OFFICERS ACCEPT DREDGE UMATILLA

Craft Formally Turned Over to Major McIndoe, of U. S. Engineers.

WORK ON UPPER COLUMBIA

Vessel Will Be in Command of Captain Winslow and Will Go Into Active Service Within Two Weeks—Marine News.

The new Government dredge Umatilla, which was recently completed at Celilo, has been formally accepted by Major McIndoe in charge of the local office of the United States Engineers. The vessel will be ready for active service within two weeks and the first work will be done at the bars above Celilo. The Umatilla will be commanded by Captain Winslow, formerly master of the Wallowa on Snake River.

The Umatilla was constructed for the Engineers' department for the purpose of assisting in the deepening of the channel of the Upper Columbia. It is the intention to have her work as far up as Riparia on the Snake River in case of need. The Wallowa, in command of Captain R. L. Baughman, will continue the work on Snake River above Riparia.

Major McIndoe, who has been South for several weeks in attendance as a witness at Baton Rouge, has returned to Portland. Yesterday he went to the mouth of the river to inspect the jetty and to ascertain what damage was done by the recent storms. The principal damage was to the false work at the extreme end of the jetty. Where the rock was heavy there was practically no damage by wind or wave.

Shipping News of Tacoma.

TACOMA, Nov. 25.—With 921,211 feet of lumber, valued at $9846, the schooner Alex. T. Brown cleared at the Customs-house today for Molendo, Peru. She will leave port in the morning.

The Blue Funnel liner Teucer will probably remain here over Thursday, shifting to Seattle Friday morning.

The Anchor Line steamer Buckman arrived today from Seattle. In the morning she will proceed to Quartermaster Harbor, where she goes on the drydock for her annual overhauling.

The barge Oregon is discharging 1900 tons of gypsum at the plant of the Pacific Coast Gypsum Works.

The steamer A. G. Lindsay brought 145 tons of copper ore to the Tacoma smelter from Alaska.

Invitations Issued for Launching.

Invitations have been issued by the Willamette Iron & Steel Works for the launching of the steamer H. B. Kennedy, Saturday afternoon at 2 o'clock, from the ways at the steel plant. It is expected that a large delegation will be in attendance from cities on Puget Sound and from Portland. The craft is now resting on the ways and will be christened by Miss Minna Benbennick.

To Repair Aids to Navigation.

Early next week a vessel will be detailed by the Lighthouse Department for the purpose of replacing the lights on the Columbia River between Portland and Astoria. The Government officials will be aided by representatives from the Pilots' Association. The day marks need paint and some of the lights are off the ranges, owing to the shifting of the channel. The Heather will probably leave up on the work Monday morning.

Marine Notes.

The steamship Breakwater sailed for Coos Bay last evening.

The French bark Jolnville is discharging at Columbia No. 1.

The steamer Homer sailed for San Francisco yesterday afternoon.

The steamship Asuncion arrived up at the Standard Oil tanks last evening.

The steamship Geo. W. Elder, for San Francisco, San Pedro and Eureka, will sail this evening. The Elder was 24 hours late in arriving in Portland.

Arrivals and Departures.

PORTLAND, Nov. 25.—Arrived—Steamship Asuncion, from San Francisco. Sailed—Steamship Breakwater, for Coos Bay; steamship Homer, for San Francisco.

Astoria, Nov. 25.—Condition of the bar at 5 P. M., smooth; wind, northeast 4 miles; weather, clear. Left up at 6:30 A. M.—Steamship Asuncion, schooner Samar. British ship Nestafield. Sailed at 10:15 A. M.—Schooner Benicia, for Guaymas. Sailed at 11:40 A. M.—Schooner Taurus, for San Pedro. Arrived at 1 P. M.—British ship Brabloch, from Antwerp. Sailed at 12:20 P. M.—Steamer Alesia, for Hongkong and way ports. Outside, near bar—Steamer G. W. Fenwick, from San Francisco.

San Francisco, Nov. 25.—Sailed last night—Steamer Roanoke, for San Pedro. Arrived at 9 A. M.—Steamer Yellowstone; at 10 A. M., steamer Johan Poulsen, from Portland.

Eureka, Nov. 25.—Arrived yesterday—Steamer Eureka, from Portland.

Montevido, Nov. 25.—Arrived, November 8—British steamer Magdala, from Portland.

St. Vincent, Cape Verde, Nov. 25.—Arrived previously—Magdala, from Portland, Or., via Montevideo, for the United Kingdom.

Montevideo, Nov. 25.—Sailed—Ramesis, from San Francisco, etc., via Punta Arenas, for Hamburg.

Wellington, Nov. 24.—Arrived—Den of Rothveen, from Vancouver, B. C., via Suva and Auckland.

Hongkong, Nov. 25.—Arrived previously—America Maru, from San Francisco via Honolulu, Yokohama, etc.

Yokohama, Nov. 25.—Arrived—China, from San Francisco, via Honolulu and Hongkong.

San Francisco, Nov. 25.—Arrived—Steamer Redondo, from Coos Bay; steamer Nann Smith, from Coos Bay; steamer President, from Victoria; steamer Sehil Maratos, from Everett; steamer Ammon, from Tacoma; steamer Yellowstone, from Columbia River; steamer Dorris, from Willapa; steamer Johan Poulsen, from Columbia River; steamer Claremont, from Grays Harbor; steamer Willapa, from Willapa Harbor; steamer Maverick, from Seattle; steamer Yosemite, from Bellingham; steamer Washtenaw, from New York; steamer Crook, from Manila; steamer Svea, from Grays Harbor. Sailed—Ship Killoran, for Liverpool.

Tides at Astoria Thursday.

High.	Low.
2:50 A. M.....7.2 feet	9:29 A. M.....2.2 feet
2:05 P. M.....8.1 feet	9:02 P. M.....1.8 feet

Minstrel Show Plans Take Shape.

The Spanish War Veterans are making fine progress with their big minstrel show benefit, which will be given at the Heilig Theater two nights, December 18 and 19. The grand first part of the performance will sparkle with songs and comedy of a distinct local flavor, and will include many song hits by our best local lights. The performance arranged will be a typical minstrel show, up-to-date, with a number of variety acts and special features in the second part offo. The opening will display a tropical setting, with plenty of Philippine atmosphere, while in the big chorus will appear many of the boys twho served in the Islands and sang "dittles" and "quartets" to the tune of Aguinaldo's bullets. The veterans will don the uniforms of the service, being the khaki or campaign costume.

HOT CONTEST FOR MAYOR

Philip Streib and William Shindler Are Candidates at Milwaukie.

There will be a hot contest at the coming municipal election in Milwaukie over the Mayoralty. The candidates are Philip Streib, president of the Council, and resident for several years, who was nominated at a mass meeting held Tuesday night in the City Hall, and Mayor William Shindler, who will run as an independent candidate and whose petition has been filed with the required number of signatures.

At the mass meeting Tuesday night Mr. Streib was nominated without opposition, neither Mr. Shindler nor his friends taking part in the proceedings. The other candidates nominated in the meeting were as follows: Recorder, A. H. Dowling; Treasurer, E. T. Elmer; Marshal, Jesse Krack; two Councilmen, Isaac Mullan and Fred Lehman.

There will probably be a contest only on the Mayoralty, which will likely be very close.

Mayor Shindler did not expect to be a candidate, but during his absence his friends circulated a petition and soon obtained the required number of signatures. He will run on his record as Mayor since incorporation and the issue of his recent vetoes. Mr. Shindler and Mr. Streib have been equally active in pushing the upbuilding of Milwaukie, in securing a five-cent fare and in other things for the betterment of the town, and with exception of a few public matters they agreed.

William Shindler, Mayor of Milwaukie, Who Is Candidate for Re-election.

W. H. WEHRUNG IS NAMED

Elected President at Meeting of Portland Country Club.

Officers for the coming year were elected yesterday by the Portland Country Club & Livestock Association. W. H. Wehrung was chosen president, H. C. Campbell vice-president; M. D. Wisdom, secretary, and J. C. Ainsworth treasurer. There was a good attendance of directors at the meeting, which was held in the offices of the Commercial Club.

The finances were reported to be in good shape and the outlook for the coming year is said to be excellent. Secretary Wisdom goes East at once, where he will attend the National Stock Show at Chicago. While there he will gather information as to the best dates to be named for the Portland show next Fall. Considerable enthusiasm was developed at yesterday's meeting for the coming show and the directors expressed themselves as confident that the 1909 races and stock showing will be the best in the history of the association.

TO OLD MEXICO.

The regular mid-Winter excursion to Old Mexico will leave Portland December 12 and 13, joining the Southern Pacific solid Pullman excursion train out of San Francisco Tuesday, December 15.

The return fare, Portland to Mexico City, will be $104; tickets bearing a limit of two months, with stopover privileges at pleasure on the return trip.

Passengers will be given the choice of the Southern Pacific or the Santa Fe returning between El Paso and San Francisco.

Coming west over the Santa Fe you can make a side trip into the Grand Canyon for $6.50.

Ask for "Mexico," a little booklet story on this charming and historic country.

Tickets, reservations and particulars at Third and Washington streets.

ANNOUNCEMENTS.

F. E. Beach & Co., Pioneer Paint Co., 133 First st. Phones Main 1334, A 1334.

D. Chambers & Son, opticians, 321 Morrison, cor. Sixth, are the best.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Arabia	Hongkong	In port
Senator	San Francisco	In port
Geo. W. Elder	San Pedro	In port
Alliance	Coos Bay	Nov. 26
Nevadan	Salinas Cruz	Nov. 28
Breakwater	Coos Bay	Nov. 28
Rose City	San Francisco	Dec. 1
Roanoke	Los Angeles	Dec. 1
Numantia	Hongkong	Dec. 4
Nebraskan	Salinas Cruz	Dec. 4
Nicomedia	Hongkong	Feb. 1
Alesia	Hongkong	Feb. 10

Scheduled to Depart.

Name	For.	Date.
Geo. W. Elder	San Pedro	Nov. 26
Senator	San Francisco	Nov. 27
Alliance	Coos Bay	Nov. 28
Nevadan	Puget Sound	Nov. 29
Breakwater	Coos Bay	Dec. 2
Roanoke	Los Angeles	Dec. 3
Rose City	San Francisco	Dec. 4
Nebraskan	Salinas Cruz	Dec. 5
Numantia	Hongkong	Dec. 10
Alesia	Hongkong	Feb. 24

Entered Wednesday.

Breakwater, Am. steamship (Macgenn), with general cargo, for Coos Bay.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, for San Pedro and way.

Cleared Wednesday.

Breakwater, Am. steamship (Macgenn), with general cargo, for Coos Bay.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, for San Pedro and way.

FIGHT FOR TRAFFIC

North Bank Road New Element in Freight Situation.

REDUCES TIME FROM EAST

Warm Competition Between Hill and Harriman Systems Is Result. Portland Brought Nearer Cities of Inland Empire.

Warm competition between the Hill and Harriman systems for freight traffic from the East to Portland is promised as the result of building the North Bank road. It is promised that the new road will bring Portland 24 hours nearer the Eastern shipper than any former service. Record time on freight shipments from the Eastern terminals is predicted and, in fact, Hill officials promise they will trot freight to Portland from New York in 12 days by use of the new line down the north bank of the Columbia River.

And that isn't all. The new line, it is said, will bring Portland into closer touch with the interior cities of the Pacific Northwest than ever before. There will be an immediate advantage in the reduction of running time that brings the great Inland Empire into much closer touch with the jobbers of this city.

The Northern Pacific will handle all business to an from all points east of Pasco, except points on the Central Washington branch, by way of the Spokane, Portland & Seattle Railway and the Columbia River canyon to and from Portland. This includes all merchandise and carload traffic. The particular object in taking this route is in not wishing to haul freight by way of Tacoma and to expedite the movement by confining it to one route.

General Freight and Passenger Agent H. M. Adams, of the Spokane, Portland & Seattle Railway, held a conference with F. H. Fogarty, assistant general freight agent for the Northern Pacific, to adjust this new routing of Northern Pacific business.

"There will be a marked reduction in running time from Portland to the Inland Empire," said Mr. Forgarty. "There will be an approximate reduction of 24 hours from Portland to Spokane, Pendleton, Athena, Walla Walla and Lewiston against all competition. One of the great benefits to the Portland jobbers is to be able to make quick deliveries in a territory formerly served from Puget Sound.

"On the transcontinental, westbound business, there will be a correspondingly large gain in the running time from Chicago and the Missouri River territory. This business will be handled by the new route to Portland at least 24 hours ahead of the schedule of any other line."

The new arrangement of routing Northern Pacific cars to and from Portland will become effective at once. The modern facilities in the North Bank road's new freight terminals for handling traffic will aid in the quick dispatch of cars and their prompt unloading. Hill officials are confident they will be able to get a very large freight business in this territory because they expect to cut down the running time materially.

TRANSFER IS NOT UNUSUAL

Railroader Discusses Shift on Vanderbilt Lines.

The promotion of Charles Daly, vice-president of the Vanderbilt lines, formerly in charge of passenger traffic of the system, to the control of freight traffic as well, has caused considerable talk among railroad circles in Portland. When his promotion was announced, the opinion was expressed that the advancement of a passenger official to have charge of freight as well was remarkable and very unusual.

"This is not the case," said a prominent official of the Harriman lines yesterday. "There are any number of prominent railroaders who have advanced from the passenger department of the railroads to better and more responsible positions. B. W. Winchell, president of the Rock Island system, who was for some time assistant general passenger agent of the Memphis Route, with offices at Kansas City, is an example. George T. Nicholson, vice-president of the Santa Fe lines, in charge of freight and passenger traffic, was for years a general passenger agent. D. McNichol, vice-president and general manager of the Canadian Pacific Railway, was also formerly a general passenger agent. D. D. Caldwell, vice-president, in charge of traffic of the Lackawanna, was formerly assistant general passenger agent for the Missouri Pacific, and was afterward chairman of the Western Passenger Association. W. W. Finley, president of the Southern Railway, was formerly general passenger agent of a road in Texas. W. S. Newman, president of the New York Central, and O. G. Murray, president of the Baltimore & Ohio, were both freight and passenger traffic men."

TWO TRAINS TO BE ADDED

Northern Pacific Plans Increase in Service to Puget Sound.

Two new trains to Puget Sound from Portland over the Northern Pacific will probably be put in service shortly after January 1. One through train will be put on from Portland to Vancouver, B. C., leaving this city daily at 10 A. M., and will be a 10 or 12-hour train, covering the 329 miles to the British Columbia city within that time, besides making the stops at the Puget Sound cities. It is probable also that the business will warrant another train from Portland to Seattle and Tacoma.

This added service would give five trains a day in each direction between Portland and Puget Sound. With the two trains daily over the Spokane, Portland & Seattle Railway, this will give seven trains daily between Portland and Vancouver, Wash., giving good interurban service between the two cities.

"The last train out of Portland will leave at 11:45 P. M.," said A. D. Charlton, assistant general passenger agent for the Northern Pacific, "permitting Vancouver, Wash., people to stay in the city to attend the theaters if they desire, and still get home the same night. We expect this service will prove very popular.

"The new trains will not go into service until the new Northern Pacific tracks down the north bank of the Columbia from Vancouver to Kalama are in service. This line is in pretty good condition, however, and it is likely that we may get orders almost any day directing the abandonment of the ferry at Kalama and the use of these tracks in connection with the new Spokane, Portland & Seattle bridges across the Willamette and Columbia Rivers.

"All trains will stop at St. John, and we expect considerable business from that place. The use of the new bridges by Northern Pacific trains will not be delayed longer than January 1, in any event, and it is likely the change will be made earlier. Probably one hour will be saved in the trip to Puget Sound by the new route."

EXCURSION TO APPLE SHOW

Portland Business Men Will Visit Fair at Spokane.

The first excursion to be run over the new North Bank road will be operated to Spokane for the National Apple Show that will be held there December 7-12. The excursion has been so arranged that Portland business men need not lose much time from their offices, the special train leaving this city Friday night, December 11, at 5:35 o'clock, and reaching Spokane at 6:55 the following morning. The return will be made the following Sunday, reaching this city at 5:30 P. M.

The excursion will give an entire day and night at Spokane, and the return trip will be made by daylight down the new North Bank road. Handsome new equipment will be used in the special excursion train.

Traffic Situation Discussed.

J. M. Hannaford, third vice-president of the Northern Pacific, in charge of traffic, left Portland yesterday in company with H. C. Nutt, general manager of the Western division of the Northern Pacific, after a conference here of two days with local Hill officials. New traffic conditions arising by the opening of the new North Bank Road were considered, and the future traffic channels on business bound for Portland over the allied Hill lines were mapped out.

Will Consider New Rates.

Consideration will be given the advanced transcontinental rates by the transportation committee of the Chamber of Commerce this afternoon. A meeting has been called for the purpose and it is expected that an outline of the advanced tariffs will be ready to place before the committee. Just what action will be taken to oppose the advanced schedule proposed to be put in effect January 1 by the railroads will be decided at this meeting.

R. W. Baxter Is Promoted.

Portland friends of R. W. Baxter, formerly division superintendent of the Lehigh Valley Railroad, will be glad to learn of his promotion to the position of superintendent of transportation of that system. Mr. Baxter was general agent of the Pacific division of the Union Pacific when the O. R. & N. was a part of it. When the two lines were separated, he remained at Portland as general agent of the traffic department.

Railroad Offices Are Closed.

General offices of the railroads entering Portland will be closed all day today, notices having been posted at Harriman headquarters in the Wells-Fargo building, as well as in the quarters of the new North Bank road in the Commercial Club building. The ticket offices on railroad row, by agreement, promised to close also, so their employes may enjoy the holiday to the fullest extent.

Will Help Rose Festival.

Publicity for the Portland Rose Festival will result from the action of the Harriman lines in placing the announcements of next year's show in all the folders and other advertising matter issued by the different lines. The Oregon Short Line is the latest Harriman company to issue new folders in which the Rose Festival is prominently mentioned.

Child Rescued From River.

COLFAX, Wash., Nov. 25.—The 4-year-old child of Herman Curtis was rescued from being drowned at Palouse City last night. While the mother was buying groceries the child, who is deaf and dumb, wandered from the store, going direct to the Palouse River. Workmen saw the child walk into the river and by quick work saved its life.

PILES CURED IN 6 TO 14 DAYS.
Paso Ointment is guaranteed to cure any case of itching, blind, bleeding or protruding piles in 6 to 14 days or money refunded. 50c.

INJUNCTION ASKED

Inman-Poulsen Firm Would Keep Streets Closed.

STRONG FIGHT IS OPENED

Vigorous Opposition to Be Made to Proposed Opening of Thoroughfares Through Mill Property of Plaintiffs on East Side.

In an effort to thwart City Attorney Kavanaugh in his attempt to compel the Inman-Poulsen Lumber Company to vacate the streets running through its mill property on the East Side waterfront, the corporation has filed suit in the Circuit Court praying for an injunction restraining the city and its officials from prosecuting in the Municipal Court. Judge Gantenbein issued an order yesterday that the city, through its attorney, appear in court Friday morning and show cause why the injunction should not be issued.

It is set forth in the complaint that when James B. Stephens filed a plat of the Stephens Addition, on June 8, 1869, the premises contained a slough 40 feet deep. Meander lines were used to indicate it on the plat, and dots showed such portions as might afterward be dedicated as streets if the owners so desired. The streets were not dedicated, and the city, until within the last few months, it is asserted, never claimed any portion of the premises as streets or highways, nor were street grades established.

In 1879 Johan Poulsen, representing the mill company, interviewed the Mayor, to inform him that the company contemplated erecting a sawmill on the premises, and to ask that if the city claimed any interest to the property in the way of public streets, it should be made known. According to the company's assertion, the Mayor told Mr. Poulsen that if the Superintendent of Streets gave his consent the City of Portland never would claim any portion of the premises as streets. The plant was erected, and the slough filled with 1,000,000 cubic yards of material at a cost of $250,000.

In November, 1896, the plant was destroyed by fire, and the corporation set about erecting the largest sawmill in the world, having a daily output of 500,000 feet. The lumber is piled over the portion of the premises not occupied by buildings. It is urged that the city has stood by for more than 17 years, and has seen these improvements going on, without making any protest.

Six complaints were filed in the Municipal Court Tuesday by Mr. Kavanaugh, which charge the corporation with violation of ordinance 7130 by erecting buildings on public streets. These streets are East Sherman, First, Grant, Second and Caruthers. Mr. Kavanaugh has received no instructions, written or otherwise, from the City Council to institute proceedings, it is alleged, and is, therefore, acting without authority.

The mill property is bounded as follows: Beginning at the intersection of the Southern Pacific track and Grand avenue, thence to the south line of block 46, stenhens Addition; then west to the high-water mark of the Willamette River; south to a point west of the south line of Ivon street, east to the east line of of block A, Kern's Addition, north along the east line of block A to a point west of the southwest corner of block 70, Stephens Addition; then east to a point 60 feet west of block 70, then north along Grand avenue to the point of beginning.

WANTS WARRANT FOR MAYOR

Shepherd Objects to Street as Engine-House Site.

George S. Shepherd, counsel for the Inman-Poulsen Lumber Company, yesterday afternoon made formal demand upon City Attorney Kavanaugh for a complaint against Mayor Lane. Mr. Shepherd wishes to cause the arrest of the Chief Executive of the municipal government on a charge of blockading the public street, the particular place being the foot of East Washington. Mr. Kavanaugh has declined to act thus far.

"I will not issue any complaint for the arrest of the Mayor unless I have to," declared Mr. Kavanaugh.

"If Mr. Kavanaugh does not grant my demand for a complaint against Mayor Lane, I will mandamus the City Attorney," declared Mr. Shepherd.

"If Mr. Shepherd brings mandamus proceedings against me, I will fight the proceedings to a finish," said Mr. Kavanaugh. "I don't want to issue any complaint for the Mayor and will not do so unless forced to by the court."

"I want to have the Mayor arrested in my capacity as a private citizen," explained Mr. Shepherd. "The case has nothing whatever to do with the Inman-Poulsen Lumber Company; but why has the Mayor of the city any more right to block the public streets than a private corporation? I want to see if he has. The Mayor is jumping onto every one else for blocking the streets, now let's see where he stands. I propose to have him arrested, and will mandamus the City Attorney if he refuses me a complaint."

The blockading of the foot of East Washington street consists of an engine-house of the Fire Department, built there several years ago. It is an auxiliary to the fire-boat station and is located close to the wharf.

When Mayor Lane was apprised of the fact that Mr. Shepherd had applied for a complaint to the City Attorney, he said he had heard a rumor to that effect, but knew nothing definite about it, and appeared to give it little attention.

Webfoot Oil Blacking keeps feet dry. Makes shoes last. All dealers.

25 per cent off on umbrellas at Metzger's, 342 Washington street.

We Tell

Show this to your doctor and ask him if he knows anything better for coughs, colds, bronchitis.

Complete Formula

Ayer's Cherry Pectoral

NON-ALCOHOLIC

Each Fluid Ounce Represents

Heroin	⅛ Grain	Bloodroot	2 Grains
Wild Cherry	6 Grains	Rio Ipecac	3 Grains
Grindelia Robusta	4 Grains	Citric Acid	2 Grains
White Pine	4 Grains	Terpin Hydrate	1 Grain
Senega	4 Grains	Glycerin, C. P.	4 Drachms

Water—Sufficient to make one fluid ounce.

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

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

MEN!

DON'T FAIL TO VISIT OUR

FREE MUSEUM OF ANATOMY

A complete exhibition of science and art.

Presenting a vivid and realistic study of the origin and development of the human race from the beginning to the end.

Also a figure study of health and disease in all its various phases, represented by life-size models in wax and papier-mache.

These lifelike models are the cleverest work of the foremost masters of the world.

Reader, you should see this great exhibition and note how wonderfully we are made.

CONSULTATION AND EXAMINATIONS FREE AND OUR CURES GUARANTEED

$5.00 OUR FEE

For a complete cure in any simple uncomplicated case.

We cure Weakness of Men, Varicocele, Hydrocele, Nervous Debility, Blood and Skin Diseases, Sores, Ulcers, Swollen Glands, Kidney, Bladder and Rectal Diseases, Prostate Gland Disorders, and all Contracted Special Diseases of Men.

Men make no mistake when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are ailing, consult us. Medicines furnished in our private laboratory from $1.50 to $5.00 a course.

If you cannot call, write for self-examination blank. Hours, 9 A. M. to 8 P. M. daily. Sundays 9 to 12 only.

OREGON MEDICAL INSTITUTE

291½ Morrison St., Between Fourth and Fifth, Portland, Or.

BABY'S VOICE

Is the joy of the household, for without it no happiness can be complete. How sweet the picture of mother and babe, angels smile at and commend the thoughts and aspirations of the mother bending over the cradle. The ordeal through which the expectant mother must pass, however, is so full of danger and suffering that she looks forward to the hour when she shall feel the exquisite thrill of motherhood with indescribable dread and fear. Every woman should know that the danger, pain and horror of child-birth can be entirely avoided by the use of **Mother's Friend,** a scientific liniment for external use only, which toughens and renders pliable all the parts, and assists nature in its sublime work. By its aid thousands of women have passed this great crisis in perfect safety and without pain. Sold at $1.00 per bottle by druggists. Our book of priceless value to all women sent free. Address:

BRADFIELD REGULATOR CO.
Atlanta, Ga.

MOTHER'S FRIEND

How I Cure Weak Men Without Drugs

Thousands of weak and debilitated men are paying half they earn to doctors or medical fakers for poisonous dope that wrecks the nerves and vitals.

Are you one of these men? Don't you know that you can't get strength from poison? Drugs don't restore strength, because they contain nothing that builds strength. You know that strength comes from nourishment. All you get out of drugs is poison. Electricity is the nourishment you need. It is food to the nerves. It puts life and vigor into every organ, enabling each part to do its work as Nature intended. The reason any organ breaks down or becomes weak is because it lacks motive power—just like an engine without steam. This motive power is electricity. My method is to restore this force wherever lacking, and strength will take the place of weakness. My Electro-Vigor saturates your nerves with a constant stream of electric energy. The nerves absorb and carry it to every part of the body, where it builds up vitality and strength and removes the cause of the disease.

Electro-Vigor is an electric body battery, applied while you sleep. Its influence is soothing and invigorating. Electro-Vigor requires very little attention, for it never needs charging. There is no trouble or inconvenience of any kind attached to the use of this appliance.

I began the use of Electro-Vigor about five weeks ago, and, as a consequence, am getting stronger every day. I have gained 10 pounds in weight, my manly strength is returning and I feel better generally. CHAS. FALK.
Selnona, Wash.

* * *

I have used Electro-Vigor about 40 days and now feel like a new man. Electro-Vigor has done even more than you promised it would do. B. PRESCOTT.
Durkee, Baker Co., Or.

I GIVE IT FREE!

Get my 100-page book, describing Electro-Vigor, and of fully developed men and women, showing how it is applied.

This book tells in plain language many things you want to know and gives a lot of good, wholesome advice for men.

I'll send this book, prepaid, free, if you will mail me this coupon.

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DR. TAYLOR.
The Leading Specialist.

In Any Uncomplicated Case

My special treatment will completely cure your ailment so that it will never return and make you a strong, healthy man, capable of performing the duties and enjoying all the pleasures of life. I GUARANTEE A CURE.

I Have Given Health to Thousands

PAY ME AFTER I HAVE CURED YOU

My reputation as the leading specialist in men's diseases is firmly established by my work of the past, and there is no necessity of my resorting to irregular methods in order to keep busy. My skill ability and straightforward methods entitle me to the success that I have won and to the full measure of public confidence that I enjoy.

I cure "Weakness," Varicocele, Hydrocele, Lost Strength, Organic Weakness, Stricture, Specific Blood Poison, Piles and all Reflex Ailments.

CONSULTATION AND DIAGNOSIS FREE.

My Honest and Candid Advice Costs You Nothing. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town, in trouble, write if you cannot call, as many cases yield readily to proper home treatment and cure. My offices are open from 9 A. M. to 9 P. M. Sundays, 10 to 1 only.

The DR. TAYLOR Co.

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