STEWARD M'AVOY CALLED BY DEATH

Veteran Steamship Man Succumbs to Typhoid Pneumonia at Home.

LEAVES HOST OF FRIENDS

Was for Many Years Employed on Vessels of Pacific Coast Steamship Company and Later Was Steward of the Roanoke.

J. R. McAvoy, chief steward of the steamship Roanoke, died yesterday afternoon at 2 o'clock at his residence, 580 Water street, of typhoid pneumonia. Mr. McAvoy had been ill for three weeks and on the last trip of the Roanoke to Portland he was compelled to quit work and go to his home.

Mr. McAvoy was 38 years of age and leaves a wife and many friends to mourn his death. He was born in England and had followed the sea since a boy. For nearly 10 years he was on the steamers of the Pacific Steamship Company in the capacity of chief steward. Two years ago he went to the Roanoke and during the time he was on the vessel made a host of friends. He was a member of the Elks and Masons. His home lodges are in Seattle and he had an extensive acquaintance among the members of these orders in every city on the Coast.

Among seafaring men there will be sincere grief over the untimely death of Mr. McAvoy. "Mc.," as he was generally known, was one of the "boys" who could always be relied upon in any emergency. He was a sailor and was always true to the traditions of the sea. The funeral will be under the auspices of the Masons and Elks.

The Late J. R. McAvoy.

THREE GRAIN CARRIERS CLEAR

Sailing Craft Take Wheat for the United Kingdom.

Three grain ships and one lumber steamer cleared from Portland yesterday. The British bark Province carried 101,000 bushels, the German bark Nal cleared with 149,533 bushels and the French bark Ville de Dijon has on board 94,605 bushels. The sailing craft all cleared for the United Kingdom for orders and the Saint Egbert, which carried lumber, is destined for Ilo Ilo.

The wheat exports for the month of February have totalled 2,169,406 bushels, with a valuation of $1,947,705. This is in excess of the exports for January and only a short distance behind the exports of December. Two days remain of the short month and it is expected that at least three cargoes will get away during that time. The grain fleet numbers 16 wheat carriers, two vessels loaded in part with flour and two loaded with lumber, a total of 20 vessels.

In point of bottoms this is one greater than the fleet of December. During that month, however, there was an excess of steamships, each of which had a large carrying capacity.

LEASE DAVIS-STREET DOCK

Southern Pacific Will Erect Coal Bunkers at That Point.

Davis-street dock has been leased for a term of 15 years by the Southern Pacific Company and bunkers will be built on the property for the purpose of handling Coos Bay coal. The dock has been utilized for the dumping of coal brought north by the Breakwater, for several months, but it was not until yesterday that the lease was signed and the company decided on extensive improvements.

Beaver Hill coal is one of the big products of the Coos Bay country. Nearly the entire output of the mines is controlled by the Southern Pacific Company and up to date all the fuel brought to Portland has been carried by the Breakwater. The steamship Czarina is a first-class collier and as soon as the bunkers are in position to receive coal at Portland, both vessels will be employed on the run.

Considerable dredging will be necessary to give a sufficient depth of water in front of the dock. This will be commenced immediately and completed before the Spring rise in the Willamette.

ALLIANCE MAKES FAST TRIP

Runs From Coos Bay to Portland in 29 Hours.

The steamship Alliance arrived up yesterday afternoon at 3:30 o'clock. The vessel made the run from Coos Bay to Portland in 29 hours and established a record for that steamer for this season of the year. The Alliance sailed from Marshfield at 10:30 o'clock Wednesday morning and at 3:30 the following afternoon was fast at the dock in Portland. The steamer was detained two hours at Astoria.

The Alliance brought 53 passengers north and a quantity of general freight. She will sail again tomorrow night and on her next trip to Portland will go on dry dock for inspection and minor repairs.

San Pedro Shipping Notes.

SAN PEDRO, Feb. 27.—The steamer Westerner, Captain Anderson, arriving five days from Willapa Harbor via San Francisco, is discharging 14,500 ties for the Southern Pacific. She will clear tomorrow night for San Francisco to load.

The North Pacific Company's steamer George W. Elder, Captain Jesseom, cleared tonight for Portland via San Francisco and Eureka with a large freight and passenger list.

The schooner Alvena is out two days from Stella with 850,000 feet of lumber for wholesalers at Redondo.

Alliance Speaks the Berwick.

Captain B. W. Olson, master of the steamship Alliance, which arrived yesterday from Coos Bay ports, reports that the Alliance passed the gasoline schooner Berwick, from Portland to the Siuslaw, at a point nine miles southwest of Yaquina Head. The Berwick was hove to under short canvas. Her captain reported all well. The Berwick sailed south in command of Captain Church, her regular master, Captain Bowdlich, being confined to the hospital with a broken leg.

San Francisco Shipping News.

SAN FRANCISCO, Feb. 27.—The steamer City of Puebla came off Hunter's Point drydock today, where repairs were made to her propeller. She will get away on her regular schedule tomorrow. One blade of the propeller of the steamer City of Topeka was broken and two others damaged on her last trip to this port. She was repaired at the Sixteenth-street drydock and left for Eureka today.

In preparation for a new campaign against the whales up north, the steam whaler Bowhead will go into the Sixteenth-street drydock to be cleaned, painted and overhauled. The Bowhead will fit out as soon as she comes from the dock and be prepared to leave on her northern mission at the beginning of March, about the same time as the Belvedere, Thrasher, Jeannette and William Baylies.

The fire in the coal heap at the Western Fuel Company's yard near Beale street was subdued yesterday after a fight extending over several weeks. Besides destroying a large amount of coal, the fire burned the timbers at the bunkers and a staff of men had to be engaged to make repairs. It is understood that the damage was covered by insurance.

As soon as the Stanley is fumigated she will fit out for another codfishing cruise up north. Several others of the codfishing fleet will start preparations for the season's work in a few days' time.

The steamer Tampico, Captain C. F. Hall, will go to the Oakland long wharf tomorrow to take on cargo for Seattle. After loading at Oakland she will take on 400 tons of explosives for shipment to the Treadwell mines in Alaska.

Marine Notes.

The steamship Rose City will sail at 4 o'clock this afternoon for San Francisco.

The British bark Crown of Germany shifted from the foot of Mill street to the Elevator dock yesterday.

The British bark Providence left down yesterday for Astoria. Captain Jones, her master, is greatly improved in health.

The British steamship St. Egbert sailed from St. John mills yesterday noon. She carried a full cargo of lumber for the Philippines.

The steamship Roanoke sailed for San Pedro and way ports last night with a good crowd of passengers and a full cargo of freight.

Joseph Kerangenoce and Pierre Lagadee, deserting sailors from the French vessel La Perouse, were lodged in the County Jail yesterday.

Arrivals and Departures.

PORTLAND, Feb. 27.—Arrived—Steamship Alliance, from Coos Bay ports. Sailed—British bark Province, for the United Kingdom; British steamship Saint Egbert, for Ilo Ilo; steamship Roanoke, for San Pedro and way ports; schooner Irene, from Gobie, for San Francisco; steamship Atlas, for San Luis.

Astoria, Feb. 27.—Condition of the bar at 5 P. M., moderate; wind, northeast, 8 miles; weather, cloudy. Arrived down during the night and sailed at 8:15 A. M.—Steamer Yosemite, for San Francisco. Arrived down at 5:15 A. M. and sailed at 8:15 A. M.—Steamer Breakwater, for Coos Bay. Arrived at 6 A. M. and left up at 7 A. M.—Steamer Alliance, from Coos Bay. Arrived at 10:15 A. M.—French bark Hoche, from Honolulu. Arrived down at 2:20 P. M. and sailed at 3:45 P. M.—Steamer Atlas, for San Francisco. Arrived at 3 P. M.—Norwegian ship Colonna, from Callao. Arrived at 5 P. M.—British ship Brodick Castle, from Newcastle, Australia.

San Francisco, Feb. 27.—Arrived last night—Steamers Asuncion and Santa Rita, from Portland.

Flushing, Feb. 27.—Passed Feb. 26, British ship Aberfoyle, for Portland.

Montevideo, Feb. 27.—Sailed—Crown of Aragon, from Everett, for St. Vincent. Arrived—Cape Finisterre, from Baltimore via Port of Spain, for San Francisco.

St. Vincent, Feb. 27.—Sailed—Craighill, from Tacoma, Seattle, etc., via Coronel, for Birkenhead.

Shanghai, Feb. 27.—Arrived previously—Ashtabula, from San Francisco via Yokohama, etc.

Tides at Astoria Friday.

High.	Low.
9:46 A. M.....8.2 feet	3:36 A. M.....3.9 feet
11:25 P. M.....7.4 feet	4:34 P. M.....0.3 foot

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Rose City	San Francisco	In port
Roanoke	Los Angeles	In port
Alliance	Coos Bay	In port
R. D. Inman	San Francisco	Feb. 28
JohanPoulsen	San Francisco	Feb. 28
Breakwater	Coos Bay	Feb. 29
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.
Roanoke	Los Angeles	Feb. 27
Rose City	San Francisco	Feb. 28
Alliance	Coos Bay	Feb. 29
Senator	San Francisco	Mar. 6
JohanPoulsen	San Francisco	Mar. 3
R. D. Inman	San Francisco	Mar. 3
Breakwater	Coos Bay	Mar. 4
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 Thursday.

Roanoke, Am. steamship (Dunham), with general cargo from San Pedro and way.

Cleared Thursday.

Roanoke, Am. steamship (Dunham), with general cargo for San Pedro and way.

Province, Br. bark (Jones), with 101,000 bushels of wheat, valued at $90,900 for Queenstown or Falmouth for orders.

Saint Egbert, Br. steamship (Cafferata), with 2,750,000 feet of lumber, valued at $35,750, for Ilo Ilo.

Nal, Ger. bark (Schulte), with 149,533 bushels of wheat, valued at $130,841, for Queenstown or Falmouth for orders.

Ville de Dijon, Fr. bark (Brunel), with 94,605 bushels of wheat, valued at $85,144 for Queenstown or Falmouth for orders.

Railroad Officials Go to Eugene.

General Manager O'Brien, of the Harriman lines in this territory, and William McMurray, general passenger agent, left last night for Eugene, where they will look over the company's property and arrange for improvements contemplated there, including the erection of a new passenger station. The officials will return to the city tonight.

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.

FAST ON THE TABLE

Vaughn's Motion to Take Up Air Brake Ordinance Fails.

RETURNED TO PIGEONHOLE

After Heated Discussion, Council Refuses to Act on Measure. Vaughn Says He Will Continue to Call It Up.

Slumbering in what Councilman Vaughn calls "death," the air-brake ordinance, which has so long reposed in solemn silence in the "indefinite" pigeon-hole in the office of the City Auditor, is now "on the table." Upon motion of Councilman Baker, who loves to gibe Mr. Vaughn, the measure was returned to the table yesterday afternoon, after heated debate by some of the members.

"I move that the air-brake ordinance be taken from the table and that we act upon it at this time," said Councilman Vaughn, and Councilman Cottel seconded the motion. "The ordinance is right or it is wrong," continued Mr. Vaughn, "and it should be passed or voted down. It is not right that it should be left on the table to die; it ought to receive attention now. To permit it to die on the table is not justice, either to the city, the people or to the street-car company. If it is not a good thing to pass, vote it down, but I call upon you to stand up, like men, and show the courage of your convictions by voting on the passage of the ordinance right now."

"I think it would be a good thing to leave the ordinance on the table," answered Councilman Baker, "as it serves to agitate the company and to cause it to improve the system."

Councilmen Cottel, Cellars, Baker and Vaughn discussed the proposed ordinance at considerable length, taking care to take flings at each other frequently, and the ordinance itself was often lost sight of in the midst of the caustic and bitter remarks of the members. When the vote was taken, the ordinance was consigned to the table.

"It's killed again—that's all," said Councilman Vaughn, "but I can call it up at each meeting."

DIFFERS FROM PRESIDENT

C. M. CLARK NO LONGER FOLLOWS ROOSEVELT.

Vice-President of Portland Railway, Light & Power Co. Here From Philadelphia.

C. M. Clark, of Philadelphia, vice-president of the Portland Railway, Light & Power Company and chairman of the executive committee, who is in Portland for a few days looking over the property, is a former follower of President Roosevelt who says he has not been able to follow him since last November. He believes President Roosevelt is honest and sincere, but he does not agree with his attitude toward corporations.

"On my trip through the country I have found that the President still retains his popularity to a remarkable degree," said Mr. Clark. "He has lost the confidence of the financial community and of the business interests, however, but he seems to retain the implicit trust of the mass of the people and of most of the professional classes. I have always been a warm admirer of President Roosevelt myself, but I do not agree with him in his repeated attacks on all corporations.

"I deplore the fact that so much of the legitimate business of the country is being injured in the attempt to weed out the dishonesty in corporations that occasionally comes out. Nor do I believe that all corporations are bad, an idea that seems to be prevalent. I have just read an interesting article by a member of a firm of prominent accountants and he says that his experience in examining and passing upon accounts has been that 90 per cent of the men in corporations are honest, while fully 90 per cent of men in political life that have come under his professional scrutiny are dishonest."

In speaking of the property here, Mr. Clark said he has not yet had time to go over the lines and is not yet entirely familiar with the needs of the system in the way of improvements. "However, we shall add to the service as required," said he, "and will maintain the efficiency of the company. As improvements and extensions are needed, they will be supplied. Together with everyone else just now, however, the company will be careful in expenditures, as careful as is consistent with the best interests of the property."

FASTER SERVICE IS PLANNED

Eight Trains Daily Each Way to Be Run on Portland-Salem Line.

New and faster schedules are being arranged between Portland and Salem by the Oregon Electric Railway Company. A new timecard will be put into effect March 15 that will provide for eight trains daily in each direction. The first train will leave the Front and Jefferson streets station at 6:30 A. M. and the last will leave the same terminal at 5 P. M. This will mean a train in each direction every hour and a quarter. Two of these trains will be limited, going through to Salem without stops, and will make the run in two hours. These two trains will leave the city at 9:15 A. M. and 3:30 P. M.

A ballasting outfit is working on the curves and bad spots in the line, and ballast will be spread on the track during good weather for the next few months until, when Summer fairly opens, the entire road will be in good condition and will admit of fast running. The time will be reduced to about an hour and a half as soon as the track is suitable.

Substations along the line, waiting-rooms and ticket offices have been completed and the company will move its agents into the new station at Front and Jefferson streets tomorrow. There will be no general offices in this building, which will house ticket offices, waiting-rooms and baggage-room.

Officials of the road are figuring on a new passenger tariff that will provide for commutation rates between Portland and Tigardville, which were not included in the original passenger tariff. This will also provide for school rates for children living outside the city and attending the Portland schools.

The Oregon Electric has not commenced its line south of Salem to Eugene, as has been incorrectly reported. Work at Salem is being done by the Willamette Valley Company on a trolley road, but this is entirely independent of the Oregon Electric, says General Manager Talbot.

Stubbs Coming to Portland.

J. C. Stubbs, traffic director of the Harriman lines, will visit Portland next week. Mr. Stubbs is now in California, having gone directly there from his Chicago headquarters, and will come through Portland on his way back East. He is expected to stop here a few days to look over the territory and the conditions here. The trip is said to be his usual annual inspection of the territory served by the Harriman lines.

Open Beach Season June 1.

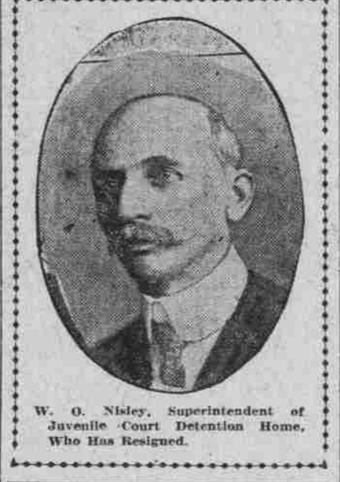
A conference was held yesterday in the offices of William McMurray, general passenger agent for the Harriman lines, by representatives of all transportation lines in the state interested in the Summer beach business. The outlook for the season was discussed and it was thought best to open the beach season June 1. However, this will be decided March 10, when another meeting will be held.

RAISE OF SALARY REFUSED

Superintendent Nisley, of Juvenile Court Detention Home, Resigns.

W. O. Nisley, superintendent of the Detention Home of the Juvenile Court, has resigned. The reason given is that the County Court will not increase his salary proportionately with the added duties he would be obliged to perform upon going into the new building. This will be ready for occupancy next month. Mrs. Nisley, who has been working with Mr. Nisley as matron of the home, has also resigned.

During the time Mr. Nisley has been in the employ of the Juvenile Court he has been receiving a salary of $85 a month, while his wife has been paid $25 a month. The last Oregon Legislature passed a law over the Governor's veto fixing the maximum salary of the Detention Home superintendent at $125 and of the matron at $50. Nisley asks $100 for himself and $50 for his wife, and Judge Gatenbein, who now has the appointment of the home superintendent, said last night he thought it reasonable, for the duties in the new home will be arduous. He said he did not wish to criticise Judge Webster and Commissioners Lightner and Barnes, composing the County Court, which has authority to fix the superintendent's and matron's salaries. But he said he would be obliged to look a long way to find another man who understood boys as well as Mr. Nisley. The negotiations for an increase in salary had been going on a week, he said.



W. O. Nisley, Superintendent of Juvenile Court Detention Home, Who Has Resigned.

MRS. KLUM CLINGS TO LIFE

Wound Thought Fatal, but She Has Chance of Recovery.

Mrs. Marie Klum, who was shot twice by William Durrell Wednesday afternoon, hung to life all day yesterday and was still alive at a late hour last night. Her vitality was regarded as marvelous by the physicians of Good Samaritan Hospital, and while no hope is held out for her full recovery, it is said that she has a slight chance of living for a time. She was resting easy last night, although it could not be said with any degree of certainty that she would survive the night.

The body of Durrell, who took his own life after shooting the woman, will be removed to Woodburn today. Joseph Durrell, a brother of the dead man, made arrangements for interment at the family plat at Woodburn, where Durrell was born.

Tacoma Shipping Notes.

TACOMA, Feb. 27.—The German ship Louise, which is discharging at San Francisco after a long passage from Bremerhaven, will in the future operate in the ore-carrying trade between the Sulzer Mines of Prince of Wales Island and Tacoma, bringing copper ore to the local smelter. Some time ago the old ship was purchased by Griffiths & Co., and she will hereafter be known as the Charger. Like the ship America, she will be partially dismantled and will ply up and down in tow. The two barges will bring 4000 tons a month to the big local smelter, operating under a year's contract for transporting the output of the mines. The America will leave here in a few days, carrying lumber and general supplies to the mine.

The British ship Glenlui, which passed in from Callao today, will proceed to Seattle for the first of her wheat cargo. The British ship Segura is discharging ballast at Port Townsend before towing here for a wheat cargo.

The French bark Pierre Antonine, which was delayed yesterday by breaking the parl of her fore upper topsail yard, was delayed again today by a similar accident occurring to the corresponding yard on the mainmast. The vessel will likely tow out tomorrow, as will also the wheat-laden British ship Talus.

RHEUMATISM

The form of rheumatism known as inflammatory means that the rheumatic poison in the blood has affected the joints. It is characterized by excruciating pain and fever and the hands and wrists are often distorted and crippled.

Mr. John Blake, a veteran of the Civil War, now a prosperous farmer, whose address is R. F. D. No. 2, Verona, N. Y., says:

"I was so afflicted with rheumatism that life was a misery. The pain was mostly in my limbs while my hands were so crippled that I could not close them. I suffered like this for years and there seemed to be no chance to get well. One day I read of Dr. Williams' Pink Pills and I gave them a thorough trial and was completely cured."

No external remedy will cure rheumatism for the poison is in the blood and the best blood medicine to combat rheumatism is

Dr. Williams' PINK PILLS

At all druggists or direct from Dr. Williams' Medicine Co., Schenectady, N. Y. 50c per box; six boxes, $2.50.

ROBERT SPENCER IN JAIL

Merchants Hotel Porter Charged With Theft of Curios Worth $500.

OREGON CITY, Or., Feb. 27.—(Special.)—Robert Spencer was arrested here this afternoon by Chief of Police Burns, as he was boarding a south-bound train, and taken to the city jail, to await the arrival of a Portland officer. Spencer is wanted in Portland for stealing from the Merchants Hotel. An employe of the hotel suspected that Spencer would try to evade capture by escaping through Oregon City and followed the man here and pointed him out to Chief Burns.

Spencer, who was brought back to this city last night by Detective Hellyer, has been employed as a porter at the Merchants Hotel for the past four weeks. He was locked up in the City Jail in default of $500 bail.

Spencer is charged with larceny. A short time ago James MacPherson, formerly of the United States Navy, reported the theft from the office of this hotel of a suitcase containing valuable curios and jewelry collected from all parts of the world, which were said to be worth $500. Spencer was suspected, but as no proof was brought against him, no arrest was made. Since that time several small thefts have occurred and suspicion in each case has been directed against Spencer. Yesterday a bicycle was taken from the hotel and at the same time Spencer left hurriedly for Oregon City. The efforts of the police will be directed to connect Spencer with this entire series of thefts.

Spencer intimated last night that another porter employed there had been guilty of the thefts. According to Spencer, the porters receive no remuneration save their room and board, which fact leads the police to believe that the two men have been associated in a series of crimes for obtaining spending money.

Fined for Tampering With Mail.

J. W. Currin, a carpenter living at Oregon City, and William Jennings, of Milwaukie, were before Judge Wolverton yesterday on a charge of tampering with the mails. Currin was fined $75 and Jennings saved himself a term in jail by paying into the Government coffers $100. Currin took a letter out of a rural free delivery box which had been deposited there by his sister-in-law, Myrtle Bohen. Jennings took a letter mailed by Miss Rose Washburn.

New Timber Company.

The articles of incorporation of the West Shore Timber Company were filed in the office of the County Clerk yesterday. This company has just been incorporated under the laws of the State, with Floyd J. Campbell, T. W. Kendall and Edmund P. Sheldon as stockholders. Messrs. Campbell and Kendall have been in Oregon but a few months, having come with their families from St. Louis, Mo., where they have long been known as prosperous, successful business men. Mr. Campbell, who is president of the new concern, has long been identified with the grain business of the Middle West, but was unable to withstand the call of the West. He will give his active attention to the business of the company. The other member of the company, Mr. Sheldon, who has been elected secretary, is well known in Oregon, having been identified with the timber interests of the state for some years and is considered authority in this line.

Eye glasses $1.00 at Metzger's.

Your Stomach Is Your Friend

If you have a good stomach and wish to keep it, steer clear of lard-cooked food. Lard is made from hog fat, and is more apt to be impure than it is to be clean and healthful.

Cottolene is the most reliable frying and shortening medium. It is a pure, wholesome, digestible product, that is bound to be more satisfactory than lard wherever it is given a fair test.

Besides being more healthful, *Cottolene* is more economical than lard or cooking butter, one-third less being required. It will, moreover, make more nutritious food than either lard or butter.

With all these advantages on the side of *Cottolene*, what argument have you for not using it? Your own grocer, if he is progressive, has *Cottolene* for sale. Buy a pail to-day, use it according to directions, and we will warrant you will never go back to the lard habit.

Nature's Gift from the Sunny South

TALK TO MEN

ON

Contagious Blood Poison

BY

Dr. Taylor, The Leading Specialist

DR. TAYLOR, The Leading Specialist.

On account of its frightful hideousness Syphilis or Contagious Blood Poison is commonly called the king of all venereal diseases. It may be either hereditary or contracted. Once the system is tainted with it, the disease may manifest itself in the form of scrofula, eczema, rheumatic pains, stiff or swollen joints, eruptions or copper-colored spots on face or body, little ulcers in the mouth or on the tongue, sore throat, swollen tonsils, falling out of the hair or eyebrows, and finally, a leprous-like decay of the flesh and bones. If you have any of these or similar symptoms, you are cordially invited to consult me immediately. If I find your fears unfounded, I will quickly unburden your mind. But if your constitution is infected with poisonous virus I will tell you so frankly and show you how to get rid of it. My special treatment for Contagious Blood Poison is practically the result of my life work, and is indorsed by the best physicians of America and Europe. It contains no dangerous drugs or injurious medicines of any kind. It goes to the very bottom of the disease and forces out every particle of impurity. Soon every sign and symptom of Contagious Blood Poison disappear completely and forever. The blood, the tissue, the flesh, the bones and the whole system are cleansed, purified and restored to perfect health, and the patient prepared anew for duties and pleasures of life.

Don't throw this announcement away. Cut it out; put it where you can find it, and if what I have to say to you today is not of GREAT interest, watch for another talk. I will, if you live out of the city, send you a valuable treatise; and if you can call I will give you in addition a beautifully engraved chart of the generative organs in three colors.

I Treat and Cure All Diseases of Men. You Can Pay Me When I Cure You

THE DR. TAYLOR CO.

234½ Morrison Street, Corner of Second, Portland, Oregon

Ask Him

Ask your doctor about taking Ayer's non-alcoholic Sarsaparilla. Trust him. Do exactly as he says.

Ayer's Sarsaparilla

NON-ALCOHOLIC

Lips white? Cheeks pale? Blood thin? Consult your doctor.

Bad skin? Weak nerves? Losing flesh? Consult your doctor.

No appetite? Poor digestion? Discouraged? Consult your doctor.

We have no secrets! We publish the formulas of all our medicines.

J. C. AYER CO., Manufacturing Chemists, Lowell, Mass.

Men's Diseases Permanently Cured

WHEN SICK YOU NEED THE BEST ADVICE

WE CURE

Varicocele, Hydrocele, Stricture, Swellings, Sores, Ulcers, Prostatic Trouble, Specific Blood Diseases, Lost Manhood, Drains, Losses, Private and Chronic Diseases.

OUR CHARGES You can pay by the week or month, as you see results. You will know from the test we give you that you are absolutely cured and will stay cured, and you will also find every claim we make to be exactly as we represent.

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.