

# PARIMUTUEL SYSTEM MAY LEAD TO REVIVAL OF RACING

## ONE OF GREAT TESTS AGNETIC FEATS EVEN ATTEMPTED

### Relay Race Covering 778.7 Miles, in Which 2,000 Schoolboys Will Carry Message

CHICAGO, May 24.—A relay race covering 778.7 miles, in which nearly 2,000 schoolboys will carry a message from President Wilson in Washington to the stadium of the international championships in Chicago during the games from June 28 to July 6, will be one of the greatest athletic features ever attempted in this country.

The detailed route, according to the present plans, covers 778.7 miles, though this may be shortened considerably before the race actually begins.

This route will be as follows: Washington, D. C., to Frederick, Md., 45.4 miles; Frederick to Gettysburg, Pa., 24.3 miles; Gettysburg to Chambersburg, Pa., 24.5 miles; Chambersburg to Bedford Springs, Pa., 55.6 miles; Bedford Springs to Greensburg, Pa., 67.5 miles; Greensburg to Pittsburg, 32.7 miles; Pittsburg to Beaver Falls, Pa., 32.1 miles; Beaver Falls to Cleveland, O., 103.3 miles; Cleveland to Toledo, O., 121 miles; Toledo to South Bend, Ind., 164 miles; South Bend to Chicago, 109.3 miles.

### MILLIONS TO SEE RACE

Ninety-eight cities and towns will be traversed by the boy relay runners and in every one of them the mayors, school presidents of schools, Y. M. C. A. directors, boy scout drill masters, newspaper and automobile clubs have been enlisted as aids.

Approximately 10,000,000 people will have the opportunity to see the boys who are to carry President Wilson's message to the stadium at Chicago, and when this race is completed a new world precedent will have been established.

When the first boy runner seizes on the run, the message from President Wilson at Washington, and dashes on his way, his automobile and the automobile will also start along with him.

This car will carry two chauffeurs, to work in relays; two surgeons and medical supplies, and will accompany the boys all the way from Washington to Chicago.

Automobile escorts have been promised all along the route by the automobile clubs. As quickly as one boy completes his relay, and passes the message, included in a waterproof case, to the next boy, one of the automobiles will pick him up.

### CLERGYMEN TO INDORSE MEET

Working in relays of from 10 to 25 miles, these automobiles will cover their respective routes and then return the boys to their homes. Each automobile will carry sweaters and overcoats for each boy so that there will be no chance for any of them to catch cold.

From the Atlantic to the Pacific comes the word from athletic organizations, universities, colleges and preparatory schools that they are sending teams for the carnival.

Yale university, in the far east, and the University of California, in the far west, mark the extremes. Both are sending star teams and all the way across the continent the others are preparing.

## HOW FITZ MISSED BEING A MINISTER

### Until Eleven He Went to Church and Sang in the Choir

By JEFF THOMPSON

NEW YORK, May 24.—It is a rare thing that two brothers show up as first class ring fighters. There have been, of course, many cases when brothers have fought, but it has been the rule when one of them was a star the other was mediocre. Take the cases of the McGoverns and Crosses as examples. It may be that the stellar fame of the best one of the family has made it hard for the less gifted to shine, on the same principle that it is hard for the son of a famous father in any line to make a name for himself.

Which leads up to the proposition that Gibbons brothers apparently prove the exception which proves the rule. Mike Gibbons has proven on more than one occasion that he is a fighter of class who is fairly entitled to championship aspirations at his weight. The decisive manner in which Tom Gibbons defeated young Mike Donovan the other night entitles him to be considered when champions are discussed. It is true that Donovan is far from being a seasoned fighter, but he has the advantage of the constant training of his father, who in his day was top notch lightweight, and one of the cleverest ring generalists who ever drew on gloves, so Tom Gibbons is entitled to much credit for his victory.

In a sketch of his life Bob Fitzsimmons makes the surprising statement that he was intended for the ministry. Robert says: "Until I was 11 years old I went to church and sang in the choir twice a week, and to bible class twice on Sundays. But for a box of snuff and a kicked football I would have been a minister today."

The kicked football, he explains, led to his being wallpiped by a husky player, and he made up his mind to kick him. After he had become champion he never forgot about the football captain. By the time I was 17 I concluded I could whip him, and the next two years I spent all of my spare time traveling around to football matches looking for him. But he had disappeared, and to this day I've never set eyes on him.

"He knocked me out of being a minister, and if I'd ever found him I'd have knocked him out of being a football player."

Some men are born lucky and that football player is one of them.

## PEN SKETCH OF CAREER OF PRINCE OF STARTERS

### From Stable Boy and Jockey to Owner, Judge and Manager

## CALIFORNIA THE GREATEST TRACING STATE IN UNION

### With Paris Mutuels and a Racing Commission King of Sports Might Again Reign Here

San Francisco has many residents who have gained national prominence in the sporting world in some of its several lines of endeavor. There are former champions of the ring, billiards, pool, men of turf fame, promoters, athletes and others. The Call will feature them one by one in its Sunday paper, beginning today with Richard Dwyer.

That there is a strong undercurrent favoring the restoration of horse racing to its former glory makes apropos the remark of Richard Dwyer, the prince of starters, anent the feature of the sport of kings that wrought its downfall. Mr. Dwyer says: "The pari mutuel, I believe, is the solution of the racing problem. The recent brilliant Kentucky Derby, on which there went into the mutuel box more than \$250,000, is significant of the tremendous public love of horse racing and the human desire to add zest to a race through the chance of picking a winner.

"No taint can possibly attach to the pari mutuel. And it must be conceded by now that the greatest of sports may be traced to the methods of betting that made possible manipulation of racing. Not that the real friends of the sport were responsible for such conditions, but that they were powerless to prevent the very methods that put racing on the taboo. A racing commission, with the pari mutuel, California would satisfy, I believe, both the promoters of the sport and the people at large."

### RESIDENT OF THIS CITY

Dick Dwyer, probably the most popular starter who ever dropped a flag, is now a resident of San Francisco, where he is well known and as popular as in any of the several cities in which he has started race tracks. Dick Dwyer may be classed as a most remarkable man, for a starter at a race track is much like a baseball umpire, and who ever heard of a popular umpire? The sterling honesty of the man is the reason why he has been chosen to lead the career of Dwyer will serve to show how he stood with men racing horses. Tom Walsh, owner of Simmons, a nag that won the Kentucky Derby, led the owner to think Simmons some horse, made a match race against a Chicago horse for \$2,500 a side. Walsh then being a resident of St. Louis. Dwyer was the starter.

"And who shall judge it?" asked one of the Chicago owners.

"Dwyer will do me," coolly responded Walsh.

"And me," said the Chicagoan. "How about the stake holder?"

"Dwyer," replied Walsh.

"Suits me," retorted the Chicagoan.

At Dick Dwyer's stated judgment and handed over the stakes after the race to the winner. Who can beat that for confidence?

### BORN IN NEW YORK

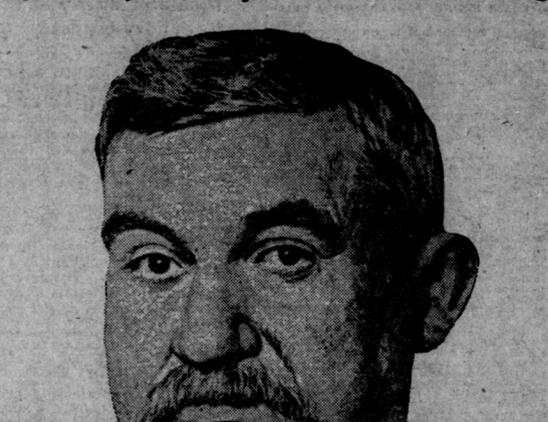
Richard Dwyer was born in New York in the early 60's. In 1871, at the age of 10, he was taken to California, where he was employed as a duckling taker, water, was an exercise boy in the stable of R. W. Cameron, the man who imported Lexington and E. A. Allen. Willie Midgeley, the jockey's father, was trainer for this stable. Weighing but 75 pounds, young Dwyer mounted and gave the big race the word to start. This marked the beginning of his quick rise to fame. He was quickly became a necessity about the stables. His ambition was to grow up and have horses of his own, with stable boys to experience the great racing in term of three years, Dwyer was in the stables of J. F. Chamberlain, George Barbee, the veteran rider whose adventures with that of the Harlem, turfgoers are familiar with, had to ride True Blue. That animal had formed such a dislike for Barbee that he would not let him touch him, and he was so badly handled by him, Dwyer, to whom he had an affection for the animal, which the horse seemed to reciprocate, and speedily got True Blue into racing form. In later years Dick Dwyer, whose modesty and sterling manhood predominate, won men as readily as he had horses in his boyhood, and today his name is the synonym of everything that is commendable. Of Dwyer the veteran race track man, Tom O'Hara, once said, "You can not say too much good of Dick Dwyer. When he starts to the post he knows no distinction between owners of great or small degree."

### BEGAN STARTING IN 1888

Dick Dwyer began starting in 1888 at the Guttenberg track. His next employment was at the Cleverest racing association, Cedarhurst, L. I., where he started two seasons. Then he started for the City Troop, Philadelphia, where he was employed by several owners, such as Foxhall Keene, Arthur Hunter, the two La Montagnes, young Cassatt, Harry Morris and Harry Harwood.

Dwyer's youthful ambition was finally realized, and among his possessions was a horse, the famous dam of Electioneer, who won the Futurity in 1903. Tommy Atkins, the grand racehorse belonging to James R. Keene and other celebrities. He bought several from Dan Honig, won several races with her, and then she went lame.

In 1892 Jack Chinn, the famous Kentucky, with the ever ready gun or knife, was starting at the track in east St. Louis. Jack had gone to Louisville, leaving his son "Kil" to do the starting. "Kil" went away to get married and Dwyer took his place. From east St. Louis Dwyer went to Roby and started at Harlem and Washington park five seasons. One of the most trying experiences in the career of "Commencer" Dwyer was in a Derby run at Washington park, in which 58,000 persons passed through the turnstiles. Dwyer found it necessary to have 20 extra



Richard Dwyer, who has officiated as starter on race tracks from the Atlantic to the Pacific and Canada to the Gulf.

police men at the half mile pole, to keep the crowds back from the track. Among the great Derbies in which Dwyer handled the flag at Chicago were those won by Pink Coat in 1893, by Sidney Lucas in 1900, Robert Waddell in 1901, and Salvable in 1903.

### "COMMENCER" DWYER

Referring to Dick Dwyer as "Commencer" Dwyer, a title that clung to him throughout his race track career, the story of how he gained the sobriquet is typical of the man. An aged woman wrote Dwyer, addressing his letter to "Commencer" Dwyer, asking him to find her missing son, of whom she had last heard when he ran away and went to racing stables. Dwyer located the boy and notified the anxious mother of his whereabouts.

"Dick Dwyer seemed to have better luck in finding the boy than I had in any of the starters of his day. In the World's fair derby at Chicago previous to Dwyer taking the flag, there were 45 minutes. When asked his opinion as to the worst jockey he ever handled Mr. Dwyer said:

"Tommy Burns, by all means. Why did he almost lose my temper with him. Bullman had the reputation of being a hoodoo to starters, but I found him tractable. The best post rider I ever saw, the boy who could get his mount away, was Walter Miller. Miller was never suspended or fined by a starter on any track. Did Sloan?"

### STARTED AT TANFORAN

Dwyer came to Tanforan when that track was opened by Prince Pontiatowski. That was in the fall of 1900. Soon after Tom Williams bought the track. Dwyer alternated with Jake Holtman in the starting. In all his experience the most trying time to Dwyer was when he went to Indiana and Governor Marshall had that state called out the troops to prevent the racing.

The modesty of Dick Dwyer makes it difficult getting him to relate many of his experiences in racing. Smilingly he related one story of a boy named Finn, at Chicago, who expected to win a race by hanging back and delaying the start of a race. Dwyer finally called Finn down and threatened to punish him. At the next break Finn shouted to Dwyer:

"Don't mind me, Mr. Starter, I own this horse."

### SMOKEY TAYLOR'S BREAK

Another at East St. Louis: Smoky Taylor was riding in a race, Dwyer held the flag in his hand, and after approving Taylor several times, suddenly a little darky crawled under the starter's stand, stuck his kinky head through to the track and shouted: "Go away from there you Smoky Taylor!"

Dwyer struck at the darky with the flag, the jockeys took this as a signal to go, raced clear round the track and had to go again, as the start was a false one.

Dick Dwyer holds the record for starting at four different tracks on as many consecutive days. Friday he handled the flag at Highland Park, Detroit; Saturday at Woodbine, Toronto; Monday at Hawthorne, Chicago, and Tuesday at Harlem, Chicago.

What was the most unique incident in your experience on the race

## STARTER, JUDGE AND STAKEHOLDER

### Incidents in Career of One of the Most Remarkable Men in the Sporting World

Judgment, cool head, have a thorough knowledge of human nature and the characteristics of every horse that faces the barrier. To a novice it all looks easy, but it isn't. Starters whose names are known to all racegoers have had different methods of handling refractory jockeys. Dick Dwyer's method seems the best of all. It is to gain the confidence and respect of the boys who ride, while at the same time letting them understand that he will brook no trifling.

James B. Ferguson, regarded as an exceptional starter, was talking all the time when starting a race. Not so Dwyer. He had little to say, but what he said counted, for the boys knew he meant it, and was not bluffing. Dwyer's only poor starts were of small fields. That may have been a streak of Dame Fortune, but it is true. Dick delighted in big fields. Twenty horses did not disturb his equilibrium. "The more the merrier" was his comment when the field was unusually large.

Colonel Jack Chinn, whom Dick Dwyer succeeded at the East St. Louis track, believed in force and corporal punishment of refractory jockeys. Frequently Chinn would whip a boy off his mount and apply the lash. While that method would not be countenanced in this age, it is essential to good starting that the starter have supreme control over the jockeys. The boys must know that when a fine is imposed it must be paid. If they set down by a starter that they can not pay until the period of punishment has expired. It would be harmful to have a court of higher record, such as race track stewards, where refractory boys might appeal from penalties imposed by the starter. This would result in such insubordination as would render good work by the starter impossible.

### FOND OF SPORTS

In addition to being the prince of starters, Dick Dwyer is fond of all classes of sports, is a crack shot, a clever billiardist, having played in many tournaments, and takes much interest in boxing, basketball and polo. He is a domestic, has been twice married, and has three children—two girls and a boy. The youngest girl came to the Dwyer home one week last month. Dick Dwyer has summed throughout the country with the pari mutuel, it is possible that Mr. Dwyer may again take up the flag, but at this time he is contemplating emigration to the States, and his final days quietly with his interesting family.

### THE PARI MUTUEL IS ALSO CONDUCTED AT TANFORAN

The pari mutuel is also conducted at Tanforan, and is being done through the instrumentality of Hugh Springer, "Boney" Seckling, W. F. Finn and others to popularize the sport. And under that popular California name, the pari mutuel is being done in the country, might resume along better lines than formerly. The pari mutuel and a racing commission will solve the problem here, and credit for the success of the pari mutuel is due to Matt Winn and John Luskmeister, at the Kentucky tracks.

Mr. Dwyer started in British Columbia one season, and declares that he never saw better race meetings than held in Vancouver and in Victoria in 1909, population considered.

## Olympic Material Sought in France

PARIS, May 24.—Frenchmen are determined in 1915 to avenge their poor performances in the last Olympic games. The country is being searched systematically for promising athletes. A number of well known men, among them the Marquis de Polignac, have undertaken a campaign to arouse the country to its responsibilities in this connection, and already athletic competitions to bring out Olympic material are being arranged in every little village in France. From these the winners will assemble in country competitions, and so on, until gradually by elimination there will be picked out the best team of athletes which France can produce.

France is making up her mind to surprise the athletic world in 1915, and the growing popularity of "le sport" will aid materially to this end.

## HE DIED, BUT FOILED LAW

Hunger strike records were broken some years ago by a Frenchman named Granle, who was arrested for murder in circumstances which left no doubt as to his guilt. He determined to starve himself to death in order to escape the gallows, and from the day of his arrest refused to eat in spite of every effort on the part of the prison authorities, who first tried tempting him to eat by placing the most dainty meals in his cell, and when that failed attempted forcible feeding, Granle died out for 42 days, at the end of which time he died.

## How Famous Horse Lost a Race He Won

For a time racing by electric light flourished in St. Louis and in other eastern cities. During the period when great crowds occupied boxes and grandstands at the night races Flying Dutchman, once a great stake horse, but at the time glad to get a chance at small purses in his old age, won a St. Louis race as a prohibitive favorite. Jack White was a 5 to 1 shot and backed by the wise ones.

Flying Dutchman could still go fast and he came under the wack in a half mile race something like a couple of city blocks to the road. To the consternation and wonderment of the spectators, Jack White's number was run out as a winner, Flying Dutchman having been disqualified for fouling Jack White away over where the shadows of the track made it impossible to see from the grandstand.

Flying Dutchman was so far in the lead from the first jump to the finish that the race could not understand, but the incident did. All the money went in on the Dutchman horse. This could not occur under the pari mutuel system.

## RATINGS OF GOLFING STARS OF COUNTRY CLUB

BURLINGAME, May 24.—After several weeks of arduous work the field committee of the Burlingame Country club, which is composed of A. L. Stone, chairman; W. G. Hitchcock and H. F. Dutton, has compiled a complete list of handicaps, which will govern all tournaments held this year.

Mrs. Malcolm D. Whitman, Mrs. Walter Martin, Mrs. Thomas S. Baker and Miss Alice Hager are the only scratch players in the first class for women, and Robin Y. Hayne, Cyril Tobin, Chaplin Tubbs and Douglas Grant are the top notchers among the men.

One hundred and sixty-four golfers are included in the ratings, which proves the increased popularity of the Scotch sport in this section.

The official ratings are as follows:

### MEN'S GOLF HANDICAP

Name	Hcp.	Name	Hcp.
Alexander, D. C.	24	Lynn, Capt. C. G.	18
Armstrong, R. E.	19	Maddox, K. R.	14
Armstrong, G. N.	18	Maddox, K. R.	14
Armstrong, G. S.	17	Martin, W. S.	24
Balfour, A.	16	McNeer, F. W.	11
Bennett, E. J.	16	Moore, P. F.	18
Blyth, C. B.	17	Moore, P. F.	18
Britton, S. T.	24	Moore, P. F.	18
Brown, H. C.	18	Moore, P. F.	18
Brown, H. C.	18	Moore, P. F.	18
Bryant, J. W.	17	Newhall, G. A.	24
Cameron, G. T.	17	Noges, J. H.	16
Carroll, J. W.	17	Parsons, C. C.	16
Chamberlain, W. C.	11	Pierce, C.	24
Clark, C. W.	16	Parsons, C. C.	16
Cooper, Mrs. E. C.	16	Parsons, C. C.	16
Crocker, W. H.	18	Pillsbury, H. W.	11
Davis, N. W.	24	Pillsbury, H. W.	11
Duncan, W. C.	18	Pillsbury, H. W.	11
Dutton, H. F.	18	Pillsbury, H. W.	11
Eastland, T. B.	16	Pillsbury, H. W.	11
Eaves, Dr. J. C.	16	Pillsbury, H. W.	11
Garrett, G. S.	17	Pillsbury, H. W.	11
Gerritt, S. C.	17	Pillsbury, H. W.	11
Hamilton, A.	17	Pillsbury, H. W.	11
Hart, E. D.	17	Pillsbury, H. W.	11
Hayne, R. Y.	16	Pillsbury, H. W.	11
Hitchcock, W. G.	11	Pillsbury, H. W.	11
Holloway, W. G.	14	Pillsbury, H. W.	11
Hooker, J. O.	11	Pillsbury, H. W.	11
King, F. B.	14	Pillsbury, H. W.	11
Langstroth, E. B.	20	Pillsbury, H. W.	11
Lee, C.	17	Pillsbury, H. W.	11
Lowery, S. S.	17	Pillsbury, H. W.	11

### LADIES' HANDICAP

Name	Hcp.	Name	Hcp.
Armstrong, Mrs. C. C.	2	Havermeyer, Mrs. W. G.	8
Armstrong, Mrs. C. C.	2	Hitchcock, Mrs. W. G.	8
Barron, Mrs. W. W.	6	Kohl, Mrs. C. F.	18
Brewer, Mrs. H. C.	14	Kohl, Mrs. C. F.	18
Brown, Mrs. J. C.	14	Kohl, Mrs. C. F.	18
Cowdin, Mrs. J. C.	14	Kohl, Mrs. C. F.	18
Dutton, Mrs. H. F.	18	Kohl, Mrs. C. F.	18
Eastland, Mrs. T. B.	14	Kohl, Mrs. C. F.	18
Gerritt, Mrs. G.	8	Kohl, Mrs. C. F.	18
Girvin, Mrs. B. D.	4	Kohl, Mrs. C. F.	18
Havermeyer, Mrs. W. G.	8	Kohl, Mrs. C. F.	18
Hitchcock, Mrs. W. G.	8	Kohl, Mrs. C. F.	18
Holloway, Mrs. W. G.	14	Kohl, Mrs. C. F.	18
Hooker, Mrs. J. O.	11	Kohl, Mrs. C. F.	18
King, Mrs. F. B.	14	Kohl, Mrs. C. F.	18
Langstroth, Mrs. E. B.	20	Kohl, Mrs. C. F.	18
Lee, Mrs. C.	17	Kohl, Mrs. C. F.	18
Lowery, Mrs. S. S.	17	Kohl, Mrs. C. F.	18

## PICKING ROUTE FOR RELAY RACE

The route of the Portola land and water relay race from Sacramento to San Francisco via Stockton is being mapped out today. A Portola pathfinding party left San Francisco yesterday for Sacramento, to return today. Every inch of the 128 miles over which the course will lie will have been studied by the time the pathfinders get in to the city tonight.

In the party are John A. Hammer, chairman of the Portola athletic committee, George James, a member of the committee, and Al Coney, father of the idea of the race.

It is already clear that this race is to be one of the most successful stunts of a sporting program which has many features to create enthusiasm. All along the route high school boys and other young athletes are asking for the right to participate.

There will be in all 560 entrants, including the swimmers who will cross the bay with the message from the governor to the Portola queen.

The route lies from Sacramento via Arno, Galt, Lodi, Stockton, French Camp, Lathrop, Tracy, Livermore (Dublin road), Hayward and Oakland.

## CHAMPION NORWEGIAN TEAM IN BIG TOURNAMENT

### of Chicago Probably Will Contend

The revival of tug of war in this city has made itself heard in the east. Yesterday the local tug of war association received a letter from Chicago, stating that the champion Norwegian team of that city would come to the coast for the big tournament June 17, 18 and 19 at the Pavilion rink if expenses were guaranteed.

It is not likely that the association will bring the champion team out for the tournament next month, but the Norwegians have been complicated with and it is possible the team will be seen in action in this city in the fall. When the second tournament will be held, it is the intention of the association to pit the famous Norwegian team of Chicago against the winner of the coming tournament in the next series of tugs.

This Chicago team has won every American tug of war championship for the last 16 years. The team has also won numbers of championships in Canada and at the St. Louis world's fair won the world's title. The team toured Europe some years ago and came home with a load of trophies.

That tug of war is not necessarily a game of brute strength is again emphasized in the makeup of the Norwegian team. This team of tug men only averages 160 pounds per man. It is their strength, combined with years of practice and team work that has won all their titles for them. The team is said to be one of the most remarkable teams that ever pulled on cleats, and the association is going to make a big effort to have the team here in the city.

Preparations are complete for the big tournament to be held at the Pavilion next month. The captains of the various teams in this city have adopted the rules of the International Tug of War Association. The McNeill tugs were also adopted as the official cleats for the big tournament. The team representatives are: Austria, H. Bluth; Italy, John Viechio; Sweden, August Showgren; Canada, T. J. Urquhart; Germany, Dan Tampe; Ireland, Pat Lynch; England, George Robinson.

The American team is to be composed of five huskies from Fort Scott. The military authorities have granted the soldiers permission to enter the tournament, and Sergeant Audette has been coaching the team. The men are rounding into good condition, and their command work is being drilled. The eye opener to those who have seen them work out.

Tug of war will in all probability be one of the big athletic features of the world's fair in this city. The association has written to Athletic Director James E. Sullivan offering to do everything in their power to combine the consumption of the sport in working up a successful tug of war tournament.

## WEAK MEN

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