VIGOROUS PROTEST IS MADE TO BILL

Provision for State Acquisition of Low Riverfront Property Is Opposed.

SUPPLE VOICES OBJECTION

Boatbuilder Tells of Long Ownership and Hard Work, With Taxes Steadily Climbing, to Build Up Profitable Industry.

To protest against the enactment of a bill introduced before the Legislature by Senator Dan Kellaher, having for its object the acquisition by the state of land situated below high water mark, a number of waterfront property owners will go to Salem today to appear before a committee to which the bill has been referred to urge an adverse report. Among those expected to be members of the party are Joseph Supple, C. F. Swigert, Captain F. B. Jones, Daniel Kern, Joseph Pacquet, William Reid, Samuel B. Kobb and probably others.

Mr. Supple made the following statement of his views on the proposed legislation yesterday:

Defense Is Made.

As I am an owner of waterfront property, I have been deeply interested in the newspaper discussion which has arisen relating to the riparian rights. I have noticed that certain active agitators have advanced the theory that the waterfront owner has no riparian rights, and that the state or the city should step in and seize all lands on the waterfront which lie below high water mark. This has been interesting, but has not affected the rights under discussion. I am informed that there has been introduced before the Legislature, by Dan Kellaher, a bill prepared under the direction of J. B. Ziegler, which, if it becomes a law, will dispossess the waterfront owners of their title to the greater part of an area which they have held for years in undisputed ownership. It is time then to consider the effect such a drastic and unjust law would have upon me and other owners of riverfront property.

Nearly 20 years ago I established a boatbuilding enterprise on a vacant block on the east side of the river—one block south of the Morrison-street bridge. At that time there were no enterprises to speak of on the East Side. Waterfront property was vacant for long distances and of no value to the owner or to the city. Portland was in circumstances far different from what it is now. There was then a great need for enterprises which would give employment to our idle population and would place the inside property on a paying basis in order to produce much needed revenue for municipal purposes. I bought the block, paying all that it was considered worth at that time.

Property Made Productive.

During all these years I have made the best use of the block my circumstances would permit. I have given the business all of my time from 6 o'clock in the morning until the last man had left at night. Most of the time I have employed an average of 50 skilled mechanics, and oftentimes have had over 100 in my crew. I have used materials from local mills and factories. I have built boats for Puget Sound, Alaska, Mexico, Canada and our interior Western States, besides the work I have done on river and ocean-going craft. In doing this I have brought into the city hundreds of thousands of dollars which have all been spent for materials of local manufacture and for wages of Portland men, and the money has been kept here. Whatever profits I have made I have invested in improvements on the block. It has been said in newspaper articles that the riverfront has been grabbed up by millionaires and held in an undeveloped state as a speculation to the great detriment of Portland. I want to protest against this statement and would say that in my own case and in the case of many other owners whom I know there has been no grabbing of riverfront nor holding for speculative purposes; but rather the property has been improved so that it has produced an increasing revenue to the city in taxes and has given employment to a large number of workmen.

My taxes have steadily increased until now I am paying $200 a month on this block.

I contend that even if there is a legal technicality relating to riparian property I have done everything a man can do to entitle me to the right to the full property which I bought and paid for and have occupied and improved for 20 years.

EUROPEAN RECORDS RECALLED

Grain Carriers Open Season With Fast Passages to Europe.

Faster passages for sailing vessels between the Columbia River and Europe are looked for this season as a result of the performance of the British bark Galgate, which arrived out last week after a run of 111 days, and that of the British bark Killarney in 114 days.

As yet the record sailing time from this port is not in peril, the British ship Caithloch having established it in 1879, when she completed the voyage in 89 days. She was loaded by Henry Hewitt and on leaving the harbor her master said he would make a record trip or land with Davy Jones. The ship was 87 days from land to land and mariners here say the time yet holds as the best from the Pacific Coast.

The British ship Machrihanish sailed to Queenstown in 91 days in 1892 and the Selkirkshire covered the distance in 109 days. The Sutherlandshire was 100 days out in 1894 and in the same year the Principality reported in 97 days from the Columbia. She sailed December 18, and with her went the Rosshire and they made a close race of it, the latter reporting in 99 days, while the Primrose Hill, which followed them to sea that day, spent 110 days. The British ship Knight of the Garter is credited with a run of 99 days in 1892 and the Metropolis, now in port loading wheat, was 100 days on the way in 1891 and 109 days in 1892. In 1893 the Colony, which is now headed for the United Kingdom, spent but 107 days on the same voyage and the Port Patrick was 105 days in 1893. The American ship Kenilworth speeded there in 111 days and on the last leg, the run across the Atlantic, sailed it in 13 days. That is said to be the fastest passage over that course.

BAYOCEAN MAY CHANGE HANDS

Californians Consider Yacht for Service on Southern Coast.

Negotiations may soon be opened for the purchase of the gasoline passenger yacht Bayocean by resident of Southern California, who contemplate operating a vessel to Northern Mexico ports during the Summer season. It is planned to run from San Diego south and, as there is usually quiet water there, the Bayocean is regarded as an excellent type for the purpose.

The vessel was built here by Joseph Supple for the Potter Realty Company and for one season plied between Portland and Bayocean, near Tillamook. Because of the expense in carrying passengers from this city a plan was tried of running between Astoria and Tillamook Bay, but for some time the yacht has been out of commission and held at Bayocean. She is said to have cost in excess of $40,000. Her accommodations are modern and she is equipped with triple screws, separate engines driving each.

Gas Buoy Officially Designated.

In the latest printed circulars received from the Bureau of Lighthouses, attention of mariners is directed to the following, concerning a new gas buoy at the mouth of the Columbia:

South jetty gas and whistling buoy, 2, established, in about 10 fathoms of water, it is cylinderical, with pyramidal, skeleton superstructure, and shows a flashing red light of about 210 candlepower, 17 feet above water, every 3 seconds, thus: Flash 3 seconds, eclipse 2.7 seconds. Illuminating apparatus is a lens lantern burning acetylene.

Marine Notes.

Captain Charles Nelson has resumed charge of the steamer Tahoma, relieving Captain F. H. Sherman.

Last of the draw span of the old Steel bridge was lowered yesterday and now the wrecking crew will turn attention to the removal of the drawrest and its foundation.

After discharging a portion of her cement cargo, which amounted to 1060 tons, the steamer Stanley Dollar will shift today from Supple's dock to Columbia dock No. 1.

Olson & Mahony have renamed the new steamer California the Oliver J. Olson. She sailed Wednesday from Philadelphia for San Francisco in command of Captain Peterson.

In tow of the steamer Shaver Barge No. 93, of the Standard Oil fleet, commanded by Captain A. Kirkwood, reached Portsmouth yesterday and will leave on the return to Richmond today.

To discharge a few hundred tons of coal the Japanese steamer Shinsei Maru shifted yesterday from Martin's dock to the bunkers. The Japanese steamer Kinkasan Maru moved from the bunkers to the dock of the Portland Flouring Mills Company.

In the forecast issued yesterday District Forecaster Beals reports that the Willamette River will rise at Portland during the next few days, but he expects the gain to be slow. It had risen eight-tenths of a foot for the 25 hours ending at 8 o'clock yesterday morning and was 7.4 feet above zero.

Captain John M. Ellicott, U. S. N., commanding the cruiser Maryland, now at Mare Island undergoing an overhauling that will be terminated in March, departed for San Francisco aboard the steamer Bear. Captain Ellicott spent about a week here this time, having arrived on the steamer Beaver.

No change in the ice situation on the Middle Columbia was found yesterday, so the steamer Dalles City will not attempt to reach The Dalles until tomorrow and then only should the prospect of the ice jam at Memaloose Island be improved. It is not probable that she will remain here during the week.

When the steamer Bear vacated a berth at Montgomery dock No. 1 today the Iverna was hauled into it to load wheat. The Inverclyde has finished discharging ballist at Linnton and her place will be taken by the Neotsfield. The Barmbek finished working grain at the North Bank dock yesterday and hauled into the stream.

Reports to the O-W. R. & N. water lines department yesterday were that ice conditions on the Coeur d'Alene Lake require that the steamer Harrison be operated at night as a means of keeping a channel clear. From four to six inches of ice was found there. The thermometer stood at zero.

Workmen have begun the construction of stairways from the west approach of the Broadway bridge, one to Front street and the other to the Union depot. Hundreds of employes along the waterfront and in the railroad departments will be saved the necessity of continuing to Seventh street and returning to the dock district because of the stairways.

Movements of Vessels.

PORTLAND, Jan. 20.—Arrived—Barge No. 93, from Richmond; steamer Oleum, from Port San Luis. Sailed—Gasoline schooner Patsy, for Bandon and way ports.

Astoria, Jan. 20.—Arrived at 8:30 and left up at 10 A. M., steamer Oleum, from Port San Luis. Sailed at 11 A. M., British steamship Strathlorne, for Teneriffe, for orders; British steamer Saint Kildra, for Sydney; schooner Sehome, for Sydney. Sailed at noon, steamer Navajo, for San Francisco.

San Francisco, Jan. 20.—Arrived at 8 A. M., steamer Quinault, from Columbia River; at 10 A. M., steamer Rochelle, from Portland. Sailed at 2 P. M., steamer Rose City, for Portland. Arrived last night, steamer Johan Poulsen, from Portland.

Eureka, Jan. 20.—Sailed—Steamer Alliance, for Portland.

San Pedro, Jan. 20.—Arrived—Steamer Paralso, from Columbia River.

Falmouth, Jan. 18.—Arrived—British bark Killarney, from Portland.

Honolulu, Jan. 19.—Arrived—Schooner Melrose, from Columbia River.

Aberdeen, Jan. 19.—Arrived—Steamer J. B. Stetson, from Portland.

Willapa Bay—Willapa Bay, outside bar, gas and whistling buoy, PS, light reported extinguished January 18. Will be relighted soon.

Juan de Fuca Strait—Neah Bay light, heretofore reported extinguished, was reported burning January 18.

Manila, P. I., Jan. 17.—Arrived—Oakley, from Portland.

Las Palmas, Jan. 18.—Arrived—Aberlour, from Tacoma; Harpalye, from Tacoma.

Rio De Janeiro, Jan. 18.—Sailed—Magician (from San Francisco), for Liverpool.

San Francisco, Jan. 20.—Arrived—Steamers Bee, from Port Angeles; Rochelle, from Astoria; Fifield, from Bandon; Quinault, from Columbia River; Wellington, from Nanaimo; Admiral Sampson, from Seattle; schooner Bertie Minor, from Coquille River. Sailed—Steamers Rose City, for Portland; Tallac, for Puget Sound; Virginian, for Honolulu, via Seattle and Tacoma.

Seattle, Jan. 20.—Arrived—Steamers Watson, Charles Nelson, Willamette, Thomas L. Wand, from San Francisco. Sailed—Steamer Curacao, for Skagway.

Columbia River Bar Report.

ASTORIA, Or., Jan. 20.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 18 miles; weather, light rain.

Tides at Astoria Tuesday.

High.	Low.
0:27 A. M....6.8 feet	5:45 A. M.....3.7 feet
11:31 P. M....9.5 feet	6:50 P. M.....-1.6 feet

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Sue H. Elmore	Tillamook	In port
Bear	San Pedro	In port
Breakwater	Coos Bay	In port
Roanoke	San Diego	In port
Alliance	Eureka	Jan. 22
Rose City	San Pedro	Jan. 22
Anvil	Bandon	Jan. 22
Geo. W. Elder	San Diego	Jan. 26
Beaver	San Pedro	Jan. 27

To Depart.

Name.	For	Date.
Sue H. Elmore	Tillamook	Indef'te
Breakwater	Coos Bay	Jan. 21
Bear	San Pedro	Jan. 21
Carlos	San Francisco	Jan. 21
Harvard	S. F. to L. A.	Jan. 22
Roanoke	San Diego	Jan. 22
Alliance	Eureka	Jan. 23
Anvil	Bandon	Jan. 24
Yale	S. F. to L. A.	Jan. 24
Rose City	San Pedro	Jan. 26
Geo. W. Elder	San Diego	Jan. 29
Beaver	San Pedro	Jan. 31

ACTRESS IN "BEN HUR" WILL DON VEIL AT CLOSE OF ENGAGEMENT

LOUISE HUFF.

Louise Huff, one of the principal players in Lew Wallace's mighty religious drama, "Ben Hur," has declined to enter into a new contract with Klaw & Erlanger for next season. Miss Huff is enacting the role of Tirzah in "Ben Hur." The reason given to C. F. Towle, business representative for the owners of "Ben Hur," was that at the end of the present season she intends to enter the cloisters of a convent for the remainder of her earthly existence.

Miss Huff is one of the most beautiful women on the American stage today. Ever since childhood Miss Huff has had a longing for the secluded religious life, and that desire, she says, has been emphasized by the beautiful story of the Nazarene as told by General Wallace in his romance.

Miss Huff is a Roman Catholic by birth, and received her early education in the parochial schools of New York.

ATTORNEYS ARE BLAMED

PRACTITIONER SAYS DELAYS CAN BE AVOIDED.

Radical Changes in Court Procedure Do Not Meet With Approval of Sam Van Vactor.

Responding to the request of The Oregonian for his views on judicial revision, San Van Vactor, of Heppner, Or., one of the leading lawyers of Eastern Oregon, declares that dilatory tactics on the part of lawyers, in which the judges participate by force of habit, constitute the chief fault of the state courts. He believes in a display of more good faith on the part of practicing attorneys rather than radical changes in the code; establishment of Circuit Court rules by statute; limiting the time for taking appeals, and giving judges more power "to wield the whip on dilatory attorneys." His letter is in part as follows:

"Delay is the chief trouble with our judicial system at the present time. All lawyers are dilatory, and particularly so if to their client's interest.

"By statutory enactment establish Circuit Court rules and eliminate, so far as possible, dilatory pleas. If the trial judge finds that any pleading is filed for delay, severe terms should be imposed.

"The time in which appeal could be taken to the Appellate Court should be limited to not more than 30 days. Matters taken under advisement by the trial court should be decided within 20 days from date of submission.

"Each county should constitute a judicial district, and the judicial business now transacted by the County Court should be taken over by the Circuit Court.

"No change is necessary in our present system as to District Attorneys. Circuit Judges should receive sufficient remuneration that men who will rigidly and wisely enforce the reforms mentioned will seek the office and assume its responsibilities feeling that they are not making a great sacrifice.

"Primarily, I believe the trouble lies with the practicing attorneys. Judges are but human. Having grown up under the present system, they hesitate to put into effect rules that the attorneys would complain of.

"Pay the judges commensurate with the services demanded; give them the power to wield the whip on dilatory attorneys."

BOWERMAN HOLDS PROOF ABSOLUTE

Bell Telephone Interests Openly Accused of Backing Foreclosure Suit.

SHERMAN ACT IS CITED

Rival Concern Intended to Bid on Property of Northwestern Long-Distance Company, Declares Attorney for Receiver.

Where before there was merely strong suspicion, Attorney Jay Bowerman, who returned yesterday from California, says that he has now absolute proof that Bell Telephone interests are back of the foreclosure suit against the Northwestern Long Distance Telephone Company and intended to bid in the property when it was offered for sale.

This testimony, Mr. Bowerman said, came from H. D. Pillsbury, of San Francisco, general attorney on the Coast for the Associated Bell Companies; G. J. Petty, assistant secretary and treasurer for the Bell Companies of the Pacific states, and J. Friedlander, vice-president of the Anglo London-Paris National Bank, of San Francisco, who, Mr. Bowerman declares, admitted that he handled $500,000 of Sunset Telephone Company money which went to the purchase of stock of the face value of $400,000 and bonds of the face value of $600,000 of the Northwestern Long Distance Telephone Company.

Depositions Are Taken.

Mr. Bowerman's trip to California was for the purpose of securing depositions to be used in defending the foreclosure suit brought in the Multnomah County Circuit Court by the Title Insurance & Trust Company, of Los Angeles, against the Northwestern Long Distance Telephone Company. John B. Coffey is receiver for the latter company and Mr. Bowerman is his attorney.

"The stock and bonds of the Northwestern Company, which Mr. Petty and Mr. Pillsbury admitted the Sunset Telephone Company, one of the Bell subsidiaries, had secured, were purchased, according to their sworn statements, from William Mead, of Los Angeles, treasurer of the Northwestern Company; P. L. Willis, of Portland, a heavy stockholder of the Northwestern Company; National Securities Company, of Los Angles, of which Mead is president, and others," said Mr. Bowerman. Mr. Pillsbury admitted that the Bell people had held back $50,000 as a forfeit if the Title Insurance & Trust Company, which holds the trust deed as security for the bonds issued by the Northwestern Long Distance Telephone Company, failed to foreclose on the local company.

"Representatives of the Federal Department of Justice were present when the depositions were being taken, both in Los Angeles and in San Francisco, and they heard and took copious notes of everything and also got copies of the depositions. I would not say that there will be criminal prosecutions, but the efforts of the Bell interests to secure control of a rival interstate telephone company is a violation of the Sherman act and I anticipate that the least the Federal Government will do is to prevent the acquisition.

Conspiracy Not Charged.

"While I would not say that Mead, Willis, et al, conspired with the Bell people to make the Northwestern Long Distance Telephone Company easy prey, still the way they juggled the finances of the Northwestern company, which they controlled, might lead to such a suspicion. We now have suits pending in California against Mead to force him to make good large sums of money, running into the tens of thousands of dollars, which we contend the Northwestern company lost through his underhanded financial operations as an official of the company, operation of which, by the way, resulted in handsome profits to himself and associates, including P. L. Willis.

"The Bell interests have already secured the independent telephone plants on the Sound and the acquisition of our long distance line would place them in absolute control of the field in Washington and Oregon. The Northwestern Telephone Company would be prosperous and in excellent condition all around if its finances had been handled properly."

FRANCHISE FIGHT WAGED

Efforts to Compel Laying of Third Rail on Seventh Street Fail.

Efforts to compel the laying of rails of such length as to accommodate a standard gauge car proved unsuccessful in the City Council yesterday morning, when the franchises for the Portland Railway, Light & Power Company were being considered. Councilman Menefee and some of the other members believed that provision should be made for laying the third rail for the proposed Heusner road, contemplated to be laid along Seventh street.

Councilman Baker led the fight against this plan. He declared that the property owners along Seventh street do not want "a big interurban line, with lumbering cars running by," on that thoroughfare, and said he did not believe the people will grant a franchise for such. The Heusner interests have circulated petitions on initiative, which have been signed by 12,000 persons, according to Mr. Menefee.

The Council took all the morning arguing first one point after another about the franchises. An effort to amend them by inserting a one-hour stopover period on transfers from the various points was made, but failed. Policemen and firemen will be carried free on the cars when on duty, it was decided, after which the franchises were ordered sent to the Auditor for publication.

CAR SERVICE PROTESTED

Complaint of Councilman on New Schedule Without Effect.

Councilman Schmeer, of the Eighth Ward, and two other men were present to protest against the alternate-street stop in vogue on the Sunnyside and Mount Tabor streetcar lines, when the Council committee on car complaints met at the City Hall yesterday morning. Their protests were insufficient to cause the committee to recommend a cessation of the plan, however, and it will continue in force.

Mr. Schmeer said his constituents are not satisfied with the new service, but wish a return to the stop at every crossing of 200 feet and sometimes less. General Superintendent Franklin and Superintendent of Transportation Cooper, speaking for the Portland Railway, Light & Power Company, told the members of the committee that the service has not been tried long enough yet to determine its exact status, but that they had received many pleasing compliments on the alternate-street stop plan.

Mr. Schmeer complained that some people had to walk a block up hill, to which they objected, while he himself one time could not get the conductor to stop a car at the Schmeer crossing on East Morrison street, for him to alight, and he had to walk back a block. One man said he objected to the system because he runs a store and the outbound cars do not stop at his street crossing.

As a matter of fact, it is said that the vast majority of the people on the line are in favor of the new system, as it saves time and trouble. The company is proceeding to put it into effect on the Sandy boulevard line and the Hawthorne-avenue and Mount Scott lines, in response to petitions, as was done in the case of the Sunnyside and Mount Tabor lines.

SNOW'S GOING IS RELIEF

Cold Snap Taxes Charitable Organization as Need Is Felt.

The departure of the snow is something that has been hoped for for several days by the various charitable organizations of the city, for while the storm has been upon the city work closed down in so many places that hundreds of persons were thrown upon their hands asking for assistance.

The Associated Charities has been handling the most urgent cases as best it could and in the past few days fuel, foodstuffs and clothing have been distributed among many families. Work has been created where it has been possible, but even with all efforts that could be made there have not been jobs sufficient to supply the men who are out of work and at every house in the city where loads of wood were delivered yetserday there would be from three to a dozen applicants for the job of putting it into the basement.

Shoes are especially needed at the Associated Charities at this time. Many of the families that have been visited by the representatves of the organization have several children whose footwear is entirely inadequate at this time of dampness and cold. Food and fuel are also much needed, for there are many cases where families are destitute and have not even the means for keping their shacks warm.

The Municipal Employment Agency was crowded with men and has been unable to find temporary work enough to tide them over the snowy season. Logging and construction camps reply to the demands for work that they are laying off men daily during the season of bad weather and that they have nothing to offer at this time.

ROTARY CLUB HAS PROJECT

"Sold in Oregon" Exposition to Be Opened January 29.

The Rotary Club is preparing to hold a "Sold in Oregon" exposition at the Women of Woodcraft hall, Tenth and Taylor streets, on January 29, with which will also be associated a social entertainment for the club members, their wives and friends.

The "Oregon Made" movement is expected to be forwarded by this exposition, which will be but one phase of the constant activity that the Rotary Club has engaged in to help out the movement for the use and sale of Oregon manufactured goods in preference to others.

The members of the Rotary Club each represent a distinct line of business which features in the professional and industrial life of Portland and in this exposition they will set forth the important part played by the employer or manufacturer in forwarding home goods on the markets of the state.

The speakers at the regular weekly luncheon of the club at the Commercial Club today will be Dr. F. E. Moore, S. C. Jaggar and H. Claussenius. They will all give business talks.

BOOSTERS HAVE SMOKER

South Portland Club Indorses Administration of Mr. Rushlight.

At a smoker given by the South Portland Booster Club recently all the officers, who have been in service for the past five years, were re-elected in appreciation of the work that they have accomplished. They are; Charles H. Feldman, president; J. C. Smith, vice-president; B. C. Jones, secretary; Frank Webber, treasurer; C. H. Piggott, publicity manager.

A vote of thanks was tendered Mayor Rushlight for "the able and efficient manner in which he has conducted the affairs of the city and more especially for what he has accomplished for South Portland, more so far during his term than had been accomplished for a generation prior thereto."

Talks were made regarding the auditorium by Thomas Hawkes, Councilman John Montag, G. B. Thomas and John Perry. It was the sense of the meeting that the Market block is an ideal location for the auditorium and that it should be constructed there immediately. G. B. Thomas, C. H. Piggott, B. C. Jones, John Perry, John Montag and Jacob Schwind were appointed a committee to arrange for a mass meeting of Portland residents to get public indorsement of this site.

MRS. ROBINSON IS DEAD

Wife of Prominent Masonic Official in Oregon Passes Away.

Mrs. Nannie Robinson, wife of James F. Robinson, grand secretary of the affiliated Masonic orders of the jurisdiction of the State of Oregon, passed away yesterday afternoon at 3 o'clock, after a lingering illness of 10 months, at the family residence, 680 Broadway.

Mrs. Robinson, whose maiden name was Nannie Hughes, moved to Oregon in the '80s from Iowa and resided in Eugene until 1907, when the family came to Portland.

Besides her husband she leaves three children: Mrs. C. V. Littler, of Albany; Mrs. H. M. Hendershott, of Portland, and Ralph D. Robinson, of Portland, all of whom were at home at the time of her death.

The services will be held tomorrow morning at 11 o'clock at Holman's chapel, after which the body will be placed in a vault at the Crematorium until the completion of the Portland mausoleum.

Test It Free

Thousands are trying

The New Food-Drink

Instant Postum

"The family are delighted. I am a coffee-lover, but rarely had a cup of coffee that tasted better than a cup of Instant Postum."—Mrs. H. F. H., New York.

"I find Instant Postum is all you claim. It has a rich flavour which we have been unable to get out of coffee, although we have tried several brands."—Mrs. G. W. G., Duluth.

"It is really delicious. My family are regular coffee-drinkers, but since Instant Postum came, coffee has no show. Coffee never had the flavour that Instant Postum has."—N. M. W., Brooklyn.

"It has remained for Instant Postum to break me of the coffee habit. Eight days after leaving off coffee I feel infinitely better, but—what an appetite; eating twice as much."—R. E. L. N., Washington.

"Instant Postum has helped me more in a few days than dyspepsia tablets had done in a year."—W. R. N., N.Y. Mills, N.Y.

"I like it because I can fix it myself in a few minutes. If I use coffee I can't sleep. I slept last night so good after using Instant Postum."—Miss A. H., Pittsburg.

"We find it better and more healthful than coffee, and it is so convenient to make that even my husband and children have no trouble to get a cup ready. Coffee will never be brought into our household again."—Mrs. W. R., Watertown, N. Y.

Instant Postum has a rich, snappy flavour; is absolutely free from the coffee drug, "caffeine;" is economical, and

Requires No Boiling

It is made by stirring a level teaspoonful (more or less to suit taste) in a cup of hot water and adding sugar and cream.

Sold by grocers everywhere. 100-cup tin, 50c; 50-cup tin, 30c

POSTUM CEREAL CO., Ltd., Battle Creek, Mich.:
Enclosed find 2c stamp for postage on free tin of Instant Postum.
Name .....
Address .....
.....
My grocer's name is .....

Rheumatism Affects Lungs

Pneumonia, Bronchitis, Phthisis, Asthma and Anemia Often Directly the Result of Rheumatic Blood.

If you have a persistent, nagging bronchial cough beware of cough remedies. They are merely local in action, and if they do relieve it is the narcotics that do it. What you require is a blood purifier, a searching antidote that removes from the circulation the acid poisons that by their reflexes attack all weakness, susceptible spots and thus create local symptoms. The very best remedy known is Swift's Sure Specific. You will find it on sale in any drug store at $1.00 per bottle. It goes straight into the blood, becomes an internal blood bath, wonderfully increases the red corpuscles, cures all the local fever spots and irritations, increases appetite, you take on flesh and feel a wonderful sense of renewed strength. Hundreds of people worried beyond control at cough, pains in the chest, sore throat and constant expectoration of thick mucous have experienced the most wonderful change after using S. S. S. All doubt and apprehension is gone, those peculiar pains and aches vanish, there follows a period of most intense rejoicing to find that worst fears were based entirely upon a mistaken notion that cough and chest pains come from the lungs. These are rheumatic conditions, and you will quickly realize it after using S. S. S. for a few days. Get a bottle of S. S. S. to-day at the drug store and then say good-by to all those pains that have worried you.

Write to The Swift Specific Co., 127 Swift Bldg., Atlanta, Ga., for medical advice and wonderful facts concerning the greatest blood remedy ever known.

HOW MRS. BROWN SUFFERED

During Change of Life—How Lydia E. Pinkham's Vegetable Compound Made Her a Well Woman.

Iola, Kansas.—"During the Change of Life I was sick for two years. Before I took your medicine I could not bear the weight of my clothes and was bloated very badly. I doctored with three doctors but they did me no good. They said nature must have its way. My sister advised me to take Lydia E. Pinkham's Vegetable Compound and I purchased a bottle. Before it was gone the bloating left me and I was not so sore. I continued taking it until I had taken twelve bottles. Now I am stronger than I have been for years and can do all my work, even the washing. Your medicine is worth its weight in gold. I cannot praise it enough. If more women would take your medicine there would be more healthy women. You may use this letter for the good of others."—Mrs. D. H. BROWN, 809 N. Walnut St., Iola, Kan.

Change of Life is one of the most critical periods of a woman's existence. Women everywhere should remember that there is no other remedy known to so successfully carry women through this trying period as Lydia E. Pinkham's Vegetable Compound.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

FOR YOUR HAIR.

Here Are Facts We Want You to Prove at Our Risk.

When the roots of the hair are entirely dead and the pores of the scalp are glazed over, we do not believe that anything can restore hair growth.

But, when the hair roots retain any life, we believe there is nothing that will so surely promote hair growth as will Rexall "93" Hair Tonic. To prove that statement, we promise to promptly return all the money you pay us for Rexall "93" Hair Tonic, should it not please you.

Rexall "93" Hair Tonic destroys the germs which are usually responsible for baldness. It penetrates to the roots of the hair, stimulating and by promoting circulation, nourishing them.

Rexall "93" Hair Tonic helps to relieve scalp irritation, to remove dandruff, to prevent the hair from falling out and to promote an increased growth of hair. It comes in two sizes, prices 50 cents and $1.00.

Sold only by the Owl Drug Co. Stores in Portland, Seattle, Spokane, San Francisco, Oakland, Los Angeles and Sacramento.

What Is No. 10?