

FINISH RIGHT ON LAND GRANTS

Bourne and Hawley Interest High Government Officials in Oregon's Case.

INTERVIEW THE PRESIDENT

Also Discuss Proposed Suit With the Attorney-General - Junior Senator Will Remain on Firing Line in Washington.

One of the important public matters now occupying the attention of Senator Bourne in Washington is the Southern Pacific land grants, which the people of Western Oregon want sold at \$2.50 an acre and in 160-acre tracts, as was stipulated by the act of Congress giving the lands to aid construction of railroads in Oregon.

To a communication from The Oregonian on the subject, Senator Bourne has replied as follows: "I regard this as an extremely important matter, especially to the people of southwestern Oregon; probably more important than anything to arise for some time to come."

"I have had several conferences with the Attorney-General in reference to the same, calling on him in the first place in company with Mr. Hawley. Subsequently we called together on two different occasions and discussed the matter in considerable detail. Representative Hawley also called on the President and talked with him on the line of the matter and again some time taken and succeeded in getting the President interested in the case.

"Now that Mr. Hawley has returned to Oregon, I am unable to do any matter to the best of my ability and expect to remain here until some satisfactory action has been taken."

"That the Attorney-General will take up the matter and begin some kind of suit against the Southern Pacific to compel adherence by that company to the terms of the grant seems assured. Resort to technicalities.

As might be expected, the Southern Pacific attorneys are resorting to a mass of technicalities for the purpose, first, of maintaining the title in the granted lands for the railroad to California was vested in the Oregon Central Railway Company (east side of the Willamette River) prior to enactment of the law of 1869, imposing on the lands the restrictions which the people want enforced; and second, that the limitations are repugnant to absolute title in the lands which Congressional acts vested in the company. The Oregon Central (east side) was absorbed by the Oregon & California Railroad in 1870, and the latter company passing to the Southern Pacific in 1881.

Two land grants now held by the Southern Pacific were donated in Oregon by Congress. The larger, consisting of some 600,000 acres, was granted by the Oregon Central Railway (East Side) of Salem, and its successor, the Oregon & California Railroad, for a road to California; the other, consisting of 160,000 acres, by the Oregon Central Railway (West Side) of Portland, for a road to McMinnville. These two companies claimed the same name and between them the title was waged in 1868-9 for the larger grant. Afterward the West Side company secured the second, lesser grant.

The larger grant was secured by the East Side company under an act of Congress of April 10, 1869. The Congressional act creating the grant was approved July 25, 1869, providing that the company should receive the land as a bonus for construction and as guarantee of its bonds. This original act of 1869 declared that the company should be designated by the Oregon Legislature, should file acceptance of the terms of the grant within one year after the act became effective and should complete 20 miles of railroad within two years after passage of the act or by July 25, 1869.

Allowed Grant to Lapse. The Legislature designated the West Side Oregon Central Railway Company recipient of the grant by joint resolution, October 10, 1869, and the company filed acceptance of the act within the year required. As the company was not able to finish 20 miles of railroad in the two years, Congress granted 15 months extension of time, by act of June 25, 1869, or until December 25, 1869. The company did not finish the 20 miles by that time, either, and its claims to the grant therefore lapsed. This company next year received the smaller grant by another act of Congress for the line to McMinnville.

A rival railroad built 20 miles of road within the required time and snatched the land grant from the West Side company. It was the East Side Oregon Central Railway Company. Said company already claimed that the West Side company was not incorporated on October 10, 1869, when the Legislature designated it as the recipient of the grant. It was the resolution of the Legislature at that time was void. The East Side company incorporated April 22, 1867, and took the name of the other company. In the next Legislature the East Side company, backed by Ben Holladay, prevailed on the Legislature to rescind the resolution of October 10, 1869, and give the East Side company the recipient.

This second joint resolution of the Legislature was adopted October 20, 1868. The West Side company declared the second resolution of no effect and went on with its affairs. Its claims lapsed by failure to complete the first 20 miles by December 25, 1869. In order to admit the East Side company to claim the grant, Senator George H. Williams secured passage in Congress an act of April 13, 1869, providing that "any railroad company heretofore designated by the Legislature of the State of Oregon" might file acceptance of the terms of the act of 1869, within one year after passage of the new act of April 10, 1869, and that the railroad which should first complete 20 miles should receive the grant.

Hinges on Act of 1869. Without the act of 1869, the East Side company could not have filed acceptance, since the original act of 1869 provided that that should be done within one year after its passage. It thus appears that the source of the claims of the East Side Company is the act of 1869. This act of 1869 is the important one, which put on the sale of the lands the limitations which Senator Bourne and Mr. Hawley are endeavoring to have enforced. By those limitations, the company is withheld from charging more than \$2.50 an acre for the lands, or selling more than 160 acres to one purchaser, or disposing of the lands to other persons than actual settlers.

The East Side Company, availed itself of the 1869 act to secure its claim to

NEW FRENCH LAIR

Steamship Aragonia Arrives With Valuable Cargo.

ALESIA TO SUCCEED HER

Vessel Brings Cargo of Firecrackers and General Merchandise—Gunnies and Jute for Portland and Seattle—Marine News.

The Portland and Asiatic steamship Aragonia arrived up at 6 o'clock yesterday afternoon and docked at Montgomery No. 1. The big steamer made the run up from Astoria in 21 hours. There is a heavy current in the river, which makes progress with a heavily loaded steamer slow.

DEFECTS OF BRIDGE LAW

Mr. Wagoner Also Discusses the "Free Water" Amendment.

PORTLAND April 16.—(To the Editor.)—I wish to say a few words to the people of Portland about the bridge tax and the free water, and I specially address this message to those in the humble homes of this city. I am sure that many of you are wondering about the bridge tax and what an awful thing it would be to repeal the bridge tax!

Look and see what this bridge law really is. It provides that no bridge can be constructed with this fund across the Willamette River, and that no funds can be used to build bridges in excess of this. So the law is in effect to the people of Portland in the construction of any bridge, unless that bridge costs more than \$15,000. It is in effect to the people of Portland in the use of the Portland Railway, Light & Power Company. The law also provides that the City Council shall fix the "just" price for the use of the bridge.

These are the objectionable features to the bridge tax. First, that the bridge must cost \$15,000 or more; second, that it leaves wholly to the Council to build a bridge for the people of Portland. We have all seen this company give up its franchise when the bridges rotted. And when the bridges were rebuilt by the people the company had these franchises renewed.

So much for the present bridge law. Now, to show the hypocrisy of those who sweat blood about the bridge law, the Free Water Amendment, if carried, will not go into effect until the first day of January, 1908—so it would not disturb equilibrium this year. If the people of Portland are deceived by this one idea, that the bridge law is antagonizing the deception, might draw up a fair and honest bridge law to build all kinds of bridges, as all kinds of people are getting for the money. Why not have the law submitted to the voters at the election to be held the first Monday in June, 1907. This would only leave the city from January to June without a bridge law. The election in June is not a city election, but it would be an easy matter for the City Council to call an election at that time, as the expense would be small—almost nothing—as we will have a State election at that time.

Those who draw the Free Water Amendment had this one idea in view, that of equal rights to all and special privileges to none. So, when we ran across that part of section 114 which gives a special privilege to the City of Portland, Light & Power Company and to the people who own land on Portland Heights and who wish to exploit it at public expense, we refused to sign it. We refused to sign it because it is a bridge tax law as in amending any section of the city charter it is necessary to repeal all the parts of the section which is amended.

Those who are fighting the free water proposition do not do so on account of the bridge tax, but because it is giving the people what really belongs to them. It is stopping the good thing of those who own farms inside the city and valuable downtown property by making them pay for the water mains that improve their property. Those who cry out loudest against giving free water to the household think it is all right to give free water mains to the rich. We see the water board now gives \$30,000 worth of free water mains to the rich in the warehouse district. Why the Free Water Association tried was to stop this good picking for the special few at the expense of the industrious many.

If the City Council tries to block the Free Water Amendment by ordering it off the ballot, the people will not permit such a thing. They will take the matter to the courts and see what can be done. We will take part in that campaign which is going to be waged in 1908 for the amendment to the State Constitution, providing for a recall of office-holders who defy the will of the people. That bill has already been drawn and will be submitted at the next State election, so that in July, 1908, we can make some of those who set themselves up as grand dukes, to be recalled or recall! The people of Oregon are not going to submit to these abuses any longer. If the people of Portland want to amend the city charter, so as to abolish the bridge tax law, they have a right to do it. Four thousand people voted against this bridge tax law in 1905, and if they wish this bridge tax voted or again they can take the matter up for a vote. It is their right, regardless of what the City Council, the City Attorney or the City Auditor or the Water Board may think.

As to the trick, it is the Water Board and the City Council that has resorted to tricks on the people. They have endeavored the Bull Run bond issue with \$450,000 tax on the people to put water meters in all houses. They have practiced a hold-up game on the tenth of each month for water meters to pick the pockets of the common people. Again, that same crowd has endeavored to have the water board to be elected. It also carries along with it a Joker of \$125,000 to lay dry mains for the homes of the poor people to lay water mains at the expense of the property benefited. Instead at the expense of the poor people, who must pay the expenses and consequently have to foot the bonds and the interest.

Individually, I am opposed to the bonding of the city for anything other than a sheer necessity. I am opposed to the property tax mortgage on every home in Portland that must be paid. I am opposed to mortgaging the homes of the poor people to lay water mains at the expense of the property benefited. This is a time when they know there are two propositions to be voted on by the people that would cause these mains to be laid at the expense of the property benefited. Instead at the expense of the poor people, who must pay the expenses and consequently have to foot the bonds and the interest.

WHEAT FOR UNITED KINGDOM

Bark Leon XIII Clears With 99,436 Bushels, Worth \$74,576.

The French bark Leon XIII, cleared from this port yesterday for Queenstown or Falmouth with 99,436 bushels of wheat valued at \$74,576. The bark is the fourth grain vessel to finish during the month. The steamships Arabia and Faluk Maru took principally flour and cleared for the Orient. The Emilie Gal-

HEAR FRENCH LAIR

Steamship Aragonia Arrives With Valuable Cargo.

ALESIA TO SUCCEED HER

Vessel Brings Cargo of Firecrackers and General Merchandise—Gunnies and Jute for Portland and Seattle—Marine News.

The Portland and Asiatic steamship Aragonia arrived up at 6 o'clock yesterday afternoon and docked at Montgomery No. 1. The big steamer made the run up from Astoria in 21 hours. There is a heavy current in the river, which makes progress with a heavily loaded steamer slow.

DEFECTS OF BRIDGE LAW

Mr. Wagoner Also Discusses the "Free Water" Amendment.

PORTLAND April 16.—(To the Editor.)—I wish to say a few words to the people of Portland about the bridge tax and the free water, and I specially address this message to those in the humble homes of this city. I am sure that many of you are wondering about the bridge tax and what an awful thing it would be to repeal the bridge tax!

Look and see what this bridge law really is. It provides that no bridge can be constructed with this fund across the Willamette River, and that no funds can be used to build bridges in excess of this. So the law is in effect to the people of Portland in the construction of any bridge, unless that bridge costs more than \$15,000. It is in effect to the people of Portland in the use of the Portland Railway, Light & Power Company. The law also provides that the City Council shall fix the "just" price for the use of the bridge.

These are the objectionable features to the bridge tax. First, that the bridge must cost \$15,000 or more; second, that it leaves wholly to the Council to build a bridge for the people of Portland. We have all seen this company give up its franchise when the bridges rotted. And when the bridges were rebuilt by the people the company had these franchises renewed.

So much for the present bridge law. Now, to show the hypocrisy of those who sweat blood about the bridge law, the Free Water Amendment, if carried, will not go into effect until the first day of January, 1908—so it would not disturb equilibrium this year. If the people of Portland are deceived by this one idea, that the bridge law is antagonizing the deception, might draw up a fair and honest bridge law to build all kinds of bridges, as all kinds of people are getting for the money. Why not have the law submitted to the voters at the election to be held the first Monday in June, 1907. This would only leave the city from January to June without a bridge law. The election in June is not a city election, but it would be an easy matter for the City Council to call an election at that time, as the expense would be small—almost nothing—as we will have a State election at that time.

Those who draw the Free Water Amendment had this one idea in view, that of equal rights to all and special privileges to none. So, when we ran across that part of section 114 which gives a special privilege to the City of Portland, Light & Power Company and to the people who own land on Portland Heights and who wish to exploit it at public expense, we refused to sign it. We refused to sign it because it is a bridge tax law as in amending any section of the city charter it is necessary to repeal all the parts of the section which is amended.

Those who are fighting the free water proposition do not do so on account of the bridge tax, but because it is giving the people what really belongs to them. It is stopping the good thing of those who own farms inside the city and valuable downtown property by making them pay for the water mains that improve their property. Those who cry out loudest against giving free water to the household think it is all right to give free water mains to the rich. We see the water board now gives \$30,000 worth of free water mains to the rich in the warehouse district. Why the Free Water Association tried was to stop this good picking for the special few at the expense of the industrious many.

If the City Council tries to block the Free Water Amendment by ordering it off the ballot, the people will not permit such a thing. They will take the matter to the courts and see what can be done. We will take part in that campaign which is going to be waged in 1908 for the amendment to the State Constitution, providing for a recall of office-holders who defy the will of the people. That bill has already been drawn and will be submitted at the next State election, so that in July, 1908, we can make some of those who set themselves up as grand dukes, to be recalled or recall! The people of Oregon are not going to submit to these abuses any longer. If the people of Portland want to amend the city charter, so as to abolish the bridge tax law, they have a right to do it. Four thousand people voted against this bridge tax law in 1905, and if they wish this bridge tax voted or again they can take the matter up for a vote. It is their right, regardless of what the City Council, the City Attorney or the City Auditor or the Water Board may think.

As to the trick, it is the Water Board and the City Council that has resorted to tricks on the people. They have endeavored the Bull Run bond issue with \$450,000 tax on the people to put water meters in all houses. They have practiced a hold-up game on the tenth of each month for water meters to pick the pockets of the common people. Again, that same crowd has endeavored to have the water board to be elected. It also carries along with it a Joker of \$125,000 to lay dry mains for the homes of the poor people to lay water mains at the expense of the property benefited. Instead at the expense of the poor people, who must pay the expenses and consequently have to foot the bonds and the interest.

WHEAT FOR UNITED KINGDOM

Bark Leon XIII Clears With 99,436 Bushels, Worth \$74,576.

The French bark Leon XIII, cleared from this port yesterday for Queenstown or Falmouth with 99,436 bushels of wheat valued at \$74,576. The bark is the fourth grain vessel to finish during the month. The steamships Arabia and Faluk Maru took principally flour and cleared for the Orient. The Emilie Gal-

HEAR FRENCH LAIR

Steamship Aragonia Arrives With Valuable Cargo.

ALESIA TO SUCCEED HER

Vessel Brings Cargo of Firecrackers and General Merchandise—Gunnies and Jute for Portland and Seattle—Marine News.

The Portland and Asiatic steamship Aragonia arrived up at 6 o'clock yesterday afternoon and docked at Montgomery No. 1. The big steamer made the run up from Astoria in 21 hours. There is a heavy current in the river, which makes progress with a heavily loaded steamer slow.

DEFECTS OF BRIDGE LAW

Mr. Wagoner Also Discusses the "Free Water" Amendment.

PORTLAND April 16.—(To the Editor.)—I wish to say a few words to the people of Portland about the bridge tax and the free water, and I specially address this message to those in the humble homes of this city. I am sure that many of you are wondering about the bridge tax and what an awful thing it would be to repeal the bridge tax!

Look and see what this bridge law really is. It provides that no bridge can be constructed with this fund across the Willamette River, and that no funds can be used to build bridges in excess of this. So the law is in effect to the people of Portland in the construction of any bridge, unless that bridge costs more than \$15,000. It is in effect to the people of Portland in the use of the Portland Railway, Light & Power Company. The law also provides that the City Council shall fix the "just" price for the use of the bridge.

These are the objectionable features to the bridge tax. First, that the bridge must cost \$15,000 or more; second, that it leaves wholly to the Council to build a bridge for the people of Portland. We have all seen this company give up its franchise when the bridges rotted. And when the bridges were rebuilt by the people the company had these franchises renewed.

So much for the present bridge law. Now, to show the hypocrisy of those who sweat blood about the bridge law, the Free Water Amendment, if carried, will not go into effect until the first day of January, 1908—so it would not disturb equilibrium this year. If the people of Portland are deceived by this one idea, that the bridge law is antagonizing the deception, might draw up a fair and honest bridge law to build all kinds of bridges, as all kinds of people are getting for the money. Why not have the law submitted to the voters at the election to be held the first Monday in June, 1907. This would only leave the city from January to June without a bridge law. The election in June is not a city election, but it would be an easy matter for the City Council to call an election at that time, as the expense would be small—almost nothing—as we will have a State election at that time.

Those who draw the Free Water Amendment had this one idea in view, that of equal rights to all and special privileges to none. So, when we ran across that part of section 114 which gives a special privilege to the City of Portland, Light & Power Company and to the people who own land on Portland Heights and who wish to exploit it at public expense, we refused to sign it. We refused to sign it because it is a bridge tax law as in amending any section of the city charter it is necessary to repeal all the parts of the section which is amended.

Those who are fighting the free water proposition do not do so on account of the bridge tax, but because it is giving the people what really belongs to them. It is stopping the good thing of those who own farms inside the city and valuable downtown property by making them pay for the water mains that improve their property. Those who cry out loudest against giving free water to the household think it is all right to give free water mains to the rich. We see the water board now gives \$30,000 worth of free water mains to the rich in the warehouse district. Why the Free Water Association tried was to stop this good picking for the special few at the expense of the industrious many.

If the City Council tries to block the Free Water Amendment by ordering it off the ballot, the people will not permit such a thing. They will take the matter to the courts and see what can be done. We will take part in that campaign which is going to be waged in 1908 for the amendment to the State Constitution, providing for a recall of office-holders who defy the will of the people. That bill has already been drawn and will be submitted at the next State election, so that in July, 1908, we can make some of those who set themselves up as grand dukes, to be recalled or recall! The people of Oregon are not going to submit to these abuses any longer. If the people of Portland want to amend the city charter, so as to abolish the bridge tax law, they have a right to do it. Four thousand people voted against this bridge tax law in 1905, and if they wish this bridge tax voted or again they can take the matter up for a vote. It is their right, regardless of what the City Council, the City Attorney or the City Auditor or the Water Board may think.

As to the trick, it is the Water Board and the City Council that has resorted to tricks on the people. They have endeavored the Bull Run bond issue with \$450,000 tax on the people to put water meters in all houses. They have practiced a hold-up game on the tenth of each month for water meters to pick the pockets of the common people. Again, that same crowd has endeavored to have the water board to be elected. It also carries along with it a Joker of \$125,000 to lay dry mains for the homes of the poor people to lay water mains at the expense of the property benefited. Instead at the expense of the poor people, who must pay the expenses and consequently have to foot the bonds and the interest.

WHEAT FOR UNITED KINGDOM

Bark Leon XIII Clears With 99,436 Bushels, Worth \$74,576.

The French bark Leon XIII, cleared from this port yesterday for Queenstown or Falmouth with 99,436 bushels of wheat valued at \$74,576. The bark is the fourth grain vessel to finish during the month. The steamships Arabia and Faluk Maru took principally flour and cleared for the Orient. The Emilie Gal-

HEAR FRENCH LAIR

Steamship Aragonia Arrives With Valuable Cargo.

ALESIA TO SUCCEED HER

Vessel Brings Cargo of Firecrackers and General Merchandise—Gunnies and Jute for Portland and Seattle—Marine News.

The Portland and Asiatic steamship Aragonia arrived up at 6 o'clock yesterday afternoon and docked at Montgomery No. 1. The big steamer made the run up from Astoria in 21 hours. There is a heavy current in the river, which makes progress with a heavily loaded steamer slow.

DEFECTS OF BRIDGE LAW

Mr. Wagoner Also Discusses the "Free Water" Amendment.

PORTLAND April 16.—(To the Editor.)—I wish to say a few words to the people of Portland about the bridge tax and the free water, and I specially address this message to those in the humble homes of this city. I am sure that many of you are wondering about the bridge tax and what an awful thing it would be to repeal the bridge tax!

Look and see what this bridge law really is. It provides that no bridge can be constructed with this fund across the Willamette River, and that no funds can be used to build bridges in excess of this. So the law is in effect to the people of Portland in the construction of any bridge, unless that bridge costs more than \$15,000. It is in effect to the people of Portland in the use of the Portland Railway, Light & Power Company. The law also provides that the City Council shall fix the "just" price for the use of the bridge.

These are the objectionable features to the bridge tax. First, that the bridge must cost \$15,000 or more; second, that it leaves wholly to the Council to build a bridge for the people of Portland. We have all seen this company give up its franchise when the bridges rotted. And when the bridges were rebuilt by the people the company had these franchises renewed.

So much for the present bridge law. Now, to show the hypocrisy of those who sweat blood about the bridge law, the Free Water Amendment, if carried, will not go into effect until the first day of January, 1908—so it would not disturb equilibrium this year. If the people of Portland are deceived by this one idea, that the bridge law is antagonizing the deception, might draw up a fair and honest bridge law to build all kinds of bridges, as all kinds of people are getting for the money. Why not have the law submitted to the voters at the election to be held the first Monday in June, 1907. This would only leave the city from January to June without a bridge law. The election in June is not a city election, but it would be an easy matter for the City Council to call an election at that time, as the expense would be small—almost nothing—as we will have a State election at that time.

Those who draw the Free Water Amendment had this one idea in view, that of equal rights to all and special privileges to none. So, when we ran across that part of section 114 which gives a special privilege to the City of Portland, Light & Power Company and to the people who own land on Portland Heights and who wish to exploit it at public expense, we refused to sign it. We refused to sign it because it is a bridge tax law as in amending any section of the city charter it is necessary to repeal all the parts of the section which is amended.

Those who are fighting the free water proposition do not do so on account of the bridge tax, but because it is giving the people what really belongs to them. It is stopping the good thing of those who own farms inside the city and valuable downtown property by making them pay for the water mains that improve their property. Those who cry out loudest against giving free water to the household think it is all right to give free water mains to the rich. We see the water board now gives \$30,000 worth of free water mains to the rich in the warehouse district. Why the Free Water Association tried was to stop this good picking for the special few at the expense of the industrious many.

If the City Council tries to block the Free Water Amendment by ordering it off the ballot, the people will not permit such a thing. They will take the matter to the courts and see what can be done. We will take part in that campaign which is going to be waged in 1908 for the amendment to the State Constitution, providing for a recall of office-holders who defy the will of the people. That bill has already been drawn and will be submitted at the next State election, so that in July, 1908, we can make some of those who set themselves up as grand dukes, to be recalled or recall! The people of Oregon are not going to submit to these abuses any longer. If the people of Portland want to amend the city charter, so as to abolish the bridge tax law, they have a right to do it. Four thousand people voted against this bridge tax law in 1905, and if they wish this bridge tax voted or again they can take the matter up for a vote. It is their right, regardless of what the City Council, the City Attorney or the City Auditor or the Water Board may think.

As to the trick, it is the Water Board and the City Council that has resorted to tricks on the people. They have endeavored the Bull Run bond issue with \$450,000 tax on the people to put water meters in all houses. They have practiced a hold-up game on the tenth of each month for water meters to pick the pockets of the common people. Again, that same crowd has endeavored to have the water board to be elected. It also carries along with it a Joker of \$125,000 to lay dry mains for the homes of the poor people to lay water mains at the expense of the property benefited. Instead at the expense of the poor people, who must pay the expenses and consequently have to foot the bonds and the interest.

WHEAT FOR UNITED KINGDOM

Bark Leon XIII Clears With 99,436 Bushels, Worth \$74,576.

The French bark Leon XIII, cleared from this port yesterday for Queenstown or Falmouth with 99,436 bushels of wheat valued at \$74,576. The bark is the fourth grain vessel to finish during the month. The steamships Arabia and Faluk Maru took principally flour and cleared for the Orient. The Emilie Gal-

THREE EPISODES IN A WOMAN'S LIFE



MRS. ELVA BARBER EDWARDS MRS. GEORGE WALTERS

There are three critical stages in a woman's life which leave their mark in her career. The first of these stages is womanhood, or the change from a care free girl to budding womanhood. The second is motherhood, and the third is Change of Life.

Perils surround each of these stages, and most of the misery that comes to women through ill health dates from one or another of these important crises.

Women should remember that Lydia E. Pinkham's Vegetable Compound made from native roots and herbs has carried thousands of young girls over the critical period of puberty, and prepared mothers for childbirth, and in later years carried them safely through the change of life more successfully than any other remedy in the world. Thousands of testimonials from grateful persons, two of which are here published, substantiate this fact beyond contradiction.

Mr. George Walters of Woodlawn, Ill. writes: "Dear Mrs. Pinkham:—I feel it my duty to tell you of the good Lydia E. Pinkham's Vegetable Compound has done me in preparing for childbirth. After suffering and losing my children a friend advised me to try your valuable medicine, and the result was that I had very little inconvenience, a quick recovery and

During its long record of more than thirty years its long list of actual cures, entitles Lydia E. Pinkham's Vegetable Compound to the respect and confidence of every fair minded person. Lydia E. Pinkham's Vegetable Compound Makes Sick Women Well.

made at the instance of a detective who has been on Perry's trail for more than a year. San Jose Company Gets Trip. SAN JOSE, Cal., April 15.—Company B,

DO IT NOW! 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

RATES FROM PRINCIPAL EASTERN CITIES. Chicago \$3.50 St. Louis 27.50 Kansas City 25.50 St. Paul 22.50 Buffalo \$4.00 New York 47.50 Boston 47.40 Philadelphia 47.50 Washington 47.25

WHISKEY'S FRIEND

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe, angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall feel the exquisite thrill of motherhood with indescribable dread and fear.

Every woman should know that the danger, pain and horror of childbirth can be entirely avoided by the use of Mother's Friend, a scientific liniment for external use only, which toughens and renders pliable all the parts, and assists nature in its sublime work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at \$1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address BRADFIELD REGULATOR CO., Atlanta, Ga.

A QUAKER MAID RYE "Highball" A tall, thin glass, a lump of ice, QUAKER MAID RYE Fix the seltzer or fill the glass with ginger ale or soda— Ah! THERE'S a drink— mellow, refreshing, delicious; a splendid tonic and a keen appetizer.

THE WHISKEY WITH A REPUTATION For sale at all first-class bars, cafes and drug stores. S. HIRSCH & CO. KANSAS CITY, MO.

MY FEE ONLY \$10

When I have accepted your case for treatment you may look forward to a complete and permanent cure, and with the very first treatment the curing will begin. This is pretty definite talk upon what is commonly regarded as an uncertain and speculative matter. But I am in a position to speak definitely and positively. With me the cure of men's diseases is not uncertain or speculative at all.

Contracted Disorders Varicocele This most prevalent of all diseases of men is also the most neglected, either through dread of the harsh methods of treatment commonly employed, or through ignorance of the process of disease that accompany the disease. As varicocele interferes directly with the circulation and process of waste and repair throughout the venous organs, the necessity of a prompt and thorough cure cannot be too forcibly emphasized. The remedies employed have an absolutely painless process. My cures are thorough and absolutely permanent. Following are some of the diseases I cure, and reasons why my cures are certain.

In no other ailment peculiar to men is a prompt and thorough cure so essential. Contracted disorders tend to work backward until the most vital nerve centers become involved in the inflammation. Then follows a chronic stage that stubbornly resists all ordinary treatment. Surgery demands that every vestige of infection be eradicated at the earliest possible moment. My treatment is thorough. The remedies employed have a more positive action than has hitherto been attained, and so perfect is my method of application that even chronic cases yield completely. I also care to stay cured "weakness," hydrocele, specific blood poison and all men's diseases. Consultation and Advice Free The DR. TAYLOR Co. 234 1/2 MORRISON STREET. Cot. Morrison and Second Streets, Portland, Oregon. Hours—9 A. M. to 9 P. M. Sundays—10 to 1.