SERVICE TO MARK ERA IN TRAVELING

New Train Will Run From Ocean to Ocean in Less Than Four Days.

MEANS MUCH TO PORTLAND

Expert Declares Schedule to Go Into Effect Next Sunday Will Not Be Cut Down Much During This Generation.

Faster than any previously maintained schedule from the North Pacific Coast to the Atlantic is that to go into effect next Sunday on the Union Pacific lines, in connection with the Northwestern and the New York Central lines. Special trains have raced from ocean to ocean in faster time, but no combination of railway companies has made the run, day in and day out, in as short a time as will be the case beginning May 16.

The passenger may travel from Pacific tidewater at Portland to New York in less than four 24-hour days, 30 minutes less, to be exact. This schedule includes a stopover of two and one-half hours at Chicago.

"This schedule will not be clipped much in our lifetime," said a well informed passenger man yesterday. "People prefer safe travel to reckless fast travel. Passengers also demand that trains shall maintain regular schedules in preference to making remarkably fast time one day and being behind the time-card the next. The schedule to be put in effect Sunday marks a new era in railroading on the American continent."

Leaving Portland on Monday morning at 10 A. M., the passenger will arrive in New York City at 9:30 A. M. the following Friday. The trip will be made over the O. R. & N., Oregon Short Line, Union Pacific, Chicago & Northwestern and the New York Central.

The present Chicago-Portland Special, now leaving this city at 9:15 A. M., will get away at 10 instead, reaching Chicago at noon of the third day, instead of 12:30 P. M., as at present. Westbound train No. 7, now No. 1, will leave Chicago at 10 P. M. instead of 6 P. M., as at present, reaching Portland on the night of the third day at 8 o'clock instead of 8:50, as now. This makes the running time between Portland and Chicago 72 hours, a saving of four hours and 50 minutes, westbound, over the present schedule.

This new Chicago-Portland train will have through standard, tourist and chair cars in both directions and will have a tourist car to Kansas City and St. Louis. A section observation car will be run in connection with the Wabash via Denver and Kansas City.

The Pendleton local will also be extended to Salt Lake City and Green River. This train will have day coaches and a standard sleeper, leaving Portland at 8:10 A. M. instead of 7:45 A. M., as now, and arriving at Portland at 6 P. M. instead of 5:45, as at present.

There will be no change in trains 5 and 6 on the main line.

The new schedule to Chicago is very gratifying to the people of this city and will serve the business interests to a better extent than the present schedule, saving considerable time on the trip to and from the East. Direct through service to New York is bound to be a great advantage to the traveling public, and it is thought the new Chicago train will be well patronized.

TRAVELERS MAY NOW SLEEP

Hereafter Breakfast Calls Will Not Interrupt Slumbers.

A decided improvement in Pullman car service became effective yesterday on the Harriman lines. General Passenger Agent McMurray's office announced that hereafter Pullman passengers will not be roused from a more or less sound sleep in the mornings by the shout of the dining-car attaches to the effect that breakfast is ready. The first, second and last call for breakfast will be eliminated entirely.

Instead, passengers, upon tucking themselves away in their berths, will be asked by the porter what hour they desire breakfast. The name and berth number, with the hour the passenger wants to be aroused, will be set down on a call list and kept by the porter. In the morning each will be called at the appointed hour.

In bringing the system in use down to a hotel basis, passenger officials believe they are putting in an innovation that will be appreciated by the traveling public. Blanks have been prepared for use on the Pullman cars that are not unlike a call list in a hotel. Travelers need not be awakened until they want to get up, doing away with the present system whereby the whole car is aroused at the first call for breakfast early in the morning and disturbed at each successive call. Other meals throughout the day will be announced as at present.

BACK FROM RATE CONFERENCE

Passenger Officials Tell of Fares for Immigration Congress.

Portland passenger officials who attended a conference of the Northwestern lines in Seattle Tuesday returned home yesterday, having arranged rates for the National Irrigation Congress, that will meet at Spokane in August. Transcontinental rates had already been fixed but the session at Seattle was in order to determine upon fares to and from Spokane in the Pacific Northwest.

It was decided at the meeting by all lines interested to fix a special rate of one and one-third fare for the round trip from all stations in Oregon, Washington, Idaho, Montana and British Columbia to Spokane, tickets to be on sale August 8 and 9, with a return limit August 16. On August 3, which is a special day for the nearby points, the same rate with the same limit will be made for the round trip from Pendleton, Umatilla, Plymouth, Ellensburg, Leavenworth and points intermediate, also all points in Northern Idaho and points in Washington on the Great Northern north of Spokane.

COLONIST TRAVEL KEEPS UP

Influx of People Heavy to End of Season.

Colonist figures for the last week in April, the close of the Spring colonist season, just compiled by the Harriman lines in this territory, show that the influx of newcomers to the Pacific Northwest continued up to the very end of the term when low-priced one-way tickets were on sale for home seekers.

During the last seven days of April, colonist tickets over the Harriman lines to the Pacific Northwest numbered 1533, while the movement for the corresponding period of 1906 amounted to 1129 tickets. This is an increase of 732 for the week. Of the number of arrivals, 462 tickets were to Portland, 222 south of Portland, 22 to Astoria, 20 to Hood River, 19 to La Grande and 23 to Walla Walla.

Changes on Astoria Line.

A change in schedules on the Astoria & Columbia River Railroad became effective yesterday, when train No. 201, leaving Rainier at 7:20 A. M., and arriving at Portland at 9:05 A. M., was changed so that it now leaves Rainier at 7:40 A. M., arriving at Portland at 9:15 A. M. Train No. 204, which formerly left Portland at 11 P. M., arriving at Rainier at 12:55 P. M., will hereafter leave this city at 9:20 P. M., arriving at Rainier at 11 P. M. These changes are believed to be necessary to provide better service for local travel on the Astoria & Columbia.

WOMAN SEEKS HUSBAND

George Crosland, Six Feet Nine Inches Missing Since 1905.

"What has become of George Crosland?" is the question Mrs. Crosland sends to Oregon from Delaware County, Pa. Crosland has never been heard from

George Crosland, Missing Man, Who Was Last Heard of in Portland.

since in 1905 he played the piano in the orchestra of a local theater, when the Metropolitan Stock Company was performing here.

Crosland is said to have been in Alaska in 1906. He was particularly noticeable by his great stature. His wife mentioning that he is 6 feet 9 inches in height. He was an Englishman by birth and by employment a bookkeeper, salesman and musician. He had dark brown hair and exceptionally large brown eyes. There was a large scar on the back of one hand.

Crosland left his wife supporting three young children, and as nothing further has been heard from him, she believes he may be dead. In a letter to The Oregonian she asks that any information be sent to her. Her address is Mary Crosland, Oak View P. O., Delaware County, Pa.

IBSEN WORKS AT LIBRARY

Books Relating to Norwegian Author and to Mme. Nazimova.

Since the announcement of Madame Nazimova's engagement in this city there has, of course, been an unusual demand for Ibsen's works at the various libraries and for magazines which contain matter relating to Madame Nazimova. For the information of those who desire to consult Ibsen's works and the various periodicals which have exploited Nazimova the following will be of value:

Books.

Ibsen, Henryk—Prose dramas. "A Doll's House," in vol. 1 and "Hedda Gabler," in vol. 5.

Hunaker, Jas.—Iconoclasts, a book of dramatists, pages 64-110. ("A Doll's House" and "Hedda Gabler.")

Jaeger, Henryk—"Henryk Ibsen, a Critical Biography (chapter 6,) "Dramas of Modern Life."

J. B. Lee—"The Ibsen Secret," a key to the prose dramas of Henryk Ibsen.

Macfall, Haldane—Ibsen the man, his art and his significance.

Monkhouse, Allan—Books and essays, page 155-185 (Ibsen's social plays.)

Shaw, G. B.—"Dramatic Opinions and Essays," vol. 2, pages 255-260. ("A Doll's House.")

Magazine Articles.

"Ibsen's Women" by Alla Nazimova, Independent, October 17, 1907.

Mme. Alla Nazimova, Century, June, 1907.

"Transformation of Nazimova," Current Literature, December, 1907.

"Nazimova, a British Opinion of Nazimova," Harper's Weekly, February 16, 1907.

"Madame Nazimova" in "A Doll's House," January 17, 1907, Nation.

"Alla Nazimova," Nation, April 18, 1907.

"Nazimova's Nora and Hedda," Putnams, April, 1907.

"Ibsen's Craftmanship," (Archer), Fortnightly, July, 1906.

"Men and Women of Ibsen," (Dowden), Contemporary, 1906.

"Analogies of Disagreeable Heroine, Hedda," Bookman, July, 1907.

"Hedda Gabler of Today," Fortnightly, July, 1907.

"In Defense of Hedda Gabler," Fortnightly, March, 1908.

TECHNICALITY SAVES HIM

Commission Man Evades Larceny Charge Through Old Rule.

Arrested several days ago on a warrant that was three years old, J. C. Reed, a commission merchant, secured his freedom yesterday under a law as old as the warrant. Even as his past arose to smite him, so did the past practice of the courts come to his rescue. Municipal Judge Van Zante was compelled to release him in the face of circumstances that, given more recent settings, would necessitate his conviction on a felony charge.

Larceny by embezzlement in stealing a carload of fruit was the charge against the man. The offense alleged was committed just three years ago, when Reed, then going under the name of Bradley, bought fruit from producers throughout the Willamette Valley at double the ruling market price and sold it to Portland consumers at half the usual rate. He got his profit by not paying the producer.

In defense of Reed, Seneca Fouts produced an obsolete law in court. It provides that any one having an equity in property is not liable for criminal prosecution for taking it all. This rule was revised in 1907 and Deputy District Attorney Hennessy called attention to the revision. But when the fact was emphasized that Reed's offense was committed in 1906 and that the warrant for his arrest was issued then, Hennessy agreed that the old rule would have to prevail. He consented to dismissal of the case.

San Pedro Shipping News.

SAN PEDRO, Cal., May 12.—The steamer Santa Barbara arrived from Grays Harbor via Redondo with lumber.

The schooner Commerce arrived from Everett via Redondo with lumber.

The steamer Thomas L. Wand arrived from Portland with grain and lumber.

The world's oceans contain 7,000,000 cubic miles of salt.

STEAMER RATE CUT

Reduction Made on Tickets to Southern California.

STOP-OVER IN BAY CITY

Passengers From Portland to Points South May Stop in San Francisco Four Days on Reduced Rate. News of Waterfront.

Contrary to the generally accepted methods of handling passenger business, the San Francisco & Portland Steamship Company, operating in connection with the Pacific Coast Steamship Company, has put into effect a rate between Portland, Los Angeles and San Diego, whereby the passenger may stop over four days in San Francisco and purchase a ticket at a less rate than that which is charged for a through fare.

The present rate (direct steamer connection at San Francisco) is $27.50. With the lay-over, the rate has been reduced to $26.35. On direct connections passengers proceed south from San Francisco on either the President or the Governor. Lay-over tickets call for the steamship Santa Rosa south. The latter vessel sails from San Francisco every Thursday afternoon.

Steamers of the San Francisco & Portland Steamship Company sail from Portland every Saturday morning. They are due to reach San Francisco Monday morning and make a direct connection with the Pacific Coast steamship running south.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Eureka	Eureka	In port
Riverside	San Francisco	In port
State of Cal	San Francisco	In port
Geo. W. Elder	San Pedro	In port
Alliance	Coos Bay	In port
Argo	Tillamook	May 14
Sue H. Elmore	Tillamook	May 14
Breakwater	Coos Bay	May 16
Rose City	San Francisco	May 17
Alesia	Hongkong	May 20

Scheduled to Depart.

Name.	For.	Date.
Riverside	San Francisco	May 13
Geo W. Elder	San Pedro	May 13
Argo	Tillamook	May 15
Alliance	Coos Bay	May 15
State of Cal	San Francisco	May 15
Sue H. Elmore	Tillamook	May 17
Breakwater	Coos Bay	May 19
Alesia	Hongkong	May 20
Rose City	San Francisco	May 22

Entered Wednesday.

Lansing, Am. steamship (Alberts) with fuel oil from Port Harford.

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

Eureka, Am. steamship (Noren), with general cargo from Eureka and Coos Bay.

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

Cleared Wednesday.

Lansing, Am. steamship, (Alberts), with ballast for Port Harford.

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

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

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

St. Helens, Am. steamship, (Jamison), with general cargo and 400,000 feet of lumber for San Francisco.

Breakwater Sails for Coos Bay.

With a large passenger list and about 400 tons of general cargo, the steamship Breakwater sailed last evening for Coos Bay. David Bell went south on the steamer as chief engineer. Mr. Bell took the place of Chief Engineer Al McCully, who fell from the footplank Monday evening and sustained a compound fracture of the hip. Mr. McCully will be confined to the hospital for several weeks.

Steamer Hyak to Relieve Kitsap.

Engines of the new steamer Hyak, recently launched at the Supple yards for service on Puget Sound, will be turned over today and the bearings worn down sufficiently to allow the vessel to make a run Saturday afternoon. The boiler and pipes are being covered with asbestos and she will be in shape to make a short trial trip Saturday. She will leave Monday for Puget Sound, where she will relieve the steamer Kitsap on the run between Seattle and Poulsbo.

French Steamer at Victoria.

VICTORIA, B. C., May 12.—The French steamer Admiral Hamelin, of the Chargeurs Reunis line, arrived today from Havre via the Orient. The cargo includes a large shipment of Italian marble for San Francisco.

The Admiral Hamelin will be followed by the Admiral Exelmans to Puget Sound ports, and following that vessel all the steamers will proceed direct from Yokohama to San Francisco.

New Shaft for G. K. Wentworth.

For the purpose of installing a new shaft, the steamer G. K. Wentworth was taken to the yards of the Portland Shipbuilding Company yesterday afternoon. The new shaft is ready and the vessel will be out of commission for a few days only.

Dredge Umatilla Ties Up.

The United States Engineers' steamboat Umatilla, which has been raking the gravel bars on the Upper Columbia and Snake Rivers for several months, has been tied up at Lewiston to await lower water. The rise has commenced in the Snake and water is now too deep on the bars to permit successful operations. The Wallowa has been tied up for two months.

Marine Notes.

For Eureka via Coos Bay, the steamship Eureka sailed last evening.

The steamship State of California is scheduled to sail Saturday morning for San Francisco.

R. W. Barclay, head of the Tacoma branch of J. & R. Wilson Co., was a visitor in Portland yesterday.

From Coos Bay ports the steamship Alliance arrived up at midnight. She brought passengers and freight.

J. W. Bennett has purchased the gasoline launch Hawthorne and will use her as a trading craft along the Columbia.

With a hold full of wheat and a deckload of lumber, the steam schooner St. Helens sailed for San Francisco last evening.

Arrivals and Departures.

PORTLAND, May 12.—Arrived—Steamship Alliance, from Coos Bay; sailed steamship Breakwater, for Coos Bay; steamship Eureka, for Eureka and way; steamship St. Helens, for San Francisco.

Astoria, Or., May 12.—Condition at the mouth of the river at 5 P. M. smooth; wind northwest 26 miles; weather, cloudy. Sailed at 5:40 A. M.—Sloop Condor, for Alsea; sailed at 6 A. M.—Steamer Majestic, for San Pedro; sailed at 6:10 A. M.—Steamer Daisy Freeman, for Willapa; sailed at 8:05 A. M.—Steamer Asuncion, for San Francisco; sailed at 9:40 A. M.—Steamer Argo, for Tillamook. Arrived at 2 and left up at 4 P. M.—Steamer Alliance, from Coos Bay.

San Francisco, May 12.—Arrived—Schooner Mabel Gale, from Columbia River.

San Pedro, May 12.—Arrived—Steamer Thomas L. Wand, from Portland.

Marseilles, May 10.—Arrived—Cyclops, from Tacoma, via Yokohama, etc., for Liverpool; Germania, from New York.

Sydney, N. S. W., May 12.—Arrived—Romford, from Aberdeen, Wash., via Adelaide.

Hongkong, May 11.—Sailed—Monteagle, for Vancouver.

San Francisco, May 12.—Arrived—Steamers Atlas, from Seattle; Tahoe, from Grays Harbor; Willesley, from Everett; schooner Mabie Gale, from Columbia River; barge "Three," Seattle. Sailed—Steamers Brunswick, for Fort Bragg; Tamalpais, for Columbia River; Centralia, for Grays Harbor.

Tides at Astoria Thursday.

HIGH	LOW.
6:48 A. M....7.1 feet	1:18 A. M....3.8 feet
8:18 P. M....7.4 feet	1:33 P. M....0.9 feet

REAL ESTATE TRANSFERS

William Holl to E. B. Howerton et al, lots 11, 12, block 2, Stewart Park ..... $ 10
W. M. Gregory and wife to Meier Schatz, 61x70 feet commencing at southwest corner of block 131, Caruther's Addition 1,600
J. M. L. Newell to J. R. Luttrell, lots 5, 6, block 12, Santa Rosa Park 10
Holt C. Wilson and wife to Henry Pitcher et al, lot 2, block 30, Brentwood 1
George W. Cook and wife to Emil Herr et al, lots 6, 7, block 7, Peninsular Addition No. 2 100
Andrew Hooker and wife to Louise Moeller, lots 6, 7, 8, block 6, Carter's Addition to East Portland..
John A. von Borkum et al to Louise Moeller, lots 6, 7, 8, block 6, Carter's Addition to East Portland.. 1
Olaf Kyllo and wife to Adolph E. Frascher, lot 13, block 3, Albina Homestead 10
R. L. Stevens, sheriff, to O. N. Pierce, lot 8, block 21, North Irvington 330
Portland Realty & Trust Co. to E. A. Hamlin, lot 17, block 18, Woodmere 1
L. Bettman and wife to H. H. Northup, north 20 feet of tract "T" in Grover's Addition 10
Ivey L. Borden and wife to R. R. Thompson Estate Company, block 44; lots 7, 8, block 31; lots 1, 2, 7, 8, block 34, city; lots 1, 2, 3, 4, block 17, Couch Addition; also 25 acres in section 15, township 1 south, range 1 east 10
Oscar Rittenberg et al to Maybrook Company, land beginning on south line of George J. Watts' donation land claim in township 1 north, range 1 west, where same intersects center line of Portland and St. Helens boulevard 20,000
F. L. Freeburg and wife to D. W. Wharton, lot 29, block 9, Laurelwood 390
Finlay McKercher to Rollie A. Leisy, lots 20, 21, block 2, Concord Heights 500
James Sargent to E. R. Heilig, lot 3, block 10, Greenoe Heights..... 20
Kathleen Slevin to Henrietta Hulin, lots 3, 4, block 4, Saratoga..... 1,000
Charles D. Duffy and wife to Rudolph A. Anschutz, lots 9, 10, block 41, Fulton Park 750
B. M. Lombard and wife to Charles B. Duffy, lot 10, block 37, and lots 9, 10, block 41, Fulton Park..... 750
Anna Bauman to Elias Bauman, east ½ of northeast ¼ of northeast ¼ of section 19, township 1 north, range 2 east 1
William H. Driggs and wife to C. W. Farrar, lot 6, block 8, Ivanhoe 450
William J. Jacobs and wife to Thomas M. Hurd, lots 9, 10, block 5, Maegly Heights 10
Aloys Harold to R. B. Keenan et al, lot 4, block 4, Northeast Portland 100
Margaret McKenzie to Patrick Leavey et al, 6 acres beginning at point 466.4 feet north and 214.2 feet east of southwest corner of southeast ¼ of northwest ¼ of section 7, township 1 south, range 1 east 1,500
John H. Hopp et al to Charles H. Anderson, south 40 feet of lot 1, block 9, Albina 2,020
James D. Hart and wife to Josephine F. Gannon, lots 9, 10, block 13, Katherine 325
J. C. Roberts and wife to C. W. Helmer, lot 1, block 18, Hanson's Second Addition 1,250
Harry Daniel Richards et al to H. A. Lewis, lots 1, 2, block 1, Russellville Addition 100
Oregon Real Estate Company to E. Stewart, west ½ of lots 7, 8, block 195, Holladay's Addition..... 7,000
C. T. Sale to Julia Hofmann, lots 3, 4, block 2, Rosary..... 150
Wilber Hall and wife to C. O. Russell et al, lots 8, 19, block 6, St. John Park Addition 2,500
Julius Wetzel to Andrew W. Shankland et al, lots 13, 14, block 4, Crystal Springs Addition..... 650
Charles Catto and wife to R. P. Ream, lots 23, 24, block 7, Monticello 10
R. H. Miller to Lewis K. Miller, east ½ of east ½ of northwest ¼ of section 16, township 1 south, range 4 east 1,250
T. S. McDaniel and wife to Bertha A. Hebard, lots 8, 9, block 3, Stratford Sydney Addition 100
E. W. Reder to L. D. Elston, east 33 1-3 feet of lot 2, block 3, Elsmere 2,660
Henry Marco and wife to Mary Augusta Brown, land beginning at southeast corner of block 302, Portland, thence west 12 feet, thence north 55 feet, thence east 38 feet, thence south 55 feet, thence west 38 feet to beginning 1,200
Security Savings & Trust Company to M. F. de Grandpre, lot 18, block 51, Irvington 10
John L. Hoar and wife to E. E. Merges, lots 5, 6, 7, 8, block 3, Railroad Heights Addition..... 1,000
Melchior Raz and wife to John W. Graham, lots 1, 2, block 17, Taborside 300
Moore Investment Company to Albert S. Lamphear et al, lot 11, block 20, Vernon 500
James D. Ogden and wife to A. L. Williamson et al, west 40 feet of lot 1 and west 40 feet of north 10 feet of lot 3, block 21, Multnomah 1,300
Security Savings & Trust Company to Nell Sayre Peiffer, lot 9, block 30, Belle Crest 10
W. N. Talbott and wife to Frank Strickrott, 4 acres commencing at center of section 22, township 1 south, range 3 east..... 1,250
B. M. Lombard and wife to Theresia Roberts, lots 5, 6, block 14, Railway Addition 170
Columbia Trust Company to Gay Lombard, lots 10, 11, 12, block 5, Wiberg Heights 10
H. A. Morse and wife to E. E. Merges, lots 1, 2, 3, 4, block 3, Railroad Heights 100
P. A. Cockran and wife to J. J. Felen, lot 16, block 39, Vernon.. 2,250
E. J. Phillips et al to G. L. Webb, lots 1, 2, block 3, Montavilla..... 400
E. J. Phillips et al to B. E. Melvin, lots 7, 8, block 2, Montavilla..... 350
Y. M. C. A. to Lloyd Yocum, lot 4, block 5, Havelock 10
Lloyd Yocum to E. L. Wonacott, lot 4, block 5, Havelock..... 10
Sidella F. Hobmann to Frances C. Langford, lots 1, 18, block 7, Love's Addition 650
George C. Johnson and wife to J. K. McLean, lots 8, 9, 10, tract "G," Northrop Acre..... 10
Elizabeth O'Malley to Nora O'Malley, lot 1, block 4, Elizabeth Irving's Addition; lot 8, block 26; lot 3, block 43; lot 4, block 46, Holladay's Addition 1
B. F. Smith et al to Union Guarantee Association, lot 4, block 21, Highland 275
M. A. Zollinger and wife to Elizabeth F. Bozorth, west ½ of lots 9, 10, block 25, Rennerers..... 1
F. J. Steinmetz and wife to Katherine Bower, lots 1, 3, block 9, Lexington Heights 600
A. M. Stackland et al to Annmiles Stiller, lot 9, block 8, Harlem Addition 1
A. A. Cox to Fred Parker, lots 24, 25, block 13, Tremont Place..... 300
H. E. Noble and wife to N. Bradford Hall et al, lot 4, block 23, Hawthorne's First Addition..... 1,000
W. B. Mersereau and wife to Lena F. Espey, lots 7, 9, block 4, Ravenswood Addition 10
Romulus B. Carey to Francisko Rhomberg, lots 1, 2, block 18, Arbor Lodge 525
Charles H. Martin and wife to James E. Cameron, south ½ of lot 8, block 9, Irvington..... 850
Moore Investment Company to Leon Lamzower, lot 3, block 35, Vernon 600
George W. Wilson and wife to Tinie L. Hyams, lot 6, block 51, Irvington 10
Rose City Park Association to Elwin L. House et al, lots 9 to 12, and south ½ of lots 8, 13, block 113, Rose City Park..... 2,500
Christ Egger et al to The Public, land beginning on south line of William H. Payne donation land claim in sections 13, 14, township 1 north, range 1 east, where same is intersected by west line of fourth street in Irvington Park.. 1

Total $60,687

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MEN'S DISEASES
PERMANENTLY CURED

Scientific Treatment

My success has come as a reward of ability and honest, earnest and scientific application of thorough understanding.

Original Methods

I depend upon nobody's theories, but treat my patients in the light of my own knowledge and experience.

There is not another physician or specialist anywhere who treats men's diseases as I treat them. This is a fact that should be duly considered by those who have repeatedly been disappointed in their efforts to obtain a cure. In no other branch of practice has medical science so lagged and the forms of treatment now commonly employed among the profession are largely based upon theories that have been handed down through generations of doctors. An evidence of this is the prevalent inability to successfully cope with several of those ailments peculiar to men.

MEN ONLY

DR. TAYLOR, The Leading Specialist.

I have learned Nature's laws applying to their cause and cure. Through this knowledge I have perfected forms of treatment wholly original and distinctive. Every requirement for a thorough cure is scientifically met, and as a result I am able to completely master cases commonly regarded as incurable. I especially invite those who have been long afflicted to consult me. My success in curing difficult cases has brought my marvelous growth of practice and made me the foremost specialist treating men's diseases.

All medicines are prepared in my own private laboratory and are absolutely fresh and pure.

My equipment for X-Ray work enables me to make a most thorough and scientific diagnosis.

"WEAKNESS"

I am confident that I have cured more cases of so-called "weakness" than any other physician. There may be doctors in the large Eastern cities who have treated more cases than I, but they cling to the old and ineffective practice of dosing with tonics. "Weakness" is merely a symptom of local disorder that requires local treatment. This is a truth that I have discovered, and that has been fully established by my success in effecting permanent cures. My method is original with myself and is employed by no other physician.

FREE CONSULTATION.

To judge my ability without personal consultation may be an injustice to yourself that will cost a lifetime of suffering. Consultation is free and confidential and you place yourself under no obligation to me whatever by coming to talk with me about your case.

VARICOSE VEINS.

Under my treatment the most aggravated cases of varicose veins are cured in a few days' time. There is no pain, and it is seldom necessary that the patient be detained from his occupation. Normal circulation is at once restored throughout all the organs and their natural processes of waste and repair are again established. If you are afflicted with varicose veins, consult me at once. Delay can but bring on aggravted conditions and nervous complications that will impair the vital functions and involve the general health.

No other physician employs a like treatment, and so thorough is my work that there need not be the slightest fear of a relapse into old conditions.

CONTRACTED DISORDERS.

To but partially cure a contracted disease is almost as dangerous as to allow it to go untreated. Unless every particle is removed, the probability exists that the disease will gradually work its way into the general system. Still greater is the danger of the prostate gland becoming chronically inflamed, which always brings partial or complete loss of vitality. Perhaps twenty-five per cent of the cases of so-called "weakness" are a direct result of some improperly treated contracted disease. During the past 25 years I have treated thousands of cases of contracted disorders and have effected an absolutely thorough and safe cure in each instance. There have been no relapses or undesirable developments whatever, and my patients have been cured in less time than other and less thorough forms of treatment require in producing even doubtful results.

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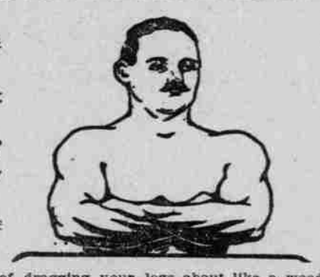

Everybody Admires a Strong Man Are You One?

What's the use of dragging your legs about like a wooden man? Feel like a man of spirit. Away with the pains and aches; off with this wretched feeling as if you were 70 years old and had one foot in the grave. Come and let us put life into your nerves; let us give you a new supply of youthful energy. Let us make you feel like throwing your chest out, and your head up, and saying to yourself, "I'M A MAN!" Let us give you back that old feeling of youthful fire, vim and courage. We can do it, so that in two months you will wonder that you ever felt so slow and pokey as you do now. Act today. Life is sweet, so enjoy every minute.

Freewater, Oregon.

Dr. Hall,
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