NORTH END'S CHOICE

There's Where "Bob" Inman Will Run Well.

LAWBREAKERS FEAR WILLIAMS

So Gamblers, Dive-Keepers, Crib-Owners, Grafters and the Police Unite in One Grand Effort to Elect Citizens Candidate.

Mr. Inman is the popular candidate for Mayor in the North End. He is first choice of all the vicious class—the frequenters and hangers-on of that delectable portion of the city. They have no second choice. The police have passed around word that the election of Inman means a wide-open town. They know whereof they speak, because that is the arrangement between them and the Citizens candidate for Mayor. So there is great delight in the Tenderloin because there is one mayoralty candidate who is their friend and will "stand for" present conditions. If you want to know what "present conditions" are, take a turn yourself in the Tenderloin.

The voter who wants to know where the dissolute and vicious element of the city stands in the Mayoralty campaign should visit the North End, the scene of nearly all the murders, robberies, hold-ups and exhibitions of brutality that occur in Portland. There everything is now running wide open. Scarlet women on Fourth and Second streets, once confined in cribs and behind drawn curtains, now stand brazenly in their doorways and smirk and beckon to the passers-by. Cards advising the electors of that vicinity to vote for R. D. Inman for Mayor are displayed behind every bar, and knots of heelers go from place to place keeping the saloon men and loafers "in line." The police have been given instructions to support Inman, and they are carrying them out in the North End. In order that their influence may be greater, they have increased their popularity by relaxing all vigilance regarding the presence of women in the saloons or in front of the rows of dives that line two streets. "Miss Flora," "Mlle. Georgette," "Miss Fanny," of ebon face, and Miss Oshima, from Japan, are allowed to parade in front of their cribs or to stand in front of bars in short skirts and beseech all comers to buy them drinks. Idle and vicious men, who live on the shame of such creatures, are allowed to strut up and down the street by day, and to bulldoze their mistresses at night. "Big Burke," who was a partner of "Scotch Aleck" in the notorious bunco dive on First street, has returned to Portland and reports that others of his kind will follow him. In fact, all restraint has been thrown off, all efforts to preserve decency abandoned, and all semblance of law and order cast to the winds in order to make the police solid with the North End vote, to give them ascendancy over a parcel of brothel-keepers, vagrants and cheap bartenders, that they can be made to vote at the polls as the police dictate. And the police will dictate that they vote for Inman.

An Oregonian man who made the rounds early yesterday afternoon found Erickson's, Fritz's and Blazier's, on Second and Burnside streets, full of men, and Inman "orators" were at work among all of them. The buzz-saw cards of the millowner candidate were everywhere in evidence, and in every case had been put up by the owners or bartenders of the place. Along Third street Inman cards were to be found in every saloon, and in many other places of low character. The establishment of the enterprising Mr. Routh, who has registered such a large number of his friends and neighbors, was another place in which the Inman gospel was being expounded. Around on Second street, where the lowest classes of women are quartered, Inman cards were conspicuous in the frequent saloons, and on Fourth street a number of Inman men were at work making apparent promises to the divekeepers.

Anyone who cares to inform himself of the conditions in this part of town can easily do so. Start at Third and Ankeny streets, go north on Third to Glisan, looking into the various saloons on the way, then come back to Ankeny on Second, glancing in at the windows of the dives, until you reach Burnside. There go through the group of glittering beer halls that cluster around the corner, take a run upstairs into the gambling-rooms, go up to Fourth, proceed north along that thoroughfare to Flanders, being careful on the way to look into the establishment of R. W. Patterson, and then come back to the reputable part of town on First street, past the brothel of Mrs. Olcese, and the cribs of her dance-hall women adjoining her place. If you see or hear anything that indicates that the people of that part of town do not believe it to their interests to elect R. D. Inman for Mayor, it will be because you have gone on your errand with eyes shut and hands over both ears.

Wednesday afternoon the Retail Liquor-Dealers' Association, which has always been a bitter opponent of the early-closing ordinance, met and discussed Mr. Inman's candidacy. It was deemed inadvisable to take any official action, but one of the members of the association said yesterday that Mr. Inman had many friends in its ranks, and that there could be no doubt that its strength would be thrown to him on election day. As nearly all of the saloons displayed Inman cards yesterday, there can be little doubt of the accuracy of this forecast. There are among the saloonkeepers many who do not care to violate ordinances, and among these Mr. Inman will not be so strong, but he will receive the votes of the majority, and the saloon men now openly refer to him as the saloon man's friend and the saloon candidate.

The divekeepers have no association, but there is no doubt that they have taken such action unofficially, for the police are all-powerful in the North End, and since the edict to support Inman went forth to the patrolmen through the medium of Captain Moore Monday afternoon, the patrolmen have left unimproved no opportunity to whip in the dives. The force of the North End has been augmented by police officers in citizens' clothing, who are at work night and day to persuade loungers and "bums" that a vote for Inman means a vote to continue the policemen in their present positions. As the patrolmen have been acquiring great popularity in the North End since they threw it wide open the first of the year, their arguments carry weight, and they experience little difficulty in awakening enthusiasm for the sawmill candidate.

The reappearance of the bunco men has been rather unexpected. Not long ago the police found it expedient to order them to move on, and as a word from vested authority is all they require, they did so. Last week a detachment of them arrived in town and remained a day or so looking over the ground. They apparently became convinced that everything would be all right, for they went back to get their friends and cappers, and now "Big Burke" has led the vanguard into Portland.

Burke stood most of yesterday afternoon on the corner of Fourth and Washington streets, apparently sizing up the passing throng and lamenting that even for a season he had been compelled to forego the lucrative employment of making money out of it. His companions, several North End men of hard reputation, seemed glad to have him once more among them, and were casting looks of great admiration up at him as he related to them his experiences in other towns. Burke has not yet opened headquarters, but due notice of his location and office force will be given as soon as they are selected.

Among the most active Inman workers in the North End is R. W. Patterson, proprietor of the Favorite saloon, which was headquarters for Burke and his ilk when they were in the heyday of their police-protected prosperity here. Patterson keeps a hurdy-gurdy house, a saloon, and, when he thinks it is safe, a "cloth" game running, at his place on Fourth and Couch streets. He needs protection in such business, and he has apparently learned from which candidate he will get it.

Mr. Inman does not go to the North End. He does not need to, for he has many supporters who are familiar with the ground there and know even better than he how to till it. Every night his barkers are at work in the various joints, and the effect of their efforts is shown by the fact that that section of the country is accounted by the police as solid for Inman.

SPOT FLEET CLEARED UP

NORTH PACIFIC PORTS WITHOUT A DISENGAGED GRAIN SHIP.

Durbridge Chartered at Low Rate—Heavy Salmon Shipment From Astoria—Oceano en Route.

The Pacific Northwest is again without a disengaged grain vessel, the Durbridge, the last spot ship without a charter, being taken up yesterday by Kerr, Gifford & Co., of this city. The rate was not made public, but is said to be enough under 25 shillings to make it the lowest paid in five years out of any Oregon or Washington port. The vessel has been lying at Royal Roads for the past three weeks, and it is not decided yet whether she will load at Portland or on Puget Sound. There is more wheat on spot at Portland at the present time than there is at Tacoma, but there is still considerable wheat available that is tributary to Tacoma, and as the ship is in that district a saving would probably be effected by loading her over there.

The Durbridge has made a number of trips out of this port, and while she has received some pretty good freights since she began coming here, her present charter will not be the first one she has had under 25 shillings. She was chartered in the Summer of 1897 for January, 1898, loading by Sibson & Kerr, at 24s 9d, and got around in time to load alongside of some ships that had been chartered a few months later at 40 shillings.

SALMON FOR NEW YORK.

Steamer Washtenaw Will Load 20,000 Cases at Astoria.

The American steamship Washtenaw will sail from San Francisco for Astoria today to load a consignment of 20,000 cases of salmon for New York. The Washtenaw is one of the fleet of colliers that has been driven out of business by the increased use of oil in California. She was sold a short time ago to a Texas oil firm, and goes to New York to be transformed into a tank steamship. It has been a number of years since salmon has been shipped from the Columbia River by water to New York, and it is reported that the rate made by the Washtenaw was far enough under the regular tariff to make it quite an object for the shippers to take advantage of the opportunity. About 20 years ago nearly all of the salmon leaving the Columbia went forward in sailing vessels, both for Europe and the Atlantic Coast, but in recent years the railroads have put the ocean carriers out of the business.

The Washtenaw will be followed to the East by the steamers Progreso and Argyle, both of which have been sold for the oil business. The Progreso and the Washtenaw came around to the Pacific several years ago, but the Argyll was formerly a British vessel, and for a time ran out of Portland in Dodwell's Oriental line.

FRESH WATER AND FREIGHT.

Two Great Attractions Which Are Bringing the Steamship Oceano.

The fresh-water harbor of Portland appeals to a practical shipowner like Andrew Weir, and whenever any of his numerous fleet of steamships run out of business in other parts of the world, he sends them in this direction, trusting for the fresh water to clean them as well as they could be cleaned in a drydock, and for his local agents, Laidlaw & Co., to rustle up cargoes, which grow in trees and fields in this favored land. We have recently had the Adato and the Quito here, waiting for something to turn up, and it always did turn up, and now Mr. Weir is sending his mammoth freighter Oceano back to Portland, seeking cargo and a clean bottom.

The Oceano sailed from Portland with a cargo for Vladivostok about six weeks ago, and after discharging at the Siberian port she went over to Mororan and coaled. She got away from the Japanese coaling port last Monday, and is due at Portland about June 15. Business is rather quiet in shipping just at present, but as Portland exporters are depended on to supply cargoes for steamship lines running out of all other Pacific Coast ports, it is probable that some "filling" will be found for the capacious hold of the Oceano.

Another charter that came to light yesterday was that of the British bark Dundee, which has been taken for Summer loading. She arrived at Hiogo April 29, with a cargo of oil from Philadelphia, and as soon as it is discharged and she takes in ballast she will come to Portland. Low freights have aided in keeping the price of wheat up to a figure where the crop promises to come out much more thoroughly than usual, and there will be some shipping all through the Summer.

SHIPBUILDING IS CHECKED.

Output of British Yards for First Quarter Shows Decrease.

Lloyd's Register, reporting on ship construction in Great Britain during the first three months of 1902, declares that the overproduction of ships has been already checked to some extent. In 1901 the British output of new ships was the largest on record, being 80,268 tons in excess of 1900. During the quarter ending March 31, however, the number of ships under construction at British yards has been 11 less than in the same period of 1901, and their gross tonnage less by 162,772. Following is the comparison by steam and sail vessels for the first quarter in each year in tons:

	1902.	1901.	1900.
Steam	1,313,504	1,294,163	1,249,999
Sail	26,840	8,953	11,223
Total	1,340,344	1,303,116	1,260,422
No. of vessels	431	444	551

To the above figures is added the following interesting comparison of ship tonnage under construction in the four nations which stand next to Great Britain in output:

	1902.	1901.
United States	332,634	193,062
Germany	188,217	232,568
France	169,904	134,419
Italy	63,631	7,763

Much Wreckage on Island.

VICTORIA, B. C., May 29.—News has been received from those who made a trip to Triangle Island, off Cape Scott, on the steamer Eagle, of Vancouver, that a large quantity of wreckage has drifted ashore, and included in the discoveries along the beach were the remains of a man. The Eagle has made several attempts during the past Winter to reach the island, but owing to the rough weather the crew were obliged to abandon the expedition until a week or two ago. The discoverers of the wreckage are a party of prospectors looking for copper. They found the pilot-house of a large steamer, but so far as known were unable to identify it.

Triangle Island lies in a most exposed portion of the coast, directly in the path of the coast currents, and is seldom if ever visited.

Portland, Will Live.

It is remarkable and refreshing to find in a Tacoma publication the statement that there is a prospect for anything but total extinction of Portland shipping business. The West Coast Trade, in commenting on the prospects for a change in railroad matters as outlined by Mr. Harriman, says:

"In the meantime no particular worriment is felt regarding matters. The Sound is expanding its connections in the Inland Empire upon a scale never heretofore approached, and has no expectations of serious decline, while Portland has maintained its position with regard to the ocean-carrying trade of the Columbia River Basin in the past, in the face of more serious rumors than are now being put forth, and those who expect to live to see her sidetracked are likely to enjoy a ripe old age."

'Germans Will Hold Control.

NEW YORK, May 29.—Herr Wiegand, director-general of the North American Lloyd Company, who has arrived here, says a Herald dispatch from Berlin, has announced that a general meeting of the stockholders of the North German Lloyd will be held in Bremen early next month, when the statutes of the company will be changed, and the agreements arrived at with the Morgan combination given full publicity.

"The North German Lloyd made agreements," said Herr Wiegand, "similar to those made public by the Hamburg-American line."

Three Lines Enter Combine.

LONDON, May 29.—The time limit for the White Star Line shareholders to intimate their acceptance or otherwise of the Morgans' offer in connection with the shipping combine has expired. The shareholders have practically unanimously approved the proposals adopted. The shareholders of the Dominion Line have reached a decision similar to that of the White Star Line shareholders. The Shipping Gazette today confirms the statement that the shareholders of the Holland-American Line have ratified the agreement arrived at in April last, providing for the line entering the shipping combine.

Lakme Libel Case Argued.

SAN FRANCISCO, May 29.—The appeal in the case of the Queen Elizabeth Company, Ltd., and Puget Sound Tugboat Company against Charles Nelson and his steam schooner Lakme was argued today in the United States Court of Appeals. Judgment had been given in the lower court against the respondent. The libel was brought to recover damages for injuries suffered by the British ship Queen Elizabeth in a collision on April 14, 1900, between that vessel and the Lakme. The case was taken under advisement.

Salmon for New York.

ASTORIA, May 29.—The steamship Washtenaw will arrive here from San Francisco Monday, and load 20,000 cases of salmon for New York, for Delafield, McGovern & Co. This salmon is exclusively last Fall's pack and will not include any of this year's catch. The vessel will go from here to Puget Sound to complete her cargo.

Leaves to Locate Islander.

VICTORIA, B. C., May 29.—Captain Lynch, representing Surtees Hope, who has entered into a contract with Lloyd's to endeavor to float the steamer Islander on a percentage basis, has left for the North to try and locate the sunken steamer.

Overdue Steamer Arrives.

HALIFAX, N. S., May 29.—The German steamer Arcadia, which was two days overdue, arrived today from Hamburg and landed 1330 immigrants, after which she proceeded for Boston and New York.

Foreign and Domestic Ports.

ASTORIA, May 29.—Condition of the bar at 4 P. M., smooth; wind northwest; weather cloudy.

San Francisco, May 28.—Sailed at 10 P. M.—Steamer Aberdeen, for Portland.

Tacoma, May 29.—Arrived—Steamer Garonne, from Seattle. Sailed—British steamer Glenogle, for Hong Kong; steamer Mackinaw, for San Francisco.

Havre, May 29.—Arrived—La Touraine, from Naples, for New York.

New York, May 29.—Sailed—La Savoie, for Havre; Neckar, for Bremen.

Cherbourg, May 29.—Arrived—Fuerst Bismarck, from Hamburg.

London, May 29.—Arrived—Nicaria, from Tacoma, San Francisco, Guatemala, etc., for Hamburg.

Liverpool, May 29.—Arrived—Commonwealth, from Boston.

Singapore.—Sailed May 20—Ching Wo, from Tacoma, Yokohama, etc., for London.

Shimonoseki.—Sailed May 26—Moyune, from Liverpool, for Seattle.

Queenstown, May 29.—Sailed—Noordland, for Philadelphia; Germanic, for New York; both from Liverpool.

Cherbourg, May 29.—Sailed—Barbarossa, from Bremen for New York.

Plymouth, May 29.—Arrived—Auguste Victoria, from New York for Hamburg and proceeded.

Boulogne, May 29.—Sailed—Rotterdam, from Rotterdam, for New York.

San Francisco, May 29.—Arrived—Steamer Columbia, from Portland. Sailed—Schooner Bender Brothers, for Siuslaw River; schooner Corinthian, for Coquille River; schooner J. M. Weatherwax, for Tacoma.

DAILY CITY STATISTICS.

Marriage License.

Ben Campbell Holladay, 24; Elspeth Matheson Andrews, 20.

Contagious Diseases.

May 28, son of Mr. Minor, East Twenty-eighth and Clinton streets; scarlet fever.

Birth.

May 23, boy to the wife of J. D. Honeyman, East Thirty-third and Belmont streets.

Deaths.

May 27, Albert Wilde, 7 months 7 days, Twenty-fifth and X streets; inanition.

May 26, Fredline Kasten, 70 years 7 months 16 days; aortic regurgitation.

May 28, Orville Bernard Dean, 21 years 8 months 11 days; pulmonary tuberculosis.

May 28, Mary Gertrude Anderson, 78 years, 406 Dover street; abdominal tumor.

Building Permits.

Henry Barendick, repairs, Fargo, between Borthwick and Kerby; $100.

Theodore Arpe, one-story cottage, East Twenty-sixth, between Division and Clinton; $400.

Josephine Lillis, two-story dwelling, southeast corner of Russell and Morris; $3000.

Real Estate Transfers.

J. P. Menefee et al. to Daniel Gorman, lots 1, 16, block 3, subdivision Proebstel's Addition to Albina $2800

Sadie Prettyman to Portland Trust Company, W. ½ of lot 1, block 5, Mount Tabor Central Park 1

H. W. Prettyman to Portland Trust Company, W. ½ of lot 1, block 5, Mount Tabor Central Park 1

George Suttle et al. to Portland Trust Company, W. ½ of lot 1, block 5, Mount Tabor Central Park 600

B. M. Lombard to C. J. Decker, part of lot 6, block 179, Couch Addition; lots 5, 6, 7, 8, block 48, Fulton Park; lot 14, block 49, Fulton Park 1

H. J. Schulderman to C. J. Decker, lots 1, 2, 3, 4, 5, 6, 7, block G, Fulton Park 1

Same to same, lots 1, 2, block 104, Fulton Park 1

Tyler Woodward and wife to J. H. Jones, lot 4, block 2, Woodward's subdivision of lot 1, Riverside Homestead 425

Title Guarantee & Trust Company to P. P. Dabney, parcel land, section 6, T. 1 S., R. 2 E. 1

Same to same, parcel land, Perry Prettyman D. L. C., section 6, T. 1 S., R. 2 E. 1

E. C. Dabney and husband to Title Guarantee & Trust Company, parcel land, section 6, T. 1 S., R. 2 E. 1

D. Storey and wife to John Zoller, lot 12, block 1, Versteeg's Addition 700

Sheriff (for W. D. Burden et al.) to P. J. Farrell, lot 9, block 47, Sunnyside 1421

James W. Beakey and wife to Christian McInnis, lot 1, block 322, Balch Addition 1050

M. Billings and wife to Albert Vail, lot 6, block 22, Woodlawn 10

B. Friedberg to A. Friedberg, lot 1, block 2, Lovrington 200

Arthur Behrens to H. E. Noble, lots 1 and 2, block 5, Woodlawn 1

Richard L. Zeller et al. to Irma F. Quine, E. 60 feet of lot 8, block 180, East Portland 2850

Harriet Kennedy and husband to F. A. Blank, part of block 38, Tibbetts' Addition 5

P. H. Marlay and wife to H. C. Brandes, lot 11, block 12, Park Addition 1

Abstracts, and title insurance, by the Pacific Coast Abstract Guaranty & Trust Co., 304-5-6-7 Failing building.

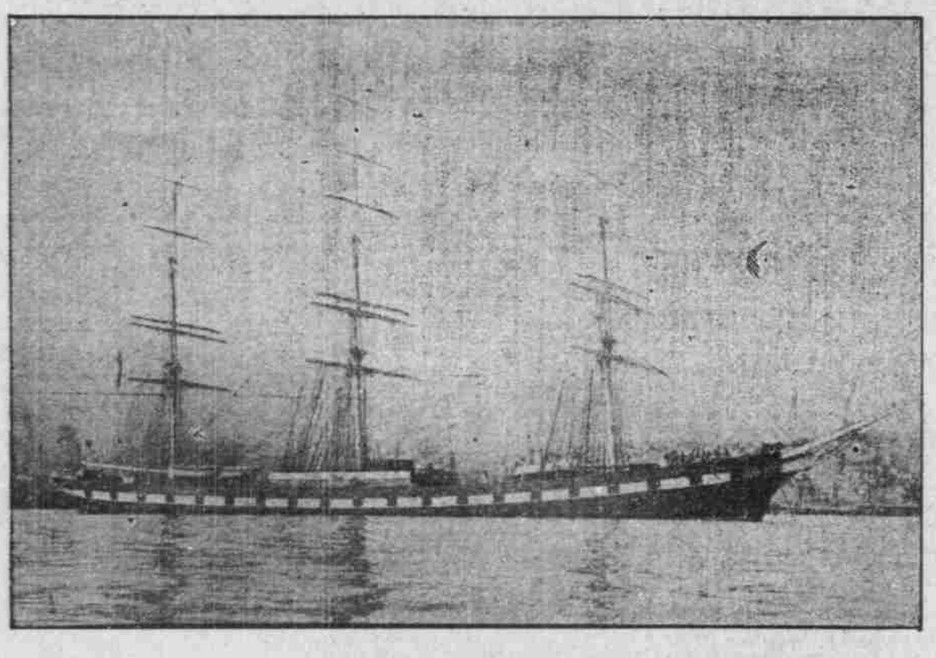
May Vote for Anybody.

PORTLAND, May 29.—(To the Editor.)—One feature of the election ballots which may tend to confuse some voters is the naming of Governor Geer as the Republican candidate for United States Senator and Mr. Wood as the Democratic candidate. . . The design is to give the admirers of each of those gentlemen a chance to express such preference. In case a voter has some other preference he is at liberty to write in the name of such person or not vote at all on that subject. . . The object to be attained is to show if possible whom the electors prefer for that high office. F.

Box Board Trust.

NEW YORK, May 29.—According to the promoters of the box board combination which has just been incorporated in New Jersey under the name of the United Box Board & Paper Company, the Journal of Commerce says the capital will be in future increased to $29,000,000, $15,000,000 being common and $14,000,000 preferred stock. It is understood ex-State Controller James A. Roberts will be chosen president; R. F. Newcomb, president of the American Strawboard Company, first vice-president, and Charles D. Brown, second vice-president.

BRITISH SHIP SPEKE, LARGEST THREE-MASTED SHIP AFLOAT.



The British ship Speke, now discharging ballast preparatory to loading a cargo of wheat for South Africa, is attracting considerable attention on the front. She is big enough to make an imposing appearance at any time, but just now, with the river well up toward the street level, her appearance makes good her claim to the distinction of being the "largest three-masted ship in the world." Some idea of the enormous size of the craft may be gleaned from the fact that she is over 1100 tons net register larger than many of the four-masters that have visited the port, and has a carrying capacity over 750 tons greater than the big four-masted ship Lord Shaftesbury, now lying in the stream. The Speke was built at Milford Haven in 1891, and is owned by the Leyland Shipping Company. Her dimensions are: Length, 310.3 feet, beam 42.2 feet, depth of hold 25.6 feet. She will sail from Portland about June 10th, with the largest cargo of wheat ever sent from the Pacific Coast to South Africa.

HAS CAPE NOME PEAT?

Stuff That Will Make It Possible to Work Rich Placers.

Captain E. M. Cederbergh, general superintendent of the New York Metal & Reduction Company, which is operating extensively at Cape Nome, returned yesterday from a visit to New York City, and he will leave this week for Alaska. He says he found at the head office of the company in New York abundant evidence of the truth of the report that came out a few weeks ago to the effect that an inexhaustible supply of fuel had been discovered in peat under the Cape Nome tundra, where plenty of gold was also found. The gravel was said not to be frozen below a depth of eight feet, and to carry gold varying in value from $3 64 to $12 41 a cubic yard to a depth of 40 to 80 feet, where bedrock is encountered. Above the gravel the tundra is a sort of peat, which, sprinkled with coal oil, makes an excellent fuel.

A piece of the peat which Captain Cederbergh brought back from New York looks like a section of blood sausage, but it is hard as rubber, and quite light. It is said to burn readily, practically all the moisture being driven out of the peat by a special method of treatment. Captain Cederbergh is much elated over the discovery made by the company's men at Cape Nome, and says it will not only revive the camp, but insure it a great future. It will be taken from the list of stampede camps and put on the list of steady producers. It will require capital to work the mines to best advantage, however. This the companies now interested there are said to be amply able to provide.

Captain Cederbergh says a great deal of worthless stock in Cape Nome companies is being sold in New York. Investors there seem to take hold of anything offered. These operations are sure to bring the district into disrepute later on, but the people who invest will have more experience.

INVITE BANKERS HERE.

W. A. Mears Starts Movement to Get Convention of 1903.

W. A. Mears urges that Portland make an endeavor to get the 1903 convention of the American Banking Association. The Pacific Northwest stands a good show of getting the convention and Seattle and Tacoma are bestirring themselves for it. Seattle, especially, is making a strong bid. Mr. Mears has brought the subject before the Chamber of Commerce. He says that body should take it up with vim and vigor. "A convention of such a class of men is of great importance to any city, and Portland should make a great effort to secure it. It would be a highly efficient means for advertising the 1905 fair."

E. J. Parker, vice-president of the American Bankers' Association, is quoted as having recently said at Kansas City:

"If the claims of Seattle will be cordially supported by other Washington cities, I think it very likely that Seattle will get the convention; for I believe that there is no part of the country that the majority of bankers would prefer taking a trip to than the Pacific Northwest. A visit of the members of the American Bankers' Association to that section of the country would, I feel sure, bring more pleasure, instruction and profit than a visit to any other part of the United States. I doubt if but few of the bankers of the United States now realize the enormously increasing industrial and business importance of the Pacific Northwest. In 1903 they should be given a chance to learn—to combine a trip of pleasure with the usual business which calls them together at those conventions."

JUNE 1 TO 6.

Don't forget that the special low round-trip rates to San Francisco account Mystic Shrine convention will be in effect June 1 to 6 only. The rate by steamer, both directions, is $20.00. Going steamer, returning Shasta Route, $25. Tickets and steamer accommodations at O. R. & N. Co.'s ticket office, Third and Washington.

TAKE RIGHT STEP.

Every ordinary cold is deserving of serious attention.

A step in one direction carries the system from an ordinary cold on into grippe, pneumonia, or consumption. A step in another direction carries the system back into good health.

Nature and Scott's Emulsion work hand in hand in their effort to make your system take the right step. Nature is working all the time. Scott's Emulsion can't work unless you take it. Scott's Emulsion then makes nature work harder than ever.

If you have only a cold and wish to ensure a favorable outcome, take Scott's Emulsion.

Send for Free Sample.

SCOTT & BOWNE, Chemists, 409 Pearl St., N. Y.

Worth More Than Gold

Dr. Radway: For 30 years I have been using your Ready Relief and Pills and always with the desired result. I can truly say they are worth more than ten times their weight in gold, especially so in our climate, where bowel troubles, dysentery, etc., are epidemic.

S. FULDA.
1704 Edward St., Houston, Tex.

R R R

Radway's Ready Relief cures the worst pains in from one to twenty minutes. For Headache (whether sick or nervous), Toothache, Neuralgia, Rheumatism, Lumbago, pains and weakness in the back, spine or kidneys, pains around the liver, pleurisy, swelling of the joints, and pains of all kinds, the application of Radway's Ready Relief will afford immediate ease, and its continued use for a few days effect a permanent cure. Sold by druggists.

BE SURE TO GET RADWAY'S.

"AERTEX" CELLULAR UNDERWEAR FOR MEN

Is the common sense Summer Underwear that actually promotes personal comfort.

For sale by the

Meier & Frank Co.

Portland.

Headache

kills, not necessarily suddenly, but SURELY. It preys upon the intellectual powers more than we realize. It consumes the vitality faster than nature can replenish it, and we cannot tell just what moment a temporary or complete aberration of the mind will result. Headache and pain should be promptly removed—but properly. Many pain cures are more harmful than the pain. Beware. If you would be safe, take

Dr. Miles' Pain Pills.

"As a result of neuralgia I lost the sight of my right eye, and the pain I have suffered is incomprehensible, being obliged to take opiates almost continually. A friend gave me one of Dr. Miles' Pain Pills and it promptly relieved me. I then purchased a box and now my trouble is gone. They have also cured my daughter of nervous headache, and I heartily recommend them to others."—W. J. CORLEY, Bremond, Texas.

Sold by Druggists. 25 Doses, 25c.

Dr. Miles Medical Co., Elkhart, Ind.

Pears'

Get one cake of it.

Nobody ever stops at a cake.

Pears' soap for toilet, bath and shaving.

Sold all over the world.

SCIENCE SETTLES IT.

Dandruff Is Caused by a Germ That Saps the Hair's Vitality.

It is now a settled fact that dandruff is caused by a germ. Falling hair and baldness are the result of dandruff. Dr. E. J. Beardsley, of Champaign, Ill., got hold of the new hair preparation, Newbro's Herpicide—the only one that kills the dandruff germ. He says: "I used Herpicide for my dandruff and falling hair, and I am well satisfied with the result." Dr. J. T. Fugate, of Urbana, Ill., says: "I have used Herpicide for dandruff with excellent results. I shall prescribe it in my practice." Herpicide kills the dandruff germ. Physicians as well as the general public say so.

"ALL WRIGHT—FOR MORE THAN HALF A CENTURY"

CROSSMAN'S SPECIFIC MIXTURE

A Sure Cure for Gonorrhœa.

$1.00 A BOTTLE. ALL DRUGGISTS.

WRIGHT'S INDIAN VEGETABLE PILL CO., New York.

Every Woman

is interested and should know about the wonderful

MARVEL Whirling Spray

The New Ladies' Syringe Best, Safest, Most Convenient.

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed—it gives full particulars and directions invaluable to ladies. MARVEL CO., Room 290 Times Bldg., New York.

For sale by Woodard, Clarke & Co.

SANTAL-MIDY

These tiny Capsules are superior to Balsam of Copaiba, Cubebs or Injections and CURE IN 48 HOURS the same diseases without inconvenience.

MIDY

Sold by all druggists.

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