DULWICH CLEARS FOR NEW ZEALAND

British Steamship Carries Full Cargo of Lumber to Island Port.

FOREIGN BUSINESS BIG

Craft Is Sixth to Get Away With Timber for Foreign Countries During July — Shipments Will Break Records.

The Pacific Export Lumber Company cleared the British steamship Dulwich yesterday for Auckland, New Zealand, with 2,056,578 feet of lumber valued at $21,055. The Dulwich will proceed to Comox for coal and from that port will proceed direct to her destination.

The Dulwich is the sixth vessel to clear during July with lumber for foreign ports. The total has been brought up to 18,911,161 feet, which is a record breaker for any month during the past three years. The lumber shipments to foreign ports is greater than at any corresponding time, and by the first of August the exports will have reached well over the 20,000,000 mark. The schooner James A. Garfield has completed her cargo and will clear today. The British ship Ancaios is loading at Linnton and will be ready for sea the latter part of the present week. The two cargoes will run considerably over 2,000,000 feet.

Coastwise shipments have fallen off to a great extent. A year ago a large number of steam schooners were carrying lumber to California ports. The demand dropped down and as a result the craft in service were compelled to take part cargoes of wheat. Of the fleet of sailing schooners which formerly engaged in the lumber trade, nearly all have been tied up.

MINNIE KELTON SAVED AGAIN

Rescue by Tugboat Complicates Question of Ownership.

ASTORIA, Or., July 29.—(Special.)—The derelict steam schooner Minnie E. Kelton, which was picked up by the tug Tatoosh yesterday afternoon while drifting about the lower harbor, was brought up to the city this morning and put on the tideflats just east of the O. R. & N. wharf. The old hulk is badly battered up, and about the only things of any value left are the lumber in her hold, the greater portion of which is intact, and her engines, which are in good condition and are said to have cost over $20,000.

The ownership of the derelict is fast becoming a complicated affair. When she broke adrift on Sunday night the underwriters practically abandoned her, and considered the craft a total loss, but, now that she has been returned to port, they will probably claim credit on the insurance for whatever of value is saved.

The Kelton was libeled some weeks ago for $30,000 by the steamer Washington, which picked her up at sea when she first met disaster and towed her to Astoria. That claim is still pending, and now the O. R. & N. Co. is holding possesion of her pending a settlement of its claim for salvage and also for rescuing the two barges which were carried out to sea when the Kelton went adrift last Sunday night. At high tide tomorrow the Kelton will be hauled onto the beach as far as possible, so that an examination of her hull can be made at low water.

GOOD'S FINE IS CUT DOWN

Owner of Steamer Columbia Pays $50 Instead of Original Penalty.

The fine of $690, recently imposed on Captain Good, of the steamer Columbia, for carrying more pasengers than allowed by law, has been reduced to $50. Captain Good appeared at the office of Collector of Customs Malcolm yesterday and paid the amount.

Captain Good was fined by the customs officials for carrying an excess of passengers on the steamer Columbia on July 4. He was charged with carrying 32 passengers on one trip and 37 on another in excess of the number called for on his certificate. The law says that a fine of $10 shall be imposed on every owner or master for each person over the allotted number.

Captain Good pleaded that he had less than the allotted number of paid fares on board at the time and that he failed to understand the law. Captain Good did not count the children. On this showing the fine was reduced to the minimum, $50.

Seattle Shipping Notes.

SEATTLE, Wash., July 29.—The steamship Ohio, which left Seattle June 1 and reached Nome July 10, returned to port today. Captain Conradi refused to discuss his trip north other than to say that the ice was worse than since 1884, and he had obeyed his owner's orders in not attempting to break through the floes.

The Norwegian steamship Hornelen arrived at the Seattle Lumber Company's docks this afternoon from Eureka to take a fresh cargo of lumber for California. The Hornelen is being loaded by union longshoremen.

The French steamship Amiral Magon, of the Chargeur Reunih, has reached pier 14 from Yokohama by way of Vancouver. The vessel brings a cargo of wines and cordials and a silk shipment, in all about 400 tons. She is due to sail for Havre this week with general cargo from Seattle.

The steamship Dolphin sailed for Skagway this afternoon with 110 passengers, 50 of whom are tourists making the round trip.

The Standard Oil steamer Drake brought 45,000 barrels of fuel oil from San Francisco.

The Union Oil Company's tank steamship Argyl arrived from San Pedro with full tanks.

Appointed Acting Lloyd's Agent.

ASTORIA, Or., July 29.—(Special.)—A cablegram has been received from the committee of Lloyd's in London appointing Edward M. Cherry as acting Lloyd's agent for this district, pending the making of the permanent appointment to fill the vacancy caused by the death of the late P. L. Cherry. Edward M. Cherry has been indorsed by the Astoria Chamber of Commerce, as well as by a number of leading shipping and professional men, for the permanent appointment.

Arctic Stream Reaches Belfast.

The British ship Arctic Stream has arrived out at Belfast. The vessel, in command of Captain Dixon, sailed from Astoria March 29, and made the run to Queenstown in 112 days. She was reported as having entered the harbor at Rio de Janeiro, but this was incorrect. The Arctic Stream carried a full cargo of wheat.

Log Raft Making Progress.

ASTORIA, Or., July 29.—(Special.)—The steamer Alliance, which arrived in this evening, reports sighting the tug Dauntless with the Benson log raft in tow at 3:15 this morning, eight miles south of Yaquina light and about ten miles off shore. She was making good progress.

Schooner Manila Spoken.

ASTORIA, Or., July 29.—(Special.)—The three-masted schooner W. F. Jewett, which arrived last night from California, reports speaking the schooner Manila on July 25 in 44:48 north, 138:5½ west. She asked to be reported "All well."

Leona Goes on Yamhill River Run.

The steamer Leona will be placed in commission this week and will be operated between Portland and points on the Yamhill River. She will make three trips a week. The boat has been thoroughly overhauled and will be operated by her owner, W. H. Marshall.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From.	Date.
Rose City	San Francisco.	In port
Roanoke	Los Angeles	In port
Alliance	Coos Bay	July 30
City of Pan.	Coos Bay	Aug. 3
Geo. W. Elder	San Pedro	Aug. 4
State of Cal.	San Francisco.	Aug. 5
Arabia	Hongkong	Aug. 5
Alesia	Hongkong	Sept. 20
Numantia	Hongkong	Sept. 10
Breakwater	Coos Bay	Indeft

Scheduled to Depart.

Name.	For.	Date.
Roanoke	Los Angeles	July 30
Alliance	Coos Bay	Aug. 1
Rose City	San Francisco.	Aug. 1
City of Pan.	Coos Bay	Aug. 5
Geo. W. Elder	San Pedro	Aug. 6
State of Cal.	San Francisco.	Aug. 8
Arabia	Hongkong	Aug. 15
Alesia	Hongkong	Aug. 27
Numantia	Hongkong	Sept. 20
Breakwater	Coos Bay	Indft.

Entered Wednesday.

City of Panama, Am. steamship (Frazier), with general cargo from Coos Bay.

Northland, Am. steamship (Erickson), with general cargo from San Francisco.

Yellowstone, Am. steamship (Rorvik), with general cargo from San Francisco.

Cleared Wednesday.

City of Panama, Am. steamship (Frazier), with general cargo for Coos Bay.

Yellowstone, Am. steamship (Rorvik), with general cargo and 500,000 feet of lumber for San Francisco.

Dulwich, Br. steamship (Dudley), with 2,056,578 feet of lumber, valued at $21,055, for Auckland.

Arrivals and Departures.

PORTLAND, July 29.—Arrived—Steamship Northland from San Francisco. Sailed—Steamship City of Panama for Coos Bay; British steamship Dulwich, for Auckland, via Comox.

Astoria, July 29.—Condition at the mouth of the river at 5 P. M.—Smooth, wind north, weather clear. Arrived down during the night and sailed at 1:30 P. M.—Steamer Nicomedia for Hongkong and way ports. Sailed at 7:25 A. M.—Steamer Washington for San Francisco. Arrived at 10:50 A. M.—Schooner W. F. Jewett from Redondo.

San Francisco, July. 29.—Arrived—Steamer Asuncion from Portland. Sailed at 12:30 P. M.—Steamer Johan Poulsen; at 2 P. M.—Steamer Atlas for Portland.

Belfast, July 29.—Arrived July 27—British ship Arctic Stream from Portland.

Guaymas, July 29.—Sailed July 15—German ship Henriette for Portland.

San Francisco, July 29.—Arrived—Steamers City of Puebla, Asuncion from Astoria. Sailed—Steamer Johan Poulsen for Portland; steamer Hilonian for Honolulu; steamer Columbian for Honolulu; steamer Atlas for Portland; steamer Mann Smith for Coos Bay.

Bellingham, Wash., July 29.—Sailed—Steam schooner Olympic for San Pedro with lumber.

Yokohama, July 29.—Arrived previously—Tango Maru from San Francisco via Honolulu, before July 28. Akimaru, Seattle.

Hongkong, July 29.—Arrived previously—Mongolia from San Francisco via Honolulu and Yokohama.

Punta Arenas, July 29.—Arrived prior to July 29—Seraph from Hamburg, Antwerp and London, via Teneriffe for San Francisco.

Tides at Astoria Thursday.

High.	Low.
1:38 A. M. 8.0 ft.	8:28 A. M. 0.1 ft.
2:50 P. M. 7.6 ft.	8:45 P. M. 3.1 ft.

Ill-Directed Kindness Kills Baby Seal

Long Beach Hotel Keeper Makes Pet of Foundling, but It Wastes Away and Finally Dies.

A WOMAN was killed by kindness once according to an old dramatist. A baby seal met the same fate not long ago at North Beach. J. M. Arthur, proprietor of the Breakers Hotel, picked up a baby seal on the beach near his hotel and decided to make a pet of it. He kept the waif captive, feeding it cow's milk from a bottle. That the seal might not miss its native element, Mr. Arthur kept it in the water a good deal. He built a tank near the hotel, filled it with sea water, and put the seal in it. Then he would swim out beyond the breakers with the seal and turn it loose, that it might disport in the waves.

But the captive did not thrive for some unknown reason, nor did it delight in swimming about in the water. Every time it was put in the surf it would swim to shore and climb out on the sand. It would not stay in the tank, either, but climbed out in the sun and lay on the sand whenever its owner did not thrust it into the water and hold it there.

When it was too late, Mr. Arthur learned that water is fatal to a baby sea. In trying to be kind, Mr. Arthur had killed the little seal. These animals are born on rocks near the water, but out of reach of the waves. They are not taken into the sea by the older seals until they have reached a certain age, when they have grown fur that protets them. If they are put into the water before this fur grows the baby seals will die.

The little waif that came ashore at the Breakers Hotel must have been washed off the rocks by the waves and swept ashore.

HOT SALT BATHS.

Hot and cold showers, bathing suits and dressing rooms for surf bathers. Hotel Moore, Seaside, Or.

SYSTEM OF FEEDERS

North Bank Road Will Tap Rich Country Along Line.

FIRST OF ROADS LAID OUT

Will Be Built North From Kennewick Into Fruit District—C. M. Levey, Northern Pacific Vice-President, Talks Business.

That the North Bank Road plans an extensive system of feeders thrughout the country tributary to its line between Portland and Spokane is indicated by the formation of a company recently to construct a line northward from Kennewick into the nearby fruit country and ultimately reach Wenatchee, Wash. Surveyors have been sent out to run lines for this new mileage, and it is expected work will be begun early next season and the branch line completed before the Fall of 1909.

That it is the intention of the Hill interests to construct such a feeder is the statement of C. M. Levey, vice-president of the Northern Pacific, with headquarters at St. Paul, who reached the city yesterday morning for a short stay in Portland. Mr. Levey's family is staying at a Summer resort near Tacoma, his former headquarters, and he will be here and on the Sound for the next month. He will attend the formal opening of the North Bank Road, which is scheduled for late August.

"Business is improving slowly," said Mr. Levey yesterday. "In the Middle West we notice a slow return to normal conditions, and were it not for the fact that this is Presidential year, the recovery would, no doubt, be more marked than it is. In our section of the country, Minnesota and the Dakotas, there has been a good grain crop and this will have a good effect in bringing about the return of normal business conditions.

"Railroad traffic is showing an improvement, and while this may be due, in part, to the heavier movement of products at this season of the year, I think it indicates better general conditions. I notice that Portland does not appear to be injured in any way and that fine new buildings are being built here right along, despite unfavorable financial conditions elsewhere. Portland shows a great growth during the past few months."

MUIR GLACIER FORMATION

Chapter Four in Labbe-Smith-Cline Controversy.

PORTLAND, July 29.—(To the Editor.)—Frequent allusions of friends met on the street and elsewhere to the discussion going on about Muir Glacier, shows a degree of public interest, which is heightened by the contribution in last Sunday's Oregonian of W. Hampton Smith.

That Muir Glacier, however, "is a part of the great ice sheet that covered the American Continent 30,000 or 40,000 years ago," (lots of latitude for guessing) may or may not be true.

The consensus of opinion of scientific men however is, that the source of Muir Glacier, or the place where it was formed, is in that zone where 100 years and more ago the snow fall was incredibly great. For be it known that the Russian government had in Alaska a capital and numerous outposts, with trained officers for observation long before the Americans had a capital at Washington, D. C.

The snow fall of which it is believed Muir Glacier was born required great vaporous clouds, condensation and evaporation, produced by the proximity of the Japan current in the Pacific Ocean and the cold atmosphere of the great altitudes on shore. In other words, it is inferred that the contiguous cold and warm climates furnished all the conditions necessary to the formation of Muir Glacier by a heavy fall of snow in Winter in a dry powdery mass, which under the sun's rays in Summer consolidated into ice. The numerous glaciers about Mt. St. Elias are produced in the same way.

Nor does the great purity of the ice in Muir Glacier prove, as Mr. Smith suggests, the improbability of its formation in the manner above suggested. It is true that snow when first consolidated by heat is filled with air-bubbles, is white and opaque, but this all disappears by placing the ice under pressure—so that at the time and place where Mr. Smith probably saw it, the ice was beautifully transparent. Furthermore, all sediment has no doubt been effectually eliminated by a certain kneading process going on in the ice as it moves down on its uneven bed oceanward, showing neither soil nor stain at the face when it breaks off into the bay. C. E. CLINE.

SHALL THE DIVES GO?

What Would Dr. Brougher Have the Mayor Do?

PORTLAND, July 29.—(To the Editor.)—Dr. Brougher's denunciation of the Mayor and Council and calling attention to the "dive" problem is worthy of comment. I think that some 40 property owners have called Dr. Lane's attention to the dives and requested their removal. I believe, too, that others having in mind the revenues accruing to a few people that control the property holding the dens of prostitutes are very desirous of substituting another deffiitely established place to which these creatures of the underworld should be allotted.

Few sympathize with the latter and since it involves a mere question of dollars and cents to a few, we are scarce called upon to consider the second class.

Dr. Brougher's question, outside of some petty reference, is a public one. In effect he calls for the enforcement of the law prohibiting prostitution. Many questions present themselves here. We must not forget that women are not the sole cause of prostitution; can prostitution be eradicated while men want prostitutes? Can the question be solved so long as men will insist they have prostitutes—whether they be called such or not? Does Dr. Brougher really believe that to do away with the dives will do away with prostitution?

I walked through the North End district yesterday and was shown the worst dives. It must be admitted that there is little to offend the eye, the street holding these places seemed safe enough for good women and children to pass through without fear or shame.

The public has the right to demand that nothing offensive to its citizens exist upon the streets or where the eye or ear will be offended; that the health of its citizens be not endangered; that no fraud should be perpetrated by which the young may be enveigled into wrong-doing; that girls, boys and women should be enabled to go anywhere without fear or shame; that no place should exist where the unsophisticated, innocent or clean, healthy-minded young people can be led to err. Drugs and liquors when used to cloud the well-balanced mind are but means of force and the public has the right of protection against fraud and force—so much is it proper to assume and protect the public, but the extreme proposed by Dr. Brougher will prove a failure so far as public morals and right conduct are concerned.

I believe that the dives can be destroyed, but while the purpose for which these dives exist continues the evil known as prostitution will exist in some form and in some place or places, and in view of the fact that Portland's dens of vice are comparatively inoffensive, it becomes decidedly questionable whether the attempt at eradication will be a public good.

Did Dr. Brougher ever think that perhaps the main reasons for girls going astray—and boys, too—is due to ignorance concerning sexual matters—they gain distorted, vulgar, miserable knowledge from impure sources exciting the imagination into unhealthy sources?

Why not the parents, our preachers, our schools, teach the young in a healthful, proper way concerning sexual matters, its responsibilities, the fearful consequence of veneral diseases? Instead of encouraging this useful education in aid of good morals, every sincere effort in this direction has been declared by postal censors and Anthony Comstocks as "obscene."

The minds of the young may be molded and guided, hence it may be said that we can be of great assistance only to the young.

To attempt to reform prostitutes—men and women—or to make good men of confirmed criminals is, I am afraid, too great a task, when so much may be done for the young.

Then let me ask where will Dr. Brougher and many others demanding the eradication of vice be when the Mayor closes all dens and the effort is found to be a failure because vice has scattered so as to make us fear for our homes?

Is it a mere question of enforcing the law? Then why not say something about fenders for streetcars, the want of which kills people almost daily? Why not call attention to a number of other laws that are dead letters—and often in good conscience ought to be? ISAAC SWIFT.

EXPERT DRIVERS IN CLASS

NEW DIVISION FOR HUNT CLUB HORSE SHOW.

Many Entries Are Also Promised for Tandem Event and Owners Are Greatly Interested.

With the introduction of a class for correct driving and handling of reins, the Portland Hunt Club will have many entries at the Autumn horse show not otherwise obtainable. The fact that there is always more or less argument as to exactly the correct style of driving creates unusual interest in this class, and both men and women drivers will compete for the honors. This will be a class in which the judge will have some fine points to decide. The sporting tandem is another class which is going to be well patronized by both local owners and visiting exhibitors. The British Columbia owners are schooling their horses and Portland is not losing any time, either. A tandem team is always attractive, and a favorite with spectators.

Hindu Prince and Black Chief, the handsome blacks owned by Theodore B. Wilcox, are expected to be in fine trim for a number of cups and ribbons, as Mr. Wilcox is paying marked attention to suitable appointments and classes. His coachman has been driving them tandem recently, and they attract the enthusiastic attention of the public. Edgar Lazarus is trying to get a match for his thoroughbred Morengo for the sporting tandem, and it is quite probable that Scott Brooke will put his handsome bays in a tandem class. So many new horses and handsome equipages have been purchased by Portlanders lately that all the city will take pride in the fine local exhibit made in the October show.

President T. S. McGrath, of the Hunt club, is in Seattle making arrangements for entries in both the Portland and Seattle horse shows, the latter to occur September 2, 3, 4 and 5. Spokane will give her show in early October and many of her entries will be seen here later. But it is on the Portland show that the eyes of the country are fastened and the entries promise to surprise even the most optimistic.

REAL ESTATE TRANSFERS

Frank B. Gibson and wife to W. H. Wilson, commencing at southeasterly corner of lot 4, block 3, City View Park Addition, thence west 100 feet, north 50 feet, east to northeast corner of said lot, thence east along east line of said lot to beginning	350
Walter S. Basey and wife to Closset & Devers, block 3, Byar's Addition to St. John	1
F. L. Shull and wife to M. W. Hunt, lot 4, block "A" Crown Court	1
Charles Wande and wife to A. F. Green, lot 9, block 2, Mount Tabor Villa Annex	10
Elizabeth C. Jones to Henry Lenhart, lots 16, 17, block 2, Brainard Tract	600
Minta H. Everand to Thomas P. Dye et al., lot 10, block 28, Sunnyside	735
Emanuel May to Campbell Automatic Safety Gas Burner Company, block 16, Blackistone's Addition	25,000
Johan Johansson et al. to Eva Marsh, lots 2, 3, block 19, South St. John	1
A. C. McNeill and wife to Alvah F. Swanson, lot 8, block 3, Lesh's Addition	600
Eli C. Lombard and wife to Mary Wells, lot 7, block 15, Glencoe Park	525
Mount Tabor Investment Company to Maude Bianchi et al., lots 1, 2, block 3, Kensington	400
Paul Metsching and wife to W. C. Williams, lots 14, 15 and north 94 feet of lots 16, 17, block 1, Miller's Addition to Sellwood	5,700
F. C. Markwardt and wife to Frank Michels, west ½ of south ½ of southwest ¼ of section 23, T. 1 S., R. 3 E	6,000
J. P. Kennedy and wife to Winnie Skelton Foster, lots 13, 14, block 19, Arbor Lodge	300
Irvington Investment Company to Frederick H. Fogarty, lots 3, 4, 5, block 6, Irvington	2,700
W. H. Pearse to Charles H. Busey, lot lot 6, block 6, Central Park, conveying an undivided ¼ interest	1
Hub Land Company to Mary J. Raffety, lot 11, block 2, Willamette Boulevard Acres	475
Mary Linda Surman to M. J. Cichessy, undivided 1-3 of lots 1, 2, section 30, T. 1 N., R. 1 E	10
James N. Stevens and wife to A. J. Henneman, undivided 1-3 of lots 12, 14, block 89, Sellwood	1,500
Grant Michels and wife to Augusta Markwardt, lot 1, block 17, Center Addition	4,500
Claude N. Ogilvie to Rose Stackland, lot 4, block 3, Colonial Heights	6,500
H. B. Dabney and wife to John Schwabauer, lot 8, block 14, Mount Tabor Villa	100
Title Guarantee & Trust Company to R. B. Fleming and wife, lot 9, 10, block 19; lots 1, 2, block 9, South St. John	805
Frank M. Warren and wife to P. J. McDonald et al., lot 5, block 6, Central Albina Addition	600
George Loewnson et al to Eugene Hoch, lot 3, block 37, Couch Addition	26,000
Roger B. Sinnott and wife to Portland Trust Company, blocks 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, Ryan Place	1
F. E. Denison and wife to Walter A. Green lot 17, block 15, College Place	600
J. F. Martin and wife to Mary Chausse, lot 17, block 13, Burrage Tract	1,500
Rachel Ryan to Roger B. Sinnot, undivided 1-7 of the following: East ½ of east ½ of northwest ¼ of southeast ¼ of northeast ¼ of southeast ¼ of section 20, T. 1 S., R. 3 E.	1,000
Samuel E. Wertheimer and wife to Matilda Baldwin, part of lot 9, block 301, Couch Addition	2,500
Hartley C. Laycock and wife to Oregon & Washington Railway Company, right of way over land in northeast ¼ of section 5, T. 1 N., R. 1 E.	1
Christena Young and wife to E. B. Young, lot 6, block 15, North Irvington	1
James Edgerton and wife to W. L. and M. M. Diel, lot 7, block 6, subdivision Proebstel's Addition to Albina	10
Hugh O. Lewis to Clara N. McLeod, lot 3, block 18, Southern Portland	1
Mrs. M. K. Poulsen to A. Pauta, lot 5, block 4, Wynkoop Villa (to correct error)	1
W. E. Wright and wife to H. H. Wright, undivided ½ of lots 3, 4, block 50, Sellwood	200
C. C. Stowe and wife to Elizabeth Viggers, lots 23, 26, block 8, Riverdale	350
Total	$89,669

Have your abstracts made by the Security Abstract & Trust Co., 7 Chamber of Com.

Marine Notes of Tacoma.

TACOMA, July 29.—In tow of the tug Sea Lion, the barge American left out for Sulzer, Alaska, for a return cargo of copper ore. The tug Pioneer brought in the barge Charger with 2520 tons of gypsum from Chicago Island for the local gypsum company.

Steamer Northwestern spent the day here and loaded about 500 tons of general cargo for Yukon River points, returning to Seattle tonight.

Steam schooner Shnah-Yak left out tonight for Eagle Harbor to finish her cargo with creosoted poles for San Pedro. At local mills she took 600,000 feet of lumber. Oil tank steamer Argyll will arrive tomorrow morning with fuel oil from San Pedro. Norwegian steamer Hornelen is also due tomorrow to load lumber for the west coast for Grace & Co. Norwegian steamer Cecil is also due from Departure Bay, B. C., with ore from the west coast.

American ship William H. Smith arrived from San Francisco. She was 25 days making Cape Flattery, having encountered constant head winds.

MEN CURED

Of "WEAKNESS" VARICOCELE, Etc.

DR. TAYLOR, The Leading Specialist.

The tendency of men to neglect minor ailments is responsible for many a blighted life. Happiness and safety demand that skilled medical aid be sought upon the first manifestation of weakness or other disorder in the men. Neglect means the oncoming of aggravated conditions that will in time involve the general constitution. During my sixteen years as a specialist in men's diseases I have met with every possible complication of private ailments. My success in effecting permanent cures has never been approached. I have acquired the understanding and perfected the methods that enable me to accomplish results such as have been regarded as impossible.

MY FEE For a Cure Is $10 In Any Uncomplicated Case

PAY WHEN CURED

"Weakness" CURED PERMANENTLY

Functioned derangements, commonly termed "weakness," are a direct result of inflammation, enlargement or excessive sensitiveness of the prostate gland, brought on by early dissipation or resulting from some improperly treated contracted disorder. These conditions cannot positively be removed by internal medicines and any tonic system of treatment that stimulates activity of the functions can but result in aggravation of the real ailment.

This is a scientific truth that I have ascertained after careful study and observation in hundreds of cases, and is a truth upon which my own original system of treatment is based. I employ neither tonic, stimulants nor electric belts. I treat by local methods exclusively and my success in curing even those cases that others have failed to temporarily relieve with their tonics is conclusive evidence that my method affords the only possible means of a complete and a radical cure.

Contracted Disorders SAFE, PERMANENT CURES

To but partially cure a contracted disease is almost as dangerous as to allow it to go untreated. Unless every particle of infection and inflammation is removed, the probability exists that the disease will gradually work its way into the general system. Still greater is the danger of the prostate gland becoming chronically inflamed, which always brings partial or complete loss of vigor. Perhaps 25 per cent of the cases of so-called "weakness" are a direct result of some improperly treated contracted disease. During the past five years I have treated thousands of cases of contracted disorders, and have effected an absolute, thorough and safe cure in each instance. There have been no relapses or undesirable developments whatever, and my patients have been cured in less time than other and less thorough forms of treatment require in producing even doubtful results.

SPECIFIC BLOOD POISON

Others dose the system with mineral poisons scarcely less dangerous than the disease itself. The best they hope to do by this treatment is to keep the disease from manifesting its presence upon the surface of the body. Under my treatment, the entire system is cleansed. The last taint of virus is destroyed. Every symptom vanishes to appear no more. I employ harmless, blood-cleansing remedies. They are remedies heretofore unknown in the treatment of this disease. They cure by neutralizing and absolutely destroying the poison in the system. Such cures cannot be other than complete and permanent.

Write or Call. Consultation and Advice Offered Free at My Office or by Mail. Correspondence Confidential

THE DR. TAYLOR CO.

CORNER SECOND AND MORRISON STREETS, PORTLAND, OREGON.
Private Entrance 234½ Morrison Street.

CAUSED BY RUBBISH FIRE

Probable Origin of Big Blaze in North Portland.

The fire that laid waste most of four blocks bounded by Hoyt, Flanders, Fourth and Sixth streets, late Tuesday, is now believed to have been caused by flying sparks from a heap of burning rubbish a block north of the Oregon Transfer stables. Stablemen reported Tuesday having seen a smouldering on the roof before the flames leaped up from the hayloft and other residents of the vicinity declare that sparks and bits of burning paper were being carried from the burning rubbish heap all afternoon.

Work of clearing up the debris in the burned area has already been taken up, and while building plans have not yet been announced, it is believed that many of the old frame shacks that were consumed will be replaced by far more substantial structures. Scores of small dealers were put out of business temporarily and were busy hunting other quarters yesterday.

Sale Not Forced One.

H. R. Reynolds, superintendent of the Realty Associates, asks that a correction be made in the account of the purchase of the Columbia building in The Sunday Oregonian, July 26. In the report, information appears to have been furnished that the sale was "forced." Mr. Reynolds says in justice to the former owners, Blazier Bros., it should be published that the sale was not a "forced" one.

Given Up by His Bondsmen.

BUTTE, Mont., July 29.—A. B. Clements, former cashier of the defunct Aetna Bank, a Heinze institution, is being sought by the sheriff. Mr. Clements is now out on a bond aggregating $12,500, and his sureties today withdrew, and instructed Sheriff Henderson to arrest Clements as soon as possible.

S.S.S. A CURE FOR RHEUMATISM

Rheumatism is caused by an excess of uric acid in the blood, which is carried through the circulation to all portions of the system. Every muscle, nerve, bone and joint absorbs the acrid, pain-producing poison, causing aches, inflammation, stiffness and other well known symptoms of the disease. Permanent relief from the pains and discomfort of Rheumatism cannot be expected from the use of liniments, plasters, and other external treatment which does not reach the blood, where the cause is located. Such measures give temporary relief, but in order to cure Rheumatism the uric acid and inflammatory poison must be expelled from the blood. S. S. S. cures Rheumatism because it is a perfect blood purifier. It goes down into the circulation, neutralizes the uric acid and drives it from the blood. S. S. S. expels the irritating, inflammatory matter which is causing the pain, swelling and other discomfort, enriches the weak, sour blood, and permanently cures Rheumatism. In all forms of Rheumatism, whether acute or chronic, S. S. S. will be found a safe, vegetable remedy, possessing the properties needed to cure, and at the same time a medicine that builds up the entire system by its fine tonic effects. Book on Rheumatism and any medical advice free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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