STUBBS IS DINED

Harriman Traffic Manager Commercial Club Guest.

SAYS HE'S NOT BUILDER

Official Declares He Knows Naught of Wizard's Plans, That His Work Follows Construction. Praises City and Northwest.

J. C. Stubbs, traffic manager and head of the Harriman system in the absence of Mr. Harriman, was the guest of honor at a luncheon yesterday, tendered by the Portland Commercial Club. Those at table with the honor guest Dr. J. R. Wetherbee, president of the Portland Commercial Club; General Freight Agent R. B. Miller, Assistant General Passenger Agent John M. Scott, General Manager J. P. O'Brien, of the Harriman lines; Francis D. Clark, president of the Spokane, Portland & Seattle; William MacMaster, president of the Chamber of Commerce; E. B. Piper, C. S. Jackson and John F. Carrell.

Carroll.

At the conclusion of the luncheon Mr. Stubbs was invited to speak before the club members in the main parlor. He seemed to realize he was expected to impart some significant information regarding the plans of the Harriman system in this section, and therefore did not lose any time in announcing that he was in ing that he was in no position to grat-ing that he was in no position to grat-ify his hearers. He explained that he had nothing to do with promoting the building of railroads, that his business is to promote traffic after the lines have been built. His remarks were largely devoted to expressing his belief in the future of Oregon and the Pacific Northwest. Mr. Stubbs said in

part:

The object, the initial object, of the original and every other transcontinental rallroad was to reach the Pacific Coast, the region that was known as a productive and a fruitful region, one which promised a return upon the investment. I don't believe that in communities, those that are established on the Pacific Coast, their ultimate happiness or ultimate progress depends whelly upon the carrier. I do believe, however, the productiveness, the earning power of the carrier depends upon the community and its progress. That is to come from the inherent genius of the people, their power of production. I have every testimony from what I have seen that Portland and Oregen, Seattle, Tacoma and the State of Washington do not lack in that.

Now, I suppose you are very much interexted in the matter of opening up new territory, and I have gathered the idea that one in my position, or an officer of the Southern Pacific or the Union Pacific to.

ritory, and I have gathered the idea that one in my position, or an officer of the Southern Pacific or the Union Pacific Interests, would be expected to say something along those lines. But I am obliged to tell you that that is not my forie. I am only the salesman at the head of the sales department of the road. I don't build the roads; I don't know very much about the projected enterprises of the road. When the road is built and equipped, then comes my work. I am expected to sell the transportation that that particular road was built to furnish. So, if it is in your minds that I can tell you something about projected enterprises, what is in the minds of these railroad builders, I will have to disappoint you.

Before concluding I would like to make this impression upon your minds. Whoever the officer, however high or low the grade of his work or influence on any of the lines that serve Portland, whether it is one of the so-called Harriman lines or whether it is one of the so-called Hill lines. I do not think there is a merchant, banker or citizen of Portland or any of these Coast cities who has any greater desire to promote the industrial and business interests of this section than have these railroad men. Men in the railroad service do more, gauged by the compensation they receive, than does the average successful merchant or business man. Before concluding I would like to make

In the railroad service do more, gauged by the compensation they receive, than does the average successful merchant or business man.

We work because we can't help it. We work because we want to be helpful. We work because we want to be helpful. We work because we want to be are going to be men. When you feel inclined to be disappointed with respect to some of the things that railroads do and believe that railroad officers are not sincere and honest in their endeavors to promote the interests dependent upon the line, the particular officer or officers you may be criticizing may be just as honest and earnest in the pursuit of what you desire as you are yourself, although it may be apparent for the time being at least his views do not harmonize with yours.

CHURCH NEAR COMPLETION

Methodist South to Be Dedicated

September 26.

The Methodist Church South, on the The Methodist Church South, on the corner of Multhomah street and Union avenue, will be completed Thursday, September 23, and occupied by the annual conference of that demomination on that date. It will be dedicated Sunday, September 26, by Bishop James Atkins, assisted by Dr. W. F. McMurray, secretary of the church extension fund, and Dr. Lambert, secretary of the Missionary Society, assisted by other ministers. other ministers.

Work of finishing the interior of the big stone structure is now under way.

The heating plant has been placed in
the basement, and 100 electric lights
are being installed in the auditorium. The plastering is completed. Art glass and symbolic windows are being installed by D. L. Povey. Of these the more important are the Epworth League's tribute on the west side, the window in honor of Bishop James Atkins and the mothers' and bables'

windows.

The oak for the floors and inside finishing will be received this week, and as many men as can be worked to

and as many men as can be worked to advantage will be employed. All the furniture is ready to be installed except the organ. Chairs have already been placed in the gallery.

Some of the features of the big church are the auditorium, which will seat 200 people; the apartment for the deaconess; rest room for bables, where infants will be cared for while their mothers attend the services, and a room for children not old enough to enter the Sunday-school classes.

The cost of the church completed is

The cost of the church completed is estimated at \$75,000, but owing to arrangements effected by Rev. F. H. Mowre, the pastor, the actual cost was reduced nearly 25 per cent. He started three years ago to build the church with \$450, and throughout the three years that work has progressed workmen received their wages every Saturday night without fail.

AS TO WEATHER FORECASTS | REG.

Mr. Beals Explains Why Absolute Accuracy Is Unobtainable.

PORTLAND, Or., July 11 .- (To the Editor.)—In connection with the editorial headed "Wrathful Rain" in this morning's Oregonian. I beg to be allowed to present the following facts Editor.)—In connection with the editorial headed "Wrathful Rain" in this morning's Oregonian. I beg to be allowed to present the following facts and suggestions: First, as regards the specific instances of fallure in making accurate forecasts locally. "For last Sunday the weather man foretold fair weather; it reined." Each statement is Coquille River cities

true, but it is also true that Sunday was fair—not cloudless—till about 4 P. M. After that hour it clouded rapidly, and there were a few vagrant sprinkles after 6:30 P. M., but no rain of any amount till after 8 P. M. "For Wednesday and Thursday he predicted fair weather; the sun hardly peeped Wednesday and Thursday he predicted fair weather; the sun hardly peeped from behind the clouds." The prediction for each day was fully verified, there being no precipitation on either day—a "fair" prediction indicating simply absence of rain—and the automatic sunshine recorder at this office showed 6.4 and 6.5 hours of sunshine for Wednesday and Thursday, respectively. "For yesterday he built-tined fair weather; once more it rained." On Thursday evening the forecast was "Friday probably fair," thus indicating the possibility of rain. That possibility materialized in the form of one-hundredth of an inch of rain Friday forenoon, not sufficient to cause loss, and hardly inconvenience.

May I further add that meteorology

May I further add that meteorology in one of its practical aspects, that of forecasting the weather, is not a ra-tional, but an empirical science. Until it becomes the former, there must continue to be failures, but the large per cent of successes in forecasting, the latter being fairly considered, shows that it is more than a series of random guesses. It is a thoughtful judgment, based upon many facts that are only partially known, and the unknown factors, which are present even among the simplest conditions, constantly militate against absolute accuracy,
EDWD. A. BEALS,
District Forecaster.

BIG CANVASS ON TODAY

\$25,000 IS GOAL OF LIVESTOCK COMMITTEES.

Premiums This Year Exceed 1908 Trophies by \$5000-Solicitors Organize Campaign.

Committees and cohorts of business men who are pledged to place Portland in the forefront as the greatest livestock emportum of the Coast will take up the work of trying to bring the advance guarantee fund for this year's exposition up to the necessary \$25,000 today. Although two days are set as the period in which the remaining sum should be signed up, it is more than likely that the campaign will be continued several days if it is received in the proper spirit. That hundreds of public-spirited citizens and boosters, not only for Portland in the abstract, but for the city for its livestock possibilities and for its opportunities of developing the harness racing pastime, are ready to take hold, is evidenced by the many responses received to the letter sent out a few days ago urging common co-operation in the movement. This year's stock show and races will be far superior to the initial event last year for the reason that all the boosts of attractives.

last year for the reason that all the hosts of attractions in the way of blood stock, premier racers and amusement features that will be seen at the A-Y-P livestock show will be on display and a part of the week's card here immediately before being taken over to Sertile.

card here immediately before being taken over to Seattle.

The premiums this year will aggregate \$25,000, as against \$20,000 a year ago, and the same increase will be shown in the purses hung up for the turf events on the Country Club track. These will include not only the best of trotting and pacing talent to be found in the West, but there will be a select offering of running events drafted from both the East and the West.

Soliciting committees expect to or-

Soliciting committees expect to or-sanize for their work today and to prepare for the public canvass. The association has dispatched the follow-ing letter explaining the purpose of the campaign and what it is hoped to accomplish as the result of raising the proposed guarantee fund: the proposed guarantee fund;

The officers and members of the Portland

W. H. WEHRUNG, President. M. D. WISDOM, Secretary.

HYDRAULIC EXPERT MAKES A CHANGE.

Edward G. Dewald Joins Forces With Allis-Chalmers Company, of Milwaukee.

It will undoubtedly be of great interest to companies as well as individuals in this section of the country who are connected in any way with hydraulic and hydro-electric propositions to know that Mr. Edward Dewald, for the past twenty years general salesman for the Platt Iron Works, Dayton, Ohio, has joined forces with the Allis-Chalmers Company of Milwaukee, Wis., operating between San Francisco, Portland and Seattle offices of this company.

Mr. Dewald is well and favorable. It will undoubtedly be of great in-

Mr. Dewald is well and favorably in known among machinery men on the Coast, where he will continue his operations in the interest of his new employers. The Allis-Chalmers Company are large builders of hydraulic machinary which feet would be the company are large builders of hydraulic machinary which that ery, which fact, coupled with Mr. De-wald's broad experience, will work to great advantage to persons interested in irrigation projects, water power in irrigation projects, water power propositions, etc.

BOX CAR LOOT RECOVERED

Deputy Sheriff and Sleuth Locate Cache in Bridal Veil.

Deputy Sheriff Leonard and Detective Wood of the O. R. & N. Railroad returned Sunday night from Bridal Vell, Or., where yesterday they recovered @ pairs of overalls and several boxes of collars which had been stolen from a boxcar in the Portland, freight-yards two weeks ago. The stolen property was cached outside the town and its find was the result of the arrest of a man named result of the arrest of a man named Howard a few days ago in Baker City.

Archbishop Christie to Visit Coos.

MARSHFIELD, Or., July 12.—(Spe

Record Made in Early Shipment to Portland.

TRANSPORTED BY WATER

Comes From Central Ferry on Snake River and Marks Epoch in River Freighting of Northwest. Consists of 1078 Sacks.

M. H. Houser, grain operator, will receive today from Central Ferry, on Snake River, a shipment of 1678 sacks of newcrop grain. This the first of the cereal the season of 1909-10 to reach Portland and will be landed at the Oak-street dock by the steamer J. N. Teal this afternoon. The cargo was shipped from Central Ferry on the steamer Twin Cities and was transferred yesterday to the steamer J. N. Tegl at the Big Eddy, the lower terminal of the Portage road. lower terminal of the Portage road.

Receipts of new-crop wheat at Portland in July are unusual and the receipt of a lot before the middle of the month is nearly if not quite a record breaker.

Central Ferry is usually one of the cleanup points n the Snake River. Judkins, Ilia, Almota and all points above Riparia are generally on the list for the early shipments.

In addition to the fact that the first shipment from that point occurred so early in July, the fact that the lot was brought to Portland by water marks an epoch in the transportation business of the North-west. Both the Twin Cities and the J. N. Teal are owned and operated by the Open River Transportation Company.

HE WILL SCAN NORTH LIGHTS

Commander Ellicott to Inspect Alaska Navigation Stations.

Commander J. M. Ellicott, U. S. N., who July 1 assumed charge of the Thirteenth Lighthouse District, will leave on the tender Armeria for an inspection tour of the lighthouses and aids to navigation in Alaska. The trip will require six weeks and both the southeastern district

P******************** STEAMER INTELLIGENCE,

٠		Due to Arrive.	
Ť.	Name,	From.	Date
*******	Roanoke Rose City Eureka Falcon Alliance State of C	Coos Bay In Tillamook In San Pedro In San Francisco In Eureka Ju Coos Bay Ju Cal San Francisco Ju Hongkong O	por por ly 12 ly 13
Ĭ.	Sch	reduled to Depart.	
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For. Dat
San Pedro July
Tillamook July
Coos Bay July
Eureka July
San Francisco July
Coos Bay July
San Francisco July
San Francisco July
Hongkong Oct. reakwater.. Aillance. Rose City State of Cal. Selja. Entered Monday.

Nome City, Am. steamship (Hanson), with general cargo, from San Francisco W. S. Porter, Am. steamship (Mac-

donald), with fuel oil, from San Matterhorn, Br. bark (Salter), with general cargo, from Newcastle-on-

Cleared Monday. W. S. Porter, Am. steamship, Macdonald), with ballast, for San Fran-

and that to the westward will be visited Nome and St. Michaels are the principal ports in the western portion. The Ar-meria will leave Portland tomorrow and Captain Ellicott will join the vessel at

.........

Seattle.

The Armeria is loading supplies for the light stations in Alaska at the Ainsworth dock. On leaving here she will take a quantity of buoys, chains and the like from the buoy station at Tongue Point. On the trip north Captain Eillcott will be accompanied by Mrs. Eillcott.

The tender Heather, which recently returned to Seattle from a voyage to Southeastern Alaska, has been laid up for repairs on Puget Sound. She will not be again placed in commission until after August I. Captain Hammerstram, her master, is away on a 30 days' leave of

master, is away on a 80 days' leave of OIL CRAFT TWO DAYS LATE

Steamer W. S. Porter at Linnton.

Encounters Fog and Ice Floe.

Two days behind her schedule, the Associated Oil steamship W. S. Porter, Captain Macdonald, arrived at Linnton yesterday morning. The Porter, since her last trip to Portland, made a round voyage between San Francisco and Nome and St. Michael. From the latter port she made the run south in 11 days, arriving at San Francisco July 8. Four days later she reached the Portland dock. On the voyage south from Western days later she reached the Portland dock.
On the voyage south from Western
Alaska, the Porter had a hard time, but
little delay and no damage resulted. On
leaving St. Michael she ran into a fog
bank, which later gave way to an ice
field. The latter was annoying but caused
no damage. For a time the Porter was
in company with the steamers Falcon,
Ohlo and San Mateo.

Craft to Undergo Overhauling to

placed on the ways the latter part of next week for a general overhauling.

A new shaft, new cylinder timbers and new pillar blocks will be placed in the craft. In addition she will be given a general overhauling, cleaning and painting. The Diamond O will be out of commission about two weeks. UPPER RIVER AT GOOD STAGE Captain Graham of Dredge Math-

loma Reports Good Progress. Captain Graham, master of the Government snagboat and dredge Mathloma, which is operating on the Upper Willam-ette, passed Sunday in Portland with his family. Captain Graham reports the Upper Willamette to be at a good boating

The Mathloma is working at Carey's Bend, and when the work is completed the river will flow through the old chan-nel, shortening the distance by nearly half a mile.

Tug Astoria Called to Coos Bay.

MARSHFIELD, Or., July 12 .- (Speclal.)—The tug Astoria, owned by the Simpson Lumber Company, of North Bend, and for some time used on the Bend, and for some time used on the Columbia River and Wiliapa Bay, is expected on Coos Bay in a few days to be used for towing vessels over the bar. The tug Columbia, owned by the same company, which has been in use here for many years, has been condemned by the investment. demned by the inspectors of boilers and hulls. She cannot be used for outside work without extensive re-pairs, so the Simpson company decided to bring the Astoria here and use the Columbia for towing work inside the bay.

Forty-four Sea Lions Killed.

MARSHFIELD, Or., July 12.—(Special.)—The gasoline tug Ranger, which has been making a freight run between has been making a freight run between Coos Bay and Rogue River, secured a large number of murre eggs and sea lion pelts. On the last trip 44 sea lions were killed on the Rogue River reef and 48 at Port Orford. Several fishermen have lost their lives in visiting the Rogue River reef, which extends five miles below the mouth of the river, but the Ranger has so far been successful and avoided accidents. been successful and avoided accidents. The sea lion skins are shipped to San

Marine Notes.

The steamship Sue H. Elmore will sail for Tillamook this evening. For Coos Bay ports the steamship Breakwater will sail tomorrow even-

With passengers and freight from San Francisco, the steamship Rose City arrived late last night. Pig iron, fire bricks, clay and tar formed the greater portion of the car-go of the British bark Matterhorn. The steamship Nome City, which arrived yesterday morning from San Francisco, is discharging cargo at Oak

With a full cargo of lumber for Shanghai, the steamship Bessie Dollar will clear today. She will leave down the morning.

Arrivals and Departures.

PORTLAND. July 12.—Arrived—Steamship W. S. Porter, from San Francisco; steamship Nome City, from San Francisco; steamship Argo, from Tillamook; steamship Rose City, from San Francisco.

Astoria, July 12.—Condition of the bar at 5 P. M.; Wind, northwest, 26 miles; weather, clear; sea, smooth.

Astoria, July 12.—Arrived at 11:45 A. M.—Steamer Rose City, from San Francisco.

Left up at 3:16, steamer Rose City. Salked at 5:55 A. M.—Steamer Pose City. Salked at 5:55 A. M.—Steamer Yellowstone, for San Francisco. San Francisco.

San Francisco. July 12.—Arrived at noon—

Steamer State of California, from Portland.

Sailed at 4 P. M.—Steamer Hoquiam, for

Portland. Antwerp, July 12.—Salled, July 10.—Brit-ish steamer Taunton, for Portland or Ta-coma, by way of San Francisco. Coos Bay, July 12.—Arrived—Steamer Al-liance, from Portland.

Tides at Astoria Tuesday. High. Low. 19:15 A. M. . . 6.4 feet 4:00 A. M. . . 6.2 foot 9:43 P. M. . . . 9.0 feet 3:40 P. M. . . . 3.3 feet

LARGE ATTENDANCE AT STATE ASSOCIATION CONVENTION.

Business Session in Morning, Clinics in Afternoon, Stag Social at Night of First Day.

The annual convention of the Oregon State Dental Association opened auspiciously yesterday morning with an attendance of 250 delegates meeting in the rooms of the North Pacific Dental College at Fifteenth and Couch streets. The morning hours were given over to a business session and addresses, the afternoon was taken up with clinic demonstrations, and in the evening all adjourned for a glorious stag social held in Christensen's Hall, Eleventh and Yamhill streets.

One of the features of the convention

One of the features of the convention is the exhibition on the first floor by 28 Eastern manufacturers of dental supplies. The displays of everything from maited milk ice cream to false

teeth are elaborate. The address of the president, Dr. A. L. Beatie, at the morning session was L. Beatle, at the morning session was the feature of yesterday's programme. In speaking of the subject of com-pulsory education in public schools re-garding the care of children's teeth, he showed that decayed teeth contribute to the development of the tuberculosis gram, and that healthy teeth and a germ, and that healthy teeth and a clean mouth are of primary importance for the recovery from tuberculosis.

"Compulsory education on the care of the teeth," he said, "is in full force no damage. For a time the Porter was in company with the steamers Falcon, Ohio and San Mateo.

DIAMOND O WILL BE DOCKED

of the teeth," he said, "Is in full force in many European countries, but few communities in the United States give it any attention. Out of every 220 persons, 171 have tubercle germs, and this largely the result of neglect in the

care of teeth."

There were also addresses by Last Two Weeks.

The steamer Diamond O. of the Oregon Round Lumber Company's fleet, will be

Every woman covets a shapely, pretty figure, and many of them deplore the loss of their girlish forms after marriage. The bearing of children is often destructive to the mother's

All of this can be avoided, however, by the use of shapeliness. Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the danger of childbirth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the use of this wonderful remedy. Sold by all druggists at \$1.00 per bottle. Our little book, telling all about this lini-

ment will be sent free. THE BRADFIELD REGULATOR CO. Atlanta, Ga.

Through **Trains**

Continuous through train service from the Pacific Northwest to Eastern cities is what travelers demand, and is what the Burlington provides.

The Great Northern-Burlington "Oriental Limited" is a through train to Chicago. The Northern Pacific-Burlington

"North Coast Limited" is a through train for Chicago. The Great Northern-Burlington

"Southeast Express" is a through train to Denver, Omaha, Kansas City and St. Louis. The Northern Pacific-Burlington

"Missouri River Express" is a

through train to Denver, Omaha, Kansas City and St. Louis. Attractive Round-Trip Rates are in effect to the East on special dates. Also very low 30-day excursion tickets daily from Chicago and St. Louis to Eastern cities. The diverse routes available to holders of Burlington tickets permit a journey East with no extra

West along the way. Write or call; take a Burlington folder, note the map, and see what the through-train service means to you.

cost via Denver, and includes the

most interesting cities and rall-

road geography of the Middle

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F. Petzel, of Portland; Dr. W. C. Shearer, of Portland; Dr. Jean Cline, of Portland; Dr. E. C. McFarland, of Port-Portland; Dr. E. C. McFarland, of Portland, and Dr. C. B. Willoughby, of Eugene, Or. The important clinics of the afternoon were those by Dr. Weston A. Price, on "Demonstration of the Artificial Stone Method for Making Dental Restorations, With Methods for Their Use," and by Dr. J. Q. Byram, on "Preparation of Cavities and Construction of Matrix for Porcelain Inlays."

lays.' At the stag social last night in Chris-tensen's Hall there were numerous felicitous and humorous speeches in addition to vaudeville stunts, cards and

The feature of today's meetings will be the banquet at the Nortonia Hotel at 6 P. M.

PORTLAND DAY ENTICING

Hotel Reservations Indicate Throng Will Celebrate July 20.

That Portland will be well represented at the A-Y-P Exposition on Portland day, July 20, is indicated by the large number of applications being received by the Portland Commercial Club for hotel reservations at Seattle. The Northern Pacific Railway has made a special rate for the round trip good for rate for the round trip, good for seven days. A special train will leave the Union depot at 7:30 o'clock Monday morning.



Hot? Tired? Thirsty?

Then you need and can appreciate a cool, refreshing, healthful and mildly stimulating high-ball

GUCKENHEIMER Pure Rye BOTTLED IN BOND

Its rich distinctive flavor, though milder, loses none of its charm

CONSTIPATION AND PILES Stranger 1 Street



tee. Write for free booklet.

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AND IRREGULARITIES.
Cure the most obstinate cases
of for \$5; mailed in plain wrapper. Address T. J. PIERCE, 316 Alisky bidg.,
Woodard, Clarke & Co., 4th and Wash.



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St. Louis Medical Co.

MEN

If you are seeking the service of

Skilled Reliable Specialists

You Should First Come to Us, Because We Can Show You by the Way We Will Treat You and the Manner in Which We Are Satisfying Our Patients That Our Treatment IS DIFFERENT, QUICKER AND BETTER THAN YOU CAN GET ELSEWHERE.



It is astonishing to us, as well as our patients, that so many men we treat and dismiss in a short time cured sound and well had been treated by different physicians and specialists before coming to us, without getting more than temporary benefit, if any benefit at all. It does seem that any doctor might have cured them at first when the trouble amounted to but little. It is, of course, experience in specialization that accounts for the great work we are doing, and while many doctors claim to be skilled and blow a big horn, they do not make good when called upon.

We have investigated and tested all known methods for the treatment and cure of discases of men, which gives us the right to judge between the false and the true—between shallow pretensions and solid worth—between substance and shadow. Musty and ancient theories and methods cannot stand out against our advanced modes of treatment; against progressive medical science and indisputable evidence of hundreds and hundreds of cases cured. All that can be accomplished by expert skill, vast experience and scientific office equipment is now being done for those who apply to us for the help they need.

Treatment of

eases for as low a fee as \$5. We will make you an exceptionally low fee on any disease you may be suffering from.

You should take advantage of this offer when it is made by the St. Louis Medical Co., because if you are a resident of this locality you know we have been located in Portland a long time and have the reputation of being the most successful and reliable specialists treating diseases of men.

and help yourself before it is too late. When the system needs more water or food, thirst and hunger remind you of this fact. When you have a headache, dizziness, lack of memory, physical or mental debility, it is an announcement by nature that something is wrong, and if you are not sure what it is, better consult a doctor whose experience qualifies him for examination and decision. This will cost you nothing, and we will advise you as one honest man should advise another. If we can do you no good, we promise to do you no good, we promise to do you no harm. In other words, if we believe we can not cure you, we will candidly tell you so. On the other hand, if we decide that your case is a curable one, we will allow you to pay our fee as best sults your convenience.

Take Heed of

This Warning

FREE! CONSULTATION IF YOU LIVE OUT OF TOWN WRITE FOR SYMPTOM BLANK, AND GET OUR ADVICE FREE.

HOURS-9 A. M. TO S P. M. SUNDAY, 10 TO 12. UIDSURGICAL DIDI ENDAN

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OREGON.

July 19, going direct without stop to on Saturday afternoon and boats re-

July 19, going direct without stop to Seattle, arriving there in time for lunch. Another special train of sleeping cars will leave Portland at 11:30 o'clock Monday night. Special rates have been made for members of this party by several Seattle hotels. A large number of club members have already signified their intention of accompanying the excursion to Seattle, so that the success of the under-Salmon hatchery in July, 1904.

Marked Salmon Return.

ASTORIA, Or., July 12.—(Special.)—
There was quite a spurt in the run of salmon close to the mouth of the river

Chamberlain's Stomach and Liver Tablets gently stimulate the liver and bowels to expel poisonous matter, cleanse the system, cure constipation and sick headache.

I CURE

twenty-five 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.

Weakness

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 ong experience enables me to recognize those that have passed into an incurable stage, and I treat only such as I know I can



If I did not know that I could theroughly 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.

PAY WHEN **CURED**

I Also Cure Promptly and Permanently

Varicose Veins,
Hydrocele, Contracted Diseases, Blood
Poison and all Reflex
Allments.
You never find
absurd or misleading
statements in my announcements. I state
nothing but the
SQUAKE, HONEST
TRUTH.

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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

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