STRATHNAIRN IS FIXED FOR WHEAT

Balfour, Guthrie & Co. Take Big British Steamship for Portland Loading.

SLACK TIME IN CHARTERS

Sailing Vessels Lie Idle and Some Steam Tonnage Still Offers at Low Rates—Admiral Borressen Clears With Lumber.

Balfour, Guthrie & Co. have chartered the British steamship Strathnairn to load wheat at Portland for Europe. The Strathnairn is a vessel of 2812 tons net register and is now at San Francisco, having arrived at the California port from Guyamas November 3. The craft will leave San Francisco for the Columbia River immediately and is due the latter part of the week.

Charters have been quiet during the past month and the fixing of the Strathnairn is the first to be announced for Northwestern ports for two weeks. Steam tonnage is still available at a lesser rate than the minimum schedule of the Association of sailing-shipowners. On Puget Sound and San Francisco there is any quantity of sail tonnage on the disengaged list, and in Portland there are six craft awaiting a fixture. All hold for a minimum of 27s 6d for the United Kingdom for orders.

The first lumber cargo for December cleared yesterday. The Norwegian steamship Admiral Borressen got away with 2,100,000 feet of fir, valued at $31,000. She will proceed to Shanghai direct. Lumber experts have been slow for some time and there is little prospect for improvement except coastwise. During the past few weeks there has been a general increase in this branch of the lumber trade. Steam schooners for general freight are hard to secure.

HADDON HALL SAFE IN PORT

British Bark Reports Thrilling Trip Around Cape Horn.

SEATTLE, Dec. 7.—After being in collision and narrowly prevented from foundering in the South Atlantic and being buffeted by 23 gales for six weeks off Cape Horn, her decks almost continually flooded, and while the vessel listed to port with her cargo shifted and many of her crew were injured, five being in their bunks at one time, the British bark Haddon Hall arrived today, 245 days from Liverpool via Montevideo, where she put in for repairs, after colliding with the German bark Amsterdam.

One of the Haddon Hall's ports was broken in by the collision, as well as much of her upper gear being brought down, and the Amsterdam was also seriously damaged, both ships having to sail back 200 miles to Montevideo.

A gale sprang up soon after the accident and the Haddon Hall began to fill through the broken port.

Some planking was built around it by men lashed to the swinging sides and cement filled in and the hole near the water line was repaired in this manner.

The six weeks spent off the Horn was in the mid-Winter season there, and in all 23 gales were experienced, and all on board suffered severely. Some of the rigging was carried away.

A telegram from Bamfield this morning reports that the missing Swiftsure bank buoy and beacon has been located by the steamer Leebro in Berkeley Sound.

COASTING FLEET ARRIVES

Eight Fog-Bound Steamships Reach Port and Two Sail.

Eight coastwise craft arrived up yesterday and two left down. The arrival of all the vessels in a bunch was due largely to the delays occasioned by heavy fog which has been hanging over the river for the past three or four days. Two collisions were reported, but hardly any damage was done in either case.

The steamers Harvest Queen and Lurline came together at an early hour yesterday morning while each was maneuvering for an opportunity to get through the Burnside draw. The Queen had a part of her pilot house smashed in and the Lurline escaped with hardly any damage.

Portland Shippers Want Chance.

Secretary Giltner, of the Chamber of Commerce, is making an effort to have the order issued by the United States Quartermaster in regard to the delivery of 2,060,000 feet of lumber at Seattle modified so that Portland lumber manufacturers may have a chance to bid. The lumber is for use by the Government at Manila and it is pointed out by Mr. Giltner that any vessel that can get into the harbor of Manila will have no trouble in taking a cargo out of the Columbia River. He telegraphed the Oregon delegation yesterday to do everything possible to have the bids changed so that Portland may have a chance at the business. Members of the Oregon delegation are requested to call on the Quartermaster and do what they can to modify the requirements as to delivery.

More Rain and Cold in Sight.

Continued rain with a low thermometer is predicted by Forecast Official Beals. There is a storm area hovering to the North and West but as yet has not become sufficiently defined to warrant the displaying of storm signals. In case the storm fails to develop there will be a gradual increase in the temperature.

In Berth at Columbia No. 1.

The British ship Neotsfield, which arrived November 24 from San Diego, shifted to Columbia dock No. 1 yesterday and commenced to discharge. The German ship Oregon, from Callao, is discharging ballast to barges in the stream. The Oregon is under charter to McNear for the United Kingdom. The Neotsfield is on the disengaged list.

Seattle Shipping News.

SEATTLE, Dec. 7.—The ship Glory of the Seas was towed to Nanaimo, B. C., for a return cargo of coal and is expected back here inside of a week.

The Japanese steamer Fukui Maru sailed for Yokohama and other Japanese ports with flour, salmon and lumber.

The United States cable steamer Burnside is here awaiting orders from Washington. She will go down the straits to lay additional lines to the forts.

The steamer Mera, loading for West Coast and Hamburg, returns to Tacoma tomorrow to load another consignment of wheat.

The steamer Col. E. L. Drake, which went to Tacoma yesterday, sailed today for San Francisco.

The steamer City of Puebla arrived this morning from San Francisco.

The steamer Queen, delayed by fog on the Sound for 48 hours, will not leave for San Francisco until tomorrow morning.

The steamer Missourian sails tomorrow for Salina Cruz.

The tank steamer Maverick arrived this afternoon from San Francisco.

The steamer Rainier, from San Francisco, was expected in during the night.

T. H. Clark, Immigration Commissioner of the United States for Canada, left for the East via Spokane tonight after conferring with local officials.

Shipping News of Tacoma.

TACOMA, Dec. 7.—The steamer Faralion, bringing 42 blocks of marble from Alaska, for the Western Marble Works, arrived in port today.

The oil steamer Maverick is in port today with a full cargo of oil for the Standard Oil Company. The tank steamer Col. E. L. Drake will finish discharging her cargo at the same plant this evening and will leave tomorrow for San Francisco.

The French bark Emma Laurans began loading grain this afternoon at the Balfour dock. She will complete the middle of the week.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
Breakwater..	Coos Bay.....	In port
Senator.....	San Francisco.	In port
Geo. W. Elder	San Pedro.....	In port
Alliance.....	Coos Bay.....	Dec. 10
Nebraskan...	Salinas Cruz..	Dec. 12
Rose City....	San Francisco.	Dec. 14
Roanoke.....	Los Angeles...	Dec. 15
Numantia....	Hongkong.....	Dec. 15
Nevadan.....	Salinas Cruz...	Dec. 26
Nicomedia....	Hongkong.....	Feb. 1
Alesia.....	Hongkong.....	Feb. 10
Arabia.....	Hongkong.....	Mar. 1

Scheduled to Depart.

Name.	For.	Date.
Breakwater..	Coos Bay.....	Dec. 9
Geo. W. Elder	San Pedro.....	Dec. 10
Senator.....	San Francisco.	Dec. 11
Alliance.....	Coos Bay.....	Dec. 12
Nebraskan...	Salinas Cruz..	Dec. 15
Roanoke.....	Los Angeles...	Dec. 17
Rose City....	San Francisco.	Dec. 18
Nevadan.....	Puget Sound...	Dec. 28
Alesia.....	Hongkong.....	Feb. 24
Numantia....	Hongkong.....	Dec. 25

Entered Monday.

Lansing, Am. steamship (Alberts), with fuel oil, from San Francisco.

Cleared Monday.

Admiral Borresen, Nor. steamship (Wisnes), with 2,100,000 feet of lumber, for Shanghai. Value of the cargo $31,000.

Lansing, Am. steamship (Alberts), with ballast, for San Francisco.

Marine Notes.

The steamship Senator, from San Francisco, arrived up last evening.

The oil tank steamship Lansing is discharging at the Union tanks at Portsmouth.

The steam schooner Carmel was inspected yesterday. She left down in the afternoon.

The steamship Eureka arrived in last night from Eureka and Coos Bay with passengers and freight.

The steamship Nome City arrived up at Couch-street dock last night. She will begin discharging this morning.

The steamship Geo. W. Elder made a fast run up the coast on this voyage. She reached Portland last night.

Arrivals and Departures.

PORTLAND, Dec. 7.—Arrived—Steamship Eureka, from Eureka and Coos Bay; steamship R. D. Inman, from San Francisco; steamship Geo. W. Elder, from San Pedro and way; steamship Nome City, from San Pedro and way; steamship Homer, from San Francisco; steamship Breakwater, from Coos Bay; steamship Tallac, from San Francisco; steamship Lansing, from San Francisco; steamship Senator, from San Francisco. Sailed—Steamship Carmel, for San Francisco; Norwegian steamship Admiral Borressen, for Shanghai.

Astoria, Dec. 7.—Condition of the bar at 5 P. M., moderate; wind southeast 48 miles, weather rain. Sailed at midnight—Steamer Alliance, for Coos Bay. Arrived at 9:15 A. M.—Steamer R. D. Inman, from San Francisco. Arrived at 9:50 A. M. and left up at 11:15 A. M.—Steamers Eureka and Senator, from San Francisco. Arrived and left up at 10 A. M.—Steamer Nome City, from San Francisco. Arrived at 10:15 A. M.—British ship Torridale, from Newcastle. Arrived at 4 P. M. and left up at 4:30 A. M.—Steamer Geo. W. Elder, from San Francisco. Sailed at 2 P. M.—Steamer Nevadan, for Salinas Cruz.

San Francisco, Dec. 7.—Arrived at 5 A. M.—Steamer Roanoke; at 5 P. M., steamer F. S. Loop, from Portland. Sailed at 3 P. M.—Steamer Cascade; at 3:30 P. M., British steamer Strathnairn, for Portland.

Tuskar, Dec. 7.—Passed December 5.—British steamer Magdala, from Portland for United Kingdom.

Yokohama, Dec. 7.—Arrived November 28.—German steamer Nicomedia, from Portland.

Dartmouth, Dec. 7.—British steamer Ilford detained, propeller out of order.

San Francisco, Dec. 7.—Arrived—Steamer Riverton, from Willapa; steamer Roanoke, from Portland; steamer Santa Monica, from Grays Harbor; steamer Umatilla, from Seattle and Grays Harbor; schooner Oliver J. Olson, from Grays Harbor; schooner Charles E. Falls, from Grays Harbor; schooner Henry Wilson, from Grays Harbor; schooner Lily, from Umpqua; steamer Seminole, from Yokohama; steamer Lord Sefton, from Seattle; steamer F. S. Loop, from Portland. Sailed—Steamer Strathnairn, for Portland; steamer Cascade, for Astoria; barkentine Wrestler, for Grays Harbor.

Dartmouth, Dec. 7.—Arrived—Ilford, from Portland, Or., via Port Natal, for Hamburg and Copenhagen.

Antwerp, Dec. 7.—Sailed—Sakkah, for Tacoma.

San Pedro, Cal., Dec. 7.—Arrived—Steamer Brooklyn, from Hardy Creek; steamer Claremont, from Aberdeen; steamer Bee, from Grays Harbor; steamer Fenwick, from Columbia River; steamer Shasta, from Tacoma; Sailed—Steamer Francis H. Leggett, for Eureka; steamer Shna Yak; schooner Louise, for Umpqua River.

Tides at Astoria Tuesday.

High.	Low.
1:28 A. M....7.2 feet	7:06 A. M....3.0 feet
12:47 P. M....9.4 feet	7:32 P. M....1.1 feet

SCORNS GERMAN GOWNS

Crown Princess Incurs Kaiser's Wrath, Buying French Directoire.

BERLIN, Dec. 5.—(Special.)—Crown Princess Cecilie, who, though very young, is a woman with a will of her own, has again aroused the wrath of her imperial father-in-law by positively refusing to wear gowns made in Germany. She asserts that all German-made gowns are too heavy and too clumsy, that the German taste in dress is atrocious and that the only smartly dressed women are the American and Parisian.

A few days ago she sent for Mme. Paquin, the famous Parisian modiste, to come to Berlin immediately with a number of gowns, and, to make her shocking disobedience complete, she chose three directoire gowns the like of which have never been seen here. On was a beige face directoire tailor-made costume, while the other was a dazzling evening gown made of silver gray mousseline de soie, edged with pink chiffon velvet. The underskirt is of a deep, soft pink satin, the whole effect being not unlike old Dresden china. The corsage of the third quite simple directoire evening gown in white satin is composed of pink rosebuds clustered together.

It is thought that the Kaiser will forbid her to appear at court in any of these creations, which are, however, very much admired by her husband, Crown Prince Wilhelm.

NEW SCHEDULE ON NORTHERN PACIFIC

Revision of Tables Brings Big Country in Closer Touch With Portland.

FAST LEWISTON SERVICE

Passengers May Leave City at 5:35 P. M. and Reach Idaho Town at 2 o'Clock Next Day—Other Changes Announced.

New schedules that will bring the territory served by the Northern Pacific's Idaho branches into closer touch with Portland and will add largely to the traffic of this city will go into effect tomorrow on the Hill road. The new time card will bring Lewiston, Grangeville, Stites, Camas Prairie and the surrounding country closer to this city. It means the extension of Portland's trade and influence farther into the interior.

A notable fact in connection with this new service is that the O. R. & N. is just giving up a schedule that brought Lewiston and Portland into close touch. Leaving this city at night, the traveler could reach Lewiston the following morning. This service has been abandoned. As the Harriman line gives up this business, the Northern Pacific, in connection with the new North Bank road, puts in a schedule that continues the close relations existing between Portland and the Lewiston country, but at the same time extends the sphere of Portland's influence further into Idaho.

Under the changed schedule of the O. R. & N. the traveler from Portland may leave the city at night, stay over in Walla Walla and reach Lewiston the next night at 8:20. By the changes in the Northern Pacific time card, in connection with the North Bank trains, passengers may leave Portland at 5:35 P. M., and arrive at Lewiston at 2 P. M. the next day. Direct connections are made at Lewiston for Grangeville and the Camas Prairie country, arriving at Grangeville about 6 P. M. Direct connection is also made for Stites and all points in that territory. This brings the Northern Pacific trains into Pullman, Moscow and all the Western Idaho and Clearwater territory ahead of the O. R. & N. The direct service extends also to Coeur d'Alene and Wallace, Idaho.

Changes Effective Tomorrow.

Effective tomorrow, train No. 9 on the Spokane-Lewiston line will leave Spokane at 8 A. M. and will arrive at Arrow at 2:20 P. M., connecting with Clearwater Short Line train for Stites and intermediate points, arriving at Joseph at 2:20 P. M., connecting with the train for Grangeville and intermediate points, arriving at Lewiston at 3 P. M.

Train No. 10 will leave Lewiston at 8:10 A. M., arriving at Arrow at 8:55 A. M., connecting with the train from Stites and intermediate points, and arriving at Spokane at 2 P. M. There will be no change in trains 11 and 12 between Spokane and Lewiston.

The Clearwater Short Line train will leave Stites at 6 A. M., arriving at Arrow at 8:55 A. M., connecting at Arrow with No. 10 from Spokane and intermediate points on the Palouse branch, arriving at Lewiston at 9:40 A. M.

Leaving Lewiston at 1:35 P. M., the return train will arrive at Arrow at 2:15 P. M., conencting with No. 9 from Spokane and intermediate points on the Palouse branch, and arriving at Stites at 5:30 P. M.

On the Grangeville line the train will leave Grangeville at 7 A. M., arriving at Joseph at 10:45 A. M. and arrive at Lewiston at 11:25 A. M.

The train will leave Lewiston at 2 P. M., arriving at Joseph at 2:45 P. M., arriving at Grangeville at 6:45 P. M., connecting at Joseph with No. 9 from Spokane and all intermediate points on the Palouse branch.

Under this new schedule, passengers may leave Stites and Lewiston and all Palouse branch points in the morning, arrive at Spokane at 3 P. M., connecting with Northern Pacific train No. 15 at 4:25 P. M. for Tacoma, Seattle and all points west, and via Pasco and the North Bank line, arriving at Portland at 7:30 P. M.

A. D. Charlton, assistant general passenger agent for the Northern Pacific, has just returned from a trip through the Grangeville country, where he arranged the new schedule. He was a passenger on the first train to run over the newly completed Lewiston-Vollmer-Grangeville branch, a line 80 miles in length.

"Many people have been living in that country for the past 40 years who never saw a railroad train," said Mr. Charlton yesterday. "Schools were dismissed to give the children an opportunity to see the train. The children came down the track two miles to meet the train and ran alongside back to Grangeville. The train slowed down to allow the children to keep up. At Grangeville the people inspected the whole train and joined heartily in the celebration attendant upon opening the line.

"The Camas Prairie district is one of the richest sections of the whole United States. It produces vast amounts of wheat and other agricultural products, as well as turning out large herds of cattle every year. Besides, the new railroad opens up a way to the mining districts in Idaho, among them being the Buffalo Hump group, and many others. The completion of the new line brings that whole district nearer to Portland and will open up a market for Portland goods."

Hearing for Five-Cent-Fare Case.

The Supreme Court will hear the 5-cent-fare appeal next Saturday, the controversy being between the people of Milwaukie and the Portland Railway, Light & Power Company. The case of the people of Oak Grove is largely dependent on the outcome of the Milwaukie case. Milwaukie contends the company discriminates against it by charging 10 cents, while charging 5 cents to St. John and Lents, and the railroad company contends the cases are not parallel and that it cannot maintain car service to Milwaukie on a 5-cent fare basis.

GOLD OUTPUT EXCESSIVE

Transvaal Mines Ship Out Ore Valued at $13,000,000.

LONDON, Dec. 5.—(Special.)—For over a week highly optimistic forecasts of the October output of the Transvaal gold mines were circulated in the market, but the actual return for once actually exceeded the most sanguine estimates. The total value of the gold returned for October from the whole colony was $13,120,000, or just $655,000 above the previous highest record. The labor position in the Transvaal is now apparently no longer doubtful, as October brought a further increase of nearly 3000 natives in the complement of the mines, whose total native staff now exceeds 129,000 "boys."

ARE YOUR KIDNEYS WEAK?

Thousands of Men and Women Have Kidney Trouble and Never Suspect It.

Nature warns you when the track of health is not clear. Kidney and bladder trouble compel you to pass water often through the day and get up many times during the night.

Unhealthy kidneys **cause** lumbago, rheumatism, catarrh of the bladder, pain or dull ache in the back, joints or muscles, at times have headache or indigestion, as time passes you may have a sallow complexion, puffy or dark circles under the eyes, sometimes feel as though you had heart trouble, may have plenty of ambition but no strength, get weak and waste away.

If such conditions are permitted to continue, serious **results** follow; Bright's disease, the very worst form of kidney trouble, may steal upon you.

Prevalency of Kidney Disease.

Most people do not realize the alarming increase and remarkable prevalency of kidney disease. While kidney disorders are the most common diseases that prevail, they are almost the last recognized by patient and physicians, **who content themselves with doctoring the effects,** while the **original disease** undermines the system.

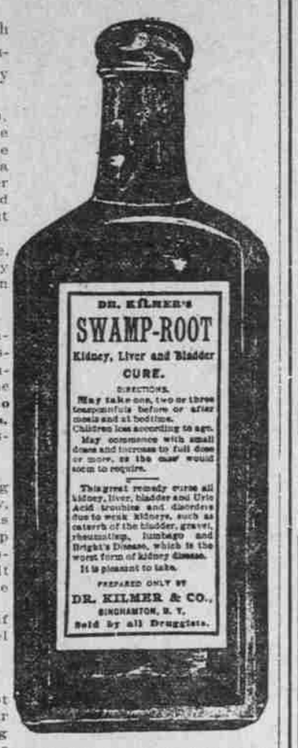
A Trial Will Convince Any One.

If you are sick or feeling badly, begin taking Dr. Kilmer's Swamp-Root, the great kidney, liver and bladder remedy, because as soon as your kidneys begin to get better, they will help the other organs to health. In taking Swamp-Root, you afford natural help to Nature, for it is the most perfect healer and gentle aid to the kidneys that has ever been discovered.

You cannot get rid of your aches and pains if your kidneys are out of order. You cannot feel right when your kidneys are wrong.

Swamp-Root Is Pleasant to Take.

If you are already convinced that Swamp-Root is what you need, you can purchase the regular fifty-cent and one dollar size bottles at all drug stores. Don't make any mistake but remember the name, Dr. Kilmer's Swamp-Root, and the address, Binghamton, N. Y., which you will find on every bottle.



Swamp-Root is always kept up to its high standard of purity and excellence. A sworn certificate of purity with every bottle.

SAMPLE BOTTLE FREE—To prove the wonderful merits of Swamp-Root you may have a sample bottle and a book of valuable information, both sent absolutely free by mail. The book contains many of the thousands of letters received from men and women who found Swamp-Root to be just the remedy they needed. The value and success of Swamp-Root is so well known that our readers are advised to send for a sample bottle. Address Dr. Kilmer & Co., Binghamton, N. Y., be sure to say you read this generous offer in The Portland Daily Oregonian.

SCHWERIN IS PESSIMISTIC

SAYS PORTLAND DOES NOT SUPPORT HARRIMAN SHIPPING.

Makes Gloomy Predictions Regarding American Flag on Pacific Unless Subsidy Given.

That the American flag will have disappeared from Pacific Ocean shipping within the next eight years is the prophecy made by R. P. Schwerin, vice-president and manager of the Harriman water lines. Mr. Schwerin reached the city yesterday in his private car from San Francisco. He will remain here until Friday. With him are G. L. Blair and A. F. Fry, officials of the Harriman steamship lines.

For this condition, Mr. Schwerin blames the Government for not providing subsidies as other nations do, and for diversion of freight to foreign lines by Americans.

"Business on our lines was never so bad as it is now," declared Mr. Schwerin last night. "Our steamers out of San Francisco last year lost $468,000, and six months of the present year they were run at a loss of $265,000. During September we went $105,000 behind and November added a deficit of $68,000.

"It takes $100,000 to run a big trans-Pacific liner on a single round trip. The Japanese government gives a subsidy amounting to $75,000 to vessels carrying the Japanese flag. This $75,000 must be made up in freight and passengers by the American steamers if they are to compete with the Japanese lines.

"We have one shipper in Portland who has consistently supported our line. He is the only one. Portland people have never interested themselves in the support of the line. If there is a fraction of a cent difference on some other line, Portland people do not hesitate to go there with their freight, and they take lots of it to companies plying in and out of Puget Sound. For years our line had the whole or part of the jute used at the Walla Walla Penitentiary grain-bag mill, but pressure was brought to bear and the shipments were diverted to Puget Sound, where they are used to swell the figures of the port. You never hear of any such action by Portland people.

"There is little shipping to be had now. The countries on the other side are hard up. Exports of cotton goods to China to have fallen off to the value of $30,000,000 during the past two years. None is now going forward. The fact is China is not buying any. Cottons form one of the heaviest articles of export. China buys more of this commodity than any other article supplied by America. China's silver has slumped in purchasing power and the people are poor in consequence.

"However, we propose to keep the Portland & Asiatic Steamship Company boats on the run out of Portland. When their charters expire we will either renew them on the same vessels or secure other boats. Our company is willing to do its part. We ought to have the united support of shippers of Portland."

ABE ATTELL IS WELCHER

Featherweight Champion Refuses to Pay His Gambling Debts.

LOS ANGELES, Dec. 7.—Abe Attell, featherweight champion prizefighter, filed his answer today to the suit against him in the Superior Court for the collection of $504.75, claimed to be due the assignee of a New York gambling-house. Attell admits giving his note for $504.75 and a check on a San Francisco bank for $300, but evades responsibility for making them good by declaring that both were in payment of gambling debts and therefore void.

About the same time with the filing of his answer, Attell filed with Sheriff Hammel a bond for the release of an attachment of his share of the gate receipts at the Attell-Welsh fight at the Jeffries Club two weeks ago.

Sheridan Appointed Superintendent.

SAN FRANCISCO, Dec. 7.—H. W. Sheridan, assistant superintendent of the Sacramento division of the Southern Pacific, was appointed today superintendent of that division to succeed the late Dennis Burkhalter, who died some time ago. Superintendent Sheridan is one of the best-known railroad men on the Coast, and has been in the employ of the company for more than 25 years.

To Celebrate Milton's Birth.

NEW YORK, Dec. 7.—Plans are all but completed for the celebration of the 200th anniversary of John Milton's birth, which will be held on Wednesday next at the Church of the Ascension, in Fifth avenue, simultaneously with services in London. Invitations have been sent to President Roosevelt, Governor Hughes, James Bryce, the British Ambassador, to consuls from the various European nations and other notables. Samuel L. Clemens and William Dean Howells are among the present day authors who probably will attend. The church will be especially decorated for the occasion. All public officials will wear their full uniforms, while the clergy will appear in their vestments. The exercises will begin at 4 P. M.

Addresses will be delivered by Mayor McClellan, of New York; Nicholas Murray Butler, president of Columbia University; Hamilton W. Mable, Richard Watson Gilder, Joseph L. Choate, once Ambassador to Great Britain, and others.

"BABY MINE"

Every mother feels a great dread of the pain and danger attendant upon the most critical period of her life. Becoming a mother should be a source of joy to all, but the suffering and danger incident to the ordeal makes its anticipation one of misery. **Mother's Friend** is the only remedy which relieves women of the great pain and danger of maternity; this hour which is dreaded as woman's severest trial is not only made painless, but all the danger is avoided by its use. Those who use this remedy are no longer despondent or gloomy; nervousness, nausea and other distressing conditions are overcome, the system is made ready for the coming event, and the serious accidents so common to the critical hour are obviated by the use of **Mother's Friend.**

"It is worth its weight in gold," says many who have used it. $1.00 per bottle at drug stores. Book containing valuable information of interest to all women, will be sent free.

BRADFIELD REGULATOR CO.
Atlanta, Ga.

MOTHER'S FRIEND

What Ails You?

Do you feel weak, tired, despondent, have frequent headaches, coated tongue, bitter or bad taste in morning, "heart-burn," belching of gas, acid risings in throat after eating, stomach gnaw or burn, foul breath, dizzy spells, poor or variable appetite, nausea at times and kindred symptoms?

If you have any considerable number of the above symptoms you are suffering from biliousness, torpid liver with indigestion, or dyspepsia. Dr. Pierce's Golden Medical Discovery is made up of the most valuable medicinal principles known to medical science for the permanent cure of such abnormal conditions. It is a most efficient liver invigorator, stomach tonic, bowel regulator and nerve strengthener.

The "Golden Medical Discovery" is not a patent medicine or secret nostrum, a full list of its ingredients being printed on its bottle-wrapper and attested under oath. A glance at these will show that it contains no alcohol, or harmful habit-forming drugs. It is a fluid extract made with pure, triple-refined glycerine, of proper strength, from the roots of native American medical, forest plants. World's Dispensary Medical Association, Props., Buffalo, N. Y.

I Offer Strength to Every Man

DR. TAYLOR,
The Leading Specialist.

By "strength" I mean ambition, vim and the ability to enjoy all the pleasures of life. If you are weak, you not only endure all the physical tortures of the disease itself, but you suffer from the consciousness that your strength is gradually but surely waning away. The horrors of this thought increase as your weakness grows. It has been correctly estimated that one man in every four is afflicted with some form of vital weakness. This weakness taps the very fountain source of life. It is ever persistent, drawing continually on the resources of bodily strength, until the victim becomes a total wreck, or, happily, avails himself of the CERTAIN CURE I offer. My treatment is his only hope. It is to me one of the most pathetic of thoughts that there are thousands of afflicted men, suffering all the ravages of weakness, who may never hear of the hope I offer in my treatment, and must therefore continue to suffer on in utter despair until the end. Then you who know of my treatment, will you, too, continue to suffer when I offer you a positive and lasting cure? Knowing of my treatment and the certain cure assured you in its application, it is up to you to avail yourself of it and once more enjoy the full vigor of health.

My Fee for a Cure Is $10 In Any Uncomplicated Case

I WILL GUARANTEE A CURE AND YOU NEED NOT PAY UNTIL YOU ARE WELL

Why Other Doctors Do Not Cure

I want you to notice in particular how silent other specialists are on the subject of Men's WEAKNESS. They pass the subject over because they can offer no positive cure for it. Those who do undertake to treat it resort to powerful drugs, elastic belts or some other mechanical claptrap, which, instead of curing, only aggravate the ailment. Nearly every day I am called upon to treat cases that other specialists or family physicians have treated and failed to cure. In nearly every instance I find it necessary to first rid the patient of almost ruinous effects of the treatments they have received at the hands of unskilled medical men. But I guarantee to cure every man whose case I accept for treatment, I make it a strict rule to treat no incurable cases, and I am always willing to wait for my fee until a cure is effected.

Ninety-nine cases in a hundred are curable. The incurable cases are those that have been neglected or experimented upon by some incompetent doctor. Don't wait until your case is beyond hope. Come to me while a cure is certain.

What Weakness Is

I discovered many years ago that Weakness, so called, is merely an inflamed and congested condition of the prostate gland; that when this important gland is thus diseased the result is a tremendous loss of energy, which, sooner or later, involves all the vital processes, weakens the heart, impairs the stomach, kidneys and liver, vitiates the digestive functions, depletes the nervous system and eventually wrecks both mind and body.

As soon as I made this discovery I set to work to devise a Treatment that would cure weakness and restore the system to its former buoyancy and vital power. After years of untiring effort and a great expenditure of time and money, I perfected the successful treatment I employ today.

Why My Treatment Cures

There are several reasons why my treatment never fails to cure Weakness in men. The method I use is direct and positive, the medicine being applied locally. Its effects, so administered, are almost immediate, since it is at once absorbed by the tissues, which are thus stimulated to healthy action, throwing off the poisonous secretions, overcoming inflammation and congestion and clearing the blood vessels and capillaries so that they can supply nutrition to the affected region. Come to my office today, or at the earliest possible moment. It will cost you nothing to talk the matter over with me. I will give you expert

Free Consultation

Call at the office, if possible, for Free Advice, Examination and Diagnosis. If you cannot call, write for symptom blank.

My offices are open from 9 A. M. to 9 P. M. Sunday, 10 to 1 only.

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CORNER MORRISON AND SECOND STREETS.
PRIVATE ENTRANCE, 234½ MORRISON STREET, PORTLAND, OR.

FREE MUSEUM

OF ANATOMY

FOR MEN

ONLY

FIVE REASONS why you should NOT FAIL TO SEE IT NOW

First, if you don't see this you may not have an opportunity to see another. Second, it's the only one in Portland. Third, you can't afford to be without the information it gives. Fourth, it is absolutely free. Fifth, there are some things about the human body you ought to know that you can learn from observation only.

OUR CONSULTATION AND EXAMINATIONS ARE 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 mistaken 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 laboratories from $1.50 to $5 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.

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