

Bad Breath

"For months I had great trouble with my stomach and used all kinds of medicines. My tongue has been actually as green as grass, my breath having a bad odor. Two weeks ago a friend recommended Cascarets and after using them I can willingly and cheerfully say that they have entirely cured me. I therefore let you know that I shall recommend them to any one suffering from such troubles."—Chas. H. Halpern, 114 E. 7th St., New York, N. Y.

Pleasant, Palatable, Potent, Taste Good, Do Good. Never Sickens, Weakens or Grips. 30c. 50c. Never sold in bulk. The genuine tablet stamped C.C.C. Guaranteed to cure or your money back. 923

Must Keep Awake.
"When you get a job o' work to do, son," said Uncle Eben, "don't imagine you're a chicken on a roost an' kin hold yob position by g'ine fas' asleep."—Washington Star.

Proof of Love.
"So you think he's really in love, eh?"
"No doubt about it. Why, he thinks she's attractive in auto goggles."—Louisville Courier-Journal.

Where Women Err.
The trouble with a woman pretending to believe her husband when he tells a falsehood is that he is encouraged, instead of being ashamed.—Atlantic Globe.

Happy Day.
"Well, Johnny, do you wish you were a grown-up man?"
"You bet I do."
"But why?"
"So people wouldn't ask me such fool questions."—Cleveland Leader.

Standing on His Rights.
Police Justice—Have you any way of making a living?
Vagrant—I hev, y'r honor. I kin make brooms.
Police Justice—You can? Where did you learn that trade?
Vagrant—I decline t' answer, y'r honor.

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COFFEE
TEA SPICES
BAKING POWDER
EXTRACTS
JUST RIGHT
NATURAL WOODBINE
CLOSSET & DEVEREUX
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Out-of-Town People
Should remember that our force is so arranged that we can do their ENTIRE CROWN, BRIDGE AND PLATE WORK IN A DAY if necessary. POSITIVELY PAINLESS EXTRACTING FREE when plates or bridges are ordered. WE REMOVE THE MOST SENSITIVE TEETH AND ROOTS WITHOUT THE LEAST PAIN. NO STUDENTS, NO UNCERTAINTY.
For the Next Fifteen Days
We will give you a good 22k gold or porcelain crown for 3.50
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WILL WELCOME COOK

Nation Preparing Home Coming for Arctic Explorer.

ADDS LARGE AREA TO DOMAIN

President Taft May Be Requested to Honor Man Who Hoisted Flag Over Polar Continent.

New York, Sept. 4.—Preparations already are on foot to make the homecoming of Dr. Frederick A. Cook an event of national, and possibly international importance. If plans outlined today by members of the Arctic club are carried out, the welcome Dr. Cook will receive in New York will be an ovation in which city, state and nation will take part, while prominent explorers—Cook's former rivals—from all parts of the globe, will gather to pay personal tribute to his achievements.

Members of the Arctic club hope President Taft may be present. "Such an honor would be no more than fitting," one declared, "in view of the fact that the explorer has placed the Stars and Stripes on the apex of the world and added perhaps 60,000 square miles to the nation's territory."

Among the explorers who are expected to take a prominent part are the Duke d'Abuzzi, Dr. Nansen, Captain Ronald Amundsen, General A. W. Greeley, Rear Admiral George Melville, Anthony Fiala and Captain Joseph E. Bernier.

Captain Bradley S. Osborne, secretary of the Arctic club, says the explorer is not expected here for several weeks.

"He is due in Copenhagen in three days," said Captain Osborne, "and if he came straight home would arrive in New York about the middle of September, but his friends believe that he may make several stops on the way. For one thing the geographers and scientists of Copenhagen will tender him a welcome. He may go to Christiania to meet Captain Amundsen discoverer of the Northwest passage; it is likely that he will visit Belgium where he has been decorated for his services to science and it is scarcely conceivable that the British geographical societies would allow him to pass them on his way home without an invitation to London."

WORRY HARRIMAN LINES.

Santa Fe Will Put Fast Train on Run to Coast.

Chicago, Sept. 4.—The management of the Santa Fe railroad has about decided to put into operation a new fast mail and express train to run between Kansas City and Los Angeles, with a view to capturing the bulk of the Southern California mail.

This adds another speed war to that recently declared by the Hill roads in the mail, express and passenger traffic to the Pacific coast, affecting a different territory between the East and California.

The entire Southern California mail is involved in the move, and this is said to bring about \$1,250,000 annual revenue to the railroads. The Santa Fe and Rock Island, in connection with the Southern Pacific, now have this business about equally divided.

The bulk of this mail comes from the St. Louis gateway by the Missouri Pacific. The reweighing period for all the territory west of the Missouri river and west of St. Paul begins next February and on this account every road in that territory is urging the disposition of the mails for the yearly period following the 10 days' weighing by the government. Formerly the Santa Fe carried the bulk of the Southern California mail, but several years ago the Missouri Pacific put on a fast train which captured the mail out of St. Louis and the Rock Island put on its Golden State Limited, which left Kansas City just after the arrival of the Eastern mails. At that time the Santa Fe was not in a position to change its schedule to wait for the mails.

Cooke Estate \$10,000,000.

Honolulu, Sept. 4.—The will of the late Charles M. Cooke disposes of but little property, the bulk of his holding being the corporation of C. M. Cooke, limited. Everything is bequeathed to the family. The will asks that the property be not appraised, that no bond be required and that the administration do not publish an inventory of the estate. This latter provision has been declared illegal by Attorney General Hemenway, owing to the inheritance tax law. Some estimates value the estate at \$10,000,000.

Canada Won't Retaliate.

Montreal, Sept. 4.—While it is true that there is resentment in this country over the new provisions of the Payne tariff affecting the pulp and paper industry, it is felt both at Ottawa and Quebec that nothing can be gained by imposing export duties. The government it is announced will not take any retaliatory action in this direction, and any legislation it may enact will be directed rather to a final settlement than to aggravating the difficulties.

Hammond Is Buying Mine.

Mexico City, Sept. 4.—A deposit of \$200,000 has been made in a bank here by John Hays Hammond to bind an option on the Santa Gertrude mine in the Pachuca district of Hidalgo. The proposed purchase price is \$9,000,000, Mexican money.

POLE IS FOUND.

Frederick Cook, American Explorer, Reaches Most Northern Point.

Paris, Sept. 3.—"After a prolonged fight with famine and frost, we at last have succeeded in reaching the North Pole."

Thus declares Dr. Frederick A. Cook in a signed statement this morning in the Paris edition of the New York Herald. The statement, which is dated "Hans Egede, Lerwick, Wednesday," continues:

"A new highway with an interesting strip of animated nature has been explored and big game haunts located, which will delight sportsmen and extend the Esquimo horizon.

"Land has been discovered on which rest the earth's northernmost rocks. A triangle of 30,000 square miles has been cut out of the terrestrial unknown.

"The expedition was the outcome of a summer cruise in the Arctic seas on the schooner Bradley, which arrived at the limits of navigation in Smith sound late in August, 1907. Here conditions were found favorable for launching a venture to the pole. J. R. Bradley liberally supplied from his vessel suitable provisions for local use. My own equipment for emergencies served well for every purpose in the Arctic.

"At sunrise of 1908—February 19—the main expedition embarked on its voyage to the pole. It consisted of 11 men and 103 dogs, drawing 11 heavily laden sledges. The expedition left the Greenland shore and pushed westward over the troubled ice of Smith sound.

"The gloom of the long night was relieved only by a few hours of daylight. The chill of the winter was felt at its worst. As we crossed the heights of Ellsmere sound to the Pacific slope, the temperature sank to minus 83 centigrade. Several dogs were frozen and the men suffered severely, but we soon found the game trails, along which the way was easy.

"There was an unknown line 460 miles away which was our goal. We made encouraging progress. A big lead, which separated the land from the ice of the central pack was crossed with little delay.

"We advanced steadily over the monotony of moving sea ice and now found ourselves beyond the range of all life—neither footprints of bears nor the blowholes of seals were detected. Even the microscopic creatures of the deep were no longer under us.

"Thus, day after day, our weary legs spread over great distances. Incidents and positions were recorded, but adventure was promptly forgotten in the next day's efforts. The night of April 7 was made more notable by the swinging of the sun at midnight over the northern ice. Sunburns and frostbites now were recorded on the same day, but the double day's glitter infused quite an incentive into one's life of shivers.

"We were now about 200 miles from the pole and sledge loads were reduced. One dog after another went into the stomachs of the hungry survivors, until the teams were considerably diminished in number, but there seemed to remain a sufficient balance for man and brute to push along into the heart of the mystery to which we had set ourselves.

"On April 21 we had reached 89 degrees 59 minutes 46 seconds. The pole was in sight. We covered the remaining 14 seconds and made a few final observations. I told Etukisook and Ahwelsh, the accompanying Eskimos, that we had reached the 'great nail.' Everywhere we turned was south. With a single step we could pass from one side of the earth to the other; from midday to midnight. At last the flag floated to the breezes at the pole. It was April 21, 1908. The temperature was minus 38 centigrade; barometer 29.83; latitude, 90; as for longitude, it was nothing, as it was but a word.

"Although crazy with joy, our spirits began to undergo a feeling of weariness. Next day, after taking all our observations, a sentiment of intense solitude penetrated us while we looked at the horizon. Was it possible that this desolate region, without a patch of earth, had aroused the ambition of so many men for so many centuries? There was no ground, only an immensity of dazzling white snow, no living being, no point to break the monotony.

"On April 23 we started on our return."

Scientific Value is High.

Winnipeg, Man., Sept. 3.—The British association for the advancement of science at its national meeting showed great interest in the report that Dr. Cook had reached the North Pole. Colonel Sir Duncan Johnstone, declared the expedition would be of the highest scientific value if scientific observations were made by qualified men. C. H. Chisholm, professor of geography at Edinburgh university, said magnetic observations that could be made at the pole would likely be among the most valuable results of the day.

Justice Moody Ill.

Haverhill, Mass., Sept. 3.—Associate Justice Moody, of the Supreme court of the United States, was removed in a police ambulance from the Bradford railroad station to his home here last night. He appeared to be helpless during the transfer from the train to the ambulance. Justice Moody came here, it is understood, from a sanitarium in New York, where he has been for several weeks, following a short stay at Hot Springs, Ark.

Pittsburg Miners Win.

Pittsburg, Sept. 3.—The dispute between the miners and operators of the Pittsburg district, affecting 18,000 men, was settled tonight at a conference between the operators, the national executive board of the United Mine-workers of America and President Thomas L. Lewis.

White Steamers Use Kerosene as Fuel



THE WHITE STEAMER WHICH MADE A SUCCESSFUL PUBLIC DEMONSTRATION OF KEROSENE AS FUEL ON THE RECENT 2650-MILE GLIDDEN TOUR.

The most interesting announcement ever made in connection with the automobile industry was undoubtedly that made a month or two ago to the effect that the new models of the White Steam Cars could be run on kerosene, or coal oil, instead of gasoline. Everyone at once recognized that the use of the new fuel would add materially to the advantages which the White already possessed over other types of cars. There were some people, however, who were sceptical as to whether or not the new fuel could be used with complete success and, therefore, the makers of the White Car, the White Company, of Cleveland, Ohio, determined to make a public demonstration of the new fuel in the 1909 Glidden Tour.

From the standpoint of the public, no test more satisfactory could have been selected. First of all, the distance covered on the Glidden Tour, from Detroit to Denver and thence to Kansas City, was 2650 miles. This was certainly more than sufficient to bring out any weaknesses, if such had existed. Still more important was the fact that the car was at all times while on the road under the supervision of observers, named by those who entered other contesting cars. Therefore, it would have been impossible for the driver of the White to have even tightened a bolt without the fact being noted and a penalty inflicted. At night the cars were guarded by Pinkerton detectives and could not be approached by any one.

The complete success of the new fuel while on this 2650-mile public test and the advantages gained through its use were well described in the following dispatch which the correspondent of the New York Sun sent to his paper at the conclusion of the tour:

"A feature of the tour which was watched with special interest was that the White Steamer used kerosene, or 'coal oil,' as fuel instead of gasoline. The new fuel worked splendidly throughout the 2650-mile journey, and all claims made in its behalf were fully proven. First of all, as regards cheapness, the White driver secured kerosene all along the route from 6 cents to 10 cents cheaper per gallon than was paid for gasoline. Secondly, the new fuel was handled without any precautions, and it was not unusual to see kerosene being poured into the fuel tank while the crew of the car and an interested crowd stood by with lighted cigars and cigarettes. At the finish of the tour, the White was the only car permitted by the authorities to enter Convention Hall, where the technical examination took place, without draining its fuel tank. Thirdly, the new fuel proved to be absolutely without smoke or smell. Fourthly, kerosene could be purchased at whatever part of the route was most convenient, and not once during the trip through the ten States of the Middle West was there found a grocery store where kerosene was not readily and cheaply obtainable. Finally, the

amount of fuel used on the trip showed that kerosene is at least fifteen per cent more efficient, gallon for gallon, than gasoline. The car in other respects made a most creditable showing, and there was the usual rivalry among the observers to be assigned to the White so that they could ride with the maximum of comfort. The only adjustments or repairs charged against the car during the long trip were tightening a lubricator pipe and wiring a damaged mud guard. These perils were not inflicted until more than 2000 miles had been completed with an absolute perfect score."

A particularly interesting feature of the new White Steamer is that either kerosene or gasoline may be used as fuel. The necessary adjustments so that the fuel may be changed from kerosene to gasoline, or vice versa, may be made in a couple of minutes; but so completely successful has kerosene proven to be, that it is not believed that any purchaser will care to use gasoline.

The White Company report that the demands for their new steam cars—both the \$2000-model and the \$4000-model—exceed their most sanguine expectations. It is evident that the combination of steam—the power which everyone understands and has confidence in—with kerosene—the fuel which everyone has on hand and can handle without any danger—is thoroughly appreciated by up-to-date purchasers of automobiles.

Rare Experience.
Sunday School Teacher—Now, Danny, what do you understand by "righteous indignation"?
Danny—Gettin' mad without sayin' any cuss words.—Boston Transcript.

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy to use for their children during the teething period.

In Paris there are thirty-two miles of underground railways, which carry 35,000 passengers a day. Twenty-five miles more road are under consideration.

Strong Winds and Sand Storms cause granulation of the eyelids. PETTIT'S EYE SALVE soothes and quickly relieves, 25c. All druggists or Howard Bros., Buffalo, N. Y.

Hemmed In.
Rankin—Why don't you open a savings account?
Fyle—I guess I'll have to; they've shut down on me where I've been running a spending account.

Realistic.
Maybelle—That tall, slender chap went on the stage made up as a woman? How did he look?
Gladys—Strictly up to date. You know, he hasn't any hips.

Cost Too Much.
Meenister—And why didn't ye come to the kirk last Sabbath? Sandy—I had nowt but a shillin' in my claes. That's ower muckle siller to pit in th' contribution box all at ain time.—Cleveland Leader.

Impossible Now.
"There's a funny item in this paper about an Ohio man refusing an offer of a fat consulship."
"Where? Let me see it."
"There it is."
"O, you ninny. Don't you see the headline over that collection of items? 'Happenings of Fifty Years Ago.'"
Chicago Tribune.

Mutton in Mourning.
Butcher—What can I send up to-day, Mrs. Styles?
Mrs. Styles—Send me up a leg of mutton, and be sure that it is from a black sheep; we are in mourning, you know.—Red Hen.

Wrong Kind of Cook.
Mistress—Jane, I can't have you entertaining company in my kitchen all the time.
New Cook—Faith, an' it do be your own fault, ma'am. Yes should 'ave advertised for a plain cook.—Puck.

In Bad Company.
"Surrender, in the name of the Great Jehovah and the Continental Congress," demanded Ethan Allen when Ticonderoga fell. Congress was then in much better company than it is now.—Detroit News.

Out of 6,500 members of the London Diocesan Church Lads' Brigade over 3,000 attended the annual service at St. Paul's cathedral.

Well Supplied.
"I find it hard to kill time," declared the pampered pet. "I only have my music, you know. How do you manage?"
"Oh, I do very well," answered the other girl. "In addition to my music, I have my sweeping, my dusting, my sewing and my dishwashing."—Louisville Courier Journal.

CRESCENT A pure phosphate baking powder that does all that the high priced baking powders will do and does it better. It raises the dough and makes lighter, sweeter and better risen goods. Sold by grocers 25c per pound. If you will send us your name and address, we will send you a look on health and baking powder. CRESCENT MFG. CO. Seattle, Wn.

MAPLEINE A Flavoring. It makes a syrup better than Maple. Sold by grocers.

HAMLIN'S WIZARD OIL GREAT FOR PAIN THE OIL THAT PENETRATES

THE CRY FOR CREAM
is constantly increasing. The big creamery companies are constantly on the lookout and are offering good prices. A great many dairymen are buying more cows instead of trying to get all the profits possible out of those they now have. They seem to think about all that they can do is to run the milk through a cream separator, never stopping to consider whether the cream separator is doing its duty as it should. If it is an old-fashioned, out-of-date or cheap machine it can't get all the butterfat—it wasn't intended to. Your dairy profits can be increased from 5 to 20 per cent by the use of
A NEW IOWA CREAM SEPARATOR
The Separator that has won recognition by the three last expositions, St. Louis, Portland and Jamestown, and has the endorsement of all the leading dairy experts. Its use actually means the saving of a great amount of cream. It also means that your cream makes better butter and never has that separator taste peculiar to cream skimmed by other machines. This is because the Iowa is so easily cleaned and never becomes choked up with milk and dirt. Among its many advantages are these—wait-low supply can; enclosed gearing; ease of operation; adjustable crank; neat appearance; interchangeable parts, etc. IT IS POSITIVELY THE CLOSEST SKIMMER ON THE MARKET. Send for catalogue.
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