## LOWER RIVER GOAL OF OREGON TRUNK

Court Decision Is Incentive for Line to Seek West Side Foothold.

#### TITLE DUE IN FORTNIGHT

Right of Way Sought Is Private Holding-Rapid Construction of Deschutes Road Is Promised. Harriman Active, Too.

Assured by the recent decision of Judge Bean in the Federal Court that it has definite and superior rights on the Upper Deschutes River for the construction of a railroad into Central Oregon, the Oregon Trunk is now procoeding to establish what it considers an indisputable foothold on the lower river. According to Judge C. H. Carey, representing counsel for the Hill-groad, who returned yesterday from the Deschutes country, the Oregon Trunk Deschutes country, the Oregon Trunk expects within the next two weeks to acquire absolute title to a right of way over the first 12 miles of its projected road on the west slide of the river. This property is sweed by private parties, Malcolm Moody, of The Dailes, being one of the principal owners.

"We are proceeding actively with preliminary construction work all along the survey of our projected road, beginning with a point about 12 miles above the mouth of the Deschutes and extending southerly for about 100 miles" and Indea Carey verterior "except at such points on the lower 40 miles of the river where the surveys for the two roads conflict. A de-termination of these rights awaits the determination of the courts. Our purpose is to construct a railroad into Central Oregon, and that is what we are proceeding to do. The road we have projected will be completed and placed in operation just as rapidly as men and money and the permission of the courts, covering disputed points, will permit.

#### Taclt Permission Obtained.

From the time we first projected "From the time we first projected a railroad survey up the Deschutes we had a tacit understanding with the owners of private property for the first 12 miles of the river that we would be granted permission to construct a road over that property. The granting of this right depended entirely on condition that we would not interfers with contemplated water-power development projects near the power development projects near the mouth of the river. The owners of this property are insisting that we build our road at a height sufficient to per-mit of the construction of a 140-foot dam and, while I am not authorized to make the announcement officially, it is more than probable that the terms of the pending right of ways we are to receive will provide for the construc-tion of our rond, at such an elevation. When these details have finally been settled, which probably will be done within a fortnight, we will be in a position to commence construction

way are adjusted,
"We are in earnest in our determination to build a railroad into Central
Oregon. Such a road will be constructed just as rapidly as men and money will enable us to do it. We promise the people of Oregon to give them a demonstration of railroad building such as will surpass all previous records in the history of the West."

#### Harriman Also Active.

Activity in railroad construction on the Deschutes, however, is not con-fined entirely to the Hill forces, according to reports emanating from the Harriman offices. It is announced the Harriman offices. It is announced by local representatives of the Harri-man system that the promoters of the Deschutes Railroad are equally active with the Hill people in the work of actually building a reliroad into long-neglected Central Oregon. Confident of possessing priority of rights on the lower river, the Harriman officials de-clare they are proceeding with conclare they are proceeding with con-struction work all along their sur-veyed lines, save only at such points as they are prohibited from occupying by the injunction which was recently continued in favor of the Hill road by

Permanent offices for the Oregon Trunk have been secured on the fifth floor of the Henry building at Fourth and Oak streets. These offices will be in charge of John F. Stevens, personal representative of J. J. Hill, who owns a controlling interest in the property. V. D. Williamson, president of the Oregon Trunk, is realding temporarily at the Portland.

#### RAILWAY IS FORCED TO ACT

#### United Railways Laying Track on

Stark Between Second and Third. Mayor Simon and members of the street committee of the Executive Board have won a notable victory in the case of the United Railway Com-pany concerning its track on Stark, between Second and Third streets, Last week the committee, backed by the Mayor, notified the company's officials to immediately lay the rails there, as the city is about to improve the street with hard-surface pavement. Yesterday morning a large force of workmen became nutting in the track

gan putting in the track. The streetcar company has for a long time been using Third and Stark streets as a terminal for its city end of the Burlington line, although with-out a particular right to do so, its franchise calling for the completion of the track to Second street. Nothing had been done for a long time toward finishing this work and City Engineer Morris asked the Executive Board, through the street committee, to deliver an ultimatum. The committee therefore authorized the City Auditor to norify the company to proceed at once, and Mayor Simon made a statement, in which he said that he would not permit the company to tear up the new pavement to put in tracks, and that they would be in trouble if they neglected to day them with the proposed improvement.

28-HOUR LAW BASES CHARGE

#### North Bank Accused for First Time

of Breaking Statute. Violation of what is known as the 28-hour law is charged against the Spokane. Portland & Seattle Railway in a complaint filed in the Federal Last two &

Court yesterday by J. R. Wyatt, Assist-Court yesterday by J. R. Wyatt, Assistant United States Attorney.

In the bill of complaint it is charged that the Hill road violated the Rederal statute in that it kept in transit for 35 consecutive hours a shipment of 25 horses, the property of H. Brown, from Plymouth, Wash., to this city, on May 15 last.

This is the first prosecution, alleg-ing a violation of this statute, which has been filed against the North Bank

NICKEL PLATE OPENS OFFICE

Line Installs Local Hendquarters in Commercial Club Building.

The Nickel Plate Road, operating the Traders' Dispatch, Lackawanna Nickel Plate Line and Interstate Dispatch, fast freight lines, have opened offices on the first floor of the Compercial Club building and will solicit freight to and from Eastern territory. Eastern territory.

These lines are represented by E. J. Stoll, who reports to B. E. Morgan, assistant general freight agent, at Chi-

Confer Here on Weighing Freight. Representatives of the freight de-

partments of the different railroad sys-tems operating in the North Pacific territory met yesterday in the offices of R. B. Miller, general freight agent

#### STEAMER INTELLIGENCE.

1507	The second	е,
Name.	From.	Date.
Rose City Alliance Sue H. Elmore. Break water Argo Falcon Geo. W. Elder Kanras City Eureka Roanoke Felja Henrik Ibsen	Coos Bay. Tillamook Coos Bay. Tillamook San Franc San Pedri Eureka San Pedri Hongkong	Aug. 28 Aug. 29 Aug. 30 Aug. 3

Scheduled to Depart Geo. W. Elder. San Pedro. Aug. 31
Argo. Tillamook. Aug. 31
Argo. Tillamook. Sept. 1
Euraka. Coos Bay. Sept. 1
Euraka. Euraka. Sept. 4
Kansas City. San Francisco Sept. 4
Rounoke. San Pedro. Sept. 5
Falcon. San Francisco Sept. 5
Falcon. Hongkong. Indefit
Henrik Ibsen. Hongkong. Nov. 1 Entered Thursday,

Rosecrans, Am. steamship (Holmes), with fuel off, from San Francisco.

Asuncion, Am. steamship (Bridsett), with fuel oil, from San Fran-

Tahoe. Am. steamship (Petersen), with general cargo from San Fran-

Cleared Thursday. P. S. Loop, Am. steamship (Levin

son), with 840,000 feet of lumber for San Francisco Resecrans. (Holmes), with ballast for San Fran-

Asuncion, Am. steamship (Bridgett), with ballast for San Francisco. Northland, Am. steamship (Erickson), with 11,220 sacks of wheat and 700,000 feet of lumber for San Fran-

Tahoe, Am. steamship (Petersen), with bullast for Grays Harbor.

for the Harriman lines, and discussed the advisability of having all transcon-tinental freight weighed by the Transcontinental Freight Bureau instead of by the railroads themselves. A definite decision was not reached and the subwithin a fortnight, we will be done within a fortnight, we will be in a position to commence construction operations at the mouth of the river.

"For the present we are directing our efforts towards the construction of wagon roads leading to the canyon at desirable points in the first 12 miles. These undoubtedly will be completed by the time the questions of right of way are adjusted.

decision was not reached and the subject will be conference. Among those attending the conference were: Archibaid Gray, assistant freight agent of the Northern Pacific, of Seattle; W. D. Skinner and W. E. Comman, representing the Harriman lines; H. M. Adams and R. W. Jenkins, representing the Hill lines.

### LAD, HUNGRY, STEALS BIKE

He Rides Past Police Station and Is Caught by Patrolman.

Unsuccessful in an attempt to sell : bicycle left at Third street near Oak street yesterday by R. S. Spaugh, a grocer, Ernest Peters, 21 years old, who came here several days ago from San Francisco, mounted the wheel and was riding away when discovered by the owner. Not being acquainted with Portland, Peters rode down Oak street past police headquarters. Spaugh followed and yelled to Patrolman Vessy to step the youth. The officer intercepted the

"I was hungry and thought I could sell it some place," said Peters to Patrol-man Vessy. The youth will be given a hearing before Judge Bennett today.

### WHICH WRIGHT? A PUZZLE

Mrs. Carson Not Sure Former Husband Is Famous Aviator.

Mrs. John I. Carson, who was reported as having admitted that she had married in years ago in Omaha an Orville Wright, who, she said, might possibly be Orville Wright, the aviator, last night denied some of the statements credited to her. Mrs. Carson said it is true that she married in Central City, Neb. (not Omano idea whether her former husband was the famous Orville Wright. As to the report that her son, Lester Wright, resembles and has the mechani-cal talent of the aviator, Mrs. Carson said she had not noticed any such ten-dency in her boy and that to her knowledge he had not engaged in any of the mechanical pursuits credited to him by

#### A Fish-Milk-Cow Yarn.

Elizabethtown (Ky.) News Tom Monin, near Nolin Station, has a arge spring branch which runs into No-in. Near the mouth of this branch is a favorite place for his cows to stand dur ing hot days, where the water is about a foot deep. Wednesday they were at their accustomed place. There had been a very heavy rain at Hogdenville, and shove, and Nolin got suddenly very muddy and began to raise rapidly. As is always the case when such rises come, the fish seek clear water, and a great many of them ran into the mouth of Mr. Monin's spring branch. The water was literally alive with fish, but they did not seem to frighten the cows the least bit. Mr. Monin happened to be on the bank about this time, and noticed a great com-motion in the water. He soon saw that the branch was full of large fish. As he stood there he witnessed a most remark-able occurrence. As the water rose on the cows he saw the fish grab the udders and milk them. He watched the perform-ance for some time, fascinated by the novel sight. When the cows came out they had been stripped dry by the fish. Mr. Monin is a perfectly reliable man and entirely truthful and he tells this story himself. He could not tell what kind of fish they were, but we are satisfied they

Last two days Bosenthal's shoe sale,

## RULES PASSED ON THIRD

Marking Law Interpreted by Navigation Commissioner.

OPINION ON FRENCH CRAFT

Quarters Occupied by Captain and Crew Must Be Certified To and Letter Carved in Woodwork. Oil Paint on Steel Doors.

E. C. Chamberlain, Commissioner of Navigation, has issued a ruling on the proper marking of structures of French vessels, set aside for the use of the of-ficers and crew of such ships, which have heretofore been assessed in addihave heretofore been assessed in addition to the registered net tonnage of such ships. The opinion of Commissioner Chamberiain was received yesterday by George Taylor, of the shipping firm of Taylor. Young & Co., and was in response to an inquiry made by Mr. Taylor to the Bureau of Navigation.

Considerable friction has been caused by the assessment according to gross tonnage instead of registered net tonnage of French vessels entering the Columbia River. In order that such craft may obtain the reduction in tonnage, certain requirements are necessary, and

certain requirements are necessary, and these are plainly set forth in the letter of Commissioner Chamberlain, addressed to Mr. Taylor.

It is absolutely clear that all wooden It is absolutely cear that an wooden structures set apart for the use of the captain and crew, the galley, storerooms and lockers, must be marked as certified to a specific use. The words must be carved in the wood. In the matter of the marking of steel doors, the commissioner falls to make any remarks beyond the statement that places will not do the statement that plates will not do. Until further instructions, it is to be pre-sumed that the words, painted in oil, will be sufficient. The specific case taken up by Mr. Taylor was that of the ship Berengere.

The full text of Commissioner Cham-cerlain's letter follows: Referring to your letter of the 30th of June last, this office advises you that it has obtained reports from the Collectors of Customs at San Francisco and Port Towns-end, respectively, relative to the tonnage of the French steamship Berengere you men-tion.

the French steamship Berengere you mention.

In order to conform to the regulations, such vessels should carefully apecify the use of the spaces prescribed in the law, which, on application, will be shown to you by the Collector of Customs.

The bureau has considered your inquiry regarding wooden structures for cabins, gallay, captain's space, room for sailors and such other structures that should be deducted from the gross measurement, or that cannot be used for cargo, will you allow the same spaces to be deducted, if marked over the entrances by a pinte let into the woodwork in such shape that it cannot be removed without mutilation, or must the ship have these spaces. Certified for ... seame, etc. absolutely carved in the woodwork?"

The question is answered in the negative. The jew plainly regulars that the words

men, etc. absolutely carved in the wood-work?"

The question is answered in the negative. The law plainly requires that the words necessary be permanently cut in.

As regards your-hypothetical inquiry relative to the marking of steel or metal structures, the bureau will consider the matter should a case actually arise and he submitted in the usual manner with report from the proper Collector of Customs.

The bureau notes your statement that in the case of such structures it is aimost impossible to cut the marks. It may be stated that the law makes no exception covering such cases.

Referring to your statement that the pro-

Referring to your statement that the pro-Referring to your statement that the proceedings as to measurement should be according to treaty setween the United States and France relating to the matter, the bureau advises you that it fails to find any treaty between the United States and France governing the measurement of vesiels. A copy of this letter has been sent to the Collector of Customs at Astoria for his information.

SCOWDWELLERS ON THE MOVE

Mayor Simon Pleased With Activity of Harbormaster Speier.

Mayor Simon is greatly pleased with the progress made by Harbor-master Speler regarding the scow-twellers along the riverfront. Nearly till of them have reserved. ill of them have removed, many all of them have removed, many of them taking their scows. The appearance of the river on both sides is much better than previously, as was noted by the Mayor yesterday morning when he accompanied Captain Speier to Graham's boathouse at the foot of Mill street to inspect the new patrol launch that is below composed there. that is being completed there.
"I am very much pleased with the manner in which this work has been

done," said the Mayor to Captain Speler. It makes a great improvement in the appearance and safety of the harbor." The Mayor was pleased with the trim appearance of the new launch, which is to be put into service on the river in the near future. It will probably be launched one week from tomorrow afternoon. It is said to be the pretiest boat on the river, and will be speedy. The Mayor and members of the Executive Roard and City Council when we have the launched. will be present when she is launched,

CONTRACT IS LET FOR TUG

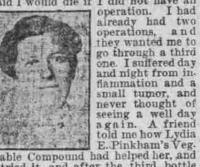
#### Willamette Iron Works Will Build Boat for \$92,350.

At the meeting of the Port of Portland Commission yesterday afternoon, the contract for the building of a single serse tug for service at the mouth of the Columbia River was awarded to the the lowest bid. There were only two bids submitted, these being by the Williamette from & Steel Works with a bid of \$32,350, and by the Moran Company, of Seattle, with a bid of \$38,700. The or seattle, with a old of \$30,000. The specifications call for a tug 116 feet long, 25 feet beam and 15 feet depth. It is to be completed within nine months from yesterday. The plans and specifications call for a boat built along the same general lines as the tug Wallula, but larger all over. but larger all over. considerable discussion, the

Port of Portland passed a resolution re-ducing the bar pilotage rate 25 per cent on all regularly established lines of steamers whose vessels call at this

### By Lydia E. Pinkham's Vegetable Compound

Chicago, Ill.—"I want to tell you what Lydin E. Pinkham's Vegetable Compound did for me. I was so sick that two of the best doctors in Chicago said I would die if I did not have an operation. I had



seeing a well day again. A friend told me how Lydia E.Pinkham's Vegetable Compound had helped her, and I tried it, and after the third bottle was cured."—Mrs. ALVENA SPERLING, 11 Langdon Street, Chicago, Ill.

If you are ill do not drag along at home or in your place of employment until an operation is necessary, but build up the feminine system, and remove the cause of those distressing aches and pains by taking Lydia E. Pinkham's Vegetable Compound, made from posts and barbs from roots and herbs.

For thirty years it has been the standard remedy for female ills, and has positively restored the health of thou-sandsof women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities. periodic pains, backache, bearing-down feeling, flatulency, indigestion, dizzi-ness, or nervous prostration. Why don't you want?

port, and also upon any single char-terer despatching vessels at least 12 times a year from this port. This action

times a year from this port. This action was taken that Portland may be considered a cheap port for vessels and as an inducement to bring them here. In connection with the matter of pilotage, the superintendent of the port was authorized to apply the coasting rate to all regular coasting vessels whether they were embarking for coast points or not at the time.

#### Shipping News at Scattle.

SEATTLE, Aug. 26.—The steamer Charles Nelson shifted to Dupont today to discharge cargo from San Francisco. The steamer Northland arrived from Juneau and ports.

The German steamer Efia arrived from

The German steamer Ella arrived from Mexican ports via Victoria.

The Jebsen line steamer Erna salls at midnight for Manzanillo, Mexico, carrying 2:00 tons of wheat, every bushel of the new crop that has been delivered in Sentile and Tacoma, and if she enters the Mexican port before September 15, the day on which suspension of the Mexican duty on wheat will end, she will clear \$21.000, the amount of duty which clear \$21,000, the amount of duty which would be collectible on September 16. Mexico does not produce wheat enough for home consumption and at periods, when the crop is unusually short, the tariff is suspended for a time to avert

famine.

The steamer St. Helens, which salled today for Nome and other Far Northern ports, is expected to bring back a cargo of marble from Shakan, Alaska.

### Fair Oaks Towed to Willapa.

HOQUIAM, Wash., Aug. 26.—(Special.)—The tugs Cudahy and Saring today took the wateriogged steamer Fair Oaks to Willapa Harbor instead of to Seattle as was stated to be her destination last night. She is badly filled with water, drawing 36 feet. She hung up again on the mud at what is known Mail Boat Slough, near South Bend, a Tugboat Company. Future movements of the damaged steamer are not known until an examination of the bottom can be had. The portion of her deckload not washed overboard was jettisoned for lighterage,

Aillance Brings Many Passengers. In command of Captain Parsons, the steamship Alliance arrived up from Coos Bay ports at an early hour yes-terday morning. The Alliance brought a full list of passengers and a large quantity of freight. Live hogs formed the bulk of the cargo and the candi-dates for honors in the ham and bacon line arrived in first-class shape. Four carloads of sash and doors and 50 tons scellaneous plunder completed the

Jap Satlor Escapes From Vessel.

M. Nagae, a Japanese sailor belonging to the steamship Yawata Maru, left that to the steamship rawais Maru, left that vessel yesterday without the permission of the master, and Captain Sakura now seeks that individual as a deserter. A reward of \$10 has been offered for the return of the sailor to the ship. The Yawata is discharging hardwood logs the percent with the Sakura and Sakura Williamette Iron & Steel Works of Yawata is discharging hardwood logs Portland, this firm having submitted at the Banfield Mills. Nagae is 23 years

The Standard oil liner Asuncion left lown at midnight for San Francisco. With coal from Newcastle, N. S. W., the French ship Hoche arrived up last

The oil tank steamship Resecrans is discharging fuel oil at the Associated tanks at Linnton. The steamship Rose City will sail for San Francisco with passengers and San Francisco with passengers and freight tomorrow morning at 9 o'clock.

For San Francisco with a full cargo

If an old sore existed simply because the flesh was diseased at that particular spot, it would be an easy matter to apply some remedy directly to the place that would kill the germs; or the diseased flesh might be removed by a surgical operation and a cure effected. But the very fact that old sores resist every form of local or external treatment, and even return after being cut away, shows that back of them is a morbid cause which must be removed before a cure can result. Just as long as the pollution continues in the blood, the nicer remains an open cesspool for the deposit of impurities which the circulation throws off. S.S.S. cures Old Sores by purifying the blood. It removes every trace of impurity and taint from the circulation, and thus completely does away with the cause. When S.S.S. has cleaned the blood, the sore begins to head and it is not a S S. S. has cleaned the blood, the sore begins to heal, and it is not a surface cure, but the healing process begins at the bottom; soon the discharge ceases, the inflammation leaves, and the place fills in with firm, healthy flesh. Under the purifying and tonic effects of S. S. S. the system is built up, and those whose health has been impaired by the drain and worry of an old sore will be doubly benefited by its use. Book on Sores and Ulcers and any medical advice free to all who write.

- THE SWIFT SPECIFIC CO., ATLANTA. GA.

# Men's Ailments Cured by Modern Methods

From the full power of mature ability and consummate mastery of diseases of men acquired originally from a wide range of experience in the best hospitals of the country my practice has grown to double that of any specialist on the Coast. For 31 years my offices have been located at the present address and praise from the army of men who have been cured here during this time is a prize I hold higher than money. My success has, of course, called forth competition, but my competitors have utterly failed to give 'something just as good' as a substitute for my treatment, and substitution is always a poor makeshift, anyway. In the low prices I make there is no sentiment—the great number of people I treat makes it possible and this plain fact proposition is being found out every day by dozens of thinking men who take time to investigate. Patients who have been treated by me for

### BLOOD POISON AND SKIN DISEASES

will vouch for the fact that I cured them, never to return, after being disappointed and deceived so long by others that they thought there was no cure for them. No man on earth has my methods of treating



NOT A DOLLAR NEED BE PAID UNTIL CURED

### Varicose or Knotted Veins

The simplicity and freedom from danger of which is the marvel of all physicians who have been privileged to witness it. There is no knife used, no chloroform, no pain, no subcutaneous ligation, no going to bed and not a single week's delay from business. Every case of Varicose Veins treated by me is a willing recommendation to any man who will inquire.

## Men, Wake Up

A man pays more taxes to folly than any other in stitution; and, a most peculiar attribute is failure of the individual to profit by the experience of PAST follies.

While time hurries on, the man with follies lingers until his health is gone before he discovers that delay and neglect have been the capsheaf of all his follies. Men, wake up and get the today habit of doing things. Don't let the cankerworm of delay ruin your health and destroy your prospects in life.

### Nervous Ailments

Do you ever feel that you are not the man you once were? Do you feel tired in the morning and easily exhausted? Is your back lame? Is your memory failing? Do you have difficulty in concentrating your thoughts? Do you notice a less of ambition? If you suffer from any or all of the above symptoms you certainly do not desire to remain so. What you want, is to be made strong and vigorous mentally as nature intended.

I would like to see and talk to every man personally who contemplates treatment, but if a visit is impracticable, write me fully. My system of treatment by mail is the most successful known. No business address on our envelopes or packages; everything in plain envelopes and sacredly confidential. Hours: 9 A. M. to 8 P. M. Sundays, 10 to 12. Address correspondence to

# St. Louis Medical Co. & Second Sts. Portland, Or.

Loop sailed at 5 o'clock yesterday after-

With 15 passengers and a full cargo of wheat and lumber, the steam schooner | Northland, Captain Erickson, salled for San Francisco last evening.

Arrivals and Departures.

PORTLAND, Aug. 26.—Arrived—Steamship Alliance, from Coos Bay; steamship
Tahoe, from San Francisco; steamship
Rosecrans, from San Francisco; steamship
Rosecrans, from San Francisco; steamship
Northiand, for San Francisco;
steamship Cascades, from St. Helens for
San Francisco; steamship F. S. Loop, for
San Francisco; steamship Asuncion, for
San Francisco; steamship Asuncion, for
San Francisco; steamship Asuncion, for San Francisco.

Astoria, Or., Aug. 28.—Condition at the mouth of the river at 5 P. M., smooth; wind northwest, 14 miles; weather, cloudy, Left up at 4 A. M.—French hark Hoche. Sailed at 6 A. M.—Steamer Eureka, for Coos Bay and Eureka. Sailed at 7:15 A. M.—Steamer Breakwaiser, for Coos Bay. Sailed at 11 A. M.—Steamer Elmore, for Tillamook, Arrived at 1:30 and left up at 4:40 P. M.—Steamer Yellowstone, from San

C. Gee Wo THE CHINESE DOCTOR

This great Chinese doctor is well known throughout the Northwest because of his wonderful and marvelous cures

and is today her-alded by all his patients as the greatest of his kind. He treats any greatest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies he guarantees to cure entarrh, asthma, lung troubles, rheumatism, nervousness, stemach, fiver and kidney troubles, also private diseases of men and women. CONSULTATION FREE.

Patients outside of city write for blanks and circulars Inclose to stamp. The C. Gee Wo Medicine Co. 1621/2 First St., Near Morrison.,



STOMACH CURED.
have been suffering wittemach trouble. Othe octors inelsted on me have ng an operation. Finally i came to Young Ming Medicine Co., 247 Taylor st. Portland, Or. After naving taken four doses of their remedies I am well. Wheeler County, Oregon.

E. Rinshart, of Boise, Idaho, myttes:

"Dra Yee and York cured my kidney and atomach troubles, from which I had suffored 12 years, after doctoring all the time and getting no benefit besides spending thousands of dollars. For the sood of the public, I write; if you are a sick person, call on or write yee & York Chinese Medicine Co.

1427; First St., Cor, Alder.

Fedro for Portland. Arrived—Steamer Yosemite, from San Pedro, for Portland. Salled at 8 last night—Steamer Falcon, for Portland. Salled at 4 P. M.—Steamer Maverick, for Portland. Steamer Fair Oaks was towed into South Bend.

London, Aug. 26.—French bark Gael, from London, for Portland, was abandoned at sea. Part of crew landed at Bundaberg. Australia.

Australia.

Euroka. Aug. 26.—Arrived—Steamer Roanoke, from Portland.

San Pedro. Aug. 26.—Arrived—Steamer
Clympic, from Portland.

Los Angeles. Aug. 26.—Steamer President
cleared for Scattle via San Francisco and
Gureka. Steamer Helene arrived from
Grays Harbor with lumber. Steamer Santa
Barbara sailed today for Borden to load
Humber. Steamer Olympic arrived from
Portland carrying lumber. Steamer Doris

Tides at

10:27 A. M. . 6.3:
9:37 P. M. . 8.3

11:40:27 A. M. . 6.3:
9:37 P. M. . 8.3

12:40:200.000

The coni product
was 1,200,200.000

amount the Unitediate of the Conic of the C

cleaned for Willapa Harbor via San Francisco to reload. Steamer Daisy Proemina arrived from Willapa Harbor bringing lumber. Steamer Rec arrived from Coos Bay with lumber. Steamer Cawestry cleared tonight for Tacoma with a cargo of one. Departures today include steamers Shna Yak for Tacoma via San Francisco and the Tamalpais for Grays Harbor.

Tides at Astoria Friday.

I have treated men's silments only for 25 years, and one year of my practice represents a greater volume of good experience than several years brings the average physician or specialist. In explanation of this statement will say that I have been the busiest specialist upon this Coast, curing several cases to other physicians' one. I began my practice with accurate knowledge concerning men's ailments, and my patients have received thoroughly scientific trestment. 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.

Free Museum Our \$10,000 Museum of Anatomy is now

PAY WHEN CURED I Also Cure Promptly

and

Permanently

Varicose Veius, Piles, Specific Blood Poison,

fee I charge,

DR. TAYLOR,

The Leading Specialist.

If I did not know that

I could thoroughly cure any allment of men, I

could not afford to

agree that you pay me after I oure you. Neither

could I afford to under-take a cure for the low

open to male visitors. The largest and finest on the Coast. All men visiting Portland should see this educational exhibit, showing the human body in wax reproductions.

Contracted Allments and All Reflex Atlments. You never find absurd or misleading state-ments. I state nothing but the SQUARE, HON-

EST TRUTH.

### Advice and Consultation Free

Come and have a private talk with me concerning your ailment Even if you are not prepared to undergo treatment at this time, I can always give helpful suggestion 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

## The DR. TAYLOR

284% MORRISON STREET. PORTLAND, OREGON. CORNER MORRISON AND SECOND STREETS. OFFICE HOURS - 9 A. M. TO 9 P. M. SUNDAYS, 10 TO 1 ONLY.