

MISHAP TO CAR IN ENDURANCE TEST

Keats' Machine Goes in Ditch and Six Occupants Have Narrow Escape.

ROADS STEEP, OR DUSTY

Inman Gets Off Course, Farmer's Horse Runs Away, and Mail-carrier Is Forced Off Grade. Results of the Competition.

WINNERS OF PRIZES IN THE ENDURANCE RUN. Sweepstakes prize—Pope Hartford, Keats Auto Co., owner; Gill, driver. Class A, \$2500 and over—Pope Hartford, Keats Auto Co., owner; Gill, driver.

Six men came within a hair's breadth of being killed in the automobile endurance run of the Willamette valley from Salem and return yesterday. Gustavus C. Moser, Assistant District Attorney; S. Davidson Stoddard, of Connecticut; J. W. Blane, of Alberta, Canada; H. W. Robertson, of Chicago; Chauncey Thomas, of New York City, and H. L. Keats, of this city, were in machine No. 1 and leading the race with A. Keats driving.

As the machine was coasting down a steep hill just south of Oregon City and going at a terrific pace, the left front tire hit a sharp rock, exploded, and an instant later the machine with six men in it plunged over the side of the road, struck a stump, shattered it under the front axle and plunged on down into a second stump over four feet across into which it buried its still racing engine, and stopped with a crash.

Twenty cars of all makes left the corner of Seventh and Everett streets at intervals of four minutes each. The run was not for speed, but to test the staying powers of the various cars, and especially of the engines. The rules provided that no machine could be stopped between Portland and Salem, and on the return trip, without a heavy penalty in points unless the watchman gave permission to avoid an accident or for other reasons of the road that did not involve any attention to the engine itself.

Valley Roads Are Bad. The route led up the river road to Oregon City, through Aurora and Woodburn to Salem, then through Hopewell to McMinnville, where each car registered; then by way of Newberg, the Slavin road and Corbett street to the starting point at Seventh and Everett in Portland. The total distance was 135 miles. Worse roads in good weather could hardly be invented. When the misty and rocky they were from six to twelve inches deep with dust. Not over a total of three miles of good road was encountered on the entire trip.

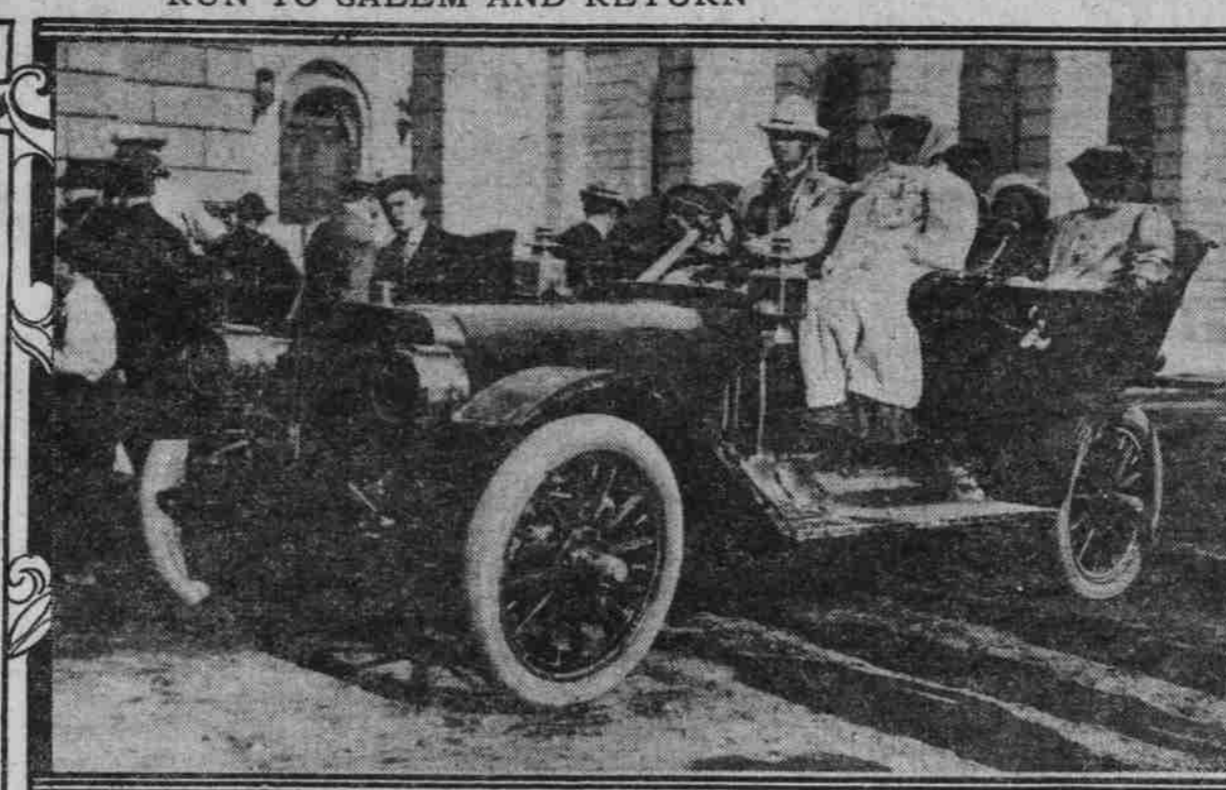
Under the severe strain many of the machines broke down, but all at last managed to get back to Portland. Several finished with perfect scores of 1000 points, and the only difference in the amount of gasoline burned in proportion to the load it carried. Before starting each car was weighed and the amount of gasoline measured. The same was repeated when each machine reported at the starting point. A stop of one hour and a half and the machines were allowed each machine at Salem, but no repairs or adjustments of machinery were permitted.

List of Entries. The list of entries was as follows: Res. 20-horsepower, 4 passengers, capacity gasoline tank, 12 gallons; owner, J. A. Bennett, driver, H. L. Keats. Res. 20-horsepower, 4 passengers, capacity, 12; F. A. Bennett. Ford, N., 15-horsepower, 2 passengers, capacity, 12; H. M. Doad. Ford, 10-horsepower, 2 passengers, capacity, 12; F. A. Bennett. "G" Cadillac, 20-horsepower, 4 passengers, capacity, 16; H. M. Covey. "C" Cadillac, 20-horsepower, 4 passengers, capacity, 16; H. M. Covey. "M" Cadillac, 10-horsepower, 4 passengers, capacity, 7; H. M. Covey. "F" Stoddard Dayton, 30-35-horsepower, 4 or 5 passengers, capacity, 15; F. J. Raley. U. Stevens-Duryea, 25-horsepower, passenger capacity, 12; H. M. Doad. G. Royal, tourist, 45-horsepower, 4 passengers, capacity, 24; P. S. Stanley. F. Mitchell, 35-horsepower, 5 passengers, capacity, 17; C. A. Hunt. F. Mitchell, 35-horsepower, 5 passengers, capacity, 17; C. L. Howe. Stoddard Dayton, 30-35-horsepower; H. A. Burgess. Auto car, 1907, 10-horsepower, 2 passengers, capacity, 8; C. P. Fisher. K. Ford, 40-horsepower, 5 passengers, capacity, 15; H. L. Keats Auto Company. Matheson 30-35-horsepower, 7 passengers, capacity, 25; H. L. Keats Auto Company, per M. A. Gill. Buick, 22-horsepower, 2 passengers, capacity, 15; H. L. Keats Auto Company, per M. A. Gill. L. Pope Hartford, 35-30-horsepower, 5 passengers, capacity, 15; H. L. Keats Auto Company, per M. A. Gill. Thomas runabout, 60-horsepower, 2 passengers, capacity, 16; R. D. Inman.

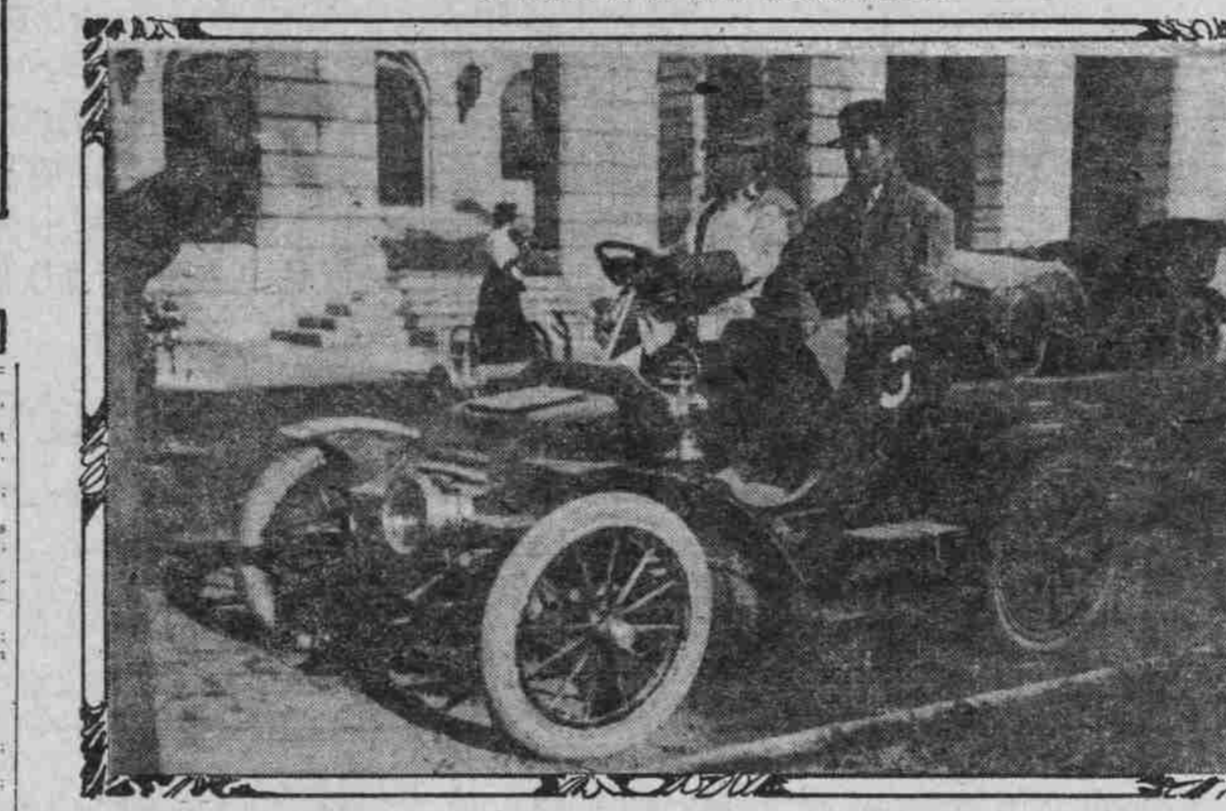
Order of Arriving in Salem. The cars arrived in Salem in the following order: No. 2 at 10:35, 8 at 10:36, 4 at 10:38, 3 at 10:40, 11 at 11:07, 9 at 11:23, 5 at 11:25, 15 at 11:38, 17 at 11:41, 23 at 11:50, 16 at 11:51, 20 at 11:56, 19 at 11:56, 11 at 11:58, 18 at 11:57, 1 at 12:01, 14 at 12:10, 10 at 12:15. Seven cups, ranging in value from \$250 down, are to be awarded the various winners. The successful contestants, after all the points for and mileage had been calculated late last night, were:

Class A Touring Cars. (Price \$2500 and over.) Sweepstakes prize—Pope Hartford, Keats Auto Co., owner; Gill, driver. Class A, \$2500 and over—Pope Hartford, Keats Auto Co., owner; Gill, driver. Class B, \$1500 to \$2500—Cadillac, H. M. Covey, owner; Smith, driver. Class C, \$1000 and under—Res. F. A. Bennett, owner; Perkins, driver. Class D, runabout—Buick, Keats Auto Co., owner; Doad, driver.

ROUTE OF THE AUTOMOBILE RACES AND TWO OF THE CARS THAT MADE THE RUN TO SALEM AND RETURN



CAR DRIVEN BY F. P. BAUMGARTNER.



RUNABOUT, DRIVEN BY C. F. FISHER.

driver; 14 1/2 gallons; economy score 23; score, 1000. Stoddard-Dayton, F. J. Raley, August Schickel driver; 11 gallons; economy score, 23; score, 1000. Ford, F. P. Baumgartner, driven by owner; 14 gallons; economy score 29; score 1000. White Steamer, J. B. Kelley, Billy Chris driver; 20 1/2 gallons; economy score, 31.5; score 1000. Stevens Duryea, I. N. Greenley; 16 1/2 gallons; economy score 24.9; score, 960; penalization 5 minutes for changing spare plug. Royal Tourist, F. E. Stanley; 12 gallons; economy score, 21.1; score, 987; penalization 15 minutes stopping car for water and oil.

Class B Touring Cars. (Price \$1500 to \$2500.) Cadillac, Covey & Wallace, Smith driver; 19 1/2 gallons; economy score, 25.5; score, 1000. Mitchell, C. I. Howe, driver; owner; 11 gallons; economy score, 25.0; score, 1000. Mitchell, C. I. Howe, driver; owner; 19 1/2 gallons; economy score, 25.5; score, 1000. Cadillac, Covey & Wallace, H. M. Covey, driver; 6 1/2 gallons; economy score, 20.9; score, 960; penalization, 1 minute adjusting carburetor.

Class C Touring Cars. (\$1500 and under.) Res. F. A. Bennett, Joe Perkins, driver; 5 1/2 gallons; economy score, 25.7; score, 1000. Res. F. A. Bennett, Chas. Atwood, driver; 8 gallons; economy score, 26.4; score, 967; penalization, 2 minutes, not off, carburetor rod. Cadillac, Covey & Wallace, H. M. Covey, driver; 6 1/2 gallons; economy score, 20.9; score, 960; penalization, 1 minute adjusting carburetor.

Runabouts, All Classes. Buick, Keats Auto Co., H. M. Doad, driver; 6 1/2 gallons; economy score, 22.8; score, 999; penalization, 1 minute priming engine. Ford, F. A. Bennett, F. Flingers, driver; 5 1/2 gallons; economy score, 26.4; score, 967; penalization, 2 minutes, not off, carburetor rod. Ford, F. A. Bennett, G. Holman, driver; 4 gallons; economy score, 33.0; score, 876; penalization, 124 minutes, lost gas and spark plug. Auto car, C. F. Fisher, driven by owner; 10 gallons; economy score, 34.9; score, 817; penalization, 124 minutes, hanger broken and stop for water. Thomas, R. D. Inman, owner, finished but observed lost car.

CARS FORCE HIM OFF GRADE. Rural Mailcarrier Complains of Action of Contestants. OREGON CITY, Or., July 25.—(Special.)—Automobiles Nos. 241 and 232 from Portland ran the United States rural mail delivery route to Salem and Judge Dimick's bluff near New Era at noon today, and Carrier Hendricks narrowly escaped being thrown to the foot of the bluff. The road is extremely narrow. Hendricks was carrying mail and motioned the oncoming machines to stop and allow him to pass, but the chauffeurs paid no attention to his signals and came straight on. The horse became frightened and backed off the edge of the bluff, falling 20 feet.

INCIDENTS OF THE ROAD RUN. Farmer's Horse Runs Away—Inman Goes 15 Miles Out of Course. SALEM, Or., July 25.—(Special.)—With comparatively few penalties imposed, and those occasioned principally by leaky water reservoirs, the first automobile to reach this city in the endurance contest was car No. 2, a Ford runabout, driven by Baumgartner, which pulled up at the Williams Hotel at 10:35 A. M. just two hours and 25 minutes from Portland. The other entries scattered along at intervals of two to ten minutes until 12:15 o'clock when R. D. Inman's Thomas Flyer, entered as No. 10 in the contest, came puffing up. No. 2, the first car out on the back trip left the hotel promptly at 12:30 o'clock on schedule time, and the others strung out in the order of arrival every six minutes thereafter.

PERSONAL MENTION. L. B. Stearns, a capitalist of Ocean Park, is in Portland for an over-Sunday visit. Mrs. J. H. Pomeroy and daughter Emily, of Palo Alto, Cal., are the guests of Mrs. A. W. Wheeler, 651 Rodney avenue. Mrs. J. W. Bowers, formerly Marie B. Gantzen, of Philadelphia, is visiting her sister, Mrs. B. Hagedorn, at Sea View, Wash.

Trouble Began at Canby. Leading up to the battle of last Wednesday at the big camping of the Holiness Association, is a story in the deals with the Methodist Episcopal camp-meeting, just closed. Mr. Ross preached at Canby, and attacked the Tongues of Fire. Mr. Sawtelle was present, and took issue with the evangelist, asking him to make any attack on the Tongues of Fire, should he be asked to preach at the Holiness Association meetings. Mr. Ross being readily opposed to the sect, did not promise to remain silent. Instead, he determined to have something to say.

CHICAGO, July 27.—(Special.)—Oregon people at Chicago hotels. From Portland—M. Gilmartin, Miss B. Wagenblast, at the Auditorium; Ed Schmidt, N. C. Parker and wife, at the Palmer House. From Pendleton—Jack Wohlberg, at the Majestic.

Whatever a man needs to complete his summer outfit he'll find at the lowest price at Robinson & Co.'s sale. See section 1, page 10.

Metzger's specialties, \$1, 542 Washington street.

ROSS DECLARES WAR

Evangelist Becomes Crusader Against Tongues of Fire.

REFUSES TO BE SILENCED

Will Carry Into the Pulpit Fight on Sects Begun at Holiness Association Camp-meeting.

HE CAN TRANSMUTE METAL

Sir William Ramsay Changes Copper Into Lithium.

RATES TO EAST TO BE CUT

Transcontinental Lines Will Reduce Fares Slightly.

PHOTO POST CARDS—SCENERY

Klier Co.—Lobby Imperial Hotel. Big anticipation sale on at Robinson & Co.'s. See page 10, section 1. Metzger & Co., Jewelers, 342 Washington street.

BAYOCEAN PARK

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Tarrant's Extract of Onchus and Capsules. Theoretically, quick and thorough cure for gonorrhoea, gleet, white, etc. Easy to take, convenient to carry. Fifty cents successful use. Price \$1.00. BOWEN & MALLIN, 523 Washington street, Portland, or from the Tarrant Co., 44 Hudson St., New York.

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The withdrawal of the noted evangelist was the all-absorbing topic, and has continued to be since. The announcement that Mr. Ross will denounce the Tongues of Fire sect in scathing terms from the Peniel Mission platform tomorrow night promises to attract a crowd to that meeting.

Mr. Ross is scheduled to speak in many pulpits in the Southland soon, or he would remain in Portland a while and assist in a camping project that was set on foot this week to counteract the influence of the meetings conducted by the Tongues of Fire in the Brooklyn district. He was urged to remain and deliver a series of sermons exposing the sect, but could not because of other pressing engagements.

He will preach this morning at the Sunnyside Methodist Episcopal Church, and it is expected that he will denounce the Tongues of Fire sect from the pulpit of that church.

LONDON, July 27.—Sir William Ramsay, the distinguished chemist, has promised to communicate in writing in the near future to the chemical society the results of his researches into radium emanations. In this connection the announcement is made that he has succeeded in separating copper from the first member of its family—that is, lithium.

The Lancelot today says the discovery marks an epoch in the history of chemistry and believes it is a realization of the transmutation of metals. The announcement is likely to reawaken the discussion of the transmutation of elements, which raged a year or so ago, when several prominent scientists repudiated the transmutation idea, while others just as strongly supported it.

Sir William Ramsay himself modestly disclaims ability to transmute elements, but he believes that the result of far-reaching importance.

Battle Dates of Mexican War. PORTLAND, July 27.—(To the Editor.)—Recently in a mixed company of old and young the Mexican war came up for discussion, and there was much confusion of information as to dates of battles, who was in command and in what order the battles were fought. Perhaps some of your younger readers would like a list of engagements and the dates of their occurrence.

The first four battles were fought under General Taylor and the remainder under General Scott: Palo Alto, May 8, 1846; Resaca de la Palma, May 9, 1846; Monterrey, September 21, 22, 23, 1846; Buena Vista, February 21, 22, 24, 1847; siege of Vera Cruz, March 9 to 27, 1847, with capture and surrender of Fort San Juan de Ulloa; Cerro Gordo, April 18, 1847; Contreras, August 20, 1847; San Antonio evacuated, August 29, 1847; Churubusco, August 20, 1847; Molino del Rey, September 8, 1847; Chapultepec, September 13, 1847; surrender of City of Mexico, September 14, 1847.

All history is to be rewritten, corrected, so far as it may be, and condensed. LEVI W. MYERS.

Bourne Takes Vacation. WASHINGTON, D. C., July 27.—Senator Bourne left Washington today for a brief vacation at Deer Park, Md. This is the first time the Senator has been out of Washington since he arrived last December. The protracted hot spell has made Washington very uncomfortable and the Senator decided to take a short rest in a nearby cool resort.

Seven-jewel Elgin watch, 16 size, 20-year case, \$7.75, Metzger, 342 Washington street.

A full-grown elephant weighs on an average 6,000 pounds, or as much as six horses.

Metzger sells diamonds, at 10 per cent profit.

RAILROAD WAR FOR RESCUES GRADE

Big Interests Clash Over Only Water-Level Route Into Central Oregon.

HARRIMAN IS CHECKMATED

Has Survey Completed, but Is Not Ready to Build and Oregon Trunk, an Independent Line, Begins Work.

The impending railroad war in this state is to be a contest between contending interests for the control of the Deschutes water grade, from the junction of that stream with the Columbia to the interior of Oregon. This route alone, say railroad engineers, offers the key to the big Central Oregon country, where possibilities are very great in development.

Harriman already has a survey running up the Deschutes. When construction will be begun is, as always with Harriman projects in Oregon, a hard matter to predict. The Oregon Trunk Line, a proposed road mapped out by Seattle capitalists, has progressed beyond the paper stage, and construction materials are being assembled to commence work. Property lying well in the interior of the state is being bought by this line and promises to be the first to lay track beside the rushing waters of the Deschutes.

The Oregon Trunk is popularly supposed to be a full road, but from the best data obtainable it is believed to be entirely independent of either the Hill or Harriman systems. There is no doubt that both these interests, however, have offered substantial sums for the rights in water class and it looks now as if they would invade the precincts formerly believed to be sacred to Hill, Harriman and the rest of the railroad builders and railroad wreckers.

Mount Hood Road Seeks Route. Now comes a third aspirant for the Deschutes gateway into the interior of the state and the big country tributary to that valley. This is the Mount Hood Power & Railway Company, J. E. Gardner, chief engineer, will return tonight from a trip extending over several weeks into the interior, in which he made reconnaissance eastward beyond the Cascades and well into Central Oregon. He was accompanied by a surveying gang and found that the present eastern terminus of the Mount Hood survey, lying east of the summit of the Cascade Mountains, which are crossed at easy grades, can be connected up easily by a track extending into the Deschutes Valley and on into Eastern Oregon and even to the state boundary on the east.

When the Mount Hood road was first projected it is believed it had some other ultimate destination than a pleasure resort at the base of Mount Hood. Money was being raised in the east, over the crest of the Cascades to the plains beyond and even before construction on the original survey is commenced, engineers are pushing further into the Eastern Oregon country.

It is said that railroad schemes are multiplying in the interior, and that staked areas are being set aside, which cannot travel in that section without stumbling over them. The numerous projects already set on foot would hinder rather than help the construction of the long-neglected country now sought to be opened up, were it not for the fact that the Harriman projects seem to need invariably the spur of rival lines.

Water grades, admitting of long trains of freight, are very desirable to all railroads and such an entrance into Central Oregon is worth fighting for. The contest between the three projects already in the field for the Deschutes grades in such a way as to cut out the running time down one hour.

It was the result? The "interests" patted Captain Doran on the back and said: "Good man! You did it. You have saved time and coal. No mention was made of the extra risk taken with the innocent lives entrusted to his care, but the one important fact was that he saved a few dollars for the company.

The statement of the chief engineer of the Columbia is this: "When I heard the San Pedro was to be built, the Columbia was going full speed." Of course!

Don't blame the captains, although Captain Doran had the fastest and finest vessels that ran on the Pacific Coast, and could easily get out of the way of the San Pedro, which is nothing more than an old scow loaded with lumber. Put the blame on the men who sit idly by and neglect to enforce the laws which are supposed to operate for the safety of human lives.

JAMES DOYLE.

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TWO PORTLAND ORGAN CONTRACTS

CHEHALIS, WASH. AND LA GRANDE, OR., CHURCHES DECIDE UPON INCREASED MUSICAL EQUIPMENT

KIMBALL ORGANS OF LATEST TYPE TO BE BUILT UPON SPECIAL SPECIFICATIONS FOR EACH EDIFICE—EILERS PIANO HOUSE SECURES BOTH CONTRACTS, MAKING NEARLY SIXTY NOW UPON THEIR LIST, REPRESENTING PRACTICALLY A COMPLETE CONTROL IN THIS FIELD THROUGHOUT THE WEST.

Announcement has just been made of the placing of two more important organ contracts during the past few days, one by the First Presbyterian Church of Chehalis, Wash., who have given specifications for one of the large Kimball duplex pneumatic automatic organs, of the latest design, to be installed with decorated pipes and case, which are to be finished in harmony with the interior of the new church. The second contract was placed by the First Methodist Episcopal Stake of La Grande, Or. The specifications in this case also called for another large Kimball organ of the same type. Both organs were ordered through Eilers Piano House.

While many bids were submitted, and the keenest competition prevailed in the matter of these contracts, practically every house on the Pacific Coast, as well as a number of Eastern organ builders having submitted figures, the award in both cases was made unanimously in favor of the Kimball Eilers Piano House, who have now installed nearly sixty of the largest and finest organs to be found on the Pacific Coast.

Kimball pipe organs are operated under what is technically known as the duplex pneumatic system, controlled by exclusively the patents owned by the W. Kimball Company, of Chicago. Under this system all cumbersome springs, levers and other features of the old type are eliminated. The action is operated by two wind pressures, one opening and the other closing the valves, and so long as there is any wind in the instrument it is bound to operate. Another feature of the Kimball organs is their marvelous quick and responsive touch, much lighter than that of any other organ. The Eilers Piano House controls the exclusive representation of this famous organ company throughout the entire Northwest, and through their numerous houses in Portland, Seattle, Tacoma, Spokane, and other Western cities practically handle the entire organ business of the West.

known here that he is always heartily welcomed whenever his business brings him to Portland.

WAS SPEED LAW IGNORED?

Mr. Doyle Endeavors to Place the Blame in Columbia Disaster.

PORTLAND, July 27.—(To the Editor.)—I know whereof I speak concerning the fixing of the blame in the Columbia disaster, for the loss of so many precious lives through gross disregard for the laws governing navigation. In last Friday's Oregonian an assertion appeared that Superintendent Birmingham had a right to examine in order to institute a fine.

I want to state right now that the United States inspectors are the ones to be blamed for the accident, if they are the ones to be punished. It is useless to blame the captain of either the Columbia or San Pedro as long as the inspectors allow these men to continue breaking the laws. It is a positive fact that there are laws regulating the speed of vessels moving in fog, just as there are laws requiring certain lights to be carried.

The law referred to is very distinct, and reads: "All vessels in fog, mist or falling snow must go at moderate speed, and when the vessels are in doubt, they must reduce the whistle of another vessel, and if there is any doubt as to the position of the approaching vessel, the speed must be reduced so that the vessel has just sufficient time for steering purposes until the approaching vessel can be seen, or has passed, which position can be determined by the sound of the whistle." Nothing can be plainer than this law, and I am willing to take oath that today not one vessel on the Pacific Coast complies with this law. The inspectors neglect to enforce the law, consequently the captains instead of going slow race their vessels at full speed at all times, with results as occasionally befell the loved ones on the Columbia. The reasons why the captains do not comply with the law is fully shown in an article that appeared in The Oregonian less than a month ago, illustrating the occasion when Captain Doran ran the vessel Columbia between the Columbia River and San Francisco in such a way as to cut the running time down one hour.

It was the result? The "interests" patted Captain Doran on the back and said: "Good man! You did it. You have saved time and coal. No mention was made of the extra risk taken with the innocent lives entrusted to his care, but the one important fact was that he saved a few dollars for the company.

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