TALK TOO MUCH

Young Democrats Should Curb Their Tongues.

SO SAY THE WISER HEADS

Vicious Attacks Upon the Army in the Philippines, the Elders Regard as Boomerangs Dangerous to the Party.

In venting their spleen upon the Army, the younger Democrats of the Senate Philippine committee have got their party into a plight. The older Senators feel they have been led astray and are disposed to call a halt. They conceive a wise difference between attacks on the Army and attacks on the policy of holding the Philippines.

WASHINGTON, May 5.—The new policy inaugurated by the Republican Senators is bound to have good effect. The speeches of Spooner on Saturday, and of Lodge today, are such that the Republicans can use upon the stump as answers to any speech which the Democrats may make as to the policy of the Government or the dignity of the Army in the Philippines.

The Democratic members of the Philippine committee are all young men or new men in Congress, and the old Senators have begun to see into what a complete plight the young men are leading them, by making vicious attacks upon the Army. Already many of the older Senators on the Democratic side have begun to call a halt. They think it is all right to state their objections to the retention of the Philippines, and to point out their reasons why they do not want permanently to occupy the islands. At the same time they fully understand that the country will not back up any party attack upon the Army as a whole, simply because individual instances of atrocity have been committed.

The verdict of these Democratic Senators on the result of these two speeches is that the young men have been "soundly smacked," and have gone much further than was necessary. It is expected that the young Democrats, who fancy they are leaders will try to continue the debate, but they are not to have the encouragement of the older heads, who believe that the attempts to make capital on the questions that have been raised will prove reactionary when carried to the denunciation of men who are in the United States uniform. The men of the Rawlins, Patterson, Dubois, Culberson, Carmack stripe have announced that they will prolong debate indefinitely on this bill, but they find they have got to keep it up themselves, as their colleagues do not approve of the methods they are pursuing.

IDE IS UNEASY.

Washington Citizens Make a Big Man of Foster.

WASHINGTON, May 5.—B. D. Crocker and Thomas H. Brents, of Walla Walla; Thomas H. Cavanaugh, formerly of Olympia, and Charles Bedford, of Tacoma, called at the White House today in regard to Federal appointments in Washington. This delegation, who warmly support Senator Foster, made a good impression. It pointed out not only the worthiness and competency of the men indorsed by Senator Foster, but showed the harm that would result to the party in the state if the Senator was disregarded in these important instances. It represented that he was well supported at home.

While all were reticent about discussing anything that took place at the White House, they seemed gratified at their reception. It is understood that these gentlemen will make their statements before the Senate committee when the Ide case comes up, since the President is willing, as long as Ide's nomination has been made, that the committee shall hear both sides, especially as the report of the special agent has not yet been received, and as most of the parties interested are now here and can make their statements in person.

Senator Foster did not return from Old Point until late this afternoon, hence did not accompany the delegation to the White House. In fact, he has taken the position of not crowding in these matters, merely desiring that a fair hearing shall be given, for he believes that the merits of the case show that there is right in his position and that his fellow-Senators will look upon it that way.

A great deal of interest is manifested in the Washington situation. The Star tonight has quite a long story in regard to it, and attempts to give the situation, but, not fully understanding the conditions, inaccuracies are presented. The appearance on the scene of these men, who are all friends and supporters of Senator Foster, has given Ide and his backer a good deal of concern.

Looks Good for Frye.

It seems almost certain now that Frye will be selected for United States Attorney, but probably no nomination will be made until the disposition of the Ide case.

IN FAVOR OF WAR VETERANS.

Roosevelt Hears Their Plea from Representative Tongue.

WASHINGTON, May 5.—Representative Tongue to-day called on the President to enlist his efforts in behalf of the Indian war pension bill. President Roosevelt expressed great sympathy for these veterans, and took considerable interest in the bill, saying he should be glad to do whatever he could to secure its passage. He asked Mr. Tongue to say to Chairman Londensliger and Speaker Henderson that he would be glad to have a talk with them on the subject.

The fact that the President has taken an active interest in the bill lends a new aspect to the situation and gives substantial reason for hope. In an interview today, Mr. Tongue reminded the President of the great good the pioneers had done for the country. He also recalled the fact that there was some feeling that as these war veterans had already received 640 acres of land from the Government in recognition of their services, the Government was no longer obligated to them.

Mr. Tongue insisted that the obligation was the other way; that, instead of the Government's presenting 640 acres to the Oregon settlers, the Oregon settlers had presented the entire Northwest, north of California and west of the Rockies, to the United States. These people had faced the Indians, settled and occupied this vast territory, and after maintaining their title, presented it to the United States. The President acknowledged the contention, saying it entirely accorded with his own views. He believed the settlers were not indebted to the Government, but the Government was indebted to the settlers.

The President said further that he should incorporate that view in his second volume of his "Winning of the West" when he took up and completed that work.

ALL EYES ON OREGON.

This State Is Relied Upon for a Republican Victory.

WASHINGTON, May 5.—Various members of the House of Representatives have taken a decided interest in the Oregon campaign, and a number of men, who are known to be good campaign speakers, have expressed their regret to Representative Tongue that the length of the session prevents them going to his State for the purpose of making a canvass. Rather an unusual condition prevails, as half the Republicans seem to regard that there is no possible danger in Oregon, and whenever they talk of the situation they express the conviction that, as usual, Oregon will start the campaign right by a victory, which has often caused cheers in National conventions and hope in the campaigns.

It is well understood that anything like Democratic success, or only a partial Republican victory will be taken by the Democrats as an indorsement of their anti-expansion views and will be heralded throughout the entire country as an indorsement of the position they have taken on the Philippines.

Representative Tongue has received a letter from Representative Sibley, of Pennsylvania, in which he expressed his regret that he cannot take part in the campaign, and points out the necessity for Republican victory.

EVANS WILL STAY.

That Is, So Long as He Is Kept From Being Consul-General.

WASHINGTON, May 5.—Egged on by the leader of the Grand Army, who seems to have been in the hands of the pension attorneys, Burton, of Kansas, and some few others are talking about opposing H. Clay Evans for Consul-General to London, because they are dissatisfied with his course as Pension Commissioner. The opposition will not continue very long, as Evans will remain as Pension Commissioner until he is confirmed as Consul-General. That course has long ago been determined by the President, and while Senator Burton is holding up Evans he will also be holding up the man whom the Grand Army evidently want for Pension Commissioner. It is not believed that Evans will have any great difficulty in securing his new office.

House Adjourns in Honor of Dead.

WASHINGTON, May 5.—Two desks were draped in black and covered with flowers when the House met to-day. One was the old familiar place occupied by Representative Amos J. Cummings, whose public funeral was held in the House yesterday, and the other was that of Representative Peter J. Otey, of Virginia, whose death occurred at Lynchburg yesterday. Dr. Couden, the chaplain, in his invocation dwelt upon the double affliction that had come upon the House, and prayed for the family and friends of Mr. Otey. The House immediately adjourned as a mark of respect to the dead.

More Water-Cure Testimony.

WASHINGTON, May 5.—The Senate Philippine Committee to-day heard Daniel J. Evans, formerly a private in the Twelfth Infantry, who testified to seeing the water-cure administered to two insurgents in Northern Luzon, to compel them to give information concerning concealed arms. The information was obtained. He said he saw Private Frank Kochler, of the regiment, strike a water-cure victim in the stomach 40 times. Aside from the water-cure the prisoners were treated humanely by the United States soldiers. The committee decided to summon Koehler and adjourned until to-morrow.

Agree on Omnibus Claims Bill.

WASHINGTON, May 5.—The conferees of the two houses on the omnibus claims bill reached an agreement today. The bill, as decided upon, carries a total appropriation of $2,664,852, or $447,505 less than the amount carried by the bill as it passed the Senate. This reduction, however, is more apparent than real, as $462,000 of it is compromised in the claim made by the State of Nevada for expenses incurred in the War of the Rebellion, and which was referred by the terms of the agreement to the Treasury Department for settlement.

Copy of Gardener's Charge.

WASHINGTON, May 5.—Secretary Root today furnished Senator Lodge a copy of a cable message received from Major Gardener, Civil Governor of Tayabas, to sustain his general charge against the conduct of military affairs in that province. The only officer mentioned in these specifications is Lieutenant George De G. Catlin, Second Infantry, son of General I. S. Catlin, retired, of New York, in this country under treatment for mental trouble.

Favorable Report on Health Bill.

WASHINGTON, May 5.—The Senate committee on public health and quarantine today authorized a favorable report on what is known as the Perkins bill, which changes the marine hospital service into the United States Health Service, and provides for general supervision of quarantine matters by the National Government.

Court-Martials in Philippines.

WASHINGTON, May 5.—The Secretary of War today forwarded to the Senate Philippine committee the names of over 350 officers and enlisted men who had been tried in the Philippines by court-martial for offenses against the natives, and also a long list of cases of natives tried by military courts.

HAVANA CONSUL-GENERAL.

General E. S. Bragg, of Wisconsin, Is Selected for the Post.

WASHINGTON, May 5.—President Roosevelt to-day selected General E. S. Bragg, of Wisconsin, for Consul-General at Havana.

(General Bragg was born in Unadilla, N. Y., in 1827. He entered the Union Army as a Captain in 1861, and reached the grade of Brigadier-General in the regular establishment. He served for some years in Congress, and afterward was appointed United States Minister to Mexico. His present home is Fond du Lac, Wis. The salary of the Consul-General at Havana is $5,000.)

Revolutionary General Killed.

PANAMA, May 5.—Twenty-five officers of the Liberal forces that attacked Bocas del Toro, Colombia, have arrived at Port Limon, Costa Rica, and report that General Victoriano Lorenzo, of the Liberal forces, recently killed the revolutionary General Becera; and that fearing for their lives they fled. The Panama Canal Company is reducing the number of its employes considerably. The economies resulting are said to exceed 2500 francs annually.

ANSWER OF THE MERGER

AGAIN DENIES THAT IT SEEKS TO KILL COMPETITION.

Outgrowth of Attempt to Accommodate Large Pacific Commerce—Peace but for Harriman.

ST. PAUL, May 5.—"An enterprise in aid of a great competitive interstate and international commerce" is the description of the Northern Securities Company given in the answer filed by the attorneys for that corporation in the suit brought by Attorney-General Knox on behalf of the United States to enjoin the so-called merger of the Northern Pacific and the Great Northern Railways. This answer was filed late this afternoon, in the United States Circuit Court in this city, and at the same time individual answers were filed by James J. Hill, W. P. Clough, D. Willis James, John S. Kennedy, George F. Baker and the Great Northern Railway, and by J. P. Morgan, Robert Bacon, Daniel S. Lamont and the Northern Pacific Railway. The various papers follow the same lines.

The answer of the Northern Securities Company is divided into two parts. The first is largely a denial of the petition respecting any charge of conspiracy, and respecting the purposes of the organization of the Securities Company. Instead of owning a majority of the shares of the Great Northern or Northern Pacific Companies, it is stated that those who are interested in the organization company do not own within $26,000,000 of a majority of the Great Northern shares, and little more than one-quarter of the Northern

W. E. Coman, who will succeed R. B. Miller as general freight and passenger agent of the Southern Pacific Railroad.

Pacific. It is stated that the Securities Company has acquired by transfer on the Great Northern books about five-twelfths of that company's stock, has negotiated for about four-twelfths of the total of such stock, which has not been transferred, and as to which it has at present no voting power, and has paid on account of Great Northern and Northern Pacific shares purchased over $40,000,000 in cash; that many stockholders have not sold, and may not sell shares, and that neither company, by any act or suggestion, has solicited shareholders to sell to the Securities Company.

Purchase of Burlington.

In the second part of the answer the purchase of the Chicago, Burlington & Quincy Railway Company is taken up, the reasons for such purpose having been, it is alleged, erroneously stated in the petition. Attention is called to the sparsely settled or unsettled nature of the country through which the Great Northern lines pass, the abundance of raw materials to be hauled at a low mileage rate; the great timber wealth in the Pacific Northwest, and the necessity of a return load for the cars taking this timber to the prarie states; the development of trade with Eastern Asia as a means of securing such return loads, and the establishment of a connecting steamship line for that purpose.

It is stated that in the interstate and international commerce which the Great Northern Company has thus built up, it competes both in this country and on the ocean with other transcontinental lines, including the Canadian Pacific, and at the Oriental ports it competes for the commerce of the world. Its rates are and must be made in competition with the rates of ocean carriers by way of the Suez Canal. The policy thus followed by the Great Northern Company in building up an international, and thereby an interstate, commerce has been followed by the Northern Pacific Company since its reorganization in 1896. It is said that both roads were placed at a disadvantage with other transcontinental roads, as well as with European competitors, by the want of sufficient direct connection with the territory offering the best markets for the products of the country along their lines, and with the places of production and great centers of distribution from which their traffic must be supplied. The lines of the Burlington, better than those of any other company, fulfilled the requirements of both roads in respect to markets for eastbound and freight for westbound traffic. The answer recites these various markets and their products and says:

"The price paid for said Burlington stock was lower per mile of main track covered by the stock than that for which the stock of any other large and well-established system in the same general territory could then have been bought. The purchase of the Burlington stock by the Northern Pacific and Great Northern Companies in equal parts served each company as well as if it were the sole owner of such stock, while such purchase might have been beyond the financial means of either company by itself. The Great Northern and Northern Pacific Companies, therefore, each purchased an equal amount of shares of the Burlington stock as the best means, and for the sole purpose of reaching the best markets in the territory along their lines and of securing connections which would furnish the largest amount of traffic for their respective roads, increase the trade and interchange of commodities between the regions traversed by the Burlington lines and their connections, and the regions traversed or reached by the Great Northern or Northern Pacific lines, or by their connecting lines of shipping on the Pacific Coast."

It is alleged that such interchange of traffic is indispensable to the maintenance of their business, and to the development of the country served, and that "in such purchases there was no proposition to lessen any competing of the Burlington lines with those of either of the purchasers, for they are not competitive, or to lessen any competition between the purchasers"; and, further, "the purchase of the Burlington stock was not made in view of the formation of this defendant, but solely from the motives and with the purposes already stated."

The history of the formation of the holding company is given very fully, the project having its inception many years prior to the decision of the Supreme Court in the Pearsall case, which has been alleged to be the reason for the organization of the holding company. The large shareholders in the Great Northern and its predecessor, the St. Paul, Minneapolis & Manitoba Railroad Company, as far back as 1893 began to discuss together what would be the effect upon the company's policy should their holdings become scattered, and by what means their holdings could be kept together, so as to secure the continuance of such policy in the management of the company. The idea of a holding company resulted, but no definite agreement was made. These same Great Northern shareholders, from time to time, after the reorganization of the Northern Pacific, in 1896, had made large purchases of Northern Pacific shares individually, without any concerted action, and solely as investments. About May 1, 1901, their aggregated holdings of Northern Pacific common stock amounted to nearly $20,000,000 of the $80,000,000 of common stock of the company, which also had $75,000,000 of preferred stock. At that time J. Pierpont Morgan & Co. held about $6,000,000 of the common stock. In the Fall of 1900 Mr. Hill and these Great Northern shareholders discussed the question of putting their Great Northern stock in the proposed holding company, as well as the question of giving the same right to the other Great Northern stockholders. The answer then continues:

No Alliance Contemplated.

"At the time of the purchase of the Burlington shares it was not contemplated by either the purchasing company or its shareholders that any alliance between the purchaser companies or among their shareholders was needed to preserve to each company its fair share of the advantages secured by the purchase. It was thought that the manifest interest of each company rendered any further guaranty or security needless. But, pending or just after the conclusion of the negotiations for the Burlington stock, parties acting in the interest of the Union Pacific Railway system did buy Northern Pacific shares, both common and preferred, to the amount of about $78,000,000, being a clear majority of the entire capital stock of that company. The apparent intent of such purchase was to defeat, and, if successful, it would have defeated, the carrying out of the purposes for which the Burlington shares had been bought by the Great Northern and Northern Pacific and the development of the interstate and international commerce of the country, and would have subordinated the policy of each road to an interest adverse to both the Great Northern and Northern Pacific Companies, and to the public served by their lines."

Next are recited the conferences with J. Pierpont Morgan over the proposed holding company as a means of protecting all interests, and it is added:

"At this time it was not expected by any of the persons concerned that any Northern Pacific shares, except the said $40,000,000 (being the combined Morgan-Hill interest) was being acquired by the proposed holding company. The organization of such company was not dependent upon any agreement that it should acquire a majority of the shares of either defendant railroad company. It would have been organized if the Burlington purchase had not been made and if its promoters had no other shares to transfer to it than the $34,000,000 of Great Northern stock and the $20,000,000 of Northern Pacific stock held by them on May 1, 1901. It was not known that all or how many of the shareholders of either of the railway companies would be likely to transfer their shares to this defendant when formed. After its organization this defendant bought and still holds $150,000,000 of the stock of the Northern Pacific Railway Company, and it has also purchased and negotiated for the purchase of the stock of the Great Northern Railway Company as hereinbefore stated."

It is denied specifically and generally that any stock thus secured is to be held or used "for the purpose of combining, consolidating or placing them under one common management or control, the railways of the Great Northern and Northern Pacific Companies or the business thereof for the purpose of monopolizing or restraining competition between the said railway companies; or for any other purpose than the election by each of said railway companies of a competent and distinct board of directors, able and intending to manage each of them independently of the other, and for the benefit of their shareholders and of the public." It is said that every share of stock issued is issued in good faith for value received, and in accordance with law; that no agreement limiting or controlling the individual shareholder in voting his stock has been signed or required, and that "the owners and holders of stock of this defendant are more than 1300 in number, and the ownership of stock is changed from day to day by sales and transfers in the usual course of dealing. The said persons who formed or were otherwise concerned in the formation of this defendant corporation have never, all together, held, owned or otherwise controlled an amount of stock of the said company equal to so much as one-third of the whole amount thereof now outstanding."

Not Scheme to Evade Anti-Trust Law.

It is explained that the capital was fixed so as to include all the stock of the two companies, if its holders so desired, but it is said that "this defendant was not formed as a scheme or a device to evade the act of Congress known as the 'anti-trust act,' or any other law whatever, but solely for the purposes hereinbefore stated. It is further stated that the Securities Company was not formed for the purpose of restricting trade, or muzzling competition between the railway companies, nor would such results follow from its organization, for, in point of fact, since the Securities Company was formed, both lines have voluntarily so reduced rates as to decrease their earnings by more than $1,000,000 annually. It is alleged that for all interstate commerce, the rates are fixed by joint tariffs with connecting lines, and it is stated further that "in respect to all such traffic, neither of the defendant companies has ever had or ever can have any independent rate-making power, or control of traffic or rates.

All joint tariffs with other companies, to or from points common to the lines of the defendant railway companies have always been, and necessarily must be, the same whether the traffic is carried by one or the other of said companies. The total of all other interstate traffic between common points on the two roads, which is not competitive, both as to rates and quality of service with other carriers having equal rate-making power with them, is less than 2 per cent, of the total interstate traffic of the two companies.

Is Not a Railway Company.

It is maintained that the sale and transfer of property, whether shares of stock or otherwise, has never been and cannot be adjudged a violation of the so-called anti-trust act. The Securities Company is not a railway company, and has no power to operate railways or control rates or restrain traffic. The answer continues:

"So far from intending to violate any provision of said act of Congress, the persons who were concerned in organizing this defendant corporation, and those who have sold their shares to it, had every reason to believe that such sales were not in any way in contravention of that act. In common with the general public, they were aware that during the 11 years since the passage of that act, in many instances, the stock of a competing railway company has been acquired by its competitor, or the shareholders thereof, such acquisition including many of the principal railways doing business throughout the country. This has been done without objection of any branch of the Government of the United States, and has invariably proved beneficial to the railway companies concerned and to the public, and those making sales of stock to this defendant had no reason to believe that such sales were open to any objection or question whatsoever."

The purpose of the organization is reviewed briefly, and the answer continues:

"All acts done in relation to the organization of this defendant, and in the conduct of its business, have been expressly authorized by law, and have had no effect whatever to restrain trade or commerce among the several states or with foreign nations. If the lawful transactions should hereafter have any effect to restrain trade or commerce among the several states, or with foreign nations, which is hereby denied, that effect would be merely indirect, remote, incidental and collateral, and not intended, and as nothing compared to the great expansion of the volume of interstate and international commerce, which is intended, and which this defendant believes is destined to result from the enterprise of the two railway companies that culminated in the purchase of the Burlington stock. And this defendant says:

Construes Anti-Trust Law.

"One—The anti-trust act' was not intended to prevent or defeat an enterprise in aid of a great competitive interstate and international commerce, merely because such enterprise may carry with it the possibility of incidental restraint upon some commerce, trifling both as respect territory and volume.

"Two—Nor was the act intended to limit the power of the several states to create corporations, define their purposes, fix the amount of their capital, and determine who may buy, own and sell their stock.

"Three—Otherwise construed, the act would be unconstitutional, because: The power to regulate commerce with foreign nations and among the states does not give Congress the power to regulate any of the matters above mentioned in respect to corporations created by the states; and because: 'Persons may not be deprived of their property without due process of law, by taking from them the right to sell it, as their interest may suggest.'"

Attention is called to the defeat of the necessary parties, defendant, there being over 1300 shareholders, few of whom were connected with forming the Sureties Company, and in whose absence from litigation, it is alleged no decree can be made affecting their rights. In conclusion, the defendant "denies all and all manner of unlawful combination and confederacy wherewith it is by the said petition charged" if there be any allegations to such effect not already fully disposed of and answered."

BACK FROM THE BANQUET.

Return of Portland Railroad Officials —The New Changes.

All the Portlanders who attended the Harriman banquet in San Francisco have returned home, with the exception of President Mohler, of the Oregon Railroad & Navigation Co., who is expected to reach home Wednesday. Manager Koehler, Counsel Fenton and Superintendent Fields, of the Southern Pacific, and General Attorney Cotton, General Passenger Agent Craig, Assistant General Freight Agent Coman and Auditor Benson, of the Oregon Railroad & Navigation Co., came in Sunday morning, and General Freight and Passenger Agent Miller, of the Southern Pacific, arrived Sunday night. They were much surprised on getting into Oregon and finding that The Oregonian had given publicity to the new appointments.

Mr. Coman had been suffering several days from illness and he remained at home yesterday. It was expected that he would be able to resume work in a day or two.

It is generally accepted in railroad circles that the abolition of the office of traffic manger of the Oregon Railroad & Navigation Co, and the appointment of Mr. Miller to be the head of the freight department of the road, and the transfer of Mr. Coman from the Oregon Railroad & Navigation Co. to be general freight and passenger agent of the Southern Pacific's Oregon lines, will involve other changes in the Oregon Railroad & Navigation Co., if not in the Southern Pacific office forces. General Agent Adams, of Spokane, is now discharging Mr. Coman's duties and railroad men look to see him get the formal appointment of assistant general freight agent of that company, though this may not take place until Mr. Miller shall get back to the Oregon Railroad & Navigation Co., on the 15th. That will leave a vacancy at Spokane and the filling of that may create openings along the line that will make a number of changes necessary. No definite information on these points is permitted to leak out, however.

Rich and Soft as Cream

is

Hunter Whiskey

It is pure from the beginning and through thorough ageing becomes the finest whiskey made.

ROTHCHILD BROS., Portland, Ors.

Dr. Pierce's Favorite Prescription and perseverance in its use will work wonders for the most hopeless woman. If Mrs. Newton, whose letter is given below, had not persisted in its use, she might never have known the happiness of perfect health. Perhaps the reason for her persistence was because she used "Favorite Prescription" as a "last resort." Physicians had failed. If "Favorite Prescription" could not help there was nothing to hope for. It did help. It always helps and almost always cures. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures female weakness. It imparts strength and elasticity to the organs of maternity and makes the baby's advent practically painless.

"When I consulted you in April, 1899, I was in poor health," writes Mrs. E. H. Newton, of Vanburen, Aroostook Co., Maine. "Had been sick all winter, and, to add to my trouble, was on the road to maternity, which the doctor said would end my days. I was almost discouraged; did not expect any help, but thought the end was only a matter of time, and—oh! my two poor, little, motherless children.

"It was in this condition that I began the use of your valuable medicine. On receipt of your letter of April 6th my husband purchased six bottles of 'Favorite Prescription' and 'Golden Medical Discovery,'" and I used it as you directed. When you wrote me words of encouragement on April 27th I had received no benefit from the medicine, but determined as a last resort to give it a fair trial. I am now taking the thirteenth and last bottle. I have a lovely baby girl three weeks old, that weighed 11½ pounds at birth. My baby and I are enjoying perfect health, thanks to your wonderful medicine, to which I believe I owe my life."

Dr. Pierce's Pellets stimulate the liver.

ALL DISEASES $5 A MONTH

A VERY IMPORTANT FEATURE THAT SHOULD NOT BE OVERLOOKED.

The Copeland Medical Institute Does Not Confine Its Practice to Catarrhal Affections, but Treats All Chronic Diseases at a Uniform Rate of $5 a Month, Medicines Included.

The Copeland physicians are in daily receipt of letters from all points inquiring as to the application of their system of treatment to chronic maladies other than those of a catarrhal nature. For the information of those inquiring and the public generally, it is again stated that the provision made by the Copeland Medical Institute is for the treatment and cure of all persons suffering from any form of chronic disease or infirmity whatever at the uniform fee of $5—including all medicines and appliances—for one month's continuous and watchful treatment. The same measure of skill, the same degree of care, the same intelligent exercise of professional energy and effort, and the same certainty of cure, are afforded to sufferers from other chronic maladies as to those suffering from catarrhal troubles of any nature.

The Proper Course for Sufferers.

Great numbers of people suffer from the malign poisons of catarrh, as from other chronic maladies, without any correct or definite idea of the nature of their affliction. The following symptoms have been carefully arranged to enable many sufferers to understand just what it is that ails them. Many diseases, known under various specific names, are really of a catarrhal origin and nature. Every part of the mucous membrane, the nose, the throat, eyes, ears, head, lungs, stomach, liver, bowels, kidneys and bladder, are subject to disease and blight by catarrh. The proper course for sufferers is this. Read these symptoms carefully over, mark those that apply to your case and bring this with you to Drs. Copeland and Montgomery. If you live away from the city, send them by mail, and ask for mail treatment. In either instance, and whether by mail or office treatment, the patient may be assured of the speediest relief and cure possible to medical science.

CATARRH OF HEAD AND THROAT

The head and throat become diseased from neglected colds, causing Catarrh when the condition of the blood predisposes to this condition.

"Is your voice husky?"
"Do you spit up slime?"
"Do you ache all over?"
"Do you snore at night?"
"Do you blow out scabs at night?"
"Is your nose stopped up?"
"Does your nose discharge?"
"Does your nose bleed easily?"
"Is there tickling in the throat?"
"Is this worse toward night?"
"Does the nose itch and burn?"
"Do you hawk to clear the throat?"
"Is there pain across the eyes?"
"Is there pain in front of head?"
"Is your sense of smell leaving?"
"Is the throat dry in the morning?"
"Are you losing your sense of taste?"
"Do you sleep with your mouth open?"
"Does your nose stop up toward night?"

CATARRH OF BRONCHIAL TUBES

This condition often results from catarrh extending from the head and throat, and if left unchecked, extends down the windpipe into the bronchial tubes, and in time attacks the lungs.

"Have you a cough?"
"Are you losing flesh?"
"Do you cough at night?"
"Have you pain in side?"
"Do you take cold easily?"
"Is your appetite variable?"
"Have you stitches in side?"
"Do you cough until you gag?"
"Are you low-spirited at times?"
"Do you raise frothy material?"
"Do you spit up yellow matter?"
"Do you cough on going to bed?"
"Do you cough in the mornings?"
"Is your cough short and hacking?"
"Do you spit up little cheesy lumps?"
"Have you a disgust for fatty foods?"
"Is there tickling behind the palate?"
"Have you pain behind breastbone?"
"Do you feel you are growing weaker?"
"Is there a burning pain in the throat?"
"Do you cough worse night and mornings?"
"Do you have to sit up at night to get breath?"

CATARRH OF THE STOMACH

This condition may result from several causes, but the usual cause is catarrh, the mucus dropping down into the throat and being swallowed.

"Is there nausea?"
"Are you costive?"
"Is there vomiting?"
"Do you belch up gas?"
"Have you waterbrash?"
"Are you lightheaded?"
"Is your tongue coated?"
"Do you hawk and spit?"
"Is there pain after eating?"
"Are you nervous and weak?"
"Do you have sick headache?"
"Do you bloat up after eating?"
"Is there disgust for breakfast?"
"Have you distress after eating?"
"Is your throat filled with slime?"
"Do you at times have diarrhoea?"
"Is there rush of blood to the head?"
"When you get up suddenly are you dizzy?"
"Is there gnawing sensation in stomach?"
"Do you feel as if you had lead in stomach?"
"When stomach is empty do you feel faint?"
"Do you belch material that burns throat?"
"If stomach is full do you feel oppressed?"

SYMPTOMS OF EAR TROUBLES

Deafness and ear troubles result from catarrh passing along the Eustachian tube that leads from the throat to the ear.

"Is your hearing failing?"
"Do your ears discharge?"
"Do your ears itch and burn?"
"Are the ears dry and scaly?"
"Have you pain behind the ears?"
"Is there throbbing in the ears?"
"Is there a buzzing sound heard?"
"Do you have a ringing in the ears?"
"Are there cracking sounds heard?"
"Is your hearing bad cloudy days?"
"Do you have earache occasionally?"
"Are there sounds like steam escaping?"
"Do your ears hurt when you blow your nose?"
"Do you constantly hear noises in the ears?"
"Do you hear better some days than others?"
"Do the noises in your ears keep you awake?"
"When you blow your nose do the ears crack?"
"Is hearing worse when you have a cold?"
"Is roaring like a waterfall in the head?"

CATARRH OF THE LIVER

The liver becomes diseased by catarrh extending from the stomach into the tubes of the liver.

"Are you irritable?"
"Are you nervous?"
"Do you get dizzy?"
"Have you no energy?"
"Do you have cold feet?"
"Do you feel miserable?"
"Is your memory poor?"
"Do you get tired easily?"
"Do you have hot flushes?"
"Is your eyesight blurred?"
"Have you pain in the back?"
"Is your flesh soft and flabby?"
"Are your spirits low at times?"
"Is there bloating after eating?"
"Have you pain around the loins?"
"Do you have gurgling in bowels?"
"Do you have rumbling bowels?"
"Is there throbbing in the stomach?"
"Do you have a sense of heat in bowels?"
"Do you suffer from pains in temples?"
"Do you have a palpitation of the heart?"
"Is there a general feeling of lassitude?"
"Do these feelings affect your memory?"

CATARRH OF THE KIDNEYS AND BLADDER

Catarrh of the kidneys and bladder results in two ways, first by taking cold; second, by overworking the kidneys in separating from the blood the poisons that have been absorbed from catarrh, which affects all organs.

"Is the skin pale and dry?"
"Has the skin a waxy look?"
"Is the skin dry and harsh?"
"Do the legs feel too heavy?"
"Is there nausea after eating?"
"Do the joints pain and ache?"
"Is the urine dark and cloudy?"
"Are the eyes dull and staring?"
"Is there pain in small of back?"
"Do your hands and feet swell?"
"Are they cold and clammy?"
"Have you pain in top of head?"
"Has the perspiration a bad odor?"
"Is there puffiness under the eyes?"
"Is there a bad taste in the mouth?"
"Is there a desire to get up at night?"
"Are there dark rings around the eyes?"
"Do you see spots floating before the eyes?"
"Have you chilly feelings down the back?"
"Do you see unpleasant things while asleep?"
"Does a deposit form when left standing?"

CONSULTATION FREE.
Dr. Copeland's Book Free to All.

The Copeland Medical Institute
The Dekum, Third and Washington.

W. H. COPELAND, M. D.
J. H. MONTGOMERY, M. D.

OFFICE HOURS—From 9 A. M. to 12 M.; from 1 to 5 P. M.
EVENINGS—Tuesdays and Fridays.
SUNDAY—From 10 A. M. to 12 M.

WISH WORK TO BEGIN.

Baker City Citizens Are Pushing Ahead With Railroad Project.

BAKER CITY, Or., May 5.—Lieutenant Farrow, who is promoting the Seven Devils Railroad from this city, and who claims to have secured the necessary financial backing to build the road, is expected to arrive in Baker City before the end of the week. If Lieutenant Farrow does not come forward soon, the Baker City men who are interested in the company recently incorporated to build this road, will take hold and start the work. It is learned on good authority that assurance has been given a number of the leading business men of this city that if they will assume the responsibility of inaugurating the work of building this road they will be protected from loss for any money they may advance, and that the necessary financial backing will be provided to carry the work on to completion, once it is fairly started.

Commissioner Hermann Not in It.

A dispatch to The Oregonian from Washington received yesterday quotes Commissioner Hermann, of the general land office, as saying that he knows nothing of the project to build a railroad between Coos Bay and Salt Lake City.

No application for a right of way for the proposed railroad has yet been filed in Washington.

More Wages for Trainmen.

DENVER, May 5.—The Denver City Tramway Company today announced an increase in the wages of its trainmen, to go into effect June 1. All who have been with the company five years will receive 25 cents an hour. All others will receive an increase of 1 cent an hour.

Gates Not After Monon.

NEW YORK, May 5.—John W. Gates, who has arrived here from Chicago, is quoted by the Times as denying the reports that he and his associates have acquired control of the Chicago, Indianapolis & Louisville Railway (Monon) by purchasing $3,000,000 worth of stock in the open market, and by the purchase of $5,000,000 worth of stock additional from Samuel Thomas.

"Nothing in it, as far as I am concerned," said Mr. Gates.

Votes Tariff Committee Money.

BERLIN, May 5.—The Reichstag today adopted what is dubbed the "tariff committee's pocket money bill." The Radicals and Socialists voted with the minority. The measure authorizes the payment of 2400 marks to each member of the tariff committee.

MEN'S DISEASES CURED

F. L. Talcott, M. D. The Leading Specialist

"Weakness" Varicocele, Contracted Disorders, Specific Blood Poison, Strictures, etc.

To this one class of ailments we have devoted all our thought and energies for fifteen years. Our work has been unlike that of the average specialist, and each case treated has added its mite to our store of knowledge regarding men's ailments. We have striven toward absolute perfection in our methods of treatment, and now believe that we have practically attained the limit of medical possibilities pertaining to diseases of men. Our various forms of treatment are original and in many respects unique, and the results we obtain prove their absolute correctness. No matter how many physicians have failed to relieve you, if we accept your case you are safe in expecting a speedy and permanent cure.

Dr. Talcott & Co.
SPECIALISTS
Portland Office, 250½ Alder Street.
San Francisco Office, 997 Market Street.