ELEVEN VESSELS

Portland Grain Tonnage for New Crop Increased by 21,331 Tons.

MAJORITY FLY FRENCH FLAG

Largest Business in Charters Noted for More Than a Year-Opening of New Season Business-No Spot Ships Are Taken.

Tonnage en route to Portland for new crop loading was increased yesterday by the addition of eleven vessels with a ton-nage of 21,331 net. This is the largest addition to be made in a single day for several years and marks the opening of

VESSELS ADDED TO TONNAGE EN ROUTE FOR PORTLAND

Name and Rig. *Rabin Chevaye, Fr. bk. *Cornil Bart, Fr. bk. *Cornil Bart, Fr. bk. *Hoche, Fr. bk. *Lifermite, Fr. bk. *La Rochejaquelin, Fr. bk. *Leon Blum, Fr. ship. Lisbeth, German bk. *Neully, Fr. bk. *Marechal de Castries, F. s. *Michalet, Fr. bk.	1,908 1,989 1,728 1,946 1,954 2,346 1,923 1,742	From. **Antwerp Hobari Honolulu Adelaide Antwerp Antwerp London San Diego Antwerp Glasgow Fleetwood
APPLICATION OF THE PROPERTY OF	ACCEPTANCE.	

*Chartered for outward loading, new crop at 27s od. **Left Antwerp February 16.

the charter season for 1909-10. Of the eleven vessels added to the list, eight have been fixed for outward cargoes at have been fixed for outward cargoes at 27s 6d, the minimum established by the Association of Sailing Shipowners. With the exception of the German ship Frieda and the German bark Lisbeth, all

Frieda and the German bark Lisbeth, all the vessels taken yesterday fly the French flag, and with two exceptions all have loaded at Portland within the last two years. Chartering of grain vessels for new crop has been slow. At San Francisco, Puget Sound ports and in the Columbia River are a number of disen-gased ships awaiting charter, but to gaged ships awaiting charter, but to date there has been no tendency on the date there has been no tendency on the part of owners and exporters to get together. Spot ships will probably hold out until the first cargoes of the season begin to move. The country is clean of old crep and there will be no off-shore movement until late in August or early in September. Of the fleet now en route, the majority will not be due before October.

Cement and general cargo will Cement and general cargo will be brought on many of the vessels now on the list. The two German craft and one or two of the Frenchmen will come in ballast. The Cornil Bart is now headed for Hobart, Tasmania, and on arrival at the island port will receive orders to proceed to Portland. The Frieda will come by way of Honolulu and the Lisbeth from San Diego.

PROSPECTS FOR HIGH WATER

Possibilities Increase With Cool Weather-Much Snow in Hills.

Continued cool weather brings the posweather man and the "oldest inhabitant" combine in the prediction of a flood that will rival that of 1804 unless the weather arms up and allows a part of the water | weeks.

to run off.

Reports received at the Weather Bureau yesterday from the Snake River Station in Yellowstone Fark give, on March 1, 162 inches of snow at the 7000-foot clevation and 120 inches in the surrounding canyons. It is impossible to compare this with conditions existing at this time in 1894, as the snow fall was not measured until after the flood of that year. It was the unusual high water at that time that prompted the Weather, Office to keep snow records. This year year. It was the unusual that time that prompted the Weather. Office to keep snow records. This year the snowfall has been greater than at any time in the past 15 years.

The March report of the Weather Bu-

There has been a material increase in the depth of snow, both on the eastern and western slopes of the Cascade Mountains, the amount at present being considerably the amount at present being considerably above the average. In the foothills mosts of the snow was melted by the recent rains. The snow in the Siskiyous is less than the average at this time of the year; it is gone in many places, and at the close of the month was to be found only on the northern slopes of these mountains. In the Blue average amount of snow on the ground in Haker, Harney and Wallowa Counties, and less than the average in Malheur and Grant Counties. The snow in the higher mountains is well packed and melting slowly on account of the continued cool weather. The general opinion of correspondents is that there will be an abundant supply of water

there will be an abundant supply of water coming season. At Portland yesterday the river gauge showed only 4.3 feet above zero. At The Dalles the Columbia stood 7.8 feet. On Dalles the Columbia stood 7.8 feet. On the same date in 1894 the readings were 13 feet and 20.8 feet, respectively. At that time there had been a short period of warm weather and a large amount of the water had an opportunity to run off. This season there has been practically no water drained from the mountains. A hot spell would start a large volume. spell would start a large volume of

In 1894 the water reached a height of 34 feet at Portland. The water reached a point as high up as the corner of Fifth and Washington streets. At The Dalles the top notch reached by the Columbia was a trifle over 66 feet above zero. The effect of the high water of that year was marked on the bar at the mouth of the Columbia and for a number of years after there was plenty of water and the bar had entirely disappeared.

TUG TO CARRY PASSENGERS

Umpqua River Craft Will Be Remodeled at Supple's Shipyard.

In command of Captain Cornwall, the har tug Hunter arrived up yesterday from Gardiner, The vessel was formerly owned by the Gardiner Lumber Comowned by the Gardiner Lumber Com-fany and operated at the mouth of the Umpqua River. She was recently sold to R. Frederick, of Bandon. The Hunter will be remodeled at the Supple Ship Vards in Portland and Ship Yards in Portland and later taken

It is the intention of Captain Frederick to place passenger accommodations in the craft and to operate her out of Bellingham during the Seattle fair. When ready for service she will be able to accommodate 150 passengers.

NEW STEAMERS FOR PACIFIC

Andrew Weir & Co. Order Four Craft

for Oriental Route. SEATTLE, April 15 .- Frank Waterhouse & Co., this morning, received ca-ble advices from London that Andrew Welr & Co., have placed orders on the Clyde for four new steamships to be

operated in connection with the Water-house fleet on the Pacific. Two of them, the Numeric and Luseric will have a tonnage of 10,000 dead weight and 15,000 measurement and a speed of 15 knots. They will be placed on the

ate with the Kumeric and Suveric now used with the Kumeric and Inveric. The two latter boats will be changed in the near future for the larger and faster vessels Oceania and Aymeric now operating on the London-Suez route. The Inverte will go on the India-South America run and the Gymeric will load for home. The other new vessels to be built by Weir & Co. probably will go on the Australian run from Sen Vessel. on the Australian run from San Fran-cisco and Seattle and will be of 8000 tons dead weight and, 12,000 tons measurement.

New Boats for Waterhouse Fleet.

SEATTLE, Wash., April, 15,-Frank Waterhouse & Co. received this morning cable advices from London that Andrew Weir & Co. have placed orders on the Clyde for four new steamships to be operated in connection with the to be operated in connection with the Waterhouse fleet on the Pacific. Two of them, the Numeric and Luseric, will have a tonnage of 10,000 deadweight and 15,000 measurement, and a speed of 15 knots. They will be placed on the run from Seattle to the Orient to operate with the Kumeric and Suveric, now used with the Gymeric and Iveric. now used with the Gymeric and Iveric.

Aberfoyle Clears for West Coast. With 1,073,080 feet of Oregon fir, alued at \$21,000, the British ship valued at \$21,000, the British ship Aberfoyle, Captain Huelin, cleared for

STEAMER INTELLIGENCE,

Name.	From.	Date.
Senator	San Francis	co In port
Alliance	Coos Bay	In port
Argo	Tillamook.	April 17
Sue H. Elmo	re. Tillamook	April 17
Breakwater	Coos Bay	April 18
Rose City	San Francis	coApril 19
Alesia	Hongkong.	. April 20
Biverside	San Francis	co April 26
(Sec. W. 1014)	er. San Pedro.	
Nicomedia.	Hongkong.	May 2
Arabia	Hongkong.	Turno 1
	Hongkong.	1 CT - SA FE CT

From	Dat		
San Francisco	o April	16	
Coos Bay.	April	4.7	
Tillamook	5 mest	10	
Tillamook	Anett	20	
Coos Bay	April	91	
Eureka	Ameli	1313	-:
San Francisco	o Amell	75	
Hongkong.	Abril	27	
.San Pedro	April	20	
.Hongkong	May	12	
Hongkong	July	8	
		1.0471	
	Coos Bay Tillamook Tillamook Coos Bay Eureka San Francisc Hongkong	Coos Bay April Tillamook April Tillamook April Coos Bay April Eureka April San Francisco April Hongkong April	Eureka April 22 San Francisco April 23 Hongkong April 27

Alliance, Amreican steamship (Parsons), with general cargo from Coos

Tamaipais, American steamship (Anderson), with ballast from San Francisco.

Cleared Thursday, Aberfoyle, British ship (Heulin),

with 1,073,080 feet of lumber, valued at \$21,000, for Mollendo. Alliance, American steamship (Parsons), with general cargo for Coos Bay

Mollendo yesterday. The Aberfoyle will leave down this morning in tow of the Ocklahama. The Aberfoyle cleans up the off-shore lumber fleet in the river for April. The vessel arrived in Columbia River from Antwerp last August. She was without a charter and for six months was on the disengaged

Cruisers Leave Magdalena Bay.

SAN DIEGO, Cal., April 15.-Wireless dispatches from Magdalena Bay say four cruisers have sailed from there en route here. Two will remain here and the flag-ship West Virginia and another cruiser will proceed to San Francisco to meet and extend an official welcome to the Japanese warships expected to arrive of Japanese warships expected to arrive off the Golden Gate within the next two

Marine Notes.

The steamship Eureka, from Eureka and Coos Bay, arrived up last even-The steamship Asuncion arrived up last evening from San Francisco with

fuel oil. The steamship St. Helens sailed yes terday with a full cargo of lumber for San Francisco.

For San Pedro, San Francisco and Eureka, the steamship Geo. W. Elder sailed last night.

The steamship Riverside. American-Hawaiian line, salled for San Francisco yesterday afternoon. With 96 passengers and a large amount of general freight, the steam-ship Alliance, from Coos Bay, arrived

Arrivals and Departures.

PORTLAND, April 15.—Arrived—Steam-ship Alliance, from Coos Bay; steamship Asuncion, from San Francisco; steamship Eureka, from Eureka and Coos. Salled— Steamship St. Helens, for San Francisco steamship Geo. W. Elder, for San Pedro and way: steamship Riverside, for San Fran-

Astoria, Or . April 15 .- Condition at the Astoria. Or. April 15.—Condition at the mouth of the river at 5 P. M., smooth; wind northwest 14 miles; weather, cloudy. Arrived at 5:15 and left up at 7 A. M.—Steamer Asuncion, from San Francisco. Arrived at 7:15 and left up at 9:20 A. M.—Steamer Eureka, from Eureka. Sailed at 6:30 A. M.—Steamer W. S. Porter, for San Francisco. Sailed at 10:15 A. M.—Steamer Bee, for Puget Sound. Arrived down and sailed at 11:20 A. M.—Steamer Breakwater, for Coos Bay. Arrived at 11:50 A. M. and

salled at 11:20 A. M.—Steamer Breakwater, for Coos Bay. Arrived at 11:30 A. M. and left up at 4:30 P. M.—Steamer South Bay. from San Francisco. Arrived at 4:35 P. M.—Steamer Yellowstone, from San Francisco. San Francisco, April 15.—Arrived—Steamer Hyades, Kahului; steamer M. F. Piant, Coos Bay; steamer Piciades, Honoluiu. Sailed—Steamer Mariposa, Tahiti; steamer Lurline, Honolulu; steamer Watson, Seattle; steamer Falcon, Seattle; steamer Falcon, Seattle; steamer Falcon, Seattle; ateamer Nome City,

Tides at Astoria Friday. 9:85 A. M. . . 7.7 feet 3:85 A. M. . . 3.0 feet 10:38 P. M. . . . 7.9 feet 4:10 P. M. . . 0.8 feet

YOUNG SENDS IN REQUEST Postal Department Informed of Needs of Portland Office.

In line with his plans for improving the Portland Postoffice service, Postmaster John H. Young yesterday forwarded a requisition to the Postoffice Department for three additional clerks and for certain equipment to facilitate the handling of stocks of stamps. It is asked that the additional clerks be detailed for duty

Postmaster Young is also preparing requisitions for 16 more clerks and 15 additional carriers to begin work when the new appropriation becomes available July 1. Data showing the need for these additional men are now in course of preparation.

Pénnsylvania Lines Stop-Overs.

On first-class tickets reading over Pennsylvania Lines, ten-day stop-overs, including date of deposit, are now allowed, upon notice to conductor, at either Columbus, Pittsburg, Washington, Baltimore or Philadelphia. Also effective April 22 at Indianapolis.

Rosenthal's pumps fit at the heel. .

Effect of Harriman Merger on Competition to Be Probed.

SLEUTH WORKS SECRETLY

Detective of Interstate Commerce Commission Is Here Gathering Evidence, but Is Covering Movements.

Further hearings on the Harriman megger will be held at Portland, it is believed, with the next few weeks. Portland shippers will have another opporland shippers will have another oppor-tunity to testify before the commission on the effect of the merger, and may tell their experience in dealing with the road both before and after the merger between the Southern Pacific and O. R.

Ralph M. McKenzie, the official scout of the Interstate Commerce Commission, is in Portland quietly accumulating evidence that is presumably to be used in the forthcoming hearing. He has been in the city for the past few days, but has been keeping his presence here a secret. Meanwhile he has been doing some sleuth work about town in trying to the past few days. work about town in trying to unearth ad-ditional facts intended to show that the of the two Harriman railroads has destroyed competition in this terri-tory in handling the business of this ter-ritory and is a combination in restraint of trade that violates the Sherman anti-

The utmost secrecy is maintained by Mr. McKenzle as to his movements his purpose in visiting the city. How-ever, it has leaked out that he is here and is seeking additional evidence in the merger case. Raliroad men expect, in view of his visit, that a further hearing will be held in this city before members of the Interstate Commerce Commission

within a short time.

Mr. McKenzie's official title is special agent of the Department of Justice. He the man who gathered evidence from shippers here two years ago on the same subject and his visit was followed by the hearing in the Federal courtroom be-fore Commissioner Severance, of the In-terstate Commerce Commission. This hearing lasted several days and a large number of shipners and values of nearing insted several days and a large number of shippers and railroad men were brought before Mr. Severance and testified in regard to traffic conditions in the territory and how it was affected by the merging of the Harriman lines. Some witnesses testified that con tion was wholly destroyed by the alliance of the two roads, while others, including railroad officials, maintained that competition of the most active kind still exists, despite the merger.

If Mr. McKenzle is unsuccessful in digging up any new contents.

ging up any new evidence here it is probable no hearing will be held. Other-wise, the official investigation will un-doubtedly be made within the coming few

HARRIMAN PETITION GRANTED System Relieved of Effects of Deci-

sion in Spokane Rate Case. The petition of the Harriman lines to The petition of the Harriman lines to the Interstate Commerce Commission to be relieved of the effects of the recent decision in the Spokane rate case, as applied to the Union Pacific and O. R. & N. system, has been granted by the com-mission as regards traffic between St. Paul and Spokane. In regard to rates Paul and Spokane. In regard to rates between Chicago and Spokane, a further hearing will be held and arguments on the subject will be heard. This has been set

for April 26 at Washington. The commission decided that the rates ordered into Spokane from the Middle West in its recent decision should not

greater mileage of the Union Pacific to Spokane from St. Paul in comparison with the Hill roads. This does not mean, however, that the Harriman lines will not make the reduced rates determined by the commission as equable. They will put them into effect in order to get their share of the business but the difference will be that they will make the reduced.

will be that they will make the rates of their own accord instead of being forced to put them into effect.

Portland attorneys for the Harriman lines will undoubtedly attend the hearing at Washington, although just who will make the argument has not been announced. W. W. Cotton will probably handle the matter in person. handle the matter in person.

North Bank Road in Good Shape.

Superintendent Russell, of the Spokane, Portland & Seattle Rallway, returned yesterday from Spokane, where he went in company with Francis B. Clarke, president of the road, to look over the new line prior to starting operation to Spo-kane from Portland. Mr. Russell says the the from Fortland. Mr. Russell says the road is in good operating condition between Portland and Marshall Junction, a distance of 370 miles. From Marshall Junction to Spokane, a distance of seven miles, the Northern Pacific track will be used by the new road until its own track s laid between the two points. Presiden Clarke will probably return to his of-fices from Spokane today. New locomotives ordered by the North Bank road are arriving and will be put in shape for work by May 3, the date the Portland-Spokane service will start. Scheduler now being made up

MARINER IS LAID AT REST

Captain Norman Harvey Spent Half Century at Sea.

The funeral of Captain Norman Harvey who died at his home, 1317 East Twelfth street North, Tuesday morning, April 13,



was held yesterday afternoon at Dunwas held yesterday afternoon at Dun-ning's chapel, 414 East Alder street. In-terment was in Rose City Cemetery, Rev. A. Dairymple, of the Seaman's In-stitute, conducted the services, which were attended by friends and members of the St. George Society. Captain Har-vey went to sea with his father when he was but six years of age and for the season was but six years of age, and for 28 years was captain of various vessels. He was born in Edinburgh, Scotland, April 25, 1828, his father being Hon, Joseph Harvey, member of the Parliament of Bermida, and also a sailor. His brother, who survives him, is Dr. Elden Harvey, also a member of the Parliament of Beralso a member of the Parliament of Be muda, and was surgeon for the Oriental & Occidental Steamship Company of San

Captain Harvey had a remarkable sea life, which extended for more than half a century. He commanded the Arminta, a merchant ship running between New York and Liverpool, in which he apply to the Harriman lines, because of had many narrow escapes from capture

No woman's happiness can be complete without children; it is her nature to love and want them as much so as it is to love the beautiful and pure. The critical ordeal through

which the expectant mother must pass, however, is so fraught with dread, pain, suffering and danger, that the very thought of it fills her with apprehension and horror. There is no necessity for the reproduction of life to be either painful or dangerous. The use of Mother's Friend so prepares the system for the coming event that it is safely passed without any danger. This great and wonderful remedy is always applied externally, and has carried thousands of women through the

trying crisis without suf-Send for free book containing information of priceless value to all expectant mothers.

THE BRADFIELD REGULATOR CO.

Atlanta, Ga.

NEW THEORY SPREADS RAPIDLY OVER COUNTRY

Colorado Woman Gives Reasons for Her Abiding Faith in Cooper.

I. T. Cooper's theory concerning the human stomach, is being given more respect and comment every day.

Cooper claims that 70 per cent of all ill health is due to stomach trouble. When interviewed about his theory recently, he said: "Stomach trouble is the great curse of the 20th century so far as the civilized races are concerned. Practically all of the chronic ill health of this generation is caused by abnormal stomachic conditions. In earlier days, when the human race was closer to nature, and men and women worked all day out of doors, digging their frugal existence from the soil, the tired, droopy, half-sick people that are now so common, did not exist.

Among the immense numbers of people who are now strong believers in Cooper's theory and medicine is Mrs. Julia Hofflicker, living at 810 Ussie avenue, Canon City, Colo. Mrs. Hofflicker says:

"For seven years I suffered from indigestion and stomach trouble. I was subject to frequent attacks of severe sick headache. I had to be very particular as to the kind of food I ate. I could not eat vegetables of any kind, nor anything sweet; and even then I would be in distress after meals. Any food of a solid nature caused a feeling of heaviness after eating.

"I tried everything I could hear of, and took many different remedies with-

frugal existence from the soil, the tired, droopy, half-sick people that are now so common, did not exist.

"To be sure, there was sickness in those days, but it was of a virulent character, and only temporary. There was none of this half-sick condition all the time with which so many are af-

digestive apparatus in perfect shape. The sole reason for my success is be-cause my New Discovery medicine tones the stomach up to required strength in about six weeks' time. That is why I have had more people come and thank me wherever I have gone to introduce my medicine, than I have had time to talk with."

The Cooper remedies are sold by all druggists everywhere. A sample bottle of Cooper's New Discovery mailed free upon request by addressing The Cooper talk with."

flicted now-a-days.

"I know positively that every bit of this chronic ill health is caused by stomach trouble. The human stomach in civilized people today is degenerate. It lacks tone and strength. This weakness has gradually come through a sedentary existence. I further know that few people can be sick with the digestive apparatus in perfect shape. New Discovery in my house Apparatus

New Discovery in my house. Anyone who is suffering in any way from stomach trouble should not hesitate in giv-

The Sad Fate the Weak Man

self, 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 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. I WILL GUARANTEE A CURE AND YOU

NEED NOT PAY UNTIL YOU ARE WELL



The Leading Specialist. Only doctors licensed by the State Board of Medical Examiners of Oregon practice in my

Why Other Doctors Do Not Cure I want you to notice in particular how gilent 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, electric belts or some other mechanical claptrap, which, instead of curing, only aggravates the adianal control of the control o the subject of men's WEAKNESS. They

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, 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 simost immediate, since it is at once absorbed by the tissues, which are thus stimulated to healthy action, throwing off the peisonous 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 'he earliest possible moment. It will east 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, 16 to 1 only.

THE DR. TAYLOR CO.

CORNER MORRISON AND SECOND STREETS PRIVATE ENTRANCE 2341/4 MORRISON STREET, PORTLAND, OREGON

He suffered shipwreck on New Foundland and barely escaped with his life. For the past nine years Captain Harvey had made his home at Astoria and in Port-land. He was a genial man, intelligent, and commanded a wide range of informa-tion which made him an interesting companion. He is survived by his wife, to whom he was married in 1895.

Sunnyside Push Club Meets.

J. N. Davis, representing the park committee, made a report at the meeting of the Sunnyside Push Club Wednesday night, to the effect that the Park Board was considering purchasing 26 acres of the Ladd farm at East Stark and East Twenty-ninth streets. Mr. Davis sald that the Park Board favored this part of the tract, which has been recom by the Sunnyside Push Club. Ma Maps were displayed showing the location of the 26 acres wanted. The committee on schoolhouse submitted an extensive re-

side of the schoolhouse; that hose be pro-vided, and that Principal Curtis organ-ize a boys' fire brigade and drill the students to fight fire. The committee also recommended that the Board of Educa-tion purchase the west end of the block on which the schoolhouse stands, facing East Thirty-fourth street, so the livery stable on the ground may be gotten rid of and more ground provided.

Interurban Ball League Launched.

The Interurban Baseball League was formally launched at a meeting held at the police station Wednesday night with eight team's enrolled in the circuit. The folteams enrolled in the circuit. The fol-lowing teams comprise the circuit: Port-iand Police Department, Gresham. Trout-dale, Russellville, Keats Automobile Com-pany, Woodmen of the World, Willamette Iron & Steel Works and the Addisons. The season will open on April 25, but next Sunday the teams plan to play ex-bilition games at different points. The next Sunday the teams plan to play ex-port, recommending that more doors be provided for the rooms on the second floor; that a standpipe be run up the in-

Twenty Years of Success

In the treatment of chronic diseases, such as liv kidney and stomach disorders, constipation, dis rhoea, dropsical swellings, Bright's disease, of Kidney and Urinary

Complaints, painful, dificult, too frequent, milky or bloody urine,

Diseases of Men Blood poison, weakness and acute troubles, piles thoroughly cured. No failure. Cure guaranteed. DRUGS: Catarrh and rheumatism cured.

DRUGS: Catarrh and rheumatism cured.

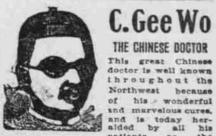
BLOOD AND Skin Diseases, painful, bloody urine, Varicocele, Hydrocele, Dr. Walker's methods are regular and scientific. He uses no patent nostrums or ready-made preparations, but cures the disease by thorough medical treatment. His New Pamphlet on Frivate Diseases sent free to all men we describe their trouble. PATIENTS cured at home, Terms reasonable, All leaters answered in plain envelope. Consultation free and sacredly confidential.

DR. WALKER

181 First Street,

Cor. Yamhill, Portland, Or

Ben Sellings. The other teams will practice Sunday, and have no games scheduled before the Interurban season opens.

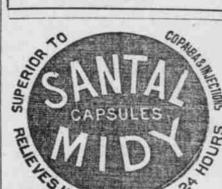


C. Gee Wo THE CHINESE DOCTOR This great Chinese throughout the Northwest because

patients as the greatest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure custarth, asthma, lung froubles, rheumatism, nervousness, stomach, liver and kidney troubles, also private diseases of men and women.

CONSULTATION FREE.

CONSULTATION FREE Patients outside of city write for blanks and circulars. Inclose 6c stamp. The C. Gee Wo Medicine Co. 1621/2 First St., Near Morrison., Portland, Or.



31 YEARS

of staunch character and real worth is a guarantee that we intend to maintain our reputation and prestige.

WE ARE THE POOR MAN'S FRIEND AND THE RICH MAN'S DOCTOR SO CALL, NO MATTER HOW POOR What we want is men who have tried in vain to be made strong again. We desire to explain why and how any such case can be quickly relieved

and speedily cured by our method, which can be done in most instances in a few weeks at longest, and in any case for a small outlay of money at most. We do not claim to cure a case in a few days, then take weeks to relieve it and months to cure it, but we do claim, and can prove, that we can cure forever any diseased man who will come to us in time. Our method is scientific and has only been based as such after years of trial and a vast experience.

For a Short Time Our Charges Will Be From \$2 to \$10 a Course Not a dollar need be paid until

EVERY WEAK, DISEASED AND NERVOUS MAN NOW HAS A CHANCE TO GET CURED Lack of Money or Work Does Not Prevent It. You Know of Our Standing. We have Largest Practice in Portland. Our System Never Fails.

WE DO NOT TREAT ALL DISEASES, BUT WE CURE ALL WE TREAT

Cured in a few weeks. Improvement from the start. If you suffer from loss of energy and ambition, feel tired when you arise in the morning, lame back, dizziness, spots before the eyes and feel you are not the man you once were we will cure you for life.

Cured by absorption in a short time; no pain, no cutting, no operation. By my method the urethral canal is healed and entire system restored to its healthy state. No failures, no pain or loss of time.

state. No failures, no pain or loss of time,

ELECTRICITY.

Properly applied with our Absorbent treatment gives old men the vigor of youth, makes middle-aged men strong and revitalizes the nerves when exhausted from overwork or worry. It cures nervous and general debility, loss of ambition, lame back, difficulty in concentrating your thoughts and the whole train of symptoms that result from the above causes. If your system has been overtaxed from any cause seek Nature's own Elixir of Life and be made strong again.

ADVICE ALWAYS FREE Scud us particulars of your case at once if you cannot call. Medicine from \$1.50 to \$6.50 a course. DAHLY HOURS: 9 A. M. TO 8 P. M. SUNDAY HOURS, 10 A. M. TO 12 NOON.

Cured by absorption; no pain. The enlarged veins are due to mumps, blcycle or horseback riding, disease, etc. In time it weskens a man mentally as well as physically. We will cure you for life or make no charge.

charge.

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