SCHWERIN FIGHTS FREIGHTHANDLERS

Steamship Manager Says the Expenses at This End Are Much Too High.

BREAKAGE IS EXCESSIVE

Effort Will Be Made to Reduce the Monthly Outlay of the Steamship Company at the Portland End. News of the Waterfront.

R. P. Schwerin, general manager of the Pacific Mail and the San Francisco & Portland Steamship Companies, spent the greater part of yesterday in looking into the manner of handling freight on the Ainsworth dock. The visit of Mr. Schwerin is in the interests of the traffic department of the company, and the over, short and damage reports from the northernend of the line being such as to require the personal attention of the manager.

Mr. Schwerin says positively that his visit is nothing more nor less than one of business in connection with the handling of freight. The cost of discharging and loading steamers is out of all proportion, and it is with a view to correcting these evils that he is now in Portland. In answer to a query as to what vessel would be placed on the Portland run on the expiration of the charter of the steamship Senator, Mr. Schwerin answered: "I do not know." Continuing, the general manager said:

"The Costa Rica, as a coal-burner, is too expensive to operate. She carries only about 900 tons, and costs nearly as much per trip as does the Rose City, with a freight capacity of 2000 and more tons. Until after the departure of the Rose City I will be engaged in personally supervising the handling of freight. After that time I will look into other matters, and will possibly be in a position to discuss the future policy of the company."

FOUR SAILING CRAFT FINISH

Grain Carriers Will Clear Today With Wheat.

Four grain carriers will be finished today and will clear for the Continent with wheat. The combined cargoes will total upwards of a half million bushels and will bring the exports for February up to more than 2,600,000 bushels. With an additional two cargoes for the last of the week the shipments for the month will exceed those of January and will set a mark for February exports which will not be beaten in a short time.

The vessels which will finish loading today are the British bark Provence, the German ship Nal and the French barks La Perouse and Ville de Dijon. The Emile Galline is ready for grain and it is the desire of her agents to get the vessel clear during February. If she succeeds in getting away during the present month it will give her a record of two outward and one inward cargoes within a period of 11 months.

Balfour, Guthrie & Co. have chartered the British ship Arctic Stream and will load her with wheat for the Continent. The vessel came in under charter to Griffith, Williams & Co., but no cargo awaited her. She was rechartered at a figure a little less than 28 shillings.

SHIPOWNERS ARE SUED

Builder of Steam Schooner Demands Pay for Extra Work.

SAN FRANCISCO, Feb. 25.—Sudden & Christenson, lumber shippers, are accused, in a suit for an accounting brought today by E. Heuckendorff, who built a schooner for the firm, of refusing to account for its debts for the "purpose of cheating and defrauding its creditors."

Heuckendorff built the hull of a steam schooner for Sudden & Christenson at his shipyards in Coos Bay, the contracted price being $31,250. Owing to changes suggested by the owners, he says he did $10,000 worth of extra work at a great improvement over the original plans and no part of this has been paid for. He also gave the firm extra spars, worth $200, and a ship model, worth $100, which he says the firm converted to its own use and sold, making no payment to him in return.

Other creditors who furnished materials to the firm used in the construction of the schooner are joined as defendants for the purposes of the suit.

HANALEI REACHES PORT

Steamer Brings Passengers and Freight From California Port.

The steamship Hanalei, Captain McFarland, entered yesterday from San Pedro and San Francisco. The Hanalei brought about 400 tons of general freight and 56 passengers. The passenger list is the largest brought by any of the steam schooners plying on the Coast for several months. The most of them were taken on in San Francisco.

The Hanalei is one of the vessels outside of the Association of Steam-Schooner-Owners, and is not affected by the strike of the Marine Engineers' Association in San Francisco. She is owned by the Merchants Independent Steamship Company, of Los Angeles, and will continue to operate between Portland and San Pedro.

Concert at Seamen's Institute.

The weekly concert at the Seamen's Institute, Front and Flanders streets, will be given this (Wednesday) evening at 8 o'clock, when the following, among others, will take part in the programme: Miss Elizabeth Hoben, Mrs. F. C. Kelsey, Mrs. M. S. Whigham, accompanied by some of her pupils; Miss Eugenia Craig, Miss Jessie Potts, Miss Bennett Johnson, Miss Madeleine Bernays, members of Y. M. C. A., Rev. A. E. Bernays.

Marine Notes.

The steamship Atlas is discharging oil at Portsmouth.

The Nome City will leave down from Rainier this afternoon.

The steamship Breakwater will sail for Coos Bay this evening.

The steamship Asuncion sailed yesterday for Point Richmond.

The steamship Roanoke arrived up yesterday from San Pedro and way ports with passengers and freight.

Fred Thorndyke, manager of the Globe Navigation Company, of Seattle, passed through Portland yesterday, en route to the Sound City. Mr. Thorndyke has been in San Francisco superintending repairs to the schooner Nottingham.

Tacoma Shipping Notes.

TACOMA, Wash., Feb. 25.—Several sailing ships have been reported fixed to load lumber at Tacoma. Among these are the Norwegian bark Glitre, to load for the West Coast; British ship Yeoman and Russian ship Albyn, to load for South Africa, and German bark Artemis, to load for South America.

All of these vessels are on this Coast, some of them en route to Puget Sound.

In addition to the above, the German ship Carl has been chartered to load wheat for the United Kingdom, while the Norwegian steamer Mathilde, now at San Francisco, is expected here early next month to load lumber and general cargo for the West Coast.

Among other cargo of the British steamer Ning-Chow, arriving from Liverpool and the Orient, were 40,000 cases of firecrackers for all parts of the country, on which the duty will be about $20,000.

Officers of the British steamer Strathspey, discharging ore from Chile here, were at Iquique the day following the conflict between the government troops and the striking miners, in which 500 of the latter were killed. They say the dead and wounded littered the streets.

The British ship Talus and French bark Pierre Antonine are loaded with wheat, the latter towing to sea tomorrow.

ENMESH VALLEY IN WEB OF RAILROADS

United Railways Co. Contemplate Building Line to Salem and Tillamook.

BRANCHES ALSO PROJECTED

Company Announces That Capital Is Ready to Construct Vast System. Will Extend Forest Grove Road to Corvallis.

A pretentious scheme of electric railroad building throughout the lower Willamette Valley is announced by the United Railways Company. Lines have been mapped out to the cities of the Valley between Salem and Portland that will necessitate the construction of over 150 miles of standard-gauge railway. Work will be commenced on the projects just as soon as a settlement is effected with the Council permitting the United Railways to enter the city at the head of Pettygrove street and also near the head of Nicolai.

Supplementary articles of incorporation were filed by the United Railways with the County Clerk yesterday, setting forth the plans of the corporation. All the details included in the project, which is of large proportions, have not yet been defined. In a general way, the plan involves the construction of a main line of railway through Washington, Yamhill and Benton Counties, touching Hillsboro, Forest Grove, McMinnville, Corvallis, Salem and Oregon City. Laterals will be built from this trunk line throughout the territory entered.

Feeders in Coast District.

Another main line will be constructed from a point near Mount Calvary to Tillamook, with feeder lines into the Coast territory. St. Helens is also to be placed on the United Railways' map.

Estimates of the cost of the railroads to be built by the United Railways Company are not yet complete. The engineering force has been busy making estimates of individual lines and surveys have been run to cover part of the projected roads. But this work is far from complete and no total has been reached. The aggregate cost will probably be over $6,000,000. The capitalization of the United Railways has not been changed, but remains at $3,000,000. It is quite likely that this will be increased later.

The amended articles of incorporation just filed give the company authority to construct terminals, build telegraph and telephone lines and lease, acquire and sell other railroads.

Funds All Arranged For.

"The proposed railways to be built by our company will be operated throughout by electricity," said Herman Wittenberg, a prominent member of the corporation. "The funds for construction have been arranged for, that is to say, the expense will be borne by the members of the corporation, who are fully able to finance the transaction. All this has been taken care of already. Work will begin on the interurban lines just as soon as matters are adjusted with the Council, which we expect to be settled satisfactorily tomorrow."

It is probable that the United Railways will construct its own power plant at a later date, but for the present, electricity to operate the lines will be secured by purchase from the Portland Railway, Light & Power Company.

A. C. Emmons, secretary and general counsel for the United Railways Company, said:

"The interurban line already projected from the head of Pettygrove street at the city limits to Hillsboro and Forest Grove will be extended on up the valley to McMinnville and Salem. We will then be able to handle people from the Valley cities direct to the Tillamook beaches without the necessity of first coming to Portland.

Terminals Are Selected.

"Passenger terminals will be established in the Chamber of Commerce building on Stark street, where waiting rooms will be established. There will be no need for extensive freight terminals, for we can deliver our freight direct to the railroads entering the terminal yards or will be in a position to run our cars right up to the warehouses of consignees and deliver direct. We will have team tracks on Water street, between Front and Columbia."

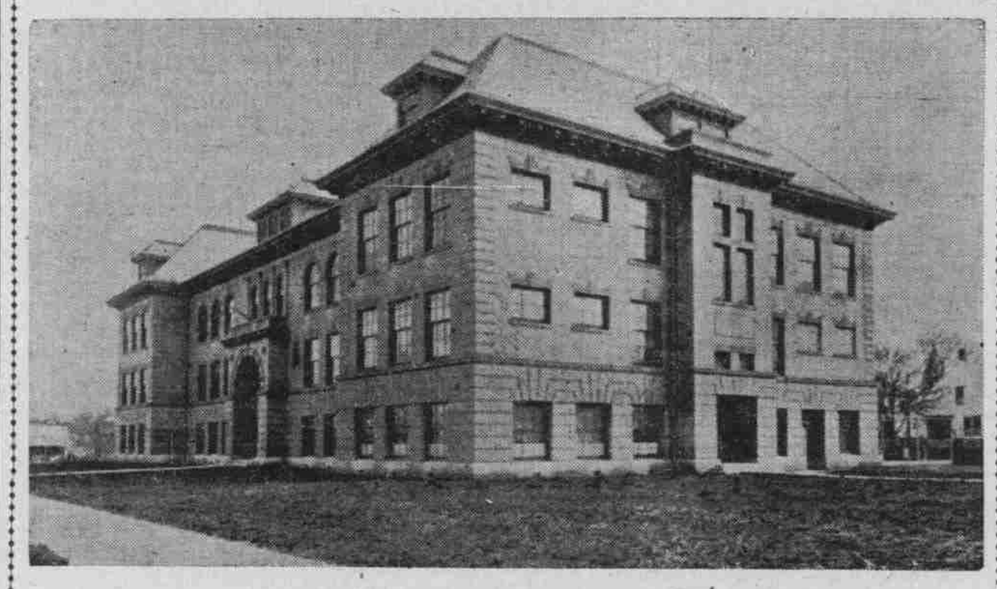
Surveys have not yet been made for the line to St. Helens, but it will undoubtedly be reached by a branch from the road to Tillamook. The Tillamook line is not entirely a new proposition of the United Railways, as C. E. Loss, when he was the owner of the company, planned this part of the system. The Salem project was mapped out some time ago as well, but never before has an announcement been made of the intention of the company to include McMinnville, Corvallis and other Valley cities.

History of the Company.

The United Railways has had a peculiarly percarious existence, and has been sold and resold. Originally started by Los Angeles promoters, under the leadership of J. Whyte Evans, the property, which consisted of franchises, was sold to C. E. Loss, of San Francisco. He was compelled to part with the property and a local syndicate acquired possession before construction work was started. Then it was that Seattle and Montana capital was interested in the project.

The men now in possession of the United Railways are perhaps the most responsible of any who have had to do with the project since it was launched. The present owners have built seven miles of track inside the city limits, completing the Front-street and the Stark-street lines. All the track laid is of the most substantial character and will carry the heaviest traffic. Rails laid in the hard surface pavement district have a cement foundation and there is no doubt that a large system of roads was planned when this expensive character of construction was undertaken. Money has not been spared in the work so far accomplished. It is promised that the work remaining to be done will be of a uniform character with the track already laid.

Officers of the United Railways Company are: President, W. L. Benham; vice-president, Joseph M. Healy; secretary and general counsel, A. C. Emmons; chief engineer, Lloyd Wickersham. Others interested in the property are W. D. Hofius, Thomas Greenough, Herman Wittenberg and Moritz Thomsen.



SALEM HIGH SCHOOL IS THE SECOND IN ATTENDANCE IN THE STATE.

SALEM, Or., Feb. 25.—(Special.)—In enrollment of students Salem now has the second place among the high schools of the state, Portland being first. The registration in the Salem High School since 1905 shows a remarkable increase as is witnessed by the following figures: Registration, 1905, 195; 1906, 256; 1907, 342; February, 1908, 378, or a gain since 1905 of about 90 per cent.

The new High School building erected in 1905, contains 16 recitation rooms, and a large assembly hall, seating 800. The building is modern in every respect, and is spoken of by all visitors as one of the best on the Coast. The laboratory equipment is excellent, the board having already expended over $1500 for this purpose.

The faculty is composed of ten instructors, all having college educations and successful experience. Each instructor is a specialist in his department. The school is well organized, and well managed and can justly lay claim to a foremost place among the high schools of the Northwest.

Arrivals and Departures.

PORTLAND, Feb. 25.—Arrived—Steamship Roanoke, from San Pedro and way ports; steamship Atlas, from Monterey; steamship Yosemite, from San Francisco.

Astoria, Feb. 25.—Arrived at 7:30 A. M. and left up at 8:30 A. M.—Steamer Atlas, from San Francisco. Arrived at 8:25 and left up at 8:30 A. M.—Steamer Yosemite, from San Francisco. Arrived down at 12 P. M. and sailed at 1 P. M.—Steamer Asuncion, for San Francisco.

Santa Rosalia, Feb. 25.—Sailed—February 7—British ship Clan Buchanan, for Portland.

Port Pirie, Feb. 25.—Arrived February 24—British steamer Strathford, from Portland.

San Francisco, Feb. 24.—Arrived, steamer City of Puebla, Victoria; steamer Buckman, Seattle; steamer Mayfair, Willapa; schooner Oregon, Coquille River; bark Bretagne, Newcastle, England; steamer Alameda, Honolulu. Sailed, steamship Dynomene, Queenstown; steamer Korea, Hong Kong; schooner Lizzie Vance, Willapa; schooner Muriel, Hana; steamer Humboldt, Seattle.

Port Pirie, Feb. 24.—Arrived previously, Strathford, Portland.

Lisbon, Feb. 24.—Arrived, Ormidale, Tacoma via Moji, Singapore, etc.

St. Vincent, C. V., Feb. 24.—Arrived previously, Craighall, Tacoma and Seattle via Coronel; Franklyn, Tacoma via Coronel and Montevideo. Sailed, 24, Como from Portland via Coronel, Antwerp, etc.

Adelaide, Feb. 24.—Arrived previously, Wimbledon, San Francisco via Melbourne.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Rose City	San Francisco	In port
Breakwater	Coos Bay	In port
Roanoke	Los Angeles	In port
Northland	San Francisco	Feb. 26
Alliance	Coos Bay	Feb. 27
R. D. Inman	San Francisco	Feb. 28
JohanPoulsen	San Francisco	Feb. 28
Senator	San Francisco	Mar. 2
Numantia	Hongkong	Mar. 2
F. S. Loop	San Francisco	Mar. 3
Geo. W. Elder	San Pedro	Mar. 3
Arabia	Hongkong	April 20
Nicomedia	Hongkong	April 27
Alesia	Hongkong	May 25

Scheduled to Depart.

Name.	For.	Date.
Breakwater	Coos Bay	Feb. 26
Roanoke	Los Angeles	Feb. 27
Northland	San Francisco	Feb. 28
Rose City	San Francisco	Feb. 28
Alliance	Coos Bay	Feb. 29
Senator	San Francisco	Mar. 6
JohanPoulsen	San Francisco	Mar. 5
R. D. Inman	San Francisco	Mar. 3
Geo. W. Elder	San Pedro	Mar. 5
F. S. Loop	San Francisco	Mar. 7
Numantia	Hongkong	Mar. 12
Arabia	Hongkong	April 27
Nicomedia	Hongkong	May 5
Alesia	Hongkong	June 1

Entered Tuesday.

Hanalei, Am. steamship (McFarland), with general cargo, from San Pedro and San Francisco.

Rose City, Am. steamship (Kidston), with general cargo, from San Francisco.

Cleared Tuesday.

Nome City, Am. steamship (Hanson), with 500,000 feet of lumber, for San Francisco.

Tides at Astoria Wednesday.

High.	Low.
7:24 A. M. ..... 7.8 feet	1:55 A. M. ..... 3.9 feet
9:25 P. M. ..... 6.0 feet	2:38 P. M. ..... 0.6 feet

Democrats Plan a Dinner.

OREGON CITY, Or., Feb. 25.—(Special.)—Plans for the biennial banquet of the county Democracy in Willamette Hall, March 5, are well under way. Plates will be laid for 200 people, and nearly all of the available tickets have been spoken for. Among the speakers will be Governor Chamberlain, Charles V. Galloway, W. B. Dillard, of Columbia County; Judge Foley, John Manning, Colonel Robert A. Miller and Frederick V. Holman. Mr. Dillard is slated to talk on "The Ass and the Elephant."

NEW RAILROAD TO COME HERE

"Clover Leaf" Will Soon Open Offices in Portland.

Looking to the opening of agencies in Portland for the roads he represents, B. C. Stevenson, assistant general freight agent for the Toledo, St. Louis & Western Railroad, known as the "Clover Leaf," and the Chicago & Alton Railroad, visited Portland yesterday, leaving the city last night for Seattle. His visit here is regarded as highly significant, and undoubtedly means the establishment of an office here by the two lines within a short time.

Mr. Stevenson secured statistics of the tonnage out of Portland over the various railroad lines while here, and made many inquiries regarding probable business for the East. He was noticeably impressed with the prospects in Portland, and those who talked with him feel he will recommend the establishment of an agency here.

San Pedro Marine News.

SAN PEDRO, Cal., Feb. 25.—After having been laid up at this port for several weeks, the schooners Cecilia Sudden, Ensign and William Renton sailed today in ballast. The two former will load lumber cargoes at Shoalwater Bay for California ports and the latter at Aberdeen for Mexico.

The North Pacific Company's steamship Geo. W. Elder, Captain Jessen, is due tomorrow from Portland, via Eureka and San Francisco, with freight and passengers.

The schooner Fair Oaks and the steamer J. B. Stetson, Captain Bonnifield, will clear tomorrow, the former for Grays Harbor and the latter for Everett, both via San Francisco.

BRAIN POWER

Increased by Proper Feeding.

A lady writer who not only has done good literary work, but reared a family, found in Grape-Nuts the ideal food for brain work and to develop healthy children. She writes:

"I am an enthusiastic proclaimer of Grape-Nuts as a regular diet. I formerly had no appetite in the morning and for 8 years while nursing my four children, had insufficient nourishment for them.

"Unable to eat breakfast I felt faint later, and would go to the pantry and eat cold chops, sausage, cookies, doughnuts or anything I happened to find. Being a writer, at times my head felt heavy and my brain asleep.

"When I read of Grape-Nuts I began eating it every morning, also gave it to the children, including my 10 months' old baby, who soon grew as fat as a little pig, good natured and contented.

"Within a week I had plenty of breast milk, and felt stronger within two weeks. I wrote evenings and feeling the need of sustained brain power, began eating a small saucer of Grape-Nuts with milk instead of my usual indigestible hot pudding, pie, or cake for dessert at night.

"Grape-Nuts did wonders for me and I learned to like it. I did not mind my housework or mother's cares, for I felt strong and full of 'go.' I grew plump, nerves strong, and when I wrote my brain was active and clear; indeed, the dull head pain never returned."

"There's a Reason."

Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

NEW YORK DENTISTS

4TH AND MORRISON STS., PORTLAND, OREGON.

CHALLENGE THE WORLD

We will forfeit $1000 to any charitable institution for any dentist who can compete with us in crown work and teeth without plates.

This is without doubt the most beautiful and lasting work known to **dental science.** Ask to see samples of this work. No charge for **Painless Extraction** when other work is ordered. We were the first and only **Eastern Specialists** to advertise and do first-class dentistry absolutely without pain at moderate prices.

We have always associated with us the world's most **Famous Dental Experts.**

Do not be misled by unscrupulous advertisers who resort to **scare-head** advertisements to entice the unwary to their offices.

Pay no fancy fees until you have consulted us. Our continued success is due to the uniformly high-grade work done by gentlemanly operators.

We make a perfect set of teeth for $5.00.

When they are made by the

DENTISTS

They are guaranteed with a protective guarantee for 10 years.

Gold Fillings	$1.00
Silver Fillings	.50
Gold Crowns, 22k	5.00
Bridge Work, 22k	5.00

We are making a specialty of **Porcelain Bridge Work.**

NEW YORK DENTAL PARLORS

Largest and best equipped dental establishment in the world.
DR. A. C. FROOM, PROPRIETOR.
Hours 8:30 A. M. to 8 P. M.

ASK BOARD TO RECONSIDER

Rose Festival Management Anxious for Children's Parade.

Another appeal will be made to the Board of Education by the Rose Festival Association, with a view of securing a children's parade at the celebration next June. Announcement that the Board had practically vetoed the request of the festival people at a meeting held Monday afternoon, came as a severe disappointment to the organization, largely for the reason that the school children's parade of last year's carnival was without question the most attractive and memorable incident of the celebration.

In support of this position, the Festival management has written a letter to School Superintendent Rigler, requesting him to use his influence in behalf of the association, with the various principals and teachers when they meet to confer about the matter.

All that the Festival asks is to have 2000 or 3000 boys and girls in the parade, sufficient for a pageant a mile or more in length, and then to send them over a line of march much shorter than the route of last year, with no long waits or halts, such as took place and wearied the little people last year. The letter points out that the parade was not managed as it should have been last year, but that time and preparation enough can be given this year to obviate any such difficulties.

At 8 o'clock tonight the Rose Society will hold a special meeting in the rooms of the Chamber of Commerce, for the purpose of considering and passing on the classes of roses to be displayed at the two-days' exposition next June, and to discuss the number, kind and value of cash and trophy prizes that will be awarded to the winners. The success of last year's exposition will mean the hanging up of prizes and trophies of far greater value and wider range of exhibits than were shown last June. The society is leaving no stone unturned to make the show the greatest exhibition of roses ever held in the United States.

Excludes Adult Japs From School.

SAN FRANCISCO, Feb. 25.—The school trustees in Sausalito determined tat no children over school age should have the privileges of the Sausalito schools. The trouble arose over a Japanese 21 years of age named Sung H. Cho, who essayed to spend his spare time by attending the primary school. He was refused by the principal on the ground that he was over school age. His employer, an attorney, thereupon threatened to take the matter into the courts. The school trustees determined that it was unlawful for any person over school age to attend the school. This excluded not only Cho, but some other Japanese.

Aspirants for Office.

OREGON CITY, Or., Feb. 25.—(Special.)—Two more candidates for county offices appeared in the field today in the persons of William H. Mattoon, of Viola, who is an aspirant for the Republican nomination for Commissioner. Mr. Mattoon is opposed by E. E. Judd, of Molala, and it is reported that J. H. Wewer, of Sandy, will enter the field. Mr. Mattoon states that Enos Cahill, of New Era, and W. H. Counsell, of Harmony, who were mentioned in connection with seeking the nomination, will not be candidates. John C. Bradley today declared his intention of becoming a candidate on the Republican ticket to succeed himself. His only opponent is R. T. Barbur.

If Baby Is Cutting Teeth

Be sure and use that old well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child, softens the gums, allays pain, colic and diarrhoea.

Lungs and Throat Cured

Mr. J. P. Swords, of Washington, D. C., Who Is 70 Years Old, Praises Duffy's Pure Malt Whiskey for Curing Him of Lung and Throat Trouble.

In a recent letter Mr. Swords wrote: "I am an old soldier of 70 years. My trouble is with my throat and general debility. Have read a good deal about Duffy's Pure Malt Whiskey and the good it has done many. While I hesitate to have my name in print, I cannot refrain from giving my testimony regarding the great benefit I have received from the use of Duffy's Pure Malt Whiskey. During the last two years my lungs and throat have given me much trouble. Taking Duffy's Pure Malt Whiskey according to the directions on the bottle, I found helped me wonderfully. It is a fine tonic for building up the system."

Duffy's Pure Malt Whiskey is an absolutely pure distillation of malted grain; great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a predigested liquid food in the form of a malt essence, which is the most effective tonic stimulant and invigorator known to science; softened by warmth and moisture, its palatibility and freedom from injurious substances render it so that it can be retained by the most sensitive stomach.

Sold by druggists, grocers and dealers or direct. $1 a bottle. Write Dr. R. Curran, Consulting Physician, for a free Illustrated Medical Booklet containing a few of the many convincing testimonials received from grateful men and women who have been cured, and free advice. Duffy Malt Whiskey Co., Rochester, N. Y.

State Medical Institute

Specialists

OLDEST in experience—RICHEST in medical knowledge and skill—CROWNED with unparalleled success—the sufferers' friend—the people's specialists. We have cured thousands and can cure you. All chronic, Nervous, Blood and Skin Diseases, Stricture, Gleet, Varicocele, Rupture, Piles cured without cutting or detention from business. Consultation free. Cures guaranteed. If you cannot call, WRITE. Perfect system of home treatment for out-of-town patients. Illustrated book free.

STATE MEDICAL INSTITUTE, 172 Washington St., Seattle, Wash

A SIMPLE HOME EXPERIMENT

Please note the next time you brew some coffee, if you use any of the ordinary brands, the muddy, yellow scum and sediment that rises to the top. Skim this off, let it stand, taste it. You won't enjoy this part of the beverage. Drink enough of it and you will become deathly sick. The part of the coffee berry from which is generated this obnoxious element is a useless and harmful herbal substance.

PURI-TAN-ATED BRAND COFFEE

is the best coffee procurable. From it has been extracted every bit of the cellulose tissue which is bitter, disagreeable and contains about 10 % of a form of tannic acid.

Because this has been taken out of **"Puri-tan-ated"** Brand Coffee before it reaches you, the result is a pure, delicious, healthfully stimulating beverage that is richer in the desirable coffee elements than any coffee you have ever used. This is why a pound of **"Puri-tan-ated"** will go one-fifth further than other kinds. Just think of this yourself. Reason it out and then if you are interested, in order to find out something more in regard to this subject

ASK YOUR GROCER

At reliable grocers in 1-lb. cans, granulated

CLARK, COCCIN & JOHNSON CO.

Coffee Importers and Roasters, Boston, Mass.

MEN READ THIS OFFER

I am anxious that every man who is a sufferer—I care not as to whether his trouble is **nervous debility, organic weakness, syphilis, "weakness," varicocele or hydrocele**—should know that IF I ACCEPT HIS CASE he is assured a PERFECT and a PERMANENT CURE. I guarantee this. My written guarantee contains, amongst other protecting clauses, this plain statement: "If the cure is not made **to the satisfaction of the patient** ALL THE MONEY is to be refunded, without deduction for any cause whatever." In justice, may I ask YOU what stronger proof I can offer than this is to my certainty of being able to cure YOU? Come and tell me what clearer proof you would like to have—and it is at your disposal. You must remember that your confidence is ALWAYS RESPECTED. I never divulge a name. My office is as sacred as that of the priest at confessional. If my cured patients wish to speak kindly of me, they will do so. I have never asked it; I never shall. A friendly—a confidential talk—with me costs you TIME, but time ONLY. My advice is free to all, and in addition to that

DR. TAYLOR
The Leading Specialist

You Pay When Cured. **Write If You Cannot Call**

MY FEE ONLY $10

In Uncomplicated Cases

Weakness
Losses
Gonorrhoea
Syphilis
Gleet
Piles

The DR. TAYLOR Co.

234½ MORRISON ST.

Corner Second and Morrison Streets, Portland, Oregon.
Hours—9 A. M. to 9 P. M.; Sundays—10 to 1.

I CURE ALL ACUTE AND CHRONIC DISEASES OF MEN

No Incurable Cases Accepted—Consultation Free

I want to meet every ailing man in the City of Portland who is suffering from any special disease of men.

I want to meet every man in the State of Oregon who needs my treatment. I have something to say to you that will prove of immense value to you in recovering your lost power, your wasted vitality and your ability as a man.

See me first and you will not have so many specialists to see before you get cured.

Years of study and special work have placed me at the top of the medical profession of those who treat and cure diseases of men.

I guarantee you a cure for a reasonable fee, which you may pay when cured. I examine you free and give you advice that is valuable.

Results and Cures Is What You Must Have and you expect the same. Let me tell you that is just what you get here. My specialty covers those diseases of men and by the hundreds coming to my office every month it assures one that **I Deliver the Goods.** All I ask that you call and see for yourself.

INVESTIGATE MY METHODS AND LEARN THAT I AM ALL I CLAIM TO BE, AND WHEN YOU PLACE YOUR CASE IN MY HANDS YOU ARE SURE OF GETTING THE BEST TREATMENT THAT CAN BE OBTAINED ANYWHERE.

HOURS—9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 A. M. to 12 noon.

ST. LOUIS MEDICAL AND SURGICAL DISPENSARY

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.