SECOND ORIENTAL LINER IN POR

Nicomedia Comes With Large Cargo From China . and Japan.

SULPHUR FOR HOP HARVEST

Third Officer of Liner Is Protego of Prince Henry of Prussia and Presented Royal Personage With Valuable Relic.

The Portland and Asiatic Steamship Company's liner Nicomedia, the sister ship of the Aragonia, now in the harbor, arrived up yesterday morning and berthed at Montgomery Dock No. 1. She brings one of the largest cargoes from the Orient that has been brought here in the last year or so, which comprises something like 6000 tons of general mer-chandise from China and Japan.

The big liner came over in command of Captain Meisner, who was in charge of the ship temporarily, owing to an acci-dent to her regular commander, Captain Wageman, who has recovered from his

dent to her regular commander, Captain Wageman, who has recovered from his incapacity and assumed charge of the vessel on her arrival. Captain Meisner leaves this city overland for New York, where he will take passage for Germany and assume command of one of the other large liners owned by the company controlling the Nicomedia and Aragonia.

Bernhard Schriber, Third Officer of the Nicomedia, has the distinction of being a protege of the German Prince Henry of Prussia, who took an interest in the young man when he was an apprentice, and assisted him in acquiring a course on the German schoolship Molike.

Third Officer Schriber has a souvenir given him by the prince which he prizes very highly. He was also in possession of a relic that descended to him from his grandparents which was left with his grandmother by Princess Louise in 1807 during the Napoleonic wars, and which is one of the family helricoms. This latter was a heavy gold watch, studded with diamonds, and when the young man met Prince Henry, he presented the relic to his highness, which so pleased the royal personage that he took the young man under his wing immediately, and furthered his advancement in the way of securing a suitable training for the profession he had chosen.

The Nicomedia's cargo consists principally of 2000 tons of sulphur, which is

tession he had chosen.

The Nicomedia's cargo consists principally of 2000 tens of sulphur, which is consigned to local merchants and is to be used mostly in the coming hop harvest. No haste will be used in unload-Nicomedia, as she is not scheduled to leave until the middle of Aug-

The steamship Aragonia, of the same line, has practically finished loading her outward cargo and will leave down early tomorrow morning. She is going light on this voyage, for her cargo practically consists of 500,000 feet of lumber and about 20,000 barreis of flour, which is consigned to Yokohoma and Hong Hong.

POTTER OFF SEASIDE RUN.

O. R. & N. Steamer May Be Tied Up Rest of Season.

Officials of the O. R. N. & passenger department state that the steamer T. J. Potter will probably not be returned to the beach run this season. The accident of a few days ago was of such a serious nature that repairs will occupy four weeks at least and by that time the beach season will be drawing to a close and it is thought hardly worth while to put the steamer back on her run. The withdrawal of the Potter from ser-

vice because of the accident to her ma-chinery is regarded as very unfortunate in view of the fact that the beach travel over the O. R. & N. lines was the heaviest of any year outside of the Fair year yet experienced. During the month of August, which is considered the best period of the year for beach travel, even heavier traffic was expected. However, arrangements have been

However, arrangements have been made which will afford regular service that will fall but little short of that offered that will fall but little short of that offered by the Potter. While the Hassalo will operate as formerly on her regular sched-nie, it is expected she will get much of the Potter business, while the Lurime will also accommodate people bound beachward. Tickets are good on either these boats or the Astoria & Columbia River trains, while special arrangements have been made for extra tugs at As-toria to meet the trains and take pas-sengers across to Ilwaco. The special Saturday afternoon and evening trains will be met by the boats and connections will be made with other A. & C. trains as well.

RAFT AT SAN FRANCISCO.

Steamer Francis H. Leggett Arrives With Big Tow.

SAN FRANCISCO, July 23.—The steamer Francis H. Leggett arrived today from the Columbia River with an immense log raft in tow. The raft contains about 9,000,000 feet of lumber, and is made up entirely of piles. It is one of the largest ever towed down the coast, but the voyage was made in six days and without mishap. Chained into a cigar-shaped cradle the logs made a raft 75 feet long, 65 feet in beam and 22 feet deep. In the big raft are piles of all sorts and sizes, and the work of breaking it up in Misong ratt are piles of all sorts and sizes, and the work of breaking it up in Mission Bay and distributing the big sticks will be begun without delay.

After anchoring the raft in Mission Bay the Francis H. Legsett, herself loaded with lumber and shingles for San Pedro, sailed for the Southern port.

BEACHED NEAR ASTORIA.

Big Steamship Will Be Cleaned on Sands Instead of Drydock.

ASTORIA, Or., July 23 - (Special.)-The British steamship Beckenham, which ar-rived this morning from San Francisco, via Royal Roads, was run on the sands opposite the city at high tide this afterrecon to have her bottom cleaned and painted. The vessel has been in Asiatic waters for years, and her bottom is so foul with barnacles that her speed is reduced to about six knots.

NEVADAN SAILS TODAY.

Hawaiian Liner Takes 800 Tons of Outward Cargo From Portland.

The American-Hawaiian Steamship Company's liner Nevadan, which is on her first visit to Portland, will leave today for Seattle and Puget Sound points on the way to Honolulu. The vessel takes in the neighborhood of 800 tens of freight from Portland to the islands, and this is looked upon as encouraging to the prometers of the

line, for the reason that the enterprise is practically new, and the vessel was ordered to call here on very short no-

Sie will be followed in about two weeks by the Nebraskan, of the same line, and this vessel will also call at Seattle en route to the islands.

Sailors Taken Off the Fulton.

bound to sea today the steam schooner Fulton was met off Black Point by the picket boat of the Sallors' Union, with the result that the Fulton's non-union crew went over the side into the launch, leaving the schooner helpiess to continue her voyage. She returned for another crew.

While her men were leaving her the officers are reported to have played a hose upon them and upon the union men in the launch.

Marine Notes.

The steamer Aurelia arrived in the haroor late last night, and will commence loading lumber for San Francisco this

The steamer Cascade arrived at Linnton yesterday morning. She came up light and will load a cargo of lumber for the return trip to the Bay City.

The steamer Alliance is due to arrive here from Coos Bay and other Coast ports today. She brings a full passenger list and all the freight her capacity al-

lows.

The schooners W. F. Jewett and Carrier Dove arrived at Astoria yesterday. Both vessels come to load lumber, and their cargoes will be loaded at the mills down the river.

The new propeller Kitsap, which left Astoria Sunday morning for Puget Sound, arrived at Seattle yesterday after a fast run up the Coast, which was quite flattering to her builders.

The British steamer Richmond will sail

The British steamer Richmond will sail this morning for Taku and other Chinese ports. She carries over 3,000,000 feet of lumber, which is one of the largest shipments this year.

The Belith terror

The British steamer Beckenham arrived at Astoria yesterday morning. She will be beached on Sand Island and cleaned before coming to Portland to load lumber for J. J. Moore & Company.

Owing to the employment of a nonunion crew on the steamer Homer, which is to sail for the Pribiloff islands this week, a couple of police officers were detailed to watch the vessel in anticipation of trouble with the unions, but none ma-

STEAMER HAS SUCCESSFUL VOYAGE TO SOUND.

Will Be Placed on Run Between Seattle and Tacoma Within the Next Three Days.

SEATTLE, Wash., July 23 .- (Special.) SEATTLE, Wash., July 22.—(Special)

—The steamer Kitsap, built in Portland
for the Kitsap County Transportation
Company, reached Seattle this morning,
and within three days will be sent out
on a new run in command of Captain
H. A. Hansen. The boat will probably
ply between Seattle and Tacoma, taking west passage, and making a few stops

into a little nasty weather off the Co-lumbia River and en route up the coast, she behaved splendidly. The boat was not boarded up for the run, but she came through the Straits with her decks as dry

as when she left Portland.

An average of 14 miles an hour was made by the Kitsap on the run up the coast. The Kitsap's engines behaved splendidly, and there was manifestly none of the stiffness that is sometimes shown

of the stiffness that is sometimes shown in new machinery.

The Kitsap was welcomed into the harbor by all the boats in port. They whistled a greeting to her that lasted until she tied up at her dock. President W. L. Gazzam, of the Kitsap County Transportation Company, went out in the Reliance with a party of officials and friends, to meet the Kitsap at West Point. Captain J. J. Reynolds brought the Kitsap around from Portland. Aboard her were Joseph Supple, her builder: Mrs. Supple and Mr. and Mrs. Willis, of Portland. land

Arrivals and Departures.

ASTORIA, Or., July 23.—Arrived at 5 A. ASTORIA, Or., July 23.—Arrived at 5 A. M.—British eteamer Beckenham, from Nictoria. Left up at 11:30 last night—German ateamer Nicomedia. Arrived down at 4:45 and salled at 11:40 A. M.—Steamer Bosecrans, for San Francisco. Arrived at 6 A. M.—Steamer Tiverton, from San Francisco. Arrived at 10 A. M.—Steamer Aurelia, from San Francisco. Condition of the bar at 5 P. M., smooth; wind, northwest; weather, cloudy.

northwest weather, cloudy.
Tantan, July 18.—Arrived—German steamer
Albenga, from Fortland.
Antwerp, July 20.—Salled—French bark
Turgot, for Fortland.

Turgot, for Portland.

San Francisco, July 23.—Arrive5—Steamer
Roanoke, from Portland. Arrived at 1 P. M.

Steamer F. H. Leggett, with log raft in
tow, from Astoria; schooner Espada, from
Gray's Harbor. Salled—Steamer Eureka, for

Liverpool, July 21.—Sailed-Bellerophop, for

Vancouver.

Hoquiam, July 23.—Sailed—Schooner John
Palmer, from Aberdeen for San Francisco;
Henry Wilson, from Aberdeen for San Francisco;
Mary Dodge, from Hoquiam for San
Francisco; John C. Meyers, from Aberdeen
for San Francisco; steamer Newburg, from Aberdeen for San Francisco. Rio De La Piata, July 23.—Arrived pre-iously—Steamer Seladon, from Hamburg for

Los Angeles.

Kurrachee, July 23.—Arrived—Keemun, from Seattle and Tacoma for Liverpool.

Yokohama, July 23.—Sailed July 20.—Empress of Japan, for Vancouver.

Melbourne, July 25.—Sailed-Ventura, for

San Francisco

Dr. Morrison Deserves Credit.

SEASIDE, Or., July 23.—(To the Editor.)
—In view of the fact that the letter of B. A. Childers, dated July 21 and published in The Oregonian July 22, gives Harry Kneizer as the rescuer of Leah Cohen from drowning last week after the Rev. A. A. Morrison had been so credited, we, the undersigned, who witnessed the episode, desire to make a correct statement of the affair.

When the drowning child was first observed Dr. Morrison was in the contract of the statement o

When the drowning child was first observed, Dr. Morrison was in the surf and Harry Knetzer was upon the shore. To the credit of Mr. Knetzer, he was willing to do all be could, but Mr. Morrison was the nearer, and, wading out, reached the little child as he was losing consciousness. A large wave engulfed fnem both, throwing them nearer to the shore, and then, after taking several steps, Mr. Knetzer and Dr. Johnson, who was also in bathing, assisted in bringing the child ashore. Since then on several occasions Mr. Knetzer has seen fit to announce himself as the "man who saved the girl," whereas he was at least 20 feet away at the time Dr. Morrison reached her, and no additional help was needed, as none of them, with the exception of the girl, was of them, with the exception of the girl, was beyond his depth.

W. E. TRAVIS.
WALTER G. SMITH.
R. W. LEWIS.
A. O. JONES.
MRS. A. L. MAXWELL.

GROWERS OF HOPS ARE CHEERFU

Looking Forward to Better Prices Than Prevailed Last Year.

MARKET IN GOOD SHAPE

Bountiful Harvests Are Assured on the Pacific Coast, While Conditions Abroad Warrant High-

er Values This Season.

The hop market promises to be an interesting affair this season. No one can tell now whether prices will go skycan tell now whether prices will go sky-ward or remain near the present level, but whatever course the market takes, there are pretty certain to be enough developments to keep up the interest. No one looks for any recession from the values now ruling, nor are very high prices predicted by even the most op-timistic; yet there is a feeling of cheer-fulness in all quarters, and a profitable return for his labors seems to be as-sured to the grower.

Oregon's hop harvest is practically

sured to the grower.

Oregon's hop harvest is practically safe. The yield will be a record one, and the quality superior. The same good fortune will be the lot of producers in Washington and California. In Europe, on the other hand, conditions are not good. England will not raise much over half an average crop, and the continental European districts do not give flattering prospects. It is this tale of woe from the other side that is forcing the market upward. The Pacific Coast growers, whether or not they will sympathize with the distress of foreign planters, must at least profit by their mis-

a bons fide deal at 13 cents was made, thus establishing the market at this price. The purchaser was Krebs Bros., of Salem, and the seller the Hung Chang Yon Company, which has a yard at Independence. The contract calls for 55,000 pounds. It was reported that other 13-cent transactions took place up the Valley, but the particulars could not be learned. Three large firms, it is said, are taking options on hops at 14 and 15 cents, but no one appears to know whether they are sincere or merely trying to block the buying of other dealers. So far as deals that have been closed are concerned, 13 cents is the top price paid. These transactions are all in 1906 hops, yet to be picked. The market for spot goods is not attracting much attention, as supplies are at a very low ebb in this state, yet the demand for last year's hops is by no means dead. The sale of a 100-bale lot of 1905's, owned by G. B. Hovenden, of this city, to Julius Pincus, of Salem, at 11½ cents, was reported yesterday. Krebs also sold a small lot of 1906 rejections at II cents, and 12 cents was offered for a choice lot at Salem. Hops of the 1904 growth are in good request at 9½ cents, but it is almost impossible to get any.

A good many of last year's hops remain in the hands of heavy speculators, and it is observed that these men are well in the front rank of the bull element now. The presence of the longs in the market, of course, is to the liking of the growers. The man that is raising hops cannot have too many friends in the trade. Last year the shorts were in full hops cannot have too many friends in the trade. Last year the shorts were in full

hops cannot have too many friends in the trade. Last year the shorts were in full swing, and everybody connected with the growing of hops had to pay tribute to them. This year the shorts are conspicthem. This year the shorts are conspar-uous by their absence, or at least by their silence, which is taken as pretty good reason that they have covered their requirements and only want to see the market advance now. Even if the longs have entered on a bull campaign for the sole purpose of unloading their holdings, their tactics are causing no uneasiness, as the statistical position of the market is, to all appearances, favorable.

The latest news from abroad does not show much change from conditions at

show much change from conditions at this time last week. Estimates of the English crop run from 200,000 to 350,000 cwt. Last year England had one of the best crops in her history, 855,943 cwt., and two years ago one of the worst, 252,330 cwt. Last year there was a 10-cent market here and two years ago a 30-cent one. This year, with the same crop as in 1804, there may not, however, be 1804 prices. A German cable says the crops there are backward and vermin is increasing, notwithstanding repeated spraying.

peated spraying.

A well-known New York hopman, Paul
R. G. Horst, expressed his views in a
letter to a Cooperstown, N. Y., dealer,
which a paper of that town prints, as

follows:
"I have just returned from Europe and spent some time on the hop farms on the Continent and especially in England. The crop prospects in England and on the Continent are very bad. Various crop prospects in England and on the Continent are very bad. Vermin everyhere and crop backward everywhere. Of course there is lots of time for improvement, but I do not believe it possible with the best weather conditions to grow more than average crops, and with poor weather crops may be very small. There are practically no hops left in growers' hands in England, and very few in dealers' hands." Yesterday's quotation on Pacific hops in the £ondon market was 70 to 80 shillings, which is equivalent to 11 to 13 cents here. The weather in England yesterday was hot and overcast, anything but good for

hot and overcast, anything but good for

The weather in England yesterday was hot and overcast, anything but good for the hopyards.

Not only are the gaowers of Oregon pleased with the prospects, but the thousands of people who annually visit the hopfields at picking time are going to share in the better times.

"This is going to be the greatest harvest for pickers that Oregon has ever seen," said Courad Krebs, of Salem, who was at the Belvedere Hotel yesterday. "There is not much foliage, plenty of arms and biossoms, and in addition a high price for picking, 50 cents a box, or it a hundred. Pickers can easily average \$2.50 a day. We have never seen finer hops: that is, a finer growth of vine than on our large Independence yard. It is gratifying to know that the hopgrowers of Oregon will distribute \$1.500,000 in harvesting the crop this year. A most fortunate fact is that the market price will be fairly remunerative, so growers as well as pickers will beenfit by the bountiful harvest."

HIGH PRICES OFFERED.

Fourteen and Fifteen Cents Said to Have Been Quoted in Salem.

Have Been Quoted in Salem.

SALEM, July 2:...(Special.)—It is deciared by hop dealers who know that there are many orders here for hop contracts at 14 cents, and that figure has been offered. There are unconfirmed reports that 15 cents has been offered.

The Oregon Hopgrowers' Association, organized last Fall for the purpose of maintaining an information bureau for the benefit of growers, is apparently dead and will take no part in directing, aiding or influencing the marketing of this year's crop. So far as now appears, it will not

even act as purchasing agent for the growers in securing supplies at reduced prices, but growers will be left to buy from dealers individually, as they have in the past. An effort was made recently to call a meeting of the directors, but noth-ing came of it and probably the organi-zation has become defunct.

CRASH IS COMING IN CHINA

Foreigners in the Interior Put the Date at Nine Years Hence.

PEKIN, June 20.—(Correspondence of Associated Press.)—China is a volcano, Just now one sees a puff of smoke here and there; but some day there will be an available; they again to the explosion; then, again, some day the volcano will be explosive no longer. Close observers are not in Pekin, because Pekin, is not the place to get real news concerning China, but foreigners long resident in the interior, in Shantung and Chill, put the explosion nine years hence. Educated Chinese bring it nearer. For the present, however, the American in China is as secure as he would be in his own home in the United States.

Financial interests may or may not be threatened. If they are, they have them-selves and the politicians to blame, but it is well understood in official and other is well understood in omicial and other circles that it is useless at least to kill foreigners. There is a general running after foreign things and foreign ways. Men having foreign training are in demand. These same men had to run for their lives at the Boxer times. At the same time there is any time that is any time there is any time that. their lives at the Boxer times. At the same time there is anxiety to shake off foreign control of everything—partly from a new feeling of national pride and partly from a desire to keep the good things for themselves. Misgivings for the future are based on fear of an anti-dynastic rising, probably on the part of radicals—this would become partly anti-foreign and would in any case mean anarchy.

Also there is the typical coast trader—who knows nothing of and therefore despises the Chinese and admits no equality anywhere. These cause local friction and

anywhere. These cause local friction and are objectionable in themselves. It is consequently in the ports that foreigners are disliked, bringing it on themselves.

There are a great many "armies" in China, but the only one that counts is Yuan Shi Kal's "northern army."
The Chinese are raising big horses somewhere in Mongolia for the ultimate use of the army, and hope to remount their cavalry in about four year. wee from the other side that is forcing the market upward. The Pacific Coast growers, whether or not they will sympathize with the distress of foreign planters, must at least profit by their misfortune.

The market at the present moment is firm enough to suit anyone. Up to the close of last week, 12½ cents was the top mark for actual business, though 13 cents was offered in some sections to growers who would not sell. Yesterday a bons fide deal at 13 cents was made, thus establishing the market at this price. The purchaser was Krebs Bros.,

But army reform ultimately rests on civil reform.

"The American boycott" never seriously affected the interior. A few items of United States imports came into the interior in small quantities. It was a question for the ports, particularly those in the south. The Shanghai riots were purely local, and magnified by Shanghai hysteria. A serious question is the educational one, which gives rise to the "Young China" movement. This is founded on China" movement. This is founded on conceit, the basis of Chinese student character. They are about one-queducated, and think their education

The real trouble is that China wants to do things much too fast, but should this tendency subside there need be no more trouble at all. Certainly there is none

LONGWORTHS GO IN DITCH

Mishap With Automobile in Germany, but No Injury.

WUERZBERG, Bavarla, July 23.—Congressman Nicholas Longworth and Mrs. Longworth were thrown out of their automobile yesterday, but beyond the jolt and a bruise or two they sustained no injuries, and reached their destination, Bayreuth, today in time for the opening of the opera. The Longworths had passed through Wuerzberg yesterday morning, and when a short distance out of the town the steering gear of their car re-fused to work, and the automobile, which

Car Conductor's Neck Broken. CHICAGO, July 22.—The neck of John Petrie, 35 years old, a conductor on a South Chicago trolley car, was broken South Chicago trolley car, was broken last night by another car, and his death was instantaneous. The car of which Petrle was in charge had reached One Hundred and Fifth street when six boys "flipped" on the blind side. Petrle shouted to them to leave the car, but they saw a car from Hammond approaching and clung close to avoid being struck by it. Petrie apparently did not observe the approach of the second car, and as he leaned far out from the rear platform. leaned far out from the rear platform, shouting to the boys, his head was struck by a rod on the front platform of the Hammond car and his neck broken in two places.

Wagner Festival Opens.

BAYREUTH, Bayaria, July 23 .- Sev-BAYREUTH, Bavaria, July 22.—Several hundred Americans were present here today at the opening of the 30th year of the Wagner Jubilee. All Europe was strongly represented, among those present being the Prince of Bulgaria, Prince Mox of Baden, the hereditary Prince and Princess of Reuss; the younger Princess Wera of Wurtemburg; Prince Rupert of Bavaria;

CURED OF ANAMIA BY DR. WILLIAMS' PINK PILLS.

Miss Hathaway says These Pilis Saved Her Life and She Recommends Them to Others.

Doctors have given the Greek name Angemia, meaning "bloodlessness," to a disease which is much more prevalent mong young women than is go believed. An unusual feeling of fatigue after slight exercise, breathlessness and pallor are the first noticeable signs. The disease literally causes the blood to turn to water and, unless a proper remedy is used, is inevitably fatal.

Miss Frankie Hathaway, of 214 West Main street, Kalamazoo, Mich., says "When I was sixteen years old I was taken quite ill, so ill that the family doctor was called to attend me. I was pale and weak and did not gain under his care. Other treatment brought no better result and by the time I was nineteen years old I was so weak that I could not walk across the floor. I was terribly emaciated and my skin had lost all color. The doctor said I had anæmia.

"One of my friends advised me to try Dr. Williams' Pink Pills as she had be cured of a somewhat similar trouble by their use. I bought a package and soon found that they were doing me good. My appetite increased and the healthy color began to show in my cheeks and lips. I continued to use the pills until I was permanently cured.

"Since then I have never had any return of my old trouble and cannot remember a time when I was so strong and healthy as now. Dr. Williams' Pink Pills saved my life and I believe that no other medicine could have done so."

Dr. Williams' Pink Pills cure anemia just as food cures hunger. They do not act on the bowels but they actually make new blood. Most common diseases are caused by bad blood and Dr. Williams' Pink Pills by supplying the elements necessary to give new life and richness to the blood have cured even such disto the blood have cured even such dis-eases as locomotor ataxia, partial par-alysis, St. Vitus' dance, sciatica, neu-ralgia, rheumatism, nervous headaches, the after-effects of the grip, palpitation of the heart, pale and sallow complexions and many forms of weakness in male and female. Dr. Williams, Pink Pills are sold by all dangeter or will be sent are sold by all druggists or will be sent, postpaid, on receipt of price, 50 cents a box, six boxes \$2.50, by the Dr. Williams Medicine Co., Schenectady, N. Y.

John P. Jackson, the American Minister at Athens, and Mrs. Jackson. Herr Mottl was the conductor. Alfred Barry sang the part of Tristan and Marle Wittich that of Isolde.

BUSINESS ITEMS.

If Baby Is Cutting Teeth,
Be sure and use that old and well-tried remedy, Mrs Winslow's Boothing Byrup, for children teething. It soothes the child, softens
the gums, allays all pain, cures wind colle
und diarrhose.

Doan's Kidney Pills Have Done Great Service for People Who Work in Portland.

Most Portland people work every day in some strained, unnatural position— bending constantly over a desk—rid-ing on joiting wagons or cars—doing laborious housework; lifting, reaching fused to work, and the automobile, which was going at a rapid rate, careened off the road and fell down a short embankment into a ditch. The chauffeur, after a short wait, obtained a carriage, in which they returned here and took a train for Bayreuth.

Car Conductor's Neck Broken.

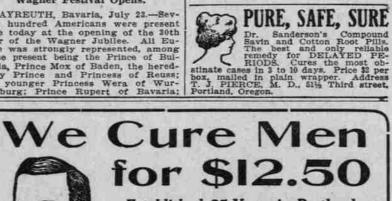
Independence.

First-class fare from Portland to Sacramento and San Francisco, \$20; berth, \$5. Second-class fare, \$15; second-class in their work of filtering the poisons from the blood. Doan's Kidney Pills cure sick kidneys, put new strength in bad backs. Portland cures prove it.

A. L. Maney, repairer on the Portland Cable Railway, and living at 554 Elm st., Portland, Or., says: "Doan's Kidney Pills completely rid me of an attack of backache which was brought on through the ingring and folding of attack of backache which was brought on through the jarring and jolting of riding on the cable cars. At least, that was the only way I could account for it. It was very annoying and worried me a great deal. Being induced to try Doan's Kidney Pills through the recommendations of the remedy I found quick relief and a final cure. That was over three years ago, and there has been no return of the trouble since."

For sale by all dealers. Price 50 For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United

Remember the name-Doan's-and



for \$12.50 Established 25 Years in Portland

CONSULTATION FREE

ABSOLUTE GUARANTEE NO PAY UNLESS CURED

If you have violated the laws of health and are conscious of a constant drain which is undermining your system, come to us before you become a nervous and physical wreck. If you are weak, gloomy and despondent, have had dreams, depressed, lack ambition and energy, unable to concentrate your thoughts, lack vim, vigor and vitality, come to us at once; our treatment will stop all drains and overcome all weaknesses and positively restore you to strength and health. We have cured thousands of weak men.

Those who have been disappointed by unskilled specialists are carnestly requested to investigate our methods and terms without delay, which had they done in the beginning would have saved them time and money.

A LIFELONG CURE FOR

A LIFELONG CURE FOR

Blood Poison, Skin Diseases, Sores, Ulcers, Stricture, Varicoccie, Hydroccie, Nervous Decline, Weakness, Piles or Chronic Diseases of the Kidneys and Prostate.

Special Diseases—Newly-contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours; cures effected in 7 days. We cover the entire field of special and chronic, deep-seated, complicated diseases.

Write if you cannot call. All correspondence strictly confidential and all replies sent in plain envelope. No names, cases, letters or photographs of patients published or exposed.

We charge for cures only. We do not expect pay for our services unless we cure a patient sound and well, so that he will be entirely satisfied, and will never again have to be treated for the same trouble. Investigate and learn that our word is as good as our bond. Our financial standing is solid and our long experience in treating special diseases of men insures you of modern, scientific treatment that will accomplish a cure.

Hours—9 A. M. to 5 P. M. Evenings, 7 to 8. Sundays, 9 A. M. to 12 noon.

St. Louis MEDICAL AND Dispensary CORNER SECOND AND YAMBILL STREETS, PORTLAND, OREGON.

TRAVELERS' GUIDE



AND UNION PACIFIC 3 TRAINS TO THE EAST DAILY

Through Pulman standards and tourist deeping care daily to Omaha, Chicago, Spo-kane; tourist sleeping car daily to Kanssa City, Reclining chair care (seats free) to the East daily. UNION DEPOT. CHICAGO-PORTLAND SPECIAL for the East 9:30 A. M. 5:00 P. M. via Huntington. Daily. Daily.

SPOKAND FLYER. 6:15 P. M. 8:06 A. M. Daily. For Eastern Washington, Walla Walla, Law-ston, Coeur d'Alene and Great Northern points. ATLANTIC EXPRESS 8:15 P. M. 7:15 A. M. for the East via Hunt- Daily. Daily. PORTLAND - BIGGS 8:15 A. M. 6:00 P. M. Dollay. Between Biggs and Portland.

RIVER SCHEDULE. FOR ASTORIA and 8:00 P. M. 5:00 P. M. way points, connecting Daily, with steamer for liwatco and North Beach steamer Hassalo, Ash-sturday, staturday st. dock. FOR DATTON, Ore-ron City and Yamhill River points, Ash-st, scept fock (water per.) Sunday. Sunday.

For Lewiston, Idaho, and way points from Riparls, Wash. Leave Riparla 5:40 A. M., or upon arrival train No. 4, daily except Sat-urday. Arrive Riparla 4 P. M. daily except Ticket Office, Third and Washington. Telephone Main 712. C. W. Stinger, City Ticket Agt.; Wm. McMurray, Gen. Pass. Agt.

Leaves. UNION DEPOT. Arrives. OVERLAND EX-*T:25 A. M. PRESS TRAINS for Salem, Ross-burg, Ashland, Sacratmento, Og-den, San Fran-cisco, Stockton, Los Angeles, El Pano, New Or-leans and the East. Morning train connects at Woodburn daily except Sunday with trains for Mt. Angel, Silverton, Brownsvilla, Springfeld, Wendling and Natron, Eurane massager *5:55 P. M. *8:30 A. M. *4:15 P. M. Engene passenger connects at Woodburn with Mt. Angel and Silverton local, 10:35 A. M 7:30 A. M. Corvallis passen-5:50 P. M 4.50 P. M. Sheridan passen-

\$8:00 P. M. Forest Grove pas-\$11:00 A. M. senger. \$2:50 P. M. \$10:20 A. M. *Daily. | Daily except Sunday. PORTLAND-OSWEGO SUBURBAN SERVICE AND YAMHILL DIVISION.

Depot, Foot of Jefferson Street. Depot, Foot of Jefferson Street.

Léave Portland daily for Oswego at 7:40

A. M.; 12:50, 2:05, 4:00, 5:20, 6:25, 8:30, 10:10,
11:30 P. M. Daily except Sunday, 5:30, 6:30,
5:40, 10:25 A. M. Sunday only, 9 A. M.

Returning from Oswego, arrive Portland,
daily, 8:35 A. M.; 1:55, 3:05, 5:05, 6:15, 7:35,
9:55, 11:10 P. M.; 12:25 A. M. Daily except
Sunday, 6:25, 7:25, 9:35, 11:45 A. M. Sunday only 10:00 A. M.

Leave from same depot for Dailss and intermediate points daily, 7:30 A. M. and 4:15
P. M. Arrive Portland 10:15 A. M. and 6:30
P. M.



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Third salling S. S. Senator about July 24. FOR SAN FRANCISCO DIRECT. FUR SAR FRANCISCO MARKO Puebla, From Seattle at 9 A. M.—City of Puebla, July 26; Queen, July 29; Umatilla, Aug. 2.

Portland Office, 249 Washington St. Main 229.

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Duluth and All S:00 pm
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