PORTLAND LEADS IN GRAIN EXPORTS

Foreign Shipments Greater Than From Combined Ports on Sound.

THREE FLOUR STEAMERS

Regular Line Vessels Carry More Than 150,000 Barrels to Asiatic Ports—All Wheat Goes to United Kingdom.

NOVEMBER EXPORTS, FOREIGN.

Wheat 701,070 bushels.
Flour, 150,108 barrels.
Barley, 309,246 bushels.
Lumber, 5,814,987 feet.

Total grain shipments, foreign, from Portland for the month of November amount to more than 1,500,000 bushels. This is reducing the flour to a wheat basis and adding barley. Of the latter there were two full cargoes, both of which were cleared for the United Kingdom for orders. Flour exports consisted of three cargoes for Chinese, Siberian and Japanese ports. Wheat formed the largest item and amounted to 701,070 bushels. All wheat was cleared for the United Kingdom for orders.

Foreign shipping was far less during the month just closed than during the same time last season. To date, however, the season is far in advance of the year ending June 30, 1908. Chartering has been slow during November and will continue in that manner as long as the wheat market in London and Liverpool continues to hold up. December will see a larger number of vessels in port but the exports will not amount to a record breaker.

During November three of the regular line steamships cleared for Asiatic ports with flour. The Alesia, one of these, carried a full cargo for Vladistok, Siberia. The total flour shipments amounted to 150,108 barrels, equivalent to 675,486 bushels of wheat, all of which cleared on the three vessels of the Portland and Asiatic fleet.

Two full cargoes of barley got away during the month. The first was carried on the Norwegian ship Asgerd and t he second on the British ship Brodick Castle. Barley exports have been fairly good during the season. November holds the record for barley shipments so far this season.

Foreign grain shipments from Puget Sound for November are far behind those of the Columbia River. The wheat exports from that section, according to the figures compiled by the Merchants Exchange, are 610,595 bushels and the flour, 71,388 barrels. Portland beats the combined ports of Puget Sound by 90,476 bushels of wheat (one full cargo) and by 78,721 barrels of flour, (two full cargoes).

Portland also leads Puget Sound in shipments to California of wheat and flour. During the month, were dispatched to California from Portland, 202,969 bushels of wheat and 30,036 barrels of flour. Puget Sound shipped 167,408 bushels of wheat and 28,832 barels of flour. hTe Merchants Exchange report for the month gives the following figures, flour being reduced to a wheat basis:

Total from Portland 1,714,692 bushels.
Total from Puget Sound 1,265,904 bushels.

The grand total of Northwest shipments to date is only a few bushels short of the total for the same time last year. The heaviest season was that of 1905-6, when the exports for the first five months amounted to 16,312,621. For the present season the total is 14,056,656 bushels. The November foreign fleet follows:

Nov. 2, Gr. ss. Nicomedia, Hongkong, 160,261 ft. lumber, $2837.69; 52,090 barrels flour, $208,261; total value, $224,845.

Nov. 7, Br. sh. Wynnstay, Queenstown, 90,377 bushels wheat, $85,860.

Nov. 11, Br. ss. Bankfields, St. Vincent, 198,710 bushels wheat, $159,675.

Nov. 11, Fr. sh. General Faidherbe, Queenstown, 111,183 bushels wheat, $100,810.

Nov. 16, Nor sh. Asgerd, Queenstown, 90,180 bushels barley, $67,662.

Nov. 18, Ger ss. Alesia, Vladivostok, 50,000 barrels flour, $200,000, and enough general freight to make cargo worth $209,414.

Nov. 16, sch. W. H. Talbot, Manila, 984,915 ft. lumber, $16,008.

Nov. 19, Br. ss. Hazel Dollar, Shanghai, 1,700,000 ft. lumber, $18,780.

Nov. 26, Ger. sh. Alexander Isenberg, for Queenstown for orders, with 104,094 bus. wheat, $93,500.

Nov. 27, Fr. sh. Marechal de Noailles, Queenstown, 116,297 bus. wheat, $106,297 bus. wheat, $106,995.

Nov. 27, Ger. ss. Arabia, Hongkong, 347,304 ft. lumber, $3473; 48,019 barrels flour, $192,075; general freight; total value cargo, $281,578.

Nov. 30, Br. sh. Brodick Castle, Queenstown, 119,066 bus. barley, $80,000.

Nov. 30, Fr. bk. Sainte Anne, Queenstown, 80,409 bus. wheat, $72,368.

Nov. 30, Fr. bk. Gael, Queenstown, 1,438,374 feet, $22,461.

Another Free Ferry.

The county may be called on to operate another free ferry, if the movement in St. John to purchase the ferry in operation there is successful. The St. John Council has received an offer from the owners to sell the ferry and franchise to the city for $17,000, and it is proposed to call a special election to submit the matter to a vote of the people. It is proposed to issue bonds to the amount of $17,000 to buy the ferry and also $3000 more to put the landings and boat in good condition to turn over to the county to be operated the same as the Albina and Sellwood ferries. Off and on there has been agitation to make the St. John ferry free to the public, but nothing has come of it so far, but this time the city may secure the ferry, if the necessary bonds are voted.

New Vancouver Ferry.

The St. John Shipbuilding Company is completing a new ferryboat for the Portland Railway, Light & Power Company, which will be larger and more powerful than the present one in operation between the Oregon shore and Vancouver. The hull is 50x150 feet, and will be an improvement over the present ferry. More powerful machinery will be used and the time in crossing the Columbia River will be materially reduced.

Slight Rise in Upper Willamette.

A slight rise in the upper Willamette River has caused rejoicing among steamboat men interested in navigating that stream. For several weeks past there has been a good boating stage on the Willamette and boats have been making trips as far up as Albany. With the continued cold and dry weather, fears were entertained that the run would have to be abandoned.

Steamship Manager Visits Portland.

C. J. Millis, general manager of the Portland & Coos Bay Steamship Line, operating the steamer Breakwater, is in Portland on business connected with the company. Mr. Millis also manages the railroad line between Marshfield and Myrtle Point, on the Coquille River. Mr. Millis reports business looking up at both ends of the line and prospects for more freight are good. The coal output of the Beaver Hill mines will also be increased.

Tacoma Marine News.

TACOMA, Nov. 30.—The Kosmos Liner Mera has arrived from San Francisco.

The Blue Funnel Liner Antilochus will leave early Wednesday morning with a capacity cargo for the Orient and Liverpool.

The German steamer Wangard will finish loading grain tomorrow and leaves Wednesday or Thursday for the United Kingdom.

The steamer Hyades will shift from Quartermaster the latter part of the week to load for the Hawaiian Islands, her first trip in the service of the Matson Navigation Company.

Marine Notes.

The steamship Eureka sailed for Eureka and Coos Bay yesterday afternoon.

The British ship Neotsfield will begin discharging at Columbia No. 1 the last of the week.

The steamship F. S. Loop left down for Prescott yesterday. She will finish her lumber cargo at that place.

The steamship Rose City, from San Francisco, is due this morning. She is several hours late on the up trip.

E. A. Beals, District Forecaster official, is visiting North Head on business connected with the wireless telegraph reports.

The steamship Nevadan arrived up yesterday afternoon and immediately began discharging inward freight. She will leave down this evening.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Breakwater	Coos Bay	In port
Nevadan	Salinas Cruz	In port
Rose City	San Francisco	Dec. 1
Roanoke	Los Angeles	Dec. 1
Numantia	Hongkong	Dec. 1
Alliance	Coos Bay	Dec. 3
Nebraskan	Salinas Cruz	Dec. 4
Senator	San Francisco	Dec. 8
Geo. W. Elder	San Pedro	Dec. 8
Nicomedia	Hongkong	Feb. 1
Alesia	Hongkong	Feb. 10
Arabia	Hongkong	Mar. 1

Scheduled to Depart.

Name.	For.	Date.
Nevadan	Puget Sound	Dec. 1
Breakwater	Coos Bay	Dec. 2
Roanoke	Los Angeles	Dec. 3
Rose City	San Francisco	Dec. 4
Nebraskan	Salinas Cruz	Dec. 5
Alliance	Coos Bay	Dec. 5
Numantia	Hongkong	Dec. 10
Geo. W. Elder	San Pedro	Dec. 10
Senator	San Francisco	Dec. 11
Alesia	Hongkong	Feb. 24

Entered Monday.

Eureka, Am. steamship (Noren), with general cargo, from Eureka and way ports.

F. S. Loop, Am. steamship (Levinson), with general cargo, from San Francisco.

Cleared Monday.

Brodick Castle, Br. ship (Taylor), with 119,065 bushels of barley, valued at $80,000, for Queenstown or Falmouth for orders.

Gael, Fr. bark (Savary), with 1,438,374 feet of lumber, valued at $22,859, for the United Kingdom.

Saint Anne, Fr. bark (Berard), with 80,409 bushels of wheat, valued at $72,350, for Queenstown or Falmouth for orders.

Eureka, Am. steamship (Noren), with general cargo, for Eureka and way.

F. S. Loop, Am. steamship (Levinson), with general cargo, for Eureka and way.

Arrivals and Departures.

PORTLAND, Nov. 30.—Arrived—Steamship Nevadan, from Salinas Cruz and San Diego. Sailed—Steamship Eureka, for Eureka and Coos Bay.

Astoria, Or., Nov. 30.—Condition of the bar at 5 P. M., smooth; wind, east 16 miles; weather, clear. Arrived at 5 and left up at 7:40 A. M.—Steamer Rose City, from San Francisco. Left up at 6:30 A. M.—Steamer Nevadan. Arrived down at 7:40 A. M. and sailed at 4:25 P. M.—German steamer Arabia, for Yokohama. Sailed at 8:40 A. M.—Steamer Atlas and Barge No. 3, for San Francisco. Arrived at 1 P. M. and left up at 2:50 P. M.—Steamer Roanoke, for San Francisco.

San Francisco, Nov. 30.—Arrived at 5 A. M.—Steamer Senator, from Portland. Sailed at 2 P. M.—Steamer Carmel, for Portland. Arrived at 9 A. M.—Steamer W. Marhoffer, at 10 A. M., steamer Geo. W. Elder, from Portland.

Eureka, Nov. 30.—Sailed—Steamer Geo. W. Elder, for San Pedro.

Honolulu, Nov. 30.—Sailed November 29, French bark Rochambeau, for Portland.

St. Vincent, Nov. 30.—Sailed—British steamer Cambrian King, from Portland, for Limerick. Arrived previously, British steamer Queen Amelie, from Portland.

Shanghai, Nov. 30.—Arrived previously—Ashabula, from San Francisco.

Manila, Nov. 27.—Arrived—Kumeric, from Tacoma and Seattle, via Yokohama and Hongkong.

San Francisco, Nov. 30.—Arrived—Steamer Tenyo Maru, from Hongkong, etc.; steamer Carlton, from Newport News; steamer City of Puebla, from Victoria; steamer Senator, from Portland; steamer J. Marhoffer, from Columbia River; steamer G. W. Elder, from Portland; steamer Newburg, from Grays Harbor; steamer G. C. Lindauer, from Grays Harbor; steamer R. D. Inman, from Willapa. Sailed—Steamer Carmel, for Portland; steamer Yosemite, for Seattle; steamer South Bay, for Coos Bay.

Newcastle, Nov. 30.—Sailed—Doveric, for San Francisco.

Tides at Astoria Tuesday.

High.	Low.
7:23 A. M....7.5 feet	0:27 A. M....0.9 foot
7:23 P. M....6.7 feet	1:46 P. M....2.9 feet

MILWAUKIE MAY GET BANK

Minnesota Capitalist Will Discuss Subject With People Tonight.

There is a movement in Milwaukie to establish a state bank in that suburb, and there will be a meeting of citizens tonight to hear a proposition to be made by a capitalist from Minnesota, who has been investigating conditions in Milwaukie. The plan is to incorporate a state bank with the leading citizens of the place as incorporators, the object being to make the bank a home institution.

Milwaukie probably now has a population of nearly 1000, judging from the attendance at the public school, which jumped in two years from 120 to 225, and the vote also has nearly doubled in less than two years. Besides there is a rich and well settled district surrounding this suburb. It is thought that a local bank conducted on a conservative plan and in keeping with the needs of the place could be made to pay. Encouragement is being given the promoters by citizens of Milwaukie who would like to see the bank started, and who say they will give it all the support they can, as they feel that it would give the pioneer town a better standing.

Marriage Licenses.

CROWSTON-SEALE — A. Crowston, 34, Troutdale; Martha Seale, 21, city.

WISEMAN-REES—Leonard F. Wiseman, 23, Buhl, Idaho; Bessie E. Rees, 22, city.

HILLIER—BOESEL—J. E. Hillier, 30, Lents; Johanna Boesel, 21, city.

HOFMANN-BELZ—J. S. Hofmann, 36, city; Lina Belz, 27, city.

Wedding and visiting cards W. G. Smith & Co., Washington bldg., 4th and Wash.

Max M. Smith, florist, 150 Sixth st., opp. Porter & Crank. M. 2918.

ADD THROUGH CAR

Northern Pacific Will Put on Coach to Grays Harbor.

CONCESSION TO PORTLAND

Will Be Attached to Regular Train Leaving Here at 8:30 A. M. Bring Harbor Cities Half-Hour Closer Than to Seattle.

Through negotiations carried on by the Chamber of Commerce with the Northern Pacific, improved facilities for Portland merchants to do business in the Grays Harbor territory have been arranged. A through coach to Grays Harbor will be provided by the Northern Pacific from Portland daily within the next two or three weeks or just as soon as the new bridges of the Spokane, Portland & Seattle across the Columbia and Willamette rivers and the road down the north bank of the Lower Columbia are used by the Northern Pacific trains.

The new service will be much appreciated by the business men of this city. Leaving Portland daily at 8:30 A. M., commercial men and others desiring to transact business in the Grays Harbor territory will not need to change cars, but will be carrried through to destination on the Grays Harbor branch. Furthermore, the train leaving Portland at 8:30 will bring Portland half an hour nearer to Grays Harbor than the train from Seattle.

A. D. Charlton, assistant general passenger agent for the Northern Pacific, made known the betterment in the Grays Harbor service in a letter to President C. F. Swigert, of the Chamber of Commerce, yesterday. Mr. Charlton advised Mr. Swigert of the change decided upon, which came as the result of the negotiations that have been carried on by the commercial organization for some time past. In his letter Mr. Charlton said:

"I sincerely trust this will adjust the matter satisfactorily. We are always desirous of meeting the wishes of the merchants in such matters and if at any time we can better the service, we would be glad to hear the views of Portland business men."

Portland's commercial interests in the Grays Harbor country have always been extensive. Although located in the State of Washington, that district has always traded largely with Portland jobbers. Portland's facilities for handling the commerce of that territory have commended the goods of local merchants and there is every prospect that this trade will continue to grow in future. By the new arrangement just decided upon, it is regarded as certain that closer relations will be built up with Grays Harbor.

President Clarke Returns.

President Francis B. Clarke, of the Spokane, Portland & Seattle Railway, returned yesterday from St. Paul, where he was in conference with the heads of the Hill system in regard to the future policy of the new road. Traffic matters regarding the routing of freight from the East to the Northwest terminals were the principal matters discussed.

New Traveling Agent Named.

W. A. Seachrest, North Pacific Coast agent for the New York Central lines, has added a new traveling agent to his staff. R. R. Toome, formerly with the Vanderbilt lines at Dallas, Tex., has been appointed traveling passenger agent, with headquarters at Portland. He will take up his new duties at once.

TRAINS ON FOURTH STREET

INJUNCTION RESTRAINS CITY FROM INTERFERING.

May Not Prohibit Southern Pacific From Using Line — Injunction May Be Permanent.

On the application of counsel for the Southern Pacific Company, Judge Wolverton yesterday issued an order restraining the city authorities from enforcing an ordinance prohibiting the railroad company from the further operation of trains on its Fourth-street line. The application for a permanent injunction against the city will be heard before Judge Wolverton Monday, December 28.

In the bill of complaint the Southern Pacific people recite the fact that the Portland City Council on January 6, 1869, granted the Oregon Central Railroad Company a franchise for laying a track on Fourth street and operating trains thereon. The subsequent acts of the Council are reviewed and the representation set forth that in July, 1887, the original owners of the Fourth-street line leased it to the Southern Pacific Company, complainant in the pending controversy, for a term of 40 years.

The proceeding to oust the railroad company from Fourth street is attacked as void by that corporation on the following grounds: That it would take the property of the complainant without any compensation and in violation of the constitution; would deprive the company of its rights under the original franchise, under which about $123,000 has been expended in the construction of the road; would interfere with, restrain and prevent the movement of interstate commerce; provides excessive fines and penalties; would impair the obligations of the contract existing between the city and the complainant; is unreasonable, arbitrary and oppressive in that although steam locomotives have been operated over Fourth street for 39 years there has not been a single accident.

MISSES THE WHOLE POINT

Mr. Pittinger Complains of Criticism That Was Never Offered.

PORTLAND, Nov. 30.—(To the Editor.)—Allow me to make correction of an error and an unjust reflection in your editorial of today, "Municipal Problems," in which you say: "The question of bridges over the river presses, and a mistake was made here, too, for tolls sufficient to operate the bridges and keep them in repair ought to have been required from the first. It is too late now, no doubt, to repair the error."

Of the old bridge committee there were eight citizens, viz.: M. C. George, W. M. Ladd, J. L. Sperry, C. H. Meussdorffer, C. C. Redmen, Ed King, John Parker and T. W. Pittenger. Three of these are now dead, and five are still residents of the city. We built the Burnside-street bridge, the Albina ferryboat, the W. S. Mason, and paid for the Madison-street bridge; that is, as to the latter named bridge, took it off the city's hands. The City Council had bought it some months prior to this. The Supreme Court of our state held at that time that the city did not have authority to buy it unless it paid for it or levied a tax assessment to pay for it at once. This the City Council did not wish to do, and urgently requested the old bridge committee to take it and pay for it, which a majority of our committee voted to do; but our committee could not fix the rate for streetcars crossing that particular bridge, because the City Council had entered into a contract whereby the streetcar company had a right to cross on that bridge for 20 years at $150 per month.

Where I wish to correct your statement is this: Where we had the absolute and first right to fix the rate for cars crossing the Burnside-street bridge we did so, and fixed it at 14 cents each car per round trip. I know whereof I speak, on behalf of the old bridge committee, for I wrote the resolution, and it was adopted and enforced all the time we were in charge of the bridge. Now, if this rate had been maintained, as it ought to have been, this bridge would now be earning a revenue for the city of about $25,000 to $30,000 per year.

In conclusion I wish to say that the old committee built the Burnside bridge and the Albina ferry and paid for the Madison-street bridge, all on a bond issue of $550,000; and I think they are entitled to credit rather than any reflection that a mistake was made on their part in the first place in the matter of tolls sufficient to operate the bridge and keep it in repair, and help pay the interest on the bonded indebtedness, for that was their desire and intention. As before stated, had that resolution been strictly adhered to during all the past years the bridge would have been earning a handsome revenue to the city.

T. W. PITTENGER.

This attempt at criticism misses the whole point of The Oregonian's statement. There was no allusion to the bridge committee or to purchase of bridges, or to streetcars or rates to be charged them. The remark simply was that it was a mistake not to have placed tolls on the bridges at first for all traffic. It was the free bridge policy that was referred to, which The Oregonian believes, and believed at the time, was an error, and said so. It may be hoped Mr. Pittenger now can understand.

FOLDER TO ADVERTISE SHOW

ATTRACTIONS OF ROSE FESTIVAL TO BE SENT EAST.

Union Pacific Asks for Pictures and Matter to Be Used in Illustrated Booklet.

Perhaps the most notable recognition of the Portland Rose Festival as an affair of National importance came yesterday, when advices were received by the Festival management direct from E. L. Lomax, general passenger agent of the Union Pacific, in which he requested the preparation of reading matter with illustrations in color for a 24-page railroad folder to be distributed at every Harriman system office in the country.

The instructions from Mr. Lomax were explicit. He asked for a complete set of photographs covering rose gardens and picturesque scenes in Portland, types of floral floats used in the last Festival parades, and views of the street pageants that might be available for use in the new folder. He informed the Festival managers that a considerable portion of the booklet would be devoted to illustrative features, and that the reading matter in connection therewith should not be confined entirely to a history of the great annual demonstration of "roses" but should embrace such other information as might prove attractive to the traveling public in the East which will be likely to take advantage of the special low tourist rates to be effective on and after May 25, 1909, in ample time to bring the Rose Festival in the itinerary of the westbound pleasure-seekers.

The Rose Festival folder is to be one of a series of illuminative pamphlets issued from the Union Pacific offices at Omaha. One will deal with the far-famed National Corn Exposition to be held at Omaha, another will be devoted to the Alaska-Yukon-Pacific Exposition at Seattle and the Portland Festival folder will be gotten out on just as attractive lines and with a view to using it in connection with the advertising literature for the Seattle Exposition.

General Passenger Agent William McMurray, for the Harriman affiliated lines in this territory, is chiefly responsible for securing this important concession from the headquarters of the Harriman system. It will be remembered that Mr. McMurray was the chairman of the publicity and exploitation committee of the Rose Festival Association last year, and did most effective work in advertising the affair through the many channels at his command.

To secure such recognition from such sources causes gratification on the part of the officials of the Rose Festival, for they declare that this will give the celebration a breadth of advertising which could not in the ordinary way be bought for tens of thousands of dollars, taking into consideration the standing which this class of publicity matter will give Portland's next annual feast of flowers.

Concert for Seamen.

A concert will be given at the Seamen's Friend Soociety, Third and Flanders streets, under direction of Mr. A. L. Hudson, Mrs. Edith Fallenius, accompanist: The programme: Quartet, "Absent," by Metcalf; soprano, Miss Agnes Hughes; contralto, Miss Edna Gates; tenor, W. Graham Hodsdon; baritone, H. L. Hudson; soprano solo, selected, Miss Helen Barstow; piano solo, Miss Lillian Stone; tenor solo, selected, W. Graham Hodsdon; recitation, German dialect, Miss Julia Cole; violins olo, selected, Miss Margaret Fallenius; contralto solo, selected, Miss Edna Gates; soprano solo, Miss Agnes Hughes; recitation, Julia Cole; quartet, "Good Night, Good Night, Beloved"; "Setting Topsail," Chanties, and songs by Pinsuiti, seamen from several of the ships in port. Friends of the institute are invited to attend.

ADMEN TO TALK APPLES

Unique Entertainment Planned for Meeting Tonight.

The Portland Ad Club will have a unique meeting tonight in the Commercial Club auditorium, beginning at 8 P. M. C. C. Chapman, president, has issued a programme that is as good as anything this alert organization has ever gotten out. The entertainment is described as the "Adman's Apple Evening," and the programme consists of talks on fruit subjects by prominent horticulturists of the state. Club members, their business associates and their friends are invited. The circular programme issued yesterday and distributed at the Commercial Club luncheon, follows:

William M. Colvig, raconteur, orchardist, ex-judge and pioneer, one of Oregon's most gifted public speakers.

E. H. Shepard, the soul of Hood River.

M. O. Lowmsdale, world-famed songster, who clears $50,000 from his Yamhill County apple orchard this Fall (real money).

Professor J. B. Leatherman, appleman of Albany.

These four silver-tongued farmers will speak Tuesday evening in the Commercial Club auditorium on "Oregon's Ad., the Apple." The occasion: Adman's Apple Evening.

Statistics are barred, and Tom Richardson, while present, will not be permitted to say a word.

Club members, their business associates and their friends, if they have any, are all cordially invited to attend.

Entertainment begins at 8 P. M.

Ad men's affairs are always live affairs. Don't miss this 'un.

PORTLAND AD. CLUB.

SNOW IN INLAND EMPIRE

White Mantle Over Whole of Eastern Washington, Northern Idaho.

SPOKANE, Wash., Nov. 30.—(Special.)—Snow, varying from one-half to three inches in depth, mantles the Inland Empire and covers the mountains in North Idaho and Central Washington to a depth of over two feet. Cattle have been driven down from the hills, near Walla Walla, fro grazing in the lowlands. This far the Walla Walla and Yakima valleys have been visited by no snow.

At Couer d'Alene, Idaho, two inches of snow fell yesterday, and continued late into the night. Mining men and farmers are alike jubilant over the fall, the former because of the water insured for carrying on mining operations next year, and the latter because of the moisture and protector for Winter wheat, which has already made the fields green.

Bonners Ferry, Idaho, was visited by a severe snow storm, two inches covering the ground, causing lumbermen to rejoice. Spokane is cloaked in a white blanket one inch thick, with weather conditions indicating a continuance of snowfall.

Lumbering operations will commence in the deep woods this week. Hunting parties are being formed in Spokane and adjacent Idaho cities, the Coeur d'Alene and Clearwater River districts being their common point of interest.

WILL RETURN TO HIS WIFE

Bryan's Son-in-Law Will Go Back to Lincoln.

PARIS, Nov. 30.—The Societe de Beaux Arts is arranging an elaborate collection of canvasses by its members to be sent to America early in 1909 for exhibition in the principal cities. W. H. Leavitt, William J. Bryan's son-in-law, has been asked to take charge of the exhibition and act as the American representative of the society. Mr. Leavitt, who is engaged in the completion of a large painting, "The Last Supper," has not yet accepted. Mr. Leavitt has announced that he intends to resume residence with his wife at Denver as soon as he finishes this painting.

National Apple Show, Spokane.

The National Apple Show, to be held at Spokane, December 7 to 12, inclusive, will be an event of world-wide importance and of far-reaching results.

The O. R. & N. will sell special low-rate excursion tickets for this occasion. The round trip rate from Portland being $14.95. Sale dates, 6th, 7th and 11th; limit December 15.

Tickets at O. R. & N. City Ticket Office, corner Third and Washington streets.

The Cause of Many Sudden Deaths.

There is a disease prevailing in this country most dangerous because so deceptive. Many sudden deaths are caused by it—heart disease, pneumonia, heart failure or apoplexy are often the result of kidney disease. If kidney trouble is allowed to advance the kidney-poisoned blood will attack the vital organs, causing catarrh of the bladder, or the kidneys themselves break down and waste away cell by cell.

Bladder troubles almost always result from a derangement of the kidneys and a cure is obtained quickest by a proper treatment of the kidneys. If you are feeling badly you can make no mistake by taking Dr. Kilmer's **Swamp-Root**, the great kidney, liver and bladder remedy.

It corrects inability to hold urine and scalding pain in passing it, and overcomes that unpleasant necessity of being compelled to go often through the day, and to get up many times during the night. The mild and the extraordinary effect of Swamp-Root is soon realized. It stands the highest for its wonderful cures of the most distressing cases.

Swamp-Root is pleasant to take and is sold by all druggists in fifty-cent and one-dollar size bottles. You may have a sample bottle of this wonderful new discovery and a book that tells all about it, both sent free by mail. Address, Dr. Kilmer & Co., Binghamton, N. Y. When writing mention reading this generous offer in this paper. Don't make any mistake, but remember the name, Swamp-Root, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., on every bottle.

MY CURES Have Built My Success

Oldest, Most Reliable and Longest Established SPECIALIST ON THE COAST

Offices at Portland, Seattle, San Francisco, Los Angeles

DR. TAYLOR, The Leading Specialist.

I Cure Men's Diseases

I have treated hundreds of men who have long suffered a gradual decline of physical and mental energy as a result of private ailments, and have been interested in noting the marked general improvement that follows a thorough cure of the chief disorder. My success in curing difficult cases of long standing has made me the foremost specialist treating men's diseases. This success is due to several things. It is due to the study I have given my specialty; to my having ascertained the exact nature of men's ailments, and to the original, distinctive and thoroughly scientific methods of treatment I employ.

To those in doubt as to their true condition, who wish to avoid the serious results that may follow neglect, I offer free consultation and advice, either at my office or through correspondence. If your case is one of the few that has reached an incurable stage, I will not accept it for treatment, nor will I urge my services upon any one. I treat curable cases only, and cure all cases I treat.

IN UNCOMPLICATED CASES

MY FEE IS ONLY $10

YOU PAY WHEN CURED

SPECIFIC BLOOD POISON

No dangerous minerals to drive the virus to the interior, but harmless, blood-cleansing remedies that remove the last poisonous taint.

VARICOCELE

Absolutely painless treatment that cures completely in one week. Investigate my method. It is the only thoroughly scientific treatment for this disease being employed.

FREE

My colored charts, showing the male anatomy and affording an interesting study in men's diseases, will be given free upon application. In all my work I am thorough, painstaking, and careful to give just the right treatment required in each individual case. For 25 years I have been proving my ability, and my business methods have always been strictly reliable. My unqualified success is due to a thorough medical education, supplemented by years of experience in men's special diseases only. My treatment is as correct as modern science can make it. Others may offer inducements, such as cheap treatment or quick treatment, but my foremost claim is for thoroughness which in the long run—IN EVERY CASE—means the cheapest and the best.

CONTRACTED DISORDERS.

You can depend upon a quick and thorough cure by my treatment. A quick cure is desirable, because a slow cure is apt to be no cure at all, and a chronic development will come later. I cure you beyond the possibility of a relapse, and in half the usual time required.

REFLEX AILMENTS

Often the condition appearing to be the chief disorder is only a reflex ailment resulting from some other disease. Weakness sometimes comes from varicocele or stricture; skin and bone diseases result from blood poison taint, and physical and mental decline follow long-standing functional disorder. My long experience in treating men enables me to determine the exact conditions that exist and to treat accordingly, thus removing every damaging cause and its effects.

CONSULTATION AND ADVICE FREE!
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