

Captain Barnham Reports Having Encountered Severe Storm in South Seas.

NO NEWS OF CASTLE ROCK

Long Overdue Vessel Not Sighted Since Leaving Newcastle, N. S. W., 150 Days Ago_New Lumber Charters Listed.

The British bark Calluna, Captain J Barnham, arrived up yesterday after a stormy passage from Newcastle, New South Wales, from which port she brought

stormy passage from Newcastle, Area South Wales, from which port she brought a cargo of 210 tons of coal consigned to the Pacific Coast Commany. Captain Barnham reports no news of the missing British bark Castle Rock, which vessel is now long overdue, noting out 156 days yesterday from that port. The Caltura encountered the edge of a severe storm in the South Facilie shortly after leaving Newcastle, and it is feared the Castle Rock and the missing Japanese steamship Goto Maru may have been caught in this storm and wrecked. The British bark Crown of India, with a cargo of cement, consigned to W. P. Fuller & Co., and the French bark Mare-chail Davout, from San Pedro. In ballast, are listed among the arrivals at Astoria yesterday. Both made fairly good pus-sages to this port, and will be brought up today or tomorrow. The lumber schooner Monterery is another vessel listed among the arrivals at Astoria.

the arrivals at Astoria.

ASK FOR TEMPORARY LIGHTS

Navigators Desire Combined Whist-

ling and Flashing Buoys:

TACOMA, Wash., March 3.—(Special.) --Masters running out of this port to Southwestern Alaskan ports are of the opinion that the Government should at once provide alds to navigation, as the Northern Coast is dangerous at all times, especially in the stormy Winter

Captain J. C. Downing, of the steamer Portland, wild headquarters in Ta-coma, suggests that the Government sford temporary relief by placing su-tematic, acetylene gas, combined light and whistling buoys, which have proved of great value. He says these could be distributed without delay, while the necessary lighthouses are being built. The points where lights are most needed include Cape St. Ellas, Ocean Cape, at the entrance to Yakutai, and Cape Spencer, at the entrance to Icy Strait. The steamer Al-Ki went to Seattle

after discharging concentrates at the local smelter. The steamer City of Puebla, of San Francisco, made her fortnightly call today. The British fortnightly call today. The British bark Pass of Killiecrankie towed to Seattle to complete her wheat cargo. The schooner C. L. Woodbury has

been transformed into a twin-screw gasoline-propelled craft and will be used in hallbut fishing. The vessel has been renovated at Quartermaster Har-

AGENTS REPORTED DISMISSED

Steamship Companies Dispense With

Ticket Agencies-Report Denied.

SAN PEDRO, Cal., March 3 .- Charles P. SAN PEDRO. Cal. March 3.—Churles P. Doe agent of the Passenger Agents' Asso-ciation of San Francisco, has telegraphed this eity to the effect that the Pacific Coast, the Merchants Independent and the West Coast Steamship Companies, would from today discontinue the paying of commissions on sales of passenger tickets and berths to agents and brokers all along the Pacific Coast. The order will force out of business three subTHE MORNING OREGONIAN, WEDNESDAY, MARCH 4, 1908.

time, bore a strong resemblance in its surroundings to that which claimed Presi-dent Abraham Lincoln's life. In both cases there was an individual murder, the scene was a theater, the aci was done with incredible audacity in the presence of a large concourse of people, and the murderer was crippled by a mis-step after the farai blow. In the history of ancient Rome there stands out one political assassination which marks the first occusion on record in which the conflicting economical inter-Brain and

which marks the first occusion on record in which the conflicting economical inter-ests of different classes in a republic wore settled by resort to the weapon of the assassin. This was the murder of Ti-berius Gracchus, which soon was followed by the enforced suicide of his brother. Calus Gracchus. This deed was the di-rect result of the former's attempt to en-force an agrarian law passed as an act of justice to the poorer classes of Roman eltizens. Malt Whiskey helped me very much in a severe bowel complaint, from

Old. of Gardner, Me., En-

joys Health and Vigor of

Both Brain and Body.

"I write to say that Duffy's Pure

which I suffered for more than a

year, and to express my deep thanks for the relief I feel. I enclose \$2.00

for two more bottles. I am so grate-

ful for the strength of mind and body

your remedy has given me that I am

inducing all my elderly friends to try

it is they wish to enjoy a good appe-tite, good sleep and good health. You

may use this communication for the

benefit of the public if you wish. I

am almost 94 years of age. With the

warmest of wishes for the success of Duffy's Pure Malt Whiskey, I am, John Adams."

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 ef-

fective tonic stimulant and invig-

orator known to science; softened by warmth and moisture, its palatability and freedom from injurious sub-

stances render it so that it can be re-

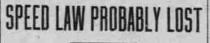
tained by the most sensitive stomach. Sold by druggists, grocers and

dealers, or direct. \$1.00 per bottle.

Bre'r B'ar Bumps His Head.

Hizens.

clitzens. In the turmoll that attended the vot-ing of the tribes, Tiberius was struck down to death by one of bis own col-leagues, a tribune of the people. This chapter of death was written in 135 B. C. History has dealt at length with the as-maximation of Julius Caesar on the ides of March-the 15th of the month-in the year 44 B. C. and of the import of this event in the history of ancient Rome. At the time of the assasination of Julius Caesar the Roman people had reached a degree of perversity and degenerascy al-most impossible of codern compre-hension. His death had a most demoral-ing effect upon the people. The hand of the waster when when the people. hension. His death had a most demoral-izing effect upon the people. The hand of the master who might have controlled the unruly masses and restrained the de-generate nobility lay palsied in death. Later events had their mainspring from this source, and the years from 37 to 58 A. D. were marked by the assassinations of Tiberius. Caligula, Claudius and Nero.



STOCKMEN FAIL TO GIVE CON-GRESS FACTS.

Indications That Meritorious Measure Will Be Defeated Because Delegates Hadn't Data.

The new order of things does not affect round-trip tourist rates from the East to Puget Sound points, but with this ex-ception, the door through this gateway is barred. Even on business to Puget Sound cities through the Huntington gateway from points west of Denver, Portland must be made the destination, baggage rechecked and new tickets bought to con-tinue the remainder of the lowney. The OREGONIAN NEWS BUREAU, Washngton. March 2.- The outlook for the passage of a bill requiring railroads to main tinue the remainder of the journey. The Hill officials are inclined to view the tain an average speed of 16 miles an hour on all shipments of livestock does not appear to be particularly bright. If the legislation fails it will be due entirely to

legislation fails if will be due entirely to the fact that representatives of the sheep and cattle interests of the West, who ap-peared in Washington in support of such legislation, were uttorly unable to present facts upon which Congress could legiti-mately base such legislation. When the 25-hour law was under consid-eration in the 59-h Congress consid-

When the 28-hour law was under consid-eration in the 59th Congress an effort was made to include in that statute a provis-ion requiring the railroads to move live-stock at a rate not less than 16 miles an hour, but that provision was stricken out. While the 28-hour law has been in opera-tion the sheepmen of idaho and some other states deciare that they have been put to very heavy expanse because the railroads have refused to keep stock trains on the move. The delay, they say, has been detrimental to the livestock as well as expensive to the owners. If the facts are as stated, and if the railroads have not kept stock trains on

If the facts are as stated, and if the railroads have not kept stock trains on the move, there is a cause, and there ought to be a record. But there appears to be no record of delays, and no tangl-ole facts to show why stock cars have been unduly sidetracked. The sheepmen from Idaho and other states went before the interstate commerce committee of the House to urge the passage of their 16-mile amendment to the 23-hour law, and they made arguments in support of their meas-

made arguments in support of their meas-ure, but the minute they were asked for facts and details they were absolutely at sea. In consequence the committee re-garded them as a lot of men with grouches, unable to make out a case

As a matter of fact, there appears to be merit behind the contention of the stockmen, and legislation such as they ask-a speed limit on stock trains-is un-

doubtedly meritorious. But the railroads are not going to jump in and demand this legislation; on the contrary, they will op-pose it. If it gets into an advanced posi-tion where its consideration seems prob-able, the railroads will be heard from, and they will present checking the second

A groan escaped his lips, as he thought his end had come, but the bear was go-ing so fast he couldn't stop, and he also struck the stump, full force, head on. While the bear lay on the ground, stum-ned, Kitzman made his way to the camp, and returning with an ax dispatched it. The animal measured over six feet in length and is one of the largest ever killed in the North. As the partles involved in the incident have reputations for truthfulness among their friends, the latter resent the insinu-ations of those who do not know the -J. W. Morrow, tax agent and right-of-way man for the O. R. & N., was the first winess before the Railroad Com-mission on resuming the hearing as to or reasons to offset the ar- I ations of those who do not know the No woman's happi-Woman's happl-ness can be complete without children; it is her nature to love Nightmare and want them as much so as it is to love the beautiful and pure. The critical ordeal through which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for 097,259.00 1,287,639.57 the coming event that it is safely passed without any danger. This

neede#.



is not a coffee substitute. It consists of the best coffee we are able to procure. Nothing has been added to it, but by special machinery we have been able to extract and discard the poison bearing cellulose chaff that is the cause of harm to many people who drink coffees in which this has been ground up with the rest of the berry. For further information in regard to "Puri-tan-ated"

ASK YOUR GROCER

At reliable grocers in 1-lb. cans, granulated CLARK, COCCIN & JOHNSON CO. Coffee Importers and Roasters, Boston, Mass.



WE CURE Blood Poison, Skin Disenses, Sores, Dicers, Varicocele, Hydro-Men cele, Nervous Debility, Piles and Chronic Diseases of the Kidneys and Bladder. Honest, conscientious work OUR FEE

speaks for liself. Prefenders, jealous of our success, try to beittle us because our fee is small.

Marconi, from Sydney; steamer Hanalei, from Portland; steamer Quinauli, from Grays Har Columbia, from Victoria, steamer Nome City, from Astoria, steamer Johan Poulsen, from Columbia Biver; steamer Tillac, from Bel-lingham, steamer Casco, from Coos Bay Steamer Handon, from Coquille River; achooner W. H. Talbot, from Tacoma. Salled-Bart W. H. Tablot, from Tacoma. Sulled-Bark Michican, for Mahukona; steamer America Maro (Jap.), for Hongkong steamer Jeanette whaling crulse; steamer William Baylies, whaling crulse; steamer M. F. Plant, for Coos Eay.
Hakodate, March 3.—Sailed—Kumeric, from Manila, etc., for Tacoma.
Belfast, March R.—Arrived—Tibertus, from Portland, via Muroran, Sabang, etc.
Montevideo, Peb. 26.—Arrived—Admiral Ex-olmans, from Settie, San Francisco, etc., via both in this state and in Oregon. He based his estimates not only upon the value of adjoining property, but princimans, from Seattle, San Francisco, etc., via Coronel and Punta Arenas, for Havve, Valparaiso. March 3,-Sailed-Scraphis, from San Francisco, for Hamburg, pally upon the assessments made in the

Closing Portland Gateway for Tour-The steamship George W. Elder arrived at Martin's dock early yesterday morn-ing from San Pedro and way ports. She ist Travel From East Will Not

ROADSARE CONTEN

Hill Officials Say Tariff Ruling

Will Not Be Fought.

DO NOT FEAR RETALIATION

Stop Interchange of Round-Trip Tickets.

voyage. Colonel S. W. Roessler, United States Engineers, announces that scaled pro-posals for the leasing of seining grounds in the catuary of the Columbia River will be received until April I. The German bark Nomia has been chartered by the Portland Flouring Mills Company to load a cargo of wheat for Europe, and sailed yesterday from Tee-uilla for this poet. She is expected here Hill lines do not appear to fear re taliation by the Southern Pacific for tak ing action that resulted in the closing of the Portland gateway. Hill officials believe there is no chance for the Harri pilla for this port. She is expected here in time for May loading. The steamer Washington arrived at the Couch-street dock last night after an unbelieve there is no chance for the Harri-man people to take shis step, for in de-fending the suits to divorce the Harriman lines, that will be pushed by the Federal authorities, the allied lines will represent that they are distinct and competing. If the Southern Pacific makes common cause with the Union Pacific system, there will be evidence of lilegal merger of railway properties that would lend force to the Government suits against the Harriman lines.

eventful passage from San Francisco. The Washington brought a cargo of 600 tons of general freight for Portland mer-With a full cargo of freight and 75 pas-

BELFAST, Ireland, March 3 .- The

biole ASI. Ireland, March 3.-The steamer Rotterdam, the 21.154 top Hol-land-American liner, was successfully launched here this morning. An attempt was made February 23 to launch the Rotterdam, but the liner refused to take the water owing to the tremendous pres-aure on the ways, which had not been properly greased.

Water-Front Notes.

will sail tomorrow night on the return

sengers, the steamship Senator arrived at the Ainsworth dock yesterday morn-ing. The steamer will sail for San Fran-cisco on the return voyage Friday night. The French bark La Perouse left down farriman lines. Because the Northern Pacific has oncurred in the tariffs filed with Interstate Commission to the Pacific Northwest, through Fortland, the commission held that through tickets via this gateway cannot be sold in the East, because all tariffs filed by a road must have the written concurrence of all other roads over which the tickets are sold. The French bark La Perouse left down yesterday morning. She is destined for the United Kingdom with a cargo of grain. Captain Ledrue decided not to delay his departure on account of the de-sertion of three men, which occurred Sunday. New members of the crew were secured from a local sailor boarding-house.

Head Stevedore Murray Quits.

J. D. Murray, for the past four years head stevedore for the San Francisco & Portland Steamship Company and the Portland & Asiatic Steamship Company, yesterday tendered his resignation and will leave Portland shortly for Seattle, where he contemplates engaging in busi-ness. Captain William Mason, formerly commander of the steamelin Costa Bies commander of the steamship Costa Rica will succeed to Murray's position.

Schooner Quinault Rescued.

SAN FRANCISCO, March 3-The steam schooner Quinault, sighted yester-day off the Mendocino coast in distress, was picked up off Bowen's Landing last night by the Spreckels tug Relief and this mergins is morning was safely towed into this harbor.

Arrivals and Departures.

Astoria, Or., March 3.—Condition of bar at 5 P. M., smooth, wind, southweat, 5 miles; weather, cloudy. Arrived at 9,15 A. M.— British eleanner Strathblane, from San Fran-cisco. Arrived down during the night and salled at 12 M.—Schooner Alvena, for Be-dendo. Left up at 8:30 A. M.—French bark Edouard Detaille. Arrived at 9 A. M. and left up at 2 P. M.—Steamer Washington, from San Francisco. Arrived at 11 A. M.— British ship Crown of India, from Antwerp, Arrived at 3:15 P. M.—French Mark Mare-chal Davout, from San Pedro, Arrived at 11 A. M. and left up at 1.—Schooner Monierzy, from Monterzy.

from Monterey. San Francisco-March 3-Arrived at S A. M. -Steamer Hanalel, from Portland, Arrived at 19:30 A. M.-Steamer Johan Poulsen and

at 10:30 A. M.-Steamer Johan Poulsen and Nome City, from Portland. Tocopilia, March 3.-Sailed Pehruary 3.-German bark Nomia, for Portland. Santa Bosalla, March 3.-Sailed February 22-British ship Celticburn, for Portland, Belfass, March 3.-Arrived-German steam-er Tibertus, from Portland, Victoria, March 2.-Sailed-Steamer St. Eg-bert (Br.), for Manila. Astoria, Or., March 5.-Arrived-Ship Crown of India (Br.), from Antwers. Scattle, March 3.-Arrived-Ship Scattle, March 3.-Arrived-Bark General De Megrier (Fr.), from Rochester, England, Sailed-Steamer Tosa Maru (Jap.), for Yoko-hama.

San Francisco, March 3. - Arrived -- Schoone

Relations Not Disturbed. "The relations existing will more than likely continue. likely continue. Furthermore, I do not see that Portland will lose anything by see that Portland will lose anything by the unsatisfactory arrangements hereto-fore existing in the ticketing of business through the Portland gateway in con-nection with the O. R. & N., Short Line and Union Pacific system being discon-tinued, as the Portland gateway is now opened up by the Spokane, Portland & Seattle Rallway."

Seattle Rallway." Mr. Charlton says the fourist business through Portland over the Harriman lines is not confined to the Northern Pacific, but may be conducted as usual over the Great Northern and Canadian Pacific lines as well

OLYMPIA, Wash., March 3 .- (Special.)

Hill officials are inclined to view the decision of the commission with consider-able equanimity. A. D. Charlton, as-sistant general passenger agent for the Northern Pacific, made the following statement yesterday? "This new ruling has no effect on the interchange of business covering round-trip tickets. It affects one-way business only. There is concurrence between the Southern Pacific and Northern Pacific in the ticketing of business from California via the Northern Pacific, not only cover-ing local, but through business. We also concur in the interchange covering all ing local, but through business. We also concur in the interchange covering all westbound business into California. "I do not anticipate there will be any change in our relations with the South-ern Pacific, as it is a distinct and separate line from the O. R. & N. the Oregon Short Line and the Union Pacific system, and we all know that the Southern Pacific is a commeting line with the O. R. & N. a competing line with the O. R. & N. Oregon Short Line and Union Pacific sysfor this

Round-Trips Not Affected.

The new order of things does not affect

Th

O. R. & N.'S PORTLAND VALUES

Tax Agent Morrow Gives Testimony Before Olympia Hearing.

various countles for taxation purposes Mr. Morrow places the value of th

realty holdings of the O. R. & N. as follows:

He valued the terminal yards at \$2 pe

\$2,715,167.00 1.181 197.00

agencies in this city engaged in the Mochican, handling of steamship tickets. Maru (Jay will force out of business three

handling of steamship tickets. Harry Young, Portland agent of the North Pacific Steamship Company, of which concern Charles P. Doe is general manager, was shown the above dispatch and staied that he knew nothing of the new order, and that he did not believe the the hole on concerning with the North that it had any connection with the North Pacific Steamship Company. He stated that, in his belief, it pertained only to companies operating steam schooners.

BIG CARRIER IS CHARTERED

British Tramp Steamship Needles Coming to Load Lumber Cargo.

The British steampship Needles has been chartered by Bowering & Co. of San Francisco to load lumber at this port for the Orient. The Needles is a large tramp of 296 tons net register, and will be capable of handling a cargo of nearly 4,00,000 feet of fir, which will be the large set simple cargo taken out of this port accounce of fir, which will be the largest single cargo taken out of this port in nearly a year. The British stark gestorday and will also come to Porthand to load lumber. This vessel is a large carrier and will take close to 2000,000 feet on the outward voyage. The two Norwegian teamships, Trieolor and Sommersiad, are in port and loading lumber. Each st these vessels will carry 2500,000 feet. In addition to the steam vessels the American ship Acme and the British bark Jordan Hill will sail shortly with large lumber cargoes.

CAPT. KESSEL MAKES REPORT

Tides at Astoria Wednesday.

Terminals at Spokane ... Terminals at Various static Right of way YOUNG ARCHITECT'S PRIZE

Designer of London's New County Hall, Unknown.

the best design for London's new count

cific terminal grounds, is estimated a \$1,108,250 or \$2,50 per square foot. On the sast side of the river property owned b the Northern Pacific and the O. R. & N is valued at \$3,766,031.36, of which per cent is owned by the O. R. & N.

ABOUT ASSASSINATIONS.

Ancient and Modern Crimes Have Changed World's History.

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The varies life terminal yards at 22 pri-square foot, while the values of the right of way varied according to location from 1 cent up to \$1.50 per square foot. The to-tal valuation was placed at \$5,831,597.721. Property owned exclusively by the C. R. & N. on the west side of the Willam-ette River, adjacent to the Northern Pa-cide terminal grounds is attimuted at great and wonderful remedy is always sppliedexternally, and has carried thousands Mother's of women through

from

the trying crisis without suffering. Send for free book sontaining information at priceicess value to all expectant mothers. The Bradfield Regulator Go., Atlanta, Ga.

Men Cured

No other physician employs a like method, and so thorough is my work that there need to condition. It is not a question of whether you can be curred, but whether you will be worked. Bon't wait until it is too late. My solutely certain. I use NO KNIFE, cause no work for one day. I especially solicit those failed—or where money has been wasted on electric belis and other appliances. Func-tional decangement is notifier a "weakness" in the memory has been wasted on electric belis and other appliances. Func-tion at disease. It is a symptom of prostatic faired—or where momey has been wasted on electric belis and other appliances. Func-tion at disease. It is a symptom of prostatic faired for the creat waste activity by the use of powerful tonics is an easy matter, but four the results are morely temporary drug eff for the results are morely temporary drug eff the nonly physician employing scientific and successful methods. My treatment is a local one entirely and currects every abnormal condition the treat vital center, the prostate and my currects avery abnormal condition the treat is a local one entirely and currects every abnormal condition the treatment is a local one entirely and currects every abnormal condition the treatment is a local one entirely and currects every abnormal condition the treatment is a local one entirely and currects every abnormal condition the treatment is a local one entirely and currects every abnormal condition to the treat the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the prostanted at the prostate and the currects avery abnormal condition the other physician employs a like method

The Leading Specialist



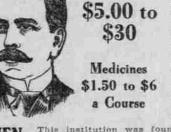
PAY WHEN YOU ARE CURED

Can any reasonable man desire a more fair test of my methods than to let me cure him first and to pay the bill when he is well? No man could be fairer than that. I take all the risk. You take none whatever. You have everything to gain and absolutely nothing to lose.

to lose. Those in any trouble suffering from SPERMA-TORRHOEA, LOSSES AND DRAINS, VARICOCELE, HYDROCELE, BLOOD POISON or any other disease tending to destroy and disfigure and to render happi-ness impossible are urged to call upon me without de-lay. CONSULTATION AND ADVICE FREE. My offices are open all day from 9 A. M. to 9 P. M., and Sundays

THE DR. TAYLOR CO.

234% MORRISON STREET, CORNER SECOND AND MORRISON STREETS, PORTLAND, OREGON.



but intellis fluenced by their arguments. We ask any man suffering from any disease we treat to call and see us. Many cases supposedly in-curable are often the result of poor treatment, and when methods such as we employ are directed toward the cause, with care and proper attention to your case you can be cured.

WHEN This institution was founded it was with a clear and a clean-cut purpose to provide an institution where men would get the very nest medical attention

WAILLY WOULD GET THE VERY BEST MEDICAL ATTENTION that skill, experience and training could provide. From that purpose we have never deviated for a mo-ment. Any patient who comes to ment any patient who comes to ment any patient who comes to ment any patient who comes to ment. Any patient who comes to ment any patient who comes to the set to call and SEE FOR YOUR-SELE. TAIN TO BE FOUND. If you persist in going to those who have no standing profession ally HOW CAN YOU EXPECT TO BE CURED? This institution hose built up its splendid practice more by the free advertising given it by

NERVOUS DEBILITY

This is to men who lack courage, whose nerves are shaky, whose eyes have lost the sparkle, whose brains are muddled, ideas con-fused, sleep restless, confidence gorie, spirits low and ensily de-pressed, who are backward, hesi-iating, unable to venture because they are afraid of failure, who want somebody to decide for them.

WE CURE VARICOCELE

Varicoccele causes congestion of the blood in some of the most vital blood vessels of man. It causes a duil, heavy, listless feeling, which is often mistaken for nervous de bility or general docline. Varico-cele results from partial paralysin of the delicate nerve fibers that control local circulation of the

No Pay Unless Cured. Consultation Free We Are the Leading Specialists

not only in Portland, but in the whole Pacific West. The results of our professional work are bring-ing to our office men from every State and Territory in the West. Curses men acting the friends to be the the the territory of territory of the territory of territ

our professional work are bring-ing to our office men from every State and Territory in the West. Cured men send their friends to us, our professional business being larger than ever. It will not cost you anything to call at our office and consult us, and by so doing it may save you much time and money, and if we cannot cure you we will honestly tell you so, and you will not be under any financial obligation to us.

Insure reply, OFFICE HOURS-9 A. M. to 5 P. M.; evenings, 7 to 8:51; Sundays, 5 A. M. to 12 soon, NOTICE-We desire to warn the

call at our office and consult us, and by so doing it may save you much time and money, and if we public that we desire to warn the spread fame and merit of the in-situte have been a strong incen-tive to unscruptions traveling work are not a mushroom growth.

ST. LOUIS MEDICAL AND DISPENSARY CORNER SECOND AND YAMHILL STREETS. PORTLAND, OREGON.

