SHIP ANGAIOS IS LIBELED BY CREW

Sailors Petition Court for Wages, Which Become Due at This Port.

MARSHAL REED IN CHARGE

Owners of Vessel Fail to Arrange Financial Matters Here and the United States Court Heeds the Men's Claim-Marine Notes.

The British ship Ancalos, 1826 tons net register, was yesterday taken in charge by the United States Court on charge by the United States Court on a libel issued by Attorney James Gleason, acting for Robert N, Allen and 13 members of the crew of the vessel, who petition the court for their salaries due on the voyage from Newcastle, N. S. W., to Portland, where they were to have been paid off.

The G. T. Soley Company, Ltd., of Liverpool, England, are the owners of the vessel, and to repeated cablegrams

the vessel, and to repeated cablegrams requesting funds for the payment of wages due the crew, have so far falled to respond, and appeal to British Vice-Consul James Laidlaw falling, the men took action through the United States took action through the United States Court. Yesterday morning United States Marshal C. J. Reed formally took charge of the vessel on behalf of the court. and, according to marine law, will have charge for the next 20 days, during which time the owners will be permitted to liquidate the claims against the vessel. If, at the expiration of that period, the owners fail to pay the claims against the vessel, she will be sold by the court and all claims settled. claims settled.

The Ancalos arrived at Astoria April 21 with a cargo of coal consigned to the Pacific Coast Company from Newthe Pacific Coast Company from New-castle, N. S. W. Her present crew was shipped at Sydney, Australia, and ac-cording to their articles, only for the voyage to Portland, hence their action in their effort to recover the wages due. Captain Ritchie, who commanded the Ancalos on the voyage to Fortland, is another whose wages are due. Just prior to sailing for this port, Captain Ritchie notified the owners that he would leave the vessel on her arrival at the Columbia River, and the company sent Captain Ferguson to Port-land to assume command of the vessel Captain Ferguson is now in command of the ship, although he has merely the supervision of the discharging of the cargo, which action is not to be interfered with by the Government authori-

In addition to the libeling of the vessel she had the misfortune to arrive too late to save her charter, which had been to carry wheat to the United Kingdom for Balfour, Guthrie & Co. This firm cancelled the charter when the Ancalos failed to report on time.

This is the first action of the kind taken against a British vessel in this port in a number of years, for as a rule claims against vessels overdue have usually been settled by the agents of the company at this port or through the British Consul. The failure to act-tle the claims against the Ancaios is believed to indicate that her owners are financially embarrassed, although no word to that effect has been received

The Ancalos is a British steel ship built at Greenook by Russell & Co. for the G. T. Souley & Co., Ltd., in 1891, and is of 1826 tons net register. She is the flagship of the Ancalos fleet of

salling vessels owned by that firm.
Captain H. C. Nason, of the steam schooner Washington, and the Washington Marine Company, owners of that vessel, have instituted libel proceedings against the owners of the steam schooner Minnie E. Kelton, which was picked up off Yaquina Bay by the Washington and towed to Astoria. The disabled vessel by valued at \$20,000. disabled vessel is valued at \$70,000 and her cargo at \$3000 more, and the peti-tioners ask to be awarded a reasonable sum as salvage for bringing the abandoned craft to port.

THINKS ACTION UNWARRANTED

Captain of Kelton Condemns Washington for Towing Derelict.

ASTORIA, Or., May 8.—(Special.)—Captain James McKenna, of the derelict steam schooner Minnie E. Kelton, which was disabled and waterlogged off Yaquina Head a few days ago, arrived here this morning to take possession of the craft as soon as her owners furnish bonds to have her released pending an adjustment of the salvage claimed by the owners of the steam schooner Washington for towing the derelict into this port, negotiations for a settlement of this being in progress in Portland teday. Captain Mexenna is in the best of health and shows no effects of his terrible experience on the disabled vessel although he and his the disabled vessel, although he and his crew were 30 hours without food or water and battling with the elements in an effort to save their lives and their vessel from destruction. He believes the action of the steamer Washington in picking up the Kelton and towing her into port was unwarranted, as the Kel-ton, although waterlogged, was safely anchored and in no immediate danger.

INQUIRY INTO KELTON WRECK

Inspectors Edwards and Fuller Examine Officers of Craft.

Investigation into the causes leading up to the disabiling and partially wrecking of the steam schooner Min-nie E. Kelton, from which vessel 11 of the crew perished during a storm of the Oregon Coast, on the morning of May 2, was commenced yesterday by United States Inspectors of Hulls and Boilers Edwards and Fuller, at the

Custom-House. Captain McKenna, commander of the fill-fated craft, and subordinate officers, First Mate Martin, Second Mace Mor tensen and First Assistant Engineer Carney, testified to the conditions existing from the time the vessel left Aberdeen until she met disaster off Otter Rock, near the entrance to Yaquina

According to Captain McKenna, the Minnle E. Kelton encountered a severe southwesterly blow on the second day out, which increased in fury toward nightfall, and shortly after midnight the lashings holding the deckload of lumber in place, commenced to give way under the battering of the waves. The vessel sprung a leak, which put out the fires, causing her to lose headway and become helpless before the fury of the gale. On Sunday, May 3, at 3:30 o'clock in the afternoon, 24 hours after having come to an anchorage, according to Captain McKenna's report, the Yaquina Bay Lifesaving crew rescued the survivors. In the

or through the awamping of the life-boat in which they had sought safety after being washed adrift on some of

the lumber.

First Mate Martin testified to practically the same conditions as told by Captain McKenna, and Second Mate Mortensen added nothing new to the testimony of those who preceded him. Assistant Engineer Carney told of the storm which dismantled the vessel. He said that the Kelton had left Grays Harbor leaking slightly but not say. Harbor leaking slightly, but not any more than ordinarily, and added that the first intimation of danger he received was from Chief Engineer Lund, who afterwards lost his life by bewho afterwards lost his life by being washed overboard when his cabin was carried away by a huge wave, which sent it, together with a portion of the deckload of lumber, adrift. Carney said that all that kept the Kelton afloat was her lumber cargo and for a time those remaining on board the vessel had given up hope.

The Inspectors will render a decision in the matter at some future date, as they intend probing the wreck inquiry

they intend probing the wreck inquiry

TWO MORE CARGOES AFLOAT

German Bark Nomia and Norwegian Bark Urania Finish Wheat.

Two grain carriers cleared at Cus toms-House yeaterday with a total cargo of over 200,000 bushels of wheat, valued at about \$190,000. The vessels were the German bark Nomia, Cap-tain Himme, which has 116,174 bushels

STEAMER INTELLIGENCE.

	Due to Arriv	6.
Rose City, Alliance Roanoke. Breakwate Geo. W. Ele Alesia Numantia. Arabia	From. Hongkong. San Franci Coos Bay. Los Angeler. Coos Bay lerSan Pedro. Hongkong. Hongkong. Hongkong. Tillamook.	In port. sco. In port. In port. In port. In port. May 10 May 12 May 25 June 10 July 20
Sel	reduled to De	part.
Name.	For.	, Date.

Cleared Friday.

German bark Normia (Himme), with 116,174 bushels of wheat for Queenstown or Falmouth for orders. Norwegian bark Urania (Jensen), with 98,329 bushels of wheat, for enstown or Falmouth for orders. American steamship Rose City (Kidston), with general cargo, for b------

of wheat, valued at \$102,000, and the Norwegian bark Urania, Captain Jensen, with 98,102 bushels, valued at \$86,329. Both vessels cleared for Queenstown or Falmouth for orders. Owing to a shortage of towing facil-ities it is likely that both vessels will remain in the stream until Monday or Tuesday before leaving down.

Outward Cargo Light.

The Portland & Asiatic Steamship ompany's liner Nicomedia is fikely to company's ther Nichmed is they sail for Hongkong and other Oriental ports next week with the lightest outward cargo in months. The reason for the probable shortage in cargo is that a few days ago a tramp steamship was impressed into service to carry a large quantity of flour and grain to the Orient which was originally intended for the Nicomedia. Expected orders have not materialized and it now ap-pears that the big liner will have to start across the Pacific light, for the

Popular Steamer Returns.

The steamship State of California, after an absence from this port of several years, will sail from San Francisco for Portland this morning. In former days the State of California and the Columbia were the popular vessels plying between Portland and the Bay City. Of recent years the steamer has been running in the Alaska trade out of Seattle, or between Puget Sound and San Francisco. For a short time she was on the Panama run out of San

Shipbuilders in Session.

The Pacific Coast Shipbuilders' Asso clation, which was formed in this city several months ago, is now in session in Portland. The members of the association met at the Oregon Hotel last night, but adjourned shortly after and will meet again tonight for the purpose of completing the business requiring the attention of the members.

Marine Notes.

The steam schooner Northland cleared yesterday with \$75,000 feet of lumber destined for San Francisco. The German bark Nomia shifted to the stream yesterday and will leave down probably Monday or Tuesday.

The Russian Albyn shifted to the Northern Pacific mill yesterday, where she commenced loading a cargo of lum-

The French bark Bretagne shifted from Columbia dock No. 2 to the Oceanic dock yesterday, where she commenced to load

The French bark Cornil Bark left down yesterday for Astoria and will probably sail this afternoon. She has a cargo of

grain for Europe. The San Francisco and Portland Steamship Company's liner Rose City cleared for San Francisco yesterday and will sail at the usual hour this morning.

The steamer Eureka is on the way up from Astoria after completing the round trip between here and Eureka, Cal., and stopping at Coos Bay points enroute. The steam schooner Washington finished loading a part cargo of general merchandise at the Couch street dock and will go to Rainier to finish with lumber.

Arrivals and Departures.

Astoria May 8.—Condition of bar at 5 P.
M. smooth, wind, northwest 24 miles;
weather, parily cloudy. Arrived at 6 and
left up at 8 A. M.—Steamer Asuncion, from
San Francisco. Arrived at 4 and left up at
6 P. M.—Steamer Bureka, from Bureka. Arrived at 3:10 P. M.—Steamer Westerner, from
San Prancisco.
San Pedro, May 8.—Arrived—Steamer Cascade, from Portland.
Barry—May 8.—Passed, May 7.—British
steamer Tweeddale, from Portland.
Klinsale, May 8.—Passed, May 7.—British
ship Glenelvan, from Portland for Queenstown.

town.

Port Sald. May S.—Arrived—Keemun,
from Liverpool, for Vancouver.

Mollendo, May 4.—Salled—Zrak, from Seattle. San Francisco, etc., for Hamburg.
Newcastle, N. S. W., May S.—Salled—
Chambrian, King, for San Francisco,
Karatzu, May 3.—Arrived—Wangard, for
Seattle and Tacoma, via Viadivostok.

Hongkong, May S.—Salled—Empress of
Japan for Vancouver.

tle and Tacoma, via visuivenos, or ingkong, May 8.—Salled—Empress of an for Vancouver, or Francisco, May 8.—Arrived—Steamer in Francisco, May 8.—Arrived—Steamer in From Manila: steamer Jeanle, from tile; steamer Clairement, from Grays Hartestamer Daisy Mitchell, from Willapa bor; steamer Nann Smith, from Coss ; schooner Golden Shore, from Grays foor; steamer Ceylon, from Antwerp; samer Svea, from Grays Harbor, Salled—amer Helene, for Willapa; bark Albert, Townsend; steamer President, for Victa,

Tides at Astoria Saturday.

meantime, 11 members of the crew were
drowned by being washed overboard, 8:20 P. M....7.1 feetl. 40 P. M....1.8 feet

LOW.

Precinct 101 (Gresham)—Reginning
Precinct 101 (Gresham)—Reginning
The control of the crew were

8:20 P. M....7.1 feetl. 40 P. M....1.8 feet

Errors Invalidate All Local Option Petitions Filed by the Prohibitionists.

VOTE IN MANY PRECINCTS

Petition Covering Entire East Side, Except Precinct 51, Is Among Those Thrown Out by the County Court.

All petitions submitted by the liquor interests, asking that a vote be taken on the saloon question, were upheld by the Couny Court yesterday morning, while those petitions circulated and filed by the Prohibitionists were declared invalid. The Prohibitionists clared invalid. The Prohibitionists made technical errors in framing their petitions, which caused the court to throw out the document. The petition for the submission of the liquor ques-ion on the entire East Side, with the exception of Precinct 51, was one of

exception of Precinct 51, was one of those defeated.

Had the liquor interests been sure that the petitions of the Prohibitionists would not have carried it is believed that they would have submitted no pe-titions themselves. As it was, they hoped, by filing the petitions for the smaller districts to gain precedence over the cold-water people by priority over the cold-water people by priority of filing. In only one instance did this question enter into the decision of the Court yesterday, and that was in Pre-cincts 101 and 103, including Gresham and Powell Valley. A petition for sub-mission of the question in Gresham and Rockwood had been filed first, so it took precedence. The Court held that as the former petition included Rockwood it was invalid. A petition for the submission of the question in Gresham alone, however, is held to be valid. The alone, however, is held to be valid. The Court said that in case Gresham voted wet and Gresham and Rockwood together voted dry, the whole territory would be dry; while in case Gresham alone voted dry, while Gresham and Rockwood combined voted wet, the whole territory would be wet.

Include District Voted Dry.

The reason the all-East Side petition was defeated was that it included ground which was voted dry last year. In announcing his decision, in which Commissioners Lightner and Barnes concurred, Judge Webster quoted sec-tion 12 of the local option law, which

If at any time an election hereunder shall result in prohibition for any subdivision of a county as a whole, or any precinct of said county, no election thereunder shall be held within said prohibition territory except an election for the entire county, before the first Monday in June of the calendar year following.

ollowing.
The territory on the East Side which

is now dry is Precinct 50, and a por-tion of Precincts 48 and 49. The vote will be taken in Precinct 60 because it is smaller than the old precinct, voted dry at the last election. The Court held that in order for a vote to be taken in that precinct a petition must be submitted for the same territory which voted in 1906, or a large piece of territory, including all that portion where the question went to vote in 1906.

Frank B. Butherford, coursel for the

Frank B. Rutherford, counsel for the Prohibitionists, said no appeal from the decision of the County Court would be taken, as there are but three days in which this might be done. He was not satisfied with the ruling, however, and

question will be submitted at the general election, June 1, is as follows:

Precincts No. 98 (Fairview) and No. 102 (Troutdale), respectively described as follows: Beginning at the intersection of the main channel of the Columbia River with a northerly extension of the section line between sections 22 and 23, township 1 north, range 2 cust; thence south to the Base Line; thence west to the quarter corner in the south side of section 22, township 1 north, range 3 east; thence north to the north side of section 33; thence west to the north side of said section 33; thence west to the north side of said section 33; thence west to the northeast corner of section 35, township 1 north, range 2 east; thence north to the main channel of the Columbia River; thence up the main channel of the Columbia River to the place of beginning.

Beginning at the point of intersection of the main channel of the Columbia River and a northerly extension of the line between sections 22 and 23, township 1 north, range 3 east; thence south to the Base Line; thence cast to the southeast corner of section 31, township 1 north, range 4 east; thence north to the main channel of the southeast corner of section 31, township 1 north, range 4 east; thence north to the main channel of the southeast corner of section 31, township 1 north, range 4 east; thence north to the main channel of the columbia cast of the southeast corner of section 31, township 1 north, range 4 east; thence north to the main channel of the columbia cast of the columbia cas Districts That Will Vote tion 31, township I north, range 4 east; thence north to the main channel of the Columbia River, thence down the main channel of the Columbia to the place of be-

Columbia River, thence down the main channel of the Columbia to the place of beginning.

Precincts 52, 62, 63, 69, 71, 73, 74, 75, 76, 77, 78 and 79, and hounded as follows: Beginning at the intersection of Hawthorne avenue and the main channel of the Willamette River, running thence easterly along the center line of Hawthorne avenue to East Tenth street of the center line of East Tenth street extended and East Tenth street to East Glisan attreet; thence westerly along the center line of East Glisan street; thence westerly along the center line of East Glisan street to its intersection with the main line of the O. R. & N. Co. thence following the main line of the O. R. & N. Co. northeasterly to its intersection with East Ninth street; thence north along the center line of Halsey street; thence east along the center line of East Fifteenth street; thence north along the center line of Fast Fifteenth street to Fremont street; thence west along the center line of Fast Fifteenth street to Fremont street; thence well along the center line of Fremont street and Fremont street extended, to the main channel of the Willamette River; thence up the main channel of the Willamette River; thence up the main channel of the Willamette River; thence up the main channel of the Willamette River to the point of beginning.

Vote in 89, 90 and 91.

of the Willamette River to the point of beginning.

Vote in 89, 90 and 91.

Precincts 89, 90 and 91.

Precincts 89, 90 and 91, respectively described as follows: Beginning at the center of Woolsley street extended and the main channel of the Willamette River, thence north along the center of Woolsley street extended and Woolsley street extended and Woolsley street and Woolsley street extended and Woolsley street and Woolsley street extended and Woolsley street and Woolsley street extended to the northern boundary of the city to the western boundary of the city; thence southerly along the western boundary of the city; thence southerly along the western boundary of the city; thence southerly along the western boundary of the main channel of the Willamette River; thence up the main channel of the Willamette River; thence up the main channel of the Millamette River and Burlingfon street; thence following the center line of Burlingfon street; thence following the center line of Modoc street to Charleston street; thence following the center line of Modoc street to Charleston street; thence following the center line of the Willamette River to the main channel of the Columbia River to tis intersection with the city boundary line; thence northwest, west and southwest, following the city boundary line; thence following the main channel of the Willamette River; thence following the center line of Burlington street; thence following the center line of the Willamette River and Burlington street; thence following the center line of Charleston street to Charleston street; thence following the center line of Burlington street; thence following the center line of Burlington street; thence following the center line of Charleston street to Charleston street to Charleston street; thence following the center line of Charleston street to Charleston street to Charleston s



our customers.



I south, range 3 east; thence east on the section line to the quarter corner on the north side of section 3, township 1 south, range 3 east; thence north to the Base Line; thence east along the Base Line to the northeast corner of section 2, township 1 south, range 3 east; thence south to the southern boundary of the county; thence west along the county line to the southwest-corner of section 19, township 1 south, range 3 east; thence north to the place of beginning.

Precinct 100 (Rockwood) and 10 Gresham), bounded as follows: Commence

along the Willametto River to the place of beginning.

Precincts 42, 43, 44, 46 and 47, bounded as follows: Beginning at the southern boundary line of the city at the Willamette River on the East Side to the eastern boundary line of the city, to section line between sections 13 and 14, to the Southern Pacific Rallroad, to Holgate street, to East Twenty-sixth street, to Division street, to the Willamette, to the point of beginning.

Precinct 67, bounded by East Twenty-fourth, Haisey, Sandy road and East Couch. The rejected petitions sought to secure the local option vote in the following subdivisions:

visions: Precinct 60. Precincts 101 and 103. All of East Portland except Precinct 51. Precincts 90 and 31—two petitions.

Shipping News of Tacoma.

TACOMA, May 8.-The German ship Alsterkamp arrived in tow at midday from Astoria, after a smart run up from kamp is under charter to load lumber for

Iquique at the Tacoma mill.

The German steamer Ilse is in port to load flour and general cargo for Siberian ports. She came from Seattle this mornand returns to that port tomorrow Norwegian bark Glitre began loading

1,450,000 feet of lumber for Callao at the

port during the night to load a part cargo of grain for San Francisco.

Despite general poor business condition, the British steamer Teucer, of the Blue Funnel line, will leave here on her coming

Nome City at San Pedro.

SAN PEDRO, Cal., May 8.-The steam schooner Nome City, five days from Port-land, brought a lumber and grain cargo today. Part of her cargo was for Redondo. She failed to put in there, owing

If you will consult us and follow our prescription, we'll remove all the bad taste in dress. The new Spring styles we offer will reflect credit on

Today a special showing of men's stylish and serviceable Suits at \$15-Fit and finish all that could be desired.

Clothing Co

166-168 Third Street.

Rockwood and Gresham Joined.

Precinct 100 (Rockwood) and 101 (Gresham), bounded as follows: Commencing at the northwest corner of section 7, in township I south, range 3 east of the Williamette meridian, thence west on section line one mile to the southwest corner of section 1, township I south, range 2 east; thence north two miles on west section line to the northwest corner of section 36, township I north, range 2 east Williamette meridian; thence east 3½ miles on section line to the quarter corner in the north boundary line of section? 33, township I north, range 3 east Willamette meridian; thence seath one mile on quarter section lines to the Rase Line; thence sast on Base Line 24 miles to the northeast corner of section 2, township I south, range 3 east Willamette meridian; thence south one section lines four miles to the southern boundary of Multhomah County; thence west will miles along the southern boundary of Multhomah County to the southern boundary of section 19, township I south, range 3 east Willamette meridian, and thence north on section lines three miles to the place of beginning.

Precinct 3, bounded as follows: Beginning at the intersection of Savier street to the center line of North Twenty-second street; thence northerly along the center line of North Twenty-second street to the center line of North Twenty-second street in the Ocunity road in a northeasterly direction to the Willamette River, thence southeasterly along the Willamette River to the place of beginning.

1,40,000 feet of lumber for Calino at the Tacoma mili today.

After loading bullion, grain and other cargo, the San Francisco liner Umatilia proceeded to Vancouver today.

Steam schooner Tallac was expected in

voyage to the Orient next week with less than 1000 tons of empty space. The big liner carries over 14,000 tons, but although freight is scarce she will be nearly full,

Alcohol

Ask your doctor if a family medicine, like Ayer's Sarsaparilla, is not vastly better without alcohol than with it.

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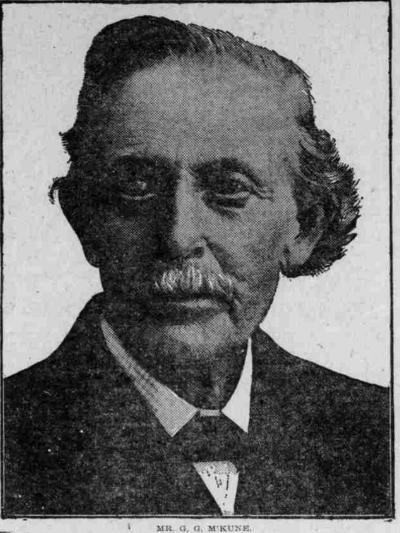
A Strong Tonic - - Without Alcohol A Body Builder - - Without Alcohol A Blood Purifier - - Without Alcohol

A Great Alterative - Without Alcohol A Doctor's Medicine - Without Alcohol Ayer's Sarsaparilla - Without Alcohol

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

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

SHOWER OF GOLD COINS



At Golden Wedding of Mr. and Mrs. G. G. McKune, Colorado Springs, Colo., Celebrating Fifty Years of Happy Wedded

After fifty years of married life, Mr. and Mrs. G. G. McKune, of 5 West Costilla street, celebrated their golden wedding. They were married in Damaseus, N. Y. There was one person present at the wedding ceremony who is still live-Mr. J. K. Dillon, of 417 East Pike's Peak avenue, a nephew of Mrs. McKune.

The celebration took place at their home, which was beautifully decorated in gold and white.

The happy couple were the recipients of many beautiful presents, including a shower of gold coins.

In an interview with our representative Mr. McKune states.

"It gives me great pleasure to tell you that I have been using a little of Duffy's Pure Malt Whiskey for medicinal purposes every morning for fifteen years; it has been my only medieine, and I firmly believe it has been very beneficial to me as a tonic, stimulant and renewer of youth. I am seventy years of age, and I feel as hale and hearty as I did twenty years ago.

"I cannot say too much in praise of your valuable medicinal whiskey, and recommend it to all those getting on in years who wish to maintain their vigor, strength and happiness."

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,

It cures nervousness, typhoid, malaria, every form of stomach trouble, all diseases of the throat and lungs, and all run-down and weakened conditions of the body, brain and nerves. It is prescribed by doctors and is recognized as a family medicine everywhere.

CAUTION-When you ask your druggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the genuine. It's the one absolutely pure medicinal malt whiskey and is sold in sealed bottles only; never in bulk. Price \$1.00. Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Write Dr. R. Curran, Consulting Physician, for a free illustrated medical booklet and free advice. Duffy Malt Whiskey Co., Rochester, N. Y.

dondo today, snapped three cables and went out into the roadstead to anchor. Fishing boats remained inside owing to the heavy swell in the channel. The steam schooner Cascade, from Port land, brought 500,000 feet of lumber.

IMPROVE EAST MORRISON

Temporary Repairs Will Be Followed by Permanent Pavement.

City Engineer Taylor yesterday informed C. A. Bigelow, president of the East Side Business Men's Club, that he had ex-amined the conditions governing the old improvement of East Morrison street, be-tween Union avenue and the bridge, and had found that the city was obligated to maintain the plank roadway only for one year. It had been announced that the city was required to keep up the surface of the street for four years, of which period two years have expired. Mr. Taylor found that there is no such con-

tract, and that a permanent improve-ment may be made at once.

Most of the property-owners who have been consulted favor Belgian blocks on provement will probably be adopted. How ever, in order that the street may be used by the automobile parade, Mr. Taylor assured Mr. Bigelow that he would have it thoroughly repaired. He has already inspected the street and knows what is needed. Under the cir-cumstances the committee of 20 from the club authorized to look after East Morrison street will not be appointed.

Mr. Taylor also informed Mr. Bigelo Mr. Taylor also informed air. Ingelow that crushed rock had been ordered for Grand avenue, between East Stark and East Oak streets, where a fill is being made, preventing pavement at present with hard-surface material. Grand ave-nue, south of Belmont to Hawthorne ave-nue, will be repaired so that the automo-bile crade may so that far youth bile parade may go that far south,

Anniversary of Seamen's Society.

The 30th anniversary of the founding of the Portland Seanmen's Friend Society will be celebrated Tuesday night, May 12, at 7:45 o'clock, in Taylor Street Method-ist Church. Addresses will be delivered by members of the Society and a special

Valued Same as Gold, to the storm.

The steam schooner South Bay, docked at the Salt Lake Railroad wharf today. The vessel was instructed for Redondo with part of her cargo this evening. She will discharge her entire cargo here if the storm continues.

The barkentine C. F. Crocker, at Re-

Diseases and Ailments of Men

I CURE MEN

What better proof or more sincere assurance can I offer than that I am willing to wait for my fee until I effect a cure? Could I afford to make such an offer if I was not absolutely centain of curing every case I take?

My practice has demonstrated that no allment peculiar to men is incurable. Failure to cure is usually due to lack of knowledge and improper treatment. You may consult me free of charge and learn your exact condition. I will not urge my services, nor will I accept your case unless I am positive of my ability to cure you.

I accept no incurable cases at all, and if I treat you, you can feel assured of a radical cure, and I am always willing to wait for my fee until a cure is effected.

VARICOCELE SPERMATORRHOEA LOST VIGOR, ORGANIC WEAK-

VARICOCELE, SPERMATORRHOEA, LOST VIGOR, ORGANIC WEAK-

POISON AND PHLES, I also treat and cure promptly and thoroughly.

EXAMINATION FREE

I offer not only FREE Consultation and Advice, but of every case that comes to me I will make a Careful Examination and Diagnosis without charge. No alling man should neglect this opportunity to get expert opinion about his trouble.

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.

The DR. TAYLOR Co.

2341/2 MORRISON STREET.

For \$10 WY FEE IN ANY UNCOMPLICATE

YOU CAN PAY WHEN CURED

MEN'S DISEASES ONLY

NESS, CONTRACTED DISORDER

CORNER SECOND STREET,

No Pay Unless Cured Free Consultation



It will not cost you anything to call at our office, and by so doing it may save you much time, worry and money. If we cannot cure you we will honestly tell you so, and you will not be under any financial obligation to us.

PORTLAND, OREGON.

Our Fee \$10

You pay us our fees for cures-not to experiment; we have proved the fact that our methods are the best, latest and most scientific in every We cure Cystitis, Irritation of Neck of Bladder, Years' Experience. Enlargement and Inflammation of the Prostate

Gland, and all diseases of the Bladder and Kidneys quickly yield to our modern methods of treatment. We especially invite old chronic cases that have been unsuccessfully treated elsewhere. Blood Poison, Skin Diseases, Nervous Decline, cured by scientific

ethods known and indorsed by the medical profession WRITE if you cannot call. All correspondence strictly confidential and all replies sent in plain envelopes. HOURS-9 A. M. to 5 P. M.; evenings, 7 to 8:30; Sundays, 9

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