## NATIONS AT OUTS

### Britain and Venezuela May Sever Relations.

BOTH CLAIM ISLAND OF PALOS

Almost Any Hour May Bring the Annonneement That the Respective Ministers Have Been Given Their Passports.

LONDON, Sept. 22.-The Associated Press is in a position to announce that diplomatic relations between Great Brit-ain and Venezuela are on the verge of

being severed. Any day, almost any hour, may bring the announcement that the British Minister at Caracas has been given his passporte, with corresponding action toward the Venezuelan representative in London. The present diplomatic relations are so strained that to quote a responsible British official, it would make really very lit-tle difference if the fact became public property by the absence of the diplomatic representatives from Caracas and London. According to the British Government's understanding, Palos Island belongs to Great Britain just as much as Trinidad, and so far as known no question as to its ownership has ever arisen. Inhabitants of the Island have recently been shot or otherwise endangered through the action of Venezuela, whether by government or revolutionary partisans, is not known. For purposes of protection, the local West Indian authorities ordered the British flag to be prominently displayed on the island, hence the protest which the Foreign Of-fice says is only one of many. An exceptionally prominent official said to a representative of the Associated

Press this evening:
"Affairs in Venezuela are so hopelessly

muddled that we can get nothing done. There is no conceasing the fact that the Venezuelan Government has made heated protests to our Minister. The chief grievence appears to be the allegation that the British Government is aiding the revolu-tionary army. It is needless to say this is perfectly baseless. We only wish the United States would take over the whole country, and then perhaps we could get some peac. Of all the disturbances of the last decade, the present appears to be the worst. This, combined with the attitude of the nominal government, makes us somewhat indifferent to any action which may take place. The Venezuelans appear inclined to be rather reckless, thanks chiefly to what I presume is the mistaken notion that Washington will protect them from the results of their folly, however inimical that might be to the lives and property of British subjects and those of other Europeans. As we understand Monroelsm, Venezuela is quite mistaken in this matter, though apparently the impression has much to do with her present action."

Washington Is Yet in the Dark. WASHINGTON, Sept. 22.-No notice of a strain of the diplomatic relations be-tween Great Britain and Venezuela has reached the Department of State. If such is the case, however, the department officials would have no hesitation in as-orihing the cause of the threatened rup-ture to-the dispute which has been revived between the two countries over the ownership of Palos, or Goose Island, lying in the Dragon's mouth between Trinidad and the Venezuelan Coast. Minister Bowen last week informed the department that the dispute had taken an acute phase through the assertion of British sovereignty over the little island, and as he at the same time said that Venezuela had protested against the hoisting of the British flug, it is not doubted that to this incident must be traced any more serious difficulty between the two countries.

Plans of Rebels, If Successful. correspondent of the Associated Press WILLEMSTAL has had an interview at Alta Gracia, in the State of Zulia, Venezuela, with Gen-eral Manuel A. Matos, the leader of the revolution against President Castro. General Matos said:

"During the 10 years from 1890 to 1900, Venezuela's customs produced \$74,000,000. During the same period of time the legitimate expenses of the country amounted to \$70,000,000, leaving a surplus. The country owes \$7,200,000 for interest. Within six months after the re-establishment of peace in Venezuela, I intend to show the whole world what the finances of the country are."

#### M'LEAN TRANSPORTS COLOMBIANS. American Commander Disarms Soldiers and Sends Guard Along.

WASHINGTON, Sept. 22.-The Navy Department is in receipt of the following cablegram from Commander McLean, of the cruiser Cincinnati: "Colon, Sept. 20.-The United States

guards and guarantees traffic and the line of transit. Today I permitted the exchange of Colombian troops from Pan-ama to Colon, about 1000 each way, the troops without arms, in train guarded by American Naval force in the same man-ner as other passengers. Arms and am-munition in separate train guarded also by Naval force in the same manner as other freight. McLEAN." ther freight. McLEAN."

A belief, which has grown so strong

that it no longer can be disregarded, is held in Central and South American dip-lomatic quarters here, and it should be stated that the impression prevails in spite of emphatic expressions of high officials of the United States Government to the contrary that the large pression to the contrary, that the large naval force which has been sent to keep the traffic open across the isthmus will prevent, by its very presence, the contin tion of hostilities along the railroad on any extensive scale, and soon bring them to a halt altogether; that the force has been sent there in anticipation of an early signature of the Panama Canal treaty, and that it will be kept there to maintain order and quiet along the strip from Panama to Colon, which, by the terms of the prospective treaty, United States is to control.

#### COLOMBIA LIKELY TO PROTEST. Legation at Washington Believes Mc-

Lean Is Exceeding His Rights. WASHINGTON, Sept. 22-Officials of the Colombian Legation here predict that a storm of disapproval will arise in Co-lombia as a result of Commander Mc-Lean's action in disarming the Colombian troops before their passage across the itshmus. It is stated here that Colombia's agreement with the Panama Rail-road Company specifically provides for the transportation of Colombian soldiers by the railroad when occasion arises, and the Commander's action is regarded at the Legation here as a direct infringement of Colombia's sovereignty over the

Commander McLean, in having the troops transported in a separate train from their arms, is acting apparently in accordance with his construction of that part of Secretary Moody's instructions, cabled on Saturday, which read:

"Any transportation of government roops not in violation of treaty, and hich would not endanger transit or provoke hostilities, may not be objectionable. The department must rely upon your judgment to decide such questions as conditions may arise from day to day."

Naval officers say the Commander evidently believed the transportation of the troops rifes in hand sand cartridge believed. troops, rifles in hand and cartridge belts

Colombian Gunboat Reaches Colon.

WASHINGTON, Sept. 22.—The following

important dispatch was received at the Colombian Legation tonight from Gover-nor Salazar, of the Department of Panama:

"Panama, Sept. 22.—Rebels have retreat-d to Agua Dulce. Railway traffic per-cetly free. Interior of Colombia com-

pletely pacified. Today additional rein-forcements arrived at Panama from Bar-anquilla. Rebels admit hopelessness of

The Legation officials assert that the retreat of the rebels to Agua Duice marks practically the collapse of the rebellion.

Hayti Blockades Another Port.

WASHINGTON, Sept. 22.-Official notifi-ation has been received through the State

Department that the Haytian Government

has declared Gonaives and another port under blockade, and that a vessel repre-senting Hayti is stationed at each place to render the blockade effective. A dispatch was sent to Commander Patch, of the

their cause."

COLON, Sept. 22.—The Colombian gun-boat Cartagena arrived here today from Savanilla with 800 troops on board. MAMMOTH STEAMER LINE BRANCH

COLLAPSE OF REVOLUTION. Largest Vessel That Ever Entered Legation Officials Say Retreat of Columbia River-Steamer Alliance Rebels Marks the End. Carrying Barley to Bay City.

> The British steamsnip Lime Branch, the largest vessel of any kind that ever en-tered the Columbia River, arrived in yes-terday noon and left up at 3:30 P. M. Previous to the arrival of the Lime Branch the Portland & Asiatic Steamship Company's mammoth liner Indrasahma held the big-ship record for the Columbia, but the Lime Branch is 101 tons net regis-ter larger than the Oriental liner, register-ing 3468 tons net, compared with 3567 tons net for the Indrasahma. The Lime Branch, a full description of which was printed in The Communican few weeks are has a in The Oregonian a few weeks ago, has a carrying capacity of over 8000 tons of cargo. She will receive about 5000 tons at Portland, and will proceed from here to Tacoma to complete her cargo. The im-mensity of the steamer can be better un-derstood when it is stated that she can carry as much as was carried by four of the average-sized grain vessels 20 years

EIGHT THOUSAND TONNER

REACHES PORT.

NEW GRAND SIRE OF ODDFELLOWS.



JOHN B. GOODWIN.

formation as to the effectiveness of the blockade, which is desired before it is formally recognized by this Government.

Revolutionists Abandon Chorrera. PANAMA, Sept. 22.—Government sol-diers who were captured by General Herrera at Agua Dulce and who were com pelled to join his army, and who successin escaping, arrived here today. confirm the report that the whole revolutionary army has abandoned its camp near Chorrera and is retreating toward Agua Dulce.

It is reported that Herrera has incor-porated in his army all the guerrilla bands he can induce to join him. Reinforcements of Colombian troops continue to arrive on the isthmus, which, it is alleged, undoubtedly caused Genera

Panther Not Yet at Colon. COLON, Sept. 22 .- The United States auxillary cruiser Panther, from the League Island navy-yard, with a battalion of marines on board, has not arrived here yet, Efforts are being made to secure suitable quarters here for the American marines.

RAISING THE LURLINE. Steamer Will Be Brought to Portland in a Few Days.

Captain Charles Kamm, superintendent of the Vancouver Transportation Com-pany, says the steamer Lurline, which ran on a rock Sunday morning and was beached near Waterford, will be brought up and placed on the ways for repairs in the latter part of the week. "Most of the cargo has been saved." said Captain Kamm, who visited the scene of the disaster yesterday, "except 750 or 500 sacks of feed, which have been brought to this city. We have made arrangements for keeping the line in operation as best we can, and will also serve Vancouver and Lewis River.'

The steamer Glenola took the Lurline's run last night, leaving down at 8 o'clock. It has not been decided what boot to put in the service pending the raising and repairing of the Lurline, but it may be

either the Undine or the Glenola.

The Lurline is resting ensity on the beach where Pilot Oiney ran her after the accident, and can be floated without much trouble. James Olsen, the boat-builder who will have the work of repairing her in charge, was down at Wa-terford yesterday, looking over the ground and making preparations for bringing the boat to his yards in South

REMOVING LURLINE'S FREIGHT. Little Trouble Expected in Floating Wrecked Steamer.

ASTORIA, Sept. 22.—(Special.)—The steamer M. F. Henderson, of the Shaver Transportation line, arrived down about moon today with all but 40 tons of the freight from the wrecked steamer Lur-line. A portion of the freight, especially the feed, was badly damaged, but much of it was uninjured.

The Henderson reported that the Lurline was still resting in the same position where she was beached yesterday morn-ing, and as she had held on during two tides little trouble is expected in float-ing her. The wrecking barges and steam-er were expected to arrive from Portland this afternoon and begin work on the

Hiegal Fish Traps Removed. ASTORIA, Sept. 22.-(Special.)-About half a dozen salmon traps at the mouth of Bear River have been pulled up to allow logs to be towed out, the traps being filegal, as they were an obstruction to navigation. They were not disturbed in previous years, as no boats were used on the river, but now that Bear River is

becoming a logging stream the traps

must be removed.

PILES CURED WITHOUT THE KNIFE. PILES CURED WITHOUT THE KNIFE, Itching, Blind, Bleeding or Protruding Pilea. No Cure. No Pay. Druggists are authorized by manufacturers of Pago Gintment to refund maney where it falls to cure any case of piles, no matter of how inns standing. Cures ordinary cases in six days; the worst cases in fourteen days. One application gives ease and rest. Relieves itching instantly. This is a new discovery and is the only pile remedy sold on a positive guarantee, no cure no pay. Price, Soc. If your druggist don't keep it in stock send ut 50c in stamps and we will forward same by mail. Manufactured by Paris Med. Co., St. Louis, Mo., who also manufacture the crishested cold cure, Laxative Bromo-Quinine Tableta.

of the grain vessels of 30 years ago. The Lime Branch comes to Kerr, Gifford & Co., and the greater part of her cargo will be barley. She will reach Portland early this morning, and will be given the usual prompt dispatch.

Another addition to the grain fleet in port yesterday was the British ship Fair-port, which came in from Mollendo after a slow passage of 75 days. The Fairport is under charter for wheat-loading, and will come up the river as soon as the Harvest Queen arrives down with the Aus-

COALS TO NEWCASTLE, Steamer Alliance Takes 100 Tons of

Barley to San Francisco. The steamer Alliance, salling for San Francisco last evening, carried among other freight 100 tons of barley for the local market in the Bay City. California is the greatest barley state in the Union. and is one of the largest contributors to the world's supply of that cereal, and accordingly the transaction is something of the nature of "carrying coals to New-castle." Portland has in the past sent considerable barley to the California port, but always heretofore at a season when the California crop has been well shipped out or when the crop had been a fallure, The remarkable feature in connection with the shipment yesterday was in the fact that less than two months have clapsed since the same steamer was bringing barley from San Francisco to Portland, and another steamer, the Lakme, brought two entire cargoes to Portland. As some of the same barley that was imported from California in July is still on the Portland docks, an apparently unnat-ural condition of trade has resulted in the dealers losing freight both ways on the shipments.
The barley crop in Oregon and Wash-

ington this season is the largest on record, and as prices in the East are too low to admit of any such shipments as went over the Bockles last year, practically all of the surplus must find its way to market by way of tidewater ports on the Pacific. Exporters in the North have already cov-ered their tonnage engagements for bar-ley-loading sufficiently to cause a cessa-tion of the ferre bidding and tons present tion of the fierce bidding and fancy prices that marked the opening of the season, and prices have dropped back to about export values. San Francisco, on the other hand, is reported to be oversold on barley, and the price has soared up to higher figures than have been reached in several years. Not all of this increase, though, is at the expense of the Bay City exporters, for they have succeeded in exporters, for they have succeeded in hammering freights down so that there is now a differential of over 4 shillings per ton in favor of San Francisco and against Portland.

gainst Portland. Less than six months ago rates were the Less than six months ago rates were the same in both ports, and even yet for ships "to arrive" no differential is asked unless the ship has already sailed for one port or the other. This difference of 4 shillings in their favor gives the San Francisco buyers material aid in drawing supplies from the North, and until the supply of idle tonnage increases at Portland and freights are equalized, barley will probably continue to be shipped to the Bay City. Direct shipments to Europe, however, will continue heavy, and the steamship Lime Branch, which arrived yesterday, will take out about 5000 tons.

THE LUMBER FLEET. Schooner Mahukona Will Arrive Up Today.

The lumber fleet will receive an addition today in the schooner Mahukona, from San Francisco, which is on the way up the river in tow of the Harvest Queen. She is under charter to the Pacific Export Lumber Company to load for Shanghal. Of the small vessels in port, the Amazon is loading lumber and piling at the North Pacific Mills for Taingtau. China, and the Quickstep at the Portland Lumber Company's mills for Hilo. The coaster Olga is at the mills of the Pacific Coast Co-operative Lumber Company, and the Oliver J. Olsen at Inman, Poulsen & Co.'s mills, both taking cargo for California. The Gien is in the stream to the coast and reader to sail for Asia. loaded and ready to sail for Apia, Sa-mos. The steamer Lakme has cleared for Redondo with \$40,000 feet of Oregon pine and 260 cedar poles.

New Steamers for the Const. The American-Hawalian Company's steamer Oregonian, Captain Carty, is now

out & days from New York for San Francisco, and is therefore due in about five days. The Nebraska, of the same line, built for the trade between San Francisco and Hawaii, is not far behind the Oregonian, being about due at Coronel. The Alaskan, the largest of the fleet, sailed from New York 10 days ago. Another big steamer soon to arrive on this Coast from New York is the new Tremont, now out 50 days. She is a sister ship of the Shawmut, and is to ply between Puget Sound and the Orient for the Boston Steamship Company.

Anxiety for the Claverdon.

Anxiety for the Claverdon. Anxiety for the Claverdon.

Anxiety is daily increasing among London and Liverpool underwriters for the British ship Claverdon, now out of Hamburg 210 days for San Francisco, says the Bulletin. They are striving in every possible way to secure information concerning the vessel that might tend to explain her nonappearance. Her reputation as a slow and unwieldy brute has up to this time kept reinsurance premiums on her down to a remarkably low point, the present offering being only low point, the present offering being only 35 per cent. Captain Thomas, her mas-ter, was formerly in the British bark Norfolk Island, and this is his first voy-

age in the Claverdon.

The overdue vessel is laden with 3000 tons of cement and about 450 tons of fer-tilizer, a cargo that would not help her to live if she was seriously damaged in a

Morgan Combine in Effect January 1. Montgomery, directing him to obtain in- ago, and as much as was carried by eight LONDON, Sept. 22.-Discussing the various surmises as to the constitution of the Morgan shipping combine, the Ship-

"Pending the conclusion of the conferences holding in New York, nothing definite is settled in regard to the appointments of managers and no scheme for organization will be carried into effect until the commencement of the new year. We have good authority for the state-ment that when all the arrangements for working the combine are complete and the time for the completion of the transaction arrives, the suggestion that there will be difficulty in finding the money will prove to have been purely imagin

Heads Are in Danger.

NEW YORK, Sept. 22.—In Liverpool shipping circles there is considerable discussion of the internal policy of the Atlantic chipping combination, cables the Tribune's London correspondent. So far as can be ascertained, no change has been mentioned in the Liverpool offices of the various steamship lines respecting the staff appointments, and there is some feeling of unrest among different officials. The consolidation of the Atlantic business will not reduce detail work to any degree, but the management of the vari-ous departments may be altered, and naturally the present heads of those depart-ments have the greatest interest in the

To Revise Admiralty Laws. NEW YORK, Sept. 22.—Everett P. Wheeler, J. Parker Kirlin and A. Gordon Murray, of this city, and George White-lock, of Baltimore, have sailed as dele-gates to the International Maritime Conference to be held at Hamburg to correct discrepancies in the admiralty laws, The subjects to be considered are collisions and salvage, jurisdiction in col-lision cases, law of property in ships, maritime mortgages, liens and rights. At the Paris conference of 1900, Lord Alverstone, Lord Chief Justice of England, was made chairman of a committee to draft a treaty to be submitted for adoption by the different nations.

011 Fuel on Atlantic Liner. NEW YORK, Sept. 22.-The American line steamer Kensington arrived today from Southampton. The Kensington has been laid up at Newcastle, England, for some time, overhauling and installing a plant for the use of oil as fuel. On the way from Newcastle to Southampton the oil was used successfully, but as the plant was not quite ready for an extensive voyage, the full test was put off until the return trip from this port. Francis B. Loomis, United States Min-

Ship Strikes Bar Three Times. ASTORIA, Sept. 22—(Special.)—The British ship Brambletye, which arrived down last evening, struck three times while coming down the river and her master, Captain Mullin, has filed a request with Lloyd's agent that a survey be held on the vessel before she goes to

ister to Portugal, was a passenger on the

Nithsdale Did Not Founder.

COLOMBO, Ceylon, Sept. 22.-The reort which reached here September 15 of the foundering on a reef near South Car-dova Island, in the Indian Ocean, September 8, of the British steamer Nithsdaie was untrue. She arrived here today under her own steam, accompanied by the British cruiser Fox.

No Inquiry for New Ships. NEW YORK, Sept. 22.—In the British shipbuilding trade the outlook, says a

London dispatch to the Tribune, is no better. Inquiry for new boats is almost nil, and many yards are rapidly getting through their stock of work.

Marine Notes. The Cambonne, at Irving dock, began loading barley yesterday.

La Fayette moved from her anchorage in the stream to the Sand dock and commenced discharging ballast. The China liner Indrapura moved from

the Albina dock to Ainsworth dock to finish discharging her Oriental cargo. The steamer Alliance cleared for Sin Francisco with 100 tons of grain, 200,000 feet of lath and 880 tons of general mer-

Domestic and Foreign Ports. ASTORIA, Sept. 22 - Left up at 9:10 A. M.-Schooner Mahukona. Arrived at 11:15 A. M. and left up at 2:15 P. M.-Steamer Columbia, from San Francisco. Sailed at 11:15 A. M. Steamer Homer, for Alaska. Arrived at 1:20 P. M. and left up at 3:30-British steamer Lime P. M. and left up at 3:30-British steamer Limbs Branch, from San Francisco. Arrived at 3 P. M.—British ship Pairport, from Mollendo. Con-dition of the bar at 4 P. M., moderate; wind west; weather foggy. Hoquiam, Sept. 22—Salled—19th, schooner Wawona, from Aberdeen for San Pedro; 21st, schooner Sophie Christensen, from Aberdeen for San Pedro. Arrivels-21st, schooner Henry Wil-

San Pedro. Arrived-21st, schooner Henry Wil



GORDON Ever think how much the

word means? Means perfection of hat mak-

Means quality the best. Means styles that are correct, Means \$2.00 saved. Means a good deal, doesn't it? \$3.00

son, from San Francisco for Aberdeen; schooner Safler Hoy, from San Francisco for Aberdeen; schooner W. L. Bartlett, from San Francisco

or Aberdsen. St. Helens, Sept. 22.—Passed at 5:15 P. M.-American schooner Mahukona, in tow of Har-American schooner Mahukona, in tow of Harvest Queen.

San Francisco, Sept. 22.—Arrived at 12:15 P.

M.—Steamer Geo. W. EMer, from Portland.

Tacquna, Sept. 22.—Arrived—Steamship Tacoma, from Hong Kong.

Antwerp, Sept. 22.—Arrived—Vaderland, from New York.

Naples Sept. 17.—Salled—Nord America, for

Naples, Sept. 17.—Sailed—Nord America, for New York. New York, Sept. 22.—Arrived—Anchoria, from Glasgow; Kenslugton, from Southampton; Min-nehaha, from London; Lahn, from Genoa; Georgic, from Liverpool. Hong Kong, Sept. 20.—Sailed—Glenogle, for Tacoma

Hamburg, Sept. 22.-Arrived-Graf Waldersee,

Hamourg, Sept. 22—Arrived—Graf Waldersee, from New York, via Plymouth and Cherbourg Gibralitar, Sept. 22—Arrived—Aller, from New York for Nagles and Genoa, and proceeded. San Francisco, Sept. 22—Arrived—Steamer Mackinaw, from Tacoma; steamer Herodet, from Tacoma; schooner S. Danielson, from Coquille River.

Hong Kong, Sept. 22—Sailgd—Glenogle, for Tacoma. Tacoma.

Seattle, Sept. 22 -- Arrived-21st, steamer Uma-Seattle, Sept. 12.—Arrived—21st, steamer tum-lilla, from San Francisco; 22d, steamer Hum-boldt, from Stagway; steamer Eureka, from Eureka; steamer Santa Barbara, from San Francisco, Salled—21st, steamer Queen, for San

London, Sept. 23.-Arrived-Minneapolis, from New York.

Funds From Tenchers' Certificates. SALEM, Sept. 22—(Special)—Superin-endent of Public Instruction J. H. Acker-nan today turned into the state treasury \$430, which sum was received by him for teachers' diplomas issued in pursuance of the recent examination for state papers.

Branded Fry Turned Out. ASTORIA, Sept. 22.—(Special.)—Superin-endent Hansen, of the Chinook hatchery, marked and turned out 4000 young chinook fry last week. They are marked with a Vishaped piece cut out of the

lower part of the tail.

BEERS

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Editor's Note For 40 years the Peabody a fixed fact, and it will remain so. It is as estandard as American Gold.

The Peabody Medical Institute has many imitators, but no equals.—Boston Herald.

## CANCEROUS

ULCERS sores, and this resemblance often proves fatal. Valuable time is lost in fruitless efforts to heal the sore with washes and salves, because the germs of Cancer that are multiplying in the blood and the new Cancer cells which are constantly developing keep up the irritation and discharge, and at last sharp shooting pains

announce the approach of the eating and sloughing stage, and a hideous,

sickening cancerous sore begins its destructive work. part of the body will continue to

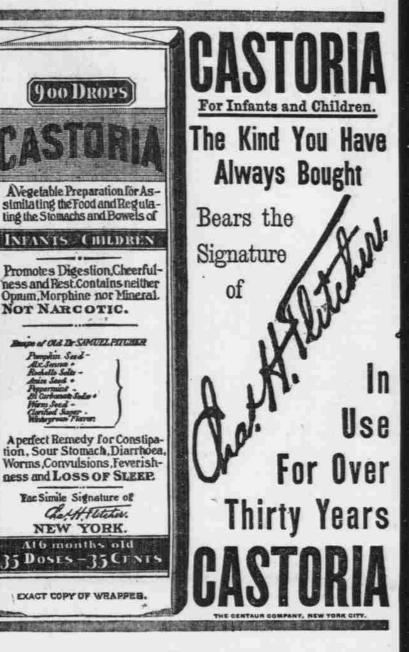
In February, 1899, I noticed a small No ulcer or sore can exist with-out some predisposing internal cause that has poisoned the blood, and the S. S. S. and after I had taken seven botopen discharging ulcer, or the festering sore on the lip, cheek or other
nart of the bedy will continue to

W. P. Brown, Hollands, S. C.

spread and eat deeper into the flesh unless the blood is purified and the Cancer germs or morbid matter eliminated from the circulation.

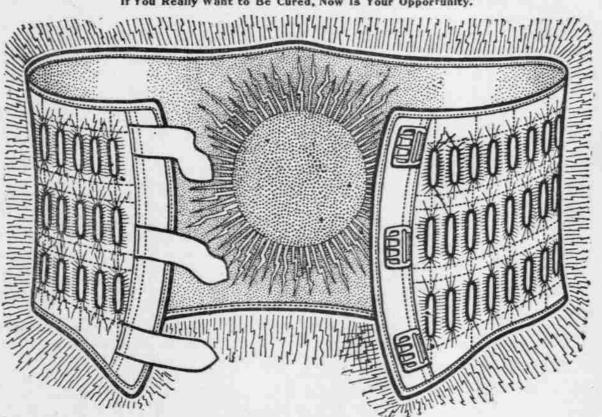
S. S. S. cleanses the blood of all decaying effete matter. It has great antidotal and purifying properties that soon destroy the germs and poisons and restore the blood to its natural condition. And when pure blood is carried to the ulcer or sore the healing process Scarried to the ulcer or sore the healing process begins, the discharge ceases and the place heals over and new skin forms. S. S. S. is a strictly vegetable blood purifier containing no mercury or minerals of any description.

minerals of any description. If you have an ulcer or chronic sore of any kind, write us about it, medical advice will cost you nothing. Books on Cancer and other diseases of THE SWIFT SPECIFIC CO., Atlanta, Ga. the blood will be sent free.



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Nature's Remedy-A New and Successful Treatment for Weak Men-Young Men, Middle-Aged Men, Old Men If You Really Want to Be Cured, Now Is Your Opportunity.



Stored Electricity. Always Charged, Ready for Use.

No burning-no blistering-no skin poisoning-no charging the batteries with dangerous acids. A dry, soothing current applied direct to the nerve centers controlling the nervous system. Even the very worst cases find a cure under our wonderful MAGNO-MEDICINAL TREATMENT. All diseases that affect the nervous system or caused by impurity of the blood, ore speedly and permanently cured.

For the purpose of popularizing my wonderful MAGNO-ELECTRO treatment, I am going to send to each sufferer who writes to me at once my NEW MAGNO APPLIANCE absolutely without any cost. FREE AS THE AIR YOU BREATHE. All I ask in return is that you recommend my appliance to your friends and neighbors when you are cured. Are you a strong, vigorous, manly man? If not, write for my ELECTRO-MAGNO APPLIANCE to-day. Send your name and full particulars of your case. It matters not what you have tried, how many belts you have worn without relief, my new method will cure you.

Why suffer from WASTED VITALITY or any form of NERVOUS ORGANIC DISEASES when my MAGNO-ELECTRO

APPLIANCE will restore the declining forces to the strength and vigor of robust manhood? Cures permanently all NERVOUS and SEXUAL DISEASES-LIVER, KIDNEY and STOMACH TROUBLES, RHEU-MATISM, VARICOCELE, CATARRH of the BLADDER, INFLAMMATION of PROSTATE GLAND, Spermatorrhoea, Nervous Debility, Nocturnal Emissions, Losses, Drains of any description, Weak Back, Skin Diseases, Blood Poison, Neglected or Badly Treated Cases of Gleet, Stricture, Rheumatism, Pain in Back, Spinal Disease, Constipation, Asthma, Lack of Nerve Force and Vigor, Sexual Exhaustion, General Debility, Urinary Diseases, Insomnia (sleeplessness). Throat Troubies, Paralysis, Epileptic Fits, Neuralgia, Lumbago, Dropsy, Piles, Bright's Disease, Catarrh, Indigestion, Lung Difficulties, Weakness Sciatica, Gout Varicocele and Headache. My wonderful MAGNO-ELECTRO APPLIANCE has astonished the world. Thousands of sufferers have already been

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