# BIG FUEL PRICES TROUBLE BUYERS

Cordwood, Slabs and Coal Soar High While Dealers Stand Firm.

#### DENY RAID ON THE PUBLIC

Shortage of Cars Shuts Off Cordwood Receipts and Merger of Companies Unites Control of Wood Supply on the River.

Slabwood, unsawed, cond., 1.75 to 2.50 .. 5.00 to. 8.30

Last year cordwood sold to consumers at \$4, or 50 and 75 cents less than now. Last Summer the price of slab-wood was 25 and 50 cents fess. Coal helow 88 is practically out of market except for loos Bay, at 87. Coal and coelwood are scarce and slatiwood pintiful. Dealers in each deny combination to boost prices.

Lucky the households that bought their Winter fuel last Summer, when cordwood, slabwood and coal prices

cordwood, slabwood and coal prices were low, for cost of the fucis is now soaring, and dealers declare that it will not come down.

High prices of cordwood and coal have driven many consumers to slabs, only to teach them that that by-product of the sawmills hos gone up, too. Much of the slabwood supply is being thrown liste the dump at the Imman-Poulsen mill, which lost month raised the price to dealers from 50 cents to \$1 per load, because finding the wood more valuable at less than \$1, for fills more valuable, at less than \$1, for fills than for market. Dealers are necused of combination

to exact high prices from consumers, and the air is full of complaints, especially against one company that controls the present cordwood supply, and mother that controls the slabwood market. But the dealers return that they are compelled to put up prices be-sume of increased cost of labor and hauling, and of the fuel itself.

"We're Losing Money."

"We are not making money out of present slabwood prices," said M. C. Panfield, of the Banfield-Veysey Fuel Company, festerday. "Our books will prove to any person the truth of what I say. We ought to charge 25 cents a load more than we do Portland has cheaper fuel than any city in the Unit-

Cordwood costs us 58 cents more than last year," asserted J. E. School-field, proprietor of the Portland Fuel Company, which controls the present cordwood supply of Portland, "and that is just the increased cost to the con-

"Coal prices are no higher than last year," said A. L. Stephens, of the Pa-cific Coast Company, which holds the bulk of the coal supply, "and will not

bulk of the coal supply, "and will not be put up."
"Coal dealers have held prices down," remarked Manager Reeves, of the C. R. Davis Coal Company, "although they have been able to obtain only one-tenth of the coal they need." Thus runs the testimony of the several lealers, and meanwhile the consumer groans, yet must go down into his pocket for the price, cless live in a cold house and live on food uncooked. He remonstrates in vain. His surprise at prices when he orders fuel pains the dealers, but makes them not more benevotent. makes them not more benevolent They are in business not for their health. they say, and if they'd cut prices they'd go broke. It's a hard old world for consumers when paying time comes round; this the dealers admit, but aver that they have bills to pay, too, and that they are all but eaten up by the exac-tions of laborers, and teamsters, and scowmen, and towboatmen, and sawvers,

# Will Cordwood Go Out?

The inevitable effect of high cordwood prices is to increase consumption of coal and slabwood. The advancing cost of logs and labor has led some observers to the opinion that in the near future there will be no market for cordwood, on ac-count of the cheaper slabwood and cost William E. Jones, of F. B. Jones & Co. cordwood dealers, is of this opinion

Lumber manufacturing is accompanied by a large slab waste or by-product, which, in a great milling center like Portland, makes a large supply of fuel. More than half the cost of this fuel to consumers comes from handling and sawing and hauling, and as expense of labor ing and hading, and as expense of laborand teaming advances, this part of the filed cost increases. But for slabwood cordwood and perhaps coal prices would now have attained a leftler height.

Merging of three leading cordwood companies recently into the Portland Fuel Company by J. E. Schoolfield has placed in the hands of one form control of more firm control of the state.

in the hands of one firm control of near by all the wood that comes to Portland from water points, which means most of the wood in the Portland market, because off rail supments. This merger has been accompanied by an advace of cordwood prices from \$4 to \$4.59, and to \$4.75 for

### Denles Price Boost.

Mr. Schoolfield says that his company has advanced prices not arbitrarily, but because it pays big prices to the cutters. Wood that cost the dealers \$2 and \$2.25 ing from barges, he asserts, has advanced from 30 cents a cord to 45 cents, an increase of 15 cents a cord. Expense of hauling has increased also.

There is considerable dissatisfaction.

however, among buyers, who are not easily convinced that present cordwood prices are just. The Schoolfield combine factures Brown & Hicks, Ploneer Puel Company and Phoenix Fuel Company. And with Schoolfield is associated George, Steel, State Treasurer-elect. Mr. Schoolfield says that not more than 2000 cords at river shipping points "Is outside hts company. Most of the independent wood is owned by F. B. Jones & Co., and is on Lawis River, whence it will be shipped enough to permit navigation. The advent of this wood, and, when cars shaff he available, of supplies along the South-ern Pacific and Oregon Water Power Railway, will relieve the high-price tenaion, though no hope is given out by deal, ers of lower prices.

# "Slabwood Too Cheap."

In the slabwood line, M. C. Banfield mays that his company makes no money out of green wood at \$1.75 on the West Side and \$2 on the East Side. The 25 cents higher price on the East Side comes from larger cost of slabs at the mills. Imman & Poulsen charge \$1 a load (sixsevenths of a cord) on the East Side and the Portland Lumber Company a little less on the West Side. For handling and hauling the wood Mr. Banfield's company therefore receives \$1 a load, which he declares is too little. No person or group Eye Strong. Doesn't Smart. Soothes Eye Fain, and Sells for 50 cents.

YOUNG EMBEZZLER HIDES FACE FROM CAMERA



BERNARD O. VELGUTH LEAVING COURTHOUSE FOR PENITENTIARY IN CHARGE OF SHERIFF STEVENS. MAN WITH BACK TOWARD CAMERA IS ARTHUR VELGUTH

With the exception of the picture which The Oregonian took of Bernard O. Velguth at the time of the arrest, every effort of a photographer has been folled, either by Velguth himself or by his brother Arthur. Wednesday afternoon, when Velguth appeared before Judge Sears to plead guilty, he managed to dodge the picture-takers, and it was not until Sheriff Bob Stevens took him to the East Morrison street station that a snapshot could be taken of the prisoner. Velguth did not know that an Oregonian photographer was laying for him, but he was not to be caught napping, so when he appeared at the station door, he covered his face with his handserchief. He caught sight of the photographer, and as he turned his back the picture was taken. Arthur Velguth was reading

of persons, he asserts, can handle and haul slabs for \$1 a load without losing money, and that's what happens to his company. The charge to consumers, he says, should be \$2.25, which would yield his company a small profit. The \$2.50 price for dry slabs, he admits, makes a small profit, but not snough. Dry slabs, he declares, cost \$2 without hauling, and the hauling is worth 75 cents more, but his company charges only \$2.50 in all.

"I don't have any particular liking for the title 'Slabwood King,' said he yesterday, "and if anybody, desiring to buy the business, will pay us the value of our plant, I'll deduct \$1000 from the figure. That's how we count the value of the business."

# Coal Dealers in Trouble, Too.

The coal dealers are afflicted by lack of cars, which shuts off almost completely shipments from mines in Washington, British Columbia and Wyoming. Several cargoes from Australia are en route, and one or two are due within the next two or three weeks. Rock Springs coal from or three weeks. Rock Springs coal from Wyoming is selling for \$5.50, and Welling-ton, from British Columbia, at the same price, but the supply is short. Black Eagle, from Coos Bay, sells for \$7. Ros-lyn and Renton coals are entirely out of the market. One dealer estimates that Portland's present supply of coal is not Portland's present supply of coal is not than 2000 tons, which is hardly a

# MEANS TO PROTECT HOMES

Street Grades to Be Established Near Mount Tabor Gravel Pit.

As a measure of some protection to the homes and property adjacent to the big gravel pit in North Mount Tabor, where the Pacific Bridge Company is taking material for street fills, Councilmen Kellaher and Bennett have decided to have the street grades established on Abercromby street and Villa avenue. Abercromby is the street just east of the pit and in the pathway of the excavating. By establishing the grade on this street north to the Barr road it is thought that it will protect the property to some extent east and north, especially should the ex-cavations be extended northward, following the hill. The establishment of the grade on Villa avenue between Wiberg will protect property on the of the pit. Manager Simon offered to give of the pit. Manager Simon objects of size of 20-foot strip through his 9-acre tract, which adjoins the pit on the north to West avenue. This will give an opening for the property that is now bottled up. It is likely that a full 60-foot street will obtained to West avenue, which will

e better than a narrow strip.

These measures appear to be the best that the city can take to protect the homes of these citizens. Manager Simon is going ahead cutting down another slice through the gravel pit, which will bring it down to a level with the land on the north side. Should be undertake to dig lower and cause a deep excavation below the surroundings, it is thought that the same action that was taken with regard to the gravel pits in Woodlawn might be effective in stopping the exca-vations in North Mount Tabor.

# No Judge for Grand Jury.

According to United States District Attorney Bristol, who returned from San Francisco Wednesday, it will probably be impossible to summon another grand jury make further investigations into the land fraud matters until after the end of the year. One difficulty of calling a grand jury prior to that time is that both Judge Hunt and Judge Wolverton have been assigned to San Francisco, and there would probably be no judge to ceive reports from the body. Judge Wol-verton will leave October 15 to take his place in the Circuit Court, and Judge Hunt will take the place of Judge Mor-row in the Circuit Court of Appenis, he-ginning October 20.

TANNER CASE NOW AWAITS JUS-TICES' DECISION.

Charges Preferred by Grievance Committee of Bar Association Forwarded to Salem.

The fate of A. H. Tanner, former law Mitchell, is now with the members of the Supreme Court. For some time past the grievance committee of the oregon Bar Association, before which body Mr. Tanner was cited to appear eedings should not be taken against him, in view of the fact that he had been indicted for perjury, has been

considering his case.
Judge Tanner was indicted and
pleaded guilty to a charge of perjury
in the Federal Court. He was pardoned by President Roosevelt, Judge 'anner appeared before the grievance ommittee and argued his case in peron, but it was not until vesterday that the papers in the case were sent up to the Supreme Court

The charges against Mr. Tanner are signed by Attorney Frank S. Grant, who is prosecutor for the Bar Association. The charges follow: IN THE SUPREME COURT OF THE STATE

OF OREGON

Since of Oregon, upon the relation of the

That the said plea of guilty of said defend ant, Albert H. Tanner, in said court, amounts to a conviction of a felony involving moral turpitude, and the record thereof is conclusive. V4.

That under the statutes of the State of Ore-That under the statutes of the State of Ore-gon an atterney is a public officer, and must be a man of good moral character, and, not-withstanding, the defendant Albert H. Tan-ner, has been granted a pardon by the Pre-ident of the United States, said pardon does

OF OREGON.

The State of Oregon on the relation of the Gricvance Committee of the Oregon Bar Association, plaintiff, vs. Albert H. Tanner, defendant, Albert H. Tanner, from the further practice of law in this state and that his name he stricker from the roll of admitted (Signed) FRANK S. GRANT.

# POLICE STATION'S BLACK CAT DIES AND TROUBLE FOLLOWS

Kitty Found Lying Cold in Death by Joe Goggins, Whose Prediction of Dire Calamity Is Verified.

THE big black cat-Kitty-died at police headquarters late me night. Cats frequently die, but this large fellow was so well loved by the whole department that his untimely death caused great distress among the officers and his passing was marked by many tributes of praise from friends. But it was not only in the passing of Kitty that interest centered Wednesday

at headquarters. Following the death of the big cat came a as has seldom been olicemen believe the day's turmoll to be irectly attributable to the feline's sad

aithful boarder and lodger at the City Iail, found Kitty Jail. found h. He bore the big lying cold in death. black cat tenderly to the light of day from a dark rocess in a favorite corner o the building, where, through a life of activity the feline had cornered and van-

activity the feline had cornered and van-quished many a festive rat.

"Here's Kitty," said Joe Goggins, fatth-ful boarder and lodger, to Jalier Ben Branch, as he laid the lifeless remains down on the cement floor and smoothed back the soft fur. 'What's the matter with Kitty?" asked

sald Joe Goggins, faithful boarder and lodger, gin flend and out-cast, as he gazed sadly at Kitty's limp, of the hard luck of the police depart-

"What, Kitty dead?" exclaimed Jatler Branch "Dead and look out for trouble today Mr. Branch," replied Goggins, "Look out, say, Mr. Branch.

"Ah, go bury the cat, Joe-never mind the trouble," said Jailer Branch, "that's all superstition." Goggins buried Kitty, and then the trouble started Jailer Branch went into the cell-room

to inspect the place, tripped, fell to the cement floor and nearly cracked his skull. He was badly hurt. The trouble had only begun. At 10 o'clock, while Patrolman "Joe" Burke was alighting from the steps at the rear of a patrol wagon, in front of hendquarters, his prisones M. P. Lock-hart, leaped upon him in a savage man-ner, knocked him down and fought him desperately. It took three policemen to

ubdue the assailant and lock him in tail At 2 o'clock J. Hogsel, held for an alleged murderous assault, broke from the building and dashed out for liberty. He with three policemen, was returned and locked up. Shortly after the Hogsel sensation

Policeman Price was detailed to escort an insune man-P. Gibson-to the County Jall. Suddenly becoming seized with a desire to do something to startle society, Gibson faced a big plate glass window n Fourth street and attempted to jump through it. After a hard fight, he was manucled and placed in jall. At night Patrolman Adams was assaulted

Blazier's saloon and badly hurt.
"I told you so." significantly spoke us
Joe Goggins, faithful boarder and lodger ment during the day.

# FREIGHT DEPOT FOR EAST SIDE

Harriman Lines Will Provide Added Facilities for East Portland.

PART OF FRANCHISE PLAN

Now That East Third Street Has Been Lost to Allied Roads, Freight Terminal Will Be Built Anyway.

East Portland will have an exclusive freight depot to be provided by the Har-

This is a facility that was promised in connection with the East Third screet franchise but since that measure died an franchise but since that measure died an ignominious death at the hands of Mayor Harry Lane, the O. R. & N., and Southern Pacific have decided to proceed with the plan. Those concerned will not talk of the details of the arrangement but it is known the erection of the depot will be commenced early next year.

It is to be located at a point convenient to both the O. R. & N., and Southern Pacific somewhere on East Second street and will be roomy enough to handle the volume of business calculated to be moving several years hence, while it will be in keeping with all recent buildings authorized by the system.

East Siders were fearful least the inability of the O. R. & N., to obtain the coveted franchise would cause the company to let the depot plan drop. Considerable pressure was necessary to secure the Washington-street passenger depot as

the Washington-street passenger depot as the officials regarded the travel from that point too small to warrant its mainten-ance and it is said the monthly reports ance and it is said the monthly reports have not shown the dividends of the system will be largely paid from the revenue gathered there. At the same time the business is being added to as the station becomes familiar to travelers and hundreds who formerly crossed the river to board trains at the Union depot now depart from East Washington street. This is particularly true of local business as most persons intending to travel to San Francisco or further South usually purchase tickets at the down-town office or the Union depot. the Union depot

the Union depot.

Shippers on the East Side maintain that if a freight depot is established there, the returns the first year will easily prove the venture a good one. Coupled with the importance of the new depot is the recent order of the Harriman Northwest executives to handle all East Side freight at Albina, which virtually makes the East Side the terminal for all com-modities consigned to dealers there. With the completion of the bridge from Oswego to Milwaukie, the prestige of that locality from a terminal standpoint will be ma-

Grievance Committee of the Oregon Bar Association, complains and alleges.

That the defendant Albert H. Tanner, has heretofore been duly admitted to the bar of the State of Oregon, and by virtue of his admitselon Bisensed to practice law in all the courts of said state.

That on the Sth day of February, 1905, the fined by section 5022 of the Revised Statutes of the United States.

That on the 11th day of February, 1905, the said defendant, Albert H. Tanner, with the crime of perfury, as defined by section 5022 of the Revised Statutes of the United States.

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Naturally the new bridge at Cawego will relieve any congestion on the Steel bridge.

Naturally the new bridge at Cawego will relieve any congestion on the Steel bridge by naving the way for freight going to

said court upon said plea until the 17th day of July, 1906, when the said indictment against anid defendant. Albert H. Tanner, was distinct that a pardon had been granted said defendant. Albert H. Tanner, by the Posteriant clear. The distance from the West Side dividen to the terminals will be between six and seven miles greater by the new route but in view of the caution necessary in passing through the city on the present Fourth street line, which requires the trains to be operated at a small's e, the route by way of Milwackie is be made in the time demanded in getting trains through the business district under

EARLY RELIEF IS EXPECTED

Betterment in Car Situation Will Also Help Oregon.

Traffic men of the Harriman re confidently anticipating relief in the car-shortage situation from San Francisco. Since the disaster at the Bay City coupled with the embarge on lumber and its products to the cities on the bay, the delivery of "empties" at Ashland has been somewhat desuitory. Several weeks ago they consed entirely. Now comes word that condi-tions have so adjusted themselves that the cry for rolling stock in the hear state has subsided to the extent the Oregon lines can be helped out and it s hoped to use the cars to advantage on the Willametre Valley division. The movement of lumber and other

commodities eastward over the O. R. & N. is said to be in good shape, and most orders are being filled. In California the shipments of dried fruits in an embarrassing position, and every available car was pressed into service immediately on being unloaded, there by cutting off one source of supply for Oregon consignors.

ROUTE OF NEW HILL ROAD Portland & Scattle Extension Makes

Large Total Mileage. Official announcement made yesterday of the plans of the Portland & Senttle with reference to the Kennewick-Spokane-Texas Ferry extension

map of Washington in no small way has been known for some time ton plans were well under way for the building of the road, but the officials ave managed to keep the route well The road will not parallel the line

now used, as has been generally sup-posed, but will leave the north bank road at Kennewick and follow the road at Kennewick and follow the north side of the Snake to Texas Ferry or Riparla and there join the O. R. & N.-Northern Pacific line building to Lewiston and Grangeville. From Devil's Canyon the Spokane line will branch north to Washtucna Lake and then strike northeast to a point in the vicinity of Washtucha.

There two surveys have been made,

# "FROM MAKER TO PLAYER"

Money-making and money-saving water-proofs our clothing and makes all our days seem sunny.

# A Climax in Piano Prices

Acting Under Manufacturer's Instructions The Reed-French Co., Sixth and Burnside Will Sell the Schubert Pianos at Prices They Dare Not Quote

> These beautiful instruments are offered at less than even ordinary pianos are sold for. Time payments as easy as rent,

It was so cloudy and black yesterday we thought we weren't to have any business at all, but before the day was over three people saw the real value of the Schubert Piano, and in each instance selected a piano. (We did better than we had advertised in the morning, though.)

 Every one of the Schubert Pianos must be sold within a week from Saturday night. That's instructions!

As an inducement to bring you to Sixth and Burnside today or tonight, we will remit the first payment. (Just give it to you, in other words.)

¶ Select the piano and make your first payment in November. Pay us seven or eight dollars a month after that.

We want this proposition to stand out good and strong: A beautiful Schubert Piano bought on payments like rent, and at so low a price we refuse to quote it in print.

Country inquirers will receive the Schubert catalogue and the terms will be given by mail.

# The Reed-French Piano Mfg. Co.

Sixth and Burnside

beyond Spokane, where it begins a circle, which means a belt line around the city to the northward, crossing the Spokane River and connecting with the Great Northern near Hillyard, following in an easterly direction to East Spokane or Tardly, where the Northern Pacific is constructing new terminals. The belt line is needed as a means of keeping off Spokane's streets, as there is a campaign on against the town the survey runs north to a point beyond Spokane, where it begins a cir-cle, which means a belt line around the city to the northward, crossing s there is a campaign on against the

as there is a campaign on against the present tracks.

This means the Portland & Scattle will have a line from Portland to Scattle the 421 miles long. The road from this city to Texas Perry is expected to be in operation within another year, and the Spokane line a few months later.

Percent from Tacoma are to the effect. Reports from Tacoma are to the effect that contracts have already been in for the grading and it is promised the grade will conform to a large extent with that secured along the north bank of the Columbia, which does not exceed four-tenths of one per cent.

Rallroaders Coin New Phrase.

Rallroaders have coined a new ex-cression in speaking of tariffs, which in which said indictment was filed, and entered his plea of guilty to the crime charged
in said indictment, and that said plea was
entered upon the records of said court.

That no further proceedings were had in

Saturally the new bridge at Cawego will
reflect any congestion on the Steel bridge Commission notice in writing at least
to go days in advance of a new rate being
put into effect, which usually means 22
entered upon the records of said court.

Without the necessity of hauling it
through the terminal yards. The Oewego stance of the kind came up yesterday. stance of the kind came up yesterday, when the Southern Pacific announced a tariff of \$1 a long ton on coke from Portland to Oswego. The fuel has to he hauled by way of the West Side division and the St. Joseph-Lafayette cut-off, therefore takes a rating larger than would be expected in view of the proximity of Oswego to this city. The previous tariff was about 7 cents a 160 pounds, and the material is used at the

Grand Trunk May Raise Dividend.

LONDON, Oct. 11 .- At the semi-annusi meeting of the stockholders of the Grand Trunk Railroads of Canada held here today, the president, Sir Charles Rivers Wilson, while not pledging himself, said he would be greatly disappointed if he were unable to announce at the annual meeting an increased dividend for the third prefer-ence stockholders of stock who at-tended the meeting with the intention of attacking the policy of the presi-

Progress of C. & N. W

R. V. Holder, general agent of the Chicago & Northwestern, has been adrised that the Pacific Coast extension tance of almost 150 miles this season as the line is open from Casper to Lander. A circular issued October 1 shows a regular passenger service is being maintained as far west as Arapa completed and steel laid into Lander.

# Portland Is "Getting in the Wood"

Annual Season of Storing Winter's Fuel Supply On-Labor Higher Than in Former Years.

NOW that hoppicking is over the great Portland industry of putting in the Winter wood is in full blast. Probably no other city in the world employs more men in the Fall of the year in the firel line than Portland. Wood is the fuel of the great majority of the citizens and great stacks of it are being hauled in front of the dwellings of the rich and poor. About 25 steam and gasoline saws and an army of men are now working overtime in this line of work. The rush continues until about the middle of November as a rule but this season everybody appears anxious to get the wood in while the weather is fine; knowing that it will rain some of these days and the wood will

ret wet. The labor condition, it is found, affects the wood handling as it has all othe lines of industry and prices are conintes of the chief reasons of the raise in prices of handling wood is that the oldtimers who spent most of their time at the China gin saloons and slept in cheap lookings are working on the railroads and Creek, Mich. but it is certain the road will follow loagings are working on the railroads and Creek, Mich.

Cow Creek, and then head directly in logging camps and the men who now northeast to Cheney. From the latter engage in the work will not handle fuel to Wellville," in pkgs. "There's a reason."

# WILL FIGHT RAILROAD CUT

Peninsula Residents Up in Arms Against Harriman.

Residents of the Peninsula in general, and of University Park in particular, are concerned over the survey that the O. R. the carliest legal date." This is one result of the Hepburn amendment to the interstate commerce law. It is building across the Columbia Miyer with for the roads to give the building across the Columbia River with in Mock's bottom. W. J. Peddicord, presi dent of the University Park Improvement League, said yesterday that the survey has been completed or nearly so. branch on the low land between Columbia University and the home of John Mock. The apprehension at University Park and vicinity is that the survey is for the

> peninsula, such as is proposed at Northsection," said Mr. Peddicord, "but we can not stand another. It would mean ruin for this section. We suppose this is the Seattle branch for the Harriman interests, and that it is proposed to cross the Columbia River on the Hill bridge. In order to connect with the bridge and the St. Johns branch of the O. R. & N. across Mock's bottom, it would require as much of a cut, if not deeper and wider, as the Hill road proposes to make at

Harriman road to Seattle, and that it

We will make a fight against a second if it is undertaken. The Push Club will watch this branch and take such action as may be necessary should a cut be con-tomplated. A tunnel should be required here, as well as at Northern Hill."

# **EVERY LITTLE NOISE**

Coffee Nerves Easily Irritated.

Ever notice how cross and irritable a coffee drinker is when he has not had his Triffing noises that a naturally healthy person would never notice, sound like a beiler factory or a brass band to a nerve-

potsoned coffee slave.

But there's a big difference when such a one finally learns the cause of his trouble, quits coffee, and uses well-made

'For 12 years I was afflicted with stomach trouble, loss of appetite, my food distressed me and caused heart-burn. Every little noise disturbed me.

"None of my physicians relieved me but all advised me to stop drinking cof fee. About two years ago my husband brought home a package of Postum, and we gave it a fair trial-followed directions about boiling it 15 minutes-and liked it.

"Very soon I noticed a change in my condition. Now, with Postum as my beverage, I sleep better, est without distress, and enjoy life, since every little disturbance or noise does not shatter my entire nervous system. 'Today, thanks to Postum, I am a well

woman, and every member of my family has been benefited by it. A friend while taking dinner with us a while ago re-marked on the delicious coffee I served. When I told her it was Postum she surprised, saying she had tried it but did

not like it. "When I told her that bolling it 15 or no minutes gave it that rich flavor, she followed directions and then knew for

'In addition to the great relief I have experienced from distressed stomach and irritated nerves, since using Postum, I find I am more 'level-headed' and every little noise does not disturb me as I Name given by Postum Co., Battle

Read the famous little book, "The Road