

RIVER FLOWS ON; GAUGE LOWER

Reports of Damage Caused by Rising Water Greatly Exaggerated—Combined Loss of Sawmills Not to Exceed \$14,000.

There is no flood at Portland. There is, or has been, but high water. For a time it was feared that there would be a flood, but yesterday afternoon at 1 o'clock the crest of the high water floated by the city, made a November record of 22.7 feet and went gambling off down towards the Columbia.

Since that time the water according to Portland gauges, has been falling rapidly. Between the hours of 5 last night and 7 this morning it fell .7 of a foot. According to the estimates of Acting Weather Forecaster G. H. Wilson the river will get back to the 20 foot mark by tonight, while it is expected to get down to the 18 foot mark by tomorrow night.

Reports Greatly Exaggerated.
Reports of vast numbers of runaway log rafts and logs scattered along the bosom of the waters from Portland to the sea are greatly exaggerated. A canvass of the mills shows that seven rafts have gone adrift, entailing a loss of approximately \$14,000 on the owners. Four of these rafts belonged to the Portland Lumber company and broke loose from the mill booms, being scattered along the river. Each of the rafts contained from 250,000 to 300,000 feet and show a total valuation of approximately \$8000.

It is probable that a large number of these logs will yet be rounded up and brought back to the mill, as they are now floating along the lower reaches of the Columbia and Willamette between Portland and Astoria. Eight rafts owned by the Portland Lumber company, broke loose from their moorings at Blue Rock yesterday, but were captured and towed back to their former stations.

The Standard Box company was the other mill which lost logs. Three rafts belonging to this company broke loose at the mill yesterday and went down the river. The company estimates the loss to have been \$6000. It is probable, however, that a great many of them will be captured on the lower river and brought back.

No other mill in Portland has lost any logs so far as reports have been made to them and it is believed that the total log loss of the high water period will not go above the \$14,000 represented by the seven rafts which went adrift. It is expected that the Oregon City locks, which have been closed on account of high water above the falls, will be opened again by Tuesday morning, and up river transportation will be resumed. The two boats of the Oregon City Transfer company, the Pomona and Oregon, expect to resume their schedules Tuesday.

The Standard Box company, which has been closed down for a couple of days on account of the high water and the loss of its boom logs, expects to resume work Monday morning.

River Falls Rapidly.
The river is now falling rapidly, and it is expected that there will be no further inconvenience from the high water. The river is now free of floating drift and the rapid recession of the waters is expected to make river navigation easy by the first of the week.

Admitting liability for the lost given the Burnside bridge on Thanksgiving by the steamer Rainier, Captain Charles Lindquist of that vessel this morning paid into the county court \$25 in settlement for the county's claim for damages. This will fully cover the county's expense for repairs.

N.-C.-O. RY IS APPROACHING

(Continued from Page One.)
was better range for feed. But the freighter kept his money at home and the railroad takes it out to New York.

Something in the Wind.
However, the problem is likely to solve itself without the assistance of the interstate commerce commission. There is something in the wind. Railroaders do not sit idle all summer when there is fire weather and then begin to lay track when the thermometer falls to zero unless there is something urgent. Last Sunday was probably as bad a winter day as we have on the great inland plateau.

Nor does the N.-C.-O. need a \$50,000 station all at once in Reno unless there is a move of immigration brewing. Work on this new structure was to begin this week. The natural supposition would be that with the Western Pacific crossing the N.-C.-O. at Astoria there would be less business for a new station at Reno instead of more.

The fact is that a narrow gauge railroad in this inland empire is as much out of date as a sickle would be in a Dakota wheat field. The life of the N.-C.-O. as such seems drawing to a close. The report is current that the extension from Alturas to Lakeview is to be broad gauge.

But what does the N.-C.-O. want with a broad gauge at one end and a narrow gauge at the other? It is not for local traffic that those new offices are being built in Reno. They will be occupied by the officials of some transcontinental railroad. Is it the Burlington or the Western Pacific? This hurry to lay track in the snow north of Alturas is a move in the ocean-to-ocean game.

In the past a large part of the traffic on the N.-C.-O. has been furnished by the Beckwith branch into the rich country of Sierra and Plumas. It would be folly to suppose that this business would not now go to the Western Pa-

cific. It is not natural to think that freight would be hauled over the Peavine range into Reno and over the Sierra to San Francisco when there is a down grade all the way from Quincy to the coast on the Western Pacific.

People to Pass Up N.-C.-O.
The people of Surprise valley are planning to haul their goods by wagon, 80 miles, from Gerlach, the new division point of the Western Pacific at Deep Hole, Nevada. Hitherto all this large territory paid tribute to the N.-C.-O. The Klamath branch of the Southern Pacific cut off a large slice of transportation that formerly belonged to the narrow-gauge. The Oregon Trunk, now building south from the Columbia, promises to take away a large section that now owns allegiance to the Moran Brothers' railroad. What is there left for a railroad that, in order to make both ends meet in the past, has found it necessary to charge passengers seven and a half cents a mile for riding on the tail end of a mixed freight?

Its charges alone would put the N.-C.-O. out of business when any through line gets in operation. Moreover, it is handicapped by short line, lack of coal, steep grades and sharp curves, and long distance. A 300-foot tunnel through the Peavine mountains alone would have saved seven miles of track. It looks as if the N.-C.-O. would have to be rebuilt from end to end before it can assume much importance on the railway checkerboard.

However, instead of showing signs of dissolution, all its business is disappearing. The N.-C.-O. is taking on new life at both terminals, extension out of Alturas and a new station at Reno. It is hardly likely that the stockholders of the old N.-C.-O. company are putting up the money for these improvements.

Has Strategic Position.
In truth the N.-C.-O. at this time occupies a strategic position of great value. It is already on the banks of the Pitt river, where it could lay down rails at Alturas for building a new line at both terminals, extension out of Alturas and the Oregon Trunk down that stream to connect with the Western Pacific above Oroville. There seems no doubt that the Burlington has acquired an interest in the latter road and will use its track from some point in California or Nevada into San Francisco.

But has it not been stated many times that Gould intended to run trains from the Western Pacific into Portland? This basis of the N.-C.-O. to extend on the Pacific may be to occupy the Crooked creek pass. It is now building out of Alturas over territory appropriated by the maps of Harriman's Goose Lake Southern. But there is room for two railroads along the east shore of Goose lake, with probably a narrow margin at Sugar Loaf mountain, and perhaps a close shave up the Pitt river canyon. But Crooked creek is the only pass without a struggle. It is a distinct advantage. The Harriman interests now have the right of way through this pass with a line that makes a long sweep around the head of Crooked creek.

Looks Like Mill.
It is true that the Oregon Trunk surveys are running a line into Klamath Falls. But the Southern Pacific has been surveying from present day Klamath Falls and if the Southern Pacific will need two north and south lines through central Oregon, why not Hill? It is a fact that Oregon Trunk people have bought ground for a division point at Lakeview.

The extension of the N.-C.-O. may be for the purpose of meeting the Oregon Trunk at the Crooked creek pass, or it may be a connecting link in the proposed line without a struggle. It is a distinct advantage. The Harriman interests now have the right of way through this pass with a line that makes a long sweep around the head of Crooked creek.

And while all these moves are being made by foreign interests, what is the Southern Pacific doing in its home territory? Will it abandon the field to its rivals without a struggle? This is not to be supposed. The quiet moves being made by the Harriman interests show that the Southern Pacific has the situation well in hand and may yet be the first into the field of central Oregon.

S. P. Is Very Busy.
The writer talked recently with Mortimer West, who came in from Natron up the middle fork of the Willamette. The Southern Pacific had 15 subcontractors at work on the 35 miles of canyon between Natron and Hazel Dell. The Southern Pacific is now finishing up the survey of the Goose Lake Southern near Yuma, some distance north of Oroville. It has been working on the Modoc line for a line running from Pernley, near Wadsworth, Nevada, to connect with the Goose Lake Southern via Pyramid lake, Amadee, Susanville and Eagle lake. It connects with the Goose Lake Southern on Deep creek. It may be a forgotten fact to some that the first line surveyed for the Western Pacific ran through Susanville and down Deep creek. The Southern Pacific has also completed its survey of the Modoc line from Alturas to Klamath Falls. It has men at work on the Deschutes in the north and in the Malheur canyon to the east.

The next conflict of the railway magnates may be for the possession of the Crooked creek pass.

WILKOWSKI GETS DIVORCE DECREE

By means of a deposition from Oklahoma, Constantine Wilkowski secured a decree of divorce from Eva Lena Wilkowski this morning, the knot being untied by Judge Cleland. The testimony in the case was heard several weeks ago, but the corroborative evidence was not deemed sufficient and Wilkowski had to wait until he was fortified by a deposition from Harrah, Okla., where his wife still resides. He claimed that his wife had made a happy home for him. He said he called him names and scratched his face when he brought home a dress pattern that was not to her liking, although he did the best he could to follow directions. He left his wife in Oklahoma in 1907 and separated four years later.

TRAVIS MUST PAY FOR SHORT MEASURE

Ray L. Travis, an East Side wood dealer, was found guilty of selling wood of short measure by a jury in the circuit court this morning, having accepted a plea of guilty to the charge. Travis was fined \$50 by Judge Gantenbein, this being the same penalty fixed in 1907 and separated four years later.

FIRE IN NEED OF ATTENTION

Members of Stations 1 and 2 Suffer From Cold and Poorly Ventilated Rooms—Bedclothes Damp—Ceiling Leaking.

Would you like to be a fire ladder? That you must be tough; oh, very tough! Able to sleep in a room which has no ventilation but with soggy beds. Able likewise to work 21 hours out of 24 and be glad you are alive. And if rheumatism steals insidiously through your frame and lays death grip on your joints so that they creak—and if cold and chill inflame the nasal passages and climb into the lungs till air cells seem to reach the feet and all rebelling against work—you must be ready to cheerfully go to fight the flames that otherwise will incinerate the property—and perhaps the owners—of the people who recompense your courage with their cash.

That is, such will be your routine if your fine new job as fire ladder gets you a berth in that part of Portland where buildings stand closest, where life is most congested, fire most frequent and the threat of fire is a constant menace. There is a brand new building on Portland Heights that is quite the pride of the city and of the fire department. Strangers carry away a pleasant remembrance of the fire and the protectors' health is protected, when they have seen it and one or two others. But at First and Jefferson streets, hose and chemical station No. 1 stands in lieu of home to nine men. The building is 37 years old. It is made of tarred paper and gravel, and forms a most excellent filter for the rain which causes the paper on the ceiling of the sleeping room to hang in large drips and to wipe the front of the bellows and the beds to be dampy and allows the water to concentrate its forces in one section of the wall that is soaked.

Modern means of ventilation are not employed in this structure and the odor of next door's fish market remnants comes thickly in when the windows are opened, to displace the odor of the stables below, which fills the room when the windows are closed.

House and chemical station No. 2 is between two Chinese "rookeries" and near the police station at Second and Oak streets. Here is an equipment on first floor rotting out, mended with planks and boards by the firemen. Here is a small boarded up cart used for keeping straw horse bedding in by day and by the fireman at night when he stays awake and alert to hear fire calls and to wipe the front of the bellows. Nor does the long sleeping room escape attention. It is long and it has a small ventilator or two that connect with the "rookery" on the south side. These ventilators do not work, but the windows are left open, letting in the air and the moisture with it. Apparently the moisture of the month had found a secure resting place in the beds, for sheets, pillows and covers and to the top of the mattress were only less than wet.

Men Long in Service.
Men in these stations have service records back of them from 6 to 19 years. When some of them came, the buildings were tight and dry. Some of them have not had a service record for reorganization of the department, putting the men on full pay was accomplished not more than six years ago. But the firemen were not complaining. They talked of the hope they had of the permission which they have entreated to make improvements by their own labor and at their own expense will be granted. It has been a custom for the men to defray the expense of making the improvements, safeguards against exposure at once ludicrous and pitiful.

These fire ladders get an hour a week drill. They take the equipment out on the street and lay a line of hose. As for a drill tower—it is to laugh. The drill tower doubles fire fighting efficiency, takes stiffness out of joints, imparts enthusiasm and bravery and interest and makes every man an athlete. A drill tower that the firemen themselves could and will build if allowed, has not been seriously considered by those whose will is law in the city administration.

Chief Wants Improvements.
"I want my men to be provided and made comfortable as possible," said Fire Chief Campbell during an interview which followed an independent inspection tour of some of the stations. The chief mentioned the drill tower as one of his desiderata, but he was not informed that the men are uncomfortable, or that their quarters should be made different than at present. He was of the opinion, however, that the drill tower should be built. He said that the city has been paying for, have been installed.

Portland has developed a fire department with wonderful rapidity. It numbers and includes 335 men, 120 horses, 23 stations. Its men work 21 hours out of every 24. The additional three hours represent the time they are allowed to take for meals. They are on duty 14 hours a week free of duty and 14 days a year vacation. They are on night watch 65 days out of 76, and if they make a mistake, the first fine is \$20 and the second \$40. Their salary after six months service is \$1000.

There were a few more spots under the blue shirts of these fire fighters who have rheumatism and colds, but only one that was serious. One of the captains said: "A fellow from the Tacoma fire department came to here the other day and gave us the laugh. Said we couldn't touch Tacoma, and Tacoma only a little country town. It made me mad, but I couldn't say anything."

Would you like to be a fire ladder and serve in station 1 or 2?
Americans Defeated at Tennis.
(United Press Special Wire.)
Sydney, N. S. W., Nov. 27.—The American representatives competing in the tennis tournament for the Dwight F. Davis challenge trophy were defeated in the singles this afternoon. McLaughlin and Long, the California representatives, were defeated in their match with Brooks and Wilding of Australia. Brooks won from McLaughlin by the score of 6-2, 4-2, 4-4. Wilding won from Long by 6-2, 7-4, 6-1.

DR. ZIEGLER REFUSES TO RESPOND TO CALL FROM POLICE, WHILE DR. GEARY SAYS CASE BELONGS TO CITY—OUTSIDERS FINALLY LEND AID.

Will Study Livestock and Educational Conditions at Eastern Conventions.

Intent upon securing ideas to be used as helps to the next annual livestock show of the Portland Fair & Livestock association and also upon attending the third national convention for the promotion of industrial education, H. C. Campbell, director of the Portland Fair & Livestock association and member of the school board, leaves this evening for the east. He will be accompanied by Mrs. Campbell and will combine business with pleasure during the trip.

The convention for the promotion of industrial education is to be held next Thursday, Friday and Saturday at Milwaukee. It is to be attended by all the prominent industrial school educators of the country and it is expected that Mr. Campbell will get many ideas for the raising of the standard of Portland's industrial school recently established in the old Atkinson school building.

"The industrial education of children has taken on a proportion which has lived up to every expectation of its promoters," said Mr. Campbell this morning in discussing his trip east and the convention. "Industrial schools have been established in every section of the United States as a result of this movement and each convention sees the standard of the schools in the country raised. The convention will be addressed by a number of the most prominent industrial educators in the country, among them being Dr. Pritchett, head of the Carnegie Institute for the Education of Teachers. Representatives from the Pratt Institute, also will attend this convention. It is a grand thing, this teaching the child to work with his hands as well as with his brain, and I hope that I can secure some data on my trip which will help me in my work as school director."

Immediately after attending the convention at Milwaukee Mr. Campbell will attend the International Livestock show in Chicago which runs till the fifth of December. Hence, too, he hopes to get many valuable suggestions from the showing of the greatest and best of the world's livestock.

Returning Mr. Campbell will visit New Orleans and the Grand Canyon, reaching the coast first at Los Angeles. He plans on reaching Los Angeles during the week of the national aviation contests, where he has still further work in the interests of the Portland Fair & Livestock association.

SECRETARY GETS \$600 JUDGMENT.
Fugitive David and Company Must Pay Salary of Employee.

S. V. David, fugitive promoter, indicted by the federal grand jury, and one of the corporations he organized, the St. Johns Gas, Heat & Light company, lost a case in the circuit court this morning when Judge Gatens gave W. C. Spence judgment for \$600.

Spence was employed as secretary for the corporation by David on the promise of \$100 per month salary on condition that he purchased \$1000 in stock. He paid \$400 in cash for the stock and was to pay the remainder in installments. After a short time his salary stopped and he quit paying on his stock. He sued under a clause of the contract which provided that he should have his money back with interest, at the end of one year if he became dissatisfied. The corporation denied that Spence could not sue until he had completed paying for his stock, but Judge Gatens rejected this view and gave Spence judgment for all he asked. Judge Gatens some time ago pronounced this a "David skin game," but saw for a time in some doubt as to the law of the case, and held the matter under advisement until today.

PERSONAL.
C. C. Carratt, a boniface of Lexington, Wash., is at the Nortonia hotel.
J. O. Booth, a lumberman of Grants Pass, Or., is staying at the Imperial hotel.
Dr. G. M. Dodson, a physician and surgeon of Baker City, Or., is registered at the Imperial hotel.

R. E. Williams, a banker of Dallas, Or., is among those registered at the Imperial hotel today. He claims the Imperial hotel today is Fred A. Erickson, a contractor of Salem, Or., and J. W. Reed and wife, of Tucson, Ariz., are at the Hotel Seward.

Jack Moreland, of Salem, Or., clerk of the supreme court, is at the Nortonia hotel.
J. L. Gill and W. B. Gill, business men of Woodburn, Or., are at the Nortonia hotel.

W. F. McGregor, collector of customs of the port of Astoria, Or., is a guest at the Cornellius.
Frank Gardiner, a lumberman of Sumner, Or., is registered at the Cornellius.

A. J. Brinkerhoff, a merchant of Carlton, Or., is at the Cornellius.
A. Hirsch, connected with the Swift Packing company, Chicago, Ill., is at the Hotel Seward.

Mr. and Mrs. James J. Murray, of 1239 East Twenty-third street north, are receiving congratulations on the arrival of a 12 pound baby girl, who was born November 16.

S. P. MAY RESUME LINE FROM DRAIN

(Special Dispatch to The Journal.)
Marshfield, Or., Nov. 27.—Revival of the hope that the Southern Pacific may soon resume the building of the line from Drain to Coos Bay came with the rumor that there are in Marshfield two representatives of the company. The story is that they are here to make arrangements for the resumption of the line, which the road will start building early in the spring. As to the story goes this announcement is to be made early in February. While nothing has been verified, much hope is attached to the rumor.

In 1906 the Southern Pacific began building a branch line to Coos Bay. A large amount of rails, cement and other building material were delivered at Drain and Seaside, and hundreds of men were put to work grading. All at once the work was stopped and later on all of the material was removed. Since then a committee was sent to the line to see if the branch line could be built, but so far there has been no activity. Now that it is reported representatives of the Southern Pacific are on Coos Bay with a view of starting actual work soon, there is a renewed interest in the project, which has for some time past been regarded as a hopeless railway prospect.

WILL SPEAK OF HIS TRIP FROM PULPIT

Rev. J. Whitcomb Brougher, D. D., pastor of the White Temple, has returned from a three weeks' trip through the northwest in the interest of the Minnville college. During the trip he visited Seattle, North Yakima and Spokane. In his effort to raise funds for Minnville college he became so acquainted with the men who are making money in these cities and had an opportunity to study very closely the financial conditions of the northwest. In his sermon at the White temple tomorrow

will study livestock and educational conditions at Eastern Conventions.

While the city and county physicians quarreled last night over who should take care of George E. Miller, a 60-year-old message carrier for the Western Union, the latter lay on his bed in the Eagle rooming house and suffered terrible agony. An attack of paralysis came upon him Friday afternoon, and he did not receive medical attention until almost noon today.

Dr. Fred Ziegler, city physician, said it was county cancer while Dr. E. F. Geary, county physician, held it was a city case.

Josh Simpson, proprietor of the rooming house, took the matter up this morning with William Adams, assistant manager of the Western Union, and had the aged messenger taken to the county hospital. Dr. Geary finally took the case.

Miller was unable to help himself all night and continually asked for relief. The proprietor of the place notified the police, who in turn called Dr. Ziegler. The latter said it was a case for the county physician, and would not take it.

Dr. Geary was then called by the police, and told the facts of the case, and that the city physician had referred the matter to him. He said it was not a county case but a city affair, and refused to take it up without an order.

Dr. Nemiro, assistant county physician, was next called after the two medical men had refused to take care of the man, and he said his office did not make any calls at night, but would look into the matter in the morning.

Chief of Police Cox this morning sent word to both physicians to get together on the matter and relieve the sick man of his suffering. In the meantime Simpson had seen the Western Union manager, and the latter had arranged for the removal to the hospital. The county physician took the case, and all efforts possible were made to relieve the man.

Miller has been in Portland for two years, and has carried messages for the company during this time. He is unable to do his work, and he claims this his residence, and the case belonged to the county physician's office.

**WOMAN'S CLUB VIEWS
WORK WITH CHILDREN.**
The Portland Woman's club studied yesterday the work among the children of the city, and especially at the People's Institute. From there were brought a number of children who went through their callisthenics and their songs and recitations with ardor.

The class was under the direction of Mrs. Richard Houlder, and Miss Katherine Gilbert, who helped the children in their games. Miss Blandon was at the piano.

Frank Vanduey carried the children in a large assembly hall to the club and back. The children were treated to ice cream, cake and candy. Following this practical demonstration Dr. E. Grace Keith read a paper on "The Teeth and Their Care." This talk he recently delivered to support a cot at the Sheraton Air Sanatorium and to raise funds for it an entertainment will be given early in February. Committees were appointed to help in the sale of Red Cross Christmas stamps.

MRS. ARTHUR RIGGS SAFE IN PORTLAND

Mrs. Arthur Riggs, wife of Captain Riggs of the Twin Cities, running between Seattle and Kennewick, has arrived safely in Portland from Tillamook, coming out by a horseback ride and thereby escaping the Argo disaster. Her arrival relieves apprehension on the part of her friends, as she had expected to come out by steamer. She left Tillamook Thursday day and described the 41 mile ride to Seaside as one that no woman should undertake in such weather as she experienced.

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Olds, Wortman & King Specials for Tonight After 6 o'Clock Only

Dress Hat Shapes 89c
This wonderful bargain on smartest shapes is just for the three and one half hours after 6 this evening. Untrimmed hats in felt, velvet and silk, come in black and colors, superb styles and values up to \$5.00 each. Tonight from 6 to 9:30, while a lot of 250 lasts, you get your choice at only **89c**

Odd Pieces Neckwear 5c
Wide assortment of Neckwear and Women's Belts where values run to almost unbelievable figures, but where there are only a few of a kind. Some of the neckwear is a bit mussed, but the value is there. We also include a large quantity of neck length ruchings, in white or colors, your choice of **5c** any piece in this assortment tonight after 6 for.

TRACT WILL BE PLATTED AND SOLD

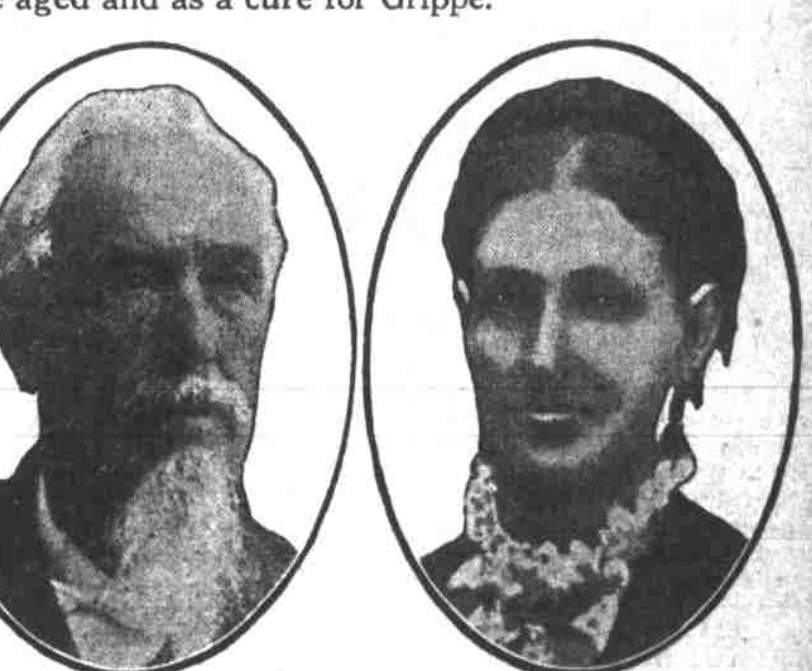
Goodsell Addition, a 10 acre tract cornered at East Thirty-first street and Sandy road and adjoining Laurelhurst on the west, was purchased this morning by a syndicate headed by the Cooke-Clark company, from David Goodsell for \$35,000. The property is well located in the big east side restricted residence district. The Rose City, Rosemere carline runs through the center of the tract. Upon the completion of certain improvements such as laying water and sewer mains and connecting up with improvements now under way at Laurelhurst, the purchasers intend putting the lots on the market.

ARREST FOUR IN NORTH END DISTRICT

Four persons were arrested last evening by the police in enforcing the red light orders recently issued by Chief Cox. Edward Donovan, proprietor of a saloon on Couch street between Third and Fourth streets, was charged with allowing immoral women in his place. The arrests followed the complaints of Michael Menalick, who stated he had been robbed of \$45 by Camilla Delmas, a woman who frequents the levee district. W. G. Coplinger, bartender in the saloon, is charged with soliciting for the woman, and Menalick is charged with frequenting a house of ill fame. The case will be heard next Tuesday in municipal court.

Vigorous and Strong at 84

Mr. and Mrs. Horace Swan, well-known citizens of Rutland, Vt., who are hale and hearty, although both have passed the 84th milestone mark, have good words to say of Duffy's Pure Malt Whiskey as a tonic stimulant for the aged and as a cure for Grippe.



MR. AND MRS. HORACE SWAN, EACH 84 YEARS OLD.

On February 18, 1909, Mr. Swan wrote: "I am 84 years old and of late have been using a little of Duffy's Pure Malt Whiskey as a tonic and body builder, and find it far better for me than any other. Even two teaspoonfuls of yours in a little hot water has far better effect on me than twice as much of any other kind. It gives me my old time strength and energy."

On February 25, 1909, Mrs. Swan wrote: "I am 84 and 6 months old and had grippe for six weeks or more, had chills and cough at night which were very weakening. When I had those spells my husband would give me two teaspoonfuls of Duffy's Pure Malt Whiskey in a little hot water and my cough would ease and I would go right to sleep until morning, then get up and do my work, taking a little more as I needed it, and so I have kept along until now I am well. Nothing I ever took did me so much good as Duffy's Pure Malt Whiskey. Nothing else would break my chills and give me a good night's rest. I can recommend it to all that are run down or need toning up, especially the aged."

Duffy's Pure Malt Whiskey

as a renewer of youth and tonic stimulant is one of the greatest strength-givers known to science. It aids in destroying disease and by its building and healing properties assists in restoring tissues in a gradual, healthy, natural manner, thus keeping the old, young in spirits. It is a wonderful remedy in the treatment and cure of consumption, pneumonia, grippe, bronchitis, coughs, colds, malaria, low-fever, stomach troubles and all wasting, weakened conditions, if taken in time.

If in need of advice, write Medical Department, The Duffy Malt Whiskey Company, Rochester, New York, stating your case fully. Our doctors will send you advice free, together with a handsome illustrated medical booklet, containing some of the many thousands of gratifying letters from men and women in all walks of life, both old and young, who have been cured and benefited by the use of this great medicine.



Oregon Life
Is Best for Oregonians