

## Fine Care Fine Hair

It's fine care that makes fine hair! Use Ayer's Hair Vigor, new improved formula, systematically, conscientiously, and you will get results. We know it stops falling hair, cures dandruff, and is a most elegant dressing. Entirely new. New bottle. New contents.

Does not change the color of the hair.

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Show it to your  
doctor  
Ask him about it,  
then do as he says

**Ayer's**  
Ayer's Hair Vigor, as now made from our new improved formula, is the latest, most scientific, and in every way the very best hair preparation ever placed upon the market. For falling hair and dandruff it is the one great medicine.

Made by the J. C. Ayer Co., Lowell, Mass.

### En Route.

A Louisville barrister escorted his wife and daughter to a lecture, and then, to his wife's annoyance, disappeared. He was on hand, however, when the meeting was over.

"Hello, there, Theodore" said a friend, meeting the barrister and his family in the streetcar. "Been to the lecture?"

The lawyer stole a look at his wife's face.

"No," he answered; "just going."  
—Success.

### FACTS ABOUT BLUING.

Since the placing of RED CROSS BALL BLUE on the market there has been a rapid falling off in the sales of all liquid bluing. Why buy water containing a small percentage of bluing when you can get a solid package and dissolve it as needed. Makes clothes whiter, lasts longer, and is cheaper. Large package, 10 cents. ASK YOUR GROCER.

Sillius—How do you account for his extreme popularity?

Cynicus—He never tells the truth about anything unless it is absolutely necessary.—Philadelphia Record.

"Are you interested in orthology, Mrs. Wuffer?"

"Not at all now, although I once did a pipe rack for my husband."—Birmingham Age-Herald.

## Facts About Motherhood

The experience of Motherhood is a trying one to most women and marks distinctly an epoch in their lives. Not one woman in a hundred is prepared or understands how to properly care for herself. Of course nearly every woman now-a-days has medical treatment at the time of child-birth, but many approach the experience with an organism unfitted for the trial of strength, and when the strain is over her system has received a shock from which it is hard to recover. Following right upon this comes the nervous strain of caring for the child, and a distinct change in the mother results. There is nothing more charming than a happy and healthy mother of children, and indeed child-birth under right conditions need be no hazard to health or beauty. The unexplainable thing is that, with all the evidence of shattered nerves and broken health resulting from an unprepared condition, women will persist in going blindly to the trial.

It isn't as though the experience came upon them unawares. They have ample time in which to prepare, but they, for the most part, trust to chance and pay the penalty. In many homes once childless there are now children because of the fact that Lydia E. Pinkham's Vegetable Compound makes women normal, healthy, and strong.

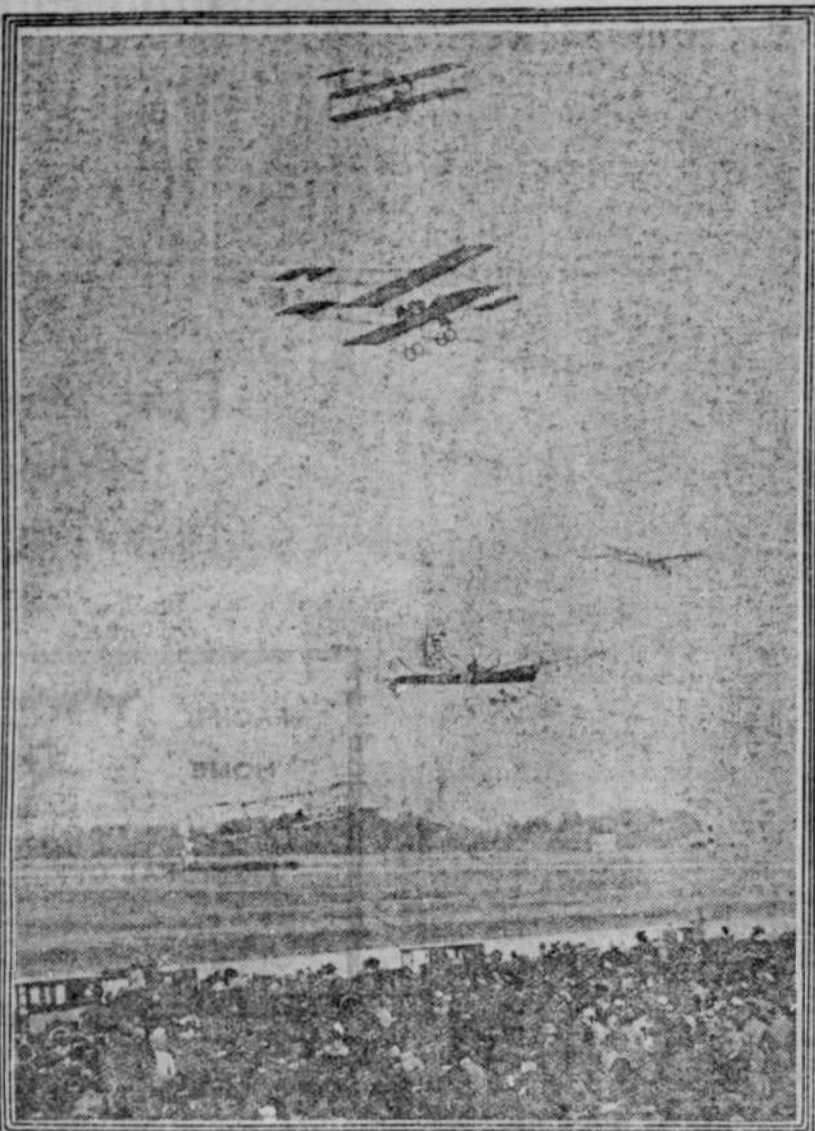
Any woman who would like special advice in regard to this matter is cordially invited to write to Mrs. Pinkham at Lynn, Mass. Her letter will be held in strict confidence.

Merchant—Well—er—the truth is, my business is hardly worth advertising.

Hustling Ad Solicitor—Then advertise it for sale.—Boston Transcript.

**PISO'S**  
Best for  
COUGHS & COLDS

## MAN'S MASTERY OF THE AIR



AEROPLANES IN FLIGHT

THE navigation of the air! How the very idea of it thrills! To rise above the earth and flit from city to city and from continent to continent! To travel free and untrammelled as do the birds! This has been the dream of mankind for ages.

Impossible of accomplishment? Do not be too sure. Tremendous strides toward this splendid, this alluring goal have been made within the past three years. Already have daring men of the air pierced the blue vault of heaven to astonishing altitudes, already have they dashed from metropolises to metropolises with a speed rivaling the fastest express train, already have they leaped over mountain ranges and crossed bodies of water which separate nations. If the progress is to be as great during the next three years, then, indeed, will marvels have been accomplished beyond anything of which today we permit ourselves to dream.

Much depends upon the attitude and activity of those daring and ingenious men who already have elevated the science of aviation from the purely experimental and speculative to something at least approaching the practical. If their talents and the talents of such scientific men as now are or hereafter may be attracted to the problem of aerial flight are devoted to the making of aviation more nearly safe and therefore more useful, rather than toward outdoing the marvelous records already made in altitude, distance, speed and duration, then will the world be the gainer and travel and commerce be helped through this new means of communication.

Safety! That is now the thing to be aimed at. Not till a full measure of it is reached can the conquest of the air really be claimed or aviation be lifted from the spectacular to the utilitarian.

Considering what has already been

### Faithful to the End.

During an exploring expedition in the arctic regions, some years ago, the men spent considerable time hunting polar bears. One day a party in an open boat saw a big bear with two cubs on the ice not far distant. As the boat drew near, the sailors threw them great lumps of walrus flesh, and these the old bear divided among her cubs, reserving only a small portion for herself. Then, while all three were feeding in a bunch, the sailors fired, instantly killing the cubs and severely wounding the dam. It actually excited pity to see her behavior. Though fatally wounded, she tore another lump of meat in pieces and laid it before the cubs. When she found they would not eat, she tried to raise them up, all the while moaning piteously. The men fired another volley, and then she fell between her cubs, and died licking their wounds.

### He Took It Back.

A woman with a shrill, weak voice addressed a small crowd at Broadway and One Hundred and Tenth street on Thursday evening from a crude little platform which had been erected for

accomplished in aerial navigation, is it too much to say that even greater discoveries will be made and applied in the near future? Where shall we place the limit upon an age which has produced a machine that talks and sings, which propels loaded cars up and down hill by means of an invisible fluid, which takes photographs through solid substances, which has instant communication by wire between the most widely separated continents, which has made conversation possible between New York and Chicago and which thinks nothing of sending wireless messages from land to vessels hundreds of miles away at sea? After all, is a certain and safe passenger and freight service through the air more improbable to our near future than was the automobile and the electric express train to the future of the man of the ox-cart and the pole propelled flatboat?

The balloon is the elder brother of the aeroplane and its discovery was the cause of fully as great a sensation. Compared, however, with the later air craft, it is very simple and its possibilities are limited.

To Stephen and Joseph Montgolfier belong the distinction of making the first balloon. They were papermakers of Annonay, France, and they experimented for years before they succeeded in causing a silk bag to rise to the ceiling of their workshop. The first man to make a balloon ascension were Pilatre des Rosiers and the Marquis d'Arlandes. They went up from Paris on November 21, 1783, and remained aloft 25 minutes. A week later Professor Charles made an ascent, his balloon being provided with a basket or car, a valve, a barometer and sand ballast. Thus within a year from the time when the Montgolfiers discovered that a bag filled with hot air would ascend, a balloon had been constructed and outfitted almost as completely as any of its successors in the 128 years since then.

the purpose. She spoke for women's suffrage, earnestly and as forcefully as her voice would permit, but the audience seemed to remain unmoved and rather inclined to make fun of the earnest talker until she spoke of Mayor Gaynor's action in refusing to interfere when the girls who did picket duty at the time of the shirtwaist makers' strike were arrested. "It was a case of 'no protection for women,'" she said, and a big man with his coat on his arm and his hat off shouted: "Good for you—they are the stuff!" Then he asked the boy who stood next to him: "Say, is this a labor meeting?" "No—a suffragette meetin'—that's what it is." Then the warm man shouted once more: "I take it back" and walked down Broadway.—New York Tribune.

### Helping Out.

"Didn't we hear you having an argument with your wife?" asked the neighbor.

"Not exactly," replied Mr. Meekton. "Henrietta was rehearsing for a suffragette debate and I was supposed to represent the opposition."

During recent years ballooning has been revived as a rich man's sport, and there have been several international meets at which prizes were awarded for distance and duration flight.

### Dirigible Balloons.

The efforts to construct an airship subject to control has been a long and persistent one, but the necessarily enormous bulk of gas balloons has been a discouraging obstacle. Such a tremendous surface presented to the wind more than offsets the power of the rudder to control, except in a comparative calm, and the invariable disaster which has overtaken the most elaborate and expensive attempts—those of Count Zeppelin of Germany—presumably will discourage further effort along this line and concentrate inventive genius upon the aeroplane. The dirigible balloon, however, is by no means a complete failure.

The ordinary balloon retains the pear-shape of the original, but the dirigible is elongated or cigar-shaped and braced along the sides to give it stability. The control is gained from a rudder extending from the suspended car, which contains an electric or gasoline motor. Walter Wellman's fruitless attempt to reach the north pole and later to cross the Atlantic were among the interesting but gigantic failures of the dirigible balloon.

### The Flying Machine.

Genuine aerial navigation, or independent flight as distinguished from aimless floating in the air, really had its birth when men abandoned the balloon idea and sought to mimic the birds. Otto Lilienthal in Germany, Hiram Maxim in England and Samuel P. Langley in the United States experimented and constructed machines with planes and wings and rudders, but their success was inconsiderable, for their machines were either too heavy or too frail.

Different inventors constructed winged machines, large and small, light and heavy, but the most they accomplished were short and uncertain flights or glides from elevated starting places. Finally in 1903 Octave Chanute began to attract attention with his long glides among the sand dunes in the vicinity of Chicago, but his machine had no motive power and was never anything more than a plaything.

In Dayton, O., two brothers named Wright, bicycle repairers, had been experimenting with planes. Chanute turned over to them all his ideas and they helped much in solving the problem of equilibrium. In 1903 the Wrights took a machine to Kitty Hawk, N. C., and on December 17, after several trials and carrying Wilbur Wright, it left the rails on which it gained its momentum and flew 825 feet in 59 seconds—the first actual flight by man in an aeroplane.

Since then the Wrights have remained prominent in the work of air navigation and their names must always take front rank in any history of aerial flight.

It would require many columns merely to mention the marvels performed by nearly 3,000 aviators who have flown during the past three years. Record after record has been broken, wonder has piled on wonder with bewildering swiftness, until today the people are not surprised at any feat which the birdmen may perform. During this brief period the progress has been truly staggering and the last 12 months have been richer in achievement than any preceding similar period. Such names as Santos-Dumont, Glenn H. Curtiss, Charles K. Hamilton, Louis Paulhan, James C. (Bud) Mars, Grahame-White, Walter Brooks, Hubert Latham, Louis Bleriot, Count Jacques de Lesseps, Stewart Rolls, John B. Moissant, J. Armstrong Drexel, Eugene B. Ely, Alfred Le Blanc, Louis Delagrangre, Henry Farham, J. A. D. McCurdy, Eugene Lafebvre, Clifford Harmon, Ralph Johnstone, Archie Hoxsey, Lincoln Beachey, Harry A. Atwood and a host of others are familiar to all.

Distance to these birdmen is limited only by the amount of fuel they can carry.

### Creating an Impression.

"I suppose you enjoy the glorious summer days."  
"Some," replied Farmer Cornstossel. "But I'd enjoy them much more if wife didn't insist on my talking dialect in order to supply atmosphere for the benefit of the summer boarders."

### The Usual Result.

"Yes, Charlie is as brave as a stack of lions. Did you hear about his daring a policeman to arrest him?"  
"No! Gee, what happened."  
"He was arrested."—Cleveland Plain Dealer.

### Power.

"Water power is coming to play a great part in the industries of this country."  
"Yes," replied Mr. Ara Grett, "especially in Wall street."

### Identifying a Scientist.

If you know the name of everything that bites you in the woods you're called an entomologist.—Galveston News.

## Years of Suffering

Catarrah and Blood Disease—Doctors Failed to Cure.

Miss Mabel F. Dawkins, 1214 Lafayette St., Fort Wayne, Ind., writes: "For three years I was troubled with catarrah and blood disease. I tried several doctors and a dozen different remedies, but none of them did me any good. A friend told me of Hood's Sarsaparilla. I took two bottles of this medicine and was as well and strong as ever. I feel like a different person and recommend Hood's to any one suffering from catarrah."

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