

THE WOES OF WOMEN.

Are They Necessary, and Can They be Helped?

A SURPRISING STATE.

Some Very Valuable Advice to the Ones Who Feel That Life Has Not Been So Pleasant As It Should.

"It is a hard life."

The speaker was a prominent medical man of this city, whose practice is devoted exclusively to women and the treatment of their peculiar ailments.

Turning to the writer, the doctor continued: "I have always felt a deep sympathy for those women who are obliged to tediously earn a livelihood in some branch of the industries of the day. I see upon the streets in the early morning, the thirty clad in all ages of life hurrying to the various shops, as for instance, the laundries, the clothing houses, the box factories, the printing offices, the stores of different grades, any and all of which have but little occupation fit for this frail class of our society to do. No occupation is more likely to bring on uterine diseases than the positions filled by the working classes of women as clerks in our fashionable stores and sewing shops, or who operate typewriters in business offices. I believe, could the truth be known, not a female clerk who stands at the counter all day, or the women who run sewing machines from early morn till the shades of night, are free from some of the diseases incident to their sex."

Woman's work, unfortunately, is a necessity of the age. Women work too hard, and the majority begin their working life too young. The result is that nearly all are sufferers from the distressing ailments peculiar to their sex. These weaknesses darken their days, steal away their bright looks, and make them grow old even in their early youth. "I cannot work today!" is a sad complaint too often heard in business establishments, when some suffering woman is obliged to leave her work, which generally means a serious loss to her.

Oh, if I only knew of some reliable remedy for this trouble, I would give anything! some pale, weary woman is frequently heard to exclaim. And there is indeed an enormous demand for such a thing. But how very few truly reliable remedies there really are. In fact, there is only one that has ever received the endorsement of physicians throughout the world, and has stood the test of many years. That remedy is Warner's Safe Cure, which experience has shown can be fully depended upon at all times. It has never yet failed to give relief and effect a cure even in the most critical cases. That is why so many thousands of glowing testimonials have been given by women whom Warner's Safe Cure has restored from sickness to health.

OUR NEIGHBORING PORTS.

Taken from the Government Engineers' Recent Report.

Copies of the annual report of Captain Thomas W. Symons, and Lieut. R. Shunk, of the United States engineers, for the year ending June 30, 1904, upon the improvement of certain rivers and harbors in Oregon, Washington and Idaho, have just come to hand, and are found to contain much that is of interest to the public generally. The work was in charge of Captain Thomas W. Symons, corps of engineers, to October 13, 1903, and since January 18, 1904, having under his immediate orders Lieutenant F. R. Shunk, corps of engineers, the entire period, and Lieutenant Graham D. Fitch, corps of engineers, to October 5, 1903, and in temporary charge of Lieutenant Shunk from October 13, 1903, to January 18, 1904. Following are some extracts from the report:

Tillamook Bay is 50 miles south of the Columbia river. Its tidal area is 15.5 square miles, the mean range of tide being 6.5. The channel over the entrance bar is one of the safest on the coast, as it is direct and shifts but little. The bay at low tide is reduced to three channels running through sand and mud flats. The depth of water in these channels is fair at the entrance, but decreases to one or two feet at the head of the bay. Tillamook City, the chief town on the bay, is situated on Hoquarton slough, a tidal inlet reached by the middle channel. The only connection between these two channels is near the mouth of the bay. The plan of improvement is to make a navigable pass between the north and middle channels, to deflect the waters of the south into the middle channel by building a dike at Junction bar, and close to one of the two channels at Dry Stocking bar in Hoquarton slough. The amount expended during the year ending June 30, 1904, was \$10,700.72. The dikes built were at Dry Stocking and Junction bars, the latter not to its full projected length. There is not yet a continuous navigable channel. The appropriations amount to \$58,700.

Naselle bay at high water is about two miles long by one and one-half miles at the widest part, and is connected with the ocean by a narrow channel, extending in a southerly direction about three miles. This channel varies in width from 100 to 2000 feet at high tide. It is separated from the ocean by a low, sandy peninsula about two and one-half miles long and one-fourth mile wide. The entrance channel, south of this peninsula, is shifting, its northern and southern limits being about one mile apart. The channel across the bar at the entrance is ordinarily five to six feet deep at low tide.

KARL'S CLOVER ROOT. IT GIVES FRESHNESS AND CLEAR SKIN. CURES CONSTIPATION, INDIGESTION, DIZZINESS, ERUPTIONS ON THE SKIN, BEAUTIFIES COMPLEXION. It is a hard life. The plan of improvement is to hold the channel in its southern position by building two high tide stone jetties, the northern starting from the above named peninsula, and the southern from the mainland; these to converge to an entrance width of about 500 feet, and then, if necessary, to run parallel to the shore a distance of 200 feet, a bar depth of eight feet at low water. The estimated cost is \$712,338. The amount expended prior to June 30, 1904, was \$15,000. No work was done beyond making a survey. There was no expenditure during the year 1904, and no results were obtained. The appropriation (1899) is \$10,000.

Notice is hereby given that the Common Council of the City of Astoria, Oregon, have determined to improve Fifteenth street in Shively's Astoria, from the north line of Commercial street northerly a distance of 140 feet, by putting in new posts, piles, and stringers, and planing to the full width and established grade.

Notice is hereby given that the Common Council of the City of Astoria, Oregon, have determined to improve Eighteenth street in Shively's Astoria, from the west line of Lot 3 in Block 134, in the town (now city) of Astoria in Clatsop County, Oregon, as laid out and recorded by J. M. Shively, extended northerly to intersect the north line of Commercial street, and thence northerly a distance of 150 feet north of the north line of Commercial street and thence westerly and parallel to the north line of Commercial street to a point where the west line of Lot 3 in Block 135, if extended northerly, would intersect said line, extended or run westerly, and thence southerly on a straight line to a point where the west line of said Lot 3, in Block 135, if extended northerly, would intersect the north line of Commercial street, and thence easterly on the north line of Commercial street to the place of beginning.

Notice is hereby given that the Common Council of the City of Astoria, Oregon, have determined to improve Alleyway running through blocks numbered Two (2), Three (3), Four (4), and Five (5), all in that part of the town (now city) of Astoria, Oregon, as laid out and recorded by John Adair, from the west side of 38th street to the west line of 42nd street, by filling said alleyway throughout the full width thereof on new posts and stringers and planing to the full width and established grade of said alleyway.

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Dr. Price's Cream Baking Powder. World's Fair Highest Medal and Diploma.

Marshall's TWINE. EXTRA USE. Illustration of a man carrying a large bundle of twine.

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Notice is hereby given that the Common Council of the City of Astoria, Oregon, have determined to improve Duane Street Improvement Notice. The lands and premises upon which the special assessment shall be levied to defray the cost and expense of such improvement and the district embracing said lands and premises, be and the same are designated as follows, to-wit: Commencing at a point where the north line of Grand avenue, 42 feet; said crossing of 38th street and Franklin avenue to be level, the grade to be of even elevation throughout the width of the street at any given point, and upon a straight or even slope between the points above designated.

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W. H. HURLBURT, Gen. Pass. Agt., Portland, Or.

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