Western Roads Find Cause of Rate-Cutting.

ANYTHING TO GET BUSINESS

Free Tickets Given Profusely to Secure Large Volume of Freight and Passenger Traffic-Roads Will Be Good.

in Western territory have been created, not by any secret cutting of rates directly or by extensive deals with ticket-brokers, but by the irregular and wholesale issue of free transportation in connection with an excess has this need carried it asset in the further development of this is stated that a road, to secure a party state. It is charged also that the freight departments of the various roads have contributed largely to the demoralisation to what has been done in that section. Frintleted largely to the demoralisation to the first section. Frintleted largely to the demoralisation.

is to be stopped and roads that have such transportation outstanding are to furnish lists of it to the chairman of the traffic associations, so that all may know exactly what has been done. The roads parties to the agreement bind themselves

damned if you don't." So far as the doctor is concerned, really the less said about his methods, the better. (Laughter.) But free advice particularly in regard to a business matter, another man's business, is so cheap, so easy altogether, that on this occasion I ng to make a few suggestions to you. have made a few suggestions to us. I have a pamphlet in my pocket full, more of misstatements of fact, written by or less, of mestatements of tact, written or a very sminent lawyer, but all our legal friends missiate facts; that is a part of their business. Among other things that pumphile states that the Oregon Commission had no power. I challenge the attention tion of any lawyer to the fact that the Oregon Commission had more power than any ratiroad commission that was ever created in the United States. It was authorized and directed to fix every rate upon the line of the navigation company and to re-vise those rates from time to time without sion, the Oregon Railway & Navigation Company has never charged, for over 13 years, a cent more for hauling wheat from Eigin than it charged from La Grande, or from Heppner than it charged from the junction within a few miles of Williams Junction; and that was fixed and made by a decision of this Oregon Commission. And it was Mr. Campbell's impression about two years ago that there was a law in the State of Oregon which prohibited branch lines of the Navigation Company from charging any.

of a good many people in the East.

But I do not want to refer at length to this matter. We have no quarrel with the transportation committee, I for one appreciate its son, H. Holman, I. B. Hammond, T. D. efforts. I believe we should co-operate. I Honeyman, B. Hernann, F. V. Holman, T. Honeyman, T. Hone ("That is right." Applause.) There is one proposition, however, to which I wish to call your attention this evening. On June 17, 1902, over three years ago, the Congress of the States passed an act providing that the proceeds of all the lands sold should go to create a fund for the purpose of irrigation. In 16 states this act applied, and in those states, as the result of land sales since July 1.

W. B. London, E. H. Lauer, J. C. Luckel, P. Linn, P. W. Leadbetter, P. Lowengart, S. B. Linthicum, W. C. Langfitt, O. C. Leiter, W. M. Lead C. M. Lowengart, M. L 1901, a fund his been created of \$23,000,000. Of this \$23,000,000 in the 16 states, \$4,200,000 has been contributed by the States of Oregon, (Applause.)

(Applicate.)

In these states during three years little or nothing has been done, and absolutely nothing of any value or importance has been done in the tSate of Oregon. I attended the farmers convention at Echo this Summer, and one of the speakers there said there had been a crowd of engineers in his country for over three years; that they would go out in the morning and set a stake in the ground, and then pull it up and taste the earth and say it was acid; then they would stick another stake down about two feet away, pull that up stake down about two feet away, pull that up and taste the earth and say it was alkall; then go off a short distance and put another stake down and say that was neither and nor alkall, and then they would go back to comp to analyze the earth, and that constituted their day's work. For three years that has been going on, and in the State of Oregon absolutely no money has been spent out of this \$4,000,000. In Arizona and California, Arizona contributing \$190,000 to the fund, California \$1.822,000, irrigation projects requiring the expenditure of \$6,600,000 are actually under contract today. In Wyoming, contributing \$250,000, and Nebraska, contributing \$250,000, and Nebraska, contributing \$250,000, are today under contract. We have \$4,000,000 as against \$2,000.

**One of the state of the st stake down about ten feet away, pull that up and taste the earth and say it was alkall; then go off a short distance and put another stake down and say that was neither acid 000 in Arizona and California, as against \$1.400,000 in Nebraska and Wyoming, and each of them have contracts running up to \$0,000,of earth in the State of Oregon. Now, gen-tlemen, you, in my opinion, are properly ask-ing at the hands of the railroads development along legitimate lines. You cannot expect, in my opinion, to ask Mr. Harriman to build railroads in the State of Oregon without tell-ter bushess. ing him where to build those lines. I have been at Bend, that is a project in which near-ly \$500,000 has been spent; the land is not yet under brigation, and will not be yet for by account may been spent; the land is not pet under irrigation, and will not be yet for some time to come. But there are many other places within the State of Oregon which can be firegated. To ask us to build these lines and then have these irrigation projects developed—because Oregon is a large state—and find we have to each these here because is a Surden upon us and an imposition upon the community. I say Oregon is a large state. How many of you gentlemen have ever been at Bend? How many of you have ever been in the Harney Valley How many of you gentleman have been in Klamath and Lake Counties How many of you can honestly tell me, from your own personal known edge, what lies over here 25 miles away from ignorant of this state as you are; our means of knowledge are not much better than yours. I want you genfiemen of these commercial

that is the Columbia Rive that. It is going to be referred to by another speaker, but I feel that if you furnished a 30-foot channel out of the Columbia River, there will be a water-level grade extending from the City of Portland to the east for nearly 100 miles, iGreat applause.) Mr. Harriman has furnished the brains and the billions for the improvement of those lines, but brains an dbillions expended on any other railroad line in the United States could not gain the facilities which are furnished by the Oregon Railway & Navigation Company, the Oregon Railway & Navigation Company, the Oregon Short Line and the Union Pacific. (Great applause.) They come to Portland, and here they are bottled up. You must open that bottle, that is your duty. This advice is free, it is offered generously, because every interest I have is located out here in the eastrn n dfo Multnomah County, I am here to stay, and I a mhere to do the best I can for the City of Portland and the State of Oregon. (Applause.) hat is the Columbia Rive rhar. It is going to do the best I can for the City of Portland and the State of Oregon, (Applanes,)

Governor Chamberlain Speaks.

Governor Chamberlain was introduced and spoke as follows:

Mr. Harriman and Gentlemen: It is a very great pleasure to us to have Mr. Harriman with us tonight, and to have back with us CHICAGO, Aug. 8.-(Special.)-Western a gentleman whom we all love, and whom a roads now appear to in a fair way to set- few weeks ago we wined and dired on, and tle their passenger rate difficulties. It whom we are now assisting in wining and was announced today that the Northwest- dining off. (Laughter.) We all feet under the Oregon Railroad and Navigation Comern and the Milwaukle & St. Paul had many obligations to Mr. Harriman and those pany are asking for additional train seragreed to the plan submitted at the who have been operating with him for the meeting of the Western and Transcontithat comes up. But now, my friend Mr. Cotton says that the railroad company which he has so ably represented for a great many years just is practically bottled up, and that it rers with the people of this state to un-cork that bottle and open up the country into which these railroad companies may go and the contracting of large parties for con-ventions and similar business. To such an excess has this been carried that it

partments of the various roads have con-tributed largely to the demoralisation vate enterprise is at work undertaking to de-transportation to obtain large ship-ments of freight nents of freight.

Now both sources of evil are to be emoved. The issue of free transportation to be stoomed and roads that have two Enterprises have now in course of irri-gation something like 500,000 acres of land. to a rigid maintenance of sates from eral ditches for the benefit of those who may settle there. (Great applicase.) Not only that, but the headwaters of the ditches which have been taken from the Deschutes River are ARE GUESTS OF HARRIMAN at an altitude so igh that as the country elopes in a descending grade from the beadwaters of the Deschutes clear across the lands which have already been reached and further to the north to the Warm Springs Indian reservation, there is opened up a magnificent country which is succeptible of irrigation, and which will eventually, with the assistance of

The Guests. J. H. Ackerman, J. Annand, G. Ainslie, C. F. Adams, W. B. Ayer, H. Albers, G. W. Allen, F. W. Arises, J. F. Ames.

J. P. Bell, J. Barrett, F. B. Barnes, J. W. Bailey, W. L. Bolee, H. A. Beiding, F. S. Bennett, J. W. Brougher, M. J. Buckley, Breyman, G. W. Boschke, A. F. Biles, W. H. Beharrel, B. C. Ball, E. M. Brannick, H. C. Bowers, N. J. Biagen, G. W. Bates, R. Lea Barnea, E. A. Beale, S. Blummer, W. F. Burrell, C. F. Beehe, F. W. Baltes, F. E. Beach, J. S. Beale, J. A. Bell, D. Brown, Ed Cookingham, G. E. Chamberlain, C. H. Carey, D. S. Cohen, Dr. Coffey, J. A. Cransline of the navigation company and to revise those rates from time to time without compaints whenever they might see fit; and it did fix our rates, and if any man would ask Mr. B. Campbell tomorrow he would ask Mr. B. Campbell tomorrow he would any that a branch line in Oregon cannot charge anything for its haul, and as the result of the action of the Oregon Commission, the Oregon Railway & Navigation Company has never charged, for over 13 rears, a cent more for hauling wheat from P. I. Dunber, D. M. Dunne, R. L. Darrow, F. I. Dunber, D. M. Dunne, R. L. Darrow, F. I. Dunber, D. M. Dunne, R. L. Darrow, P. L. Dar

of Oregon which prohibited branch lines of the Navigation Company from charging any-thing on wheat; and that was the impression of a good many people in the East.

But I do not want to refer at leastly to this.

believe we have a very great undeveloped state, for the development of which the attention of every man here should be directed. Hodge. Hodge.

R. D. Inman, C. S. Jackson, Henry Jennings, R. Koehler, P. Kerr, W. M. Killingsworth, Dan Kellaher, A. H. Kerr, C. Kerr, J. Krutt-

S. B. Linthleum, W. C. Langfitt, O. C. Leiter W. M. Ladd, C. E. Ladd, C. M. Lombard H. Lane, J. Laidiaw, Edward Lyons, E. E. Lytle, George Lyons.

J. W. Newkirk, H. North, C. W. Notting

W. E. Thomas, Ed Timms, W. E. Travis.

R. Wilsox, G. H. Williams, E. F. Wills, A. N. Willis, C. R. Winslow, Frank Irs White, H. Wittenberg, A. Wolfe, James Mci. Wood, J. Woodward, P. Woodwy, T. M. Word, J. G. Wilson, W. D. Wheelwright.

Arrested With Jewelry.

to sell a \$50 pair of diamond ear rings on the Trall at the Lewis and Clark Exposition last night to Mrs. Glenn for \$30. The woman became suspicious and notified the banker of this city, who is one of Exposition police. On searching Rath a the controlling men in the traction syndiamond brooch worth \$250, diamond earrings worth \$50, a garnet ring worth \$30 was announced that he will there meet and a plain gold ring valued at \$5 were to other controlling financial men found. Both men were arrested by De-who are expected to furnish the money tective C. B. Peyton, of the Exposition Detective Department.

I want you gestiemen of these commercial organisations to organize a strong push club while will take up this \$4,000,000 that has been lying dormant for over three years and have that money expended as the law requires, within the limits of the State of Oregon. (Great applause.) Then, when you get after that, get after us if we do not build into that territory; but I argure you, from what little I know of Mr. Harriman, he will so where ever there is a real occasion or by all druggist.

Pendleton and Walla Walla Petition Railway.

MIDNIGHT SPECIAL NEEDED

Cars Departing From Portland at 12 o'Clock at Night Would Greatly Facilitate Travel to Eastern Oregon.

Commercial bodies of Pendelton, Walla Walla, Baker City, La Grande and other of the more important towns reached by vice such as would be furnished by a local passenger train between Huntington nental Passenger Associations last week. yet be under other and more lasting obliga- and Portland, arriving in Portland at This leaves only two roads that have thus tions to him for blessings jet to come to the some hour in the forenoon, and leaving This leaves only two roads that have this far failed to fall in with the plan. It is said that the consent of these is not vital, at least to the partial success of the method to be adopted. At least the other roads will put it into operation and give it a thorough test.

Most of the troubles which now exist in Western territory have been created.

Most effective that the consent of these is not vital, at least the besitated somewhat to differ with Bruther of trains for the interior over this line is such that State visitors cannot remain in Portiand for the evening, and so and it is a question of catch-as-catch-can and heaving for the Kastern part of the interior over this line is such that State visitors cannot remain in Portiand for the evening, and so a few people of this magnificant state. (Great special content in the foreneous, and leaving for the Kastern part of the Kastern part of the Kastern part of the State about for the Kastern part of the Kastern part of the State about for the bers of commercial associations the addi-tion of the train is justified. At present passenger trains of the system leave the Union Depot at 9:15 o'clock in the morning and at 6:15 and 8:15 o'clock in the evening. With the additional train leaving at a later hour it is argued that con gestion would be relieved on the \$:15 o'clock train for the East because a large

part of the local business would be handled on the later train.

The Pendleton Commercial Association has formulated a petition that has been forwarded to General Manager J. P. O'Brien of the railroad, asking that the train he established and similar petitions train be established and similar petitions have either been prepared or are under consideration by the citizens of the other places mentioned. Interest of Walla Walla in the effort is in order that it will be possible to leave Portland at midwill be possible to leave Portland at mid-night and make connection at Pendleton with the Spokane train leaving that point at 9 o'clock in the morning, thus giving two trains to Spokane and Eastern Wash-ington points from Portland. Leaving Portland at midnight a new train would reach Pendleton about 8:30 o'clock in the morning, La Grande about 11:30, Baker City about 2 o'clock in the afternoon and Huntington at 2:30.

and Huntington at 3:30.

Traveling men who cover Eastern Oregon and Washington territory would welcome the train, as it would enable them together with the other regular trains, to get over the routes much more rapidly the procedule of the state and of the railroad companies, be opened up to development. It was stated yesterday in reply to a (Applement) query, that the petition from Pendleton has been received but not acted upon as yet. A representative of the traffic department is investigating the situation to determine whether there is just cause for complaint that the service is inadequate, and as to what com would be most benefited by establish-ment of another train.

During the rush of travel to Portland

the Company has been running its reguranted, which is a convenience both in handling the trains and in taking care of the people without adding the expense of a regular train, which, once establish-ed, would have to be operated daily.

RUN ON SAVINGS BANK

Confidence of Depositors.

DENVER, Aug. 8.-Pollowing dissensions among the stockholders and rumors arising therefrom, a run was made on the Denver Savings Bank today. After the first fifteen minutes of business, Vice-President F. P. Jones, who was in charge of the bank, announced that depositors could withdraw at once only 10 per cent of their deposits, this rule being permit-ted by the law. Mr. Jones said the bank was in good condition and the 16 per cent rule was put in force for the protection of the public.

Four times in the last year there have

been changes in the official staff and it is believed that the depositors' loss of onfidence is partly due to these frequent

last statement of the bank, made on July 2, showed deposits of \$2,094,868, cash on hand and in other banks \$586,334 time loans and discounts \$1,185,685, bonds and stocks \$330,332 and demand loans

BROWN'S ATTORNEYS WIN.

Boy Murderer Must Be Released or Tried for His San 'v.

TACOMA, Wash, Aug 8.—(Special.)— Judge Hanford, in the United States Circuit Court, in a decision handed down has practically upheld the contentions raised by the attorneys of Tom Brown, the boy murderer of Lewis County. The court granted the writ of habeas corpus prayed for by young Brown's attorneys and is sued instructions to Sheriff Urquhart of Lewis County to release the young man from custody until further order of the

remanded to jail after his acquittal or the charge of murdering his father was insanity. According to the decision, young Brown will now be given either his lib erty or placed on trial at once in pro-ceedings to be brought to determine his

MERGE CHICAGO CAR-LINES

Plan to Be Considered at Meeting of Representatives.

CHICAGO, Aug. 8.—Representatives of the controlling financial interests in the various local street-car co a couple of days for the purpose of considering the plans for a merger of of the various lines upon a one-city. one-company, one-system and one-far basis, and also to go over the legal Charles J. Rath and Alfred Miller tried and rehabilitation propositions which the representatives of the various street-car companies of Calcago have had under discussion John J. Mitchell, the well-known

> dicate, has gone to New York, and it necessary for the rehabilitation of the lines. Mr. Mitchell, before his de-parture, stated that he hoped some settled arrangement could be agreed upon between the city and the com

THE TITLE GUARANTEE & TRUST COMPANY

HAVE REMOVED TO THEIR NEW QUARTERS

240 Washington St., Cor. 2d

COMMERCIAL BUILDING

WANTS A REBATE

Commander of Umbria Alleges Overcharge on Pilotage.

Dissensions in Management Destroy BASED ON DISPLACEMENT

Claims the Charge Should Have Been Made on Net Tonnage of Cruiser-Schooner Della Ashore in Siletz.

ASTORIA, Or., Aug. 8 .- (Special.) -- The Oregon State Board of Pilot Commissioners held its regular monthly meeting here this afternoon and renewed the river branches held by Captains Snow and

A letter was received from a Portland attorney stating that the commander of the Italian cruiser Umbria, which re-cently visited Portland, has filed a claim through the Italian consular agent at Portland for an alleged overcharge on ollotage claimed to have been made by Bar Pilot Howes and River Pilot Patterson. The cruiser's displacement is 2281 tons and her net tonnage is 610 tons. The pilot charges were based on the displacement and the commander asserts that they should have been based on th

et tonnage.

The Commission replied to the letter stating that all American war vessels visiting the Columbia have been charged pilotage in the same manner as was the Imbria, but it has asked Attorney-General Crawford for an opinion as to which tonnage should be used in figuring the pilotage on war vessels,

INSPECTOR HEARS ARGUMENTS

Appeal of Spencer-Scammon Case to Supervisor Bermingham.

Captain John Bermingham, Supervising Inspector of steam vessels for this district, yesterday morning heard argutnents in the Spencer-Scammon The arguments were made by Judge Rufus Mallory, attorney for the Regu-lator line, and G. W. Stapleton, attor-ney for Captain Spencer. Captain Bermingham reserved his decision. He leaves for Seattle the latter part of the week and from there proceeds to his home at San Francisco. The case of the two steamboat skippers was appealed to the Supervising Inspector from the decision of the Local Inspectors. latter suspended the licenses of both Captains Spencer and Scammon as a result of a collision between the steamers Charles R. Spencer and Dallas City.

Another steamboat case was settled esterday when Collector of Customs Patterson received word from Washington to remit the fine of \$38) imposed on the Oregon City Transportation Company for carrying more passengers on the steamer Altona than the law allows. The fine was remitted on the ground that the boat carried life-saying equipment for 329 passengers, though her permit entitles her to carry only 100 passengers.

GASOLINE SCHOONER ASHORE Della Is High and Dry at the Mouth

of the Siletz.

She is not much injured and can be moved across the sand spit, about 40 rods, and launched again in the Siletz

Williams Is Pilot Commissioner.

OLYMPIA, Wash., August 8.-(Special.) The Governor today appointed L. D. Williams, of Hwaco, Pilot Commission for the Columbia River and bar, to succeed Charles Payne, who resigned some time ago. He also reappointed Charles E. Kerlee, whose term as Pilot Com-

Training Ship Ashore.

MACKINAW CITY, Mich., Aug. 8 .-The United States steamer Dorothea the training ship of the Illinois Naval Reserves, which is on her annual cruise, went ashore at Old Point Mackinaw. The steamer is badly listed to starboard, and is thought to be badly damaged. The Dorothea is lying within 150 feet of the beach.

Domestic and Foreign Ports.

ASTORIA, Aug. 8.-Condition of the bar at 5 P. M., obscured; wind, northwest; weather, dense fig. Arrived at 6 A. M.—Schooner Hal-cyon, from San Francisco. Left up at 12 n-Starkentine Georgina and schooner Hal-

San Francisco, Aug. 8.-Salled at 6 A. M.-Steamer Roanoke, for Fortland. Sailed at 10 A. M .- Schooper Marconi, for Portland. Ar-A. M.—Schooler Marconi, for Portland. Ar-freed-Steamer Chehalis, from Gray's Harbor; steamer Coronado, from Gray's Harbor. Salled. —Steamer City of Puebla, for Victoria; steamer Grace Dollar, for Seattle. San Pedro, Aug. 8.—Salled—Schooner Volun-

LEG CUT OFF BY TRAIN

Tom Davidson, Wealthy Stockman Dies of Injuries.

HEPPNER, Or., Aug. &-(Special.)-

Three coaches of the Oregon Railroad & Navigation Company on the main line at Heppner Junction passed over the right ankle of Tom Davidson, of Ione, Monday afternoon, and Mr. Davidson died from the effects of the accident this morning at the Heppner Sanitarium.

Mf. Davidson was returning from Port-and. Getting off the train on the main line, he was apparently waiting to make the change of cars at Heppner Junction, but when the train on the main line started to pull out for the East, Mr Davidson made a run and attempted to board it. He failed to get on the car and was forown down by the force of the moving train, his right leg slipped under the wheels and was severed just above the ankle.

During the long wait before assistance could be rendered Mr. Davidson suffered a great loss of blood and was brought to the sanitarium in a critical condition. He was given every attention possible at the sanitarium but never revived from the shock and died at a little after 8 o'clock Tuesday morning. Mr. Davidson was well known in Morrow County, being a very successful stockman and farmer.

Hair Vigor

Hair turning gray? Why not have all the early, rich color restored? Ayer's Hair Vigor will do this every time. Not a single failure. Stops falling hair. Sold for 60 years. Lover will will

tile Company, of Tillamook County. He was one of the wealthlest men of the

Herman Piftsterer.

VANCOUVER, Wash., Aug. 8 .- (Special.) Herman Piftsterer, a member of Company D. Fourteenth infantry, died yester-lay at the post hospital, from paralysis, caused from injuries re-ceived while on the way from Manila to this post, He was about 40 years of age and was born in Brooklyn, N. Y. He had perved over 20 years in the United States Army.

Mrs. Edward Lowe.

ST. HELENS, Or., Aug. 8 - (Special.)-Mrs. Edward Lowe died at the home of day. Four of her children, Mrs. Laws, of St. Heiens; Mrs. Charles Rice, of Clatskanie; Mrs. G. W. Barnes, and Mrs. C. H. Jones, of Quincy, were at her Mrs. Lowe came to Columbia County in 1879, and had resided there continuously since.

Julia Ann Dupuis. VANCOUVER, Wash., Aug. 8 .- (Special.)—Julia Ann Dupula, one of the oldest settlers of this city, died at 4 o'clock this morning, at the advanced age of 35 years. She came to this place in 1859, and has been a resident here ever since. She leaves a large family of children, all of whom are grown.

A MACHINE FOR WOMEN. A MACHINE FOR WOMEN.

Should be the best obtainable. The Singer sewing-machine is acknowledged the lightest running, most durable and convenient of any. Look for the red S.

354 Morrison st.,

462 Washington st.,

549 Williams ave.,

Portland, Oregon.

Main St., Oregon City, Or.

Collins Is Given More Time.

VICTORIA, B. C., Aug. 8.-George D. Collins, the San Francisco lawyer asked for two days' time to consider his defense

Judge Lampman today, which was granted. He stated he could call evidence in re-buttal of that of Assistant District At-torney Whiting, of San Francisco, re-garding the law of California relating to perjury and he may give evidence him-

American Officer Killed in Japan, NAGASAKI, Aug. 9 .- Captain Walter R. Barker, of the Quartermasters' De-partment, United States Army, was

killed here today in a raffway accident



Gonorrhoea which is prompt, sure, sate and painless.

Syphilis and all blood faints we cure to stay cured, and do not resert to polsonous minerals.

Varicoccie, Hydroccie, Piles, Rectai Elers and Cancers we cure effectually and without the use of the knife. Consultation and examination free. Write for symptom blank and book if you cannot call. Office Hours: S A. M. to S P. M.; Sunday, 10 to 12.

St. Louis Medical and Dispensary Cor. 2d and Yambill Sts., Portland, Or.

Is an ordeal which all women approach with indescribable fear, for nothing compares with the pain and horror of child-birth. The thought

of the suffering and danger in store for her, robs the expectant mother of all pleasant anticipations of the coming event, and casts over her a shadow of gloom which cannot be shaken off. Thousands of women have found that the use of Mother's Friend during pregnancy robs confinement of all pain and danger, and insures safety to life of mother and child. This scientific liniment is a god-send to all women at the time of their most critical trial. Not only does Mother's Friend carry women safely through the perils of child-birth, but its use gently prepares the system for the coming event, prevents "morning sickness," and other discomforts of this period.

Sold by all druggists at \$1.00 per bottle. Book containing valuable information free.

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I wenty Years of Success In the treatment of chronic diseases, such as liver, hidney and stomach disorders, constipation, diarrhosa, dropsical swellings, Bright's disease, etc. Kidney and Urinary

Complaints, painful, difficult, too frequent, milky or bloody urine, unnatural discharges speedily cured.

Diseases of the Rectum

Such as piles, fistula, fissure, alceration, mucous and bloody discharges, cured without the knife, pain or confinement ' Diseases of Men

James Blood poison, giect, stricture, unnatural losses, im-potency thoroughly cured. No failure. Cure guaranteed. YOUNG MEN troubled with night emissions, dreams, exhausting drains, bash-fulness, aversion to society, which deprive you of your manhood, UNFIT YOU fulness, average to society, which deprive you or your manness, exert too.

FOR BUSINESS OR MARRIAGE:

MIDDLE-AGED MEN, who from excesses and strains have lost their MANLY

POWER.

BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoes, painful, bloody urine, BLOOD AND SKIN DISEASES, Syphilis, Gonorrhoes, painful, bloody urine, BLOOD AND SKIN DISEASES, Sexual Debility, Varicoccie, Hydroccie, Kiddleet, Stricture, Enlarged Prostate, Sexual Debility, Varicoccie, Hydroccie, Kiddleet, Stricture, Enlarged Without MERCURY OR OTHER POISONING DRUGS. Catarrh and rheumatism CURED.

Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphiet on Private Diseases sent free to all men who describe their trouble. PATIENTS cured at home. Terms reasonable. All letters answered in plain envelope. Consultation free and sacredly confidential. Call

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