

LOSES THREE MEN IN SQUALL AT SEA

Sailors Fall From Rigging to Deck of the British Bark Jordanhill.

TWO INSTANTLY KILLED

Third Soon Expires—Vessel Bringing Cargo From Rotterdam for Portland Arrives at Astoria With Story of the Disaster.

ASTORIA, Or., March 27.—(Special.)—The four-masted British bark Jordanhill, Captain Kennedy, arrived in this afternoon, 157 days from Rotterdam, with a general cargo for Portland. The bark reports a very rough trip and the loss of three men, who fell from aloft. Light winds were encountered after leaving port until the line was crossed, when the vessel came into numerous storms and during a sudden squall all the sails were carried away. Rough weather was also met off the Horn, but the bark escaped without injury. Light winds were encountered after rounding the Horn until about three weeks ago, when in latitude 30 north the bark ran into a succession of severe squalls. During one of them A. S. Belenber, Tonki and S. Johansen, able seamen, fell from the main yard onto the deck as they were taking in sail. Belenber and Tonki were instantly killed and Johansen lived only about an hour. All were buried at sea on the following day. Just how the accident occurred is not known, but it is supposed that one of the men was footing and the others fell while attempting to assist him. The Jordanhill has been off the mouth of the river for a week and Captain Kennedy says the gale last Friday was one of the worst he ever experienced. His barometer dropped to 28.50 and the vessel was running under lower topsails, although these sails were new they were torn into ribbons by a squall which struck the vessel without a moment's warning.

HEAVY DEMURRAGE CLAIMED Owners of Bark Asle Demand \$5000 From the Charterers.

A board of arbitration was convened yesterday to determine the validity of the claim of the owners of the bark Asle for \$5000 demurrage. James Gleason represents the charterers and J. Couper Flanders is appearing for Balfour, Guthrie & Co., charterers. Captain Humbert, of the Asle, placed a claim for 30 days' demurrage and the local agents of Balfour, Guthrie & Co. contested the ground that they could not secure wheat on account of the sea shortage. Judge Stiles, of Seattle, recently decided that demurrage could not be collected from charterers when the rail transportation companies were in no position to carry wheat to the shipping port. In case the arbitration board takes this view of the Asle case there will be a number of demurrage claims virtually decided. It is doubtful if the lay days of the Emilie Gallie, Leon XIII and the Jaques are sufficient to see them loaded.

MUSKOKA LEAVES FOR SOUND Goes From Astoria in Tow and Will Take Lumber for West Coast.

The British bark Muskoka, under charter to load lumber at one of the ports on Puget Sound for the West Coast of South America, has completed her ballast and will leave this morning in tow of the steamer Oklahama. At Astoria the Muskoka will be picked up by one of the tug boats and taken to the mouth of the river where she will be transferred to one of the boats of the Puget Sound Towboat Company. She will receive orders at Port Townsend. The Muskoka arrived in Portland December 17 from Hamburg with a full cargo of cement. After discharging, the ship went to the Elevator dock and tied up awaiting charter. When rates were given and as the Muskoka was an articulation boat there was no chance for a grain charter. The Owensie, belonging to the same owners as the Muskoka, sailed from Portland with a cargo of lumber for Valparaiso February 19.

BARK DIMSDALE ARRIVES UP Another Is Fully Due.

The British bark Dimsdale, from Hamburg via Honolulu, arrived in the harbor last night. She brings cement, pottery, clay and fertilizer. The French bark Armen and the British bark Jordanhill are in Astoria and will come up the river within a day or two. The Zintia is out 102 days from Antwerp and is fully due at this port. None of the vessels mentioned made an average passage or better. There is a fair sized list of vessels en route for the Columbia River and with the disengaged tonnage in port the shipping business bids fair to keep moving during the entire season. The cereal year ends June 30, and generally there is little doing for the last two months of the year. There is still a considerable amount of grain in the interior which must be moved in order to make room for the new crop. The car and fuel shortage, together with the ice blockade, held this grain back from tidewater for nearly two months.

DREDGE CLACKAMAS RAPIDS Oregon City Advocates Removal of Obstruction to River Navigation.

OREGON CITY, Or., March 27.—(Special.)—Colonel Roessler, United States Army, in charge of the engineering work of the Government, Captain E. W. Spencer, Captain Hoferd and Mr. Marshall, of Portland, were in the city yesterday, and a proposal was made to dredge out a channel in the Willamette River from the deep water near St. John's Catholic Church down through Melburn's bar and past the rapids at the point where the Clackamas flows into the Willamette. At the recent session of Congress an appropriation of \$30,000 was made for work on the upper Willamette and a portion of this money is available for work here, if, in the opinion of the Government engineers, such improvement is desirable and necessary in the interest of commerce and navigation. The channel proposed would eliminate a fall of seven feet at the Clackamas rapids, and it is estimated that cost of dredging a channel eight feet deep and 200 feet wide, extending 400 feet through the gravel bottom of the river to a point below the rapids, would not exceed \$500. Members of the Board of Trade are re-

LAUNCH NEW FERRY TUESDAY Boat Will Ply Between St. Johns and West Side.

The new ferry to be operated between St. Johns and the west side of the Willamette River is being completed and will be launched next Tuesday, if nothing prevents. It will then be towed to Portland to receive machinery. The ferry will exceed the requirements of the franchise granted the company, as it will have capacity to carry eight teams at the same time, four on each side of the cabin. The requirements were that the ferry should carry six teams. P. J. Peterson, one of the owners, says the ferry was built much larger than at first thought necessary, in order to be prepared for any emergency. The traffic over the Linnton road and across this ferry is expected to be large this Summer. It will be the connecting link across the river to the driveway down the Willamette River on both sides. The new ferry will cost about \$14,000, and will be in operation the latter part of April.

Bark Galena Sold for Junk. The British bark Galena, which stranded on Clatsop beach several months ago, was sold this afternoon to the Pacific Works for any scrap iron. It is for the yard at St. Johns, the Pacific Iron Works bought the bark at private sale from T. A. Shute, one of the owners, for a consideration of \$2500. This is for the vessel, she lies on the beach, including everything on board her, excepting the personal effects of the officers and crew.

Surveys Steamer Coquille City. ASTORIA, Or., March 27.—(Special.)—Captain Crowe, of Portland, surveyor for

Table with 3 columns: Name, From, Date. Includes entries for Arabia, Costa Rica, Alliance, etc.

STEAMER INTELLIGENCE Due to Arrive.

Table with 3 columns: Name, From, Date. Includes entries for Arabia, Costa Rica, Alliance, etc.

Scheduled to Depart.

Table with 3 columns: Name, For, Date. Includes entries for Costa Rica, Alliance, Arabia, etc.

Coquille River to Go on Drydock. ASTORIA, Or., March 27.—(Special.)—Captain Crowe, of Portland, made a survey of the steam schooner Coquille River today and found that the vessel's hull is injured but her pumps and pipes are badly choked with coal.

Make Repairs at Esquimalt. ASTORIA, Or., March 27.—(Special.)—James Griffiths, of Seattle, purchaser of the British bark Melanope, arrived in this city today and announced that the tug Pilot has been chartered to tow the bark to Royal Roads, B. C., from which port she will be taken to Esquimalt and placed on the drydock for repairs.

Schooners Clear With Lumber. ASTORIA, Or., March 27.—(Special.)—The schooner A. B. Johnson, of San Francisco with a cargo of 450,000 feet of lumber, loaded at Rainier. The schooner Letitia also cleared today for San Francisco with a cargo of 200,000 feet of lumber, loaded at Rainier.

Bark Melanope Clears. ASTORIA, Or., March 27.—(Special.)—The British bark Melanope cleared at the Custom House today for Seattle, but this afternoon instructions were received from James Griffiths, owner of the craft, directing that she proceed to British Columbia. Mr. Griffiths is expected to arrive here tomorrow.

Marconi Waiting for Crew. ASTORIA, Or., March 27.—(Special.)—The schooner Marconi has completed taking on a cargo of lumber at Knappaon for Callao. She will be ready to go to sea as soon as five men arrive from Seattle to complete her crew.

Schooner Expansion Load Shingles. HOQUIAM, Wash., March 27.—The schooner Expansion is in port loading a cargo of shingles from the Northwestern mill for San Francisco. This will clean out the storage houses of the above mill and operations will be resumed again Monday.

Schooner Fred J. Wood at Hoquiam. HOQUIAM, Wash., March 27.—The schooner Fred J. Wood, in command of Captain Munson, arrived in port today from Guaymas, Mexico, being 39 days out. The crew is well and outward cargo will be taken from this city.

Sells Interest in Schooner. ASTORIA, Or., March 27.—(Special.)—A bill of sale was filed in the Custom House today whereby John Hagglom sells a one-half interest in the gasoline schooner Louise to Charles Larson for a consideration of \$1000.

Marine Notes. The schooner Manila is taking a lumber cargo at Stella. The steamer Quito moved from the flour mill to Astoria yesterday afternoon. The schooner Murel arrived up yesterday at Rainier. She will load lumber for San Francisco. The steamer Casco is at Rainier. She will take a load of lumber at that place and will finish in Portland. The steamer Costa Rica sailed from San Francisco yesterday. She is due to arrive in Portland Saturday morning. The Norwegian steamship Skogstad, which has been loading lumber at Linnton, moved yesterday to the mills of Inman, Poulsen & Co., where she will finish her outward cargo.

Arrivals and Departures. ASTORIA, March 27.—Condition of the bar at 8 A. M., strong wind, west, 18 miles; weather, clear. Arrived down last

night—Schooners A. B. Johnson and Letitia. Arrived down during the night and sailed at 8:45 A. M.—Schooner E. A. Ruland, for San Francisco, arrived during the night and sailed at 9:30 A. M.—Schooner E. A. Ruland, for San Francisco, arrived during the night and sailed at 9:30 A. M.—Schooner Annie Larson, for San Francisco, left up at 8 A. M.—British ship Dimsdale, for San Francisco, arrived at 10:30 A. M.—French bark Bayonne, from Hamburg, sailed at 11:15 A. M.—Bark Asle, for San Francisco, arrived at 10:50 A. M.—Schooner Bangor, from San Diego, arrived at 12:15 P. M.—British bark Jordanhill, from Astoria. San Francisco, March 27.—Sailed last night—Steamer Washington for Columbia River, sailed at 12:30 P. M.—Steamer Tiverton, for Portland, sailed last night—Steamer W. S. Porter, for Portland. San Diego, March 27.—Sailed—Bark Louisiana, for Columbia River. Hoodlum, March 27.—Arrived—Schooner Vireo, from San Francisco, arrived at 10:50 A. M.—Schooner Wood, from Mexico, for Hoquiam. Yokohama, March 27.—Arrived previous day—Yokohama Maru, from Seattle, via Victoria, B. C. San Francisco, March 27.—Arrived—Steamer Cascade, from Whittier Harbor; steamer Melville Dellar, from Bellingham; steamer for San Francisco; schooner Halcyon, for Grays Harbor; steamer Westerner, for Grays Harbor; steamer Noctwood, for Grays Harbor; steamer Daisy Freeman, for Grays Harbor; steamer Breakwater, for Coos Bay; steamer Nushakak, for Grays Harbor; schooner Berkie Minor, for Coos Bay; steamer Columbia River, for Portland; steamer Drum Cliff, Coos Bay; Muroren, March 25.—Arrived—Cymric, from Portland, Or., for Shanghai.

Tides at Astoria Today. High. 6:05 A. M.; 8.2 feet; 1:15 A. M.; 1.6 feet; 12:05 P. M.; 8.5 feet; 4:20 P. M.; 1.4 feet

DREADS THE HATCHMEN MOY BAK HIM DEMANDS POLICE PROTECTION.

Chinese Consul Betrays Fear of Assassination—Enemies Hold Mass Meeting, but Peace Reigns.

Fearing violence at the hands of his enemies, Moy Bak Hin, Chinese Consul for Oregon, Washington, Idaho and Montana, called on the police last night for protection. About 500 of the Chinese allied against the Emperor's appointee held a mass meeting in a joshouse opposite police headquarters, but it was orderly and it was said after the session that Moy Bak Hin's name was not mentioned during the proceedings. When it was announced in Chinatown that a mass meeting was to be held in the joshouse in honor of Moy Bak Hin, the Consul became uneasy. It seems, and telephoned Captain of Police Slover, asking for protection. Detective Sergeant Baty was sent out and Moy Bak Hin requested him to station himself across the street from the Consulate, at Second and Yamhill streets, in readiness to prevent trouble. Moy Bak Hin made inquiry of Moy Bak Hin as to what the latter feared, but the Consul was reticent. He did not mention the mass meeting, but was most desirous of better police protection. Sergeant Baty remained in the dark hallway of a store opposite the Consulate for more than an hour, and finally deciding there would be no trouble, left the place. So quiet and orderly was the mass meeting that few but Chinese were aware of the session until close to its adjournment at 10 o'clock. Moy Bak Hin discussed ways and means of securing a suitable site for a building to be erected for the purpose of housing all Chinese who wish to secure naturalization. The site between this element and Moy Bak Hin is said to be caused by the charge that Moy Bak Hin has been interfering with the Chinese plans and announced that the purchase of property for the proposed building at Fourth and Everett streets. Moy Bak Hin had little to say when asked about the matter, but denies having in any manner interfered with the plans of any of his countrymen. Man Hop, an avowed enemy of the Consul, came here from Seattle last Sunday to begin a fight to oust Moy Bak Hin, but has failed to do so. He is expected to leave for Washington, and sent East with-in a short time.

HOLD ANNUAL MEETING Furniture Dealers of State Assemble to Discuss Trade Conditions.

The first annual meeting of the Oregon Retail Furniture Dealers' Association was held yesterday afternoon at the Chamber of Commerce, officers being elected for the ensuing year. Prominent dealers from all parts of the state were present, as were also nearly all the leading dealers of Portland. Ninety-four firms were represented. The association was organized a year ago, with 55 members, and has made a rapid growth. The convention was called to bring the different dealers together and to arrive at some understanding in regard to the car shortage and other matters of interest to the retail furniture men. The following officers were elected at the afternoon session: President, E. P. Vorez, Baker City; first vice-president, M. Ostrov, Portland; second vice-president, W. H. Macy, McMinnville; treasurer, F. L. Chapman, Dallas; secretary, Frank F. Freeman, Portland. The following were chosen members of the executive committee: Captain William Gadsby, Portland; M. deemer, McMinnville; D. H. James, Salem, and H. A. Calif, Portland. In the evening a banquet was given at Richards' restaurant. T. I. Richards, who has made a name for himself as a caterer, took personal charge of the affair, and gave the furniture dealers one of the most enjoyable banquets ever served in Portland. Everyone who attended enjoyed himself every moment of the time, and at the close of the dinner a vote of thanks was extended to Mr. Richards. A number of speeches were made at the banquet. Chief among the speakers was Captain William Gadsby, who acted as toastmaster. He made the address of welcome to the delegates. In his address he strongly urged the patronage of home manufacturers. By his witty remarks he put the guests in a good humor. A number of other prominent furniture men made brief speeches. The festivities did not conclude until nearly midnight.

\$500 REWARD For information leading to the arrest and conviction of person or persons guilty of assault upon S. Smith, employe of the Eastern & Western Lumber Company, on March 26, while going to his work. Address Lumber Manufacturers of Portland, room 7, Canterbury building.

SEND FIRST TRAIN SOUTH Harriman Officials Hope It Will Get Through to Hays City.

Overland train No. 15 was sent out last night at 7:30 over the Southern Pacific for California. Baggage was not taken and it is expected that passengers will be obliged to transfer, but it is believed they will get through. Tickets were again being sold yesterday with this understanding and local officials were hopeful that trains leaving Portland today will get through without transfer. Notice was given yesterday by the Harriman ruling department that because of an adverse ruling by the Interstate Commerce Commission, officials are not allowed to exchange tickets of people bound for San Francisco so they may go over the Oregon Short Line to Ogden and thence to California. The passenger department has been offering this alternate route in case passengers were in a hurry to reach their destination and no extra charge was made, although the regular price of a ticket by way of

Respect YOUR Stomach

GIVE it food that will not irritate or retard the performance of its natural functions, and it will reciprocate in a way agreeable and comforting. No single ingredient contributes so largely toward wholesome, nourishing, agreeable food as Royal Baking Powder.

Royal Baking Powder's active ingredient, Grape Cream of Tartar, is the most healthful of the fruit products. This is why Royal Baking Powder makes the food finer, lighter, more appetizing and anti-dyspeptic, a friend to the stomach and good health.

Imitation Baking Powders Contain Alum

"The use of alum and salts of alumina in food should be PROHIBITED. The constant use of alum compounds exerts a deleterious effect upon the digestive organs and an irritation of the internal organs after absorption."

"EDWARD S. WOOD, M.D. Professor of Chemistry Harvard Medical School, Boston."

ROYAL BAKING POWDER CO., NEW YORK

PLAN MANY BRIDGES Harriman Managers to Spend \$1,000,000 in Oregon.

Estimates calling for the expenditure of \$1,000,000 in the construction of modern steel bridges to replace wooden structures on the Oregon Railroad and Navigation and Southern Pacific lines in Oregon have been approved by the Eastern officials of the Harriman system, and work will be started soon on these improvements. It is expected to complete the replacement of the old bridges with the steel structures during the coming Summer. Estimates were prepared some time ago by the local officials of the Harriman lines calling for new bridges costing \$1,000,000 among other improvements. Work has been received permitting plans to be laid for constructing 21 steel bridges during the coming season. Other plans for improvements during the year have not yet received official sanction. Bridges included in the estimates are structures spanning the Umatilla River at Nolin, Or.; 12 bridges across Burnt River north of Huntington; smaller structures crossing Moffatt, Tanner, Mosler, Five-Mile and Eagle Creeks, between Cascade Locks and Portland, all on the Oregon Railroad and Navigation; a bridge crossing the McKenzie River on the Southern Pacific, together with a number of others on that railroad. Horseshoe Creek, near Durkee, on the Oregon Railroad and Navigation, will be filled in. All the bridges to be built during 1907 will carry a single track, but they will be sufficient to handle the traffic, and the heavier equipment that is constantly being added to bring the Oregon roads up to the standard of the Union Pacific main system. This expenditure for bridges on the Oregon lines is the heaviest appropriation that has ever been made by that corporation in this state for that purpose. Other recommendations have been made favoring heavy outlays for new lines throughout the state, but it is not yet known by General Manager O'Brien whether these will be approved in view of the announcement from headquarters that strict economy is to be the rule. It is apparently not the intention of the Southern Pacific to remove trains from Fourth street during the coming year, for no provision is made in the budget just approved for the projected bridge across the Willamette at Oswego. This will mean that it will be two years at least before Fourth street is rid of the objectionable railway tracks.

ESTIMATES ARE APPROVED Wooden Structures on Lines in This State Will Be Replaced With Permanent Steel During Coming Summer.

Portland received a few sacks of mail from San Francisco yesterday, by way of Seattle, it having been sent from San Francisco by steamer. Hundreds of tons of paper mail is lying along the line of the Southern Pacific. When a forwarding movement takes place the postoffice force will likely be overwhelmed for a time. Few people fully realize the immense tonnage of mail that comes to this city over the various railway lines.

ERIC OFFICIALS IN CITY. H. C. Holabird, of Chicago, assistant general passenger agent for the Erie Railroad, was in the city yesterday, looking over the situation. He was accompanied by H. B. Smith, traveling passenger agent for the Erie, with headquarters at Seattle. Mr. Holabird expressed surprise at the rapid growth Portland is making.

DAIRY CITY STATISTICS

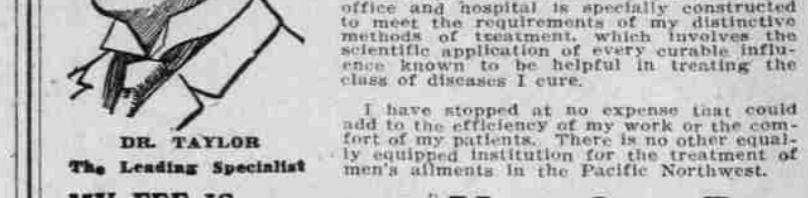
Table with 4 columns: Category, Value, Category, Value. Includes Marriages Licenses, KELSEY-BROWN, JONES-SAYLOR, etc.

DEATHS. LUNCHEON—At St. Vincent's Hospital, March 27, Mrs. Luncheon, aged 21 years. VAN LUYEN—At St. Vincent's Hospital, March 26, J. Van Luyen, aged 66 years. WIEDERHOLD—At St. Vincent's Hospital, March 26, Ida Wiederhold, aged 17 years. PUND—At St. Vincent's Hospital, March 26, Ernest Pund, aged 16 years, son of John Pund. WALQUEST—Willamette River near St. Johns, March 22, Ira Walquest, aged 30 years. Accidental drowning. JONES—At 144 South Mora street, March 21, William Edward Jones, aged 66 years.

BUILDING PERMITS. JESSIE L. MORELAND—Two-story frame dwelling, corner of Twenty-first and Everett streets, \$1000. E. H. FISHER—One-story frame dwelling, Brooklyn street between East Twenty-fourth and Twenty-fifth streets, \$1200. PORTLAND & SEATTLE RAILWAY COMPANY—One-story frame warehouse, near corner of Fifth and Pettygrove streets, \$1800. FRANKLIN WILSON—One-story frame garage, Park avenue between East Ninth and East Eleventh streets, \$1200. R. W. COOPER—Seven-story brick store building, Fifth street between Ankeny and Burnside streets, \$70,000. THOMAS MANN—Two-story frame store, first street between Grant and Lincoln streets, \$1200. W. E. SMITH—Two-story frame dwelling, Couch street between East Twenty-second and Twenty-fourth streets, \$2000. RICHARD J. WILLIAMS—One-story frame dwelling, East Eleventh street between Tacoma and Spokane streets, \$550. GEORGE W. GORDON—Two-story frame dwelling, near corner of Ella and Washington streets, \$1500.

New Students at Corvallis. CORVALLIS, Or., March 27.—(Special.)

My Equipment Is Complete FOR THE TREATMENT OF MEN'S AILMENTS



DR. TAYLOR The Leading Specialist MY FEE IS ONLY \$10 You Can Pay When Cured In Any Uncomplicated Case

Consultation and advice free at office or by mail. If you are afflicted consult me. You can place implicit confidence in what I tell you, and if I accept your case you can rest assured that a complete and permanent cure will follow my treatment. Specific Blood Poison Stricture I cure this leprous disease completely and permanently. The patient is thoroughly cleaned and every poisonous germ removed. The last symptom vanishes to appear no more, and all is accomplished by the use of harmless, blood-cleansing remedies. Contracted Disorders Varicocele I have reduced the time required for curing contracted disorders about one-half. This is an important achievement. It replaces a dangerous and costly treatment with a safe, simple, and effective one. It removes the infection and inflammation before that vital center, the prostate gland, can become involved. To many men it means the difference between permanent health and a lifetime of misery and functional weakness. My method is mine alone. My treatment is original, in some features it resembles the ordinary. In its chief essentials it is different. Its results it is entirely different. It is safe, prompt and thorough. My success in Permanently Curing That Condition Commonly Known as "Weakness" Fully Demonstrates the Absolute Correctness of My Method of Treatment.

THE DR. TAYLOR CO. 234 1/2 MORRISON STREET, CORNER SECOND, PORTLAND, OREGON.

The Oregon Agricultural College opened its doors for the Spring term with a large attendance. Registration is still in progress, but recitations began this morning. A large number of new students have matriculated. The Oregon Agricultural College opened its doors for the Spring term with a large attendance. Registration is still in progress, but recitations began this morning. A large number of new students have matriculated.

COLONIST RATES TO OREGON

And the Pacific Northwest over the Union Pacific, Oregon Short Line, Oregon Railroad & Navigation Co., and Southern Pacific, from all parts of the East, DAILY during March and April.

YOU CAN PREPAY For tickets, if you desire to bring friends, relatives, employes or others from the East, by depositing the cost with any agent of the O. R. & N. or S. P. Co., with name and address, and ticket will be promptly furnished in the East.

A Rare Opportunity to Promote the Industrial Growth of the Northwest

Table with 4 columns: City, Rate, City, Rate. Includes Chicago, St. Louis, Kansas City, Omaha, St. Paul, Buffalo, New York, Boston, Washington.

For complete information, inquire of W. M. McMURRAY, General Passenger Agent, Oregon Railroad & Navigation Co., C. W. Stinger, City Ticket Agent, 3d and Washington.

Some Marvelous Cures

Portland, Or., March 26.—Prof. Wm. Rickards—Dear Sir: When I came to you for treatments I was almost in hopeless misery. I had had a long spell of intense suffering from rheumatism, was afflicted in the shoulders, hips, knees and feet, also in my right hand, it being swollen twice its natural size. I had spent several hundred dollars for various treatments, including several weeks in the hospital, but found no relief, but after taking 15 treatments on your Electro Radiator I am completely cured. MRS. JNO. W. CARD, 91 N. Seventh St.

Mrs. Ward of 995 Front street had suffered with a complication of diseases caused by a stroke of paralysis. When she commenced treatments she had been confined to her bed for over six weeks. She had all available medical skill, but found no relief from her terrible suffering, not having had a full night's sleep for six weeks. After the fourth day's treatment with Rickard's Electro Radiator at her home she was able to come to the office and continue her treatments. When she had taken fourteen treatments she was completely cured.

Telephone her if you are interested—Pacific 366, care the Rev. Mrs. Hollingshead. We have hundreds of testimonials as good as these.

The Radiator can be used in your own home. It is not expensive; the poor man may have one as well as the rich. It can be used for the entire family; and more—it prevents sickness; disease cannot linger where it is used.

It is demonstrated at my office every day free of charge. You are cordially invited.

Prof. Wm. Rickards 555 Fifth St., Cor. Lincoln. Phone Main 5802