St. Jacobs Oil cures Rheumatism.
St. Jacobs Oil cures Neuralgia.
St. Jacobs Oil cures Lumbago.
St. Jacobs Oil cures Sciatica.
St. Jacobs Oil cures Sprains.
St. Jacobs Oil cures Bruises.
St. Jacobs Oil cures Soreness.
St. Jacobs Oil cures Stiffness.
St. Jacobs Oil cures Backache.
St. Jacobs Oil cures Muscular aches.

Washwoman's Help.

A Minnesota woman has invented a boiler, having a wire basket carried by a flanged ring, which rests on the top of the boiler, the basket inserted before the clothes are put in and lifted out when the clothes have boiled sufficiently, bringing all the garments with it.

Rheumatism

Is caused by acid in the blood. Hood's Sarsaparilla neutralizes this acid and cures the aches and pains of rheumatism. Do not suffer any longer when a remedy is at hand of which thousands of people say it has caused all symptoms of rheumatism to disappear. Remember

Hood's Sarsaparilla

Is America's Greatest Medicine. Price, $1.

Hood's Pills cure sick headache. 25 cents.

Fork Cleaner.

A recently patented invention will please those housewives whose souls have been vexed by the problem of polishing forks. It consists of a treble strap of "Selvyt," held in position and stretched by means of a wire frame and handle. The forks to be polished are inserted between the straps, each of which fits into a corresponding space between the prongs. A few movements up and down then suffice to thoroughly clean and polish the fork, either with or without plate powder.

Schilling's Best

tea

sold only in

Packages

Keeps the Reins in Place.

To prevent horses getting the reins under their tails, a Virginian has designed a harness attachment composed of a number of wire bows, to be secured to the breeching on either side, and extend over the tail, and prevent the horse from switching it high enough to get over the reins.

TRY ALLEN'S FOOT-EASE.

A powder to be shaken into the shoes. At this season your feet feel swollen, nervous and uncomfortable. If you have smarting feet or tight shoes, try Allen's Foot-Ease. It rests and comforts; makes walking easy. Cures swollen and sweating feet, blisters and callous spots. Relieves corns and bunions of all pain and is a certain cure for Chilblains, Sweating, damp or frosted feet. We have over thirty thousand testimonials. Try it today. Sold by all druggists and shoe stores for 25c. Trial package FREE. Address, Allen S. Olmsted, Le Roy, N. Y.

A Salt Water Fire Service.

A salt water fire protection service has been established in Boston for a limited area. A line of pipe has been laid to a point near the postoffice and a number of hydrants laid on it. Pumping is done by an engine on a fire boat. This, it is hoped, says Engineering News, is the beginning of a comprehensive system of independent fire protection for the business district of the city. Such a system has been advocated for a number of years.

No household is complete without a bottle of the famous Jesse Moore Whiskey. It is a pure and wholesome stimulant recommended by all physicians. Don't neglect this necessity.

Where the Balls Come From.

The largest center in the world for the manufacture of steel balls for ball bearings is situated at Schweinfort, in Bavaria. A couple of factories there, owned by one firm, produce close upon 800,000,000 balls annually with the labor of 600 men working ten hours daily. The total production of Germany is stated to be about 650,000,000, while England and France combined turn out only about 70,000,000 additional.—Chicago Chronicle.

COULD NOT SLEEP.

Mrs. Pinkham Relieved Her of All Her Troubles.

Mrs. MADGE BABCOCK, 176 Second St., Grand Rapids Mich., had ovarian trouble with its attendant aches and pains, now she is well. Here are her own words:

"Your Vegetable Compound has made me feel like a new person. Before I began taking it I was all run down, felttired and sleepy most of the time, had pains in my back and side, and such terrible headaches all the time, and could not sleep well nights. I also had ovarian trouble. Through the advice of a friend I began the use of Lydia E. Pinkham's Vegetable Compound, and since taking it all troubles have gone. My monthly sickness used to be so painful, but have not had the slightest pain since taking your medicine. I cannot praise your Vegetable Compound too much. My husband and friends see such a change in me. I look so much better and have some color in my face."

Mrs. Pinkham invites women who are ill to write to her at Lynn, Mass., for advice, which is freely offered.

25 CTS. PISO'S CURE FOR CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. CONSUMPTION 25 CTS.

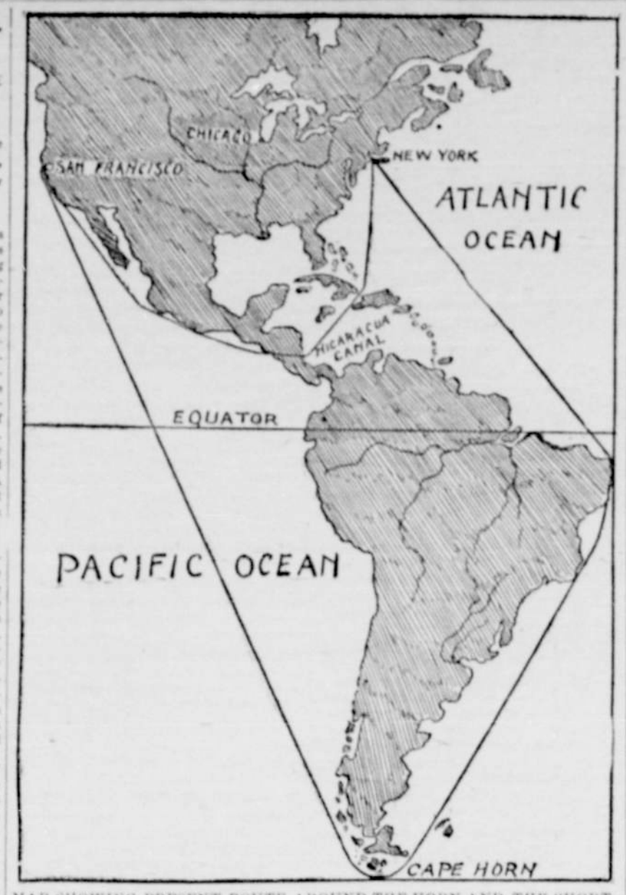
NEED OF THE CANAL.

NICARAGUA DITCH WOULD SAVE TIME AND MONEY.

As a Business Venture Alone the Proposed Artery, It Is Claimed, Would Be a Big Bonanza in the Way of Tolls and Lock Charges.

That the proposed Nicaraguan canal is vital to the interests of the United States was emphatically demonstrated during the recent war with Spain when our battleship Oregon was compelled to make her long voyage down around the Horn to reach the scene of naval operations. The apprehension of the American people during the long detour was painfully and justly excited, while the Government was deprived of several weeks' service of its finest man-of-war during the time it required to sail down the west coast of South America and up on the eastern side. Then, again, the commercial benefits to be derived by the completion of the proposed short-cut waterway are inestimable. A most comprehensive article on the subject of the Nicaraguan canal has been written by Henry I. Sheldon, a Chicagoan. This is said by experts to be the most complete study of the canal question yet undertaken. Mr. Sheldon visited Nicaragua three years ago and traversed the entire route of the projected waterway, examined the work done, and secured reliable data as to cost and methods of construction. Mr. Sheldon went not as the agent of any company or of the Government, but merely as an individual having no interest, pecuniary or friendly, with the present company constructing the canal, and was careful to incur no obligations which would prevent his taking an unbiased view.

"It may be well to say at the outset," writes Mr. Sheldon, "that I reached the conclusion that the canal in Nicaragua is practicable, and can be constructed at a cost on which fair returns can be earned. It also seems clear that, for many reasons, it is not a suitable work for private capital to undertake, and that it will be better that our Government should assist the undertaking. There are strong equities on the side of national aid, inasmuch as the chief benefits will never be the tolls collected from passing vessels. The canal may so develop our trade with Eastern Asia that a single year of that trade will exceed in volume the total cost of construction. Its opening will double value almost every acre of agricultural land in California, Oregon and Washington, and the population of those States will be more than doubled. For many years I have occasionally visited the Pacific coast, for either business or pleasure, and always the most striking aspect of its condition has been the absence of satisfactory markets for its products. Not a bushel of its large wheat crop comes to the Atlantic coast by rail, as wheat cannot bear the cost of so long carriage. Neither can its lumber or ores come by rail. In many places, after the farmer or the fruit grower has paid the charges of transportation companies, there is little or nothing left for him. The population continues small because the markets are so inadequate. Twenty-five years' trial has demonstrated that if railroads are to be the sole means of communication the development of the Pacific States will be very slow. The only promise of relief is in securing for these States some shorter transportation to the Atlantic States, and also to Europe, by water. Now, everything carried by water must pass around Cape Horn. The only shorter route, apparently practicable, is by way of a ship canal across the Isthmus, through Nicaragua. This will save 10,000 miles of the distance around Cape Horn, and will enable an ordinary steamer to go from San Francisco to New York in fourteen days. The exact distance, by such canal, will be 4,700 miles. The ordinary railroad freight service consumes from seventeen to twenty-one days. The canal line will be only about 60 per cent longer than the rail line.



MAP SHOWING PRESENT ROUTE AROUND THE HORN AND THE SHORT-CUT MADE BY THE PROPOSED CANAL.

Needed in the Time of War.

"Our country is so widely extended, 3,000 miles from east to west, that cheap and speedy water transportation like this is almost absolutely needed to bind and hold it more closely together. At present, in time of war, such parts of our growing navy as might be on either the Atlantic or the Pacific side would be for a considerable time of no use on the other ocean. The canal, when built, will promote the development of better markets for our manufactures in foreign countries bordering on the Pacific. These are less exposed than those on the Atlantic to European competition. This nation cannot be considered a first-class power when our people are only buyers from the rest of the world. Exporting agricultural products does not make a great nation. The French and the Germans do not engage in such exportation, finding other activities to be more profitable. A glance at the principal food-exporting countries shows the truth. They are such countries as Southern Russia, India and, latterly, the Argentine Republic, and they are poor, and they stay poor. We need to keep our wheat, feed our operatives with it, and send abroad the products they manufacture. The change cannot come suddenly, but we should plan and work for it. Some neglected markets are near us. The Rio Grande is quite a small stream. One can ride a horse across it from Texas into Mexico and entering the first hotel, one finds an English cloth on the table in the dining room. The cups and plates are English, the cutlery from Germany and the waiters wear a suit of German clothes. There probably will not be an article imported from the United States in the house except a sewing machine. The demand is there, but we have carelessly, almost good-naturedly, made no effort to sell.

"In building up a foreign trade our natural course will be to begin with the countries where we shall meet least competition. In order to be profitable, trade requires to move along the lines of least resistance. Our geographical situation is such that we are the natural producers for all countries bordering on the Pacific ocean. The relative distance of European manufacturers, as compared with our own, gives us a great advantage. The idea of trying to sell much of our products to China and Japan is new to our people; but those countries are entering on a career of great development, and why should not the American people have a share in supplying their wants? The trade reports tell the story of their awakening. The purchases of their silver were:

In 1885	$28,000,000
In 1894	113,000,000

China bought from foreign countries:

In 1885	$132,000,000
In 1894	243,000,000

"We have not been alive to this demand. Of Japan's purchases abroad of $113,000,000 in 1894, we sold her only $11,000,000. We excelled in paying money to her, however, for in that year we bought of her goods amounting to $143,000,000. Of China's purchases from other nations of $243,000,000 in 1894, we supplied only $10,000,000. We were good buyers, however, taking $25,000,000 of her products. Our diplomatic agents report that with more alertness and enterprise we could have furnished to Japan, and at a reasonable profit, 60 per cent of all her foreign purchases in 1894. One reason why the people of our gulf States are so unanimous for a canal in Nicaragua, is that it will open an additional market for their cotton. The United States is the chief producer of the world's cotton, and prices for this product have been deplorably low of late years, entailing great privations in many Southern homes. It is the old story. We have been producing more cotton than we could find markets for. The new buyer of cotton is Japan. That country is going strongly into the manufacture of cotton goods, such as are used by the people of the warm countries, and now not only exports these goods to China, but undersells the English manufacturers in their own dependency of India."

Favors Government Ownership.

Mr. Sheldon takes strong ground in favor of absolute ownership and control of the Nicaragua canal by the United States Government. "Congress could prescribe the tolls to be paid by ships using the canal, making the charges sufficient to meet the expenses of operation and a suitable interest on the capital invested in the undertaking and also, if considered advisable, for an annual payment into a sinking fund, to meet, at maturity, any Government bonds which might have been issued.

"As commerce increased, the tolls could be lowered, and any other reduction in favor of American ships, found desirable as an aid in building up our carrying trade, could be made by the same authority. If any European complications as to the use of the canal arose, our Government would not be hampered by the existence of a canal company, nor by being obliged to obtain the current action of Nicaragua and Costa Rica, but would be in a position to decide for itself what course to take. The possible claims of England to joint control of the canal under the Clayton-Bulwer treaty should be ignored. Those claims could never be allowed, and we probably would hear little of them after we had constructed the canal with our own money and were in full possession. The Suez canal has been neutralized by an agreement between the great powers, but that waterway is closely connected with the Eastern question, the balance of power, and other large subjects involving the nations of Europe. There is no analogy as to neutralization between the situation at Suez and that at Nicaragua."

Estimates of Probable Revenue.

Mr. Sheldon's estimates of the probable revenue to be derived from the canal are encouraging. "As the conditions are so similar, it is necessary, in taking a broad view of probable earnings, to consider the business transacted by the Suez canal. The results there shown are more helpful than mere estimates; they are ascertained facts. That company deals with the world's commerce, just as will be done in Nicaragua. In 1895 its business amounted to 8,440,000 tons. It had then been in operation twenty-five years. The first year, 1870, its business was only 436,000 tons; in 1871, 760,000 tons; in 1872, 1,100,000 tons, and there has been a fairly steady increase ever since, up to the amount in 1895. During all this time the volume of the world's commerce has steadily increased. Not only has trade more and more adjusted itself to the Suez route, but also the aggregate amount of trade has become much larger. Some allowance should be made for the advantages possessed by the Suez canal as a now well-established route. Taking its business eight years ago may be a fair offset for this item. The amount for 1888 exceeded 6,000,000 tons. The earlier Suez tolls were $2.77 per ton, which have been gradually reduced the past twenty years, and traffic is not prepared now to stand heavy charges in any direction. A moderate tariff will be in every way desirable. A favorable, but approximate, estimate of the possible revenues in Nicaragua would be as follows: With tolls at $1.50 per ton at the outset, and a business of at least 6,000,000 tons after the canal is fairly in operation, a gross income of $9,000,000 would be obtained. Administration, maintenance and operation for 1895 cost the Suez canal about $1,800,000. Taking into account all the dam and embankment work at Nicaragua, as well as the heavy rainfall, an allowance of $3,000,000 as an annual average for expenses may be fair, leaving a net income of $6,000,000. An undertaking of this character is to be gone into only as a long-term investment, and the earnings for the first few years after it is completed are not to be considered as sufficient for a final judgment. The greatest earnings will come later on.

"The canal route, as at present projected, is to be 174 miles long from Brito on the Pacific to Greytown on the Atlantic. The first half mile from Brito is at sea level. Then in two miles the canal rises 110 feet, through three locks to the summit level, 15¼ miles long, then in 4½ miles it descends, through three locks, to sea level again, and then continues at sea level 9¾ miles to Greytown. The estimated time required for an ordinary steamer to cross from one ocean to the other is twenty-eight hours. Electric lighting is to make passage by night quite feasible. The allowance for passing through locks is forty-five minutes for each lock. Only twenty-six miles of the 168 miles of canal is to be through excavations. Some twenty-one miles is through basins, and 121 miles through the lake and the river. Provision should be made from the first for increasing the accommodation when it shall become necessary. Widening can be carried on at the same time that vessels are passing. So can deepening. To increase the size of the locks, however, will cause all traffic to be suspended. The locks in the present plans appear to be too small for permanent use. They are each to be 650 feet long, 70 feet wide, and 28 feet deep."

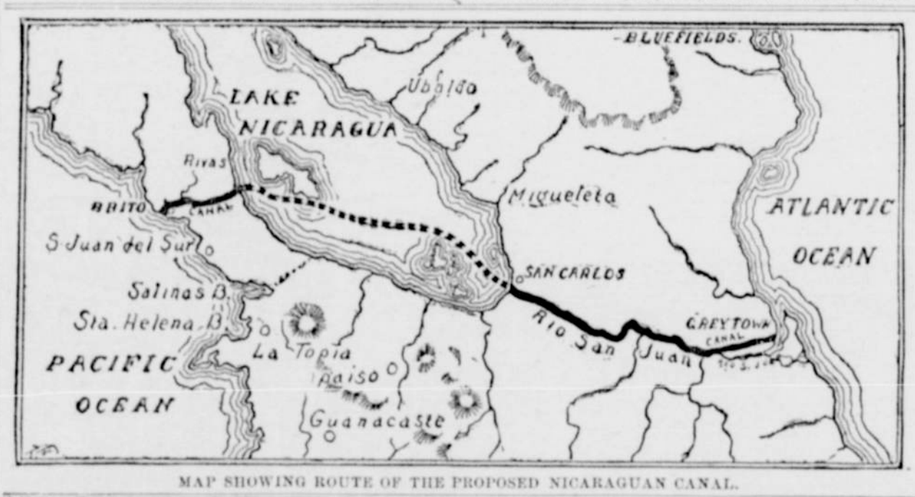
History of the Canal Scheme.

In December, 1881, Senator Miller of California introduced a bill in Congress to incorporate "The Marine Canal Company of Nicaragua," with the purpose of constructing the canal. Gen. U. S. Grant, Howard Potter, E. D. Morgan, H. J. Jewett and other prominent capitalists were concerned in the proposed enterprise. The bill met with bitter opposition in Congress, and was utterly defeated by the failure of the Marine Bank of New York, in which the Grants were ruined financially. The Nicaragua Canal Company was incorporated in 1887, with former Senator Warner Miller as president, and for a time made good progress. Its success induced opposition, and in 1889 the Maritime Canal Company of Nicaragua, which received the sanction of President Cleveland, was incorporated. Hiram Hitchcock was the first president, but he was subsequently succeeded by Thomas R. Atkins. The work of digging the canal was begun and continued until financial misfortune overtook the enterprise, the construction company failing in the terrible panic of 1893. The contract for the construction was then awarded to Warner Miller Nicaragua Company, which still holds its concession. Many attempts have since been made to secure the aid of the Government, but the bills have failed to pass both houses. Congress, however, authorized the appointment of a technical commission of civil engineers to re-examine the canal line, and it is the report of this commission which will be presented to Congress in December.

The principal authorities on transportation statistics have made estimates that the Nicaragua route should divert from 2,000,000 to 3,000,000 tons of low-rate freight, such as flour, dry goods, machinery, coal, etc., from the overland traffic. Suppose 2,500,000 tons were diverted to steamship lines from the Atlantic and gulf ports, going by the canal route. With the usual ocean tonnage from New York to the Pacific, and other vessels which would go through the canal, a conservative calculation places the annual freight at 7,000,000 tons. At the lowest Suez canal rate this would give an annual revenue of $12,810,000. The route in favor runs from Greytown on the Atlantic coast, via the San Juan river and Lake Nicaragua to Brito, on the Pacific. The total distance is 174 miles, divided as follows:

	Miles.
Brito to lake	17.27
Lake Lajas to San Juan river	56.50
Slack water in the San Juan	68.54
San Francisco Basin Ochoa to Eastern divide	12.01
Cut through the Eastern divide	3.00
Canal to Greytown	16.48

The Nicaragua canal route was surveyed first by Col. O. M. Childs in 1852 for the then existing Transit company which had established transisthmian communication with California by steamer from Greytown by way of the San Juan river to Virgin bay on the west shore of Lake Nicaragua, and thence by stage to San Juan del Sur, about eight miles southeast of Brito. The route selected by Col. Childs, who was an eminent engineer, has not been improved upon very greatly by subsequent surveys. The last survey, made by Mr. Menocal for the Government, lays the line along the Lajas and Rio Grande rivers on the west. Between the headwaters of these rivers and the divide is lower and the route more practical than anywhere else. From there the route leads across the lake, thence by way of the San Juan river and canal cut to Greytown.



MAP SHOWING ROUTE OF THE PROPOSED NICARAGUAN CANAL.

Tolstoi's Colonies.

Tolstoi colonies are increasing in Russia. The Tolstoians, of course, live together, having constructed their own houses and their own furniture; there is nothing new in this, the tale has been told before. What is remarkable is the arrangement of the mutual dining-table in the Tolstoi table d'hote. The bowl of the community—a bowl of soup—is shared among six persons, each dipping into the same dish, but having the right of personal property in the matter of a wooden spoon and salt. Bread also is private to the individual. Thus the six consumers get a fair start and then they are all off together. But one would have thought this a fatal arrangement. Age, teeth and digestion are sadly unequal. What is there to prevent the venerable grandmother from being left hopelessly behind by Ivan the Terrible, her youthful grandson, who treats the whole course as a point-to-point race, and so shows forth the eternal inequality of things? It is added that there is a beautiful simplicity and decency in these repasts, and that there are three napkins to each symposium. Thus we have six consumers to one bowl and three napkins to six consumers. But some will do well to avoid the table d'hote a la Tolstoi.

Thunderstorms in Jamaica.

At Port Royal, Jamaica, for six months in the year thunderstorms are of almost daily occurrence, and guests to picnics and garden parties are usually invited to assemble "after the thunderstorm."

All Husbands Do.

He—When we are married I will lie at your feet——

She (interrupting)—Yes, and to my face, I suppose.

The French may be fickle in everything else, but they are always faithful in their love—of change.

Cement Shipment.

The British ship Port Elgin has arrived at Seattle from Belgium with 3,000 tons of cement, most of which is for the government fortifications at Point Wilson. She is discharging at the West Seattle elevator, and will later load wheat for Balfour, Guthrie & Co., destined for the United Kingdom. The Blairgowrie is chartered to bring cement from Antwerp. The City of Florence will be due in a month with general cargo from Liverpool for Victoria and Vancouver; the Drumlanrig is en route to Vancouver with general cargo from Liverpool, and the Drumburton is out from London since September 21 with a cargo chiefly of cement for Vancouver and Tacoma.

Hop Lands in Demand.

It seems that California hopdealers are turning their attention to the Northwest, realizing it is a splendid field for the hop industry. For many years San Francisco dealers have had resident agents in the centers of our principal hop districts, and this year acreage has been acquired also in British Columbia.

The Pope Has No Debts.

Pio Nono bequeathed to the church 5,000,0000 francs in gold. Leo XIII has already doubled that sum, which is deposited among various European banks. The holy see has no debts, those which existed having been paid by the present pope.—Albany Argus.

The Enormous Gold Product of 1898.

From South Africa, the Klondike and Australia gold is being shipped in large quantities. This year's output will nearly double that of any previous twelve months. The sales of Hostetter's Stomach Bitters are also increasing very fast. This famous remedy will cure dyspepsia, indigestion, constipation, nervousness and weakness.

The Japanese are, as a race, so small that it is necessary to build specially low bicycles for them.

There is in the constellation Andromeda a star visible to the naked eye which the smallest telescopes show to be double. Seen through a powerful instrument, it is found to be triple.

Follow It Up.

Sit down and cool off suddenly, and then regret it, for stiffness and soreness is bound to follow. Follow it up with St. Jacobs Oil and you will have nothing to regret from a prompt cure.

A Texas woman has patented a new toy for children, consisting of a jack-in-the-box to be released from the box by striking the spring catch with a ball attached to an elastic cord.

HOITY'S SCHOOL FOR BOYS.

Now at Burlingame, will remove to its beautiful new home at Menlo Park, San Mateo County, Cal., and re-open January 16th, 1899. Address Ira G. Hoitt, Ph. D., Menlo Park, Cal.

There are 110 mountains in Colorado whose peaks are over 12,000 feet above the ocean level.

When coming to San Francisco go to Brooklyn Hotel, 208-212 Bush street, American or European plan. Room and board $1.00 to $1.50 per day; rooms 50 cents to $1.00 per day; single meals 25 cents. Free coach. Chas. Montgomery.

There are houses still standing in Nuremberg, Bavaria, that were built in 1080.

To Cure a Cold in One Day

Take Laxative Bromo Quinine Tablets. All druggists refund money if it fails to cure. 25c.

Waltham has joined several other Massachusetts cities in adopting a curfew ordinance.

If you want the best wind mill, pumps, tanks, plows, wagons, bells of all sizes, boilers, engines, or general machinery, see or write JOHN POOLE, foot of Morrison street, Portland, Oregon.

The California woodpecker will carry an acorn thirty miles to store it in its nest.

FITS Permanently Cured. No fits or nervousness after first day's use of Dr. Kline's Great Nerve Restorer. Send for FREE $2.00 trial bottle and treatise. DR. R. H. KLINE, Ltd., 931 Arch Street, Philadelphia, Pa.

"Anglosaxonia contra mundum" is a late neo-Latin coinage.

AGENTS WANTED.

DIATOMS—Vegetable and metallic, a freak of nature, noted as the best POLISH in the world for silver, gold, brass, etc., sent in quantity sufficient for years, for 25 cents P. O. stamps. It is infusorial and cracks in stoves may be repaired with it. Address, R. H. BALLINGER, 501 Mutual Life Building, Seattle, Wash.

A breech-loading cannon made in 1659 has been discovered in an old museum at Hamburg, which explodes the belief that such weapons are an invention of the present century.

Piso's Cure for Consumption has saved me large doctor bills.—C. L. Baker, 1228 Regent Sq., Philadelphia, Pa., Dec. 8, '95.

A colorless ink for use in writing on postal cards, etc., is made by mixing together sulphuric acid and water, the writing becoming permanently visible when the paper is heated.

Established 1780.

Baker's Chocolate,

celebrated for more than a century as a delicious, nutritious, and flesh-forming beverage, has our well-known

Yellow Label

on the front of every package, and our trade-mark, "La Belle Chocolatiere," on the back.

NONE OTHER GENUINE.

MADE ONLY BY

WALTER BAKER & CO Ltd.,

Dorchester, Mass.

Seems to Get Ripe.

One complaint seems to get ripe in autumn, and that is neuralgia. To soothe the pain, strengthen the nerves and rid the system of it, use St. Jacobs Oil, the best known cure.

A handy device for hanging clothes is formed of a ring to be screwed to the top of a post to support a number of arms, which are dropped into a hole in the end of the post when not in use.

DEAFNESS CANNOT BE CURED

By local applications, as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube gets inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by catarrh, which is nothing but an inflamed condition of the mucous surfaces.

We will give One Hundred Dollars for any case of Deafness (caused by catarrh) that can not be cured by Hall's Catarrh Cure. Send for circulars, free.

F. J. CHENEY & CO., Toledo, O.

Sold by Druggists, 75c.

Hall's Family Pills are the best.

A Missouri woman has designed an ice creeper to slip on the sole of the shoes, a steel plate, with curved ends, to grip the edges of the sole having teeth to engage the ice as the wearer walks.

SENATOR CHANDLER'S OPINION.

The following letter from Senator George Chandler speaks volumes for Dr. Darrin:

(Oregonian.)

Dr. Darrin—Dear Sir: I am pleased to inform you that my son Charles, whom you treated in January, 1896, for heart trouble and general debility, has fully recovered and gained 30 pounds, for which please accept my thanks.

GEORGE CHANDLER.

Baker City.

A Swedish Gentleman's Luck.

To the Editor.—I have been afflicted with deafness and ringing noises in my head. Dr. Darrin treated me with electricity and cured me. Will answer questions at 559 Loring street, Albina.

CHARLE CARLSON.

Would Not Take $5000.

To the Editor.—I have been a physical wreck for the past four years, being afflicted with kidney, liver and heart trouble and dyspepsia, accompanied with pain in my back, stomach and breast. One month ago I went under Dr. Darrin's electrical and medical treatment. Now I am cured and able to work. I most emphatically commend Dr. Darrin's treatment, and will answer any questions, at 545 Wood street, Portland. Would not take $5000 and be placed back where I was.

WALTER MORGAN.

Deafness Cured in 20 Minutes.

To the Editor.—For six months past I have been troubled with deafness. But, thanks to Dr. Darrin and his method by Electricity, for by him and in 20 minutes I was entirely cured. My daughter was cured of rheumatism six years ago. I advise all who may be troubled in any way to call on Dr. Darrin. They will find him efficient in all he professes to be. Refer to me, at 51¼ Third street, Portland.

MRS. A. SCHOEPS.

Dr. Darrin's Place of Business.

Dr. Darrin gives free examination to all, and when necessary gives medicine in connection with electricity. The poor treated free from 10 to 11 daily, except medicines. Those willing to pay, 10 to 3; evening, 7 to 8; Sundays, 10 to 12.

Deafness, catarrh, eye, nose and throat, heart, liver, stomach, lung troubles, errors of youth, blood taints, gleet, impotency, varicocele, hydrocele and stricture a specialty. All chronic male and female and private diseases treated at reasonable rates. No cures published except by permission of the patient. All business relations with Dr. Darrin strictly confidential. Letters of inquiry answered. Circulars and question blanks sent free. Batteries and belts furnished when necessary. Offices, 205 Morrison street, Portland.

MACHINERY

For Mills, Mines, Shops and Farms; Steel Logging and Hoisting Engines; Hoe Chisel Tooth Saws, Albany Grease, etc.

TATUM & BOWEN

27 to 35 First Street Portland, Or.
34-36 Fremont Street, San Francisco.

BUY THE GENUINE

SYRUP OF FIGS

... MANUFACTURED BY ...

CALIFORNIA FIG SYRUP CO.

IF NOTE THE NAME.

In buying seeds "economy is extravagance," because the cost of delivering seeds to intending planters is always largely exceeds the original cost of the best seeds to be had. The best is always the cheapest. Pay a little more for

FERRY'S SEEDS

and always get your money's worth. Five cents per paper everywhere. Always the best. Seed Annual free.

D. M. FERRY & CO., Detroit, Mich.

A SWORN STATEMENT.

I, C. R. Rollins, M. D., of Grass Valley, Or., voluntarily make the following statement:

After having my teeth extracted I have had five sets made at intervals of about nine months, three in Portland, one in San Francisco and one in Spokane. With neither of these have I been able to eat a meal's victuals or even an apple or ripe peach. On December 10, 1898, I had my sixth set made by Dr. Stryker, I. O. O. F. Temple, First and Alder, Portland, Or., and within twenty minutes after the time they were put into my mouth I was able to eat a common hard winter apple and a piece of dried venison, and at this time, December 13th, have eaten every meal since with the greatest comfort and with no trouble at all. They are a perfect fit and satisfactory in every respect. C. R. ROLLINS, M. D.

References: French Bros. Bank, The Dalles, Or.; Sherman Co. Bank, Wasco, Or.; Wm. Holder, Sheriff of Sherman Co.; Rev. A. S. Nichols and Brother, Portland, Or.

Subscribed and sworn to before me this 13th day of December, 1898.

[SEAL] JOHN OGILBEE, Notary Public for Oregon.

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