SHIPPERS AND KALROAD MEN TAKE UP RULES

Will Meet at Salem Tuesday to Discuss Demurrage Proposition With State Railroad Commission.

That a large number of shippers and railroad men wift attend the hearing on the proposed railroad demurrage rules hefore the state railroad commission at Salem next Tuesday afternoon was indicated when the matter was taken up for preliminary discussion by the transportation committee of the chamber of commerce of this city. The hearing will begin at 1:30 o'clock and will probmany paragraphs of importance to be

Shippers Present.

At the meeting yesterday afternoon number of prominent shippers took part In the discussion, and several railroad representatives were present, Clyde B. Altchison, state railroad commissioner, also being on hand to give such enlightment as might be desired.

This will be the only opportunity shippers will have to oppose or approve the rules laid down at the convention at Washington, D. C., of the state railroad commissioners in conjunction with members of the interstate commerce commission, and therefore it is considered of vital importance that those interested terests will be well represented is taken for granted.

The intention is to modify, if necesmary, the rules adopted at the convention, so as to meet local requirements. The proposed rules are as follows:

Rule 1-Cars Subject to Bules. Cars held for or by consignors or consignees for loading, unloading, forwarding directions, or for any other purpose, are subject to these demurrage rules, except as follows:

Cars loaded with livestock. coal at mines or mine sidings, or coke at coke ovens.

(e) Empty private cars stored private tracks, provided and the consignee so notified. cars have not been placed or tenfor loading on the orders of a

ownership. Empty private cars are in railroad the carrier for loading or tendered loading on the orders of a shipper. vate cars under lading are in railroad loading on orders, are not used, demura until the lading is removed and rage will be charged from the first 7 a. are regularly released. Cars which m. after placing or tender until released,

by to an industry performing its with no time allowance, switching service are in railroad ice from the time they are placed he industry upon the designated in-lange tracks and thereby tendered or fraction of a day, will be made until e carrier for movement. If such are subsequently returned empty, y are out of service when withdrawn he industry from the interchange; urned under load, railroad service t at an end until the lading is duly If, through error, demurrage charges

Eule 2-Free Time Allowed.

Forty-eight hours' (two days) time will be allowed for loading or oading on all commodities. (b) Twenty-four hours' (one day) ree time will be allowed:

When cars are held for reconsignnt or switching orders.

When cars destined for delivery to

for payment of lawful freight When cars are held in transit and

ed for inspection or grading. Cars containing freight for transment to vessel will be allowed such time at the ports as may be prod in the tariffs of the carriers.

Rule 3-Computing Time. te.-In computing time, Sundays holidays (national, state and mu-

falls on a Sunday, the follow-Monday will be excluded. On cars held for loading, time be computed from the first 7 a. m.

or placement on public delivery

which notice of arrival is sent to co On care containing freight in bond, time will be computed from the first 7 a. m. after permit to receive goods is issued to consignees by United

On cars containing freight sub ject to State inspection, time will be computed from the first 7 a. m. after inspection by state officials.

(c) On cars to be delivered on any other than public delivery tracks, time will be computed from the first 7 a. m. after actual or constructive placement on such tracks. See rule 4 (Notifica-tion) and rules 5 and 6 (Constructive

collector of customs.

(f) On cars to be delivered on interhange tracks of industrial plants per forming their own switching service time will be computed from the first a. m. following actual or constructive placement on such interchange tracks until return thereto. See rule 4 (Notisary billing instructions are given.

Bule 4.- Motification. Consignee shall be notified by carrier's agent in writing or as other-wise agreed to by carrier and consignee, within twenty-four hours after arrival of cars and billing at destination, such notice to contain point of shipment, car initials and numbers, and the contents, and, if transferred in transit, the initials and number of the original car. In case car is not placed on public delivery track within twenty-four hours after notice of arrival has been sent, a notice of place-ment shall be given to consigned.

(b) When cars are ordered stopped in transit the party ordering the cars stopped shall be notified upon arrival of cars at point of stoppage.

(c) Delivery of cars upon private or ndustrial interchange tracks, or written notice to consignee of readiness to so constitute notification thereof to consignee.

Bule 5 .- Placing Cars for Unloading. (a) When delivery of cars consigned or ordered to private or industrial interchange tracks cannot be made, on account of the act or neglect of the conmake appearance. That the railroad in- signee, or the inability of consignee to receive, delivery will be considered to have been made when the cars were tendered. The carrier's agent must give the consignee written notice of all cars he has been unable to deliver because of the condition of the private or interchange tracks, or because of other conditions attributable to consignee. This

will be considered constructive placement. See rule 4 (Notification).
(b) When delivery cannot be made on specially designated public delivery tracks, on account of such tracks being Empty cars placed for loading fully occupied, or from other cause beyoud the control of the carrier, the delivery will be made at the nearest available point accessible to the consignee

Bule 6 .- Cars for Loading. (a) Cars for loading will be considered placed when such cars are actually ps a.-Private cars, while in railroad placed or held on orders of the conse, whether on carrier's or private signor. In the latter case the agent is, are subject to these demurrage must give the consignor written notice to the same extent as cars of rail- of all cars which he has been unable to place because of condition of the private rack, or because of other conditions atice from the time they are placed tributable to the consignor. This will e considered constructive placement. (b) When empty cars, placed for

> Bule 7.—Demurrage Charge. After the expiration of the free time

or fraction of a day, will be made until car is released Bule 8 .- Claims. No demurrage charge shall be assessed under these rules for detention

of cars through causes named below.

are assessed or collected under such con-ditions, they shall be promptly canceled or refunded by the carrier. Causes. (a) Weather interference. during the prescribed free time is such ing or unloading by such shipper or as to make it impossible to employ men receiver shall be computed on the basis

or teams in loading or unloading, or of the average time of detention to all impossible to place freight in cars, or such cars during each calendar month, for forwarding by a connecting line to move it from cars, without serious such average detention to be computed held for surrender of bill of lading injury to the freight.

2. When shipments are frozen so as

al) will be excluded. When a legal cumulated numbers in excess of daily one car. orders. The shipper shall be allowed

ing.—When, as a direct result of the or exceed the debits, no charge will act or neglect of carriers, cars destined be made for the detention of the cars, I be computed from the first 7 a. m. for one consignee, at one point, and the day on which notice of arrival sent to consignee. On cars held for bunched in transit and delivered in account of such sent to consignee. On cars held for bunched in transit and delivered in account of such sent to consignee. On cars held for bunched in transit and delivered in account of such sent to consignee. sent to consignee. On cars held for unloading, time will be computed from the first 7 a. m. after placement on pubcumulated numbers in excess of daily in excess of the debits of any other lid delivery tracks and after the day on carrier's agent before the expiration of

'CATS" TOGETHER

Expects to Have Enough of Them to Make "Hoo-Hoo" Concatenation Success.

G. A. Griswold, vice-gerent snark fo the northern district of Oregon, is leav ing no stone unturned to make the Ho until return thereto. See rule & (Noti-fication) and rules 5 and 5 (Constructive Placement). Cars returned loaded will not be recorded released until neces-eral hundred retail lumbermen in the city, in annual convention assembled, from all parts of the northwest, and, as nearly all of them are affiliated with the order of the black cat, the affair will form a part of their entertainment

and enlightenment here.

The cancatenation will be held in the Masonic hall. For the purpose of noifying all members, Vice-gerent Snark Griswold yesterday sent out several hundred large posters, attractively goten out, with the large symbolic black cat for a centerpiece. It also bears a number of appropriate illustrations, depicting what is likely to happen when the joily cats get together to initiate ome 50 or more frightened kittens.

In true lumber language the following rules governing the affair, are also set

Terms of sale-Base price, f. o. No discount after arrival of \$11.65. kittens. Consult the Universal Price List for other terms. If you are delinquent the serivenoter will issue dues

Odd Lengths-Both odd and length kittens will be admitted. The utility of both will be demonstrated. Our jabberwock will decide the question satisfactorfly to all concerned.

Bureau of Grades-We have secured the services of experts, who will carefully grade all applicants for initiation. Only sound kittens, free from knots, will be permitted. Wane edge applicants will be rejected. Inspection-Great Hoo-Hoo, assisted

by the medical examiner, will carefully inspect each kitten. If you have not regularly attended rehearsals for backalley concerts you may be culled out. Trade Ethics-The trade ethics congress is not in session. We are doing business in the same old style. Never mind what the code prescribes, but

have a good time. Market Extension-Vertical and edge grain kittens are preferable. A small percentage of slash grain kittens will be permissible. Do not think because you are pretty well veneered that you can pass muster. You might meet the fate of the transit shipment.

the free time. The consignee shall be allowed such free time as he would have been entitled to had the cars been delivered in accordance with the daily rate of shipment.

(c) Demand of overcharge. When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

(d) Improper notice by carrier. Note-When notice has been given in substantial compliance with the requirements as specified by the rules, the consignee shall not thereafter have the right to call in question the sufficiency f such notice unless within 24 hours after receiving the same he shall serve upon the delivering carrier a full written statement of his objections to the sufficiency of said notice.

(e) Railroad errors or omissions. Eule 9 .- Average 'Agreement.

When a shipper or receiver enters into the following agreement, the charge for detention to cars, provided When the condition of the weather for by rule 7, on all cars held for load-

(a) A credit of one day will be alto prevent unloading during the pre-scribed free time, or when, because of high water or snowdrifts, it is impos-one day will be charged for each 24 stble to get to cars for loading or un-loading during the prescribed free time. In no case shall more (b) Bunching.

1. Cars for loading.—When, by reathan one day's credit be allowed on any son of delay or irregularity of the one car, and in no case shall more than carrier in filling orders, cars are seven (7) days' credits be applied in bunched and placed for loading in accancellation of debits accruing on any

(b) At the end of the calendar month such free time for loading as he would the total number of days credited will have been entitled to had the cars be deducted from the total number of been placed for loading as ordered.

be deducted from the total number of days debited and \$1 per day charged Cars for unloading or reconsign- for the remainder. If the credits equal

> (c) Credits earned on cars belonging to one class of equipment shall not be used in offsetting debits accruing on cars belonging to a different class of equipment. For the purpose of applying this provision, cars shall be deemed to consist of two classes: (1) Boxcars, including refrigerator cars; (2) freight cars of all other descrip-

> (d) A shipper or receiver who elects to take advantage of this average agreement shall not be entitled to cancellation or refund of demurrage charges under sections a and b of rule 8. (e) A shipper or receiver who elects to take advantage of this average agreement may be required to give sufficient security to the carrier for the payment of balances against him at the end of each month.

GREAT STRIKE we guarantee all our work. OF COAL MINERS IS THREATENED

> (Continued From Page One.) where the wage agreements expire in

It is pretty generally conceded that the miners will call another interna-tional convention between this and April 1 to consider conditions arising from the failure of the joint conference here. If such a convention is held it will be for the explicit purpose of either reaffirming the Indianapolis declaration or modifying it. The operators of the organized fields declare there are 250,000 unorganized miners in the United States and that it is impossible for them to grant the increased demands of the miners unless

be on the same competitive basis. New Lifeboat Launched.

these men are brought into the organ-

ization so that all coal produced may

Marshfield, Or., Feb. 5.-The new power lifeboat Conqueror, for the Coos Bay lifesaving crew, was launched this morning, after being on the ways for repairs of damages sustained while being brought here. It will be put in service in a few days. The people here are hopeful that there will be a further improvement in the lifesaving equipment, the Oregon congressmen having promised to make an effort in that di-

13 HOURS VER

On Passage From San Francisco to Point Reyes Steamer Requires Three Times as Long as Ordinary.

Buffeted by a flerce northerly gale two and a half miles an hour.

Monday night the Butter ran into a gale, which for the time that it lasted, Captain Olson says, was not to be smiffed at. He said that the wind blew at the rate of at least 85 miles an hour and during 13 hours it required every ounce of power for the steamer to make any progress.

"During all the time that I have been running up and down the coast on a here for lumber on her second trip. The steamer," said Captain Olson, "I have Klamath has capacity for 1,200,000 feet time to go from San Francisco to Point Reyes, a passage that ordinarily takes but four hours, while this trip it took us 13 hours. After reaching Point us 13 hours. Reyes Tuesday morning the gale moderated and the rest of the way up to the mouth of the Columbia we had good weather."

The Butler arrived at Oak street dock at 10:30 o'clock yesterday morning, bringing a cargo of 400 tons of sugar and 200 tons of general merchandise, which she will finish discharging Mon-

For her outward cargo she will take 700,000 feet of lumber at the Inman-Poulsen mills, and will probably be ready to sail for San Francisco nesday. This is her first cargo for San Francisco in six months, as during that time she had been going to San Pedro with her southbound cargoes, returning to the Bay city to load for the north.

BLOWS RIVET OUT OF BOILER.

Golden Gate Nearly Meets With Disaster While Crossing Bar.

(Special Dispatch to The Journal to orlu, Or., Feb. 5.—The steamer Golden Gate was on the Columbia river bar at 1:20 p. m. when a rivet blew out of her boiler. The steamer Sue H. Elmore coming up from Tillamook met her and came isside sending tug Wallula try here, has been notified by the head out to her assistance, but she had remedied the break and proceeded to this that he has been appointed assistant port on her own steam. Captain Hansen | weather observer at Key West, Fla., | 400 tons of general freight the steamer be directed from Chicago.

The steamer Golden Gate, Captali Hanson, which arrived in Astoria last aight from Tillamook with her bollers leaking, will be due to arrive at Oak street dock this morning and will sail again for the latter port tonight. is the first time that the Golden Gate has been in port for about three weeks, being barbound at Astoria for over two weeks. She will take out a full cargo of freight which is awaiting her at Oak street dock, and will be under the necessity of leaving several hundred tons of freight at different docks, as there more than she can handle in one

BUILD NEW STEAM SCHOONER.

Charles R. McCormick Company to Replace Steamer Cascade,

Charles R. McCormick & Co., which the first day out of San Francisco, the firm operates a line of steam and sailsteam schoones Jim Butler of the Olson ing schooners between this port and Cal-& Mahony Steamship Line, had hard ifornia, in the lumber trade, has sold Captain Bertram and will use her in work of it as far as Point Reyes, and the steam schooner Cascade to the Matt- the harbor for towing boom sticks and she bobbed about on the waves like a son Navigation company of San Fran- gear. She is a powerful tug, with a cork. For the first 13 hours she made cisco. The vessel will be sent over to length of 60 feet and 12 feet beam hardly enough progress to say that she Honolulu to engage in the sugar trade and will be a valuable addition to the was moving, making little more than in conjunction with the company's liners Hosford fleet. The tug was taken over plying between San Francisco and the by her new owners Friday. islands

The Cascade was the smallest of the McCormick fleet, having capacity for but 500,000 feet of lumber, and since the company has greatly increased its operations out of this port, will be replaced by a large steel hull craft much on the same lines as the steam schooner for 60 passengers.

The other steam schooners of the line are the Yesemite, J. B. Stetson, Yellowstone and Shoshone, and the sailing schooners are the Irene and King Cyrus.

DOLLAR HAS VALUABLE CARGO. British Steamer Takes Out Full Cargo for Chinese Ports.

Carrying 3,542,198 feet of lumber for ports, the British steamer Bessie Dollar, Captain Gow, will leave down today from Linnton. She has 257,698 feet, which she loaded at Aberdeen for Shanghai and Hankow. The remainder of 1.584,500 feet of lumber and 18 pieces of spars, valued at \$17. 561, she loaded at Linnton for Shanghal. Her entire cargo is valued at \$37,231. It will be some time before her sister ship, the M. Dollar, which has been loading beside her at Linnton, will be ready to sail for China with her cargo of Oregon fir.

NEW OBSERVER AT KEY WEST.

Floyd B. Young Appointed Assistant Observer at Florida Station.

Floyd B. Young, formerly connected with the government bureau of chemisof the weather bureau at Washington charge her general freight.

said that if she had been 10 or 15 min- and will leave for that station about utes later she would have been dashed February 10. Mr. Young is a resident to pieces in the breakers as the steam of Portland, living at 805 Borthwick was down and they were using sails street, and he received his present appointment as a result of a civil service

examination taken some time ago,

CLAVERDON CHARTERED. British Ship Fixed by Balfour, Guth-

rie & Co, for General Cargo. Announcement was made yesterday afternoon by Balfour, Guthris & Co. that they had chartered the British ship Claverdon, Captain Thompson, 2324 tons net, for a general cargo from Newcastleon-Tyne, for immediate loading. She will probably come to Fortland, al-though she has the option of going to Puget Sound with her cargo.

HOSFORD BUYS ROWENA.

Tug Will Be Used for Towing Boomsticks.

The Hesford Transportation company, Captain O. W. Hosford, manager, has bought the steamer Rowena from

MARINE NOTES.

Astoria, Feb. 5.—Condition at the mouth of the river at 5 p. m., rough; wind southeast, 20 miles; weather, raining. Arrived down at 1 and sailed at 10 a. m., steamer Kansas City, for San Klamath, which a few days ago was Francisco; arrived at 7:15 and left up here for lumber on her second trip. The at 9:50 a. m., steamer F. S. Loop, from San Francisco; arriver at 7:30 and left no recollection of its taking such a long and is equipped with accommodations up at 10 a. m., steamer Roanoke, from San Pedro and way ports; arrived at 5 and left up at 6 p. m., steamer Elmore, from Tillamook; steamer Golden Gate reported outside the bar with boiler

leaking. San Francisco, Feb. 5 .- Arrived at 1 a. m., steamer Geo. W. Kider, from Portland, arrived at 9 a. m., steamer Asuncion, from Portland; sailed at 3 a. m., steamer Nome City, for Portland; sailed at noon, steamer Rose City, for Portland; sailed last night, steamer Northland, for Portland.

San Pedro, Feb. 5 .- Arrived yesterday, steamer Svea, from Portland. New York, Feb. 5 .- Sailed, steamer Bear for San Francisco and Portland. Tides at Astoria Today-High water, 9:49 a. m., 8.0 feet; 11:58 p. m., 6.4 feet. Low water, 4:05 a. m., 4.5 feet; 5:16 p. m., 0.1 foot.

ALONG THE WATERFRONT.

The steamers Cascades and Ocklahama moved the British ship Glenal- had to pay the fiddler and we believe on and the French bark Belen through the bridges to the lower harbor yesterday.

In tow of the steamer Sarah Dixon the French bark Bossuet, Captain Le tives will be in the middle west, the Re-Torquet, moved from Montgomery dock publican congressional committee has 1 yesterday afternon to Mersey dock, where she will continue to dis-With a large passenger list and about, but the chief work of the campaign will

Alliance, Captain Parsons, salled last

today.

West Coast.

Carrying 150 tons of general mer-chandise from Portland, the gas school er Oshkosh, Captain Lathan, will sall today for Tillamook, On her way down she will pick up about 60 tons of freight at Astoria. With passengers and freight from Coos Bay the steamer Breakwater, Captain MacGenn, will be due to arrive

about two months, and she will prodrydock for repairs. Her place will be taken by the steamer Ramons, which will be due to arrive here Monday or

This will be her last trip for

Carrying passengers and freight the from San Pedro by way of San Fran-

Laden with 690,000 feet of lumber for San Francisco the schooner Expan sion will probably leave morning in tow of the Ockishama. With 100 tons of pavement cement

the steamer Mackinaw, Captain Woods, cleared at the Custom House yestereday afternon for Puget sound. Sha

ber or grain from that port for the

will take out a cargo of either lum-

MARINE INTELLIGENCE Begular Liners Due to Arrive. Breakwater, Coos Bay.....Feb. Ramons Coos Bay.....Feb. Rose City, San Francisco...Feb.

Rose City, San Francisco...

Santa Clara, San Francisco...

Alliance, Coos Bay

Roanoke, Coos Bay

Klamath, San Francisco...

Geo. W. Elder, San Pedro...

Kansas City, San Francisco... Begular Liners Due to Depart. Roznoke, San Pedro Feb. Ramona, Coos Bay Feb. Breakwater, Coos Bay Feb. Rose City, San Francisco Feb.

Santa Clara, San Francisco....Peb. 12 Alliance, Coos Bay........Feb. 16 Kansas City, San Francisco....Feb. 18

(Continued From Page One.) for political control of the state leg-

Assets Nothing; Profits \$150,000,000. "Such charges seem sensational, but I make them adviscedly after several years' investigation of transportation

matters and prosecution of rate cases before commissions. "A witness in this present investigation testified that the American Express company started with an initial capital of one ordinary satchel. The other comsanles had but little more, and all investments came out of past profits. The four companies have amassed as-Somebody sets of over \$150,000,000.

In the belief that the real fight for ontrol of the next house of representadecided to remove the committee headquarters from New York to Chicago. An office will be maintained in New York,

it has been the public."

Hundreds of Thousands of Deaths From Insidious Kidney Disease

3,500,000 Persons Sick Every Day in the U.S.—a Large Percentage of These Poor Unfortunates Stricken With Some Form of Deadly Kidney Ailment

A New York dispatch, under date of November 26, 1909, to one of the great leading daily newspapers of the country, states that—

As Consumption Lessens Kidney Troubles

New York, Nov. 26 .- The vagaries of disease are interestingly shown in a little pamphlet gotten out by In a little pamphlet gotten out by a life insurance company, wherein tables of increases and decreases give some knowledge of how, when we are freed of one malady, another increases. For instance, in the whole United States consumption has decreased 49 per cent since 1880, but, offsetting this, kidney troubles have increased 181 per cent in the same period. Chicago's kidney troubles have gone up to 167 per cent, and Chicago is down for an increase of 35 per cent of deaths from pneumenia. There are every day 3,500,000 persons ill in the United States.

This is the grim record that con-

This is the grim record that confronts every man, woman and child, according to the figures and state-ments of medical experts and scien-

What, then, are the conclusions to be drawn? Do not these facts con-stitute a condition calculated to strike stitute a condition calculated to strike terror to the stoutest heart—espe-cially with any individual who has the slightest reason to suspicion that he or she is afflicted with even the mildest form or initial stage of any Kidney disorder?

Kidney disorder?

And even when one has reason only to believe that he or she is prediapose to this class of aliments (through hereditary or other causes), can too great precaution and care be taken that the too frequent dire consequences of neglected Kidney Disease be averted?

Now, friends, let us stop and think for a few minutes. We must all do this sometimes—if we have a proper care end consideration for our own health and happiness, and the welfare and happiness of the loved ones dependent upon us.

Have You Any Symptom of Kidney Disease?

You know what these symptoms are—if not, we will tell you:

That weak, lame and aching back—those sharp, stabbing, shooting pains and twitchings in groin and limbs—that inflammation, soreness and tenderness of the muscles—those scalding, burning sensations; inability to retain the urine; sediment and deposits from the urine; inflamed bladder and passages, etc.,—that "all-gone," "played-out," dragging weariness and despondency—the duliness, lack of ability for concentration, restlessness, sleeplessness, unnatural nervousness and irritability, irregularity of the heart action, etc.

All These Mean Kidney Disease

if neglected sooner or later in some form or another, more or less deadly in characteristics.

monitory symptoms or indications as constantly recurrent "sick-head-aches," unaccustomed languor or feeling of exhaustion, dragging sensation and tenderness of the back and groins, bloating of the extremities, sharp "stitches" when rising suddenly from sitting or stooping position from sitting or stooping position, etc.,—you may be quite certain that all these are indications of

Deadly Uric Acid Poison in the system. There can hardly be any mistake about that. The great mistake will be if you wifully neglect such symptoms.

For uric acid poisoning of the system invariably means diseased kidneys and bladder—then chronic in-

find a state of the kidneys, bladder and passages, inflammatory rheumatism, gravel and gall-stones, chronic nervous disorders, dropsy, diabetes, Bright's disease, etc. Assuredly, these are matters serious

suredly, these are matters serious enough to merit the instant attention of any man or woman.

And whenever there is the slightest indication of one's kidneys and bladder having "gone wrong," common sense should at once suggest the selection of a good, honest, reliable remedy for this class of nervous derangements. And such a remedy—one of thoroughly proven efficacy, in thousands and thousands of evan the most desperate cases—is found in

DeWitt's Kidney and Bladder Pills

If any man or woman (or child) will give these Pills an honest and fair trial—and there is anything wrong with his or her kidneys and bladder—these Pills will speedily and surely benefit—unless the disease has been trifled with and neglected until all possible hope or chance of help is gone.

DeWitt's Kidney and Bladder Pills are especially recommended for all de-rangements of the kidneys and bladder, in persons of either sex. They are thoroughly antiseptic, scothing, healing and tonic in action, and cannot nearthly do anything but benefit not possibly do anything but benefit

as soon as taken into the system, commence their work of neutralizing and rendering harmless the dangerous urlo acid poison which is playing havoc with the system of the victim.

havoe with the system of the victim. Then, by a perfectly natural process of elimination, they drive that person out of the system.

It will thus be seen that DeWitt's Kidney and Bladder Pibls are an shsolutely dependable remedy and freventative for all of the insidious and dangerous ailments and diseases resultant upon uric acid poisoning.

And when it is positively known (as is the case) that these genuinely good Rills are a thoroughly reliable and efficient treatment for such conditions there seems no logical or semible reason why any person should ble reason why any person should neglect taking advantage of an op-portunity of making a

At No Cost Whatever —as per the free offer of the manu-facturers.

DeWitt's Kidney and Bladder Pills

Generous Trial of These Pills

effectually preserve their strength and purity—and are sold by all druggists, everywhere.

Containing no opiates or narcotics, they (as previously stated) cannot do anything but benefit you. And their marvelously soothing, healing, rejuvenating and tonic effects are in evidence almost as soon as one comeviations.

evidence almost as soon as one com-

evidence almost as soon as one commences their use.

E. C. DeWitt & Co., Chicago (whose name appears upon every package of these Pills), are exceedingly anxious to have every man or woman, afflicted and suffering from any form of kidney and bladder disease (or having the slightest reason to suspect that he or she is afflicted), write and send name and address, and a free trial of these Pills will at once he forwarded, direct to the person requesting same, all charges prepaid.

Certainly no one can afford to delay

all charges prepaid.

Certainly no one can afford to delay accepting so generous an offer as this. You have nothing to lose by making an honest trial of these Pills—and so much to gain, if you can thereby avert the oncoming attack of possibly fatal kidney disease.

And—perchance—you are already in the grasp of some one or another of these insidiously operating and remorseless diseases—how much greater, then, the reason for your knowing, and at once, just what DeWitt's Kidney and Bladder Pills will do for you.

MRS. P. M. BRAY, Columbus, Ga., says:
"I was very sick. My doctor told me I had
kidney trouble, The water I passed looked to
be half blood. I took medicine from the doctor for three weeks, and it did not do me any
good. I first got two samples of DeWitt's
Kidney and Bladder Pills, and the second day
could see a change, and I have taken in all
about three boxes of the Pills, and I am now
well and the Pills are what cured me." WALLACE H. BRUNER, former St. Louis

WALLACE H. BRUNER, former St. Louis motorman, says: "I was employed as a motorman by the Southern Electric Street Rallway Co., of St. Louis, Mo., during which time I contracted urinary troubles, and was obliged to use sounds or instruments in order to urinate. I saw in one of the local papers the advertisement of De Witt's Ridney and Bladder Pills. I at once purchased one boatle, which at once gave me immediate relief, and three bottles cured me entirely of my brouble. I am a well and sound man today, and have to one to thank for my permaneus curs accept E. C. DeWitt & Co." (Mr. Bruner now lives at Sils Ohio St., Omaha, Neb.)

Write To Jay and Receive a Free Sample Sold in Two Sizes-50 cents and \$1.00. The dollar size contains two and one half times as much as the Afry cents size,

You do not know how much this may mean to you. Don't delay-do it now. E. C. DeWITT & CO., CHICAGO

DeWitt's Kidney and Bladder Pills

Silver Fillings 50¢ and up

and the kind that don't. Only one kind here-the staying kind. Nothing in our pock-et to do inferior filling—only have to do it over, because

Read Our Prices Gold and Porcelain crown. \$5 Gold Fillings ... \$1.00 and up

Only two kinds of tooth fillings-the kind that stay in

Cement Fillings 50¢ and up Cement Fillings 50¢ Enamel Fillings \$1.00 Porcelain Fillings \$1 and up Full Set of Good Teeth on rubber \$5.00 Best Set of Teeth on rubber \$8.00 Best Set on Celluloid \$7.50

PAINLESS DENTIST

ASSOCIATED WITH M. S. BENNETT AND P. A. BLACEMORE

FILLINGS THAT STAY

Z. O. MAC PARLAND 3421 Washington St., Corner Seventh OFFICE HOURS-8 a. m. to 5 p. m. SUNDAYS-9 a. m. to 12 m. Phones Main and A-2119-Fourteen Years in Portland