EVERY NORTHWEST LINE A DEFENDANT

Three Cities Unite to Obtain New Distributive Rates for Coast.

TWO COMPLAINTS FILED

Chambers of Commerce of Portland and Seattle and Tacoma Traffic Association After Roads Before Commission.

All the Northwest transcontinental railroads have been made parties to the procedings instituted before the Interstate Commerce Commission by the Portland Chamber of Commerce, the Seattle Chamber of Commerce and the Tacoma Traffic Association in an effort to secure a readjustment of distributive rates from Pacific Coast cities eastward. The Portland law firm of Teal, Minor & Winfree is representing all three organizations and Mr. Teal is now in Washington, D. C., looking after some of the details of the case.

Two separate complaints have been filed, one by the Portland Chamber of Commerce, naming as defendants the O. R. & N., Oregon Short Line, Oregon, Washington & Idaho Railroad Company and the Union Pacific Railroad Company. The complainants in the other suit are the transportation bureau of the Seattle Chamber of Commerce and the Tacoma Traffic Association, the defendants being the Northern Pacific Railway Company, the Great Northern Railway and several subsidiary companies.

The grievances related in the two complaints are practically the same. The Portland Chamber of Commerce complaint, after alleging the corporate existence of the chamber and the defendant railway companies, gives the numbers and dates of filing of several general freight tariff sheets, but states that owing to the complexity and prolixity of the tariffs named, the large number of stations therein set out and the numerous commodities covered thereby, it is impossible to set for each specific rate.

A portion of the complaint alleges as follows:

Rates Termed Excessive.

That the charges exacted by the defendant companies for transportating all kinds of merchandise and commodities under the class rates now in effect over their lines between Portland and shipping and receiving points serving said city, and the points and places in other states set forth in the tariffs referred to, are excessive, unjust and unreasonable; that by reason of the premises the defendants have been and are now subjecting the merchants, manufacturers and shippers of the City of Portland and other points and places in Oregon, Washington and Idaho, as well as the producers and consumers generally living therein, to the payment of excessive, unjust, unreasonable and unlawful rates for transportation and to their great loss and damage.

That the rates complained of unjustly discriminate against the shippers, merchants, manufacturers, producers and consumers in said City of Portland, Or., and points and places within the states aforesaid and the various localities in which they conduct their business, and give undue and unreasonable preferences and advantages to persons other than those just above mentioned and those similarly situated and localities other than those situated in the states aforesaid, as set out in paragraph third of this complaint, all in violation of an act entitled an Act to Regulate Commerce, approved February 4, 1887, and acts amendatory thereof and supplementary thereto.

Cites an Example.

As illustrative of the unreasonableness and injustice and discriminatory character of said rates as exacted from shippers, producers and consumers in said City of Portland and points and places within the states aforesaid, complainant alleges that except for short distances where water competition tends to control the rates, said rates from said City of Portland, to points within the states aforesaid, are on all classes, very much and unjustifiably higher on a per-ton-per-mile basis than are the class rates westbound from Missouri River common points and other shipping centers for like distances under substantially similar conditions and circumstances over the lines of the Union Pacific Railroad Company, and other railroad companies in various parts of the United States.

That the rates and charges exacted under said tariffs complained of from the shippers over said defendants' lines for the transportation of goods and commodities thereunder are unlawful and unreasonable, and unjustly high, and far in excess of what is required or should be collected for said service, and the same should and can be largely reduced and the said defendant companies will then earn sufficient to pay a fair return on the investment in said railways over and above all proper charges of every kind.

Swells in Ten Years.

That the complainant is informed and believes and therefore alleges that the Oregon, Washington & Idaho Railroad Company is owned and operated as a part of its system of railways by the defendants, the Oregon Railroad & Navigation Company.

That during the past ten years or thereabouts the freight traffic and other business and the earnings therefrom of the defendants, The Oregon Railroad & Navigation Company and Oregon Short Line Railroad Company, have very largely increased and the population in the territory served by each of said companies has also largely increased during said period; that during said period vast sums of money, amounting to many millions of dollars have been expended on the lines of the defendants' railways in permanent and lasting improvements and betterments, the greater portion of which have been paid for from the earnings of said railroads and charged to operating expenses; that in addition to said expenditure, various funds have been created out of the receipts from operation; that notwithstanding the expenditures aforesaid, the net earnings of said defendant companies and both and each of them, have constantly increased and both and each of them have earned excessive net profits during said period over and above all expenses of every kind. That during the period aforesaid there has likewise been constant improvement in the physical condition of the roadbed of said companies and in the equipment and capacity of the equipment thereof, and a decrease in the cost of operation, and increased net carrying and earning capacity per car and per train on said road; that notwithstanding the great increase in volume of freight transported, and the increase in earnings as aforesaid, and the decreased cost of operation, the charges exacted for the transportation of merchandise and property of all kinds under the tariffs aforesaid between the City of Portland, Or., and the points and places within the states aforesaid, have in general remained substantially the same.

For a number of years past, under said tariffs and the tariffs superseded by those complained of, said defendants have long maintained and do now maintain a scale of charges calculated to return an unreasonable, exorbitant and unjust profit upon the capital actually invested in said defendant lines of railway and other properties and the value of the property of said defendant companies devoted to the public use; that all of said matters and things complainant believes, and therefore avers, will fully appear if said defendants and each of them be ordered and required to produce on the hearing of this cause their books of account, papers, contracts, agreements and other documents relating to said defendants' business for examination by this Commission.

The complainant asks that a hearing be had and that an order issue by the Interstate Commerce Commission fixing just and reasonable rates in lieu of those now in existence and that the railroad companies be required to conform to the new rates.

NEW SERVICE BEGINS SOON

Equipment Assembled for Fast Train to San Francisco.

The equipment for the new limited passenger service on the Southern Pacific between Portland and San Francisco is now being assembled and the inauguration of the new schedule awaits only the installation of dynamos in the baggage cars. William McMurray, general passenger agent for the Southern Pacific lines in Oregon, announced yesterday that the new train would be placed in commission within a few days, but that the exact date could not yet be announced.

This train will make the run between Portland and San Francisco in 27 hours, cutting nine hours off the present schedule. Leaving Portland at 6 P. M., it will reach San Francisco at 9 o'clock the following night. The leaving time from San Francisco will also be 6 P. M. The train will consist of eight cars—diner, observation car, four standard sleepers, baggage and mail cars, and will be electric lighted throughout. The equipment is all new.

The inauguration of this service means that passengers from Puget Sound will be out only one night in reaching San Francisco. Leaving Seattle on the Northern Pacific at 8 A. M., Portland is reached at 4 P. M., and connection made with the limited for San Francisco, insuring arrival in that city the following night.

Portland railroad officials are fully expecting the establishment of through Southern Pacific and Union Pacific trains to Puget Sound with the near future and the probability is that one Union Pacific train and one Southern Pacific train will run through solid, the former from Omaha and the latter from San Francisco. It has been reported in Seattle that this new service would start within 30 days, but Portland Harriman officials say they have not yet received any definite statement to that effect.

HE ASSAILS NEW WIRING LAW

Josselyn Declares Ordinance Unconstitutional and Promises Fight.

Stating that the wiring ordinance approved by the people under the initiative Monday was contrary to the provisions of the 14th amendment and that it would have the effect of confiscating property upon which the Portland Railway, Light & Power Company had spent thousands of dollars, President R. B. Josselyn said yesterday his company would contest the ordinance. Mr. Josselyn states that he did not expect the ordinance would be enforced, as it was clearly unconstitutional. At the same time he deplored the cost of litigation involved to declare the measure void.

BIG SEWER IN BALANCE

BROOKLYN TUBE MAY BE REJECTED TOMORROW.

Leaks and Poor Construction Alleged—City Engineer Taylor to File Unfavorable Report.

Rejection of the big Brooklyn sewer by the Executive Board will probably be a feature of the session of that body tomorrow afternoon. It is charged and virtually admitted that the Belgian blocks on the bottom of the sewer are not cemented so that water is kept out. There are said to be holes where the water seeps in, and there are rumors that bricks used in some portions of the walls were soft. City Engineer Taylor has not reported upon the sewer yet, but will do so by tomorrow. He will not recommend acceptance.

Yesterday afternoon, at a special session of the Executive Board, H. M. Esterly reported in favor of rejection of the sewer, notwithstanding the fact that City Engineer Taylor had not reported on the project. Mr. Taylor said he is waiting for the contracting company, Paquet, Giebisch & Joplin, to sign the necessary paper to indicate the completion of the work. This, it is said, they will not be able to do, as they state they cannot keep out the water, which comes up from the bottom. It is virtually certain, in view of these circumstances, that the sewer will not be accepted, and that it will be left over for final adjustment by the next administration, which will assume office July 1.

SEATTLE ASKS POLICE AID

Local Sleuth Gets Leave and Visits A.-Y.-P. to Watch Thugs.

Unable to cope with the reign of thugdom which is said to have deluged that city since the opening of the Alaska-Yukon-Pacific Exposition, the police detectives of Seattle, Wash., have sent out a call for help among corresponding departments of sister cities on the Pacific Coast and Middle West.

Detective Coleman of the local police detectives was given a leave of absence for two months and left Monday night for Seattle. It is understood similar help has been provided by other Pacific Coast cities.

It is stated that the Puget Sound city is terrorized by the boldness and numbers of the holdup men and pickpockets, and the Fair promoters seem to be fearful lest the success of the Fair be endangered by the exploitation of resulting crimes in outside newspapers. Local officers state that the moment the Exposition opened criminals came from every part of the United States and Canada to operate in Seattle.

Circuit Court Notes.

H. T. Nicolai was named in Judge Bronaugh's department of the Circuit Court yesterday morning as the seventh grand juror, one having been excused last Monday on account of poor eyesight. F. M. Varner was appointed foreman, and the judge then proceeded to instruct the jury as to its duties. J. B. O'Shea, S. R. Pierce, F. H. Kearney, E. E. McClintock and Arthur Schlegel are the other members.

Petitions for a pardon for Edward Hugh Martin, convicted of manslaughter for the murder of Nathan Wolff, a First-street pawnbroker, are being circulated, it being asserted that while confined in the County Jail he has overcome the morphine habit. Drs. W. T. Williamson, E. D. Johnson and E. W. House examined the prisoner and when they asked for proof that he had given up the use of drugs he consented to go to the dungeon for 48 hours. He was locked in the dungeon yesterday morning and at the expiration of the test he will be examined again.

Estate Admitted to Probate.

The estate of Fannie Moore was admitted to probate in the County Court yesterday. It is valued at $4500. Frederick W. German was appointed administrator, and W. J. Gill, Fred Kennedy and E. R. Markham appraisers. She died May 13.

SIMON PLUMS MANY

Mayor-elect Faces Crowd of Officeseekers.

FEW MAY FEEL NEW LAW

Civil Service Amendment Passed Worries Some—Police Chief, Health Officer and City Engineer to Be Named.

MAYOR CONGRATULATES MAYOR-ELECT.

PORTLAND, June 8, 1909.

Hon. Joseph Simon, Portland, Or.—My Dear Sir: Allow me to extend to you my congratulations upon your election to the office of Mayor of this city.

Wishing you a successful administration of its affairs, and hereby tendering you any information or assistance which is within my power to give, if the same can be of any use to you, I am, very truly yours,

HARRY LANE,
Mayor.

There is great activity now among those desiring places in the public service during the reign of the new Mayor, Joseph Simon, and as the latter has numerous high-salaried positions at his disposal, he is certain to be besieged until every office within his gift is distributed. He must appoint a Chief of Police, a health officer, a city engineer and many other fairly good positions are controlled by him.

A good many offices formerly under the patronage of the Mayor are now under civil service, among them being chief of the fire department, superintendent of the street-cleaning and sprinkling department, building inspector, poundmaster and plumbing inspector. These officials may feel reasonably secure, although there was a decided stir yesterday when it was announced that the amendment to the charter casting burden of proof upon discharged employes in the classified service had carried.

"This amendment gives the power of discharge 'for the good of the service' into the hands of department heads," said a civil service employe yesterday, "and makes it possible for the head of the department to dismiss an employe for that reason, and it is then up to the discharged person to prove that it was not for the good of the service, and to show that the discharged employe should be reinstated. It gives too much power into the hands of a man who, if he wished to, could displace old employes under pretext of service improvement and put in his friends."

It has been largely the rule heretofore that civil service employes, when discharged, have forced the municipal officers to prove the charges, and very seldom has there been a case wherein the employe was finally ordered dismissed from the service. It often seems difficult to prove what the superior officers know to be true against employes. That is what led to the present amendment, whereby the employe is forced to prove his own case.

The more frequently-discussed topic yesterday concerned the probable appointee for Chief of Police. While Colonel Charles E. McDonell said he would not accept the place, the rumor will not down that he is slated for it. John W. Minto, former chief and late postmaster, is also mentioned prominently for the position, and Charles H. Hunt, who served two terms as chief, is talked of considerably.

Dr. C. H. Wheeler seems in the lead for the position of health officer; in fact, no other candidates for the place were mentioned yesterday. No one has come forward as yet for the position of city engineer.

BIG CARGO ON ARABIA

ORIENTAL LINER ENTERS WITH MERCHANDISE AND LOGS.

Steamer Made Run From Otaru in 18 Days — Large Amount of Freight for Portland.

Direct from Hongkong and Japanese ports, the steamship Arabia, of the Portland & Asiatic Steamship Company, entered at the local customs house yesterday. The steamship brought a full cargo of Japanese hardwood and Chinese merchandise. The Arabia made the run from Otaru to the lightship in 18 days. She was unable to find a pilot outside and on the morning of the 19th day out Captain Neuman brought the vessel in unaided.

In addition to the cargo of Japanese hardwood brought by the Arabia, the vessel has on board 1405 tons of general merchandise, laden at Hongkong; 56 tons taken on at Kobe and 253 tons taken on at Yokohama. The general cargo was a trifle less than 1700 tons dead weight. In the shipment of oak logs the manifest does not give the board feet. The entire shipment is less than 1,000,000 board feet.

The inward manifest of the Arabia follows:

Hongkong to Portland—2954 packages merchandise, 2322 bales gunnies, 442 slabs tin, 50 cases nutmegs, 34 packages tea.

Kobe to Portland—280 packages canned provisions, 100 sacks peanuts, 99 rolls matting, 81 packages curio, 2 "samples."

Yokohama to Portland—8555 bags sulphur, 89 packages merchandise, 30 packages curio, 3 cases silk.

Otaru to Portland—2202 pieces logs.

WILLAMETTE AT A STANDSTILL

River Will Begin Falling Today. No Danger of Flood Situation.

The Willamette River at Portland has reached the highest point for this season. The river came to a standstill yesterday when the gauge registered 20.4 feet. This is only .2 of a foot below the estimate placed by Mr. Beals. He predicted a possible stage of 21 feet for today, but that is now out of the question.

The river will begin falling slowly this afternoon. It will require some time to go down, but all danger has now passed. The Snake fell a foot yesterday and similar conditions prevail on both the Kootenai and the Pend d'Oreille. The Upper Columbia is also falling.

Marine Notes.

The oil tank steamship Rosecrans is due at Linnton this morning.

The steam schooner Northland is due to reach Portland this morning.

The steamship Argo sailed for Tillamook last night with freight and passengers.

With passengers and freight for San Pedro, the steamship Geo. W. Elder will sail tonight.

The steamship Bessie Dollar has been placed on the Merchants' Exchange list as being headed for Portland from Mazatlan.

The Norwegian steamship Jethou, which reported yesterday at Astoria, has been ordered to proceed to Grays Harbor for lumber.

Arrivals and Departures.

PORTLAND, June 9.—Arrived—Steamship Arabia, from Hongkong and way. Sailed—Steamship Argo, for Tillamook; steamship Breakwater, for Coos Bay.

Astoria, Or., June 9.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 30 miles; weather, cloudy. Arrived down during the night and sailed at 11:15 A. M., steamer Elmore, for Tillamook. Arrived at 4 and left up at 6:30 A. M., steamers Atlas and F. S. Loop, from San Francisco. Arrived at 5:30 A. M., steamer Geo. W. Fenwick, from Everett. Arrived at 7:15 A. M. and sailed at 2 P. M., Norwegian steamer Jethou, from Guaymas, for Grays Harbor. Arrived at 1:45 and left up at 3:50 P. M., steamer Rosecrans, from Monterey. Arrived at 4 and left up at 6:30 P. M., steamer Northland, from San Francisco.

San Francisco, June 9.—Sailed at 4 A. M., steamer Quinault, for Portland. Arrived—Schooner Virginia, from Columbia River. Sailed at 2 P. M., steamer Shna Yak, for Columbia River.

Hobart, June 9.—Sailed June 5—French bark Babin Chevaye, from Antwerp, for Portland.

Newcastle, Aus., June 9.—Sailed June 3—French bark Col. de Villebois Mareuil, for Portland.

Payta, June 9.—Arrived—Barkentine Wrestler, from Portland.

San Francisco, June 9.—Arrived—Steamer Centralia, from Grays Harbor; steamer Saginaw, from Grays Harbor; steamer Tullac, from Everett; cruiser St. Louis, from Seattle; schooner Virginia, from Astoria. Sailed—Steamer Quinault, for Portland; steamer Bandon, for Coos Bay; steamer Shna Yak, for Astoria; steamer Luis, for Vancouver; steamer Siberia, for Hongkong.

Tides at Astoria Thursday

High.	Low.
5:22 A. M.....7.4 feet	6:47 P. M.....7.8 feet
12:05 P. M.....0.6 foot	

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Sue H. Elmore	Tillamook	In port
Breakwater	Coos Bay	In port
Argo	Tillamook	In port
Arabia	Hongkong	In port
State of Cal	San Francisco	In port
Geo. W. Elder	San Pedro	In port
Eureka	Eureka	June 10
Riverside	San Francisco	June 10
Alliance	Coos Bay	June 10
Rose City	San Francisco	June 14

Scheduled to Depart.

Name.	For.	Date.
Sue H. Elmore	Tillamook	June 8
Argo	Tillamook	June 9
Breakwater	Coos Bay	June 9
Geo W. Elder	San Pedro	June 10
Riverside	San Francisco	June 12
Eureka	Eureka	June 12
State of Cal	San Francisco	June 12
Arabia	Hongkong	June 14
Alliance	Coos Bay	June 12
Rose City	San Francisco	June 19

Entered Wednesday.

Arabia, Ger. steamship (Neumann), with general cargo, from Hongkong and way ports.

MASSAGE PARLORS RAIDED

Discovery of Woman on Man's Knee Starts Crusade Against Them.

In massage parlors located in many prominent buildings of the city and conducted by women for men patrons, the police and county authorities have found a new source of law violation. Instructions have been given detectives and patrolmen to keep a close watch on the establishments and already half a dozen arrests have been made by the police on warrants two of which were served Tuesday, by Constable Lou Wagner and Deputy Constable Kiernan.

Information as to the existence of the massage parlors came to light Tuesday when Elmer Shockley complained to the District Attorney that he saw his wife sitting on a man's knee in the parlor conducted by Mme. Georgia La Petite, at 326½ Washington street. Both Mrs. Shockley and Mme. La Petite were arrested. They waived examination yesterday in Justice Olson's court and were bound over to the Circuit Court for trial.

When Mrs. Shockley was admitted to bail Tuesday she informed the police her husband is an idler. He was arrested on a vagrancy charge and placed in jail. His trial will come up this afternoon as will those of the women arrested by the police.

Mme. Petite acknowledged to Deputy District Attorney Fitzgerald that baths and massages were given in her parlors, by women attendants, but denied that any law violation was allowed there. Mr. Fitzgerald informed the women they would have to abandon their mode of obtaining a livelihood and stated that all other places in the city operated similarly will be obliged to close.

Chicago.—Following his ultimatum against women wearing hats in his church, Rev. A. F. Purkiss, pastor of the First Presbyterian Church, of Elgin, provided a special checkroom for the women of the Baptist Missionary Union of Illinois, which convened Tuesday, in which to leave their broad-brimmed hats.

THREE BIDS MADE

W. A. Spanton Offers $154,530 for County Poorfarm.

ASKS FOUR YEARS TO PAY

Two Other Tenders Are Lower. Commissioners to Decide Next Wednesday Whether to Accept Terms of Various Bids.

W. A. Spanton has offered $765 an acre for the old county poor-farm on the Canyon road, which is to be sold. B. M. Lombard has offered $700 an acre, and Ben Irwin has offered $211 an acre for the 22½ acres lying south of the Canyon road. County Judge Webster and Commissioners Barnes and Lightner opened the bids yesterday morning and will decide next Wednesday whether to accept any of them.

Mr. Spanton's bid totals $154,530. He offers to pay $5000 cash on acceptance of his bid, $30,000 within 30 days, conditional upon an abstract showing clear title, $35,000 in two years, $35,000 in three years and $49,530 in four years. The deferred payments are to bear 6 per cent interest. He offers to accept a warranty deed when the $30,000 payment is made, and to give a mortgage for the balance, or to take a contract for the deed, the latter to be made over after $70,000 has been paid, two years from the date of acceptance.

"After the property has been platted into lots, any lot containing 6000 square feet shall be released on payment of $250," continues the bid, "but the county shall not be compelled to accept less than $2000 in one payment," which money is to apply on the payment next due.

Mr. Lombard offers to pay a third down, the balance on or before three years, with interest at 6 per cent. He asks the right to the release of five-acre tracts at 20 per cent more than the proportional value. He offers a total of $141,400 for the farm.

Ben Irwin wishes to deposit a certified check for $100 as an option on the 22½ acres south of Canyon road, and will pay half the purchase price when the deed is given, and a mortgage for the balance payable in two years, and drawing 6 per cent.

TRAVELER SUES FOR $150 NAP

Pullman Company Passenger Awoke to Find Grip Missing.

A snooze which cost Dorsey B. Smith $150 is one of the features of his suit against the Pullman Company to recover that amount. It was tried yesterday in Judge Gantenbein's department of the Circuit Court. According to the testimony Smith boarded a train at Terre Haute for Chicago. He had a pass to Evansville, but as he would reach that point late at night he gave the negro porter $3 and told him to purchase a ticket from Evansville to Chicago. Then Smith went to sleep. The porter's deposition shows that he locked the sleeper and went for the ticket. Smith states his suitcase was missing when he awoke and blames the company, although the porter is said to have told him the rules of the company required him not to leave the car even to buy a ticket.

BUTCHER WINS SUIT FOR NOTE

Joseph Badura Gets Judgment for $389 Against Doctor.

Joseph Badura, an East Side butcher, won his suit against Dr. P. L. McKenzie in the Circuit Court yesterday afternoon. It was tried before a jury in Judge Cleland's department. Badura alleged that he was induced to purchase $2000 worth of mining stock which he afterward found worthless. He demanded the return of his money, he said, and received from McKenzie, Charles Ripton and James Baumgartner notes for $500 each. The suit tried yesterday was to recover $500 on Dr. McKenzie's note. The verdict was for $389. Attorney Ralph W. Fisher, who was murdered by James Finch, appeared as McKenzie's attorney when the suit was filed.

Franchise for Barnes Road Line.

Judge Webster and Commissioners Lightner and Barnes granted to the Western Oregon Trust Company yesterday a franchise to construct a street railway for 1500 feet along the Barnes road, connecting with the west end of Washington street. The county receives nothing for the franchise. It is stipulated therein that construction work must commence within six months, and that the work must be finished within 18 months. In case work is not commenced on time, or is not finished within the year and a half the County Court must give the company 15 days' notice before doing the work itself, or canceling the franchise. If the county takes up the work it may charge the expense to the company.

One kind of Mexican pineapple, known as the cayenne, is entirely free from spines, and the flesh is much more tender and juicy. These cost up to 75 cents apiece, and the demand is far ahead of the supply.

MEN Cured

DR. TAYLOR,
The Leading Specialist.

I have treated men's diseases only for 25 years, and one year of my practice represents a greater volume of good experience than several years brings the average physician or specialist. In explanation of this statement will say that I have been the busiest specialist upon this Coast, curing several cases to other physicians' one. I began my practice with accurate knowledge concerning men's diseases, and my patients have received thoroughly scientific treatment. I have not only treated an unusual number of cases, but have treated them rightly, thus acquiring an abundance of the very best kind of experience—experience of positive value to those I treat and experience that enables me to offer cures with certainty of effecting them.

If I did not know that I could thoroughly cure any ailment of men, I could not afford to agree that you pay me after I cure you. Neither could I afford to undertake a cure for the low fee I charge.

Weakness

My ability to cure these derangements commonly termed "weakness" has done more to extend my reputation as a specialist in men's diseases than any other thing. I was the first to discover that "weakness" is merely a symptom resulting from a chronically inflamed prostate gland, and that to remove this inflammation is the only method of permanently restoring lost vigor. To this day my system of local treatment is the only scientific one in use. In years I have not failed to effect a complete cure. There are two reasons for this. First, the unequaled effectiveness of my method; second, because I attempt to cure no incurable cases. My long experience enables me to recognize those that have passed into an incurable stage, and I treat only such as I know I can cure.

PAY WHEN CURED

I Also Cure Promptly and Permanently

Varicose Veins, Spermatorrhoea, Piles, Specific Blood Poison, Contracted Disorders and All Reflex Ailments.

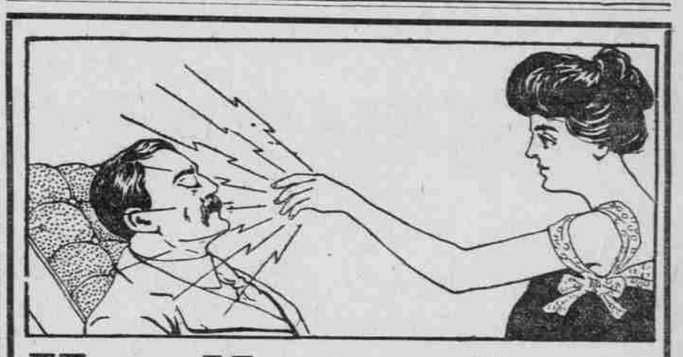
You never find absurd or misleading statements in my announcements. I state nothing but the SQUARE, HONEST TRUTH.

Advice and Consultation Free

Come and have a private talk with me concerning your ailment. Even if you are not prepared to undergo treatment at this time, I can always give helpful suggestions to men who are diseased or weak. If you cannot come to Portland, write for particulars of my system of home treatment. Interesting literature and colored charts if you will call.

The DR. TAYLOR Co.

234½ MORRISON STREET, PORTLAND, OREGON.
CORNER MORRISON AND SECOND STREETS.
OFFICE HOURS—9 A. M. TO 9 P. M. SUNDAYS, 10 TO 1 ONLY.



How Nature Cures

Like a Fairy Applying Her Magic Wand

Did you ever wonder why drugs did not cure you? How often have you wondered why it was your doctor's advice brought you no permanent relief? You seem to get better for a time, only to relapse again and again until Nature rebels at the drugs you have taken and you get well in spite of the poisons. If you don't get well your case becomes severely chronic and you feel more like spending your days sitting around than to be up and doing. There is a drugless remedy that restores all such chronic weakness, which you can use in your own home without the use of drugs or physicians. That remedy is Electricity. If used right it will cure functional derangements of the bowels, kidneys, liver and stomach. It sends the thrill of life through your veins. New and wonderful advances have been made in the art of applying this great healing power—it gives new life to all the organs. There can be no relapse from its application with the right degree of power.

What a difference from the old method of dosing with dangerous drugs. Now you can sit about in the evening and cure yourself in your own home without drugs. It is like a fairy applying her Magic Wand in the dreams of imagination. Read more about Electro-Vigor.

I will send any man or woman a beautiful 100-page book, illustrated, which explains the new method of curing with Electro-Vigor. Send this coupon. Call if you can—8:30 a. m. to 8 p. m.

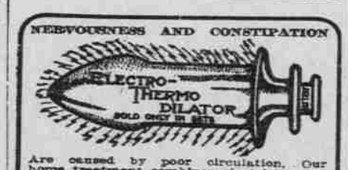
DR. S. G. HALL CO.
1314 Second Ave., Seattle, Wash.
Please send me one copy of men's women's book. Cross out the one you do not want.
6-10-09
Name .....
Address .....

THE POPULAR

BLACK & WHITE

SCOTCH WHISKY

NERVOUSNESS AND CONSTIPATION



Are caused by poor circulation. Our home treatment combines electricity and dilation and permanently cures Constipation, Piles or any Intestinal, Rectal or Nervous Disorders. There is just enough electricity furnished to be very beneficial. Our appliances are sold under a positive guarantee. Write for free booklet. ELECTRO-SURGICAL APPLIANCE CO., 402 C. W. Hellman Bldg., Los Angeles, Cal.

FOR WOMEN ONLY

Dr. Sanderson's Compound Savin and Cotton Root Pills, the best and only reliable remedy for FEMALE TROUBLES AND IRREGULARITIES. Cure the most obstinate cases in 8 to 10 days. Price $2 per box, or 3 for $5; mailed in plain wrapper. Address T. J. PIERCE, 316 Alisky bldg., Woodard, Clarke & Co., 4th and Wash.

WONDERFUL REMEDIES From herbs and roots, cure cancer, nervousness, catarrh, asthma, coughs, la-grippe, lung, liver, throat, kidney and stomach troubles; also all private diseases. No operations. We cure when others fail. Consultation free. Young Ming Chinese Medicine Co., 247 Taylor st., bet. 2d & 3d

TO-NIGHT Cascarets

THEY WORK WHILE YOU SLEEP

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