WEALTH IN WATER

What Irrigation Will Do for the Northwest.

WHAT AN EXPERT SAYS ABOUT IT

George H. Maxwell, Chairman of National Irrigation Association. Talks to Business Men About Future of the State.

George H. Maxwell, the executive chairman of the National Irrigation Association, was in the city yesterday, en route from the East to San Francisco, via the Northwest. Mr. Maxwell was entertained at the Arlington Club by S. M. Brannick, to meet the president of the Chamber of Commerce, and J. M. Moore, of the Board of Trade. O. F. Paxton and Henry W. Goode were of the party, and after lunch Mr. Paxton showed the visitor around the town, pointing out various places of interest. This is Mr. Maxwell's first visit to Portland, and he expressed himself as being very deeply impressed, not only by the present beauties and developments of the city, but its prospects for future growth. He is thoroughly imbued with a spirit of enthusiasm over the prospects of the development of the Pacific Coast cities. The Alaskan and Oriental trade, he says, will combine with the great increase of agricultural resources, through the reclamation of the arid region, and help to stimulate this growth.

The association of which Mr. Maxwell is the head has now a membership of over 2000 of the largest commercial and manufacturing concerns in the country, who are working for the reclamation of the arid lands as a great field for trade. Mr. Brannick, of Studebaker's Northwest agency, is the vice-president for the state of Oregon. Many large firms such as the Studebakers are members of the association, because such a membership is a business proposition with them. A. H. Devers is also a prominent member, and it was through his influence that the Travelers' Protective Association passed resolutions at its recent Portland convention favoring the movement.

Mr. Maxwell said yesterday that one of the earliest among the manufacturers' associations of the country to enlist in the movement was the Manufacturers' Association of the Northwest, and more recently the Portland Chamber of Commerce has taken hold in earnest. It is expected that he will return East by way of Portland, in about two weeks, and on his return he will address a joint meeting of the Chamber of Commerce, the Board of Trade and the Manufacturers' Association, to be held in this city on a date to be selected. Speaking of the work before the public, Mr. Maxwell said yesterday to an Oregonian reporter: "The passage of the National irrigation act in the last session of Congress marked the inauguration of the greatest project ever undertaken by any nation in the history of the world. The old civilizations of the earth were nearly all maintained in arid regions by irrigation, and the great system of government irrigation works in India stands as a living illustration of what can be accomplished by irrigation in the present age. The British Government in India has expended over $300,000,000 in the construction of its vast system of reservoirs and canals, and they are now a source of revenue to the government, which far more than justifies the expenditure of this large sum of money in their construction.

Possibilities of Arid Land.

"The arid region of the United States presents a much more attractive field for reclamation through the construction of Government irrigation works than ever existed in India or in any other country of the world. The Government owns today two-thirds of the whole western half of the United States, over 600,000,000 acres of land, and of this vast area more than 100,000,000 acres can eventually be reclaimed. The Secretary of the Interior, in his annual report two years ago, estimated that these irrigable arid public lands would sustain a population of 50,000,000 people and there is no doubt that the western half of the United States, if all its irrigation resources were fully developed, would sustain a larger population than the whole United States contains today. The population of this country is out of balance. There are over 70,000,000 people in the eastern half and a little over 5,000,000 in the western half. With this great hive of humanity in the East to draw from, we could settle the irrigated lands of the West just as fast as the Government would make the water necessary for their reclamation available for that purpose. We could settle 2,000,000 or 3,000,000 acres a year just as readily as 200,000 or 300,000 acres a year. Our population is increasing so rapidly that the natural demand for land, resulting from increased population, will outrun any possibility of keeping up this demand. The rate of increase in the past shows that our population will double in the next 30 years. Within that time we will have 150,000,000 people in the United States, and there will be a demand for every acre of land reclaimed by the Government just as fast as it is possible for the Government to reclaim it.

"We must bear in mind that not only nine-tenths of the population of the United States, but nine-tenths of the political power, is in the East, and the development of the National irrigation policy will follow the public sentiment of the East. The Eastern people, as a whole, have reached a point where in a general way they approve the broad idea of the reclamation of, and the settlement of the arid regions. They do not look at it from any selfish or sectional point of view, but as a great National project, one which appeals to the patriotism and the National pride of the whole people. The commercial and manufacturing interests of the East approve the project because it will create new markets, and increase enormously our internal trade and commerce. The new wealth which will be created in the West cannot be bottled up in the locality in which it is created. It will be turned into the channels of trade, and through these channels it will flow through every branch of business and manufacturing.

Comprehensive View.

"It is in this broad and comprehensive way that the Eastern business interests look at the National irrigation movement. In a small way it does not interest them. They want the Government to do something on a scale large enough to make the results felt beneficially through the country. Under the National irrigation act something over $10,000,000 will be available for the construction of reservoirs and canals in the next two years. If the people in the West are wise in their day and generation, and secure the construction with this fund of a few great National irrigation systems, which will be large enough to attract the attention of the whole country, and serve as object lessons, demonstrating the advantages of National irrigation, they will overcome what remains of opposition to the policy, and the people of the country will approve the building of these great works by the National Government just as fast as settlers will take the land and pay back to the Government the entire cost of each system of works, in 10 equal annual installments as contemplated by the irrigation act. This Government is not short of money. The last session of Congress appropriated over $800,000,000 and authorized the expenditure of over $300,000,000 more, and every dollar of it was wisely appropriated. No one in this country feels the burden of taxation, we have grown so great and prosperous as a Nation. It is the height of absurdity to assume that we cannot get more than $2,500,000 a year for the reclamation of arid regions when we have reached the point in our National development where a single session of Congress disposes of a billion dollars.

Funds Now Available.

The present national irrigation act creates a fund of about $2,500,000 a year in addition to the amount immediately available, which is about $6,000,000. There is not the slightest reason why this sum of $2,500,000 a year should be the limit of future expenditures for irrigation and reclamation. In a very few years we will be able to get $25,000,000 a year with more ease than we could now get $2,500,000 a year, if the people of the West will stand as a unit in favor of getting three or four large systems built, where the average cost per acre will be small, and settlers will take all the land just as soon as it can be reclaimed, and pay the cost of the work back to the Government. The greatest blunder which the West could possibly make at this time would be to have this comparatively small sum which is now available split up and divided around, and frittered away in the construction of a lot of insignificant systems to satisfy a short-sighted, selfish sectionalism. To do this would be to lose sight entirely of the great results which can be accomplished in a very few years if the West stands together and takes the same broad view of the subject which the people of the East take, looking not for an immediate local advantage, but for a broad demonstration on a large scale of the far-reaching National benefit which will result to the whole people of the country, if the Government will reclaim the West as fast as our people will settle on the reclaimed lands and build homes on them. Every interest which will be benefited by the development of the West should join hands with the East to secure the strengthening and up-building of the National irrigation movement along these lines, and if they can do so, there is no reason why in less than two years the Government should not be spending in every Western state and territory 10 times the amount to which that state or territory is entitled to under the present act. Under this act, Oregon, for instance, would get within 10 years $2,000,000. Instead of $2,000,000 in 10 years, there is no reason why the Government within five years from today should not be spending more than $1,000,000 a year, until every acre of the arid lands of this state have been reclaimed. This cannot be accomplished, however, unless the business men, not only of Oregon, but of every Western state and territory, will take a keen and active interest in the movement."

What Artist Murphy Saw at the Side of the Sobbing Sea.

MANY ELKS COMING.

Prospect of Big Crowd at the Carnival.

The battle of ballots is on. Voting for Queen of the Carnival began yesterday morning. As was to be expected for the first day, the vote was light, although quite a number of tickets have been sold, which will come in later.

The first count will be published Saturday. The votes are sold at 5 cents apiece, and the contest is open until August 18. The ballots can be bought at the following voting places, and at the Elks' headquarters, Seventh and Stark streets: Meier & Frank, Lipman, Wolfe & Co., Olds, Wortman & King, Hotel Portland, Hotel Perkins, Woodard, Clarke & Co., Aldrich Pharmacy, Merrill Cyclery Company, Schiller cigar store, and all of B. B. Rich's cigar stores.

Some 50,000 four-sheet folders, descriptive of the fair and its numerous attractions, are now to be had at headquarters, and the committee desires all Elks and others interested in the carnival having friends in the interior to either call for these heralds and send them out with their mail, or to leave a list of names with the committee, so that they may be distributed to individuals throughout the Coast States.

Carnival buttons are out this morning, and are now ready for distribution. The design is original and attractive, and will no doubt be much in evidence on the lapels of the members of Portland lodge within a few days.

Peter De Huff, of The Dalles, called at headquarters this morning and says that the members of The Dalles lodge are very enthusiastic over the carnival, expecting to come down in goodly numbers with their eyes on the first prize.

Sig Wertheimer, a member of Portland Lodge, who is now located in La Grande, writes that he is drilling a bunch of Elks of that progressive city, who are also in the race for the prizes to be hung up on Elks' day. Fred Reilly, also of Portland lodge, residing in Everett, has advised the committee that Everett Lodge expects to send a big delegation to the carnival. E. N. Camp, a prominent mining man of Southern Oregon, called at headquarters and says that the Portland Elks' Carnival is the sole topic of conversation in his part of the country; that the carnival of two years ago created such a good impression that the folks in his vicinity look forward to a great entertainment. Senator Sweek returned from Astoria yesterday morning, and reports that much interest is being taken in the fair there. He was told by the members of Astoria Lodge that they would be very prominent in the parade on Elks' day.

From the above reports, it is evident that the expectations of the committee for great crowds at their carnival will be fully realized.

The committee representing Portland Lodge of Elks having charge of the visit to Elks' Carnival to be held at Seattle from August 18 to 30 have completed all arrangements to take a large crowd to the Sound City. The Portland Elks' excursion train will leave Portland on Tuesday, August 26, at 8:35 A. M.

The Seattle carnival committee has selected August 27 as Elks' day, at which time the different lodges will compete for prizes offered by Seattle carnival. The fare for the round trip has been placed at $4, tickets good for four days.

MANY MORE PUPILS.

Shown by Report of County School Superintendent.

Superintendent R. F. Robinson yesterday transmitted his annual report for Multnomah County to the Superintendent of Public Instruction at Salem. His written report on the educational outlook in the county, together with such recommendations and comments as he cares to make, will be transmitted August 15, this being the date on which the superintendents of the state are asked to file such recommendations for publication in the biennial report of the Superintendent of Public Instruction.

The present report shows an increase of children of school age to the number of 1728, of which 778 are males and 1004 are females.

In comparing the financial statistics with those of former reports, it should be borne in mind that the present report is from May 4, 1901, to June 16, 1902, or nearly 15 months, being the result of the change of school meetings from March to June.

The amount spent for library books is given as $535 77. This Superintendent Robinson says does not include the amounts raised by entertainments and socials. The result of these efforts on the part of the teachers of the county to better their library facilities is best seen by examining the number of library books purchased during the year. This number is 2155. He says that the library movement has been successfully advanced in a number of districts, but others have made no forward movement in this direction.

The number of pupils enrolled on register has increased from 15,956 in 1901 to 17,007 in 1902, or about 6½ per cent. The average daily attendance has increased from 11,570 to 13,260, or over 14 per cent.

Of the 449 teachers employed, 394 are women. Seventeen private schools are reported, with an enrollment of 1386 pupils. These private schools employ 84 teachers in all departments.

The report includes also a list of the school district officers for the county, the names of all teachers holding state certificates or diplomas, together with other statistical information.

COMMUTATION TICKETS TO THE COAST.

The O. R. & N. Co. has made a $15 rate for individual five-ride, round-trip commutation tickets, Portland to North Beach and Clatsop Beach points. These tickets will be good any time from date of sale up to October 15, 1902, and will be honored in either direction between Portland and Astoria on the boats of the Oregon Railroad & Navigation Company, the White Collar Line, the Vancouver Transportation Company and on trains of the A. & C. R. R. Tickets now on sale at O. R. & N. office, Third and Washington.

TIME CARD, STEAMER T. J. POTTER

This week the O. R. & N. Co.'s steamer T. J. Potter will leave Ash-street dock for Astoria and Ilwaco as follows:

July 29, 9 A. M.; July 30, 9:45 A. M.; July 31, 11 A. M.; August 1, 12:15 P. M.; August 2, 1:15 P. M. Baggage must be received at Ash-street dock 20 minutes before departure. Ticket office, Third and Washington.

STATE RAILROAD FIGHT

(Continued from First Page.)

of bills for direct reduction have regularly been made at every legislative session and as regularly beaten. There being no public means of finding out what the real cost of transportation is and what the railroads can afford to do the work for, ideas are a little hazy, but the general notion is that the wheat rate should be reduced to $3 50 per ton, and I find many radicals who think it should be fixed at $3 33 per ton or lower still.

It has been very commonly argued that results at once satisfactory and just can only be obtained through careful study of the facts of the situation, and to this end the Railroad Commission, with power to compel the roads to make public their accounts and to fix and enforce rates upon this showing, has been a more or less popular idea. I say more or less popular because the wish for railroad regulation, even in the mildest form, is not universal in Washington. And there is a reason for this in the differences of geography and interest which characterize the Eastern and Western divisions of the state. The men who pay the grain freight bills live east of the Cascade Mountains, and the burden of the high-rate grievance lies chiefly if not wholly upon them. On the other hand, the commercial cities of Seattle and Tacoma lie on the west side of the mountains, and both, for a variety of reasons, are seeking to cajole rather than to discipline the railroads. The Western men are willing, for the sake of good neighborship and the harmonies of politics, to talk reform, but when it comes to a showdown in the Legislature, the weight of their representation is always or usually on the side of the railroads. This it will readily be understood, complicates the situation in a vexatious way. Then, on top of this comes the party consideration and the personal consideration, which are always more or less mixed up with legislation in Washington as elsewhere.

An example of the former—of the party embarrassment—and of how it serves as an obstacle to the purposes of the railroad regulators is afforded by the record of the last Legislature. Two bills, providing for a railroad commission were introduced, differing little in their plan excepting upon the point of naming the members of the commission. One, the Tolman or Democratic bill, gave the appointment of the board to the Governor, then Rogers, a Populist-Democrat. The other, called the Preston or Republican bill, prescribed that the members of the commission should be named by a board consisting of the Governor, the Lieutenant-Governor and the State Auditor, the last two named being Republicans. There was in opposition to these measures a powerful lobby, and one bill was used to hammer the other to death. It is claimed that the Tolman bill would have carried but for the adverse votes of several members from the extreme Southeastern counties, under the influence of Mr. Ankeny, of Walla Walla, who is an outspoken opponent of the commission project.

The present agitation for a railroad commission takes its rise and finds its strongest support in Governor McBride, who succeeded to the executive chair upon the death of Governor Rogers about the first of the year. In his campaign for the Lieutenant-Governorship two years ago, McBride emphasized the railroad issue, and when he came into the Governorship he lost no time in reasserting his well-known views. In public interviews, in formal official announcements, and in every other way by which a man in his position can reach the public, he has urged the creation of a railroad commission by the next Legislature, which meets at Olympia next January, and he is taking an active hand in the fight which his suggestions have stirred up. He appears to be a good fighter and he lies under no limitations based upon the dignity which doth hedge in a Governor. He has urged the party leaders and his friends in general to bring the question before the county conventions and to urge the adoption of resolutions favorable to his plans; and this is being done very generally.

The Governor's fighting spirit was illustrated at Spokane last week when he appeared in person and secured the adoption of a favorable resolution by a county convention organized and dominated by John L. Wilson, whose close connection with railroad politics is a matter of universal acceptance and belief. Everywhere east of the mountains the sentiment is with the Governor, and wherever the matter has been brought before a county convention in this section it has found favor. On the west side of the mountains the feeling is less general and intense. The King County (Seattle) convention ignored the issue altogether, but this was before the movement got hot and before the Governor personally took the field in its support. Every convention which meets from now on will be called to face the proposition, and it is believed that few, no matter what the real feeling of its members may be, will have the courage to turn down a proposition urged by the Governor of the State to establish machinery for supervising the railroads. Governor McBride's exact position is defined by the resolution passed by the Spokane County convention, written, it is said, by his own hand. The resolution is as follows:

We favor the passage of a bill creating a Railway Commission, which shall consist of three members, to be appointed by the Governor, not more than two of whom shall be of the same political faith, with power to fix, regulate and control freight and passenger rates; to obtain and furnish information as to values to county officials for the purpose of taxation; to prevent unjust discriminations, and to remedy and correct abuses when found to exist. For the accomplishment of this purpose we instruct our Legislative nominees to use their best efforts.

There are other aspects of this commission issue to be considered, but I shall defer discussion of them until by personal visitation to the cities of the Puget Sound—immediately to be made—I shall be able to speak with fuller information. But in any event, the raising of this issue is bound to disturb political calculations in general and to confuse the coming Senatorial fight, in which all the standing candidates and some new ones have already entered. It is bound, too, to make trouble for prominent politicians everywhere, since at one time or another most of them have sought friendship and co-operation in the railroad camp and find themselves now in a position where it is awkward either to fish or cut bait.

A. H.

TROOPS GO THROUGH.

Cavalry Bound for Northwestern Posts Stop in Portland.

Ten officers and 160 men of the first squadron of the Third United States Cavalry, under the command of Major E. Z. Steever, arrived last night at the Union Depot from San Francisco, after three years' active service in the Philippines, where they took part in about 60 hard-fought battles. The command consists of troops A, B, C, and D. Late last night troops A and D left for their new quarters at Fort Assiniboine, Montana, and this morning troops B and C will depart for Fort Yellowstone, Wyoming.

When the Third Cavalry left this country three years ago, there were about 500 men in the ranks. Now, with men lost in action, wounded, sickness and discharged soldiers, the command now numbers only about 170. In the Fall of 1899 the command swept through Central and Northern Luzon, to the north end of the island, fighting and cutting its way through bands of armed insurgents which were under the direction of the Philippine chief, General Tinio. In the fighting that followed this tour, the Third was in the thick of it. One of the troopers told an Oregonian man last night that Major Steever personally traversed on foot and on horseback about 2500 miles in the various campaigns. The troopers left Manila on board the United States transport Sheridan June 10, and during the voyage, on July 4 and 5, they experienced the effects of being in the midst of a wild typhoon, when the wind blew about 110 miles an hour, according to the nautical instruments on board the transport. San Francisco was reached July 19. "Are we glad to get home against?" echoed a bronzed trooper last night, when questioned about his experience. "Yes and no. I liked the excitement of being in battle and the feeling of galloping in a wild rush, with a good horse between my knees, toward a hard-fighting enemy, and not knowing when a bullet would get me. Now it's all over, and we're home again, doing nothing. Major Steevers has been with us from first to last. He has been in all the battles in which we have fought, with men and horses shot all around him, and he has escaped, like myself, without a scratch. So long."

THE UNITED STATES COURT

Several Cases Occupy a Busy Afternoon.

In the United States District Court yesterday a motion for a new trial was argued in the case of the United States against E. J. French, who was convicted of having sent obscene matter through the mail. The motion was argued by Waldemar Seton, for the defense, who alleged that the deposition of the deceased Mrs. J. K. Fitzpatrick, the prosecuting witness at the preliminary examination, was not admissible as evidence. United States District Attorney Hall declared that the deposition comprised the testimony of Mrs. Fitzpatrick at the first hearing. The matter was taken under advisement and Judge Bellinger will render a decision in a few days.

A suit to enjoin Lewis A. Sears from infringing upon the patent rights of Avison F. and B. H. Haynes was begun in the United States Circuit Court yesterday. The complaint alleges that Avison Haynes invented an improved hay and grain loading and stacking apparatus, and that the defendant manufactured the same sort of apparatus in violation of the patent laws. It asks that he be enjoined from manufacturing such apparatus and also that the plaintiffs be granted whatever further relief the court may deem necessary.

The trial of the libel suit of C. Phillips against the steam schooner Aberdeen was begun in the United States District Court yesterday, and after the testimony of several witnesses had been taken the case was continued. Phillips seeks to recover $5000 damages, alleged to have been sustained by the sliding of a load of lumber while he was employed as a stevedore on the vessel.

In the United States District Court yesterday, Thomas Norton pleaded guilty to a charge of selling liquor to Indians and was fined $100. As it was his first offense sentence was suspended and he was allowed to go on his own recognizance.

A petition in bankruptcy was filed in the United States District Court yesterday. The liabilities of the petitioner are $874 10 and the value of his personal property is $280.

Accident to a Ball Team.

BINGHAMTON, N. Y., July 30.—The wagon containing the Ilion State League baseball team, on its way to the ball grounds, was struck by an Erie passenger train at a crossing in Lestershire this afternoon. The driver, a colored man, was killed, and a young man named Signor, of Binghamton, suffered a broken leg. L. W. Hess, of Nanticoke, father of Pitcher Hess was internally injured, and is not expected to live. Manager Howard Earl, of the Ilion team, was internally injured, as was also Pitcher Hess.

Escaped Panther Recaptured.

NEW YORK, July 30.—The young panther which escaped Sunday from Bronx Park, and which has been dubbed "Tracy," after the Washington outlaw, has been captured in Bronxville by a crowd of farmers living in the neighborhood, and returned to his cage. John Stears, who lives about one mile east of the zoological gardens, caught sight of "Tracy" near his barns. He gave the alarm, and about 300 persons responded, armed with all sorts of weapons. The panther was overtaken, but only two of the pursuers stood their ground. They succeeded in throwing a net over the animal and carried it back to the park.

KNIGHTS OF PYTHIAS CONVENTION, SAN FRANCISCO.

For the steamship Geo. W. Elder, sailing July 31, and the Columbia, sailing August 5, the O. R. & N. Co. will sell round-trip tickets, Portland to San Francisco, both ways via steamer, for $20; going by steamer, returning rail, $25. Limit for return, September 30. Ticket office Third and Washington.

FROM DEATH'S DOOR

TIMELY RESCUE OF A WOMAN IN OREGON, ILL.

How She Was Saved From a Horrible Death When All Hope Was Gone—The Story in Her Own Words.

"I hope never to go through such an experience again," said Mrs. C. E. McDowell, of Oregon, Ill., whose narrow escape from death is best told in her own words.

"I was always weakly," she continued, "but in 1894 the childbed fever in a very severe form left me in a miserable condition. My blood turned to water, and it seemed I could not recover any strength. I was as white as a sheet, without any ambition and so low that no one thought I would ever get well. In addition to all this, I had neuralgia in its worst form. My grandmother died with neuralgia, and I was afraid it would take me away. I cannot tell you how I suffered with it for years. It was terrible."

"But how were you cured?" asked the reporter.

"The best doctors could not help me, and I never thought I would get well," replied Mrs. McDowell. "But one day I read an advertisement of Dr. Williams' Pink Pills for Pale People and I concluded to try them. I found relief in the first box, so I continued to take them. The neuralgia gradually grew less severe until it disappeared altogether, my color returned, I gained in strength, and now my blood is in good condition again."

The pills which cured Mrs. McDowell are an unfailing specific for all diseases arising from disorders of the blood and nerves. Among the many diseases they have cured are locomotor ataxia, partial paralysis, St. Vitus' dance, sciatica, neuralgia, rheumatism, nervous headache, the after-effects of the grip, palpitation of the heart, pale and sallow complexions, and all forms of weakness either in male or female. Dr. Williams' Pink Pills for Pale People are sold by all dealers, or will be sent postpaid on receipt of price, fifty cents a box; six boxes for two dollars and a half, by addressing Dr. Williams Medicine Company, Schenectady, N. Y.

Do not trust the word of a man who says he has the genuine Dr. Williams' Pink Pills in bulk. None of these famous pills ever leave the factory except in packages bearing the well-known trademark composed of the seven words—"Dr. Williams' Pink Pills for Pale People."

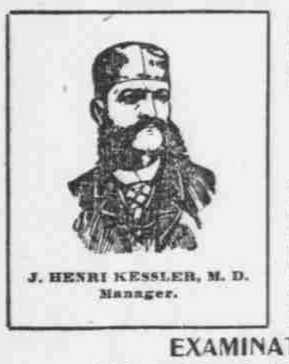
Safe from Summer Complaints

All mammas, and papas too for that matter, dread the heat of summer with it's danger for the little folks, especially the babies. It is simply heart-breaking to read year after year about the great death rate among children caused by the summer's heat. Yet it is easy to protect the infants against all summer complaints, because we know that all these fearful perils have their beginning in stomach and bowel troubles, and we have a perfect family medicine that will keep the delicate machinery in a child's body clean, regular and in healthy working order in the hottest weather — CASCARETS Candy Cathartic. The plump, bouncing, crowing baby shown here is a CASCARET baby. He feels that way winter and summer. Nursing mammas take a CASCARET at bed-time, and it makes their mother's milk mildly purgative and keeps the baby *just right*. Older children like to take the fragrant, sweet little candy tablet, and are safe from colic, gripes, diarrhoea, summer rash, prickly heat and all the mean troubles that summer brings with it.

Cascarets Best for the Bowels. All druggists, 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C C C. Guaranteed to cure or your money back. Sample and booklet free. Address Sterling Remedy Co., Chicago or New York.

DISEASES OF MEN

And Their Certain Cure



J. HENRI KESSLER, M. D. Manager.

There is a certain cure for these diseases without resorting to those unpleasant and painful methods still used by many, which aggravate, rather than give relief. With the same certainty as that of a perfect diagnosis, I adapt my special French treatment to the radical cure of

Stricture, Prostatis, Inflammation of the Bladder, Private Disorders, Varicocele, And all Genito-Uniary Diseases

It affords instant relief. I remove every vestige of disease without resorting to those painful processes usually employed and which do not give satisfaction. It is not reasonable to suppose that a man can exercise the essential functions while the urinary channel is blocked by stricture or other disease, which destroys the vital power and which becomes more aggravated under improper treatment. These diseases, while they last, always detract from the sexual and bladder functions, and an early cure is always advisable.

EXAMINATIONS FREE

VARICOCELE

THE DISEASE.—An enlargement of the veins surrounding the spermatic cord, a twisted, knotted, wormy-like or swollen appearance of the scrotum.

THE CAUSE—Sometimes self-pollution, but often blows, falls, strains, excessive horseback or bicycle-riding.

THE EFFECT—At times a dull, heavy, dragging pain in small of back, extending down through loins into the parts, low spirits, weakness of body and brain, nervous debility, partial or complete loss of sexual power and often failure of general health.

THE CURE—If you are a victim of this dire disease, come to my office and let me explain to you my process of treating it. You will then not wonder why I have cured, to stay cured, more than 700 cases of VARICOCELE during the past 12 months. Under my treatment the patient improves from the very beginning. All pain instantly ceases. Soreness and swelling quickly subside. The pools of stagnant blood are forced from the dilated veins, which rapidly assume their normal size, strength and soundness. All indications of disease and weakness vanish completely and forever, and in their stead comes the pride, the power, and the pleasures of perfect health and restored manhood.

I also cure to stay cured forever, Stricture, Syphilitic Blood Poison, Impotency and all associate diseases and weaknesses of men. To these maladies alone I have earnestly devoted my whole professional life.

If you cannot call at my office, write me your symptoms fully. My home treatment by correspondence is always successful. My counsel is free and sacredly confidential, and I give each patient a legal contract in writing to hold for my promise. Address

J. H. KESSLER, M. D., Cor. Yamhill and Second, Portland, Or.