SENATOR WILL REMAIN ON ROUTE

Deal Practically Closed for the Recharter of Popular Coasting Vessel.

TIME SET FOR ONE YEAR

Present Contract Expires May 15. Steamer Advertised to Sail for Nome June 1, but Other Vessels Are Available.

While no official information has been given out, it is understood in steamship that arrangements have been completed between the Pacific Coast Steamship Company and the San Francisco & Portland Steamship Company whereby the charter of the latter con cern for the steamship Senator has been extended for another year, the new-charier to go into effect May 15, the date on which the present charter ex-

The Senator has been operating on a The Senator has been operating on a charter for the Sam Francisco & Portland Steemship Company for the past three months in place of the Costs Rica. Site has been advertised to sail from Seattle for Nome about June 1. It would artie for Nome about June 1. It would be an easy matter, however, to place another vessel in her place, as the Pacific Coast Company has a number of ships available for the Alaska trade.

An effort was made on the part of the Harriman people to purchase the Senator, but the deal fell through, as it

schator, but the deal fell through, as it was impassible for the heads of the companies to agree on terms. Since the visit to Portland of General Manager R. P. Schwerin, new negotiations have been entered into and the result will probably be the purchase outright of the Senator, or a continuance of the charter for an other year.

WIRELESS PLACED ON ELDER

New Massie Station Installed on the North Pacific Steamer.

Massle wireless telegraph apparatus has been installed on the steamship Geo. W. Elder and on the last trip north of that vessel the system was placed in working order. When outside of Eureka, the operator on the Elder caught a number of messages which were being transber of messages which were being transmitted from the flagship Connecticut to the battleship Tennessee. Both of the latter craft were at Magdalena Bay, a distance of 1890 miles from the Elder.

Wilfiam J. Smith, of Providence, R. I., who is superintendent of wireless plants on the Coast, placed the plant on the Elder. Mr. Smith says that it is one of the heaviest on the coast. He recently overhauled the plant on the Roanoke and placed heavier apparatus on beard. The original plant of the Roanoke was too small to handle the bissiber of messages which were being trans was too small to handle the busi . The plant on the Rose City is also

long distance.
With the equipping of the Elder, practically all the passenger ships on coast are supplied, with the exce of the Senator. That steamer will he Senator. That steamer will prob-be fitted with an outfit before long. The Senator is owned by the Pacific Const Steamship Company, the first to secure wireless for its steamships.

one of the same system and is calculate

to transmit and receive messages from

Tacoma Shipping Notes.

TACOMA. March 17.—The British ship Hilston arrived today from Esquimait, B. C. where she has been discharging coal for the British navy. The Hilston will load a full cargo of lumber and timbers in Tacoma for Patteriam

The Pacific Coast Steamship Com-pany announces that its steamers on the Skagway run will bereafter make Prince Ruhert, B. C. which is to be the Grand Trunk Pacific terminus, a regular port of call.

Stoamer City of Puebla made her fortnightly call here today, but will not leave out until tomorrow noon, as she has a large amount of bullion, Too.

tons of wheat and other general cargo

tons of wheat and other general cargo to load outward.
Heated coal in the bunkers of the German Steamer Verak, of the Kosmos line, was discharged on seews alongside and the fire extinguished. It is said that no damage was done.
The British steamer Ningchew cleared tonight with general cargo valued at about \$500,000. She goes via the Orient to Livernol.

valued at about \$500,000. She goes via the Orient to Liverpool and other United Kingdom ports.

American Hawaiian liner Columbian is making her first visit in Tacoma. The steamer brought New York freight and for the Hawaiian Islands is taking a large suppment of general freight, including flour and feed. freight, including flour and feed.

The hull for the dredger being built for the Tacoma Bredging Company was launched today. The craft is 114 feet long by 46 feet in width. As soon as the machinery is placed, the work of dredging the channel of the Puyallup River will be begun, the Government having awarded the contract to the Tacoma firm several months ago.

GOES ASHORE AT WEST PORT

Schooner Mildred Wrecked-Crew Is Saved, but Vessel May Be Lost.

ARERDEEN, Wash., March 17.-Special.)—The schooner Mildred ARERDEEN, Wash, March 17.—
(Special.)—The schooner Mildred, from San Francisco to Grays Harbor, out nine days, was wrecked on the West Port jetty at the mouth of Grays Harbor, at 4 o'clock yesterday afternoon. The West Port lifesaving orew rescued the crew, but the vessel will probably be a total loss.

The Mildred is owned by A. Meyer, of San Francisco, and was built in.

of San Francisco, and was built in Fairhaven, Cal. in 1887. The captain missed his bearings trying to make

CHANGE OF ROESSLER CERTAIN Engineer Will Not Go East Before

May 1. OREGONIAN NEWS BUREAU, Washington, March 17.—Colonei Roessler will not come East before May 1. His successor has not yet been selected.

The news of the transfer of Colonel Recaster United States Engineer, was published in The Oregonian yesterday merning and the above dispatch con-firms the statement. Colonel Recaster said that he had received no orders to proceed from this station to any other, but thought it possible that they might be usued.

LOWERS WAGES, MEN STRIKE Steamer Aker Unloads With Non-

union Labor. SAN PEDRO. March 17.-The cruisers

SAN PEDRO. March 17.—The cruisera Tempessee. California and Washington. Rear-Admiral Sebree commanding, are anchored inside the breakwater and will remain until Monday. Thence they go to Redondo and Venice.

The Wilmington Transportation Company, having the contract for stevedoring a cargo of oak ties of the Norweglan steamer Aker, from Japan, announces a reduction of wages from 50 to 45 cents an hour. The union longshoremen refused to accept and the vessel is being discharged with commion labor.

The steamer Redondo, Captain Bendigard, is scheduled to clear tomorrow for Coos Bay via San Francisco, to load a cargo of lumber.

The schooner Gotoma, Captain Gruggel, arrived from Nehalem River with 180,009 feet of lumber.

Concert at Seamen's Institute. The weekly concert at the Seamen's Institute, Front and Flanders, will be given tonight at 8 o'clock by members of

STEAME	R INTELLIGENCE.
D	ue to Arrive.
Breakwater. Geo. W. Elder Senator. R. D. Imman Suelf, Elmore Alliance. Rose City F. S. Loop Rosneke Arabia. Nicomedia. Alesia.	From San Francisco In port San Francisco In port San Pedro In port San Francisco In port San Francisco In port San Francisco In port San Francisco In San India San Francisco In San Francisco In San Francisco In India San Francisco India San Francisco India San Francisco India San I

Nume.	For.	Date.
Breakwater	Coon Bay	Mar. 18
Geo. W. Elle	er San Pedro.	Mar. 19
SucH. Elmo	re Tillamook	Mar. 20
JohanPouis	enSan Franch	sco. Mar. 20
R. D. Inma	in San Francis	co. Mar. 20
Alliance	Coos Bay	Mar. 22
Rose City.	San Franch	soo. Mar. 22
Ronnoke	Los Angeles	s Mar. 27
F. B. Lonp	San Francts	too. Mar. 20
Senator	San Francis	100 Mar 20
Arabia	Hongkong	April 27
Nicomedia.	Hongkong.	May 7
Ainsin.	Hongkong	June 1
Numantia.	Hongkong	Town me

Entered Tuesday. Catania, Am. steamship (Canty), with 19,000 barrels of fuel oil, from

San Francisco Gec. W. Elder, Am. steamship (Jessen), with general cargo, from San Pedro and way ports,

Cleared Tuesday. Capastrano, Am. steamship (Harriman), with 700,800 feet of lumber,

b------

the Y. W. C. A., under the direction of Miss Constance MacCorkle. An excellent programme, consisting of voca solos and pecitations, has been arranged solos and petations, has been arranged, and a number of attractive pieces will be rendered by the mandolin and guitar clubs, conducted by Professor C. Rebagnilati. Songs by scamen of various nationalities will also form, as usual, a popular feature of the entertainment

Capastrano Sails on Maiden Voyage.

The new steamship Capastrano cleared yesterday for Sini Francisco with 700,000 feet of lumber. The vessel left down at midnight. This is the first trip of the Capastrano and she was not loaded to her full capacity. The steamer is commanded by Captain F. B. Harriman, She owned by J. Homer Fritch, of Say

Schooler Irees, from San Francisco, Riestan bark Albyn, from Calleo, Salled—Steamship Capastrano, for San Francisco. Astoria, Or., March 17.—Condition of bar at

Astoria, Or., March 17.—Condition of bar at 5 P. M., moderate; wind, northwest, 24 miles, weather, partity cloudy. Arrived at 8:50 A. M.—Schooner J. M. Weatherwax, from San Francisco. Salied at 11 A. M.—Steamer Allance, for Coop Bay, Salied at 11 A. M.—Steamer W. S. Perter, for San Francisco. Arrived at 11:15 A. M.—French bark Eugene Pergeline, from Antwerp, Salied at 12:40 P. M.—Schooner John A. Campbell, for San Pedro.

Yokohama, March 17.—Arrived March 18—German alexancer Alexia, from Portland.

German steamer Alesia, from Portland, Coronel, March 11.—Arrived—Theben, from Hamburg, Antwerp, etc., via Punta Arenan,

for Seartle.
Liverpool, March 16.—Arrived—Keemun, from Tacoma, via Yokohama, Hongkong, etc. St. Vincent, C. V. March 17.—Arrived pretiously—Palls of Nith, from Tacoma, via
coronel Salied March 12.—Hamilton, from
Pacoma via Coronel, etc., for Falmouth,
Singapore, March 17.—Arrived—Cyclops, from Seattle and Tacoma, via Yokohama, etc.,
for Liverpool.

or Liverpool.
San Francisco, March 17.—Arrived—Steams San Francisco, March II.—Arrived—Steamer Watson, from Seattle; steamer Acon, from Traconia; steamer Silmabeth, from Sandon; steamer Umanilia, from Victoria; schooner A. M. Baxter, from Bellingham, steamer Alamiela, from Honolulu; steamer Sherman, from Manilia, via Nagasaki and Honolulu; bark Andrew Welch, from Hilo; schooner Honaifu, from Hawail; steamer Bowheau, whaling cruise; steamer Christhay Bots, from Tacoma, schooner Propper, from Luddwy schooner Lily, from Umpqua; steamer Col. E. L. Drake, from Seattle.

Tides at Astoria Wednesday.

aged 68. Mr. Burrows was a brother of the late Captain C. E. Burrows, of this city, who died several months ago. Since Captain Burrows' death, Edwin R. Burrows has lived in this city, though his home is in Scattle. The remains will be taken to Seattle for cremation. TO COMMISSION

South Portland Manufacturers Ask Better Terminal Facilities.

DEMAND RAIL CONNECTION

Testify in Suit Brought to Compel Southern Pacific to Handle Cars Over United Railways Line.

Complainants in the suit brought be-fore the Oregon Railroad Commission to enforce a connection of the tracks of the United Railways and the Southern Pacific, gave their side of the case yes-terday before the Commissioners in the Chamber of Commerce auditorium. The Southern Pacific will introduce its tes-timony next Saturiay when the hearing Southern Pacific will introduce its tes-timony next Saturday, when the hearing will be concluded and the matter taken under advisement by the Commission-

The suit is brought by the Multnomah The suit is brought by the Multnomah Lumber & Box Company, and others, against the Southern Pactfic Company, About 22 manufacturers in South cortland sign the complaint, among them being the following: Oregon Chair Company, Portland Basket & Handle Company, Portland Handle & Singletree Company, John Halsey Jones Company, Portland Stove Works, Portland Shingle Company, South Portland Improvement Company, Jones Lumber Company, Gold Medal Shingle Company and the Oregon Cooperage Company.

The United Railways Company seeks a connection with the tracks of the Yam-

The United Kallways Company seeks a connection with the tracks of the Yamsill division of the Southern Pacific Company at Columbia and Water streets. This will give a direct outlet to the terminal grounds in North Portland for the industries located along the Southern Pacific tracks in the south end, but the latter company declined to permit the connection because the two road, it was unection because the new road, it was utended, would not afford the Southern Pacific any traffic and the benefits from

Manufacturers on Stand.

The matter was referred to the Rall-road Commission and the first hearing on the subject was given yesterday. A number of South Portland manufacturers number of South Portland manufacturers festified to the benefits to their business that would follow the connection of the two systems. The testimony was all of a similar character, the reasons the connection is wanted being use more direct route offered to the terminal grounds, the hope of more prompt delivery of cars than of old and the shipping of products throughout the State of Oregon at a less expense than the Southern Pacific now charges.

now charges.

In order to bring freight from the South
Portland factories to the terminal
grounds at present, the cars must be grounds at present, the cars must be hauled via Whiteson and down the West Side division of the Southern Pacific. This causes delays in delivery of goods as well as delays in supplying empty cars for leading. At the same time a differential of from 5 to 7½ cents per 100 pounds is charged by the Southern Pacific on shipments to all points on the O. R. & N. west of Pocatello.

O. H. Schwerdtmann, manager of the O. R. & N. west of Pocatello.
O. H. Schwerdtmann, manager of the Oregon Box & Manufacturing Company, was one of the witnesses who testified to this condition of affairs. He said that

APPENDICITIS

Grape-Nuts as a Reconstructing Food.

The number of cases of appendicitis which get well by proper feeding and nursing, is not less remarkable than the number of cases which were formerly operated on only to find that the operation was unnecessary.

While looking for the cause of this discase, it is well to remember that excessive starch fermentation may be considered a frequent cause, and that suggests more care in the use of starchy foods.

Grape-Nuts can be retained on the most sensitive stomach and is extremely neurishing—just the ideal food for appendicitis cases.

"Last Spring I was taken ill with appendicitis, writes an Ind. man." The doctor told me not to be alarmed, for he would do the best he could to save me from the operating table.

"He gavised me to cat nothing for two weeks, during which time I became so weak I could hardly move. The trouble began to leave me and I began to eat fruits and milk, but I did not regain the strength I had before I was sick.

"A friend of mine recommended Grape-Nats. I tried it and it worked wonders with me. I soon began to gain in strength, and in a month was as strong as ever.

"I don't think I ever used a food that did me so much good. I now weigh 150 lbs. as against 130 before I was sick, all due to Grape-Nuts and regular exercise."

"My muscles are like iron and I can a the bardest work. Being employed

Death of Well-Known Mariner.

ABERDEEN, Wash, March 17.—(Special)—Edwin R. Burraws, an old-time Great Lakes captain, who also sailed vessels on Puget Sound, died here today,

Bigh.

1 is A. M. ... 84 feet[7.25 A. M. ... 1.3 feet of the hardest work. Being employed in a printing office, I have to think a format Lakes captain, who also sailed vessels on Puget Sound, died here today,

Tomorrow and Friday will positively be the last days for discount on East Side gas bills. Portland Gas Company.

Other Company

Tomorrow and Friday will positively be the last days for discount on East Side gas bills. Portland Gas Company.

Other Company

Tomorrow and Friday will positively be the last days for discount on East Side gas bills. Portland Gas Company.

Other Company

There's a Reason' There

and Forest Greve. The rate on boxes was formerly 10 cents from South Portland to those points and 6% cents from the terminal yards. An appeal was made to the Southern Pacific and the 10-cent rate was lowered to 8 cents, still leaving a margin in favor of manufacturers who had access to the terminal yards and against the South Portland Illis.

F. A. Sullivan, of the Portland Lumber Company, whose mill stands at the foot of Lincoln street, was another witness who testified to substantially the same things. He said his company was not able to ship to Great Northern or Northern Pacific territory because of the lack of terminal connections. Another thing that hinders the South Portland mills is the limiting of car loading to 30,000 pounds, the limit loading on all branch lines. This would be done away with if the desired connection were secured.

W. L. Benham, president of the United Railways, testified briefly as to the location of the different plants involved in the suit. L. R. Fields, superintendent of the Southern Pacific, and C. A. Malbeouf, district freight agent, were present and will testify Saturday. R. A. Letter appeared as counsel for the Southern Pacific and A. C. Emmons, attorney for the United Railways, represented the complaintants.

LOWER RATES ON GRAIN BAGS

Roads Make @5 Per Cent Reduction Into Palouse Country.

Into Palouse Country.

Important reductions of the rates on grain bags from Portland throughout the Palouse country are anunounced by the O. R. & N. and the Northern Pacific. The reduction in tariffs amounts to 25 per cent all along the line, and will become effective May 1. The new rates have just been published.

After the first of May, freight rates on burlap, gunney and jute bags, from Portland to the Palouse territory, including Lewiston, Idaho, will be 50 cents, and to points in the Walla Walla Valley, including Walla Walla, Waltsburg, Dayton, Prescott and Pomeroy, will be 60 cents, The rate from Portland to points between Pendleton and Huntington, including Elgin, will be 50 cents. This rate will be good in carload shipments having a minimum of 46,000 pounds, and was made at the solicitation of wheat-growers. growers.

Hill Railroads Will Merge.

A meeting of the directors of the Columbia River & Northern Railway was held yesterday afternoon in the Third street offices of the Great Northern, but owing to the lack of a quorum, no held yesterday afternoon in the Third business was transacted and the meeting was adjourned until March 3. It is understood that the road, which is a Hill property and is a feeder to the new North Bank road, will be merged at this meeting into the Spokane, Portland & Captain Amundsen expects to leave this meeting into the Spokane, Portland & Captain Amundson expects to leave this Seattle Railway. The C. R. & N. is about 20 miles in length and reaches from Lyle to Goldendale. Wash.

AMUNDSEN VISITS CITY

ARCTIC EXPLORER STOPS ON WAY TO SOUND.

First Man to Make the Northwest Passage Will Return to Lecture in Portland.

One of the noted Arctic explorers of he world, Captain Roald Amundsen, was the world, Captain Roald Amundsen, was in Portland yesterday and was entertained by Endre M. Cederbergh, Vice-Consul of Sweden and Norway, and by officers of the Scandinavian societies of Portland. He was also met by Dr. David Walker, who was a member of the Mc-Clintock Arctic expedition in 1859.
Captain Amundsen has the distinction of being the first man who made the Northwest passage, having completed the trip last year in the sloop Gios. now

Merchants Savings & Trust Company

247 WASHINGTON STREET

Capital \$150,000.00

Does a general banking business.

Pays interest on savings accounts and on time certificates. Acts as trustee in bond issues.

Holds title to properties for corporations, syndicates, estates and individuals, pending distribution, settlement or other disposition

Collects interests, incomes, rents, etc., and furnishes substantial investments for idle funds.

The trust business kept entirely separate from the other business of the company.

Correspondence or interviews solicited with those contemplating any phase of our service.

trips.
Captain Amundson expects to leave this

REDUCING HOP ACREAGE

Advises All Growers to Only Grow One-Quarter Crop.

MT. VERNON, Wash. March 17.-(To the Editor.)-I wish to discuss the topic of plowing up or reduction of the hop screage. To my mind, there should be no question about the expediency, for, as Grover Cleveland would say. "It is a condition, not a ...cory, that confronts

Reduction of acreage is the only way to harmonize the difference between the production of something like 400,000 bales to meet a consumptive requirement of 240,000 bales in this country. As John Sherman said about resumption of specie payment, "The way to resume it is to re-sume." So, the way to reduce, is to reduce, no matter what Brewer Busch reduce, no matter what Brewer Busch or Grower Bush many asy about it. "B. B." recently intimated that there was a ray of hope for the "deplorable condition of the poor fellows" in this country, because England was going to plow up ever so many thousands of acres of hops, while "G. B." keeps a stiff upper lip and says the farmers are amply able to "finance" the exercise.

will be the southern Pacific, as completed the southern Pacific, and the southern Pacific, as completed the southern Pacific, as completed the southern Pacific, and the southern Pacific, as c

Come to us in the strictest confidence. We will treat you honestly and skillfully, and will cure you in less time than other doctors take to experiment on you. All those who are discouraged or who have taken treatment from unskilled specialists we especially invite to call on us and avail them-

We make no misleading state-

ments or false promises. We have

no free trial treatments. Our doc-

tors are graduates of the leading

colleges of America and are duly

licensed in the State of Oregon to

selves of the free examination.

cure diseases of men.

to be ignorant of its unequaled value. We Are Specialists in the Cure of NERVOUS DEBILITY BLADDER TROUBLE STRICTURE BLOOD POISONING CONTRACTED DISEASES

LOSS OF NERVE POWER KIDNEY TROUBLE VARICOCELE LOCAL DEFORMITIES Etc., Etc.

We Can Cure You.

STRICTURE

MEN

MY CURES ARE

KNOWN CURES

They are real, genuine cures. That is why they

OUR METHOD is a success for the reason it cures QUICKLY, ENTIRELY and PERMA-NENTLY. Our CURES cannot be hidden—they

are bound to be known-to be talked about-to

used by so many men, with such certain and un-

varying success, that it is difficult for any one

e advertised throughout the country.

Our Method is No Experiment. It has been

We have devoted years of special attention to this condition. Our treatment softens and relaxes the diseased membrane and the formation is completely destroyed in a few days.

CONTRACTED DISEASES

A permanent cure is the only cure. This can be obtained only by thorough local treatment, properly given. No after-effects follow, such as Stricture, Ulcerations, deep-seated Inflammation and Bladder

A CONFIDENTIAL TALK FREE OF CHARGE

You to whom this message is directed are invited to visit us for a confidential chat, when we will have something to say that will lift s heavy load from your mind. We treat every case privately.

We have every appliance that could possibly be necessary to

We charge nothing for consultation.

Call and see us if possible. Write for question list if you cannot call.

MEDICINES FROM \$1.50 to \$6.50 A COURSE

Consultation Free

WRITE if you cannot call. All correspondence strictly confidential and all replies sent in plain envelopes. No names, cases, letters or photographs of patients published or exposed. HOURS-9 A. M. to 5 P. M.; Evenings, 7 to 8:30; Sundays, 9 A.

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

Even oats are useful for breakfast food and feed for the stable, but hops are not useful for either purpose. You can't eat or feed them and if the Prohibitionists keep up their present brisk gait, there will be little use for them for beveredge.

JAS. POWER,

Allow Lownsdale Damages. ABERDEEN, Wash, March 17.—(Special.)—A verdict was given in the Superior Court today for J. R. O. Lewnsdale against the Gray's Harbor Boom Company for \$22,000 damages, caused by flooding lands of Lownsdale by reason of the booms of the Grays Harbor Company.

The case has been in the courts for years, and the Supreme Court recently sent it back for retrial. The jury in making the award disregarded the instructions of the court. Logging Companies Hard Hit.

ABERDEEN, Wash., March 17.—(Special.)—Judge Clifford's injunction in favor of Hiram Hulef against the Wishkah Boom Company, prohibiting the boom company from using its splash dams, has created consternation among the logsing companies on that stream, as it is a virtual notice that they must quit busi-ness. The case will be appealed.

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe. angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that

she looks forward to the hour when she shall feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of Mother's Friend, a scientific liniment for external use only, which toughens and randers pliable all the parts, and assistsenature in its sublime

work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at \$1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address BRADFIELD RESULATOR CO., Atlanta, Sa.

Never was the old saying. "He who hesitates is lost" more apily illustrated than in the case of the man who suffers from NERVOES DEBILITY, VARICOCELE, a CONTRACTED DISORDER or CONTAGIOUS BLOOD DISBASE, and who neglects to have his aliment treated. I do not scatter my faculties, as does the ordinary physician, but I concentrate them on diseases and weaknesses peculiar to the male. Recently I have treated scores of stubborn cases for some of the best men of this city and vicinity, and not a fall-ure nor an unpleasant result has been reported. What I have done for others I can do for you.

Prostatic Inflammation

My cures of this disorder are permanent and lasting. No tooles that stimulate, tempersivily, but theroughly scientific treatment for the removal of conditions residently for the functional derangement. General nervous depression is merely a symptom of infimmmation, or congestion of the prostate gland, and under my own original local treatment the gland is promptly reduced to its normal state and complete functional activity is the lasting result.

Pay Me When I My Fee for a Thorough Cure \$10 My Fee for a Have Cured You Is Only In Any Simple Cases.

VARICOCELE, CONTRACTED DISORDERS, STRICTURES, PILES AND SPECIFIC BLOOD POISON I TREAT AND NEVER FAIL TO EFFECT A CURE. CONSULTATION FREE.

CONSULTATION FREE MY HONEST AND CANDID ADVICE COSTS FOU NOTHING. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town in trouble, write if you cannot call, as many cases yield readily to proper home treatment and cure. If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 A. M. to 9 P. M. and Sundays from 10 to 1 only.

2341/2 Morrison Street, Corner Second, Portland, Oregon.

Men's Diseases



TO STAY

NO MONEY REQUIRED TO COMMENCE

TREATMENT

IF HONEST AND RESPONSIBLE, YOU CAN PAY WHEN CURED

WeAre Specialists in Diseases of Men We Cure Quickly, Safely and Thoroughly

Weakness of men, varicocele, hydrocele, nervous debility, blood and skin diseases, sores, ulcers, swollen glands, kidney, bladder and rectal diseases, prostate gland disorders and all contracted diseases of men.

CONSULTATION AND EXAMINATION FREE If you cannot call, write for our Free Self-Examination Blank.

MEN, IF IN TROUBLE CONSULT US TODAY Hours from 9 A. M. to 8 P. M., and Sundays from 10 to 12.

Oregon Medical Institute

2911/2 Morrison St., Between Fourth and Fifth, Portland, Or.