# DEAL FOR LIGHTS CLOSED BY BOARD

## Mayor's Advisors Agree to Five-Year Contract With Electric Company.

## LANE SAYS HE WILL SIGN

### Official Reluctantly Comes to Terms in Long Controversy—Company Will Sue in Court for Amount Already Deducted.

The Executive Board yesterday afternoon awarded to the Portland Railway, Light & Power Company a five-year contract for furnishing electric lights for city streets, buildings and public places. Thomas G. Greene, chairman of the committee on lighting, recommended this action, and Mayor Lane will sign the documents closing up the deal, although he does so reluctantly, he stated to the Board.

The Mayor regards it as unfortunate that there is no opposing company or city plant with which to "combat" the local concern, but he said he could see no means of avoiding this outcome of the long controversy. The Mayor and Mr. Greene declared in the meeting that, with 2000 arc lamps in operation, the city will save, on this proposition, $15,000 a year over a previous bid.

The rates set forth in the contract are:

For arc lamps on the aerial service $56 a year each; for arc lamps on the under-ground system, $75 each; for incandescent lamps 2½ cents per kilowat hour. The figures in the bid of the company some weeks ago quoted arc lamps at $63.60 a year on the aerial lines, and $75 for those on the underground circuit; 3½ cents a kilowat hour for the incandescents. The company also agrees to extend lines carrying current up to 1200 feet from the nearest installed arc lamps whenever ordered by the Board.

### City Has Withheld $29,479.

The controversy over arrearages claimed by the company from the city is in statu quo, and if the company believes it has a right to $29,479 held back by the municipal officials, it has the right to go into court, the report of Chairman Greene states. It will be recalled that the city, through Mayor Lane and the Executive Board, held out each month about one-third of the amount claimed by the company for lighting service, alleging that the current furnished lacked that much of the amount called for in the contract. The Mayor and the Board withheld this amount each month, until the company finally threatened to stop the service. There followed a continuation of the controversy, and for a time it looked as though the city would be plunged in darkness.

Meanwhile, the city's contract with the company expired, and President Josselyn, of the company, served notice that he would shut off the service unless a contract was entered into, and stipulated one for five years should be awarded him, if the city wished the service. The City Council followed the terms of the charter and passed an ordinance authorizing the Executive Board to let the contract for not to exceed five years.

Several efforts were made to adjust the matter, but without avail, until Mr. Greene took up the matter with Mr. Josselyn, after the last bid was received. That bid was called for by the Board, and when it was opened Mr. Greene asked permission to take up the proposition with Mr. Josselyn and see if a better figure could not be obtained.

### Two Vote in Negative.

After the reading of the committee's report yesterday afternoon, Mayor Lane ordered a rollcall of the Board members, and this resulted in a vote of four to two in favor of the contract. Newell expressed regret that the "city is compelled to enter into so long a contract with this company." He said that he felt it to be lamentable that there is no way around this action, and that, so far as he is concerned, he will not sanction the award of a long-term contract at "fancy figures."

There was an amusing tilt between Mr. Esterly and Mr. Greene. Mr. Esterly remarked that he voted favorably on the rollcall because Mr. Greene recommended it, but said he would like to know whether Mr. Greene really favored this action, everything considered.

"I have never heartily favored anything since I have been in this Board," replied Mr. Greene, with considerable warmth. "Many times things have been very unpleasant to me, but I have recommended certain things simply because I took into consideration the circumstances at hand at the time. Now, I have made my report on this lighting matter, which you heard read, and I don't give a 'tinker's dam' whether you vote for or against it."

### Lane Gives His Views.

After the rollcall was finished, Mr. Esterly asked permission to change his vote, which was granted, making the vote four to two. Messrs. Greene, Swett, Sullivan and Smith voted favorably.

Mayor Lane said:

"Gentlemen, I tell you I hate to sign that contract. I am sorry the city has to tie up to it for so long a term. I wish we had a municipal plant or competition—something to save the city with. Under all the circumstances, I do not see what else we can do, and so I guess we will have to enter into the contract, but we have saved the city a lot of money by securing these new figures and concessions."

"I don't wish to be known as favoring a municipal lighting plant," said Mr. Greene, "as I am not very strong on that business; but I think we got a mighty good contract with the power company by securing the concessions granted by Mr. Josselyn."

The city at present has 1662 arc lamps in operation. Pending the adjustment of the controversy, the company has not installed any additional lamps, and there is a great clamor for new ones all over the city, and especially in the suburbs.

# MAYOR WRITES A LETTER

### Excuses His Administration for Dilatory and Obstructive Tactics.

PORTLAND, Or., June 22.—(To the Editor.)—To correct some erroneous statements which have appeared in The Oregonian and which were made no doubt under a misapprehension of the actual conditions as they relate to certain matters of public expenditures, I would respectfully say that the delay in the construction of the Hawthorne-avenue bridge has been due to the fact that the validity of the amendments to the city charter (one of which made provision for it) was attacked in the courts, and the matter was only settled a few months ago by a decision of the Supreme Court of the state.

After this a question arose as to the rights of the street railway company to the use of the bridge and an exhaustive analysis of the matter had to be secured from the City Attorney before the work could be undertaken.

There has been no needless or useless delay upon the part of the Executive Board or myself, and as soon as the rights of the city were ascertained the work of securing plans, etc., was begun and everything has been done to hasten and hurry along the building of the bridge. It would have been unwise to have undertaken its construction in the face of a decision from one of the lower courts proclaiming such act to be unlawful.

You have also stated that after months of unnecessary delay I will sign a contract for public lighting on the same terms which were formerly offered to the city by the lighting company. In this you are mistaken. I will sign no contract for public lighting unless it is based upon better terms than those which were formerly offered to the city. Of this you may rest assured.

As I understand its terms the tender now being made is more favorable to the city than any which have preceded it. However, if it is not reasonable and fair it will not be accepted by me.

You state that I have resisted the courts and have refused to obey their orders, thereby showing a lack of respect for the laws. In reply to which I would say that there are certain claims which have been urged upon the city for payment which I do not consider just and I have refused to sign warrants for them.

These questions have taken them into court and I have been served with notice that I must either sign the warrants, or failing to do so that I shall appear and show cause for my refusal. I have accepted the latter proposition, which is an alternative one, as I have the right to do, and in choosing this course I have shown neither contempt nor disrespect for the courts or the laws, but am merely doing the best I can under the circumstances to prevent injustice being done to the city and to head off irregular raids upon its treasury.

Cunning tricks to eliminate competition, and ingeniously devised methods to get at the people's money which are unutterably dishonest in fact and in principle, yet manage to slip in under the law by the skins of their teeth, come bobbing up from time to time, and when I can do so I head them off quietly, and when I am unable to do that and as a last resort I bat them over the head openly and unceremoniously and the method no doubt is crude and unpolished and the necessity for it is to be deplored, yet under the circumstances, as I see them, I have no choice.

HARRY LANE, Mayor.

**NOMINATED JUSTICE SUPREME COURT OF PHILIPPINES.**

Judge Charles D. Elliott.

WASHINGTON, June 22.—(Special.)—Judge Charles D. Elliott, of the Minnesota Supreme Court, has been nominated as a Justice of the Supreme Court of the Philippines to succeed Judge Willard, recently named as Federal Judge in Minnesota in place of Milton D. Purdy. Judge Elliott was born in Morgan County, Ohio, in 1861, and has been on the bench in Minnesota for 20 years. He is the author of several textbooks.

### DAILY METEOROLOGICAL REPORT.

PORTLAND, June 22.—Maximum temperature, 70 degrees; minimum, 53 degrees. River reading at 8 A. M., 21.3 feet; change in last 24 hours, none. Total rainfall (6 P. M. to 5 P. M.), none; total since September 1, 1906, 33.72 inches; normal, 43.58 inches; deficiency, 9.86 inches. Total sunshine June 21, 10 hours, 12 minutes; possible, 15 hours, 48 minutes. Barometer (reduced to sea-level), at 5 P. M., 30.14 inches.

PACIFIC COAST WEATHER.

Observations taken at 5 P. M., Pacific time, June 22:

| STATIONS. | Maximum tempt. | Precipitation past 12 hours. | Wind Velocity | Wind Direction | State of Weather. |
|---|---|---|---|---|---|
| Baker City | 68 | 0.00 | 4 | NW | Clear |
| Bismarck | 80 | T. | 14 | NW | Pt. cloudy |
| Boise | 80 | 0.00 | 10 | N | Pt. cloudy |
| Helena | 68 | 0.00 | 14 | W | Pt. cloudy |
| North Head | 56 | 0.00 | 12 | NW | Cloudy |
| Pocatello | 78 | 0.00 | 16 | W | Pt. cloudy |
| Portland | 70 | 0.00 | 6 | NW | Pt. cloudy |
| Red Bluff | 100 | 0.00 | 10 | NW | Clear |
| Roseburg | 80 | 0.00 | 6 | NW | Clear |
| Sacramento | 96 | 0.00 | 6 | NW | Clear |
| Salt Lake | 82 | 0.00 | 4 | NW | Pt. cloudy |
| San Francisco | 78 | 0.00 | 18 | SW | Clear |
| Spokane | 70 | 0.00 | 10 | SW | Pt. cloudy |
| Tacoma | 68 | 0.00 | 6 | N | Cloudy |
| Tatoosh Island | 56 | 0.00 | 6 | NE | Pt. cloudy |
| Walla Walla | 78 | 0.00 | 10 | SW | Clear |
| Blaine | 66 | 0.00 | 4 | S | Clear |
| Marshfield | 64 | 0.00 | 12 | NW | Clear |
| Siskiyou | 72 | 0.00 | 4 | SE | Clear |
| Kalispell | 66 | 0.00 | 8 | SW | Cloudy |
| Tonopah | 86 | 0.00 | 12 | NW | Clear |

T.—Trace.

WEATHER CONDITIONS.

The barometer has fallen slightly over the North Pacific States and cloudiness has increased along the Washington coast, but no rain has fallen at any of the reporting stations. The temperature has risen in Northern California and remained nearly stationary in Oregon, Washington and Idaho.

The indications are for fair weather in this district Wednesday, except along the Washington coast, where showers will occur.

THE RIVER.

The river at Portland has remained on a stand all day at a stage of 21.3 feet. It will fall slowly Thursday and Friday.

FORECASTS.

For the 28 hours ending midnight, June 23:

Portland and vicinity—Fair; northwesterly winds.

Oregon—Fair; northwesterly winds.

Washington—Showers west, probably fair east portion; westerly winds.

Idaho—Fair.

EDWARD A. BEALS, District Forecaster.

### Marriage Licenses.

BAY-JENKINS—William D. Bay, 40, Centralia, Wash.; Bertha Annetta Jenkins, 28, city.

BARR-POPE—Charles I. Barr, over 21, city; Etta Pope, over 18, city.

NEWBERRY-MASKE—Frank E. Newberry, 29, Salem; Victoria Maske, 24, city.

FOSKETT-PARRY—John N. Foskett, 34, city; Carrie Ada Parry, 20, city.

WILSON-NYLANDER—Harry Edward Wilson, 24, city; Lillian Nylander, over 18, city.

FUNK-WEILMAN—John Funk, 36, city; Vina Weilman, 37, city.

WEDELIN-PATTAK—Andreas Wendelin, 42, city; Anna Pattak, 29, city.

JONES-PAGE—Edwin W. Jones, 31, city; Ethel B. Page, 27, city.

SWEETLAND-GOLDMAN—Noel A. Sweetland, over 21, Arleta; Verna Goldman, 19, city.

KOMPP-CHASE—Charles K. Kompp, 21, Eugene; Mabel Chase, 23, city.

JOHNSTON-GARDNER—Joseph Lee Johnston, 35, city; Lillian M. Gardner, 23, city.

GRAVLEY-ALLEN—John A. Gravley, 27, Carlton, Or.; Ethel M. Allen, 21, city.

CASTO-SEATON—F. M. Casto, 54, Seaside; Harriet E. Seaton, 48, city.

Wedding and visiting cards. W. G. Smith & Co., Washington bldg., 4th and Wash.

Chester, Pa.—Charles Bond, of Norwood, was on his way home Monday night when he was attacked by a highwayman while crossing the Pennsylvania tracks. Just as the thug commanded Bond to hold up his hands, the Norwood man quickly thinking of a ruse, shouted: "Look out, there comes a train." The highwayman turned face about, and as he did so, Bond struck him a blow in the back of the head, felling him.

# RIVER CRAFT FAST

## Twenty Miles an Hour Made by Bailey Gatzert.

## TRIAL IN SLACK WATER

### Steamer Is Tested Over 15,980-Foot Course to Settle Controversy on Waterfront. Marine Notes.

All argument regarding the speed of the steamer Bailey Gatzert was settled yesterday when that craft rushed through the waters of the Willamette at a speed of 20 miles an hour. The run was made over a measured course of 15,980 feet (three miles and 140 feet), and under a steam pressure of 185 pounds she completed the distance in nine minutes and four seconds, in the run the steamer averaged 27 revolutions.

The Bailey Gatzert made the trial under ordinary conditions and in absolutely slack water. The cuts were dropped at Gillihan's beacon and the time taken at the Associated dock, the surveyed distance being 140 feet in excess of three miles. In addition the craft had on board about 1500 cases of salmon, a large part of which was on the bow, putting her down too much by the head on account of which she steered badly.

For a long time animated discussion has prevailed along the waterfront concerning the speed of the Bailey Gatzert. Many contended that the Telegraph and the Telephone could outdo her, but the performance of yesterday has settled the matter. Neither the Telephone nor the Telegraph has ever traveled faster than 19½ miles in slack water.

## BARKENTINE HERE IN BALLAST

### The Hawaii Takes Two Weeks for Voyage From San Francisco.

Making the trip from San Francisco in a fortnight, the American barkentine Hawaii, Captain Wilkender, moored yesterday at Linnton, where her ballast will be discharged preparatory to loading lumber for Auckland at Portland. The barkentine will receive her cargo, comprising 1,100,000 feet, at the Inman-Poulsen mill and will be dispatched by the Pacific Export Lumber Company.

In her voyage north the Hawaii sighted two schooners. These were the Snow and Burgess, bound south with a cargo of lumber, and the Americana. It is thought the Hawaii will be rid of her ballast and ready for her cargo in three days.

## HERE TO SCAN IDLE DREDGE

### L. F. Hayden, U. S. Engineer, to Remodel the Chinook.

Sent by the Government to ascertain what repairs are necessary for the remodeling of the dredge Chinook, L. F. Hayden, U. S. Engineer at Philadelphia, is here to survey the craft. Congress at its last session appropriated $200,000 to put the Chinook in shape for service at the mouth of the Columbia River and for the maintenance of the dredge. Engineer Hayden has prepared to draw plans for the remodeling of the craft which will include the installation of new boilers. The Chinook has been tied up opposite St. John for the last three years. The dredge was formerly the U. S. transport Grant.

**STEAMER INTELLIGENCE.**

**Due to Arrive.**

| Name. | From. | Date. |
|---|---|---|
| Selja | Hongkong | In port |
| Arabia | Hongkong | In port |
| Breakwater | Coos Bay | In port |
| Argo | Tillamook | In port |
| Eureka | Eureka | In port |
| Riverside | San Francisco | June 23 |
| Alliance | Coos Bay | June 23 |
| F. S. Loop | San Francisco | June 23 |
| Roanoke | San Pedro | June 28 |
| Rose City | San Francisco | June 28 |

**Scheduled to Depart.**

| Name. | For. | Date. |
|---|---|---|
| Argo | Tillamook | June 22 |
| Eureka | Eureka | June 23 |
| Breakwater | Coos Bay | June 23 |
| Riverside | San Francisco | June 23 |
| Arabia | Hongkong | June 24 |
| State of Cal. | San Francisco | June 26 |
| Alliance | Coos Bay | June 26 |
| Roanoke | San Pedro | June 29 |
| Rose City | San Francisco | July 3 |

**Entered Tuesday.**

Shoshone, steamship, from San Francisco.

Hawaii, barkentine, from San Francisco, in ballast.

F. S. Loop, steamship, from San Francisco.

State of California, steamer, from San Francisco.

**Cleared Tuesday.**

Geo. W. Elder, steamship, for San Pedro and way ports.

Sue H. Elmore, steamship, for Tillamook.

## RIVERSIDE TO ARRIVE TARDY

### American-Hawaiin Steamer to Take First Cooperage Cargo.

Due to the tardiness of a sister craft with which the American-Hawaiian steamer Riverside connects at San Francisco, the latter steamer will not arrive at Portland until tomorrow night and her enforced delay will prevent the craft from taking freight for San Francisco from this port next trip. However, on the next outgoing trip she will be laden with freight destined for New York and European ports. This consignment will consist mainly of barrel staves and hoops, which will form the first shipment of this type to be transported by the water route from Portland. A consignment of hops to be trans-shipped to London from New York and a big quantity of salmon will also be included in the Riverside's next cargo.

## ACCIDENT BLOCKS BRIDGE

### Faulty Indicator Blamed for Breaking of Rail on Morrison Draw.

Due to the breaking down of the draw-operating machinery of Morrison-street bridge and the consequent breaking of the rails at each end of the draw yesterday, the span was impassable for cars from 9 o'clock in the morning until 5 o'clock in the afternoon. While repairs were under way the car passengers were transferred from the west to east and the reverse, each side of the draw being made a temporary terminal.

The breakdown occurred in the absence of Harry Richmond, operator of the draw, A. B. Lightner, a gateman and Howard's relief, experiencing difficulty for one reason or another in manipulating the machinery. It is said the indicator showed "clear" before the rail splices were clear, bending of a shaft and breaking of the rails resulting when the controller was moved.

### Tacoma Shipping News.

TACOMA, June 22.—The steamer Sais left for the West Coast after loading a shipment of flour and lumber.

The ship J. B. Thomas finished her lumber cargo tonight for New York and will take crew as soon as possible.

The steamer President is expected tonight from down Sound to load general freight.

The steamer Cottage City was in port, loading for Alaska.

The oil steamer Maverick arrived today to discharge a carload of fuel oil.

### Marine Notes.

By tomorrow the Norwegian steamship Rygia will have stored all her cargo of lumber for Manila, to which port the steamer will carry 2,500,000 feet of fir. Space was reserved on the big freighter Selja, of the same line, yesterday for 1000 barrels of flour, representing the first shipment of flour from this port for the Far East to be transported in many weeks. The Selja will also carry lumber.

For the purpose of inspecting navigation aids at North Head and Cape Disappointment, Captain Charles F. Pond and Commander Ellicott, his relief as Lighthouse Inspector of this district, left last night on the Armeria.

Bearing 300 passengers and one of the biggest cargoes ever handled by the liner, the steamer State of California, Captain Nopander, arrived from San Francisco last night.

That the steamer Charles S. Spencer will in the near future enter the passenger and freight trade between Portland and The Dalles is reported on the waterfront.

Chief Clerk F. Lyman, of the Customhouse at El Paso, Tex., is visiting Portland.

### Arrivals and Departures.

PORTLAND, June 22.—Arrived—Steamship Shoshone, from San Francisco; steamship F. S. Loop, from San Francisco. Sailed—Steamship Geo. W. Elder, for San Pedro and way; steamship Sue H. Elmore, for Tillamook.

Astoria, Or., June 22.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 12 miles; weather, cloudy. Sailed at 6:50 A. M.—Steamer Wellesley, for San Pedro. Arrived at 10 A. M. and left up at 12:30 P. M.—Steamer F. S. Loop, from San Francisco. Sailed at 10:50 A. M.—Steamer Atlas, for San Francisco. Sailed at 3:30 P. M.—Steamer Capistrano, for San Francisco.

San Francisco, June 22.—Arrived at 2 A. M.—Steamer Johan Poulsen, from Portland. Honolulu, June 22.—Sailed June 19—Schooner Oliver J. Olson, for Columbia River.

Point Reyes, June 22.—Passed at noon—Steamer Yellowstone, from Columbia River, for San Pedro.

Falmouth, June 22.—Arrived yesterday—French bark Bossuet, from Portland.

San Francisco, June 22.—Arrived—Steamer Johan Poulsen, from Columbia River; steamer Quinault, from Willapa; steamer Alameda, from Honolulu. Sailed—Schooner Albert Meyer, for Willapa; steamer City of Pueblo, for Astoria.

### Tides at Astoria Wednesday.

| High. | Low. |
|---|---|
| 3:55 A. M....7.4 feet | 10:50 A. M....0.7 foot |
| 5:28 P. M....7.3 feet | 11:33 P. M....3.4 feet |

## HINTS FOR FRUIT SHIPPERS

### Agricultural Department to Show How to Pack for Shipment.

OREGONIAN NEWS BUREAU, Washington, June 22.—Representative Hawley has received the following letter from the Secretary of Agriculture in response to a recent recommendation on behalf of the shippers of apples, pears, peaches, prunes, grapes and other fruits grown in Oregon:

Your esteemed favor of the 10th instant is at hand, requesting that a competent man be assigned to Oregon for the purpose of teaching the people of that state how to ship various kinds of perishable fruits. This department is carrying on extensive investigations along this line in different parts of this country and it has been our desire for some time to extend the work in the extreme Northwest, but up to this time we have not been able to do so. G. Harold Powell, who is in charge of the fruit transportation and storage investigations, is planning to take a trip to Washington and Oregon during the present Summer in order to become acquainted with the problems of this nature that need developing in those states. It is Mr. Powell's intention to visit Oregon on this trip.

It will not be possible to carry on definite investigations in the Northwest during the present Summer, but I can assure you that our investigations will be extended to that section just as soon as it can be done.

### Automobile Club to Meet.

E. Henry Wemme, president of the Portland Automobile Club, has issued a call for a meeting of the members to be held at the Commercial Club tomorrow, Thursday, night, to discuss various phases of the recent automobile races and to commence plans for next year's events.

The Automobile Club is believed to have profited by the recent races and at this meeting it is expected to learn just how much money is held on the right side of the ledger. All club members having bills unpaid or who know of accounts against the club are requested to present them at this meeting.

Education is the only interest worthy the deep, controlling anxiety of the thoughtful man.—Wendell Phillips.


# A BUSY DOCTOR

A busy doctor is necessarily a successful doctor, or he would not be kept busy. To reverse the point, I am busy because I am successful, and "nothing succeeds like success." In the first place, I have steadfastly refused to divide my time on general diseases and have for many years confined my efforts exclusively to the treatment and

## CURE OF MEN'S DISEASES

By refusing to scatter my faculties over the vast number of ailments in general medicine, running into hundreds of different diseases, I have been able to concentrate my study on those selected, and thus acquire proficiency and skill. My efforts have been to find means of conserving existing remnants of, and replenishing lost vital forces in the human body without the old system of drugging and overtaxing the stomach so much. I have practiced in the institutions of the larger cities, have counseled with the most eminent authors, visited hospitals, studied hard, and have been rewarded with complete mastery over men's most distressing ailments, and thousands of rebuilt men all over the country stand ready to testify to my success along these lines.

I have found conservatism, honesty and hard study a safe rock on which to build, and for 31 years The St. Louis Medical Co. has been a beacon light on the Pacific Coast to thousands of afflicted men in whose harbor the worn-out could come quietly and have the

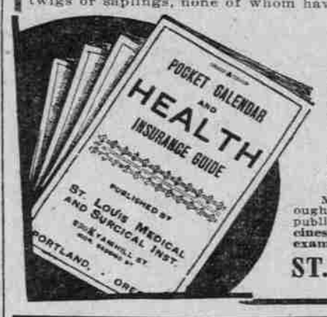
## FIRES OF YOUTH REKINDLED

and their health completely and permanently restored on the plan of a dollar's worth of honest service for a dollar.

**NOT A DOLLAR NEED BE PAID UNTIL CURED**

Such success naturally invites imitation and imitators; but, like a giant oak in a forest, with the best banks and oldtime business men to stand sponsor for me these competitors must be regarded in the light of upshoots, twigs or saplings, none of whom have existed as long as 4 or even 3 years, while the sons of old settlers who, treated at this office 25 and 30 years ago, are frequently numbered among my patients on the recommendation of their own fathers.

If you were to take an ocean voyage would you want a new, inexperienced pilot at the wheel or a man with nautical skill and experience, time tested and true? More depends on such qualifications in a doctor who is to treat the delicate and sensitive centers than on the mariner, and when selecting a physician you should consider these points.




Out of about 3000 ailments and diseases my entire time and efforts have been centered on four diseases and complications that often accompany them.

## BLOOD POISON FROM WHATEVER CAUSE

**VARICOSE VEINS OF MEN, LACK OF VITALITY** and the various distressing symptoms and complications brought on by improper advice or neglect of the right treatment and the frequently neglected results from **INFECTION** of various kinds as well as the infection itself. All pelvic diseases comprise my specialty for the reason that they almost invariably have their origin directly or indirectly from these 4 diseases to which my whole time is devoted.

I want every man who feels that he is not up to the proper standard of health to come to my office and have a confidential heart-to-heart talk with me. This will cost you absolutely nothing, and you do not place yourself under the slightest obligation to take treatment from me by so doing. I will cheerfully give you any information concerning your case free of cost, and if your condition is one that I consider curable I will make price and terms that will unquestionably be perfectly satisfactory to you.

My little booklet advertised in the lower left-hand corner contains valuable points that you ought to know, and if you can't call, write for it. I will mail it under plain cover free from public observation. Consultation and advice always free, whether at office or by mail. **Medicines from $1.50 to $6.50 a course, within any man's reach. If you cannot call, write for self-examination blank. Hours 9 A. M. to 8 P. M. Sundays, 10 to 12.**

**ST. LOUIS MEDICAL AND SURGICAL DISPENSARY**
CORNER SECOND AND YAMHILL STS., PORTLAND, OREGON.


# WHEAT EXPORTS SMALL

### GREAT DECREASE ON PACIFIC COAST IN 11 MONTHS.

### Portland Leads Puget Sound, but Is Behind on Flour Sent to Foreign Ports.

OREGONIAN NEWS BUREAU, Washington, June 22.—There has been an enormous falling off in the exportation of both wheat and flour from the ports of the Pacific Coast during the past eleven months, as compared with the exports of the corresponding months of the previous year. The wheat export of Portland for the eleven months ending with May is just half what it was a year ago, while the export from Puget Sound ports is less than a third of what it was during the eleven months ending May, 1908.

While it is true that there has been a general decline in the exportation of wheat, the falling off has been greater, proportionately, on the Coast than elsewhere. For example, the total export of wheat from the United States for the eleven months fell from 95,373,545 bushels in 1908 to 64,793,248 in 1909, but the decline at Portland was from 12,973,977 bushels to 6,350,033 bushels, while at Puget Sound there was a falling from 14,190,585 bushels last year to only 4,627,579 bushels during the past eleven months. It thus appears that Portland, though suffering a heavy decline, is exporting 50 per cent more wheat than the combined ports of Puget Sound. The exports for June will hardly change the relative standing of the two districts, for Portland during May exported no wheat whatever, and Puget Sound less than 2000 bushels.

Puget Sound continues to lead Portland in the exportation of flour, though both ports show a much smaller shipment for the past eleven months than in the corresponding months of last year. As in the case of wheat, the greatest slump occurred at Puget Sound. The total exports of that customs district in 1908 were 1,762,008 barrels, as against 808,044 barrels from Portland. But during the past eleven months Puget Sound's flour export was only 1,036,695 barrels, as against 552,423 barrels from Portland. This is a decline of over 700,000 barrels at Puget Sound, and of but 250,000 barrels at Portland. The total decline for the United States for the eleven months is approximately 3,000,000 barrels.

## BIG REVENUE FROM TIMBER

### British Columbia Realizes Surplus From American Buyers.

OREGONIAN NEWS BUREAU, Washington, June 22.—American capitalists who have invested money in British Columbia timber lands will be interested in a report, just received from Consul A. E. Smith at Victoria, who writes the Department of Commerce and Labor with reference to the surplus remaining in the Provincial treasury after the adjournment of the legislature. The assets were found to be nearly $1,500,000 in excess of expenditures. With reference to this surplus Mr. Smith says:

"Much of the increase in the revenue was due to the sale of timber licenses and royalties to American capitalists, and perhaps one of the most important results of the meeting of the legislature was the announcement by the premier that next year the government will pass a law making the timber licenses of the Province, in which the Americans have invested millions, perpetual under certain restrictions, instead of expiring in 21 years, as at present. This is very important, as it means a large increase in the value of all timber licenses issued. There is no doubt of the passage of such a law when introduced by the government.

"A law was passed at the recent session extending the time for the renewal of lapsed timber leases; the law is made retroactive as far back as November 1, 1907, but must be taken advantage of within 60 days. Under the law handloggers are no longer barred from any crown lands, but may receive licenses, provided applicants are voters or Indians."

Madrid.—According to the Imparcial, the pretender to the Spanish throne, Don Carlos, who is living in retirement in Varese, Italy, is returning from Cebral palace.


**Bunions**

INSTANTLY RELIEVED and lasting comfort guaranteed by using THE FISCHER BUNION PROTECTOR. It reduces the swelling, stops friction and irritation and keeps the shoes in shape. Over 250,000 sufferers benefited. FREE TRIAL. We will send this sure Bunion Relief on 10 days trial. No pay if it fails. Send size of shoes and if for right or left foot. THE FISCHER MFG. CO., 956 24 St., MILWAUKEE, WIS.

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