CAPTAIN OLSON QUITS ALLIANCE

Popular Master Resigns to Take Command of Steamer Nann Smith.

RESIGNATION IS SURPRISE

Captain E. W. Mason, Formerly Master of Steamship Costa Rica, Named as Probable Successor as Commander Alliance.

Captain B. W. Olson has resigned as master of the steamship Alliance and will assume command of the steamship Nann Smith, operating between Coos Bay and San Francisco. While no master has been named for the Alliance, it is understood among steamship men and shippers that Captain E. W. Mason will succeed Captain Olson on the popular Coos Bay packet.

The resignation of Captain Olson as master of the Alliance caused considerable comment on the water-front yesterday. It is a coincidence that the resignation of Captain Olson occurred on the anniversary of the peculiar plight of the Alliance when that ship lost her propeller and rudder while crossing the Coos Bay bar. On that occasion Captain Mason was master of the steamship Costa Rica and was the first craft from the Columbia River to speak the disabled Alliance and offer assistance.

Captain Olson has been in command of the Alliance for the past two years and during that time has made a wonderful record as a fearless master and a competent navigator. Captain Mason, who will probably take command of the Alliance, is one of the best-known passenger men on the Coast. He made an enviable reputation as captain of the Costa Rica, which operated between Portland and San Francisco for the San Francisco & Portland Steamship Company.

HITS ON ENTERPRISE REEF

Steamer Northland Goes Ashore on Vancouver Island.

SEATTLE, Nov. 27.—Striking on the Enterprise Reef at the southern end of Plumpers Pass, on the west side of Vancouver Island, last night in the fog, the steamship Northland of the Northland Steamship Company of this city, operated between Seattle and Ketchikan and Sitka, stove in her bow.

The Northland was coming from her Southeastern Alaska ports and is loaded with gypsum. She was discovered early this morning by the Princess Royal of the Canadian Pacific, proceeding from Seattle to Vancouver. The Royal hauled her off the rocks and started to tow her to port, but the Northland took water so fast that it was difficult for her pumps to handle her, and it was decided to beach her.

She was run ashore on the sand at Village Bay. Meanwhile the Amur, bound from Vancouver to Victoria, passed and hurried to Victoria to notify the salvage boat Salvor, which was sent to the assistance of the Northland this forenoon. No one was injured. Her cargo of gypsum, if reached by the water, will be damaged.

The Northland is a recently built vessel of the steam schooner type, constructed by the Moran Company for the Ketchikan Steamship Company, of which local business men are stockholders.

TWO VESSELS ARE REPORTED

Captain Evans, of Ship Neotsfield, Speaks Max and General Foy.

Captain Evans, master of the British ship Neotsfield, which arrived Thursday from Hamburg with cement, reports having spoken on November 9, in latitude 29:6 north and longitude 126:40 west, the French bark Max, outward bound from San Francisco for the United Kingdom. Four days later Captain Evans spoke the French bark General Foy, outward bound from Portland to the United Kingdom. The General Foy was in 31:26 north and 132:35 west.

The Max will be remembered as the craft which collided with and sank the steamship Walla Walla, off Cape Mendocino, about nine years ago. The accident occurred at 4 o'clock in the morning, and over 140 lives were lost. The Walla Walla was in command of Captain Hall and was bound from San Francisco for Seattle with passengers and freight. The Max was inward-bound to San Francisco and had been without lights for several days. In an effort to make Point Reyes the captain had worked the vessel too far to the northward and at the time of the accident the Max was standing in on the port tack. Mate Hughes, of the Walla Walla, who was on watch at the time, was lost. The Max was later towed into San Francisco and repaired.

OPEN MEETING TOMORROW

Willamette Harbor to Entertain Officer National Association.

Captain J. H. Pruett, president of the National Harbor American Association of Masters, Mates and Pilots, is in Portland, a guest of Willamette Harbor No. 23. Captain Pruett arrived from Seattle on the morning train and was met by Captain William H. Pope, who represented the local harbor and the pilots' association. Arrangements have been completed for an open meeting tomorrow afternoon at the Oddfellows' Temple, at 2:30 o'clock. All masters, mates and pilots, whether members of the association or not, are cordially invited to be present.

Captain Pruett is on a tour of the United States, and is visiting the various harbors of the country. His principal aim is to unite the many steamship officers in a movement to reconstruct the maritime laws of the United States, which will be taken up at the next session of Congress. Captain Pruett will visit Astoria today and will return to Portland tomorrow morning. He will leave here Wednesday for San Francisco, where members of Harbor No. 15 are making big preparations for his reception.

BANDON CHANNEL DEEPENS

Construction of Jetty at Mouth of Coquille, Success.

BANDON, Or., Nov. 27.—(Special.)—The piling jetty in the Bandon harbor, which is being constructed to deepen the Coquille River channel inside the bar, and to straighten the channel so that the shoals on the bar will be washed out, is proving eminently successful.

The water on the bar at high tide ranges from 22 to 26 feet, and on the inside of the bar the channel is from 18 to 24 feet deep. A movement is now on foot and will probably materialize, to send a special delegate to Washington to lobby in the committee room for the purpose of securing an appropriation for work on this bar and harbor. The Government completed a $60,000 jetty here in August and, with about that amount more, the harbor can be put into first-class condition.

The citizens have subscribed $6000 for work on the piling jetty that is now under construction.

PARTY COMING FROM SEATTLE

Will Be Here Today to Help Christen Steamship Kennedy.

SEATTLE, Wash., Nov. 27.—(Special.)—A party of steamship officials and citizens from Seattle and Bremerton left this evening for Portland, where they will attend, tomorrow afternoon, the launching and christening of the new steel steamship H. B. Kennedy, built by the Willamette Iron Works for the Port Orchard route, out from Seattle. Miss Minna Benbennick will christen the vessel. The launching takes place at 3 o'clock. The vessel is built on speedy lines and has 3000-horse power engines with a guaranteed speed of 20 miles an hour. She will accommodate 1000 passengers, is 190 feet long, 28 feet wide and 13 feet deep. She is named after the president of the Port Orchard route, who will witness the launching.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Arabia	Hongkong	In port
Alliance	Coos Bay	In port
Nevadan	Salinas Cruz	Nov. 28
Breakwater	Coos Bay	Nov. 29
Rose City	San Francisco	Dec. 1
Roanoke	Los Angeles	Dec. 1
Numantia	Hongkong	Dec. 1
Nebraskan	Salinas Cruz	Dec. 4
Senator	San Francisco	Dec. 8
Geo. W. Elder	San Pedro	Dec. 8
Nicomedia	Hongkong	Feb. 1
Alesia	Hongkong	Feb. 10

Scheduled to Depart.

Name.	For.	Date.
Alliance	Coos Bay	Nov. 28
Nevadan	Puget Sound	Nov. 29
Breakwater	Coos Bay	Dec. 3
Roanoke	Los Angeles	Dec. 3
Rose City	San Francisco	Dec. 4
Nebraskan	Salinas Cruz	Dec. 5
Numantia	Hongkong	Dec. 10
Geo. W. Elder	San Pedro	Dec. 10
Senator	San Francisco	Dec. 11
Alesia	Hongkong	Feb. 24

Entered Friday.

Samar, Am. schooner (Asmussen), with 120,000 feet of lumber, from San Francisco.

Neotsfield, Br. ship (Evans), with cement from Hamburg, via San Diego.

Seamen's Institute Turkey Supper.

Rev. A. E. Dalrymple, B. A., chaplain of the Missions to Seamen, desires to thank those business firms of the city which so generously contributed towards the annual Thanksgiving supper at the Institute. That the repast was an unqualified success was proved by the able and sailor-like way with which the "foc'sle and half-deck" wielded the fork and knife. The tables were tastefully decorated with roses and chrysanthemums under the superintendence of the ladies' committee. During the evening a free and easy smoking concert was held in the hall, and as each sailor left for his ship he was presented with a buttonhole and "ballast" in the shape of a cigar. Much credit is due to Mrs. St. Martin, who bore the "brest" and burden of the day, and to those ladies and gentlemen who so kindly offered their services.

Kennedy to Be Launched Today.

The steamer H. B. Kennedy will be launched from the plant of the Willamette Iron & Steel Works this afternoon at 3 o'clock. Invitations for the affair have been issued, but President Corbett desires to extend the courtesies of the company to any who may have been overlooked and are interested in the event. The Kennedy will be christened by Miss Mina Benbennick.

Vessels Report Stormy Trips.

SAN FRANCISCO, Nov. 27.—The steamer Cascade arrived from Grays Harbor today after a very stormy trip, during which she lost one blade of her propeller. This accident detained the vessel for about 24 hours. The schooner Dauntless, also arriving today, was 12 hours late, having passed through the same gale. She lost her mainsail and was badly buffeted by the waves.

Steamship Arabia to Clear Today.

The German steamship Arabia, of the Portland & Asiatic Steamship Company, will clear for Hongkong and Japanese ports this morning and will leave down about noon. The Arabia has on board a large quantity of flour and general freight and will make the third vessel of that line to clear for Oriental ports during the month.

Marine Notes.

The steamship Alliance will sail tonight for Coos Bay ports.

The schooner Samar is loading at the Standard Box Factory.

The British ship Brablock, from Hamburg, arrived up yesterday afternoon.

The steamship Senator sailed last evening for San Francisco with freight and passengers.

Arrivals and Departures.

PORTLAND, Nov. 27.—Arrived—British ship Brablock, from Hamburg. Sailed—Steamship Senator, for San Francisco.

Astoria, Nov. 27.—Condition of the bar at 5 P. M., smooth; wind, north 6 miles; weather, partly cloudy. Sailed at 7:45 A. M.—Steamer Geo. W. Elder and Wasp, for San Francisco. Sailed at 10:20 A. M.—Steamer Grace Dollar; at 2:40 P. M., steamer J. Marhoffer, for San Francisco.

Coos Bay, Or., Nov. 27.—Arrived yesterday—Steamer Eureka, from Portland.

Madeira, Nov. 27.—Passed November 16, British steamer Falls of Nith, from Portland.

San Pedro, Nov. 27.—Sailed yesterday—Steamer Roanoke, for Portland.

Point Lobos, Nov. 27.—Passed—Steamer Nevadan, from San Diego, for Portland.

Naples, Nov. 27.—Arrived—British steamer Beaumont, from Portland.

Newcastle, Nov. 25.—Arrived—British steamer Romford, from Portland.

Port Said, Nov. 27.—Arrived—Freulingen Holtenau for Vancouver.

Naples, Nov. 24.—Arrived—Breaumont, from Portland, via Montevideo, etc.

Newcastle, N. S. W., Nov. 25.—Arrived—Romford, from Portland Or.

Montevideo, Nov. 23.—Sailed—Admiral Exelmans, from Seattle, Tacoma, etc., for Havre.

San Francisco, Nov. 27.—Arrived—Steamer Rainier, from Willapa; steamer M. F. Plant, from Coos Bay; steamer Czarina, from Coos Bay; steamer Fifield, from Coos Bay; schooner Endeavor, from Tacoma. Sailed—Schooner Luzon, for Grays Harbor.

Tides at Astoria Saturday.

High.	Low.
4:27 A. M....7.0 feet	10:08 A. M....3.7 feet
3:45 P. M....8.2 feet	10:42 P. M....0.2 foot

ANNOUNCEMENTS.

F. E. Beach & Co., Pioneer Paint Co., 135 First st. Phones Main 1334, A 1334.

D. Chambers & Son, opticians, 321 Morrison, cor. Sixth, are the best.

25 per cent off on watches at Metzger's, 342 Washington street.

WILL OPPOSE BRICK

Many Want Belgian Blocks in New Paving District.

FIRST COST ABOUT EQUAL

Experience With Brick Pavement, However, Has Been Costly—If Blocks Used, Money Would Be Spent at Home.

From the tenor of a petition to the Council, signed by a large number of the principal property-owners of the Northwest section of the city, it appears that the Annand resolution offered November 16, "by request," is meeting with opposition. The Annand resolution provides that streets in the area known as the warehouse district shall be paved with vitrified brick. The streets to be so treated by this resolution are on Thurman street from Nineteenth to Front; thence on Front to Twelfth; thence to Fifteenth; to Northrup; from Northrup to Nineteenth, and from Nineteenth to Thurman. Some blocks in this district are improved, and in fairly good condition, and these are excepted.

Councilman Keliaher proposed a substitute to the Annand resolution, making the material to be used Belgian block instead of vitrified brick. Both resolutions were referred to the street committee.

From data secured from competent authority, it is agreed that the original cost of the two materials is about equal, but an important difference is pointed out in that if vitrified brick is employed the material, involving an outlay of something like $200,000, must be purchased in Seattle, whereas if blocks are used, that material can be bought right near Portland. There are several quarries nearby that furnish paving blocks of excellent quality, among them being Voton, 20 miles from the Jefferson-street depot, on the Oswego branch; Coffin Rock, on Columbia River; St. Helens Quarry Company; Banks & Buffton, St. Helens; Gordon Falls, on Columbia; Cascade Contract Co., Stella.

Brick Far From Satisfactory.

As to the relative merits of the two materials for paving in a district where heavy teaming is done, Portland's experience with brick is far from satisfactory, as several streets so paved did not stand the wear and tear, and such as are now paved with that material constantly require attention and repair, according to those who keep posted on street work.

The petition for stone paving is signed by the following firms and individuals whose business houses are located in the district referred to who have property there, or whose teams traverse that part of the city frequently: W. G. McPherson Co., Churchley Bros., D. C. O'Reilly, Portland Cordage Co., Portland Iron Works, Zan Bros., Clarke-Woodward Drug Co., Beno & Ballis, S. & L. Freedman, Louis Kuehn, Bessie M. Teal, Marshall-Wells Hardware Co., Honeyman Hardware Co., J. W. Sweeney, King estate, Failing estate, H. W. Corbett estate and Henry Weinhardt estate.

The whole matter of which material shall be used in this costly improvement is to be brought before the street committee, and it is expected the committee will be furnished with information regarding the experience of this city with brick paving and also the experience of other cities of the country. A. M. Marshall, member of the firm of Marshall-Wells Hardware Company, whose home city is Duluth, Minn., said a day or two ago in discussing street work that in Duluth it had been found that brick paving for streets where heavy teaming was done was invariably a failure. While he was emphatic in saying the warehouse district needs the improvement badly, he urged that stone blocks be used. His firm is one of the signers of the petition for Belgian blocks.

Seattle Turns Down Portland Bids.

Apart from the merits of the two kinds of paving suggested for the street work, another point has been raised that Seattle never misses a chance to throw municipal work to its local contractors, regardless of bids from this and other Coast cities. Recently bids were called for the building of a steamboat on the Sound to be used in connection with the coming exposition. When the bids were opened it was found that a Portland concern was the lowest bidder. This firm did not receive the contract, for through a technicality the award was given a Sound firm, whose bid was considerably in excess of the Portland bid. Such unfairness is most liable to meet with reprisal if some of the people in interest can bring it about.

The main reason, however, why the petitioners intend to insist on the stone blocks is because they claim superiority for that class of paving, especially for the terminal district streets. A strong point is to be made on keeping the money at home, where the merit of material is superior to that of outside manufacture, as would seem to be the opinion of not only the petitioners, but many other residents of the city who have given the subject attention.

Before a meeting of the street committee recently representatives of the railroad companies appeared to oppose any sort of improvement at once on one or two streets in the locality of the terminal grounds, contending that considerable filling would be necessary, and hard paving on this new ground would not hold for any considerable time.

UNION MAN'S FAITH IN TAFT

Workers Voted for Ohioan, Believing He "Will Make Good."

PORTLAND, Nov. 27.—(To the Editor.)—The election is over and, as much has been said and printed regarding the vote of the laboring men, and especially of organized labor, I trust you will open your columns to one who is, has been, and always will remain a labor union man, and one who believed in and voted for Mr. Taft at the last election. I have been told that "we were shot all to pieces" because we failed to elect Mr. Bryan. I voice others as well as myself when I say that we feel the contrary is the case.

The unions hold the larger per cent of intelligent, thinking laboring men. It is part of their work as union people to study economics, and hence no one can lead them if he has not the best logical reason and solid facts back of him.

When dealing with National matters in politics, each man's mind is left free and untrammeled, allowing free sway.

To line up the labor vote, not only organized but unorganized, against any one who opposes just measures for the benefit of the toilers has been done, as will be remembered, especially in this Congressional district, and it no doubt will be done again. This is very easy in the primary election, where it is only to choose between men of the same party principle.

To cross party lines where political principles are at stake, there must be the best of reasons on economic ground or a failure of either party in power to enact such laws as were promised either direct or by inference.

My opinion, based on the result of the election and also expressions made by many before that time, is that most of the Republican union men considered that the economic condition did not warrant their leaving their own party, undoubtedly believing that Taft's election was the best for all, labor as well as capital. We ask for fair play and the enactment of necessary laws to place the weak on an even footing with the strong, as, for instance: Many of the working men, though able to save a few dollars, are not financiers and, therefore, are easily taken in by designing bankers. We expect the Government to give them a postal savings bank where their frugal savings will be secure. And another example: A corporation needs men to work, but fails to furnish safe tools; the laboring men must work. In such cases we expect laws enacted that will compel the employer to furnish safe tools and fair conditions under which to work. Mr. Taft has promised to do what is right, and we have reasons to believe that he will keep his word.

The injunction plank of either party can be interpreted to suit any individual—neither is specific; but we expect a square deal.

Few of the regular Republicans in the labor unions followed Mr. Gompers, whom they all honor and whose good intention none question; but they consulted their own conscience in this Presidential matter.

At the beginning of the campaign many Republicans looked at it as did Mr. Gompers, and he was also conditionally instructed by the American Federation of Labor to take the stand he did; but after studying the question, they felt it would be wrong to follow a trail that they believed would lead to less prosperous times and, therefore, acted on their individual opinions. Our estimate of Mr. Gompers is that he does not desire any person to do violence to his own conscience.

In the result, organized labor has lost nothing, and the re-election of Mr. Gompers proves that he is not discredited by the American Federation.

The Federation has resolved to stay in politics and build up a strong organization. This will do no harm, and may do much good. The laboring man stands for honesty, justice and fair play, and if the leaders get off on the wrong foot, those that believe such to be the case refuse to follow. On the other hand, if the trust or confidence placed in the powers that are should be met with neglect, injustice or insolence, then there is a strong organization as a nucleus for opposition. We wish for a strong navy; still, if friendly relations and just dealings of the foreign powers continue, there is no use for it only to be ready.

One of the strongest reasons why we who believe in Republican principles should not switch—one of the best arguments used in the campaign for our party in regard to the labor vote—was the showing that the employers' liability act, the child labor laws, the factory inspection laws, etc., were backed by Republican statesmen and enacted principally in Republican states.

Much is expected of the coming administration, and the question is asked, "Will it keep its promises?" We believe it will, and staked our political judgment on the same. The big Ohioan will make good. Respectfully,

A UNION MAN.

YOUTH IN TROUBLE BEFORE

Leo Furlong Was Leader of Gang That Beat Japanese Year Ago.

Leo Furlong, the 18-year-old lad who was arrested for binding, gagging and robbing E. H. Hanson, an employe of the Barber Asphalt Company, is the Albina youth who acted as the ringleader of a gang which gave a Japanese a merciless beating last year. It was on the Fourth of July. The gang, which included several boys, had procured several bottles of liquor, and set out up the O. R. & N. track. On the way they met P. Kashiwage, and one of the gang asked him for some tobacco, the Japanese handing over his plug. When the Jap insisted upon return of the tobacco he was given a severe drubbing, and left lying beside the track.

Several of the youths, including Furlong, were arrested, and haled before Judge Frazer, of the Juvenile Court. Furlong was remanded to the Justice Court for trial, but this order was later set aside, and the youth, then 17 years old, was turned over to the Circuit Court on a charge of contributing to the delinquency of 14-year-old Malcolm Crocker by giving him liquor. Furlong pleaded guilty, and was sentenced to serve one year in the Penitentiary. Judge Frazer placed him on parole to Probation Officer Hadley. The sentence was pronounced July 25, 1907.

Furlong's father and mother are divorced, the father living in Eastern Oregon.

PILES CURED IN 6 TO 14 DAYS.

Paxo Ointment is guaranteed to cure any case of itching, blind, bleeding or protruding piles in 6 to 14 days or money refunded. 50c.

25 per cent off on diamonds at Metzger's, 342 Washington street.

MAY STOP PAVING

Streetcar Company Objects to Belgian Blocks.

HOLD UP BELMONT STREET

Street Committee to Decide Whether Company Must Put Down Expensive Material far Out From Business Center.

Strong objection by the Portland Railway, Light & Power Company may result in the discontinuance of the bitulithic improvement on Belmont street, from East Forty-second to East Sixty-seventh streets, which is to cost $86,000. The Executive Board yesterday afternoon, upon the suggestion of Mayor Lane, referred the matter to the street committee for consideration, and in the meantime the officials of the corporation will seek to secure action by the City Council changing the specifications so that the material to be laid between the car tracks will be other than Belgian blocks.

A letter from President Josselyn was read, and Vice-President Fuller appeared in person to enter protest against the awarding of the contract to the Pacific Bridge Company, the lowest bidder. Had these remonstrances not been filed, the Board would have let the contract without doubt, as it had been so recommended by the street committee. As there seemed to be merit in the statements of the company's officials, however, it was thought best to refer it back to the committee, which will give the Council opportunity to consider the matter.

It is the contention of the company officials that it is an unnecessary financial burden imposed upon them to be forced by the city to lay Belgian blocks between its tracks in a district so remote from the downtown section. It is the highest-priced material called for, and for some months the company has been protesting against being made to lay the blocks between the tracks on all hard-surfaced improvements.

Some time ago President Josselyn officially notified all city officers, from Mayor Lane down, that the company will decline to lay Belgian blocks in all instances, unless it deemed such action as being a benefit to the company; that Belgian blocks are not called for in the franchises held by the company, and that the city cannot compel the company to lay any better material on any street than is laid by the city, and that the company is perfectly willing to follow out the terms of its franchises.

City Attorney Kavanaugh was called upon to render an opinion on the question, and did so, contending that the city has power to force the company to lay any kind of material thought to be necessary; but that this power should be used judiciously, and not to work any hardship upon the company. In all specifications for hard-surface improvements, therefore, the Council has incorporated Belgian blocks to be laid between the company's rails.

Mayor Lane has taken the stand that it is an unnecessary hardship on the company to be compelled to put in Belgian blocks in remote districts, and he candidly expressed himself thus yesterday afternoon when the matter was under discussion.

If the Council should decide to alter the specifications, the entire proceedings will have to be renewed; advertising for bids will be necessary, and the entire process of bringing the proposed improvement up to the Executive Board will be included.

OFFICERS ALL RE-ELECTED

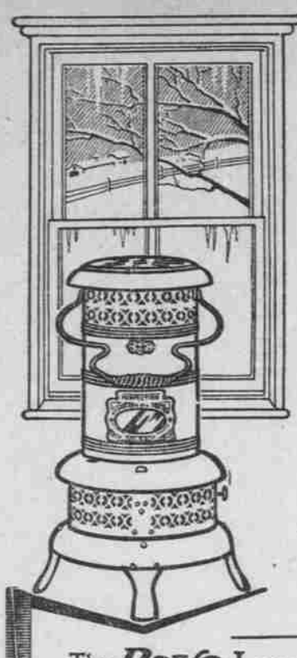
Oregon State Equal Suffrage Association Holds Annual Meeting.

At the meeting yesterday of the Oregon State Equal Suffrage Association all of the officers were re-elected for the ensuing term. The session was a short one, the time being largely devoted to the reading of the ballots. Mrs. A. Bonham, financial secretary, rendered a report, in which it was shown that the finances of the association were in excellent condition, with all debts paid and a balance in the treasury. The report also showed that the membership has been more than doubled in the past year. A large proportion of this number represents taxpaying women, and this fact is taken by the organization as an evidence of the support being given it in its campaign for suffrage for woman taxpayers.

Mrs. Abigail Scott Duniway, president of the association, presided at the meeting. Following is a list of the officers re-elected:

Honorary president, Mrs. Henry Waldo Coe, Portland; member of national committee, Mrs. Sarah A. Evans, Portland; president, Mrs. Abigail Scott Duniway, Portland; vice-president at large, Mrs. Elizabeth Lord, The Dalles, Or.; vice-president, Mrs. C. M. Cartwright, Portland; corresponding secretary, Miss Myrtle Pease, Portland; recording secretary, Miss Elma Buckman, Portland; financial secretary, Mrs. A. Bonham, Portland; treasurer, Mrs. W. E. Potter, Portland; auditors, Mrs. F. Eggert, Mrs. M. A. Dalton, Portland; Mrs. Imogene Bath, Hillsboro.

Keeps Frost Off Windows

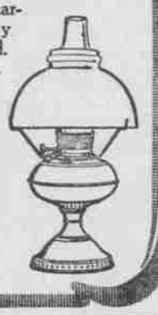


Don't you dislike to leave the warm living room and undress in a cold bedroom where the frost is thick on the windows? No need to any longer—a

PERFECTION Oil Heater

(Equipped with Smokeless Device)

makes any cold room cheerful and cozy in a trice and keeps it so. It has a smokeless device—that means no smoke—no smell—no bother—just direct intense heat. Finished in japan and nickel. Brass font holds 4 quarts, burns 9 hours. Easily carried about. Every heater warranted.



The **Rayo** Lamp is unequalled for its brilliant, steady light, simple construction and absolute safety. Equipped with the best central draft burner. Made of brass, nickel plated. Every lamp warranted. If your dealer does not handle the Rayo Lamp or Perfection Oil Heater write our nearest agency for descriptive circular.

STANDARD OIL COMPANY
(Incorporated)

New Coaches on Oregon Electric.

Four new coaches have just been received by the Oregon Electric Railway Company and put in service on the Portland-Salem division. These cars are part of an order placed some time ago with the Niles Car & Manufacturing Company, of Ohio, and they arrived in Portland just in time for use on Thanksgiving Day, when they were attached to the regular motors already in service. They are about 60 feet long and will seat 70 passengers, and are said to be the finest electric cars ever brought to the Coast. They came from the East coupled together in a freight train, and took 19 days to make the journey. The company has two more coaches and two motor-express cars on the way from Niles, Ohio.

Sixty languages are in everyday use in Freetown, Sierra Leone.

WOMAN'S NIGHTMARE

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of **Mother's Friend** so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the trying crisis without suffering.

MOTHER'S FRIEND

Send for free book containing information of priceless value to all expectant mothers.

THE BRADFIELD REGULATOR CO.
Atlanta, Ga.

MEN!

DON'T FAIL TO VISIT OUR

FREE MUSEUM OF ANATOMY

A complete exhibition of science and art.

Presenting a vivid and realistic study of the origin and development of the human race from the beginning to the end.

Also a figure study of health and disease in all its various phases, represented by life-size models in wax and papier-mache.

These lifelike models are the cleverest work of the foremost masters of the world.

Reader, you should see this great exhibition and note how wonderfully we are made.

CONSULTATION AND EXAMINATIONS FREE AND OUR CURES GUARANTEED

$5.00 OUR FEE

For a complete cure in any simple uncomplicated case.

We cure Weakness of Men, Varicocele, Hydrocele, Nervous Debility, Blood and Skin Diseases, Sores, Ulcers, Swollen Glands, Kidney, Bladder and Rectal Diseases, Prostate Gland Disorders, and all Contracted Special Diseases of Men.

Men make no mistake when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are ailing, consult us. Medicines furnished in our private laboratory from $1.50 to $5.00 a course.

If you cannot call, write for self-examination blank. Hours, 9 A. M. to 8 P. M. daily. Sundays 9 to 12 only.

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Colds Colds

Ask your doctor if Ayer's Cherry Pectoral is not just the right medicine for such cases. He knows all about it. Then follow his advice.

Ayer's Cherry Pectoral

REVISED FORMULA

Cold after cold, cough after cough. One cold no sooner cured than another one comes. It's a bad habit, this taking-cold habit. What you want is a medicine that will break up this habit, heal inflamed membranes, and strengthen weak tissues.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

Men Cured

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