# IT MAY BE JIM HILL

He Has Long Sought a Line to San Francisco.

### MAY GET IT BY NEW TERMINAL

Road Projected Northeastward From San Francisco Bay May Connect With Hill Road at Butte or Near Celilo Falls, Or.

It is an open secret that the Hill com-bination of railroads would like to be able to get into San Francisco over its own rails. This is desired for the inherent strength it would add to the Northern Securities group of roads, and also for the power it would give to hold the Har-riman lines level in all transcontinental competition. How to get into San Franmen thes sever in all the san Fran-empetition. How to get into San Fran-sco is a problem that has been hard to

of the first own said that the recent purchase of terminal grounds at Oakland and the project for building a railroad northeastward through California is in the interest of the Hill lines, rather than a move of the Goulds to get to the Coast. On this theory the railroad is not aiming for Sait Lab City at all but to a connection.

veyors have been in the field several times within the past three years running lines through the intermountain country of Idaho and Oregon, and railroad rumors without number have been based upon these activities. Last year the project of building from Humboldt Bay by way of Redding and Roise to Butte took definite form in Wall street, and it was definite form in Wall street, and it was announced that arrangements for its construction had progressed so far that there was little doubt as to its completion. Welser was glso mentioned as one of the points to be touched by the proposed railroad. It was then freely given out that the enterprise was designed in the interest of the Great Northern Rail-

It is positively known that an engineer in the employ of Mr. Hill last year made a careful examination of the physical features and resources of Central Oregon, going up the Deschutes Valley to its bead and taking a rapid glance at the Klamath and Lakeview regions. He made a long report to Mr. Hill personally before leaving Oregon. Following him a carload of men, said to be in the employ of the Great Northern, at any rate, traveling in a special car of the Great Northern Railroad, went into Shaniko by rail, and there took teams for the interior. These were said to be Great Northern surveyors. No definite report of their work has leaked out, though indefinite reports have come out from time to time. They went through to some other railroad to get home. careful examination of the physical fea-

The Northern Pacific has made no se cret of its activity on the north bank of the Columbia in the past year, and there is no doubt of its intention to build a rallread down the river. Trackage arrangements with the O. R. & N. would serve to postpone the building of a track down the north bank, but would hardly defeat that project. Engineers have been or the Paul Mohr portage, but the time consumed there and the energy displayed in the work are not accounted for by the innocent statement that the Paul Mohr lines are being rerun. There is good au-thority for the news that much of the time of these engineers has been devoted to taking soundings in the river and surveying for a bridge across the Columbia a short distance above Celilo Palis. A small island in the river there would erve as a convenient center pier for the

The bridging of the Columbia at that point would probably mean considerable railroad construction on the south side of the Columbia by the Hill interests. It is believed to indicate a purpose to build through Central Oregon and reach San Francisco. At any rate, it would be a Francisco. At any rate, it would be a direct invasion of Harriman territory, and would almost inevitably lead to a merry railroad war—a war of building as well as of rate-making. This would develop ing out immediately to destinations north, south and west. Most of these were south and west. Most of those were

While as yet no certain knowledge is available, railroad men who are close observers of events think it altogether more probable that the serious move for a new railroad terminal on San Francisco. Bay is in the interest of Hill, rather than that it is for the Goulds.

#### TICKET SCALPERS KNOCKED OUT. Cannot Tracic in World's Fair Fares at St. Louis.

ST. LOUIS, March 9.—In the Circuit Court today Judge Wood made permanent the temporary injuction granted hast October against Bennett Wasserman et al., ticket scalpers, restraining them from buying or selling World's Fair excursion tickets. The temporary injunction was tickets. The temporary injunction was granted at the instance of all the rail-roads entering St. Louis and was argued recently. One case, that of the Wabash, was decided today.

was decided today.

It was agreed by the attorneys representing the scalpers and the railroads that the other suits would abide by the result of the Wasserman case. While the suits were brought in the names of the rail-roads, the World's Fair management took an active part in the prosecution of them, as the railroads had insisted that without the protection of the courts against the scalpers they could not afford to make

layor of the railroads, the court holding that the Western Passenger Association as as a lawful association in nowise con-liciting with any state or Federal statute, and that in consideration of a reduced with the the railroads have the reduced by the the railroads have the statute. ate the railroads have the power to make the tickets nontransferable. Every con-ention was ruled against the scalpers by

#### INTERCONTINENTAL RAILWAYS. United States Takes Initiative by Ap-

Dates States Takes Initiative by Appointing Commissioner.

Washington, March & Scretary Hay having been authorized by the apnamerican Congress to appoint a special representative to carry out the recommendation of the conference that the United States take the initiative in developing intercontinental rallway plans, has appointed Charles M. Pepper as such appointed Charles M. Pepper as such representative.

The intercontinental project was inaugurated by the first Pan-American conference held in Mexico one year ago resolutions were adopted and a permanent Pan-American republies. At the conference beld in Mexico one year ago resolutions were adopted and a permanent Pan-American Railway Commission, with headquarters in Washington, was appointed, composed of ex-Senator Henry G. Davis, of West Virginia, chairman, Andrew Carnegis; Ambassaor of Aspiros, of Mexico. Minister Alvarer Calderon, or Peru, and Mr. Arris, of Guatemala, Mr. Davis was a member of the first conference. The conference rec. and also of the special commission under which surveys for an intercontinental route were made, and Mr. Carnegie was a member of the first conference. The conference rec. and also of the special commission under which surveys for an intercontinental route were made, and Mr. Carnegie was a member of the first conference. The conference rec. on mended that the United States take the conference rec. and the conference maia. Mr. Davis was a member of both the first and second conferences, and also of the special commission under which surveys for an intercontinental route were made, and Mr. Carnegie was a member of the first conference rec.

TOPEKA, March 2—A resolution was introduced in the Legislature recommendating that when the battleship Kansas is commended that the United States take the initiative, and the congress authorized with water instead of wine.

Terrible weather at Sea.

ST. JOHNS, N. F., March 2—The steam-ter Uland, which arrived here yesterday afternoon from Liverpool, after a pussage lasting Il days, reported having encountered hurricane weather. Carpenter Mari-tered hurricane weather at Sea.

ST. JOHNS, N. F., March 2—The steam-term Uland, which arrived here yesterday afternoon from Liverpool, after a pussage lasting Il days, reported having encountered hurricane weather at Sea.

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the Secretary of State to appoint a representative. The Railroad Commission suggested Pepper, which suggestion received the indorsement of the Ministers

suggested Pepper, which suggestion received the indorsement of the Ministers of the various republics.

Mr. Pepper is well known as an author and newspaper writer. He was a delegate from the United States to the Pan-American conference held in Mexico, and is now Cuha's special commissioner for the Louislana Purchase Exposition to be held in St. Louis. He will close up that work shortly and proceed on the special mission with which he has just been charged. He will visit the capitals of the various countries and confer with the governments on the subject. American diplomatic and Consular representatives will receive special invitations in regard to the matter.

Much interest has been manifested by the representatives in Washington of the Latin-American republics, and also by their governments. It is stated that much progress already has been made toward closing up the gap in the intercontinental route, and in many cases surveys made by the engineering commission a few years ago are being followed. Further, it is stated the amount of railway construction under way in the South American countries is not generally understood in the United States, and the various sovernments are anxious to show what is being done and what encouragement will be given to the investment of capital for this purpose. They also want the development of commerce, which is following railway construction, made known. commerce, which is following railway ruction, made known.

#### CONSIDER TRAINMEN'S ADVANCE, Superintendent Fields Goes to At-

tend Conference in San Francisco. Superintendent L. R. Fields, of southern Pacific, left last night for ward through California is in the inter-est of the Hill lines, rather than a move of the Goulds to get to the Coast. On this theory the railroad is not aiming for Salt Lake City at all, but to a connec-tion with some one of the Hill lines to the northward. That connection may be made at Butte or at some point near Cellio Palis.

Southern Pacific, left last night for San Francisco to attend a conference of offi-trainmen for an advance of 20 per cent in their psy. No specific demand has been made by the men of the Oregon lines, it is merely the general demand agreed upon by the National authorities of the Trainmen's Brotherhood and it is approaching the time when an answer will be expected from the Southern Pacific.

There is little doubt that a substantial There is little doubt that a substantial advance will be granted the conductors and brakemen, in keeping with the advances already given the engineers and firemen. There is some doubt, however, as to allowance of all that is asked for. Probably the Southern Pacific will take action similar to that of the Eastern roads on the same subject.

#### RUMORS OF DEALS. Gould, Moffatt and Clark Said to Be Together.

DENVER, March 9 .- The Times today

wall Street was filled with wild re fea-gen, its David H. Moffat according to private tele-grams received in this city. One of them was to the effect that Mr. Gould had closed a deal to take over the Moffat and Clark roads and complete them in order to form a new transcontinental line. An-other was that the Northern Securities Company and the Gould interests were combining for a fight on E. H. Harriman. Mr. Moffat was asked about the first rumor and he replied: "I know nothing about it."

WASHINGTON, March 9,—The cattle-nisers of Texas, complainant, and the bleage Livestock Exchange, intervener, has filed with the Interstate Commercial Commission a petition for the reopening of the case against the Fort Worth & Denver City Raliroad Company and others, involving through rates on livestock and terminal charges of \$2 per carload for delivering livestock at the yards of the Union Stockyards & Transit Company at Chicago. The commission has notified the various railroads interested to make answer within the prescribed period of 20 days.

Grent Northern at Hillyard.

SPOKANE, March 9,-It is understo SPOKANE, March 8,—It is understood that the Great Northern is contemplating putting in some extensive improvements at the roundhouse and carshops at Hill-yard. The improvements which are now being talked of consist of cutting down the grade between this place and there, putting in some 16 new tracks, and perhaps erecting a new 40-stall roundhouse. If this is finally decided uppn, it will undownly display the often recurring redoubtedly dispel the often recurring ru-mor that Jim Hill may move his carshops to another point upon the road.

several days.

## Conference at Jekyl Island.

BRUNSWICK, N. J., March 2.—J. P. Morgan and party arrived today and left for Jeky? Island to spend several days. President Samuel Spencer, of the Southern Railway: President J. S. Williams, of the Seaboard Air Line, and President Erwin, of the Atlantic Coast Line, are on the island. the island.

George Gould Is in New York. NEW YORK, March 2.—George Gould, who was reported in Southern dispatches as speeding north on a special train, is

## OFFICERS WERE DRUNK.

#### Sailors' Explanation of Wrecking of Bark Alex McNell.

SAN FRANCISCO, March 9.-Captain scalpers they could not afford to make low rates.

The scalpers did not deny that they were dealing in the nontransferable tickets, but set up as a defense that the roads were in an unlawful pooling agreement and had no right to limit the sale of the tickets. Both of these contentions were decided in toth of these contentions were decided in came intoxicated and the vessel drifted from her proper course, finally bringing that the Western Passenger Association us a lawful association in nowise conthe vessel, during which, the sallors as-sert, the ship's carpetter emptied his re-volver at the officers, but he was too in-toxicated to aim with precision, and no one was injured. A boat containing the first mate and four of the crew was lost. and no trace of the men was found. The names of the men follow: Chief Mate Evans, Charles Othsen, William Johnson.

## ROW AMONG INSPECTORS

BERMINGHAM INVESTIGATES THE BRYANT-CHERRY AFFAIR.

Lack of Harmony Between Officials Leads to Charges and Counter-Charges.

Captain John Bermingham, Supervising Inspector of Steam Vessels, First District, is at Seattle investigating the differences between Captain William J. Bryant and C. C. Cherry, the local inspectors there. Sensational testimony has been given. Both officers, Cherry for incompetency, Sensational testimony has been given. Both officers, Cherry for incompetency, inebriety and a general disqualification of the position he holds. The charges more specifically are embodied in a communication to United States Senator Foster, being signed by all the leading marine transportation concerns doing business from Seattle. The communication reads: "The undersigned respectfully request you to ask of Supervising Inspector-General Dumont the dismissal of C. C. Cherry. Inspector of Boliers in this district. We charge Mr. Cherry with insobriety, incom-

Inspector of Boilers in this district. We charge Mr. Cherry with insobriety, incompetency, favoritism and with prejudicing the interests of the ports included in this district by requiring wholly unnecessary and expensive repair work to be done or vessels which he has inspected, for rea-

sons known to himself.
"Mr. Cherry's appointment to this position has been a most unfortunate one, as he has never served in the capacity of engineer on board any vessel, which the law requires he should have done, and he has not had the experience necessary to fit him for the duties of his office. Please, urge Inspector-General Dumont to at least order Captain Berminghim to Puget Sound to investigate our grievance in rhis respect. It is most nec-essary that the promptest action be taken. Please ask that Cherry be relieved pending investigation.

Ing investigation."

The signers are: Boston Steamship Company, Alaska Steemship Company, Puget Sound Navigation Company, Pacific Clipper Line, Puget Sound Tugboat Company, Frank Waterho

This arraignment is supplemented by a communication from J. D. Farrell, late president of the Pacific Coast Company. and now assistant to President Hill, of the Great Northern, and president of the Northern Steamship Company, in part as

"I desire to fully inforse the represen tations of my associates and to join in the request for the retirement of this of-ficer, feeling confident that such action will be in the interest of general good."

will be in the interest of general good."

Cherry's charges against Captain Bryant are embodied in a communication to Captain Bermingham as follows:

"The affairs in our office have gotten to such a state that I am obliged to write you this letter. Captain Bryant has another of his spells. He said he was running this office to suit himself, and has made it so unpleasant of late 'its hard to stand. He abused me in the office before several parties, threatening to strike me in the face and kick me out. He has ignored me and refused to go on board or inspect ship with me. He made this statement openly in the office. There is something wrong with the captain. Of late 'the hard to get him in the office long enough to do any business."

#### THEY MUST WORK TOGETHER. Bermingham Orders Inspectors to

Act Pending Investigation. SEATTLE, March 8.—Captain Berming am concluded the Bryan-Cherry investi gation today. iHs decision is that Captain gation today. iHs decision is that Captain Bryan and Mr. Cherry continue jointly to perform the service of Government Inspectors of Marine Hulis and Boliers, at least until the Supervising Inspector-General at Washington shall have passed upon the case. Captain Bryant at first declined to serve with Cherry, but when Captain Bermingham informed him that his refusal would necessarily mean his suppression, he reconsidered and consentasion he reconsidered and consent

BRITISH SHIPOWNER'S COMPLAINT.

nel and Pilot and Tugbont Service. According to Fairplay, the Liverpool shipping journal, at a recent meeting of the Clyde Shipowners' Association, J. D. Clenk, who came to this Coast two years ago to look after the interests of the ship "I should like to say a the state of the bar at Portland, owing to the channel not being properly dredged and buoyed off, scarcity of tugboats and want of pilots to take the ships in. It is now quite a common occurrence for laden ships which arrive off the bar to lie for weeks inside the bar, not being able to get to sea because of insufficient water. In-ward-bound ships suffer most through no pilots being outside to take them in. Then, too, there are not the necessary tugs suitable for the trade of that port. Many ships have run down as near as practicable to the bar, but have falled to find either pilot or tugs to take them in, and very often had weather sets in and the ships find themselves on a lee shore and have to resort to bringing themselves up with their anchors. In many cases ships are driven on shore; some get off, but others become total losses. This grievance should be put before the right quarter with a view to getting redress."

Steamer Companies Incorporate. Incorporation articles of the Puget Sound Navigation Company were filed in the County Clerk's office yesterday by J. V. Burke. A. W. Payne and Ira Bronson; capital stock, \$50,000. The objects are to engage in the transportation of freight and passengers in the waters of Oregon, Washington, Canada and Alaska, including the Pacific Ocean, rivers, bays, straits, sounds, etc.; to own, lease and operate steamships, etc.

Incorporation articles of the Port Orchard Route were filed yesterday by J. V. Burke, A.W. Payne and Ira Bronson; capital stock, \$500. The objects announced are to operate steamships, etc., in the waters of Oregon, Washington, British Columbia and Alaska.

Ira Bronson, J. V. Burke and A. W. Payne also filed articles of incorporation of the Alaska Steamship Company; capital stock, \$100,000. Incorporation articles of the Puget Sound

# Sealers Make Big Catches.

Sealers Make Big Catches.

VICTORIA, B. C., March 2.—Private cablegrams to the Victoria Sealing Company report that the schooners Irene M. Smith and E. B. Marvin, sent from here to Cape Horn in October, have made big catches. The former has taken 2200 skins and the latter 1100 skins. Three schooners have previously reported with 5300 skins for the three. The catch of 12 schooners in Behring Sea last season was but \$106, whereas five schooners have taken \$700 off the Horn.

# THROUGH ARKANSAS **COTTON FIELDS**

When you join one of our personally conducted Pullman tourist sleeping car excursions to MEMPHIS you traverse the richest cotton raising section of Arkansas. You are also given a long stop in Denver, the capital of Colorado. Same excursion service to ST. LOUIS. For particulars ask

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away and she was otherwise badly damaged.

Trial Trip of the Heather.

ASTORIA, March 9.—(Special.)—Word lighthouse tender Heather will make her official trial trip next Thursday. She will make a 12 hours' run on Puget Sound, go-ing as far as Port Angeles, and, if everything works well, the trip will be ex-tended to Astoria. The run will be under the direct supervision of Commander Calk-ins, but he has requested Captain Greg-ory and Chief Engineer Rickards, of the fanganita, to accompany him and assist the inspection. They will leave for Seattle tomorrow evening.

Coner d'Alene Navigation Resumed. Coner d'Alene Navigation Resumed.

MISSOULA, Mont., March 9.—The
steamer Georgie Oakes, which is owned
by the Northern Pacific Railway Company and plies on Lake Couer d'Alene,
will resume its runs across the lake tomorrow. The steamer has been laid up
on account of ice for several weeks. It
plies between Couer d'Alene City, on the
Northern Pacific, and Harrison, Idaho, on
the O. R. & N.

Big Bark Pegasus Coming for Wheat The big British bark Pegasus, of 2434 tons, is under charter to load wheat here for Cape Town at 23s 3d. The bark is now at San Francisco, where she arrived Janu-ary 12 with general cargo from Newcastle-on-Tyne. The Northwestern Warchouse Company is the charters. Company is the charterer.

Marine Notes. The Peru will move from the sand dock to the Eastern Lumber Company's mill

The steamship Pak Ling will arrive up this morning and dock at the North Pa-cific mill. The barkentine Georgina has been char-tered to carry lumber from Portland to Sydney at 55s.

The Bidston Hill has completed her flour cargo at Columbia No. 2, and will drop into the stream today.

The Foyledale will complete her lumber cargo at Victoria dock today, and will move down to anchorage. The steamer Prentiss has cleared for San Pedro with 213,000 feet of lumber, 50,000 lath and 500 cedar poles, shipped by the Eastern Lumber Company.

The British ship Irby arrived up and berthed at Mersey dock. She has 600 tons of pigiron and 34,000 firebrick for Balfour, Guthrie & Co. The Irby will shift to Davidge's dock today.

The Cypromene, from Portland, wheat-laden for Queenstown, was spoken Jan-uary 27 in 6 south, 34 west. The Fairport, also from Portland for Queenstown, was spoken February 13 in 5 north, 25 west.

Local United States Inspectors Edwards and Fallen, who left Saturday to Inspect the steamer Spokane at Riparia, returned yesterday. They went as far as Walla Walla, but owing to the lateness of the train in arriving there they were forced. train in arriving there they were forced

Pinmore, said: I should have and shipowners and underwriters are suffering from—that is, the state of the bar at Portland, owing to the channel not being properly dredged and buoyed off, scarcity of tugboats and buoyed off, scarcity of tugboats and the scarcity of tugboats and tugboats and tugboats are suffering from—that is, above Madison-street bridge Saturday, was pulled off by the Ocklahama and the scarcity of tugboats and tugboats. soundings up that way and thought there was plenty of water. He has come to the conclusion that his lead line was short.

The new drydock at Mare Island, says the San Francisco Commercial News, will be hurried to completion. Those who su-pervised the work of the construction of the drydock at Hunter's Point will be in charge of the work here, and within ten days a working force of 200 men will be put on. The cofferdam will be re-en-forced by the building of a secondary dam within the present dam, and every effort will be made by the contractors to have the work expedited.

Domestic and Foreign Ports. ASTORIA, March 9.—Arrived at 7 A. M. and left up at 12 M.—British steamer Pak Ling.



In the spring the young man's fancy lightly turns to thoughts of hats, and the GORDON claims his attention.

Never were there so many attractive shapes as are shown in the GORDON hats this season.

\$3.00. The perfection of hat making

# "CLEANLINESS"

is the watchword for health and vigor, comfort and beauty. Mankind is learning not only the necessity but the luxury of cleanliness. SAPOLIO, which has wrought such changes in the home, announces her sister triumph—

# HAND

from Yokohoma, via Victoria. Sailed at 8 A. M.—Steamer Columbia, for San Francisco. Left up at 10:10 A. M.—British ship Cockermouth. Condition of the bar at 4 P. M., rough; wind northwest; weather squally.

Queenstown, March 9.—Arrived 8th—British

Queenstown, March 9.—Arrived 8th—British ship Khyber, from Portland.

San Francisco, March 9.—Sailed at 11:20 A. M.—Steamer Geo. W. Elder, for Portland. Tokohoma, March 9.—Arrived The-British steamer Indrasamba, from Portland.

San Francisco, March 9.—Arrived—Schooner Ida Schoauer, from Port Gamble; schooner C. A. Klose, from Suislaw Hiver. Sailed—Steamer Europe. Steamer Eureka, for Astoria, steam

Harbor.

New Tork, March 9.—Arrived—Steamer Umbria, from Liverpool; Amsterdam, from Rotterdam; Patricia, from Hamburg,
Tacoms, March 9.—Arrived—British ship Sofala, from San Francisco; British bark West Lothian, from Acapulco.

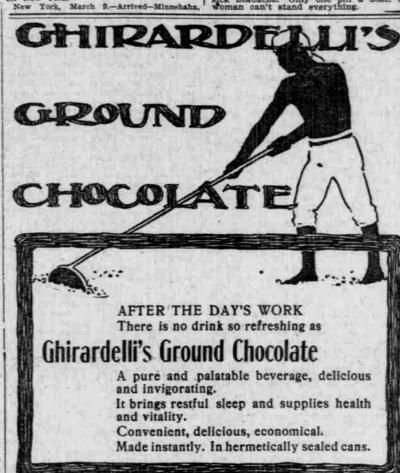
Bremen, March 9.—Sailed—Grosser Kurfurst,

Liverpool, March 9.—Arrived—Etruria, from New York. Naples, March 9.—Sailed—Hesperia, for New

Seattle. City, for Vaides; steamer Farallon, for Skag way. Arrived-Steamer Dolphin, from Skag way: March 9, arrived-Steamer Cottage City from Skagway. German steamer Totmes from Hamburg, via San Francisco and Ta

### Will Meet at Cincinnati.

BOSTON, March 9.-The general officers of the Woman's Christian Temperance Union, to whom has been left the selec-tion of the convention city, have set tied upon Cincinnati, November 13.



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# Our Experience Recommends

TO EVERY THINKING MAN. IT IS NOT experience of the ordinary sort. It is unusual, both in quantity and quality. It covers 20 years of the most studious thoughtful and conscientious practice possible. It is experience out of which has come the only true, scientific methods of treating men's diseases, and that enables us to offer service such as no other physician or specialist can render. It is experience that makes it possible for us to thoroughly comprehend the necessities of every case that comes to us for treatment, and to treat without error or

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Be sure your cure is thorough. Not one of our patients has ever had a reinpse after being discharged as cured, and we cure in less time than the ordinary forms of treatment require.

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Our success in curing those derangements commonly termed "weakness" has done more to extend our reputation as specialists in men's discusses than any one other thing. We were the first to discover the fact that "weakness" is merely a symptom resulting from a chronically inflamed prostate gland, and that to remove this inflammation is the only method of permanently restoring lost vigor. To this day our system of combined local treatment is the only successful one in use. In years we have not failed to effect a complete cure, which is a statement that cannot truthfully apply to any other treatment being employed in these cases. Of course there are occasional cases that have passed into the incurable stage, and these we do not treat at all. Our long experience enables us to recognize them and to select only such cases as we can cure permanently.

WE ARE ALWAYS WILLING TO WAIT FOR OUR FEE USTIL CURE IS EFFECTED.

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No matter how severe or of how long standing, we will permanently cure every case of piles that comes to us for teatment. Though we have heretofore made little mention of this troublesome affliction, we are sonstantly curing cases that other physicians have been unable to relleve. Our treatment is mild, gentle and certain, and our practice in this disease constantly grows as a result of recommendations from those whom we have cured.

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Some deformities and disorders render circumcision advisable, and in all such class we offer a service in all such cases we offer a service not to be had elsewhere. Our method of performing this operation is absolutely painless, and the patient need not be detained from business a single day. Nor is there necessity for further calls to have the wound dressed, as so carefully and neatly is the work accomplished that a single dressing is sufficient. We invite all interested in circumcision to consult us.

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