

I CAN MAKE YOU STRONG

I Can Cure That Pain

Pains in the Back show weakness of the muscles
Pains in the Limbs show uric poison in the blood

How can you expect to keep up your work when you have a weak, aching back? How can you be free from rheumatism when the impurities which cause it are lurking in your system? Get the relaxed muscle strengthened and the kidneys in sound condition and you will be free from suffering. Electricity is the grandest restorer for these complaints. I offer you the best, the surest means of applying this wonderful power, in my

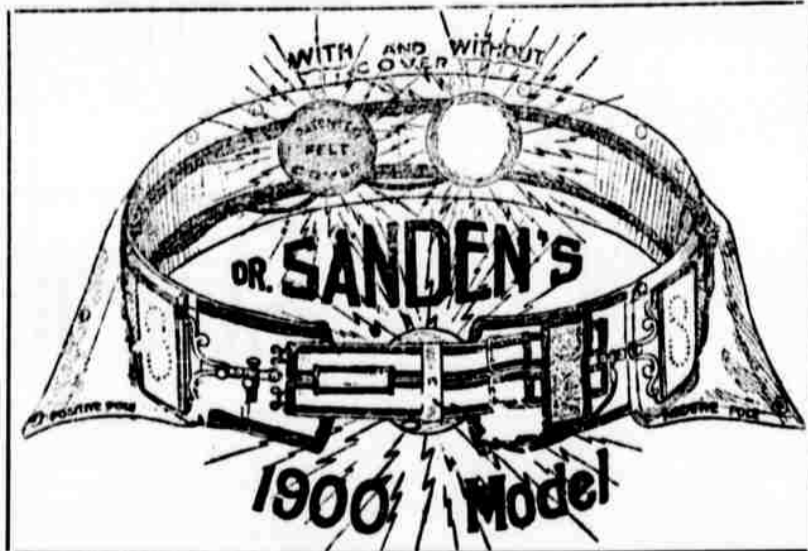
Dr. Sanden's Electric Belt

By this I build up your weakened nerves and muscles. There is not a man or woman who is a victim of backache, rheumatism, weakness or derangement of the nervous functions but whom my application of Electricity will cure, for it is a powerful and unfailing remedy. It heals while you rest at night. There's no interference with your work. It relieves in a few hours—cures in a few days. The electro-magnetism transfigures every atom of the affected parts, and aids the whole working machinery of the body. Use one of my belts as I direct and you'll save a life of suffering. It will thrill you with its warm current and fortify you to do the hardest kind of work and to feel buoyant and strong. Why, then, suffer when here's a remedy which will drive out your ailments? Don't neglect my treatment.

Dr. A. T. Sanden,

Dept. 19, Russell Building
PORTLAND, ORE.

Write today for free book, "THREE CLASSES OF MEN," which explains all, or call at my office and test the current. Consultation and advice free.



RAILROAD SITUATION.

Central Oregon Full of Surveyors but There is no Building Now.

Railroad activity in central Oregon increases with the approach of winter. Established companies and projected companies have their surveyors running lines in every direction, until the natives are beginning to wonder where it all is to end.

But railroads do not build wherever they run survey lines. Sometimes 50 lines are run in order to establish one permanent survey for the grade stakes. The person who starts to figure out townsites or buy property on the strength of the appearance of a party of surveyors in a particular section, might as well chase the will-o'-the-wisp.

Therefore, although central Oregon is practically covered with surveyors, it is no sign that railroads are going to be built in all the places they run lines. However, there is good ground for belief that there will be enough railroads built to open up the country and drain all the important trade territory. The Sumpter Valley road, which is penetrating the state from the east, the Columbia Southern which has entered from the north and is surveying for another line down the Des Chutes river, the Oregon Midland which has let contracts for entering the southwestern section, the Corvallis & Eastern which is surveying for an extension from the west, the California, Nevada & Oregon road which is pushing north to enter the state from the south, and other proposed and incorporated roads give palpable evidence that the partition of the Inland Empire is near at hand.

Construction work on some of these lines will begin this winter. Next spring there will probably be a veritable building war among the roads anxious to be first in the field. Already railroad contractors are bidding in Portland for laborers. Owing to railroad building activity in all parts of

the Northwest, labor is very scarce and it will be a serious question to get enough to supply the demand. The Idaho & Northern is using a large number of men extending its line. The O. R. & N. is doing considerable improvement work that takes a number of men. So are the other roads. The Rio Grande will need an army for its proposed line between Salt Lake and Los Angeles.

The Burlington has released a number of men through the completion of its Alliance-Denver line, which somewhat relieves the strain. Men employed upon the Great Northern's Cascade tunnel will soon be relieved, as well as a number who are putting the finishing touches on the Northern Pacific's Pullman cut-off into Seattle. But in case work is started upon half a dozen other roads, which are incorporated and surveyed, there will be a veritable famine in the labor market. It is possible the O. R. & N. will resume work upon its extensions in the Clearwater. One of the two lines proposed down the Columbia river is sure to be built soon. The Vancouver & Yakima will soon extend its line. A railroad down the Columbia to Long Beach is possible. The one to Nehalem and Tillamook is bound to be built. These, with other proposed lines in California, Washington, British Columbia, Alaska and the Northwest generally, will make a big draft upon the labor market.—Portland Telegram.

Labor Troubles Said to be Brewing.

About ten days ago the president of the Miners' Union at Cornucopia, organized a union at Bourne, taking in as members a majority of all the miners employed throughout the Cracker Creek district. Since that time the forces in opposition have been quietly at work, according to the statement of a miner who is just down from the Cracker Creek district, and the Columbia mine management saw fit to discharge members of the union, not in a

body but one by one, for the evident purpose, it is said, to throw off any suspicion that the management was opposed to union labor. The places of union men were at once filled by non-union men and here comes the rub. The union men indicate that they propose to have their rights respected and while it is not given out what they intend to do, but it is intimated that they will attempt to compel the Columbia management to recognize the union and employ only its members. The advent of the union in the eastern Oregon gold fields will not unlikely bring about the same conditions as prevail elsewhere. Whether there is need in this section for such an organization is a matter for argument and both sides of the issue, perhaps, have evidence to present. It is hoped that arbitration will be resorted to in the adjustment of affairs effecting the welfare of the miner and the mine owners and no step taken on either side that will precipitate unnecessary trouble.—Baker Democrat.

Cannibal Discovery in Cornucopia District.

J. W. Dooley, an old prospector, was in town during the past week from the Cornucopia district and he reports great activity all over that camp. He says he has made the discovery of a large cannibal deposit about eight miles north of Baker City and he is preparing to ship samples of the ore to the Smithsonian institute at Washington, D. C., to determine the commercial value of the new find. Mr. Dooley also owns a group of promising copper claims northeast of this city, and if assays which he is having made in Salt Lake, Denver and this city return satisfactory values, the property will be developed on an extensive scale. The veteran prospector has mined in all the camps of the West. In speaking of eastern Oregon, he said: "Any property to be a successful mine and to be made a producer must outlay \$50,000 or

\$75,000 in development. This is the history of all great mining camps. You have the properties here but very few mines. In some instances large sums of money have been spent in development work but not enough to make the properties producers. This is a very promising mining camp but capitalists must be interested here before the eastern Oregon gold mines will come to the front."—Baker City Herald.

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