

Well-Known Craft Has Gaping Hole in Bow as Result of Early Crash,

TRANSFER PASSENGERS for bunker coal.

Frovidencia, Once the Olson & Mahony, Thought Unhurt; Humboldt Bound for Alaska at Time.

Seattle, Wash., Aug. 29 .- (P. N. S.) The steamer Humboldt, with a gap-ing hole in her bow, is hove to in a Northern dense fog below Port Townsend today. following a collision at 8:30 o'clock this morning with the steamship Pro-

The Humboldt is owned by the Humboldt Steamship company. The Providencia is owned by the Compagnie De Voleo.

Manager M. Kalish, of the Hum-Manager M. Kalish, of the Hum-boldt Steamship company, said he has not yet received a report from the taptain of the Humboldt. The steamer sailed this morning at 5:30 o'clock for southeastern Alaska with a full cargo and passenger list.

with a full cargo and passenger list. First reports say that the Humboldt was rammed above the water line and that she will attempt to make Seattle. The Providencia was formerly the and Mahony, San Francisco Olson "Hoo-doo" ship, now owned by a Mexican syndicate.

The collision occurred off Double Bluff, Whidby Island. The Providencia was bound for Port Gamble to load mining timbers for Santa Rosalia. Mexico

The 40 passengers aboard the Humboldt were transferred to the Providencia, merely as a matter of precau-Company officials insist there is no

danger and that the Humboldt will arrive in Seattle at 11 o'clock. The steamer Humboldt arrived in

Seattle harbor shortly after 1 o'clock this afternoon, a huge, gaping hole in her bow, covered with canvas. Following the transfer of passengers to the Providencia and the temporary patching of the hole with a sneet of sail, the passengers were assured there was no danger and again boarded the

dencia were also damaged, teported Captain E. G. Baughman of the Hum-boldt. The Providencia is in command of Captain A. E. Winkle. Owners of the Humboldt of the state of the

f Captain A, E. Winkle. Owners of the Humboldt claim that schooner Parsy, for Portland. the Mexican ship was responsible for the collision. The Providencia proceeded for Port Gamble to load.

CAPT, JAHNSEN PASSES AWAY

Well Known ormick Master Succumbs to Apoplexy Stroke.

Astoria, Or., Aug. 23.-Captain Ed-

charge of the construction of the p Admiral Dewey, San Francisco, In the body will be shipped to San Transisco tonight on board the steam-r Klamath.
 In the ALONG THE WATERFRONT
 In the body will be two Libby McNell & 3 p. m. Senator, Tacoma, 11 p. m.; Alaska a. 8 p. m. Salled, Queen, San I San Francisco, 11:10 p. m.; S McCormick boats now being built at the Wilson Brothers' shipyards here. Francisco tonight on board the steamer Klamath.

CONGRESS FOR POWER Island Trade Brisk. San Francisco, Aug. 29 .- The steamship Matsonia, flagship of the fleet, made port from the Hawaiian islands TO PREVENT at 7 o'clock this morning. She had on toard 224 cabin and 80 second cabin passengers, as well as a big cargo, consisting mainly of 120,000 sacks of sugar, 4000 bunches of bananas. 45,000 cases of canned pineapples, 900 tons

hight from Ash street dock the only

of Astoria instead of the reverse plan,

as is usually the case.

hight from Ash street dock the only change in her regular schedule being that she will touch at Megler ahead PRESIDENT

of molasses and 8700 tons of miscellaneous. The J. L. Luckenbach arrived here this morning from floilo, Phillppine islands, with a cargo of 6000 tons of island sugar. The steamer is en route to New York and put in here

NEWS OF THE PORT

Arrivals August 29. Johan Poulsen, American steamer, Captain lvestadt, ballast from San Francisco, Loop tember Co.

Navigator, cil from San Francisco, Unicu Oli Co, (Continued From Page One.) Departures August 29. n Pacific, American steamer, society' they have declined to accept

president said:

on his proposal.

the suffering of the country."

Normern Pacific, American steamer, Captsin tain Hunter, passengers and freight for San Williamette, American steamer, Captsin Reiner, passengers and lumber for San Diego and way, McCormit Steamer, Captsin Control and Control Statement, he said. Bailroads Decline Assurances. The railroads fear the influence of hostile shippers and they apparent Marine Annanac.

Weather at Eiver's Mouth. North Head, Aug. 29.-Condition at the outh of the river at poon, smooth; wind. mouth of northwest, 8 miles; weather, cloudy.

fice was dropped at noon Steamers Due to Arrive. PASSENGERS AND FREIGHT.

Steamers Due to Depart.
 Name.
 For
 Date.
 Republicans
 manifested
 opposition

 Great
 Northern.
 S. F.
 Aug. 31
 early
 today
 and indicated
 they would

 Rome City
 S. F.
 & L. A.
 Sept. 2
 need
 considerable
 time for debate.
 Nev

 Northern
 Pacific
 S. F.
 Sept. 2
 ortheless, administration
 officials
 feel

 Beaver.
 L. A. & S. F.
 Sept. 9
 ortheless, administration
 officials
 feel

Steamers leaving Portland for San Francisco that the entire pro-only connect with the steamers Yale and Har-tard, leaving San Francisco Monday, Wednes-Friday and Saturday, for Los Angeles

day, Friday an and San Diego. follows Vessels in Port. Name Berth. mgard, Br. sch Johan Poulsen, Am. 88., Kenken Maru, Jap. 88. Rainter 1ry dock Monterer Am. web. Nippo Maru, Jap. 1 Nebalem, Am. 88 Novegolar, Am. tug Marn. Jap.

Tiverton, Am. ss. At Neighboring Ports.

Dublin, Aug. 26 .- Arrived, British bark Tri-

Dublin Aug. 26.—Arrived. British Dark itt-donnia, from Portland. Astoria Aug. 28.—Left up at 11:30 a. m., steemer Nebalem. Sailed at 1 p. m. Edgar H. Vance, for San Pedro, towing a log raft, for San Francisco. Arrived at 4:30 and left up at 7 p. m., Tiverton, from San Fran-cisco. Arrived at 6:30 and left up at 9 p. m., Save Barbara, from San Francisco. Santa Barbara, from San Francisco. Coos Bay, Aug. 28.-Salled at 3 p. m., Break-

water, from Portland for Eureka and San Francisco Eureka, Aug. 28 .- Arrived at noon and salled

Laise ago. Captain Jahnsen was last in com-mand of the steamer Klamath, but during the past few months has been Diego. vis San Francisco and Victoria. 9:30 the operation of the steamer that the demands of the men be submitted in their entirety to arbitration along with certain ques-tions of readjustment as to pay and employment

sion upon them

THE OREGON DAILY JOURNAL, PORTLAND, TUESDAY, AUGUST 29, 1916. ossible day, but without recommen-

dation, and that, after the facts had

In Line with Supreme Court.

of the United States when appealed to to protect certain litigants from the financial losses which they confidently expected if they should submit to the

Wilson Declares Roads Evidently Prefer to Be Forced t would not undertake to form a judgto Yield by Suffering. ment upon forecasts, but could base its action only upon actual experience; that it must be supplied with facts,

not with calculations and opinions, ASSURANCES REJECTED however scientifically attempted. undertake to arbitrate the question of

the adoption of an eight-hour day in the light of results merely estimated Railroad Brotherhoods Acted Suddenly, and predicted would be to undertake Setting Strike for September 4; an enterprise of conjecture. No wise man could undertake it, or, if he did Nation Menaced by New Peril. undertake it, could feel assured of his conclusions.

GOES

Offered to Assure Justice.

"I unhesitatingly offered the friendy services of the administration to the railway managers to see to it that justice was done the railroads in the The railroads fear the influence of outcome. I felt warranted in assuring them that no obstacle of law would be hostile shippers and they apparently feel no confidence that the Interstate suffered to stand in the way of their Commerce commission could withstand increasing their revenues to meet the the objections that would be made, the expenses resulting from the change so far as, the development of their pusi-"They do not care to rely upon the ness and of their administrative effifriendly assurances of congress or the ciency did not prove adequate to meet president. They have thought it best them. The public and the representathat they should be forced to yield, if tives of the public, I felt justified in they must yield, not by counsel but by assuring them, were disposed to nothing but justice in such cases, and were The president tonight at 8 o'clock

willing to serve those who served them. Railroads Declined Plan.

will go to the capitol again to confer with Speaker Clark, Representative The representatives of the brother-Date Kitchin, floor leader of the house; oods accepted the plan; but the rep-Representative Mann, Republican lead-er in the house; and Chairman Adamresentatives of the railroads declined to accept it. 'In the face of what I son of the house interstate commerce committee, and will urge early action Republicans manifested opposition by the concerted action of organized

ortheless, administration officials feel of the railway management have felt that the entire program will go justified in declining a peaceful set-The president's speech to congress

"Gentlemen of the congress: "I have come to you to seek your assistance in dealing with a very grave situation which has arisen out of the

demand of the employes of the railroads engaged in freight train service that they be granted an eight-hour working day, safe-guarded by payment Westport

Text of the Address.

for an hour and a half of service for every hour of work beyond the eight. The matter has been agitated for more than a year. The public mas best that they should be forced been made familiar with the demands yield, if they must yield, not by counthe men and the arguments urged sel, but by the suffering of the counin favor of them and even more fami - try. While my conferences with them iar with the objections of the rail- were in progress, and when to all outroads and their counter demand that ward appearances those conferences men and certain basis of payment worked out through many years of contest be reconsidered, especially in their relation to the adoption of an three weeks ago to a final issue and resulted in a complete deadlock bo-

tween the parties. Arbitration Was Declined.

Astoria, U., Ang. ... Captain but Eureka, Aug 28.—Arrived at noon and sailed in the st 5 p. m. F. A. Kilburn, from San Fran-at the McCormick S. S. com-d. d. a. St. Mary's hospital here early this morning, as a result of a strake of apoplexy received a few usys ago. Astoria, C. Ang. 28.—Arrived at noon and sailed in the st 5 p. m. F. A. Kilburn, from San Fran-Newport. Or., Aug. 28.—Arrived—Tug Gleaner, from San Francisco and sailed with in drage in tow for Umpons. 6 p. m. Everett, Aug. 29.—Sailed, W. S. Porter, for San Francisco. Description of the controversy failed and the means provided by law for the mediation of the controversy failed and the means of arbitration for which the law provides were rejected. The representatives of the railway execu-tives proposed that the demands of the

Strike Set for September 4.

bodied in the bill recently passed by extended argument is needed to combeen thus disclosed, an adjustment the house of representatives and now mend them to your favorable considshould in some orderly manner be awaiting action by the senate; in eration. They demonstrate themsought of all the matters now left order that the commission may be en- selves. The time and the occasion only agers and the men. abled to deal with the many great gives emphasis to their importance and various duties, now devolving We need them now and we shall con-

upon it with a promptness and thor- tinue to need them." "These proposals were exactly in oughness which are, with its present line, it is interesting to note with the constitution and means of action, position taken by the supreme court practically impossible.

"Second-The establishment of an eight hour day as the legal basis alike of work and wages in the employment of all railway employes who are acturegulation of their charges and of ally engaged in the work of operating roads, will be the first to be cut in their methods of service by public trains in interstate transportation.

> "Third-The authorization of the appointment by the president of a small body of men to observe the actual re sults in experience of the adoption of

the eight hour day in railway trans-To portation alike for the men and for the railroads; its effects in the matter of operating costs, in the application of the existing practices and agreements to the new conditions, and in all other practical aspects; with the provision that the investigators shall report their conclusions to the congress at the

earliest possible date, but without recommendation as to legislative action in order that the public may learn from an unprejudiced source just what actual developments have ensued.

Higher Rates Is Needed. 'Fourth-Explicit approval by the

ongress of the consideration by the Interstate Commerce commission of an increase of freight rates to meet such additional expenditures by the railroads as may have been rendered necessary by the adoption of the eight. hour day and which have not been off. set by administrative readjustments and economies, should the facts disclosed justify the increase. "Fifth-An amendment of the ex

isting federal statute which provides

for the mediation, conciliation and arbitration of such controversies as the present by adding to it a provision that in case the methods of accommodation now provided for should fat cannot but regard as the practical cer- a full public investigation of the mettainty that they will be ultimately its of every such dispute shall be obliged to accept the eight hour day instituted and completed before a strike or lockout may be lawfully atlabor, backed by the favorable judg-ment of society, the representatives

Power to Take Over Roads.

"And, sixth, the lodgement in the hands of the executive of the power tlement which would engage all the forces of justice, public and private, on their side, to take care of the event, control of such portions and such rollon their side, to take care of the event. They fear the hostile influence of ing stock of the railways of the counshippers, who would be opposed to an try as may be required for military increase of freight rates (for which, use and to operate them for military however, of course the public itself purposes, with authority to draft into the military service of the United would pay); they apparently feel no confidence that the Interstate Com-States such train crews and adminismerce commission could withstand the trative officials as the circumstances objections that would be made, require for their safe and efficient Will Not Rely on President.

"This last suggestion I make be-"They don't care to rely upon th cause we cannot in any circumstances friendly assurances of the congress or the president. They have thought suffer the nation to be hampered in the essential matter of national defense. At the present moment circumstances ender this duty particularly obvious. Aimost the entire military force of the nation is stationed upon the Mexican order to guard our territory against certain privileges now enjoyed by their had come to a standstill, the represen- hostile raids. It must be supplied and steadily supplied with whatever it tatives of the brotherhoods suddenly acted, and set the strike for Septem-her 4. ber 4.

purposes of national defense to trans-"The railway managers based their eight hour day. The matter came some decision to reject my counsel in this fer any portion of that upon short nomatter upon their conviction that they lice to some other part of the counmust, at any cost to themselves or to try, for reasons now unforeseen, amthe country, stand firm for the prin- ple means of transportation must be ciple of arbitration, which the men had available and available without delay. The power conferred in this matter rejected. I based my counsel upon should be carefully and explicitly limthe indisputable fact that there was no means of obtaining arbitration. The lited in cases of military enecessity, but law supplied none. Earnest efforts at in all such cases it should be clear and mediation had failed to influence the ample. men in the least.

Authoritative Tribunal Needed.

Great Distress Involved. "There is one thing we should do if "To stand firm for the principle of we are true champions of arbitration. arbitration and yet not get arbitration

Food to Come First,

New York, Aug. 29 .- (U. P.)-Passenger traffic and transportation of munitions, which forms a large part of the present freight trafic of raillthe event of a strike, railroad officials legislation. The court has held that To Observe Eight Hour Day's Results. declared here today. The roads will concentrate on the problem of moving

100d

Camino Sold Again.

San Francisco, Aug. 29 .-- Consider able interest is being manifested in San Francisco, Aug. 29 .- (P. N. S.)-The steamer Camino, once California's West Coast trade, especially by the relief ship to Belgium, has been sold W. R. Grace company and the Pacific for the second time within three Mail company. Two vessels are makmonths, this time at almost double the ing ventures, one along the upper price of the previous sale. News of South American coast and the other price of the previous sale. News of South American coast and the other the sale of the Camino to Norwegians through the canal to Cuba. The Penn was received today by local shipping sylvania is loading sugar at Havana

and a second and a second and a second and a second a s

time.

MOST HEAT PER DOLLAR is what YOU want in buying your Winter's

fuel.

"So much per ton" or "So much per cord" means nothing to you, except that you may be filling your basement — and paying for-substance that gives no heat and merely produces ash.

Gasco Briquets

are all heat and do not produce a hatful of ashes in a Winter. They give "Most heat per dollar"-therefore, buy them.

Summer Prices, for Summer Delivery Only:

1 ton-\$9.00 per ton 2 to 4 tons- 8.75 per ton 5 to 39 tons- 8.50 per ton

Phone that order today to Main 6500 or A 6274

Portland Gas and Coke Co.



Union Laundry Co.

Main 398-A-1123

Xummummummummummummummummumm

merce commission along the lines em- vented in the future. I feel that no men, creating considerable interest. for here and the City of Pars is em-The reported price is \$800,000. Three route to Guayaquil with a large genmonths ago Swayne, Hoyt & Co., sold eral cargo. This last is the first ver-the vessel to Barber & Co., of New ture to be made on the South American York for \$450,000. coast by Pacific Mail liners.

Canal Wall Progresses.

Yamhill river tomorrow for a short

West Coast Trade Attracts.

When writing or calling on advertisers, blease mention The Journal. (Adv.)

By September 10, 1050 feet of the 1235-foot wall being built through the canal at Oregon City to separate the commercial water from the navigation Digestive water will be completed. The canal was dry all day Sunday while another Troubles cofferdam was being built. The dredger Mathloma, which has been digging sand there, is to go to the

cause headache, biliousness. constipation, impure blood and other unpleasant symptoms. If these troubles are neglected they weaken the body and open the way for serious illness. Many chronic diseases may be traced back to indigestion that could have been immediately

relieved by

Beecham's Pills. This wellknown home remedy has proven itself dependable, safe and speedy during sixty years' use. The fame of having a larger sale than any other medicine in the world proves the dependable, remedial value of



HOW TO REDUCE **YOUR WEIGHT**

SIMPLE, SAPE, RELIABLE WAY

People who are overburdelied with superficous fat, kno., only too well the discomfort and rigicule that over stour copie have to bear.

If you are car.ying around five or ten bounds of unnearthy fat you are unnecessarily weakening your vital or-gans and are carrying a burden which gains and the bearty of your righte. There is no need of anyone suitering from superfluous fat. If you want to reduce your a gift in a simple, suite and relable way, without starvation diet of thesome exercise, here is a test worth trying, sbend as much time as

you can in the Open a.r. bleathe deepiy

and get from inde-Davis Drug com-

pany or any good dri "gist a box of oil of korein capaules, take one after each mean and she before retiring at high. Weigh yourself once a week so as to

know just how fast you are losing weight and don't leave off the treat-ment or even skip a single dose until you are down to normal.

On of Rorein is absolutely harmless.

is pleasant to take, and helps diges-tion. Even a few days' treatment has

been reported to show a noticeable re-duction in weight, footsteps become lighter, your work seems easier and a

lighter, your work seens easier and a lighter and more buoyant feeling takes possession of your whole being. Every perron who suffers from su-perfluous fat should give this treat-ment a trial. (Adv.)

ONE DOSE WILL CONVINCI

Gall Stones, Cancer, and Ulcers of the Stomach and Intestines, Auto-Intoxi-cation, Yellow Jaundice, Appendicitis

cation, renow Jaundice, Appendicities and other fatal aliments result from Stomach Trouble. Thousands of Stom-aci, Sufferers owe their complete re-covery to Mayr's Wonderful Remedy. Unlike any other for Stomach Aliments. For sale by Owl Drug Co., and druggists everywhere.

NTRAI

ALL ALONG THE WATERFRONT

Libby ships to build at the Standifer-Clarkson yards in North Portland haror, are to be laid about September 20. Members of the Steamboat Operators' association will hold a meeting to decide on employment plans now that the steam boat men's strike is at an end.

company will probably get the job of delivering 650,000 tons of rock to the government for use on the overnment for use on the north jetty. government for use on the north jetty. from Vancouver That firm was the sole bidder when Seattle. bids were opened yesterday.

Contraction Customer.

Net Contents 15 Fluid Drachm

(900 DROPS)

ALCOHOL - 3 PER CENT

A Vegetable Preparation for As

similating the Food and Regulating the Stomachs and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerful

ness and Rest. Contains neithe

Opium, Morphine nor Mineral

Bripe of Ohl Dr. SAMUEL PITCHER

A perfect Remedy for Constipe

Fac Simile Signature of

Call thatter.

NEW YORK.

At 6 months old

35 DOSES - 35 CENTS

Exact Copy of Wrapper.

THE CENTAUR COMPARY

tion, Sour Stomach Diarrhoe Worms, Feverishness and LOSS OF SLEEP.

NOT NARCOTIC.

It is rumored that the steamers Ne- las, from San Francisco. halem. J. B. Stetson, Bee and Wasp Portland, 12 30 p. m. will follow the Hornet and a number of other steamers to the Gulf of Mex-ico where high charters are being paid. The steamer T. J. Potter, which is to be Admiral Cronin's flag ship at the Astoria regatta sails Thursday No. 12:15 p. m.: Rose City. Portland, 4:30 p. m.: Vangeles, 4:30 p. m.: Rose City. Portland, 4:30 p. m.: Vanguard, Eureks, 5:40 p. m.: Cleone, Pigeon Point, 10:15 p. m. will follow the Hornet and a number

3 p. m. Wrangell, Aug. 28.—Salled, Alki, south-bound, 1 p. m.: Jefferson, southbound, 3 p. m. Liverpool, Aug. 20.—Arrived, Barrister, Se-attle, via San Francisco. Port Pirie, Aug. 23.—Arrived, schooner Wil-lis A. Holden, Taconis, thence May 31. Sydney, Aug. 23.—Arrived, Schooner Wil-lis A. Holden, Taconis, thence May 31.

Sydney, Aug. 26.—Sailed. Collgardie, for San Francisco. Shanghal. Aug. 23.—Arrived. Justin, from Tacoma Aug. 26.-Sailed, Inaba Maru, Arrived, Awa Maru, from Seat-

26 - Arrived Aug

For Infants and Children.

Mothers Know That

Genuine Castoria

For

Thirty Years

Always

Bears the

Signature

of

The 400,000 men from whom the demands proceeded had voted to strike if their demands were refused; the strike was imminent; it has since been set for the fourth of September next. It affects the men who man the freight

Ta

trains on practically every railway in conutry. throughout the United States must

Gisbun Maru, from Vancouver, B. Aug. 28 .- Arrived, At-

San Francisco, Aug. 28.-Arrived-Beaver, ortland, 12-30 p. m.: Helene, San Diego, 7:15;

fill them at all. Cities will be cut off from their food supply, the whole of the men which society itself and commerce of the nation will be para- any arbitrators who represented publyzed, men of every sort and occupation will be thrown out of employ-

duty

ment, countless thousands will in all dations for securing arbitration with likelihood be brought, it may be, to regard to everything else involved. the very point of starvation, and a The event has confirmed that judgtragical national calamity brought on. ment. I was seeking to compose the to be added to the other distresses

indeed, it should prove possible

present in order to safeguard the fuof the time, because no basis of ture; for commodation or settlement has been peace and friendly which to take counsel with the repre-

The freight servic

Acts As Public's Spokesman. sentatives of the nation with regard Just so soon as it became evident to the best means for providing, se at mediation under the existing law far as it might prove possible falled and that arbitration had provide, against the recurrence of such een rendered impossible by the attiunhappy situations in the future-the ude of the men, I considered it my best and most practicable means of securing calm and fair arbitration confer with the representatives of both the railways and the all industrial disputes in the days to brotherhoods and myself offer mediacome. tion, not as an arbitrator, but merely vindicating a principle, namely, having failed to make certain of its

as spokesman of the nation, in the interest of justice, indeed, and as a friend of both parties, but not as judge, only as the representative of 100,000,000 of men, women and children, who would pay the price, the incalculable price, of loss and suffering should these few men insist upon approaching and concluding the matters in controversy between them

merely as employers and employes, rather than as patriotic citizens of the United States, looking before and after and accepting the larger responsibility which the public would put upon them.

Spirit of Time for Eight Hour Day.

of such - purpose, I earnestly recom-mend the following legislation: "It seemed to me, in considering the subject matter of the controversy, that To Enlarge Powers of I. C. C. the whole spirit of the time and the "First-Immediate provision for the preponderant evidence of the recent economic experience, spoke for the enlargement and administrative reorganization of the Interstate Comeight hour day. It has been adjudged by the thought and experience of re-

cent years a thing upon which society is justified in insisting, as in the interest of health, efficiency, concentment and a general increase of economic vigor. The whole presumption

Uver

"I therefore proposed that the eight hour day be adopted by the railway managements and put into practice for the present as a substitute for the existing 10 hour basis of pay and service; that I should appoint, with the permission of congress, a small commission to observe the results of the change, carefully studying the figures of the altered operating costs

not only, but also the costs of labor which the men worked and the tion of their existing agreements the railroads with instructions port the facts as they found to the congress at the earliest a beneficial tonic effect also. (Adv.) under which the men worked and the operation of their existing agreements with the railroads with instructions to report the facts as they found

should make ali arbitral aw seemed to me futile, and something judgments by record of a court of lay more than futile, because it involved. in order that their interpretation and incalculable distress to the country and enforcement may lay, not with one o consequences in some respects worse the parties to the arbitration, bu than those of war, and that in the with an impartial and authoritative trimidst of peace. I yield to no man in unal firm adherence alike of conviction and

"These things I urge upon you, no of purpose to the principle of aroitrain haste or merely as a means of tion in industrial disputes, but matneeting a present emergency, but as ters have come to a sudden crisis in permanent and necessary additions to the law of the land, suggested, indeed this particular dispute, and the country has been caught unprovided with any by circumstances we had hoped never practicable means of enforcing that o see, but imperative as well as just conviction in practice (by whose fault if such emergencies are to be prewe will not now stop to inquired.

situation had to be met where elements and fixed conditions were indisputable. But One Course to Pursue.

wish an atmosphere

This is assuredly the best way

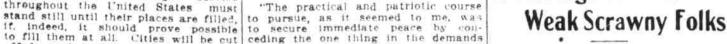
Could Not Govern Others' Will.

be what they have turned out to be.

modation, therefore, I turn to

cooperation

A Message to Thin "The practical and patriotic course



An Easy Way to Gain 10 to 30 Pounds of Solid, Healthy Permanent Flesh, lic sentiment were most likely to ap-

prove and immediately lay the foun-Thin, nervous, undeveloped men and women everywhere are heard to say, "I can't understand why I do not get fat. I eat plenty of good nourishing food." The reason is just this: You cannot get fat, no matter how much you eat, unless your digestive organs assimilate the fat-making elements of your food instead of passing them out ough the body as waste.

What is needed is a means of gently irging the assimilative functions of he stomach and intestines to absorb he oils and fats and hand them over the blood, where they may reach the tarved, shrunken, run-down tissues ind build them up. The thin person's body is like a dry sponge-eager and starved. nungry for the fatty materials which it is being deprived by failure of the alimentary canal to take them from the food. A splendid way of working to overcome this sinful waste of flesh building elements and to stop the leakage of fats is to try Sargol, the famous flesh building sent that her been so widely sold in observance in the present, to make certain of its observance in the future. agent that has been so widely sold in America in recent years. Take a little "But I could not propose. I could not govern the will of others who Sargol tablet with every meal and see took an entirely different view of the if your cheeks don't quick and rolls of firm, healthy ilckly fi hy flesh circumstances of the case, who even refused to admit the circumstances to over your body, covering each bony angle and projecting point. All good "Having failed to bring the parties druggists have Sargol or can to this critical controversy to accomfrom their wholesaler, and will refund your money if you are not satisfic with the gain in weight it produces as deeming it clearly our duty as public stated on the guarantee in each large servants to leave nothing undone that stated on the guarantee in each large package. It is inexpensive, easy to take and highly efficient. NOTE:—Sargol is recommended only as a flesh builder and while excellent results in cases of nervous indigeswe can do to safeguard the life and interests of the nation. In the spirit

tion, etc., have been reported, carc should be taken about using it unle. a gain of weight is desired. (Adv.) unless



25 Pieces or More-2CPer Piece MAYR'S WONDERFUL REMED

THEROUGH NEW YORK AND BOSTON



The "Niagara Falls Route

Grand Central Terminal, New York

Observation-Compartment Car-Club Car Drawing-Room Sleeping Cars-Dining Car Barber-Valet Service-Ladies' Maid



PORTLAND OFFICE 109' Third Street W. C. SEACHREST, General Agent, Pass. Dept.

The Benetol Co., Benetol Bldg., Minneapolis

Boils Go!

lized wax, which removes tan, redness or freckles quite easily. It literally peels off the affected skin—just a little at a time, so there's no hurt or injury. As the skin comes off in al-most invisible flaky particles, no trace of the treatment is shown. Get an ounce of mercolized wax at your drug-cist's and use this nightly as you other skin troubles with Benetol. Get a bottle of Benetol and a jar of Benetol Ointment, use them as directed. and see the remarkably quick results

Benetol for sale by all druggists. Caution -- Be sure to secure Benetol in the original red cartons.

For any desired information re-garding Renetol Preparations, ad-

gist's and use this nightly as you would cold cream, washing it off mornings. In a week or so you will have an entirely new skin, beautifully clear, transparent and of a most dell-cate whiteness. Wrinkles, so apt to form at this sea-

