablets contain in pleasant, convenient form, all the really efficient catarrh remedies, such as red gum, blood root and similar antiseptics.

They contain no cocaine nor opiate, and are given to little children with entire safety and benefit.

Dr. J. J. Reitiger, of Covington, Ky., says: "I suffered from catarrh in my head and throat every Fall, with stoppage of the nose and irritation in the throat affecting my voice and often extending to the stomach, causing catarrh of the stomach. I bought a 50-cent package of Stuart's Catarrh Tablets at my druggist's, carried them in my pocket and used them faithfully, and the way in which they cleared my head and throat was certainly remarkable. I had no catarrh last Winter and Spring and consider myself entirely free from any catarrhal trouble."

Mrs. Jerome Ellison, of Wheeling, W. Va., writes: "I suffered from catarrh nearly my whole life, and last Winter my two children also suffered from catarrhal colds and sore throats so much they were out of school a large portion of the Winter. My brother, who was cured of catarrhal deafness by using Stuart's Catarrh Tablets, urged me to try them so much that I did so and am truly thankful for what they have done for myself and my children. I always keep a box of the tablets in the house, and at the first appearance of a cold or sore throat we nip it in the bud and catarrh is no longer a household affliction with us."

Full-sized packages of Stuart's Catarrh Tablets are sold for 50 cents at all druggists.

Send for book on cause and cure of catarrh, mailed free. Address F. A. Stuart Co., Marshall, Mich.

DR. BURKHART'S WONDERFUL OFFER

Spring is the time in which to cleanse the system of disease and the blood of uric acid and other poisons. Dr. Burkhart's Vegetable Compound cures Catarrh, Rheumatism, Liver, Stomach and Kidney Complaints; Night Sweats, Buzzing in the Head, Sleeplessness, Headache and Dizziness. 10 days' trial free. All druggists'.

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

KILL THIS GERM

THAT CLUSTERS AROUND AN UNHEALTHY HAIR ...CAUSING... DANDRUFF FALLING HAIR FINALLY BALDNESS

"Destroy the cause, you remove the effect."

HERPICIDE

eradicates the germ, promotes the growth of the hair. For sale by all druggists. Price $1.00.

Curse —OF— DRINK

CURED BY

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