HARRIMAN BUILDS DOWN-GRADE LINE

Wallowa Extension Part of Water Haul to Portland Along Snake River.

WORK IS DONE QUIETLY

Extensions Have Been Made With Excuses for Local Traffic—Can Compete With North Bank on Road Costing Much Less.

Behind the invitation of the citizens of Enterprise to the general officers of the Harriman lines to attend a banquet in honor of the completion and dedication of the road to Wallowa tomorrow lies a story of quiet railroading that would dazzle even Jim Hill.

While Hill has been constructing the North Bank road and thus attaining an easy grade to the Pacific, the Harriman people have, at the same time, and unknown to the public, been getting a water grade to Portland, and they will be in a position, when their lines are completed, to handle the "down-the-Columbia" traffic just as easily as the Hill line will. They will have a down-grade route to the city.

The lines of the Harriman system which will form a part of the "down-grade" route have been under construction for some time, and it is understood that work upon them will be continued throughout the Winter wherever possible.

More Than Was Made Known.

To the public these lines have been known as the Wallowa & Snake River extensions." On paper they appeared to be an outlet only for local traffic. The Wallowa extension meant simply the displacing by the railroad of the stage line to Enterprise, the principal city in the county. Of course, the company would continue the line to Joseph as a temporary terminus. There construction might stop. No promises were made. The Snake River line was moving ahead from Huntington north. Its terminus was supposed to be Homestead, the nearest outlet on the Oregon side for the product of the copper mines in the Seven Devils district of Idaho. The supposition was easy of belief. A great number of claims have been staked in the district, many are working and a smelter is in operation. Nothing, it was thought was more reasonable than to believe that the Harriman company was building a freight line for the transportation of copper.

But Harriman was really doing no such thing. He was and is, according to the most authentic information, building the Snake River line from Huntington to a connection at Lewiston and thus getting the benefit of the down-river grade to Portland, giving him an opportunity to compete with the North Bank road on equal terms. The Joseph terminal is an illusion to the people of Joseph. The line will run right through that town to a connection with the Snake River line at a point northeast of Homestead. It will, when completed, be equipped for both freight and passenger service, but indications are that on through service only freight will be handled.

Over the new road the grade will be practically level. Leaving from the point near Homestead, the trains will pass by way of Joseph and Enterprise into La Grande, and thus avoid the unnecessary climb of the Blue mountains. The road will be longer, but the handling of freight will be easier. In passenger traffic there will be no change in the system. The line from Huntington to La Grande, although having heavy grades, is the shortest route for passenger service.

Costs Less Than North Bank.

The outwitting of Hill, credit for which is given to Oregon officers of the Harriman company, was the theme of discussion on railroad row yesterday afternoon.

"The North Bank road cost Hill about $25,000,000, or about $100,000 a mile, and a great part of the sum was spent for right-of-way," said a railroad man. "The Harriman people built and are building without saying a word, and the cost of all their river-grade line and feeders will not approximate one fourth of that amount."

Just when the Snake River and Joseph lines will be completed is not known, but it is said that they will be ready for traffic early in the Spring. At the Harriman offices information about the lines was refused.

The banquet at Enterprise, from which the story of the river-grade road emanated, will be given by the citizens of that town to the Harriman officials of the Northwest tomorrow night. It will be attended by General Manager O'Brien, General Passenger Agent McMurray, Assistant General Passenger Agent Scott, R. B. Miller, general freight agent, and a number of other officers of the company. They will leave Portland this morning and will return about Friday.

TOTAL COST IS FIGURED

Expense of Making Willsburg Cut-off Will Be $911,314.37.

Officials of the Harriman lines have figured the total cost of the Beaverton-Willsburg cutoff and changes in the Yamhill division at $911,314.37. Of this sum $214,694.37 has already been expended in the purchase of the right of way and for bridge materials and for the grading of the new lines. The total length of the cutoff will be about 10.17 miles, including the high bridge over the Willamette at Oswego. The cutoff involves a change of 5.3 miles in the Yamhill division.

The new line, when completed, will be of great benefit to the South Portland lumber mills. At present these mills have to make their Eastern shipments by way of Lafayette, 47 miles south, and thence back to Portland in order to reach their markets. While their rates do not differ materially from those of the Portland mills, their cars are subjected to a great many delays. On the projected road there will be only a 12-mile haul—to Oswego and back.

Commence Road January 1.

From reports received from surveyors, General Manager O'Brien, of the Harriman lines in the Northwest, believes that the work of construction on the extension into Central Oregon will be begun by January 1. The total length of the new line will be about 110 or 115 miles. The cost will be about $4,000,000.

S. P. Assessment Is Cut.

OREGON CITY, Or., Nov. 10.—(Special.)—The County Board of Equalization has reduced the assessed valuation of the Southern Pacific Company's roadbed in Clackamas County from $38,000 to $30,000 per mile. This was done upon a showing by the company that the valuation in other valley counties did not exceed $30,000 per mile.

OBJECT TO CITY STABLE

Water Board, However, Overrules Protests of Citizens.

Strong opposition to the establishing of a stable in the projected water-office at East Seventh and East Alder streets, developed yesterday afternoon at a meeting of the Water Board. A delegation from Orient Lodge, I. O. O. F., accompanied by Councilman Rushlight, appeared and entered a vigorous protest. After considering the matter an hour the Board voted to install the barn, but agreed to remove it if it proves objectionable to the community. Mr. Rushlight and the members of the delegation argued that it is unwise to put the stable in the new building, and that it will be a nuisance to the patrons and to the entire community. The Odd Fellows' $30,000 building adjoins the site and it was upon this that they based their objection.

T. L. Adams appeared and asked the Board to consider the removal of the office from Lower Albina to some place in Upper Albina, near Williams avenue and Russell street. The matter was referred to the superintendent and engineer for a report. It is said the district served by this substation has grown to such proportions that the location is very inconvenient to the lines of travel and is therefore unsatisfactory to those who have to pay their bills there.

FRIENDS AIDING OUTLAW

Threaten to Kill Member of Posse for Hunting Leo Bezemer.

SEATTLE, Wash., Nov. 10.—(Special.)—Acting on the theory that Leo Bezemer, alias "Whistling Rufus," wanted in Mount Vernon for attempting to blackmail E. P. English, is in hiding in a small deserted cabin located in the dense forests between Silvana and Marysville, where friends are daily providing him with food and keeping him informed of the mode of procedure of the hunters, a posse headed by Sheriff-elect C. W. Stevenson, of Skagit County, will start out tomorrow to try to capture him.

So determined to prevent the capture of Bezemer have his friends become that they have gone to the length of threatning to kill Harry McDermott, owner of the Cuban bloodhounds, Sam and Brady, which were shipped to Skagit County to run down the kidnaper.

This is the story which McDermott brought back to Seattle with him. McDermott charged that a citizen of Skagit County, who was elected a Justice of the Peace at the late election, met him at Lakewood last Thursday. The man waved a 45-caliber revolver under his nose and threatened to blow his head off if he did not take his hounds back to Seattle on the first train.

McDermott and the hounds engaged in the hunt, despite the sanguinary threats of the Justice of the Peace-elect. McDermott reached Seattle last night, but expects to leave to resume the man-hunt at any time.

HIT ON CHIN, DROPS DEAD

Youth Struck Friendly Tap With Boxing Glove Dies.

NEW YORK, Nov. 10.—A friendly bout with boxing gloves between Joe Vanderbeck and Edward Lynch in the room of a friend, William Kearney, in East 104th street, resulted in Vanderbeck's death from heart failure. He was 20 years of age. The three youths were close friends. Kearney and Lynch had often engaged in boxing, being fond of the sport, but Vanderbeck had never boxed because his physicians had prohibited violent exercise by him.

The chums met by appointment at Kearney's boarding-house and Kearney and Lynch began boxing. Vanderbeck watched them for a time and then said he wished to box with Lynch. Kearney and Lynch protested it would be risky, but Vanderbeck insisted.

After sparring a few minutes Lynch struck Vanderbeck what seemed to be a light blow on the chin. Vanderbeck staggered back and then sank to the floor. The other two youths ran for a doctor, but when he reached the place Vanderbeck was dead.

ROADS TO JOIN HANDS

Five Eastern Systems Lay Plans for Consolidation.

CHICAGO, Nov. 10.—A dispatch to the Tribune from St. Louis says: Tentative negotiations for merging the Toledo, St. Louis & Western, Chicago & Alton, Minneapolis & St. Louis, Iowa Central, and Missouri, Kansas & Texas Railways are said to be in progress. Although none of the higher officials of any of the roads will admit that a consolidation of these lines into one great system is planned, there appears to be foundation for the report, emanating from reliable sources, that it has been considered and is a probability.

Capture Marked Sockeye.

ASTORIA, Or., Nov. 10.—One of the fish marked last July by the Government experts was caught yesterday by Chris Hansen. It was a sockeye weighing a little over six pounds. The number on the tag was 95. This fish was caught only one-quarter of a mile from where it was turned adrift.

JUMPS FROM SHIP

Nome City Pasenger Commits Suicide Near Rainier.

BELIEVED HE WAS INSANE

E. L. Butler Leaps From First Cabin Deck and Drowns, Despite Efforts of Rescuing Party Immediately Formed.

E. L. Butler, of Spokane, a saloon passenger on the Nome City, who was evidently demented, sprang overboard from the cabin deck about 8 o'clock last night, and drowned before he could be reached by a rescuing party that was immediately called for action. The vessel, which was on its way to Portland from San Francisco, was passing Rainier at the time.

Butler seemed to be in good health when he took passage at San Francisco, but before coming into the river developed symptoms of insanity. Monday night he requested the steward to lock the door of his room, explaining that he feared he would walk overboard in his sleep.

Steward John Brose saw Butler in the act of climbing over the rail and rushed forward to catch him, but failed to reach him in time. When the man went overboard the steward immediately gave the alarm and a boat manned by the second mate, steward and two sailors put off to the drowning man, but their effort was unavailing.

The body was brought to this city and taken in charge by the Coroner. Upon examination of his clothing the Coroner found several dollars in coin and two letters, one from his mother, Mrs. Mary Butler, inclosing $50 and a request that her son should return home. The other was from Bert Butler, Spokane, presumed to be his brother, with address given at 23 Ash street.

The dead man was about 28 years of age. Tuesday morning he hacked at his throat with a knife, but was evidently deterred from accomplishing his purpose by the pain inflicted. He appeared at the breakfast table with a handkerchief tied around his throat. At Astoria he went ashore and was seen by some of the passengers to buy something at a drugstore, afterward supposed to be poison, which he took before jumping overboard.

LITTLE DANGER FROM RATS

Health Authorities Withdraw Stringent Rules Regarding Vessels.

Portland harbor is now considered free from danger of spread of contagious disease from coastwise vessels touching at this port. Harbormaster Speier and Health-Officer Pohl will recommend to the Executive Board today that the restrictions now imposed on vessels, coastwise, be rescinded, and that they be allowed to dock without the ten-foot standoff and without rat funnels on lines.

This change in existing rules will not apply to deep water vessels, but will apply to ships entering this port from harbors along the Pacific Coast. There is still danger of communication of disease from Oriental ports through rats that come ashore from vessels, and these will be required to moor at the ten-foot limit and have their lines protected with rat funnels, as heretofore.

Vendee at Punta Arenas.

SAN FRANCISCO, Nov. 10.—The Merchants Exchange has received a message from London stating that the French bark Vendee, bound from Oregon to the United Kingdom and previously reported ashore on Wollastin Island, has been towed into Punta Arenas with her cargo of 2000 tons of wheat wet.

Arrivals and Departures.

Astoria, Nov. 10.—Arrived at 7:15 and left up at 8:30 A. M.—Steamer Nebraskan, from Salinas Cruz. Arrived down at 8 A. M.—British ship Wynnstay. Arrived at 8 and left up at 10:30 A. M.—Steamer Nome City, from San Francisco. Arrived at 11:30 A. M. and left up at 1:30 P. M.—Steamer F. S. Loop, from San Francisco. Left up at 1:40 A. M.—British barge Quatsino and French bark Marechal Noailles. Sailed at 2:30 P. M.—Steamer Melville Dollar, for San Francisco. Arrived at 2:30 P. M.—Steamers Geo. W. Elder and Shoshone, from San Francisco.

San Francisco, Nov. 10.—Arrived at 7 A. M.—Steamer Johan Poulsen and steamer Roanoke, from Portland. Sailed at 7 last night—Steamer J. Marhoffer, for Portland. Left up at 4:40 P. M.—Steamer Shoshone.

Shields, Nov. 7.—Arrived—Norwegian bark Urania, from Portland.

London, Nov. 10.—French bark Vendee towed into Punta Arenas, 2000 tons wheat wet.

St. Vincent, Nov. 10.—Arrived prior—British steamer Braemount, from Portland.

Port Crescent, Nov. 10.—Passed in—British ship Arranmoore, from Acapulco; ship Halewood, from Panama.

Hongkong, Nov. 9.—Sailed yesterday—German steamer Numantia, for Portland.

Coos Bay, Nov. 10.—Sailed—Steamer Alliance, for Portland.

Tenerife, Nov. 10.—Sailed November 9—Steamer Princess Charlotte (from Clyde) for Vancouver.

Hongkong, Nov. 10.—Sailed November 8—Steamer Empress of Japan, for Vancouver.

San Francisco, Nov. 10.—Arrived—Steamer Johann Poulsen, from Willapa; steamer Tiverton, from Willapa; steamer Sven, from Grays Harbor; steamer Santa Barbara, from Grays Harbor; steamer Roanoke, from Portland; steamer Daisy Mitchell, from Grays Harbor; steamer Lurline, from Honolulu; steamer Explorer, from Seattle; schooner Advent, from Coos Bay; schooner A. M. Baxter, from Gamble; bark R. P. Rithet, from Honolulu. Sailed—Steamer Manchuria, for Honolulu, etc.; steamer Quinault, for Willapa; steamer South Bay, for Aberdeen; schooner Hiram Bingham, for Honolulu.

Suva, Nov. 10.—Arrived—Den of Ruthven, from Vancouver, for Auckland.

Liverpool, Nov. 10.—Arrived—Admiral Hagen, from San Francisco, etc., via Punta Arenas and Montevideo.

Chin Wang Tao, Nov. 10.—Sailed—Admiral Oley, for San Francisco, via Yokohama.

Tides at Astoria Wednesday.

High.	Low.
2:55 P. M....8.9 feet	9:27 P. M....0.4 foot
3:03 A. M....6.9 feet	8:42 A. M....3.0 feet

Condition of the Bar.

Astoria, Nov. 10.—Condition of the bar at 5 P. M., smooth; wind, east; weather, clear.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Alesia	Hongkong	In port
Breakwater	Coos Bay	In port
State of Cal.	San Francisco	In port
Nebraskan	Salinas Cruz	In port
Geo. W. Elder	San Pedro	In port
Alliance	Coos Bay	Nov. 12
Arabia	Hongkong	Nov. 15
Rose City	San Francisco	Nov. 16
Roanoke	Los Angeles	Nov. 17
Nevadan	Salinas Cruz	Nov. 22
Numantia	Hongkong	Dec. 1
Nicomedia	Hongkong	Feb. 1

Scheduled to Depart.

Name	For.	Date.
Nebraskan	Salinas Cruz	Nov. 10
Breakwater	Coos Bay	Nov. 11
Geo. W. Elder	San Pedro	Nov. 12
State of Cal.	San Francisco	Nov. 13
Alliance	Coos Bay	Nov. 14
Roanoke	Los Angeles	Nov. 18
Rose City	San Francisco	Nov. 20
Nevadan	Puget Sound	Nov. 24
Alesia	Hongkong	Nov. 22
Numantia	Hongkong	Dec. 16

Entered Tuesday.

State of California, American steamer (Nopander), from San Francisco, general cargo.

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

Breakwater (Macgenn), from Coos Bay, general cargo.

Cleared Tuesday.

Breakwater (Macgenn), for Coos Bay, general cargo.

Hazel Dollar (Ridley), for Chinese ports.

State of California (Nopander), for San Francisco, general cargo.

INTEREST IN BIG MATCH

BETTING NOW ABOUT EVEN ON WRESTLING CONTEST.

O'Connell Takes Training Easy, While Strangler Smith Is Working Hard to Get in Shape.

Interest in the O'Connell-"Strangler" Smith wrestling bout is at fever heat around the sporting headquarters. Everyone who has a bunch of the long green to put on his favorite is keeping it hid while he feels out the situation to see who is betting on the other fellow and how strong he wants to go.

The match is based on an even bet of $250 a side. Up to Friday, only Smith money was in sight and several wagers were laid at 5 to 4. Since then a considerable wad of O'Connell money was uncorked, so that the betting is now virtually at evens.

The two men are training in radically different ways. Smith is working day and night on the road and in the gymnasium in Sunnyside, while O'Connell is attending only to his regular classes at the club and enjoying life the rest of the time. The "Strangler" did not even tear himself away from his training long enough to attend the bouts Friday night, so O'Connell had the ovation all to himself, although Smith was called for frantically.

"I believe in the simple of training," said O'Connell. "I think more people are hurt by training too much than by training too little. Consequently I keep myself at just a certain stage all the time and never go at it hard. I am playing handball to improve my footwork and am working out with the boys."

O'Connell is only 23 years old. While he is a professional, most of his work has been done with amateurs. He is a graduate of Yale and during his senior year he conditioned the university wrestling team. He continued as instructor one year after finishing and last year taught the grappling art at Cornell University.

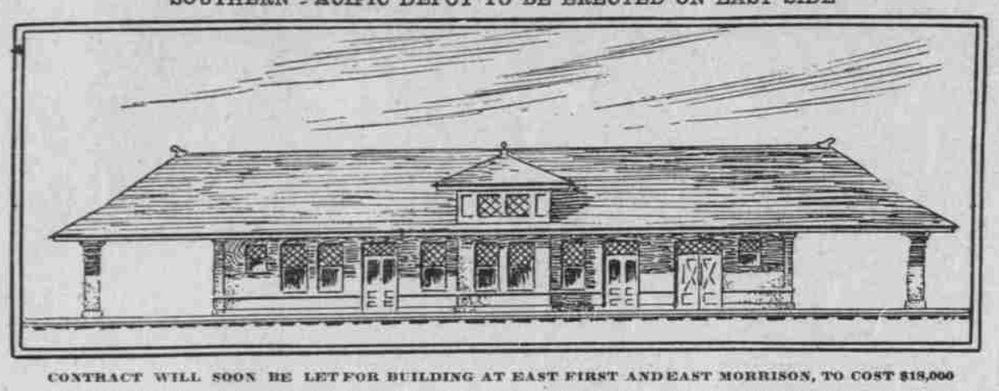
Smith is preparing himself to go the route. The match is to be the best three out of five falls, so the contestants will have to be prepared for a couple of hours of wrestling and that takes a lot of wind. Smith is doing everything but eat nails to make himself tough. He runs miles on the road every morning and works out three hours a day with his trainer, Newman.

Newman, who was the big fellow in the preliminary of the Hart-O'Connell bout and the only one who showed class, and Strauss, of Seattle, will go on in the preliminary at Merrill's Hall Thursday night. Strauss claims he came down to get a match with O'Connell and says he will show the fans that he has something when he tackles Newman.

Merrill's Hall will be fitted up with circus seats for the contest. The advance sale of tickets was opened yesterday afternoon with the hope of getting a line on the attendance, so that ample seating capacity can be provided for all.

Only One "BROMO QUININE"
That is LAXATIVE BROMO QUININE. Look for the signature of E. W. GROVE. Used the World over to Cure a Cold in One Day. 25c.

SOUTHERN PACIFIC DEPOT TO BE ERECTED ON EAST SIDE



CONTRACT WILL SOON BE LET FOR BUILDING AT EAST FIRST AND EAST MORRISON, TO COST $18,000

The plans for the new passenger depot of the Southern Pacific Railroad Company, to be erected at East First and East Morrison streets, have been completed. It will be of concrete construction, the foundation will rest on piling, and there will be reinforced concrete floors and imitation tile roof. The main building will be 124 by 30 feet, with porches at both ends, each 20 by 30 feet. The interior arrangement will be strictly up-to-date, and divided into waiting-room 28 by 42 feet, ticket office 12 by 15 feet, and smoking-room 10 by 10 feet. There will also be a rest-room for women, 10 by 16 feet. For the interior finish of the waiting-room there will be tile wainscoting 5 feet 6 inches high, with plastered walls and ceiling. The casing, doors and windows will be of fir, with antique oak stain and varnish. The floor will be of concrete, with cement finish. The building will be heated with hot air, electrically lighted throughout, and thoroughly modern. Authority for the work has been given, and specifications are now being prepared. The total cost of the structure, ready for acceptance, including cement walks, filling, etc., will be about $18,000.

The importance of this depot is increased by the fact that the Southern Pacific Company has given orders to resume work on the proposed railroad bridge across the Willamette River at Milwaukie and Oswego. This will bring both the West Side and East Side lines into Portland through the East Side.

BEGIN NEW SERVICE

North Bank Road Schedule to Go Into Effect Tuesday.

TWO TRAINS NOVEMBER 22

Definite Announcements Are Made by Hill Officials and Temporary Passenger Depot Fitted Up in Freight Sheds.

The date when the Spokane, Portland & Seattle Company will run its first regular passenger train service to and from Portland has been announced as next Tuesday, instead of Sunday. On that date the present service being maintained between Vancouver and Pasco will be extended over its new bridges across the Columbia and Willamette rivers to Portland, and until the following Sunday, when a more elaborate service will be established, The S. P. & S. passenger train will leave the depot at Eleventh and Hoyt streets at 8:15 A. M., arriving at Pasco at 5 P. M. In the alternate direction the train will leave Pasco at 7:30 A. M., and arrive in Portland at 4:30 P. M. daily.

This service will be maintained until Sunday, November 22, when the regular two trains a day schedule will go into effect. This latter service will commence with the installation of the new equipment of the road, which has been constructed by the Pullman Company and will be first run over the road when the entire rolling stock has arrived. General Freight and Passenger Agent H. M. Adams announces that this train will be the handsomest and most uniform from a constructive point of view that has ever been run in the West.

When the two-train daily service is installed the trains will be made up of sleeping cars, both standard and tourist, day coaches, dining cars, buffet cars and the regulation baggage and United States mail cars. An observation car service will also be inaugurated shortly after the opening.

With the installation of the two-train service the schedule will include through solid trains to and from Walla Walla, each of which will connect for Spokane and Eastern points at Pasco.

On November 22 the through train service will be operated on the following schedule: Leaves Portland, depot at Eleventh and Hoyt streets, at 9 A. M. and will connect at Pasco with Northern Pacific train No. 4 at 5:20 P. M., and leave there at 6:10 P. M. In the opposite direction the train will leave Walla Walla at a time not yet specified, but will leave Pasco for Portland at 11 A. M., after having made connections with Northern Pacific No. 5, and will arrive at Portland at 7 P. M. The night train leaves Portland at 5 P. M., arriving at Pasco at 1 A. M., connecting with Northern Pacific No. 16. This train will carry standard and tourist sleepers and a dining car service out of Portland, and will also carry through standard and tourist sleepers to Spokane. It will arrive at Spokane via Northern Pacific at 6:55 A. M. In the opposite direction the sleeping car service attached to the Northern Pacific train No. 15 leaving Spokane at 4:45 P. M. will connect with the S. P. & S. at Pasco at 10:20 P. M., arriving in Portland at 7:30 A. M. The exact leaving time out of Walla Walla is not yet announced, but will be determined within a few days.

There will also be some changes in the Goldendale branch service as soon as the two-train service is inaugurated, and this will be announced soon.

Owing to the fact that arrangements have not yet been made for entrance and departure from the Union Depot, the Spokane, Portland & Seattle Railway Company has fitted up a depot in one of the freight sheds at Eleventh and Hoyt streets, and until arrangements can be made with the Northern Pacific Terminal Company the trains will leave from this depot. Mr. Adams announces that the temporary depot at Eleventh and Hoyt is being fitted up with all modern conveniences and will afford passengers all the comforts to be found at the larger depot.

The new road also announces that it will commence the handling of all freight to and from Portland on November 17. The Portland freight office will be in charge of W. C. Wilkes, agent, and G. M. Glinee, clerk, both of whom are now engaged in making up schedules and arranging for the opening of their offices.

Catches Message From Japan.

HONOLULU, Nov. 10.—The Kahuku wireless station intercepted today a message sent by a wireless station in Japan.

CLEARS THE COMPLEXION OVERNIGHT

Pimples, Rash, Eruptions, Etc., Quickly Eradicated by New Skin Remedy.

Since its discovery one year ago, poslam, the new skin remedy, has, in its extraordinary accomplishments, exceeded the most sanguine expectations of the eminent specialist who gave it to the world. It has cured thousands of cases of eczema and eradicated facial and other disfigurements of years' standing. The terrible itching attending eczema is stopped with the first application, giving proof of its curative properties at the very outset.

In less serious skin affections, such as pimples, rash, herpes, blackheads, acne, barber's itch, etc., results show after an overnight application, only a small quantity being required to effect a cure. Those who use poslam for these minor skin troubles can now avail themselves of the special 50-cent package recently adopted to meet such needs. Both the 50-cent package and the regular $2 jar may now be obtained in Portland at the Skidmore Drug Co., and other leading drugstores.

Samples for experimental purposes may be had free of charge by writing direct to the Emergency Laboratories, 32 West Twenty-fifth Street, New York City.

C. Gee Wo
THE CHINESE DOCTOR

This great Chinese physician is well known throughout the Northwest because of his wonderful and marvelous cures, and is today heralded by all his patients as the greatest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach, liver and kidney troubles, also private diseases of men and women.
CONSULTATION FREE.
Patients outside of city write for blanks and circulars. Inclose 4c stamp.
The C. Gee Wo Medicine Co.
162½ First St., Near Morrison., Portland, Or.

LASH'S KIDNEY & LIVER BITTERS
A PLEASANT LAXATIVE
NOT INTOXICATING

CROSSETT SHOE
"MAKES LIFE'S WALK EASY"

No need to hire a taxicab to get there in a hurry if you wear CROSSETT Shoes. You will prefer to go with the power of your own muscles.

$4 and 5$

SOLD IN EVERY TOWN

Made by
LEWIS A. CROSSETT, Inc.
North Abington, Mass.

LEO SELLING
270 Morrison Street, Between 3d and 4th
PORTLAND, OREGON

MERCHANTS NATIONAL BANK
PORTLAND OREGON
FOREIGN EXCHANGE
When contemplating a trip abroad the matter of a convenient safe way of carrying money for traveling expenses is important. This bank issues Travelers' Cheques and Letters of Credit, which are payable in any commercial center in the world and are perfectly safe and convenient. Drafts on Foreign Countries are also issued for any amount.
RESOURCES OVER FOUR MILLION DOLLARS

LOST VITALITY

"A merry heart doeth good like a medicine, but a broken spirit drieth the bones."—Proverbs 17-22.

The above quotation from the Old Testament is worth thinking over. If you are older physically than you are in years, "spirit broken," despondent, run down, and discouraged, take a hint from the above text and act accordingly. Don't make up your mind to look after your health bye-and-bye, for that leads to never—Action corrects mistakes, despair and neglect increase them. There is one little epigram that if adhered to will make a man all that he can ever hope to be in this world in health and wealth—it is to "not put off until tomorrow that which should be done today."

I take broken-down wrecks of humanity whether from past indiscretions or whatever cause, and build them up as strong as their fellows.

I Make Men Strong

Enough to succeed in the battles of life, because skill and experience have taught me how. Don't fool your time or money away on body batteries or electric belts. Men have written me that their testimonials were used without their consent and were not true. I keep them on file to protect this statement. You can get more electricity for a penny in a penny amusement parlor than is contained in the biggest body battery fake on the market. There are failures in all walks of life. When a preacher goes wrong he says the church is composed of hypocrites; when a lawyer is a failure he attributes it to anything but a lack of brains. When some doctors are no good electricity streams from every finger tip and every pore from the effects of a 75c tin button girth (in pictures only) at so much per. Gentlemen, be sensible and serious. If you get cured of an ailment you want it to be a real cure and a lasting cure. If a doctor is able to do this he is willing to wait for his pay until you are cured. That is our plan, but it is not the plan of any electric belt agency in this country and the reason is plain.

Our entire time and practice are devoted to the cure of **BLOOD POISON, VARICOCELE, STRICTURE, LOST VITALITY, HYDROCELE, PILES, FISTULA, DISEASES OF THE KIDNEYS, BLADDER, PROSTATE GLAND, CONTRACTED DISORDERS, WEAKNESS AND ALL DISEASES COMMON TO MEN,** and the fee for any uncomplicated ailment is..... **$10.00**

A patient desiring treatment can pay cash and get discount, or in payments to suit circumstances, and as the benefit is plainly apparent or, if desired,

CAN PAY WHEN CURED.

If you have made mistakes in the past correct the mistakes. Consultation and advice free. If you cannot call at office, write for self-examination blank—many cases cured at home. Medicines $1.50 to $6.50 per course.

Hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 12.

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

I CURE MEN

For $10 My Fee in Any Uncomplicated Case

DR. TAYLOR
The Leading Specialist.

YOU CAN PAY WHEN CURED

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 certain of curing every case I take?

My practice has demonstrated that no ailment 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.

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 ailing 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. COR. SECOND AND MORRISON STS. Private Entrance 254½ Morrison St. Portland, Oregon.