

BUSINESS OF PORTLAND RELATED

Announcement That J. J. Hill Will Build Into Central Oregon Applauded.

MEANS MUCH TO THE STATE

Prominent Citizens Say Great Empire Only Waits on Transportation Facilities for Development.

Business Enough for Two.

Positive assurance that Hill holds a controlling interest in the Oregon Trunk is regarded by the business interests of this city as the most important announcement that has been made in years. Importance attached to the news from the fact that when the Empire Builder takes a hand in the railroad-building game, there is something doing. Leading business men point to the fact that the history of Hill's operations shows that when he tackles a situation, action and results follow immediately. For that reason the construction of at least one and in all probability two roads into Central Oregon is believed to be assured.

"It is immaterial to us whether Hill or Hartman or both build railroads in Oregon," said a prominent business man yesterday. "What the business men of Portland, to say nothing of the people of Central Oregon, have been demanding for several years is the construction of a road into this long-neglected section of the state. There is no reason why the two projected roads should quarrel over the occupancy of the Deschutes canyon. There is ample room by that route to accommodate two lines of road and there is no disputing the fact that the area of 200 square miles in the heart of the state will furnish business for both."

"Good Investment"—A. L. Mills.

"We have been telling and repeating for the last ten years the importance of obtaining transportation communication with Central Oregon and a further discussion of that phase of the situation would be only a repetition of previous discussions," said A. L. Mills, president of the First National Bank yesterday. "But now that we are assured of the building of one and possibly two such roads, it is needless to say that we are pleased. I am more than glad that our prayers finally are to be answered. In Central Oregon is found a vast empire possessing wonderful possibilities which have not been touched. I sincerely hope and am convinced that the building of the railroads which are to be built will be rewarded for their enterprise and from the beginning will realize satisfactory returns from their investment."

"The construction of a railroad into Central Oregon is of even greater importance to Portland and the state than was the completion of the North Bay," said I. Lang, president of Lang & Co. "The roads up the Deschutes will penetrate a rich and productive section, the North Bank road will give us a greater part passes through a non-productive territory from which any great amount of local business never originally came. I venture to say that the building of one or more railroads into Central Oregon will mean \$10 to Portland where one dollar is invested because of the operation of the North Bay."

"What is needed in this state is the development of its interior. This is the central part of the state, which has gone forward by leaps and bounds. The further prosperity of both can be promoted only through the construction of railroads by which Central Oregon can be brought into more direct communication with Portland. The Deschutes canyon should be regarded only as a means of entering the interior of the state. There is plenty of room for both roads in the canyon. After following the canyon for a distance of probably 100 miles there is abundant opportunity for two or more roads to build extensions in different directions and assist in the development of this vast area. What we want is more railroads, and when these transportation facilities have been provided the development of the sections so served will fully justify the large expenditures necessary."

Abundant Business for Two Roads.

"The business interests of this city have for years recognized the importance of securing the construction of a railroad into Central Oregon," said Henry Hahn, president of the Wadsworth company. "The building of the projected roads at this time means bringing into touch with Portland an area of 200 miles square, representing nearly one-half of the territory of the state, which is now without transportation facilities. It has been said that the greater part of the state is unproductive, but this charge is not supported by an investigation of that section. The further this inquiry is carried, the more promising are the prospects. The same was said of Eastern Washington years ago before that section was provided with railroads. Today the greater part of the state is regarded one of the most productive sections in the Pacific Northwest. What we want is the building of a railroad into Central Oregon and it will be found that the productive possibilities of that part of the state will furnish abundant business for at least two railroads."

Completion of the projected railroads up the Deschutes into Central Oregon will reach and serve a large territory that is naturally tributary to Portland."

Stevens is Guest of Honor

Informal Luncheon Tendered Railroad Man by Judge Carey.

John F. Stevens, who has succeeded to a controlling interest in the Oregon Trunk, was yesterday the guest at an informal luncheon in his honor at the Portland Commercial Club, given by Judge C. H. Carey, representing the legal department of that road. The affair was entirely informal and was for the purpose of giving Mr. Stevens an opportunity to meet some of the representative business men of Portland, who were Judge Carey's guests. It is the intention of Mr. Stevens during the week personally to visit the Deschutes country and observe the

work being done by the contractors in the employ of the road he has acquired.

EMPLOYEES ENJOY PICNIC

Every employe of the Portland Railway, Light & Power Company that could be spared from his duties took advantage of the holiday declared by the company yesterday and spent the day at the company's delightful picnic grounds at Estacada. Over 1000 persons participated in the day's festivities, which included a thoroughly enjoyable outing on the upper Clackamas. Those employes that could not participate in yesterday's picnic will be similarly entertained probably on September 23, when E. S. Josselyn, president of the company, is planning a second picnic for their benefit. Music by Donatelli's band and dancing in the pavilion constituted the features of the day's entertainment.

99. TENNESSEANS COMING.

There are "ninety and nine" by actual count in the special excursion from Knoxville, Tenn., which will arrive in Portland at 7 o'clock Thursday morning, August 26. The party, which will be in charge of G. A. Worthington, will spend the entire day visiting points of interest in this city and vicinity, and will leave on the following day for the East. They will enjoy a ride by steamer up the Columbia to The Dalles, where they will return to their special train and proceed eastward.

OLD PIONEER IS DEAD

MRS. MARIA SMITH PLUMEY PASSES, AGED 77.

Enjoyed Distinction of Being Oldest Woman Settler in Oregon, Coming Here in 1841.

In the passing of Mrs. Maria Smith Plumey at the Good Samaritan Hospital yesterday morning the death of Oregon's oldest pioneer woman is recorded.

Mrs. Plumey was a child-member of a colony of 26 families that arrived here from Winnipic in 1841. Then 9 years old, she traveled on horseback with her father, Charles McKay, of Glenora, and her mother, who in after years was known as "Mother" Letitia McKay and noted for her philanthropy in adopting waifs. Mrs. Plumey was 77 years old, her husband died about 25 years ago, and she is survived by her son, Donald H. Smith, the only living child of nine by her first husband, and Mrs. W. H. Birchall, of Toledo, O., a daughter by her second husband. Mrs. Sam Elliott of Holbrook, a sister of Mrs. Smith, also survives the pioneer woman, and by the death of her sister, she is the last of her family in the city, which has gone forward by leaps and bounds. The further prosperity of both can be promoted only through the construction of railroads by which Central Oregon can be brought into more direct communication with Portland. The Deschutes canyon should be regarded only as a means of entering the interior of the state. There is plenty of room for both roads in the canyon. After following the canyon for a distance of probably 100 miles there is abundant opportunity for two or more roads to build extensions in different directions and assist in the development of this vast area. What we want is more railroads, and when these transportation facilities have been provided the development of the sections so served will fully justify the large expenditures necessary."

Arrangements for the reception and entertainment of Governor Shallenberger, of Nebraska, with his staff and a party of ladies, who will arrive in Portland Saturday, are being made by the Commercial Club. The party will spend the whole day here as guests of the club and will leave for Spokane the following morning.

Following is the personnel of Governor Shallenberger's staff and party, who will arrive here from Tacoma Saturday morning: Governor Shallenberger, wife and daughter; private secretary, W. J. Purse, and wife; Adjutant-General John C. Hartigan, wife and daughter; Colonel H. J. Hill and wife, Colonel D. J. Gates, wife and daughter; Colonel N. W. Getten and wife; Colonel H. K. Kelly, wife and friend; Colonel F. J. McShane, Colonel B. F. Marshall and wife, Colonel A. P. Fitzsimmons, Colonel Robert Oberlander and the Rev. M. L. Daly.

GOVERNOR HERE SATURDAY

Shallenberger, of Nebraska, to Be Entertained by Commercial Club.

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KOZER GOES TO COLORADO.

SALEM, Or., Aug. 16.—(Special).—Insurance Commissioner S. A. Kozar has gone to Colorado Springs, Colo., to attend a convention of commissioners. He went by way of San Francisco for a brief visit with Governor Benson. He expects to return September 1.

Teething children have more or less diarrhoea, which can be controlled by the Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the medicine in natural and then castor oil to cleanse the system. It is safe and sure.

SHIPPING IS ACTIVE

Harbor Swarms With Steamers in Coastwise Trade.

NEARLY A SCORE ARRIVE

Cargo Brought From Every Port Along Coast From Tillamook to San Pedro—Pilots' Survey of River Delayed.

Not for several months has there been so much activity among coastwise craft bound for this port or so many of them in the harbor at one time as during the three days from last Saturday to yesterday. With the arrival of the State of California from San Francisco with a full passenger and freight list late last night, no fewer than 16 coasting steamers, bringing all varieties of cargoes from ports from Tillamook to San Pedro, had entered the river since Saturday.

STEAMER INTELLIGENCE.

Due to Arrive.

Name	From	Date
Brewster	Coos Bay	In port
Arco	Tillamook	In port
Geo. W. Elder	Tillamook	In port
State of Cal.	San Francisco	Aug. 19
Alliance	Coos Bay	Aug. 20
Roanoke	San Pedro	Aug. 20
Eureka	San Francisco	Aug. 20
Rose City	San Francisco	Aug. 20
Falcon	San Francisco	Aug. 20
Helix	San Francisco	Aug. 20
Henrik Ibsen	Hongkong	Nov. 1

Scheduled to Depart.

Name	For	Date
Geo. W. Elder	San Pedro	Aug. 17
Breakwater	Coos Bay	Aug. 17
Tillamook	Tillamook	Aug. 18
State of Cal.	San Francisco	Aug. 21
Alliance	Coos Bay	Aug. 21
Roanoke	San Pedro	Aug. 21
Eureka	San Francisco	Aug. 21
Rose City	San Francisco	Aug. 21
Falcon	San Francisco	Aug. 21
Helix	San Francisco	Aug. 21
Henrik Ibsen	Hongkong	Nov. 1

Entered Monday.

Wellesley, Am. steamship (Lindquist), in ballast from San Pedro. Claremont, Am. steamship (Christensen), with general cargo from San Francisco. Johan Poulsen, Am. steamship (Nielsen), from San Francisco without cargo to load lumber. Tamalpais, Am. steamship (Anderson), with general cargo from San Francisco. Falcon, Am. steamship (Schlager), with general cargo from San Francisco. Washtenaw, Am. steamship (Grahan), with crude oil from San Francisco. Geo. W. Elder, Am. steamship (Jensen), with general cargo from San Pedro.

Cleared Monday.

Claremont, Am. steamship (Christensen), in ballast for Aberdeen. Wellesley, Am. steamship (Lindquist), with lumber for San Pedro. Tamalpais, Am. steamship (Anderson), with lumber for San Pedro. Washtenaw, Am. steamship (Grahan), in ballast for San Francisco. Geo. W. Elder, Am. steamship (Jensen), with general cargo for San Francisco.

The deluge of steam coasters began with eight o'clock on Saturday. The Elmore, the Casco, the Claremont, the Geo. W. Elder, the Falcon, the Tamalpais, the Wellesley and the Johan Poulsen all reached port Saturday and began to discharge cargo within a few hours of each other. Sunday came five more of the Eureka, the Yosemite, the Breakwater, the Arco, and the State of California, and yesterday the list was completed by the arrival of the Saginaw, the Majestic and the State of California.

Curiously enough, two days before Saturday were the dullest of the season. In the whole 48 hours, there were only two movements in the harbor, and one of those was the shifting of the steamship Rose City from the Pacific to the Alsworth dock. The sudden rush of the coasters made it impossible for the Columbia River pilots to start yesterday on their survey of the Columbia River as far as Astoria, as they had planned. This is an annual cruise made by the pilots for the purpose of learning by actual soundings, the condition of the channel after the June freshet. Among those who had planned to go were Captains W. H. Patterson, Archie Pease and Harry Emkin. The rush of business, however, made it necessary for them to postpone the cruise until the latter part of the week. The trip will be made in one of the Port of Portland boats.

GOOD PROGRESS IN SURVEY

Engineers Complete Examination of Channel to Martin's Island.

After one day in port for minor repairs, the United States survey steamer Arago will drop anchor today to Martin's Island in the Columbia River about 25 miles below the mouth of the Willamette, to continue the work of making the annual survey of the channel between Portland and the sea. This work is in charge of Assistant Engineer F. C. Schubert of the United States Engineers. It is undertaken at this time each year to ascertain where dredging and other improvements are necessary, and to chart the depth of the channel. The Arago has been sounding nine days on the Willamette and is now working on lower Willamette and the Portland is digging out a better channel at the mouth of the Willamette. From Martin Island bar, the Arago will make soundings all the way down the river, paying particular attention to the channel at points like Hunter's bar, Double bar, Slaughter's bar, where the receding June freshet always leaves deposits of silt and mud. The work will require about two months to complete.

SAGINAW BRINGS SCRAP IRON

First Lot of 20,000 Tons Arrives From San Francisco.

With 800 tons of scrap iron for the Pacific Hardware & Steel Company, the steam schooner Saginaw, consigned to W. T. Carroll, arrived from San Francisco late last night. This shipment is but the first of 25 similar cargoes of scrap iron for the steel company. The Pacific Hardware & Steel Company recently closed a deal by which it bought for \$200,000 a huge pile of scrap 40 feet high and 100 feet square, containing 20,000 tons, and it has chartered the Saginaw to transport this im-

mense lot of old iron to Portland. The scrap iron is the last big pile of wrecked ironwork remaining in San Francisco after the big fire, and also represents the greatest amount of scrap material ever sold at one time. It will be used here by the company for manufacturing purposes. The Saginaw will be more than a year in transporting it all here if no other steamer is secured to help her.

TACOMA HARBOR NOTES.

TACOMA, Aug. 16.—The steamer J. B. Steison arrived in port this morning to load lumber for San Diego. Steamer Senator finished loading cargo for Nome and shifted to Seattle tonight. Steamer Mexican will shift to Seattle tomorrow, after loading general freight. Bark for the Hawaiian Islands, Steamer Zepora arrived tonight from the halibut banks. Steamer Admiral Sampson shifted down Sound today to complete her cargo for San Francisco. Tank steamer Maverick arrived in port this morning and after discharging oil left port for San Francisco.

MARINE NOTES.

The steam schooner Wellesley has finished loading 750,000 feet of lumber for Rose City. The Claremont left yesterday afternoon for Aberdeen, where she will load lumber for San Pedro. The Union Oil Company's steamer Washnet brought 25,000 barrels of crude oil on its last trip. The steamer Northland, Captain Erickson, will arrive with general freight from San Francisco Saturday.

The German bark Hebe, another wheat ship, left Seattle, Rosalia, August 4 for Portland in ballast, and is expected within two weeks. With her usual full passenger list and about 1800 tons of general freight she is about to leave for California arrived at 11 o'clock last night. The steam schooner Tamalpais has gone to Inman & Poulsen's mill, where she will load about 550,000 feet of lumber for San Pedro.

The American-Hawaiian steamship Falcon will leave for San Francisco tomorrow with almost a full cargo of salmon, hops and wool. Captain Carlsson, retired, formerly of the United States Revenue Cutter Service, passed through Portland yesterday on his way to the Seattle Exposition. Captain Carlson lives in Los Angeles.

To consider the plans for the proposed new bridge over the Harriman bridge, the Port of Portland will hold a special meeting at 3 o'clock this afternoon at Balfour, Guthrie & Co., yesterday announced the charter of the British steamship Earl of Douglas, of 2761 tons, to carry wheat to the United Kingdom. The Earl of Douglas will be here about October 1. Among the freight which the Geo. W. Elder will take south today are 5000 sacks of wheat from Kerr, Gifford & Co., and about 5700 packages of merchandise for San Pedro and way ports.

ARRIVALS AND DEPARTURES.

PORTLAND, Aug. 16.—Arrived—Steamer Saginaw, from San Francisco; steamer Arago, from San Francisco; steamer Majestic, from San Francisco. Sailed—Steamer Arco, for San Francisco. Condition at the mouth of the river at 5 P. M., smooth water. Sailed at 4:45 A. M., schooner Alvena, for Grays Harbor. Sailed at 1:15 P. M., steamer Arago, from San Francisco. Arrived at 3:10 and left at 3:30 P. M., steamer Arago, from San Francisco. Sailed at 4 P. M., steamer Geo. W. Fenwick, with log raft 19 for San Francisco. Arrived at 11 A. M., steamship Rose City, from Portland. Sailed at 10 last night, steamer Rose City, for Portland. Arrived last night, steamer J. B. Steison, from Portland. Sailed at 4 A. M., bark Hebe, for Portland. Arrived at 11 A. M., bark Hebe, from Portland. Arrived at 11 A. M., bark Hebe, from Portland. Arrived at 11 A. M., bark Hebe, from Portland.

TIDES AT ASTORIA TUESDAY.

High	8:41	8:05 A. M.	0.1 feet
Low	7:17	7:27 P. M.	2.5 feet

ARCHAEOLOGISTS TO UNITE

Local Branch of National Organization to Be Formed. Steps are being taken by a number of residents of Portland interested in archaeological research, to form a Portland branch of the Archaeological Institute of America. Now 60 members are secured it will receive all the benefits granted to other affiliated societies of the National organization, including publications and the lecture series under its auspices. The officers of the local branch are: President, W. D. Wheelwright; secretary, J. Andre Foulhoux. The Archaeological Institute of America is incorporated by act of Congress in 1906, has for its purpose the "promotion of archaeological research by founding

BING CHOONG

Chinese Doctor Cures Cancer, Dropsy, Constipation, Strains, Lung, Liver and Kidney Troubles. All chronic diseases of men and women. Room 41, 222 Taylor St. or 133 1/2 First St. Drugstore 255 Flanders St.

Weakness Cured

Mrs. Dr. S. K. Chan, Dear Madam—I wish to thank you for your kind and gentle treatment. I had been sick so long and felt so weak and nervous, without getting any benefit. Then I saw your advertisement and I felt I had found a good deal as I was so weak and suffered so much I could not leave my bed. Now I feel like a new man. I can say that were I ten thousand miles away, I would not have hesitated to write you. I wish all people suffering from weakness or any sickness could get your medicine. I feel like a new man. I wish all people suffering from weakness or any sickness could get your medicine. I feel like a new man. I wish all people suffering from weakness or any sickness could get your medicine. I feel like a new man.

WONDERFUL REMEDIES

From herbs and roots, cure nervousness, indigestion, asthma, coughs, kidney troubles, and stomach troubles; also all private diseases. No operations. We cure when others fail. Young Ming Chinese Medicine Co., 247 Taylor St., bet. 2nd & 3rd.

FOR WOMEN ONLY

Dr. Sanderson's Compound Savin and Cotton. Reliable remedy for FEMALE TROUBLES. Cures the most delicate ailments. In 2 to 10 days. Price 25¢ per box, or 3 for 75¢; mailed in plain wrapper. Address: Dr. Sanderson, 133 1/2 First St., Woodard, Clarke & Co., 4th and Wash.

DISCOURAGED MEN

Don't you know that frequently a heart-to-heart talk with someone that you can regard as a friend is often a greater comfort than anything else could be? Somebody that can appreciate matters from YOUR viewpoint, and who can get away from the money side of it long enough to do a little golden-rule thinking and advising with you, whether you have a dollar in your pocket or not? Money is not everything in this world, and the man without any other attribute is poor indeed. Of course, it takes a certain amount of money to run anything, but there is a difference between tumsome sordidness and legitimate need. Half the people I treat commence without a dollar in their pocket or in sight, and there is not a man in Portland who can say he had to forego my treatment for want of money. Come in and get acquainted—understand us better and you will like us better.



NOT A DOLLAR NEED BE PAID UNTIL CURED

DON'T LET MONEY MATTERS OR FALSE PRIDE KEEP YOU AWAY—A CURE FOR EVER CASES OF VARICOSE VEINS, BLOOD DISEASES, NERVOUS DEBILITY, PILES, ECZEMA, FALLING HAIR, FAILING MEMORY, OBSTRUCTIONS, NERVOUS, KIDNEY AND BLADDER AFFECTIONS.

I don't care who has failed, if you come to me I will CURE you of any of the above-named ailments or not charge you one penny for my services. Don't give up before we have talked through the columns of this paper on matters of health, and thousands have profited by my advice and consultation, many of whom need nothing in the way of treatment but good, wholesome advice, which I always give cheerfully.

In getting and maintaining health there is nothing more uncommonly displayed by the average man than good common sense. They seem determined to never know the worth of water until the well runs dry. They throw away their health by indolence and neglect, as though their bodies were machines that could never wear out. Today I want to impress upon you the importance of looking after your health. Don't get the "today habit." Come over today and let us examine the nervous system and have a free, confidential, heart-to-heart talk about your health.

ONLY SCIENTIFIC METHODS CURE

My examinations are free, and if, from any cause, a patient should not desire to take my treatment, there is positively not the slightest obligation to do so; no more than you would be expected to buy a suit of clothes from a merchant that did not fit. I make a specialty of diseases of the delicate and sensitive centers and treat no other class of ailments.

I NEVER DISAPPOINT MY PATIENTS; I FULFILL EVERY PROMISE AND NEVER HOLD OUT FALSE HOPES TO ANY MAN.

CONSULTATION AND EXAMINATION FREE

Every afflicted man is earnestly invited to come to my office, where I will explain to him my methods and where he will receive private counsel, a careful personal examination and an honest and scientific opinion of his disorder absolutely free of cost. I have

ELEVEN WELL-EQUIPPED OFFICE ROOMS

And if you will be wise enough to compare notes when seeking treatment my large business will become larger and disappointments to the public will become fewer. I handle cases in my line on any plan in the world that is satisfactory to the patient and an honest business proposition to myself. You can arrange to pay the whole fee when cured, or in small payments as you are satisfied with the benefits.

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 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 inspection. On request I will also advise you whether or not you should have a course of medicine from \$1.50 to \$15.00 a course within any man's reach. If you cannot call, write for self-examination blank. Hours 9 A. M. to 5 P. M. Sundays, 10 to 12. Address correspondence to

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schools and maintaining fellowships, by conducting excavations and explorations and adding in those conducted by others by publishing the results of archaeological research; by holding meetings for the presentation and discussion of archaeological subjects and by maintaining courses of public lectures. Besides work in Greek, Roman and Oriental fields, it has conducted excavations and directed researches in the United States, in Mexico and in Central America. It publishes an illustrated periodical, the American Journal of Archaeology. Courses of lectures are provided annually for each society and these lectures are free to all members.

started by a spark from the engine. It is estimated 400 sacks of grain were destroyed. The entire loss will amount to about \$1,000, partly covered by insurance.

THRESHING OUTFIT BURNED.

BAKER CITY, Or., Aug. 16.—(Special).—The effect that fire had destroyed practically all the buildings at the Rainbow mine, located 4 miles from this city. The cause of the fire is unknown and the loss was considerable. This mine is owned by the Commercial Mining Company, of Portland, and lately passed under a bond and lease to Sam Newhouse, of Salt Lake.

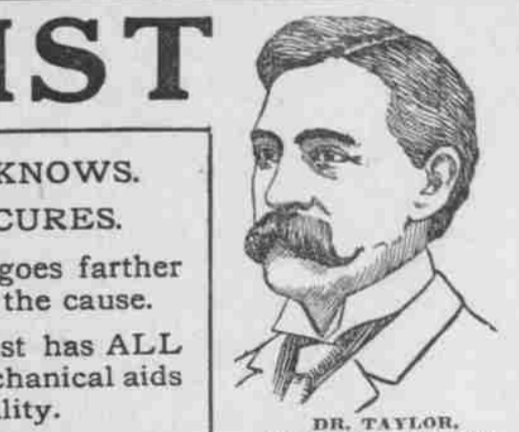
S.S.S. CURES ECZEMA, ACNE, TETTER ETC.

While Eczema, Acne, Tetter, Salt Rheum, etc., are troubles which affect the skin, their source is far deeper than the outside cuticle. These affections are caused by irritating humors, or uratic acid in the blood. Such impurities inflame and irritate the delicate network of fibrous tissue which lies just beneath the surface of the outer skin, and the inflammatory discharge thus produced is forced out through the pores and glands, and is continually kept up while the blood remains infected. This exudation causes the formation of scales and crusts so often seen in Eczema, and when they are scratched off the flesh is left raw and more susceptible to other infection. It can very readily be seen then that to produce a cure the circulation must be purified and cleansed. This S.S.S. will do. It goes down to the very bottom, removes all humors and impurities, neutralizes the excessive acids of the system and in this way removes the cause of disease. Local applications can only soothe the irritation and assist in keeping the skin clean; they never produce a cure because such treatment does not reach the blood. S.S.S. restores to the thin, acid blood all its lost properties, makes it pure and rich and enables it to nourish the skin and keep it soft, smooth and healthy. Book on Skin Diseases and any medical advice free to all who write.

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SPECIALIST

The doctor GUESSES. The specialist KNOWS. The doctor TREATS. The specialist CURES. The doctor relieves the symptoms. The specialist goes farther and removes the cause. A good doctor has SOME instruments and equipment for all ailments. A good specialist has ALL scientific mechanical aids for his speciality.



MEN'S AILMENTS

MY SPECIALTY. I have treated hundreds of men who had long suffered a gradual decline of physical and mental energy as a result of special ailments and had been interested in nothing but the marked general improvement that follows a thorough cure of the chief disorder. My success in curing difficult cases of long standing has made me the foremost specialist treating men's diseases. This success is due to several things. It is due to the study I have given my speciality; to my having ascertained the exact nature of men's ailments, and to the original, distinctive and thoroughly scientific methods of treatment I employ.

CONTRACTED AILMENTS.

Every case of contracted ailment 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 possibility of relapse. I will return in its original form or work its way into the general system. No contracted ailment is so trivial as to warrant uncertain methods of treatment, and especially so when those cases that other doctors have been unable to cure.

Free Museum

Dr. Taylor's \$10,000 Museum of Anatomy Now Open FREE TO MEN

O BSTRUCTIONS.—My treatment is absolutely painless, and perfect results can be depended upon in every instance. I do no cutting or dilating whatever. Office Hours—9 A. M. to 9 P. M. Daily; Sunday, 10 to 11.

VARICOSE VEINS.

Without using knife, ligature or caustic, without pain and with no detention from business, I cure Varicose Veins in one week. If you have sought a cure elsewhere, you have been disappointed or, if you fear a painful operation, you will cure your veins soundly and permanently by a gentle and painless method. Don't let a day's Varicose Veins have their dangers and bring their 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.

Call Men Out of Town Who Cannot Call. Write for Diagnosis Chart.

THE DR. TAYLOR CO.

234 1/2 MORRISON ST. Corner Second PORTLAND, OREGON