INFORMATION PUTS SCHWERIN WRONG

Custom Official Says Head of Harriman Steamship Line Is in Error.

COLLECTORS FOUND RIGHT

Federal Employes at Portland Do Not Discriminate in Accepting Bills of Lading, Writes Treasury Secretary.

Assertions made by R. P. Schwerin, head of the Harriman steamship interests on the Pacific, that discriminatory methods were employed at the Portland Custom House in accepting bills of lading on cargo brought from the Orient, as against the practice at San Francisco, did not receive indorsement by officials of the Treasury Department when referred there by the Oriental trade committee of the Chamber of Commerce, as a letter received yesterday by the chairman, O. M. Clark, states that Collector Malcolm has proceeded in strict conformance with the law.

A copy of the reply to the Chamber of Commerce was forwarded to Collector Malcolm and is as follows:

I have to refer to your letter of August 21 inviting attention to a communication addressed to The Oregonian by R. P. Schwerin, vice-president and general manager of the Pacific Mail Steamship Company, relative to the alleged refusal of the Collector of Customs at Portland to accept bills of lading marked "for Custom-House purposes only" upon the entry of merchandise at that port "in bond for interior delivery."

Schwerin's Statements Wrong.

The Collector of Customs at Portland reports that Mr. Schwerin's statements are erroneous so far as the entry of merchandise for transportation in bond to interior ports is concerned, and it appears that his practice in such regard is in conformity with the instructions contained in Treasury Decision 28,867, a copy of which is herein inclosed.

During the year 1908 the department's attention was invited to a discrepancy in practice at the various ports in relation to the acceptance of bills of lading upon the entry of merchandise for immediate transportation in bond, and an investigation was made and as a result thereof the instructions contained in said Treasury Decision 29,867, were issued. The Collectors of Customs at Portland and San Francisco report that their practice is in conformity with the said decision and the department is informed that such procedure is followed at all ports.

It is probable from some of the statements contained in Mr. Schwerin's communication that he refers to merchandise entered for consumption at Portland and after its release from customs' control, forwarded to other ports. In such cases the customs' regulations require the presentation of the original bill of lading. Such regulation is based upon subsection I of section 28, of the tariff act of August 5, 1909, which provides, in effect, that the holder of a bill of lading duly indorsed by the consignee therein named, or if consigned to order, by the consigner, shall be deemed the consignee of the merchandise therein described.

Specific Complaints Asked For.

So far as the department is informed it is the practice at all ports to require the production of original bills of lading upon the entry of merchandise for consumption or for warehouse, and I inclose herewith for your information a copy of a letter to the Collector of Customs at San Francisco, dated June 27, 1908, holding that bills of lading stamped "not negotiable for customs' purposes only" should not be accepted upon the entry of merchandise for consumption.

The statements in the said communication to The Oregonian are so general in some respects and seem so at variance with the facts as reported by the Collector of Customs at Portland, that the department is unable to understand the exact grounds of the complaint as made, but if you will inform the department of any specific instance in which the Collector of Customs at Portland has refused to accept an entry upon the presentation of papers upon which it is claimed entry would have been accepted at another port, instructions will be issued to insure a uniform practice in this regard.

Respectfully,
(Signed.) J. F. CURTIS,
Assistant Secretary.

HEAVY RAIN MEANS FRESHET

Soil in Valley Will Not Absorb Additional Moisture.

One more soaking rain within 24 hours means a small freshet in the Willamette River, is the prognostication of District Forecaster Beals, who says that since November 1 the rainfall at Portland has been practically 4.35 inches, or about 1.90 inches in excess of the average for this season, and that the precipitation was particularly heavy from November 8 to 11.

"The ground is thoroughly soaked with the moisture already received and the next downpour, if it arrives in a day, will swell the river," said Mr. Beals. "An idea of how the Willamette Valley territory has been deluged may be gleaned from the fact that between November 8 and 12 there was a rainfall of 3.79 inches at Eugene, 3.81 inches at Albany, 2.89 at Salem, 4.23 at Wilsonville and 2.04 inches at Portland."

The river rose six-tenths of a foot here for the 24 hours ending at 8 o'clock yesterday and was at a stage of 9.1 feet above zero. While it will remain about stationary today, the indications are that there will be an increased flow tomorrow and Friday.

BALLIN SAILS FOR EUROPE

Hamburg-American Director Has Other Plans for Canal Service.

Albert Ballin, chairman of the board of directors of the Hamburg-American line, who has indicated that the company will establish a service to Portland early in 1913, sailed from New York for Europe on the Kaiserin Auguste Victoria after having concluded many important details of the affairs of the company that were left uncompleted because of the recent death of Emil L. Boas, who was resident director in America. On reaching Europe, Mr. Bellin will consult with other directors as to the service that will be established with the opening of the Panama Canal.

To care for affairs of the line in this country he reorganized the American branch with the following:

A board of directors has been established, consisting of Dr. Karl Buenz, the general representative of the company in America, as chairman, and Vice Directors J. P. Meyer and W. G. Sickel, by which board the affairs of the company will be managed.

A. L. Cronemeyer and Emil Lederer have been appointed passenger traffic managers and C. J. Beck, freight traffic manager.

Carl L. Schurz has been appointed general counsel of the company here.

TWO TICKETS ARE PURCHASED

To Sail on Steamer Klamath Intention of Suicide.

Developments yesterday in the case of Walter J. Schoch, of St. Paul, Minn., who committed suicide Monday in the Prima Hotel by asphyxiation, showed that had he held to his original intention he would have been at sea and far removed from such a handy method as gas, for he had purchased two steerage tickets on the steamer Klamath, which sailed Sunday. One ticket was in the name of Emil Schneider and the other in that of Springer Duncan.

Both tickets were returned yesterday to Frank Bollam, agent for the independent lines, who will forward them to San Francisco for redemption. Schoch was 26 years old and the son of a grocer of St. Paul. Mr. Bollam does not recollect having sold him the tickets and wonders why two were bought and the names used.

Pilot Commissioners Meet.

ASTORIA, Nov. 12.—(Special.)—The regular monthly meeting of the State Board of Pilot Commissioners was held here this afternoon, but the only business transacted, aside from acting on routine matters, was to renew the bar license held by Captain O. H. Hansen.

Marine Notes.

In tow of the steamer Ocklahama, the schooner Irene is to leave St. Helens for San Pedro today, laden with lumber.

Bound for San Pedro, the steamer Yosemite cleared at the Custom House yesterday with 850,000 feet of lumber.

Repairs to the discharge pipe of the dredge Portland will be finished today and the pipe shifted to the digger so it can be replaced and she will resume operations tonight at La Due's.

Coming from Coos Bay to undergo repairs, because she sustained injuries there recently in striking on the bar, the steamer Washington entered the Columbia River yesterday and will be lifted on the Port of Portland drydock.

To begin loading barley for Europe, the German ship Eilbek shifted yesterday from the Clark & Wilson mill to Irving dock and will start work today. The British steamer Strathlyon finished and shifted to the stream so she can leave early today, being headed for Leith and Sunderland with 280,897 bushels of barley valued at $208,780.

With large consignments of wheat, aggregating 2000 tons that goes abroad via New York, also carrying the usual assortment of miscellaneous freight handled for the Atlantic side and England, the American-Hawaiian liner Lyra sailed from the harbor last evening on her final voyage from this city until the opening of the Panama Canal.

W. J. Wright, a sailor aboard the British ship Ravenhill, was drowned Monday when staging on which he was painting the side of the vessel broke, precipitating him into the river. An effort was made to reach him with a small boat, but the current proved too much for his strength, and he sank. Wright was a native of Nova Scotia and signed on the Ravenhill at Callao.

When the tug Star was lifted on the Port of Portland drydock yesterday for an examination, it was found that she had broken her shaft in addition to losing the propeller. A new shaft has been ordered and may be ready by Saturday and a new wheel will also be turned out. Meantime a double crew has been placed on the tug McCraken and she is acting as tender for two dredges.

G. Giese, Oriental manager of the Hamburg-American service, who is here investigating conditions with a view to recommending whether a fleet be sent to handle Far Eastern trade, inspected the harbor yesterday with M. Talbot, manager of the Port of Portland and G. B. Hegardt, chief engineer of the Commission of Public Docks. Mr. Giese probably will leave Portland Friday.

Aboard the steamer Rose City when she sailed yesterday were 389 passengers and reservations had been made for more at Astoria that brought the total to 401 persons, which is the limit she is allowed under the law. She also had a full load of freight. Owing to the heavy current running in the river, she was assisted from Ainsworth dock through the Broadway bridge by the steamer Ocklahama.

Movements of Vessels.

PORTLAND, Nov. 12.—Arrived—Steamer Northland, from San Francisco; steamer Claremont, from San Francisco; steamer Washington, from Coos Bay. Sailed—Steamer Lyra, for Salina Cruz via San Francisco; steamer Navajo, for San Francisco; steamer Breakwater, for Coos Bay; steamer Rose City, for San Francisco and San Pedro; steamer Coaster, for San Pedro.

Astoria, Nov. 12.—Arrived at 10 A. M. and left up at 12:45 P. M.—Steamer Northland, from San Francisco. Arrived at 11:20 A. M. and left up at 12:20 P. M.—Steamer Claremont, from San Francisco. Arrived at noon and left up at 3:30 P. M.—Steamer Washington, from Coos Bay.

San Francisco, Nov. 12.—Sailed at midnight—Steamer Geo. W. Elder, for San Diego. Sailed at 5:30 A. M.—Steamer Jim Butler, for Portland. Sailed at noon—Steamer Bear, for San Pedro; steamer Oleum, for Portland. Sailed last night—Steamer Temple E. Dorr, for Portland.

Santa Rosalia, Nov. 8.—Sailed—German bark Adelaide, for Portland.

Victoria, Nov. 11.—Arrived—British steamer Oswestry, from Columbia River, for Adelaide.

Mureran, Nov. 7.—Sailed—August, for San Francisco.

Sydney, N. S. W., Nov. 12.—Arrived previously—Sonoma, from San Francisco.

Yokohama, Nov. 12.—Arrived previously—Taithybius, from Liverpool for Tacoma.

Rio Janeiro, Nov. 11.—Sailed—Politician, from San Francisco, for Liverpool.

phin, from Skagway. Sailed—Steamer Umatilla, Nov. 12.—Arrived—Steamer Doltitila, from San Francisco.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Sue H. Elmore	Tillamook	In port
Roanoke	San Diego	In port
Alliance	Eureka	Nov. 13
Beaver	San Pedro	Nov. 13
Anvil	Bandon	Nov. 14
Breakwater	Coos Bay	Nov. 17
Geo. W. Elder	San Diego	Nov. 18
Bear	San Pedro	Nov. 18
Rose City	San Pedro	Nov. 23

To Depart.

Name.	For	Date
Sue H. Elmore	Tillamook	Nov. 13
Harvard	S. F. to L. A.	Nov. 13
Roanoke	San Diego	Nov. 13
Yosemite	San Pedro	Nov. 15
Anvil	Bandon	Nov. 16
Northland	San Pedro	Nov. 16
Yale	S. F. to L. A.	Nov. 15
Alliance	Eureka	Nov. 15
Beaver	San Pedro	Nov. 17
Breakwater	Coos Bay	Nov. 19
Geo. W. Elder	San Diego	Nov. 20
Bear	San Pedro	Nov. 22
Rose City	San Pedro	Nov. 27

Columbia River Bar Report.

Condition at the mouth of the river at 5 P. M., rough; wind, southeast 64 miles; weather, cloudy.

Tides at Astoria Wednesday.

High.	Low.
2:52 A. M....5.7 feet	9:11 A. M....4.0 feet
3:00 P. M.... 8.3 feet	10:10 P. M....0.0 foot

WOMEN TALK WAGE BILL

Business Workers' Club Prepares to Launch Practical Measure.

Discussing the proposed minimum wage law in its probable application to women and children, the Business Women's Club, a non-sectarian organization to which all women and girls are welcome as members, held its regular bi-weekly meeting at the rooms of the Catholic Women's League, in the Federal Deposit building, at Fourth and Washington, Monday night. Miss Caroline Gleason, speaking for the Consumer's League, which will propose the bill to the next Legislature, outlined its principles and told why it is considered an economic necessity. Miss Elizabeth Ford discussed the measure from the employer's standpoint, giving possible objections, and Miss Grace Collins handled the subject from the viewpoint of the factory girl, proving that she is often required not only to work for small wages, but in unhealthful and unwholesome surroundings.

SHOW MADE READY

Entries for Land Products Exhibit Pouring In.

RAILWAYS TAKE INTEREST

Only Small Part of 65,000 Feet of Floor Space in Main Structure Remains Still Unappropriated. Building to Open Tonight.

So near perfection will be the arrangements for the Pacific Northwest Land Products Show that after 10 A. M. Monday, the opening day, not a nail will be driven or an alteration made at the big exhibit building at East First and East Morrison streets.

Exhibit entries are pouring in by mail, by phone and by telegraph. Telephone messages from La Grande, White Salmon and Salem yesterday brought important entries, and yesterday's mail brought 83 more. In fact, Manager Bond already is hard pressed for space, and may have to shift the apple displays to the machinery building, as only a small fraction of the 65,000 square feet of floor space in the main building remains unappropriated.

COMMANDER OF STEAMER ELKKADER VICTIM OF AN ACCIDENT SATURDAY.

Captain John G. Pearson.

Captain John G. Pearson, of the steamer Elkkader, who was killed in an accident Saturday night, was one of the best-known of rivermen on the Willamette, having served in various capacities for the past 16 years. For eight years prior to his death he was captain of the steamer Elkkader. He was a native of Scotland, having been born there in 1866. He was a member of Woodmen of the World Lodge, No. 77, for 18 years. He leaves a widow. The funeral will be today.

Entries Come in Rapidly Now.

"Portland manufacturers are just beginning to wake up," said Manager Bond last night, "and in consequence they find that all the more advantageous space is taken. Their entries have been coming in rapidly the last few days, and apparently, even if they are a little late, they realize the importance of being represented at the show."

The Great Northern, the Oregon-Washington Railway & Navigation Company, the Seattle, Portland & Spokane and the Southern Pacific were busy putting in their special exhibits yesterday.

The exhibit building will be open from 8 to 12 tonight, tomorrow and Thursday night, and Friday, Saturday and Sunday nights all night long, so that all exhibits may be in place for the opening Monday morning.

Manager Bond believes that the attendance from outside the city will be from 200 to 500 each day of the show, which continues from Monday until Saturday, inclusive. All the railroads have made special rates of a fare and a third round trip. At least 150 will come with the exhibits from outside points, remaining through the week.

Benefits Pointed Out.

The East Side Business Men's Club gave a luncheon yesterday afternoon, which was addressed by Julius L. Meier, Senator Joseph, R. W. Raymond and Manager Bond, who spoke of the benefits to be derived from making the show a success. The club, with all the East Side commercial and civic organizations, will attend the dairy show in a body from 12 to 4, and will put in the evening at the Land Show, Monday, which will be known as East Side day. Fifty thousand circulars boosting the two shows are being printed and will be circulated by the East Side live wires, who will have them placed in laundry packages and retail grocery bundles for all parts of the city.

One of the features of the show will be the attendance of 1200 clerks and employes of the Harriman lines, Wednesday. In parade formation, with special floats and appropriate character impersonations, they will march through the principal streets of the city on their way to the exhibit building, where they will put on special vaudeville stunts for the entertainment of the crowds.

CLATSOP SPIT BUOY FAILS

Special Type of Lighted Aid Probably Will Be Tried.

"Failure" will be written in an official report bearing on the workings of an acetylene buoy, known as No. 10, which was established to mark Clatsop Spit last month, because it has been learned that the reason the light failed to burn was due to the fact the buoy "towed under" by the force of the tide. The tender Heather will remove the aid as soon as convenient and a nun buoy will be substituted for the present.

Henry L. Beck, inspector of the Seventeenth Lighthouse District, says that the buoy has not sufficient body and that its failure to stand up does not mean an illuminated mark cannot be maintained there, because a different type is under consideration and if agreeable to the Bureau of Lighthouses it will be tested. Also the ill luck will not interfere with the installation of gas buoys ordered, one for the bar and the other outside, nor the authorized increase of illuminating power on the ranges near Fort Columbia. No. 10 buoy was equipped with a "bridle" when anchored and precautions taken to safeguard it against "towing under," but the location is viewed as one of the most dangerous in which to use a lighted aid of the ordinary type.

Head of the Portland Power System Commends "The American Government."

B. S. JOSSELYN.

Among the prominent Portland citizens who have written to Frederic J. Haskin, praising his book, "The American Government," is B. S. Josselyn, president of the Portland Railway, Light & Power Company. Here is what Mr. Josselyn says:

Electric Building, Portland, Or.

Mr. Frederic J. Haskin,
Care of The Oregonian.
Dear Sir:

I have read your book, "The American Government," with very much interest, and wish to compliment you upon the quality of the work done.

Very truly yours,
(Signed) B. S. JOSSELYN.

"The American Government" is being distributed by The Oregonian. You will find a coupon in this issue, together with instructions as to how you may get this valuable book.

FEW CHANGES DUE

Charter Amendments Affect City Routine but Little.

SOME EXPENSE IS SAVED

Extra Work May Be Temporary Result of Abolishing Viewing System in Street Extension—Bonding Alterations Approved.

While the amendments to the city charter passed at the recent municipal election have not yet come to City Attorney Grant officially for consideration, he said yesterday that he believed few material changes will be occasioned by their going into force, except in the case of the amendment abolishing the viewing system in street extension.

In this case, it is probable that all of the street extensions now pending, in which the viewers' reports have not been adopted, may have to be rescinded and the work begun over again. The new amendment places the work of the viewers in the hands of the City Engineer and the Council proceeds upon his report. If remonstrances are made the whole affair may be carried into court, in which case the jury adjusts it and its decision is final. Appeals from such jury decision may be made upon points of law, but City Attorney Grant does not expect that contingency to arise frequently.

Expense to Be Saved.

City Engineer Hurlburt says that the viewing work for proposed street extensions probably will have to be placed in the hands of some special deputy from his office, but believes that the expense under this system will be much less annually than the expense that has heretofore been experienced under the old viewing system.

Both of the bonding amendments on street extension and opening are believed by Mr. Grant to be much more favorable to the property owner than the system that formerly prevailed. One extends the time for filing applications for bonding street and sewer assessments to 30 days, whereas the limit heretofore was only 10 days. The other amendment, extending the bonding act to street openings and changes, gives the property owner 10 years' time, if he bonds his property, in which to meet the assessment for benefits, whereas in the past the payment must be made in cash and the time was consequently limited.

The principal immediate application of the amendment regarding the vacation of streets on the waterfront, will be to the question of selection of the site for the proposed municipal auditorium. The amendment provides that streets may be vacated between property owned by the city and adjoining property which is to be acquired for municipal purposes.

Bridge Question Settled.

The inability of the city to vacate streets in the waterfront section of the city, thus throwing into one, two adjacent blocks, was the principal obstacle that stood in the way of the auditorium commission in case it was decided to select a site at the Market block or at some other point within the waterfront zone; and it was universally held that a single block would not furnish sufficient ground space for such a structure.

The amendment transferring the control of the bridges and ferries to the county is purely technical in its effect. When the county refused to take over and operate the upper span of the new Steel bridge, the city authorities, in response to the demands of the public for the opening of the bridge, put a force of men in city employ to operate the bridge. This bridge alone was operated by the city and the transfer of bridges and ferries to the county control was made to clear up the uncertainties that arose over the question.

The two ordinances passed in the election merely confirm the city's indorsement of two things. The Greater Portland Plans and the franchise granted by the Council to the Northwestern Electric Company.

STATE PRESENTS WITNESS

Chehalis Woman May Be Factor in Shoplifting Trial.

Mrs. George Lehmeier, of 510 State street, Chehalis, Wash., was brought to Portland yesterday and today will be placed on the stand in Judge Gantenbein's court to testify that Mrs. Frederika Rohs, on trial for shoplifting, sent articles to her at Chehalis to sell and that she disposed of many of them. This will be the state's clinching evidence, according to Deputy District Attorney Collier, who is prosecuting.

Mrs. Rohs, her daughter and a neighbor woman of German nativity were on the stand for the defense yesterday. All three testified that the defendant had been in the habit of attending remnant and auction sales and had purchased the great quantities of goods she is accused of stealing from the department stores of the city. On cross-examination they became considerably tangled.

Surrounded by several small children, Mrs. Rohs, many times a mother, appeared for trial in Judge Gantenbein's court Monday, the specific charge being the theft of numerous articles from the Holtz store.

She and her associates under indictment refused, through John Manning, their attorney, earlier in the day an offer on the part of Deputy District Attorney Collier to request paroles in consideration of pleas of guilty. The defense contends that the articles alleged to have been stolen were really purchased.

The first witness for the state was City Detective Craddock, who made the arrests. Mr. Craddock identified many articles which he said had been found in possession of the women and their husbands. The list includes goods from Holtz, Lipman, Wolfe & Co. and Roberts Bros.' stores. It required the entire tops of two large tables and several chairs to hold the goods introduced for identification. It included clothing of all kinds. An employe of the Holtz store identified the articles alleged to have been stolen from that house and on which the indictment is based.

The others under indictment are Gus Rohs, husband of the woman now on trial; Gus and Bertha Heinrich, husband and wife, and Emma Geiseck. They have demanded seperate trials.

Ex-Candidates Plan Feast.

VANCOUVER, Wash., Nov. 12.—(Special.)—The big barbecue, to be paid for by the winning representative in Congress from this District, as arranged between Albert Johnson, the victor, and James A. Munday, Democrat, arranged for when Mr. Johnson was campaigning in this county several weeks ago, will be held in Hoquiam, and Mr. Munday has been invited to attend the big outdoor feast, the date for which will be settled upon soon.

FEEL SHAKY, BILIOUS, HEADACHY, OR CONSTIPATED? TAKE CASCARETS

Sick headaches! Always trace them to lazy liver, delayed, fermenting food in the bowels or a sick stomach. Poisonous, constipated matter, gases and bile generated in the bowels, instead of being carried out of the system, is reabsorbed into the blood. When this poison reaches the delicate brain tissue it causes congestion and that dull, sickening headache.

Cascarets remove the cause by stimulating the liver, making the bile and constipation poison move on and out of the bowels. The effect is almost instantaneous. Ladies whose sensitive organisms are especially prone to sick headaches, need not suffer, for they can be quickly cured by Cascarets. One taken tonight will straighten you out by morning—a 10-cent box will keep your head clear, stomach sweet, liver and bowels regular and make you feel bright and cheerful for months. Children need Cascarets, too—they love them because they taste good and never gripe or sicken.

CANDY CATHARTIC
Cascarets
10 CENT BOXES—ANY DRUG STORE
• ALSO 25 & 50 CENT BOXES •
WORK WHILE YOU SLEEP

SOUR STOMACH, INDIGESTION, GAS OR DYSPEPSIA--PAPE'S DIAPEPSIN.

This Relightful Stomach Regulator Brings Relief in Five Minutes—Puts an End to Stomach Trouble Forever.

"Really does" put bad stomachs in order—"really does" overcome indigestion, dyspepsia, gas, heartburn and sourness in five minutes—that—just that—makes Pape's Diapepsin the largest selling stomach regulator in the world. If what you eat ferments into stubborn lumps, you belch gas and eructate sour, undigested food and acid; head is dizzy and aches; breath foul; tongue coated; your insides filled with bile and indigestible waste, remember the moment Diapepsin comes in contact with the stomach all such distress vanishes. It's truly astonishing—almost marvelous, and the joy is its harmlessness.

A large fifty-cent case of Pape's Diapepsin will give you a hundred dollars' worth of satisfaction or your druggist hands you your money back.

Its worth its weight in gold to men and women who can't get their stomachs regulated. It belongs in your home—should always be kept handy in case of a sick, sour, upset stomach during the day or at night. It's the quickest, surest and most harmless stomach doctor in the world.

$100 Diamond Ring

BOSTON PHOTO ART SHOP 342½ WASH ST. PORTLAND ORE.

GIVEN ABSOLUTELY FREE

ALSO $10.00 IN GOLD COIN

Now is the time to have your Christmas Photos made. We make beautiful photos from $3.50 per dozen up.

Present this ad at studio—it is worth $1.00 to you as part payment on any style photos you may choose.

Ask at studio regarding diamond ring.

Boston Studio
342½ WASHINGTON ST.
Corner Seventh.

Easy to Get Relief From Indigestion

Your stomach should digest the food you eat, without the aid of any artificial digestives. If it won't do that, then you are continually subject to dyspepsia, indigestion, heartburn, headaches and constipation.

Instead of taking digestive medicines, take steps to get your stomach and intestines again in a healthy, natural condition. Jayne's Tonic Vermifuge will do this for you if you will take it regularly. It is not a digester of foods, but it will restore your stomach and intestines so that they will attend to their natural functions, digesing what you eat and giving strength to the body.

For more than eighty years thousands of men and women who had suffered the pains caused by dyspepsia and indigestion have been praising this Tonic as the only remedy which brought them permanent relief. As the Tonic acts directly upon the stomach and intestines, it is a natural appetizer and strength builder.

Many forms of supposed indigestion are the result of intestinal parasites, for which Jayne's Tonic Vermifuge is unsurpassed. Insist upon Jayne's; accept no other. Sold by druggists everywhere. Dr. D. Jayne & Son, Philadelphia, Pa.

FACE BROKEN OUT

PIMPLES REPLACED BY SMOOTH, CLEAR SKIN.

Try This Remedy at Our Risk.

Ugly pimples and blotches not only disfigure the face, but cause unpleasant comments.

They are a form of eczema and will not yield to "beauty preparations," but demand rational treatment.

It was in just such conditions that our new soothing, antiseptic skin remedy, Saxo Salve, first proved its great value. Apply it as directed on going to bed—only a few treatments are necessary to show its marvelous healing power.

A remarkable feature that gives special value to Saxo Salve is its ability to penetrate the skin and carry its healing, germ-destroying action to the very seat of the disease.

We give back your money if Saxo Salve does not satisfy you fully. Woodard, Clarke & Co., Druggists, Portland, Oregon.

E. H. Holt Piano Co.
INCORPORATED
Suite 312-314-315 Merchants Saving & Trust Bldg., Portland, Or.
Wholesale distributors for the Knabe, Bennett, Strobber, Haines Bros., Armstrong and Holt-Schoenberg Pianos and Player Pianos. Territory now open for reliable dealers.
Write Today for Prices and Terms

WILLOW RIVER

On main line of Grand Trunk Pacific Railway, and the Pacific & Hudson Bay. Millions of acres of finest agricultural, timber and mineral lands are the inheritage of WILLOW RIVER, and it is the desire of the Railway Company to make it one of the most important towns in the entire Canadian West. Lots $10 down, $10 per month; no interest, no taxes; 10 per cent off for cash. Write today for full information.

PAC. BOND & LAND CORP., LTD.
530 Pacific Bldg., Vancouver, B. C.
Local Representative,
V. Page Harris, 500 Henry Bldg.

Hearing Bad?

Don't risk deafness! Get a 25c or 50c tube of Kondon's, the original and genuine Catarrhal Jelly. Use it as directed and note the beneficial result. Kondon's brings instant relief by removing the germs of catarrh—by soothing the inflamed membrane, by healing the raw places. Sold by nearly every druggist. Sample FREE from
KONDON MFG. CO., Minneapolis, Minn.

KONDON'S CATARRHAL JELLY

MOST ECONOMICAL SCOURING SOAP
EMORY ANS SONS N.Y. SAPOLIO
CLEANS : SCOURS : POLISHES
SOLID CAKE - NO WASTE