HARBOR INSPECTION COSTS CITY $10,500

New York Engineers Are Paid $3200 Each; Extra Work Reaches Total of $900.

COMMISSION MAKES PLANS

Attempt to Secure Quarters at City Hall Will Be Made and Then Dock Sites Will Be Passed on by Board.

Authorization was given at the regular session of the Commission of Public Docks yesterday to draw vouchers for $3200 each in favor of E. P. Goodrich, Charles W. Staniford and William J. Barney, of New York, engineers comprising the board of consultation, who compiled the special report received last month recommending dock sites and the type of construction that should be followed.

They were employed with the understanding that the compensation would be $100 a day during the time they were actually engaged on the work.

The engineers came from New York and studied the situation, taking in the entire harbor and its facilities, also familiarizing themselves with all conditions relative to currents, freshets, commerce, the types of vessels to be accommodated, and made deductions as to future prospects with the opening of the Panama Canal and growth of the country tributary to Portland.

Extra Expenses Are $900.

They were paid for the time passed on the trip and that devoted to assembling the report on returning to their homes. There were extras, including the cost of maps, printing, making copies of the statement and kindred expenses that increased the expenditures $900, the total work having cost $10,500.

There were no steps taken yesterday to pass on dock sites, and a special session will be held Monday for that purpose. Members of the Commission expressed themselves as anxious to get the preliminary labors under way and asserted that the first important move would be to secure quarters. Likewise it was argued that as condemnation proceedings must be undertaken to obtain building locations, it was imperative that legal assistance be available at all times. Therefore it was moved that Chairman Mulkey be delegated to represent the Commission in a conference with Mayor Rushlight to ascertain if rooms could be provided at the City Hall and provision made by the Council for employing another deputy in the office of City Attorney Grant to be detailed on work for the Commission.

Room May Be Given.

Commissioner Kellaher said that he thought a small room could be set aside at the City Hall for office purposes and meetings could be held in one of the assembly rooms. The Commission has no power to employ an attorney, and only through a special arrangement can a deputy be assigned to the work.

Commissioner Kellaher moved that Chairman Mulkey place those matters before Mayor Rushlight and, as a means of interesting the city officials, proposed that in return for the concessions, the Commission of Public Docks would select the new fireboat station and dormitory as its first project. The building is to be located on the East Side, where the Upper Albina ferry landing is, and will cost approximately $8000. It was also moved that the courtesy of inspecting the report of the board and all maps and other data be extended Mayor Rushlight.

A communication received from Brown & McCabe, stevedores, calling attention to port charges and other subjects alleged to be detrimental to Portland as compared with other ports was filed because it was shown that the complaint had been taken up by the Chamber of Commerce.

Harbormaster Speier had an inning before the Commission yesterday when he asked if haste could not be displayed in starting work on the recreation pier proposed for the foot of Stark street. He pointed out that the condition of that street-end stood forth as the worst of any in the city; that the present backwater from the Columbia caused sewerage there to become stagnant; the street was littered and unsightly, and, worst of all, Stark street would be selected by the Rose Festival and Elks' committees as the official landing-place.

The complaint resulted in a discussion as to time required to start work after 30 days passed in advertising, and it was voted that nothing could be done in the way of temporary aid and the permanent work could not be completed this Summer.

At the same time it is not improbable that some means will be found for ridding the city of the unsightly landing, probably through public bodies that will erect a temporary landing and improve the place in other ways, because of the thousands of visitors expected in the city and from whom the harbor cannot be hidden.

CURRANTS IN FROM EUROPE

Portland Exchanges Goods With Countries Beyond the Atlantic.

Custom-House inspectors yesterday completed checking over a shipment of 500 barrels of currants that were shipped from Europe, consigned to Portland wholesale houses. Though currants are grown in the Northwest and find a ready market, the heavy movement of the imported product indicates the increased consumption. The shipment was handled on vessels of the North Pacific Steamship Company from San Francisco, having been discharged there from a Harrison Line steamer.

On the steamer Rose City, sailing yesterday, was a shipment of casings to be used in the manufacture of sausage, so that this week there has been a trade in imports and exports. There are many commodities moving from Portland monthly to the United Kingdom and other foreign countries; also arriving here in bond. Much of the business is handled by way of San Francisco, as it comes either in foreign bottoms from the other side or moves from Europe to New York and is then routed via the service of the American-Hawaiian Steamship Company.

TALBOT LAUDED FOR WORK

Port of Portland Figured in American-Hawaiian Change.

To Marcus Talbot, general manager of the Port of Portland, is given credit for having induced the American-Hawaiian Steamship Company to extend its direct service to Portland, so says a private telegram received from San Francisco yesterday. On the occasion of a recent visit of Mr. Talbot to the Golden Gate, ostensibly to study conditions there relative to the use of coal barges equipped with conveyors for loading coal on vessels, it is said he took up the matter with Manager Cook, of the line, who has charge of the Pacific Coast territory, and the result was a visit soon after by Mr. Cook and his recommendation prompted the directors at New York to order the change.

It has been expected for a year that the American-Hawaiian would increase the service between San Francisco and Portland by placing a second steamer in operation to alternate with the Falcon, but as the company had direct steamers operating here unprofitably several years ago when its service began, it was regarded doubtful that the big vessels would again be sent here. The steamers Isthmian, Nevadan and Nebraskan, which will be on this run with the Lyra, can be loaded to 27½ feet, so they are not small types by any means. The Port of Portland Commission is using its endeavors to attract deepwater interests to this harbor and considerable work in that direction has been carried on quietly, such as the American-Hawaiian improvement.

Marine Notes.

Coming with passengers and general cargo, the steamer Klamath arrived last evening from San Francisco and will sail Tuesday for Southern California. The steamer Carlos sails tomorrow for San Francisco, and the steamer Beaver, arriving last evening, departs Tuesday.

Robert McIntosh has secured a contract for caulking the main deck of the steamer Beaver and will start the work on this trip, expecting to finish it on the next voyage.

Superintendent McDonald, of The Dalles, Portland & Astoria Navigation Company, says there is under consideration a plan to sell "deck passage" on the steamer Bailey Gatzert when the reopening of work on the Celilo Canal and other projects on the Upper Columbia increases second-class travel. The rate will be one-half of the first-class tariff. The same scheme was in effect on steamers between Portland and Astoria years ago.

Excursion dates have been booked on the steamer Bailey Gatzert, the first being a junket of Woodmen and their families to the upper river May 26, and the "Elks' Boosters" will travel on the vessel to Bonneville for a picnic June 2.

On her last shift before departing for Hongkong, the British steamer Clan Maciver moved yesterday from Albina dock to that of the Portland Flouring Mills Company.

To work more wheat the French bark L'Hermite hauled upstream yesterday from Montgomery dock No. 2 to Irving.

With 1300 tons of grain, 1000 tons being wheat and 200 tons mill feed, the steamer Tampico cleared yesterday and will sail this evening, going by way of Tacoma, where she will take on 1700 tons of grain and a deckload of lumber for San Francisco.

What remains of the boiler that exploded aboard the steamer Sarah Dixon, wrecking her and killing three of the crew, has been landed at the yards of the Portland Shipbuilding Company by the Shaver interests. The old boiler of the steamer Cascades was discharged from the former hull there yesterday, both being for sale.

In tow of the gasoline tug Echo, of the Shaver fleet, 60 pontoons built by the Portland Shipbuilding Company for the new steel dredge of the Port of Portland Commission, were taken from the yards to the public drydock yesterday to be stored until the dredge is turned over to the Commission by the Willamette Iron & Steel Works.

Announcement has been made that the British steamer Robert Dollar will arrive here from the Orient with a part cargo about June 15 and the steamer M. S. Dollar will be in port about the same time to load lumber for China.

Davies & Fehon have chartered the Norwegian tramp Guernsey to load lumber at Eureka and Portland for Australia. She is now on the way from Puget Sound for Sydney with lumber and will load coal at Newcastle for Honolulu and proceed to this Coast.

Coming to load lumber for Australia under charter to W. R. Grace & Co., the schooner Geo. E. Billings entered the river yesterday from San Francisco after a run of six days.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Carlos	San Francisco	In port
Klamath	San Francisco	In port
Beaver	San Pedro	In port
Alliance	Eureka	May 3
Breakwater	Coos Bay	May 3
Sue H. Elmore	Tillamook	May 5
Geo. W. Elder	San Diego	May 6
Bear	San Pedro	May 7
Falcon	San Francisco	May 10
Roanoke	San Diego	May 12
Rose City	San Pedro	May 12
Isthmian	Salina Cruz	June 11

Scheduled to Depart.

Name.	For.	Date.
Yale	S. F. for L. A.	May 3
Harvard	S. F. & L. A.	May 4
Carlos	San Francisco	May 4
Alliance	Eureka	May 5
Beaver	San Pedro	May 7
Klamath	San Pedro	May 7
Geo. W. Elder	San Diego	May 8
Breakwater	Coos Bay	May 8
Sue H. Elmore	Tillamook	May 8
Bear	San Pedro	May 12
Falcon	San Francisco	May 13
Roanoke	San Diego	May 15
Rose City	San Pedro	May 17
Isthmian	Salina Cruz	June 15

Movements of Vessels.

PORTLAND, May 2.—Arrived—Steamer Klamath, from San Francisco; steamer Beaver, from San Francisco. Sailed—Steamer Rose City, for San Francisco and San Pedro; steamer Falcon, for San Francisco.

Astoria, May 2.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 24 miles; weather, cloudy. Arrived down at 4 A. M.—Schooner Balboa. Arrived at 7 and left up at 9:15 A. M.—Steamer Klamath, from San Francisco. Arrived at 7:50 and left up at 11:30 A. M.—Steamer Beaver, from San Francisco. Arrived at 8:50 A. M.—Steamer Geo. W. Fenwick, from San Diego. Arrived at 9:10 A. M. and left up at noon—Schooner Geo. E. Billings, from San Francisco. Sailed at 11 A. M.—Steamer Roanoke, for San Diego and way ports. Sailed at 1 P. M.—Steamer Mackinaw, for San Francisco; steamer Olympic, for San Pedro. Sailed at 2:30 P. M.—Barkentine John C. Meyer, for Callao. Arrived down at 3:40 and sailed at 6 P. M.—Steamer Rose City, for San Francisco and San Pedro.

Coos Bay, May 2.—Arrived—Steamer—Breakwater, from Portland.

San Francisco, May 2.—Sailed last night—Steamer J. B. Stetson, for Portland.

Seattle, May 2.—Arrived—Steamers, Delphin, from Skagway; Northwestern, from Southwestern Alaska; Montara, from Tacoma; Charles Nelson, from San Francisco. Sailed—Steamers Watson, for San Francisco; City of Seattle, for Skagway, Alaska; Northwestern, for Tacoma; Santa Ana, for Southeastern Alaska via Bellingham; barge Glory of the Seas, in tow of tug Wanderer, for Southeastern Alaska; power schooner Polar Bear, for Bering Sea.

San Francisco, May 2.—Arrived—Steamers Nome City, Atlas, Barge 93, Yukon, from Seattle; G. C. Lindauer, from Grays Harbor; San Pedro, from Soos Bay. Sailed—Steamers Elivara, whaling; A. M. Simpson, for Coos Bay; Thomas L. Wand, for Puget Sound; Titania, for Newcastle.

Tides at Astoria Friday.

High Water.	Low Water.
1:29 A. M....9.1 feet	6:26 A. M....0.5 feet
2:39 P. M....7.1 feet	8:12 P. M....3.3 feet

Fifty thousand tons of coal are burned daily in London.

RESULT IS DOUBTED

Miss Martin Questions Work of Equal Suffrage.

COLORADO'S CASE CITED

Women Lawmakers, She Says, Fail to Purify State or City—Denver Social Evil Problems Pointed to as One Argument.

PORTLAND, May 2.—(To the Editor.)—The Oregonian will find few suffragists who will agree with its suggestion this morning, that it is not fair to quote the failure of equal suffrage in Colorado, in an effort to prove that the ballot in the hands of women is not the cure-all that its leaders claim of it. Usually, the suffrage leaders depend upon the suffragists of Colorado to prove that suffrage is a real help in that state.

If, as your editorial puts it this morning, "woman suffrage is helping and will continue to help," in Colorado, perhaps you can explain why, with suffrage helping, and with four women in the Legislature of that state, (the largest number of women representatives in the history of the state), that the four women, a few years ago, voted to legalize gambling and horse racing? Why, with woman suffrage helping, is the segregated district of Denver, an eyesore to the country, and conditions permitted there, that would not be permitted in civilized non-suffrage states? Is it because Judge Lindsey tells us in his volume "The Beast," on page 308, that the women leaders "in politics are politicians; when they get their nominations from the corporation machines, they do the work of the corporations, and there is almost no way, to get a party nomination except from a corporation machine."

Purification Claim Doubted.

If the leaders of woman suffrage will accept such nominations under such corrupt conditions as Judge Lindsey describes, why do the suffragists tell us that with the woman vote, will come the purification of politics?

How many more years must we wait, before we can quote conditions in Colorado, as an example of conditions under woman suffrage? If the women of Denver are helpless in their endeavor to rid the city of its moral sores, why does the National American Woman Suffrage Association flood the country with circulars which declare that "Mothers need the ballot to regulate the moral conditions under which their children must be brought up?"

There is no reason for me to modify what you term my "rash statement" that, in the protection of wage-earning children, non-suffrage states are far ahead of the suffrage states. Not while the Secretary of the National Labor committee furnishes me with proof of my statement. Conditions are not what they should be in Florida and in Georgia, I grant, but they are identical with conditions in Colorado.

Non-Suffrage States Escape.

Mr. Owen Lovejoy, Secretary of the National Child Labor committee, in his report of the proceedings at Birmingham, Ala., in March, 1911, says: "The states which do not require proof of the child's age or at least any proof worthy the name are Colorado, Florida, Utah, Wyoming, Idaho, Georgia, etc." the four old suffrage states, and 14 other states mentioned by Mr. Lovejoy, one of them, Wisconsin, having since corrected its faulty child labor law. Fourteen non-suffrage states, and all the old suffrage states, quoted as examples of faulty child labor laws! All the other non-suffrage states escape this indictment by the National secretary.

The National Child Labor committee has prepared a model child labor law for uniform legislation. The bill contains 49 sections, and of these 49 sections, Wyoming, the oldest suffrage state, contains none of them; Idaho, none; Colorado, seven; Utah, eight; Oregon contains 14; Wisconsin, 27! Which would indicate that facts would put the child labor plank out of the suffrage platform.

States Urged to Wait.

If women have not voted in any state long enough yet to show what the final effort of suffrage will be, then the men and women who oppose experimental government, ask that the suffrage leaders wait until the experiment in the suffrage states will show what the effect will be, before forcing the ballot upon an unwilling electorate.

I agree with you, that it is too early to quote California, as the effect of woman suffrage upon that state, and beg to remind you that I only cited facts to prove that the women of San Francisco were not availing themselves of the ballot, in answer to your argument of the day previous, in which you maintained that they were "registering about as numerously as the men."

I grant you that it is difficult to get the men to register. The man who fails to register and to vote, makes the machine possible. Will it aid matters to add to this number countless numbers of women who will not register and who will not vote?

I do not believe that the last word has been said in the child labor field, but I do know, that in Boston, New York, Cincinnati, Milwaukee and St. Louis, the regulations for the protection of child workers are better than they are in any of the suffrage states or cities. Miss Jane Addams bears me out in this statement in her "New Conscience and an Ancient Evil," on page 126.

Regulation Nullifies Laws.

On page 36 of the same volume, Miss Addams says, "the very existence of a segregated district under police regulations means, of course, that the existing law must be nullified or at least rendered totally inoperative. When police regulation takes the place of law enforcement, a species of municipal blackmail inevitably becomes intrenched."

Miss Addams exactly describes the condition in Colorado today. On page 81 of the same volume, Miss Addams says: "As yet Massachusetts is the only state which has appointed a special commission to consider the establishment of a minimum Wage Board, although the Industrial Commission of Wisconsin is empowered to investigate wages and their effect upon the standard of living."

On page 131 and 132 of the same volume, Miss Addams says, "this new public concern for the welfare of certain American cities has resulted in a municipal milk supply. New York, Chicago, Boston and other large towns, employ hundreds of nurses each Summer to instruct tenement house mothers upon the care of little children."

Is there any such solicitude for the children of the poor, in any of the suffrage states?

On page 157, Miss Addams calls attention to the fact that "Kansas City has instituted a Department of Public Welfare, with power to regulate places of amusement; a New York committee has established model dance halls; Milwaukee is urging the appointment of commissions on public recreations, while New York and Columbus have already created them."

Suffrage Cities Not Mentioned.

Why no mention of suffrage cities or states?

On page 173, Miss Addams states that the Massachusetts General Hospital is the only hospital that has a social service department to care for erring women. In the face of all the facts presented in the volume, on page 198, Miss Addams asks: "Would women voters concur in the assumption that every large city must either set aside well-known district for the accommodation of prostitutes, or continually permit it to flourish?"

The social evil thrives in Salt Lake City and in Denver, as it thrives in few American cities. It flaunts its vices in the faces of the civilized world. But then we are told that women have not been voting long enough to help!

If the suffragists dont hurry with the era of universal suffrage, the very reforms they advocate will have been accomplished by mere man in this glorious United States of America.

I. T. MARTIN.

The plain implication from this extraordinary letter is that women are a pretty tough lot who are eager to vote in favor of vice, child labor, white slavery and whatever other deviltry they can hatch up. No doubt Miss Martin has her own reasons for thinking poorly of her sex, but we cannot concur in her estimate. The women whom we have the happiness to know will not vote for white slavery, child labor or gambling when they have obtained the right of suffrage. The social conditions in Colorado, Wyoming and Utah are unusually bad. They are mining, cattle-raising and sheep-ranching communities. Colorado has been distracted with labor wars for many years. Wyoming was not long ago controlled by a combination of cattle thieves. Utah has had the Mormon problem on its hands. Denver has been the stamping ground of the smelter trust. By the snap judgments which Miss Martin makes upon conditions in these states she shows that she prefers to deal with the surface of things, and her observations lose proportionately in value.

Where are the factories in Wyoming, Utah or Idaho that thrive on child labor? Where are the city tenement mothers who need public instruction in the care of infants? Is state regulation of city amusements needed in Wyoming or Idaho, neither of which has a town of 25,000 inhabitants? Woman suffrage is not a failure because it does not provide unneeded laws. Yet at the root of every social reform which Miss Martin mentions in the East or West lies the tireless effort of some band of women. Hampered as they are by the lack of the ballot they have done wonders. With the ballot they would do more. To deny them the right to vote is to tie their hands.

DEFENSE TAKES STAND

REPUTATION OF MUTCH, MURDERED MAN, TOLD IN TRIAL.

Sixteen Witnesses for Oetinger Declare Victim of Homicide Had Violent Disposition.

The defense yesterday devoted its efforts in the Oetinger murder case to proving the reputation and character of E. W. Mutch, alias Frank Martin, the man killed by Oetinger in the latter's saloon, at 9 First street, on the night of January 19. In all 16 witnesses were called and their testimony was substantially to the same effect, that Mutch was a "holy terror" when under the influence of liquor, as he was on the night of the homicide, according to several who have been on the stand.

W. K. Scott told of the longshoremen in the employ of Brown & McCabe once declaring that they would go on a strike if Mutch was not removed from the position of foreman over them. They won their point.

W. H. Souls, a former newspaper reporter, who knew the dead man well, described him as a "fighting man"; W. H. Mall declared that Mutch tried to "pick" a fight with him on the day preceding the night of the shooting. C. Markstrom told of having been beaten once by Mutch in a saloon and Chris Lollick said that he received a share of fistic attention from Mutch when he went to Markstrom's assistance.

L. B. Felcher, who was in Oetinger's saloon the night Mutch was killed, said that Mutch was emitting a "blizzard of blasphemy" with Oetinger as the recipient. S. H. Harris had heard Mutch say, referring to Oetinger, "I'll get that Dutchman some day." George J. Quinlan testified that Mutch once tried to assault him with a chair and Policeman Goltz said that he put a stop to the trouble on that occasion.

Others who testified to the bad reputation of the victim of the shooting were: Sanford Hirsch, Carl Zimmerman E. B. Rutherford, Detective Coleman, John Knox, Detective Snow and Ernest Johnson. Hirsch said that on the afternoon of the night on which Mutch met death he heard Oetinger say that he wished Mutch would keep away from his saloon.

This testimony is being introduced for the purpose of assisting the jurors in determining which of the two men was the aggressor. There were no eye witnesses of the homicide and Oetinger declares that he shot in self-defense.

Police Captain Keller was recalled by the defense to testify that there was a rubber mat in the saloon and that it is possible that the body of Mutch may have been dragged from behind the bar over this mat.

Several witnesses had previously testified that marks on the floor indicated that the body was dragged from a point in front of the bar. Oetinger declares that Mutch had come around behind the bar to assault him. The attorneys for the state and defense both consider this an important point.

NEW TUG TO BE LAUNCHED

Government Boat Mendell Will Slide Into Water at 3 o'Clock.

Joseph Supple has fixed tomorrow afternoon at 3 o'clock as the time when the staunch new tug Geo. H. Mendell shall take the water at his plant. The vessel could have been launched weeks ago, but it was desired to wait until the river raised so as to insure perfect safety in getting her off the ways.

When the Mendell is in the water all that will be required to complete the work will be to place the pilothouse and mast into position, and to set the stack and smaller parts, such as ventilators and connections from the pilothouse to the engineroom. Mr. Supple has ordered material from Inman-Poulsen's for the steamer Grahamona, which he will build for the Oregon City Transportation Company, and the drafting work is under way. The rehabilitation of the Minnie E. Kelton is progressing and she will be in commission during the Summer. Several launches and river craft are at the yards for overhauling.

FRENCH SAILERS PURCHASED

Largest Fleet of Windjammers to Sail Under That Flag.

In mail advices received from France yesterday it was stated that N. & C. Guillon, of Nantes, have sold their entire fleet of vessels to the Societe Nouvelle d'Armement and that the purchase of new tonnage made by the latter will soon place it at the head of the world's sailing ship owners. With those last secured the corporation has 42 sailing vessels.

The vessels disposed of, all being under the French flag, are the Charles Gounod, Edmond Rosland, Edouard Detaille, Ernest Legouve, Ernest Reyer, General de Negrier and the Pierre Lotl. Among the well-known carriers of the Societe Nouvelle d'Armement fleet that have been here are the Admiral Cecille, Bonchamps, Bossuet, Eugene Schneider, General De Boisdeffre, La Fontaine, Leon Blum, Marechal de Gontaut, Marechel de Turenne, Marechal de Villiers, Marie, Moliere, Noemi, St. Louis, Ville de Mulhouse, Touraine and Vendee.

LAD TELLS OF ROUGH VOYAGE

Portland Boy Writes of Stormy Trip on Japanese Steamer.

Word has been received of the safe arrival in Japan of Hubert M. Beattie, a Portland lad of 20, who departed on the Japanese cargo steamer Unkai Maru No. 2 on March 14. Hubert reports a tempestuous voyage across the Pacific.

Starting out they took the northern, or Great Circle route, passing within 150 miles of the Aleutian Islands. The ocean resembled the Alps, as the big ship seemed to climb a mountain of water, slide down the other side, then climb another. Seas came aboard and did some damage. One wave carried a sailor out to sea, and another brought him aboard in safety. This was a cause of much merriment among the Japanese officers, but Beattie admits he was scared and failed to see the joke.

MUNYON MAKES GREAT SUCCESS

Biggest Triumph in History of Famous Health Expert

LAUNCHES NEW IDEA

Cases Treated by Mail

That the new system of special treatments for various ills which has been introduced here by Professor James M. Munyon, the noted health expert, has proved a wonderful success has now become apparent. Immense crowds of people are now calling at the offices of the noted "Apostle of Hope," most of them being drawn there on the recommendations of friends who had tried this new treatment.

In a recent statement Professor Munyon said:

"My new system of individual treatments adapted to particular cases is practically a new thing with me. It is not a new idea, for I and my expert associates have been planning and experimenting with this method for several years, but we became so confident of a great and far-reaching success that we have at last placed them on the general market. Our anticipations have been fully justified. We are having one of the greatest successes in my experience.

"We have probably treated more cases of rheumatism, in its various forms, than any other single class of cases. Our success has been almost invariable. We have put out a treatment for stomach trouble that has brought startlingly satisfactory results. We have cured literally hundreds of cases of stomach trouble, indigestion, gas on the stomach, shortness of breath, dizziness, constipation, palpitation of the heart, etc., right here in this city. Another of our most effective treatments is for catarrh in its various forms. This treatment is both internal and external. The external treatment consists of a patented inhaler device which medicates the upper air passages where ordinary medicines could never reach, and the internal treatment acts on all of the organs affected by this insidious and dangerous disease. Of course, we have treatments for many other ailments, but they are put up individually by my expert physicians for each case. Altogether I am delighted with the success of my new special treatments."

Munyon's offices in Portland are located on the second floor, rooms 4 and 5, 362 Washington street, where he has expert physicians in charge to give free advice to the sick and ailing from 9 in the morning to 8 at night.

PAW PAW PILLS WITCH HAZEL SOAP **FREE**

Both Tempting and Healthful

Cottolene-made Pastries

Indigestion is the cause of most human ills; lard—which is made from hog-fat—is ofttimes indigestible. *Cottolene* is more healthful, more wholesome and goes one-third farther than lard—therefore, is more economical.

Being made from pure, vegetable oils, containing no hog-fat, *Cottolene* makes food which agrees with the stomach and aids rather than retards digestion. Don't be talked into using some of the many imitations.

Made only by THE N. K. FAIRBANK COMPANY

"Nature's Gift from the Sunny South"

CONSTIPATION, BILIOUS HEADACHE AND SOUR STOMACH MEAN CASCARETS TONIGHT SURE

No odds how bad your liver, stomach or bowels; how much your head aches; how miserable and uncomfortable you are from constipation, indigestion, biliousness and sluggish intestines—you always get the desired results with Cascarets.

Don't let your stomach, liver and bowels make you miserable another moment; put an end to the headache, biliousness, dizziness, nervousness, sick, sour, gassy stomach, backache and all other distress; cleanse your inside organs of all the poison and effete matter which is producing the misery.

Take a Cascaret now; don't wait until bedtime. In all the world there is no remedy like this. A 10-cent box means health, happiness and a clear head for months. No more days of gloom and distress if you will take a Cascaret now and then. Don't forget the children—their little insides need a good, gentle, cleansing too.

Cascarets
REGULATE STOMACH, LIVER & BOWELS
TASTE GOOD—NEVER GRIPE OR SICKEN.
THEY WORK WHILE YOU SLEEP

10c per box
Also 25c and 50c boxes

Any Drug Store

IMPORTANT TRAIN CHANGES

—ON THE—

SOUTHERN PACIFIC — SUNSET, OGDEN & SHASTA ROUTES

EFFECTIVE MAY FIRST

MAIN LINE AND BRANCHES

MAIN LINE

No. 20—**PORTLAND PASSENGER,** leaves Ashland 7:10 A. M.; Medford, 7:39 A. M.; Roseburg, 1:20 P. M.; Eugene, 4:27 P. M.; Albany, 6:10 P. M.; Salem, 6:59 P. M.; arrive Portland 9:25 P. M.

No. 18—**PORTLAND PASSENGER,** leaves Roseburg 8:00 A. M.; Eugene, 10:55 A. M.; Albany, 12:40 P. M.; Salem, 1:35 P. M.; Woodburn, 2:15 P. M.; arrive Portland 4:00 P. M.

No. 19—**ASHLAND PASSENGER,** leaves Portland 8:30 A. M., as at present; Eugene, 1:50 P. M.; Cottage Grove, 2:47 P. M.; Roseburg, 5:30 P. M.; arrive Ashland, 11:55 P. M.

WOODBURN-SPRINGFIELD TRAINS

No. 30—Will run daily on return trip from **BROWNSVILLE VIA LEBANON,** arriving Albany, 11:20 A. M.

No. 26—**WOODBURN-SILVERTON** train, Sunday only, leaves Silverton 1:35 P. M.; Mount Angel, 1:45 P. M.; arrives Woodburn, 2:05 P. M.

No. 48—**LEAVES SILVERTON** daily, except Sunday, at 1:25 P. M.; Mount Angel, 1.40 P. M.; arrives Woodburn, 2:00 P. M.

COBURG AND OAK RIDGE SERVICE

Train service between Coburg and Oak Ridge, on the new Klamath Falls Line, as follows:

No. 85—**LEAVES COBURG** daily, except Sunday, 7:00 A. M.; Springfield, 7:40 A. M., connecting with train from Eugene; arrives Oak Ridge, 10:10 A. M.

No. 86—**LEAVES OAK RIDGE** daily, except Sunday, 1:20 P. M.; Springfield, 3:50 P. M., connecting with train for Eugene; arrives Coburg 4:25 P. M.

WENDLING BRANCH

No. 81—**LEAVES EUGENE,** 7:00 A. M.; Springfield, 7:20 A. M.; arrives Wendling, 8:15 A. M.

No. 82—**LEAVES WENDLING,** 8:40 A. M.; arrives Springfield, 9:45 A. M.; arrives Eugene, 10:05 A. M.

No. 83—**LEAVES EUGENE,** 2:00 P. M.; Springfield, 2:15 P. M.; arrives Wendling 3:05 P. M.

No. 84—**LEAVES WENDLING,** 3:10 P. M.; Springfield, 4:00 P. M.; arrives Eugene, 4:15 P. M.

Nos. 81 and 84 **CONNECT AT SPRINGFIELD** with Coburg-Oak Ridge trains.

PORTLAND-NEWBERG CHANGES

No. 94—Portland Motor, **LEAVES NEWBERG,** 6:45 A. M.; Oswego, 7:38 A. M.; arrives Portland, 8:05 A. M.

No. 102—Portland Motor, **LEAVES NEWBERG,** 1:10 P. M.; Oswego, 2:04 P. M.; arrives Portland, 2:30 P. M.

No. 97—Newberg Motor, **LEAVES PORTLAND,** 9:45 A. M.; Oswego, 10:11 A. M.; arrives Newberg, 11:05 A. M.

No. 111—Newberg Motor, **LEAVES PORTLAND,** 5:50 P. M.; Oswego, 6:10 P. M.; arrives Newberg, 7:10 P. M.

HILLSBORO SUNDAY TRAIN DISCONTINUED

Trains Nos. 9 and 10, now running between Portland and Hillsboro, Sundays only, will be discontinued.

DAILY SERVICE TO TILLAMOOK

Trains to Tillamook via Southern Pacific and P. R. & N. will run daily as follows:

Leave Portland, 8:45 A. M.; arrive Tillamook 4.35 P. M.
Leave Tillamook, 7:00 A. M.; arrive Portland, 2:45 P. M.

JOHN M. SCOTT, Gen. Passenger Agent