BAD MANAGEMENT OF FUNDS CHARGED

Edward Quackenbush Accused of Carelessness in Handling Calef Estate.

$14,000 ASKED RETURNED

Mrs. Almira Calef Potblado Wood Makes Charges That No Books Have Been Kept and Affairs Are Badly Tangled Up.

Charging the manner in which he has kept the accounts of the Charles E. Calef estate "reflect in no small degree upon the good faith" of Edward Quackenbush, the only surviving executor, Mrs. Almira Calef Potblado Wood filed objections in the County Court yesterday afternoon. Williams, Wood & Linthicum and Walter S. Asher are her attorneys. She says for 31 years a set of books has not been kept, and the affairs of the estate were found to be in such a tangle it was necessary to employ the services of the George T. Murton Audit Company to straighten them out.

The charges made by Mrs. Wood are that Quackenbush failed to take adequate security for money loaned under the terms of the will, that he obtained no orders from the court for his transactions for many years, that he gave Mrs. Wood and Allen Calef money in excess of the sums stipulated in the will, and without court order.

The will provided that when Allen Calef was 30 years old, and Mrs. Wood 30, the executors, of whom there were originally three, were to turn the estate over to them. But Mrs. Wood says that although she demanded several times that the affairs be wound up and the property turned over to her, Quackenbush always put her off. Since the death of M. S. Burrell, one of the executors, April 11, 1885, Quackenbush has obtained only three court orders, it is charged.

Wants $14,000 Returned.

The total amount which Mrs. Wood asks the court to compel Quackenbush to refund to the estate is upwards of $14,000. The largest single amount is $4987, which Mrs. Wood says is due as interest on a note for $2500 given by S. P. Lee August 24, 1892, payable in two years, and drawing 10 per cent interest. She says the value of the security for payment of this note was $7800, exclusive of a mortgage for $1500 on a part of the Lee property. But she says there is no record with the Multnomah County Clerk of this mortgage, or of the one given the estate. She asserts the estate received only $6500 by this deal, whereas, if the money had been loaned for 16 years at 10 per cent it would have brought in $11,487. She demands the difference, alleging Quackenbush "either did not loan the money on safe security, or else, having given the security in such form that it was convertible at his will to protect other interests, has betrayed the trust imposed upon him, and when the very contingency arose against which the security was provided, the estate was called upon to suffer the loss."

Unbusinesslike Ways Set Forth.

It is set forth in the 22-page document containing the objections, that 139 loans were made by the executor before August 3, 1897, of which five are said to have been made by order of the court, 89 are secured by realty mortgages, five by bonds for deeds, never recorded, nine mortgages, no mention being made of the location of the land, 15 by land, no record of which appears on the county records, and 16 by nothing at all.

There are nine notes for amounts ranging from $300 to $2500, on which Mrs. Wood demands both the principal and interest. The oldest one was given in January, 1884, and bears 15 per cent interest.

As another instance of the executor's unbusinesslike management Mrs. Wood says he loaned $1400 to A. M. Cornelius in April, 1890, taking 170 acres of land in payment when the money was not forthcoming. She says this resulted in a loss to the estate of about $174, while the loan, at 8 per cent interest, would have brought about $4500. The property was deeded to her in 1906, she says, but she demands that Quackenbush take it back, and that she be reimbursed for the loss.

POLICEMAN WINS DAMAGE SUIT

Accused of Beating Prisoner, Jury Finds Him Not Guilty.

The $10,000 damage suit of Edward Tschabold against Policeman William H. Hyde was decided in Hyde's favor last night, by the jury in Judge Gantenbein's department of the Circuit Court which tried the case. Tschabold was assisting two officers to arrest a drunken man at Second and Pine streets on April 8, according to his story. Three more officers came later, and he withdrew. He says he made the remark that the five policemen ought to be able to take the man to the station without the use of handcuffs, when he was surprised to receive a blow on the side of the head from Hyde, who was in plain clothes. This, he said, was followed by a kick.

Hyde said he handled the man no more roughly than was necessary to quell a riot, which Tschabold was inciting. Tschabold was arrested, but was released the next morning by Judge Van Zante. John F. Logan and John H. Stevens appeared as Hyde's counsel, while Frank Schlegel and O. M. Hickey were attorneys for Tschabold.

GROOVED RAILS TO BLAME

Injured by Streetcar, Joseph Dietsch Sues Company for $1000.

The grooved rails put in by the Portland Railway, Light & Power Company are said by Joseph Dietsch to have been responsible for an accident at 9:30 A. M. April 27, in which he suffered a crushed hand and a bruised leg and hip. He has brought suit in the Circuit Court against the streetcar company to recover $1500 damages.

Dietsch was screening gravel near East Twenty-first and Clinton streets, when the wheels of a wagon became wedged into the grooved rails. A car came up, and Dietsch says the motorman asked him to hold a plank, six feet long, between the car and the wagon. The motorman carelessly threw on all the power, says Dietsch, twisting the plank from his hands, and throwing him against the wagonbed and wheels. He went to the hospital, and says he will not be able to use the hand for 60 days. He was earning $2.25 a day.

Sons Complain of Father.

The three sons of John Burrows, who recently filed a petition in the County Court that they be compelled to support him, have filed an answer in which they say he has property of his own, that he will not stay with his wife, and is intemperate. They say he owns a half interest in a Newport hotel worth $2500. If he were willing to live with his wife he could live there in comfort, they say. They object to permitting him to live with them when he will not obey reasonable rules they have laid down. They say they are willing to pay for his maintenance in a home for the aged. Burrows is 79 years old. His three sons are H. B. Burrows, Ernest J. Burrows and Horace J. Burrows.

Brannick Estate Closed.

The final account of E. J. Brannick, administrator of E. M. Brannick's estate, was filed in the County Court yesterday. The property is worth more than $50,000, although the exact value is not stated. The only heirs are the widow, Mrs. Bridget M. Brannick, and the administrator. The property is as follows: Notes aggregating $39,260, $17,196 cash, 283 shares in Studebaker Bros. Co., N. W.; 18 shares in National Bank of Commerce, Kansas City; 30 shares in Midland National Bank, Kansas City, and 23,000 shares in Twisp King Gold Mining Company.

Notes of the Courts.

R. S. Howard, receiver of the Title, Guarantee & Trust Company, brought suit in the Circuit Court yesterday against Harry S. Attix and Andrew H. Northrup to recover $1537 on a note, and $200 attorney's fees.

Seid Back has filed suit in the Circuit Court to recover $5500 from Wong Chock Way. He says he loaned the money to Wong last year.

Christy Nicholson, the 15-year-old boy arrested by Deputy Sheriffs Constable and Sweeney, at Riverdale Station, on the Oswego branch of the Southern Pacific, will have his hearing in the Juvenile Court this afternoon. He is said to have stolen about $50 worth of carpenters' tools from the new house which is being built at Palatine Hill for Ira F. Powers.

A verdict for the defendant was read in Judge Gatens' department of the Circuit Court yesterday morning in the case of Christ Spreen against W. J. Green. He sued for $600, alleging fraud.

The will of Thomas Harry Bennett, who died May 29, was admitted to probate in the County Court yesterday afternoon. Florence Ann Bennett and Joseph M. Teal are named in the will as executors, and these were appointed by Judge Webster yesterday. The will, dated November 9, 1904, provides that half the estate shall go to the widow, the other half to be held in trust by the executors for the daughter, Florence Neve Bennett until she shall reach the age of 21, when it is to be turned over to her.

NEW CLERK IS CHOSEN

NICHOLAS D. BEUTGEN TO GET MUNICIPAL COURT JOB.

Judge-elect Bennett Announces Appointment and Says He Will Ask for Another Clerk.

Nicholas D. Beutgen, ex-City Councilman and Representative in the Oregon Legislature from Multnomah County, will be the clerk of the Municipal Court when Judge-elect Frank S. Bennett takes charge July 1. Mr. Beutgen was tendered the position by Mr. Bennett yesterday, and during the afternoon announced he had decided to accept it. The salary is $1200 a year.

Mr. Beutgen served as Councilman several years ago and was a Representative from Multnomah County in the Legislature of two years ago. He has lived in Portland for many years, and is at present employed by the Goddard-Kelly Shoe Company. He is widely known throughout the city and state.

Nicholas D. Beutgen, Who Will Be Next Clerk of Municipal Court Under Judge Bennett.

Municipal Judge-elect Bennett filed his statement of campaign expenses yesterday afternoon with City Auditor Barbur. According to his affidavit, Mr. Bennett expended $100, which went to the Republican City Central Committee. He had no other expenses connected with his campaign, he swears. Mr. Bennett stated, in answer to a question, that he will continue to hold court sessions in the morning, at least for a while, when he takes charge. He may ask for an additional clerk, notwithstanding the fact that the people voted down a proposition to allow one. Mr. Bennett states he believes there should be a clerk at police headquarters at night to issue emergency complaints and warrants. The City Council can supply this assistance, if it is deemed advisable.

PORTLAND DAY

At the State University Commencement Exercises in Eugene.

Will be Wednesday next, June 23. It is also the day set for the dedication of the beautiful park surrounding the new depot buildings in that city. A special train will leave Portland Union Depot for the occasion at 7:30 A. M. returning, leave Eugene 7 P. M. One fare for the round trip. A complimentary luncheon will be served at noon time on the university grounds. Get your tickets early at the city ticket office, Third and Washington streets, so that ample accommodations may be provided.

San Francisco.—Steamer Asia is being rushed across the Pacific with 1000 tons of tea to avoid the increase of duty expected under the new tariff.

MUCH MONEY SPENT

P. R., L. & P. Co. Pays Out Nearly $230,000.

IMPROVES IN MANY WAYS

Track Extensions Under Way, Work on Electric Building Is Being Rushed, Bluff on O. W. P. Is Going, New Cars Ordered.

Almost $230,000 has been expended by the Portland Railway, Light & Power Company during the month of May in improvements and renewals, according to President Josselyn. The exact amount was $229,023.63 and included the sums spent on street paving. Taking the first five months of the year together, the company will have expended a total of $774,928.38, a larger sum than has ever been spent for repairs and renewals during a similar period.

Still heavier expenditure is scheduled for the last half of the year, when new equipment is to be delivered, track extensions made and the Electric building completed. In addition to this the work on the bluff on the O. W. P. division is progressing steadily and payments for this part of the work are just beginning to be made. The bluff is to be cut down until a level space of over 12 acres is provided, on which carbarns and repair shops will be erected, the whole work extending over two years.

Ground has been broken and excavations started for the new carbarns at Sellwood, where also a handsome clubhouse for the use of employes on the Sellwood division will later be erected. Similar preliminary work is in progress at the site of the new steam station in East Portland.

Active preliminary work by the company's engineering staff has started on the Upper Clackamas River, where power will be obtained to take care of the peak load of the evening. This water-power site, together with the present supply, it is believed, will take care of any possible call on the electric supply of the company.

Great progress is being made by the company on the Electric building, Seventh and Alder. Structural steel is arriving daily and more rapid building operations are about to begin.

Forty-two new cars have been ordered for the Portland service. They are of the "pay-as-you-enter" type, which President Josselyn declares has given unquestioned satisfaction. Twenty of the cars will be placed in service September 1 and the rest November 1.

"We are going steadily ahead," said Mr. Josselyn yesterday, "and work is just commencing in real earnest on all our activities that must be under full swing long before the close of the year."

MANY CONVENTIONS ARE HELD

Railroad Issues List of Meetings on Coast This Year.

A valuable index to the conventions being held this Summer on the Pacific Coast has been issued by the Northern Pacific Railway. In addition to the list of conventions, a hotel list is given, which contains the hotels and rates of most of the hostelries on the North Pacific Coast. The convention list given follows:

American Institute of Banking, Seattle, Wash., June 21-23, 1909.
Association of American Experimental Stations and Agricultural Colleges, State University presidents, Portland, August 18-20, 1909.
National Association, Farmers' Institute, Portland, August 16-17, 1909.
National Irrigation Congress, Spokane, Wash., August 9-14, 1909.
American Association of Title Men, Seattle, Wash., August, 9-11, 1909.
American Prison Association, Seattle, Wash., August 16-19, 1909.
Delta Sigma Delta, Seattle, Wash., July 24, 1909.
National Lumber Manufacturers' Association, Seattle, Wash., June 29-30, 1909.
Swedish-Finnish Temperance Association of America, Seattle, Wash., July 29, 1909.
Women's Home Missionary Society of M. E. Church, Los Angeles, Cal., September or October, 1909.
U. S. National Guard Association, Los Angeles, Cal., September 27, 1909.
National Commandery of Naval and Military Order of the Spanish-American War, Tacoma, Wash., September 8-10, 1909.
American Association of Park Superintendents, Seattle, Wash., August 9-11, 1909.
National Association of Mutual Insurance Companies, Portland, August 17-19, 1909.
Benevolent Protective Order of Elks, Los Angeles, Cal., July 11-17, 1909.
National Editorial Association, Seattle, Wash., July 19, 1909.
Independent Order of Oddfellows, Seattle, Wash., September 20-23, 1909.
Northern Baptists, Portland, June 25-July 2, 1909.
National Undertakers' Association, Portland, September 28-October 1, 1909.
National American Woman Suffrage Association, Seattle, Wash., July 1-7, 1909.
International Epworth League, Seattle, Wash., July 7-12, 1909.
Amateur Athletic Union, Seattle, Wash.
Alaska-Yukon-Pacific Exposition, Seattle, Wash., June 1 to October 16, 1909.
Rainier National Park and Paradise Valley, from Tacoma by auto or rail, June 1 to October 1, 1909.

The Portland Rose Festival, the Grocers' Convention at Portland and the Western Bowling Congress at Seattle were also included in the list, but these have now passed.

COUPLE MARRIES IN SECRET

Mrs. Margaret Grayson Became Mrs. J. H. Lynch Six Months Ago.

Considerable interest was expressed in the Wells-Fargo building yesterday over gossip that Miss Margaret Grayson was married to James Henry Lynch, chief clerk of the Terminal Company, some six months ago.

Mrs. Grayson was unaware of her daughter's marriage and received the information yesterday afternoon to her great surprise. Miss Grayson is secretary to R. B. Miller, general freight agent of the Harriman forces, who is absent in Chicago. Mrs. Lynch said the marriage took place at Vancouver, Wash., December 31, last year, and the wedding ceremony was performed by Justice of the Peace Scanlon. She said she did not believe her mother would have any objection to the marriage, but thought it would be "great fun" to have a runaway match. According to the gossip current in the building a local newspaper man was responsible for aiding the couple, assisting them to obtain the license and keep the affair dark.

DAKOTA FARMERS SEE CITY

Excursion Bringing 71 Wheatgrowers, Who Express Surprise.

An excursion of 71 North Dakota farmers was in Portland yesterday, sizing up the city and trying to see the Portland viewpoint of things. They admitted there was something about Portland they did not quite fathom; they had expected a village and they found a great city. They did not make the statement quite so baldly, but their questions regarding Portland were almost ludicrous, so small an estimate of the city did they show.

The excursion had been arranged under the auspices of the Bull River Falls Mining Company, of Bull River Falls, B. C. Starting from St. Paul, the run was made across the continent to Portland by a special train of sleepers and baggage car. There was no dining car and no observation car. They left Portland last night, running as a second section of N. P. No. 2.

In Portland the morning was spent in automobiles, viewing the city, and the afternoon was spent viewing the Willamette and Columbia Rivers by launches. Expressions of delight were heard on all sides, but it was a commonly expressed opinion that "the wheat lands of Oregon are not near as good as Dakota." The Dakota climate was not discussed in comparison with that of Oregon.

Pamphlets on West Issued.

A valuable contribution to the pamphlet literature on archaeology has been issued by the Denver & Rio Grande road, under the title of "Ancient Ruins of the Southwest." The text is by Dr. Edgar L. Hewett and the work is profusely illustrated with valuable cuts, printed on excellent paper. Practically no advertising disfigures the work.

The Oregon Electric Railroad has issued a map-pamphlet of the route and proposed route of its road. The map is large, colored, and shows the topographical features of the country, with its varying elevation.

Bankers to Visit Portland.

Local offices of the Northern Pacific Company yesterday were advised that a special train, consisting of seven cars, left St. Paul during the day for the Pacific Coast to attend the annual meeting of the National Bankers' Association, which will be held in Tacoma this month. The party includes 125 persons who will pass through Portland on their way to the convention city the latter part of the week.

TELEPHONE TO LEAVE?

RIVER STEAMER MAY BE SENT TO PUGET SOUND.

Painters at Work on Boat, Placing Her in Shape to Go Into Commission—Owners Will Not Talk.

Painters have been placed at work overhauling the old steamer Telephone at the Victoria dolphins, preparatory to placing that craft in commission. While the owners will not make a definite statement as to the future operation of the craft, it is learned from a reliable source that she will be sent to Puget Sound, where she will operate on a passenger run. The Telephone will be placed on drydock before she is equipped for the voyage up the coast.

Rumors of the sale of the Telephone have been frequent since the vessel was returned to the owners in the Fall of 1907, on completion of the charter to the Regulator Line. None of these rumors took form until yesterday, when a full painter's crew was put on board cleaning up the boat.

The Telephone was built at Portland in 1903, and after completion was tied up at the old Dunlway dock on the East Side. During the Lewis and Clark Fair in 1905 she made a few trips as an excursion boat between Portland and the Cascade Locks. After that she was tied up. In 1907 she was leased to the Regulator Line and operated between Portland and The Dalles while the new steamer Bailey Gatzert was in course of construction. Since that time she has been moored at the Victoria dolphins.

The Telephone is the third vessel to bear that name on the Columbia River. She is a speedy craft, but her furnace was constructed to burn wood, and it proved unprofitable to work the craft on that basis. When she was taken over by the Regulator people grates were installed and coal was used for fuel.

STEAMER INTELLIGENCE.
Due to Arrive.

Name.	From.	Date.
Selja	Hongkong	In port
Arabia	Hongkong	In port
Rose City	San Francisco	In port
Eureka	Eureka	In port
Alliance	Coos Bay	In port
Sue H. Elmore	Tillamook	June 18
Breakwater	Coos Bay	June 20
Argo	Tillamook	June 20
Riverside	San Francisco	June 20
State of Cal	San Francisco	June 21
Geo. W. Elder	San Pedro	June 22
Roanoke	San Pedro	June 28

Scheduled to Depart.

Name.	For.	Date.
Sue H. Elmore	Tillamook	June 19
Alliance	Coos Bay	June 19
Rose City	San Francisco	June 19
Eureka	Eureka	June 22
Argo	Tillamook	June 22
Breakwater	Coos Bay	June 23
Riverside	San Francisco	June 23
Arabia	Hongkong	June 24
Geo. W. Elder	San Pedro	June 24
State of Cal	San Francisco	June 26
Roanoke	San Pedro	June 29

Entered Thursday.

J. Marhoffet, Am. steamship (Winkle), with general cargo, from San Francisco.

WILLAMETTE RISING SLOWLY

River Will Reach 21-Foot Stage at Portland, Sunday.

At Portland the Willamette is rising at the rate of only .3 of a foot a day. At this rate the river will reach a 21-foot stage here by Sunday. Forecast Official Beals, of the Weather Bureau, is unable to predict a greater stage than that at the present time. At The Dalles the rise yesterday was .7 of a foot, the greatest noted at any point on the Upper Columbia or Snake Rivers, except Lewiston.

At Newport the rise was barely perceptible, while at other places on the Columbia it stood from .5 to .6 of a foot. Cool nights and warm days east of the Blue Mountains will keep the water at a standstill for several days, and it will then begin to fall.

Oregon Drydock Takes First Plunge.

From the ways of the Portland Shipbuilding Company the new Oregon drydock took her initial plunge yesterday morning. There were a few interested spectators, and the ceremony was pulled off without a hitch. The Oregon will be placed in position adjacent to the plant of the Willamette Iron & Steel Works as soon as the water in the Willamette subsides sufficiently. The dock will be in operation by September 1.

Fire Caused Wreck of Bark Turgot.

Fire, which broke out in the hold of the French bark Turgot, is responsible for the loss of that vessel. The craft is on the beach 30 miles from Hull, from which port she sailed. Additional information has been received by local shipping men regarding the loss of the French craft. No lives were lost, but the vessel will prove a total loss. The Turgot was outward bound from Hull for Tacoma with pig iron, firebrick and general cargo. Her inward cargo was for Balfour, Guthrie & Co., and she was under outward charter to the Portland Flouring Mills Company.

Tacoma Marine Notes.

TACOMA, June 17.—The steam schooner J. B. Tetson left with a cargo of lumber for San Francisco. She will stop at Seattle for passengers.

The steamer Northland arrived in port from the Columbia River to complete lumber cargo for San Francisco.

The steamer Seapora returned from Quartermaster and will leave out tonight.

The Matson liner Hiades will arrive in port tomorrow with general freight.

The steamer Ella is due at Quartermaster Harbor tomorrow.

Grounds in Fraser River.

VANCOUVER, B. C., June 17.—(Special.)—The British bark Puritan, loaded with 2,000,000 feet of lumber, ran ashore in the Fraser River last night while being towed out to sea by the tug Pioneer. She is resting on an even keel on a sandbar and probably will be floated safely tonight. She is enroute to Australia.

Marine Notes.

The steamship Lansing sailed at daylight yesterday for Port Harford.

The steamship Rose City will sail for San Francisco tomorrow morning at 9 o'clock.

The steam schooner J. Marhoffer is discharging general cargo at Columbia dock No. 1.

With general cargo and passengers from Coos Bay, the steamship Alliance arrived up yesterday morning.

The oil-tank steamship Atlas, from San Francisco, arrived up yesterday and is discharging at the Portsmouth tanks.

The cargo of the German steamship Arabia will be discharged some time today. She will load outward cargo at Inman-Poulsen's.

Arrivals and Departures.

PORTLAND, June 17.—Arrived—Steamship Alliance, from Coos Bay; steamship Atlas, from San Francisco. Sailed—Steamship Lansing, for San Francisco.

Astoria, Or., June 17.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 32 miles; weather, clear. Sailed at 3 A. M.—Steamer Breakwater, for Coos Bay. Arrived at 3:30 and left up at 6 A. M.—Steamer Atlas, from San Francisco. Sailed at 7 A. M.—Steamer Argo, for Tillamook. Sailed at 8:10 A. M.—Steamer Roanoke, for San Pedro and way ports. Sailed at 12:25 P. M.—Steamer Lansing, for Port Harford.

San Francisco, June 17.—Arrived and sailed at 1 P. M.—Steamer Geo. W. Elder, from San Pedro, for Portland. Sailed at midnight—Steamer Nome City, for Portland; steamer Cascade, for Columbia River. Newcastle, June 17.—Sailed—French bark Hoche, for Portland.

San Pedro, June 17.—Sailed yesterday—Steamer Shoshone, for Columbia River.

Valparaiso, June 17.—Arrived previously—Anubis, from Hamburg, etc., via Punta Arenas, for San Francisco, Nicaragua, Hamburg and Genoa, etc., for Puget Sound.

San Francisco, June 17.—Arrived—Steamer Raymond, from Grays Harbor; steamer M. F. Plant, from Coos Bay; steamer Maverick, from Seattle. Sailed—Steamer China, for Hongkong; steamer North Fork, for New York and Philadelphia; steamer Nome City, for Astoria; steamer George W. Elder, for Portland; steamer Carmel, for Willapa.

Seattle, June 17.—Arrived—Steamer Carlos, from San Francisco; steam schooner Winnebago, from San Francisco; steam schooner Jim Butler, from San Francisco; steamer City of Seattle, from Skagway and ports; steamer Mackinaw, from Tacoma. Sailed—Steam schooner Carlos, for Port Ludlow; steam schooners Winnebago and Jim Butler, for Everett; steamer Admiral Sampson, for San Francisco and San Pedro; German steamer Ella, for Quartermaster's Harbor, to enter drydock; steamer Humboldt, for Skagway.

Tides at Astoria Friday.

High.	Low.
0:20 A. M.....9.6 feet	7:30 A. M.....1.4 feet
1:52 P. M.....7.0 feet	7:22 P. M.....3.4 feet

Nearly every Japanese son follows the profession or trade of his father.

MY SPECIALTY

MEN'S DISEASES

There is no ailment peculiar to men that I cannot cure. For 25 years I have devoted my entire time and energy to the treatment of men's diseases.

My methods have been perfected by actual experience, with a thorough theoretical knowledge as a basis. I am the only physician thoroughly and permanently curing those functional derangements due to Inflammation of the Prostate Gland, which depress the entire nervous system, and my success in overcoming such cases has placed me foremost among specialists treating men's diseases, and has brought me the largest practice of its kind in the West.

DR. TAYLOR, The Leading Specialist.

Every afflicted man is invited to write me a description of his case. Such is my knowledge of men's diseases and so perfect are my methods of treating them, that I am able to effect cures in all ordinary cases without seeing the patient in person. All correspondence strictly confidential. Those visiting Portland may feel free to call at my office for personal consultation.

You Can Pay When Cured

The vast multitudes of men who have taken my treatment have not been disappointed. They know that I do not promise more than I perform. To them I have actually illustrated in the cure of their own cases the truth of what I claim, namely, that my treatment is as certain to cure as it is that my patient engages my services and follows my directions. My success is due not alone to education, experience, skill and scientific equipment, but to the fact that I limit my study and practice strictly to diseases and weaknesses of men. To male maladies alone I have earnestly and exclusively devoted 25 years of my life, and on them all my faculties are concentrated.

OBSTRUCTIONS—My treatment is absolutely painless, and perfect results can be depended upon in every instance. I do no cutting or dilating whatever.

Contracted Disorders

Every case of contracted disease I treat is thoroughly cured; my patients have no relapses. When I pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the disease will return in its original form or work its way into the general system. No contracted disorder is so trivial as to warrant uncertain methods of treatment, and I especially solicit those cases that other doctors have been unable to cure.

I have the largest practice because I invariably fulfill my promises.

My Colored Chart showing the male anatomy and affording an interesting study in men's diseases free at office.

Varicose Veins

Without using knife, ligature or caustic, without pain and without detention from business, I cure varicose veins in one week. If you have sought a cure elsewhere and been disappointed, or if you fear the harsh methods that most physicians employ in treating this disease, come to me and I will cure you soundly and permanently by a gentle and painless method. Don't delay. Varicose veins has its dangers and brings disastrous results. If you will call I will be pleased to explain my method of curing.

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

The Dr. Taylor Co. Cor. Second and Morrison Sts. Private Entrance, 234½ Morrison, Portland, Or.

Hours 9 A. M. to 9 P. M. Sundays, 10 A. M. to 1 P. M.

HER PHYSICIAN ADVISED

Taking Lydia E. Pinkham's Vegetable Compound

Columbus, Ohio.—"I have taken Lydia E. Pinkham's Vegetable Compound during change of life. My doctor told me it was good, and since taking it I feel so much better that I can do all my work again. I think Lydia E. Pinkham's Vegetable Compound a fine remedy for all woman's troubles, and I never forget to tell my friends what it has done for me."—MRS. E. HANSON, 304 East Long St., Columbus, Ohio.

Another Woman Helped.

Graniteville, Vt.—"I was passing through the Change of Life and suffered from nervousness and other annoying symptoms. Lydia E. Pinkham's Vegetable Compound restored my health and strength, and proved worth mountains of gold to me. For the sake of other suffering women I am willing you should publish my letter."—MRS. CHARLES BARCLAY, R.F.D., Graniteville, Vt.

Women who are passing through this critical period or who are suffering from any of those distressing ills peculiar to their sex should not lose sight of the fact that for thirty years Lydia E. Pinkham's Vegetable Compound, which is made from roots and herbs, has been the standard remedy for female ills. In almost every community you will find women who have been restored to health by Lydia E. Pinkham's Vegetable Compound.

S.S.S. CURES SKIN DISEASES

The cause of all skin diseases can be traced to some humor or acid in the blood; the cuticle is always healthy where the circulation is free from impurities. When the blood is infected with acrid or unhealthy matter it cannot perform its natural work of nourishing the skin, regulating its temperature and preserving its normal softness, pliability and healthfulness. Instead it irritates and inflames the delicate fibres and tissues around the pores and glands and produces some of the many forms of skin disease. The itching and stinging so often accompanying skin affections are produced by the deposit from the blood of the acrid humors with which it is filled, into the sensitive membranous flesh lying just beneath the outer covering, and surrounding the countless nerves, pores and glands. This explains why scratching the outer skin affords no relief from the itching and burning. S. S. S. cures Skin Diseases of every character by purifying the blood. It goes down into the circulation and removes the humors or acids which are causing the trouble, builds up the weak, acrid blood, and permanently cures every variety of skin affection. Local applications can only soothe; they never cure because they do not reach the blood. S. S. S. goes right into the circulation, reaches the trouble and cures it by removing the cause. Book on Skin Diseases and any medical advice free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

MEN! WHEN IN PORTLAND VISIT OUR FREE

MUSEUM OF ANATOMY

291½ Morrison Street (Upstairs) Bet. Fourth and Fifth Sts.

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