"BIG DRYDOCK IS PUBLIC BENEFIT

Surveyor to Lloyds, L. Veysey, Objects to Leasing Port's Property.

CONSOLIDATION IS SCORED

Should Corporation Get Control of Portland Dock It Would Be Easy, He Says, to Combine to City's Detriment.

PORTLAND, Nov. 26 .- (To the Editor.) -Having been asked to express my views regarding the leasing of the Port of Portland drydock to a private company I will, with your indulgence, endeavor to do so through the medium of your

First-I will take up the probable effect on the shipping industry of this port fect on the shipping industry of this port in particular and the Pacific Coast in general. As I am surveyor to Lloyds' Register of Shipping for the State of Oregon and both shores of the Columbia River, discretionary authority is invested in me in cases of classed ships (which are mostly foreign) arriving in my district in a damaged condition, and un-til repairs are effected to my satisfaction the vessel is off her class

Underwriters Stand Cost.

Prior to our having the above drydock which is a public utility for the sole benefit of our port, vessels had been sent to dock elsewhere when absolutely and underwriters have had to assume this extra cost and risk of trans-On many occasions, vessels would have

on many occasions, vessels would have docked for cleaning and painting only, had there been a drydock here.

Now, should this public utility be leased to a private company, they would be in a position to consolidate with the other drydocks on this Coast, and consequently could control all drydock re-pair work coming within their respective districts, to the exclusion of all other

This may result in the raising of dock rates and the cost of repairs to such an extent that owners and under-writers of vessels (especially foreign) coming to this port and Coast in a damdition, would instruct their masters and representatives to effect tem-porary repairs only. (providing that Lloyds' surveyor would give them a seacertificate.) and have permanent repairs done in another part of the world. With this in view, it can be readily seen that our local and Coastwise shipping would suffer the most from probable advanced rates, as they, at some time or other, must go on a drydock on this

Furthermore, the premiums charged by the Marine Underwriters would have to be increased on all shipping, both for-eign and local, to meet this extra ex-

Taxpayer Is Affected.

I will also give my views as to what effect the leasing of the Port of Portland drydock would have on the city, or in other words, the taxpayer. From the figures given in the issue of The Oregonian of November 14, the gross earnage of this drydock averaged \$20,247.87 per year, which I am presuming accrue from the actual docking of ships. The cost of operating the dock per averaged \$14,920.47, added to which is \$37,211.10, to cover interest and deprecla-tion, making a total of \$52,231.57.

These figures show an average deficit of \$31,983.70 per year for the taxpayers to pay, and presumably this is so, according to the statement. But, it must not be overlooked that these vessels had to be decked—it must have been for repairs, some of which have been exten-sive, or for cleaning and painting. Now assuming that the average total cost of these repairs amounted to twice the amount of the dock earnings, the tax-payers would certainly have received some benefit from the circulation of, say \$40,000, which may be increased in the future, when it is considered that shipping has been dull for the past two

Another Feature Possible.

Another feature of the leasing would be possible, viz., that if a monopoly of the drydocks of this Coast was formed the Port of Portland dock may be only used when absolutely necessary, and while the lease may probably provide for keeping the dock in good order, except for ordinary wear and tear, if it was not used, deterioration may probably be more than it would be if the dock was used, and such deteriora-tion may be considered as ordinary wear and tear.

After the lease had expired, say in three years, who could estimate, now, the cost to the taxpayers of restoring the dock to a first-class condition? The efforts of the Port of Portland Commission, composed of prominent gentlemen of the city, to better the interests of the taxpayer is to be highly appreciated, and such action as they may finally decide on will, I am confident, be only taken after due consideration of what really is best for all of the above interests. I. VEYSEY, Surveyor to Lloyds.

ANOTHER OPPOSES BIG LEASE

Captain Crowe Answers Corbett's Defense of Drydock Deal.

PORTLAND, Nov. 26.—(To the Editor.)
Referring to the letter appearing in The
bregonian November 24, and signed by Oregonian November 24, and signed by W. H. Corbett, president Oregon Drydock Company, there are some remarks, especially those of a personal nature, that call for a reply from me. Mr. Corbett is justified in assuming that the leasing of the Port of Portland drydock is a matter of serious concern to the public and in the absence of any figures or statements of benefits to accrue from such lease, it is not surprising that the comment to date should be unfavorable thereto. All unfavorable comment on and objection to the leasing of the Port of Portland Dry-dock by the Oregon Drydock Company could have been promptly stopped if the president of the latter company, instead of his somewhat heated letter, had writ-ten a calm statement of the benefit to the Port of Portland, shipowners and un-derwriters to be derived from the proposed lease. Assuming that such statement could be truthfully made, it could have been proven by figures showing

present cost of operation and mainte-nance, dock thes, receipts and disburse-ments for the year 1909, and his estimate of like figures under the proposed lease. As to his remarks about Captain Crowe, of the firm of Anderson & Crowe, it is quite true said firm is in the ship lining and ship repair business, and very actively. It is also true that Captain Crowe. of said firm, is not only surveyor, but agent, for the San Francisco Board of

veys vessels, makes specifications for repairs, makes such repairs when he or his firm makes the lowest bid, and also cer-tifies to the condition of such vessels after repairs have been made, whether by his firm or others.

The San Francisco Board of Marine Underwriters was well aware of the busi-ness Captain Crowe was engaged in when It appointed him agent and surveyor, and has found it beneficial to the interests represented by it that Captain Crowe ould continue his business of ship re-irer. Up to this date, no complaints have been received from the said board or shipowners affected about any business attended to by Captain Crowe in his various capacities; bence, we may dismiss that part of Mr. Corbett's letter referring to this combination of duties as being of no interest to the public nor affecting in any way the leasing or non-leasing of the Port of Portland Drydock.

I was informed that a close combins tion existed between the various drydecks of this coast and that the Port of Portland drydock would join the same, should the proposed lease be consummated. Mr. Corbett having made a positive statement that no such organization exists, nor is in process of formation, I am exceedingly giad to accept such statement as co clusive evidence that I was misinformed and trust no such is contemplated. My solicitude about the proposed lease

and my reason for opposing it, is that, as agent for the San Francisco Board of Underwriters, my principals expect me to use every proper effort to prevent any condition that may result in added ex-pense for repairs to vessels. My experience in longshore work leads me to fear that, should the Oregon Drydock Com-pany control both docks, its managers might fix dock dues at such figures as would enable it to make an appreciable rebate to the Willamette Iron & Steel Works, Mr. Corbett being president of both companies. This would enable the Willamette Iron & Steel Works to underbett a practical monopoly, which may explain my personal interest as a member of the ship-repairing firm of Anderson & Crowe and at the same time may give the desired enlightenment to Mr. Corbett.

If Mr. Corbett will give equally plain reasons for desiring to lease the Port of Portland Drydock, and they should appear as beneficial to the public as those have given for opposing the project, will certainly withdraw all objection to the proposed lease, and will work heartly for its consummation. A. CROWE.

MUCH LAND AT STARE IN SILETZ LAND CASE.

Federal Court Asked to Enjoin Further Occupation by Persons Who Followed Original Locators.

A case of far-reaching consequence was argued and submitted in the United States Court yesterday morning, when Attorney A. W. Lafferty appeared and asked that a temporary injunction be granted by presiding Judge Bean, restraining certain squatters from further trespassing upon land in the Slietz Indian

Reservation. It was claimed by Attorney Lafferty that squatters were in possession of cer tain lands and denying their use or con-trol to those persons who were their rightful owners.

Upon the decision of the court will in a measure depend the solution of a ques-tion as to ownership of a large number of land claims, it being stated that from 150 to 200 families have squatted on lands since the particular quarter-sections were withdrawn by the Department of the In-

The particular claimants mentioned in the cases presented to the court were Arthur B. Lawton and Chester V. Hare, two Portland workingmen, who settled upon lands near Falls City, in Lincoln County, in 1962. They filed under the homestead act, and claim to have established homes and actually resided upon the lands for a period of 14 months, when they appeared at the land office and commuted their entries by making cash payments. It is alleged that the Depart-ment of the Interior delayed the Issuance of patents for a number of years, and in 1996 sent out its order withdrawing all lands in that reservation from entry. The ciaims of Lawton and Hare were in the neantime examined by a special agent of he land office.

After Lawton and Hare had submitted their commutation proofs it is alleged that Mrs. William Birkenfield and August Birkenfield then entered upon the claims of Lawton and Hare, where they have since resided as squatters, and with the expressed determination of establishing a preference right of entry when the lands should be again opened to settlement by the Interior Department. If the court should grant the petition for an injunc tion it will act as a writ of ejectment The cases are considered to be tests of the rights of many persons who settled in the Siletz reservation under conditions similar to those under which the two Portland citizens attempted to acquire title, and the decision is regarded as being of the utmost importance.

Criminal Cases to Be Set.

It is announced by United States Judges Wolverton and Bean that the civil and criminal dockets of the United States Courts will be again called at 10 o'clock Monday morning, December 29. A jury en summoned for that date and all cases will be set for hearing. The new courtroom is expected to be in readiness for the use of litigants in equity cases.

PESTHOUSE SITE WORRIES

Kelly Butte Residents Object to Proposed New Location.

Strong opposition has developed to the erection of a county pesthouse at the Kelly Butte property, on the Section Line road. The pesthouse west of Portland was destroyed by fire some time ago, and it is proposed to build another on the property the county owns at Kelly

E A. Niblin, who owns extensive acreago northward, and represents other own. ers in the same neighborhood, made his objections known to the County Court

yesterday.

Mr. Niblin says the location and erection of a pesthouse on the Kelly Butte land would be a serious menace and damage to the property interests and he will oppose such location. The city is moving steadily out toward the Kelly Butte and soon it will be in the immediate suburbs. Mr. Niblin said yesterday that if the county should place the pesthouse at the top of Kelly Butte there would be no objections from anybody, as it would be removed from contact with the settled districts and would be several hundred feet above the surroundings.

It is in time of sudden mishap or accident that Chamberlain's Liniment can be relied upon to take the place of the family doctor, who cannot always be found at the moment. Then it is that Chamberlain's Liniment is never found wanting. In cases of sprains, cuts, wounds and bruises Chamberlain's Liniment takes out the soreness and drives away the rain.

PILES CURED IN 6 to 14 DAYS. of said firm, is not only surveyor, but agent, for the San Francisco Board of case of tiching, Blind, Bleeding or Protruding Marine Underwriters, and as such, sur-

Oriental Liner Enters Heavy Cargo at Customs-House.

RICE AND SULPHUR ABOARD

Largest Amount of Freight to Be Delivered at Portland Since Norwegian Steamships Went on Run-Full Outward Cargo

One of the largest cargoes of general merchandise from the Orient to brought across since the placing of the Norwegian steamships in the service of the Portland and Asiatic steamship line,

STEAME	R INTELLI	GENCE.
D	ue to Arrive	
Name. Alliance Argo. Breakwater. Rose City Kansas City Geo. W. Bide: Falcon Henrik Ibsen Eelja. Sue H. Eimor	Coos Bay. San Pedro San Franci San Franci San Franci San Franci Hongkong Hongkong	Wr'ked Nov. 28 sco Nov. 29 sco Dec. 5 sco Dec. 5 sco Dec. 6 Inn. 3
Sched	fuled to De	part.
Name.	For.	Date.

Alliance... Coos Bay... Nov. 27
Roanoke... San Pedro... Nov. 39
Breakwaier... Coos Bay... Dec. 1
Falcon... San Francisco Dec. 2
Geo. W. E'der. San Prancisco Dec. 2
Geo. W. E'der. San Pedro... Dec. 7
Kanssz City... San Francisco Dec. 10
Henrik Ibeen... Hongkong... Indeft
See H. Elmore... Tilliamook... Indeft
Selja........ Hongkong... Entered Friday.

W. S. Porter, Am. steamship (Mac donald), with fuel oil, from San Francisco. Asuncion, Am. steamship (Bridg-

ett), with fuel oil, from San Fran-Rygja, Nor. steamship (Svendsen), with general cargo, from Hongkong

Tallac. Am. steamship (Hansen). with cement and powder, from San

donald), with ballast, for San Fran-

Asuncion, Am. steamship (Bridgett), with ballast, for San Francisco. Kansas City, Am. steamship (Kid-ston), with general cargo, for San

was entered at the Custom-House yes-The Rygia, Captain Svendsen arrived up early Thanksgiving day, but did not enter until yesterday forenoon The vessel was 23 days in making the

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voyage from Yokohama. Jute, rice and sulphur formed the bulk of the cargo. Practically all freight was onsigned to Portland, the Eastern stuff consisting of matting and straw braid. There was also a quantity of Chinese merchandise, cassia bark, tea, tin, llip bulbs and curios. One peculiar item on the manifest was 17 bundles of feathers. One box of mud trays also figured on the

The Rygja brought cargo from Hongkong. Kobe and Yokohama. Transchipped at the Chinese port from Manlla was a large quantity of household effects for Dr. Merchant, for Carlton, Or. A full cargo awaits the Rygja for the outward voyage. It will consist largely of flour and lumber. The complete in-

ward manifest follows:

For Portland—Jute, 5873 bales; rice, 6828
bags; taploca, 300 bags; gunnies, 100 bales;
pepper, 250 bags; sugar, 340 bags; ten,
204 chests; general merchandlee, 1643
packages; curfos, 251 packages; sulphur,
2226 mats; cotton goods, 4 bundles; lvory
vases, 2; lily bulbs, 70 boxes; timber, 265
pieces; household effects, 117 cases; silk
goods, 3 cases; cassia bark, 50 bales; peaauts, 50 bags; feathers, 17 bundles; bamboo fishpoles, 192 bundles; tin, 219 slabs;
matting, 65 rolls; mud trays, 1 box.

For New York—Curios, by packages;
linen goods, 2 cases; straw braid, 76 bundles. ward manifest follows:

les.
For Philadelphia—Straw braid, 5 bundles.
For Atlanta—Straw braid, 39 bundles.
For Kansas City—Matting, 1000 rolls.
For Syracuse—Matting, 755 rolls.
For Columbus—Matting, 1805 rolls.
For Memphis—Matting, 155 rolls.
For Boston—Matting, 158 rolls.
For St. Louis—Linen goods, 7 boxes.

BEE BRINGS POWDER CARGO

Steamer Reaches Astoria With Load of Explosives for Quarry.

ASTORIA, Or., Nov. 26 -(Special.)-The steamer Bee, arriving today from San Francisco, brought 4997 kegs of blasting powder, 1021 cases of dynamite and a quantity of caps and fuses for the quar-ries at Martin's Bluff.

The steam schooner Tamalpais cleared at the Custom-house Thursday for Los Angeles, with a cargo of 170,000 feet of lumber, loaded at Hoffman Landing; 300,-000 feet, loaded at Goble, and 89,000 feet, loaded at Prescott. The steamer F. S. Loop cleared for San

Francisco. She carries a cargo of 400,-600 feet of lumber, loaded at Kalama; 200,000 feet loaded at Prescott, 100,000 feet loaded at Rainler, and 100,000 feet loaded at the Astoria Box Company's plant. The steamer Falcon, of the American-Hawaiian Line, is due to arrive Saturday morning from San Francisco, with East-ern freight and will have as a return

everal thousand cases of salmon for the European market.

The steam schooner Shoshone, with a cargo of 650,000 feet of lumber, loaded at St. Helens, for San Francisco, went to sea this morning. The French bark Andreas Theodore,

which arrived a few days ago from New-castle, N. S. W., with a cargo of coal, will be shifted from the stream on Mon-

RIVER SERVICE UNPROFITABLE

Rocks Below Riparia Cause Suspension of Traffic to Lewiston.

LEWISTON, Idaho, Nov. 26 .- (Special. Service into Lewiston by the Open River Transportation Company will not be re-sumed until March. Suspension of traffic is due wholly to the condition of the Snake River channel between Riparia and the mouth, which makes operation of the steamers unprofitable except when the water is above the four-foot mark. From Lewiston to Riparia the channel has been improved so that steamers can navigate with 100-ton capacity. Below Riparia the channel is narrow and crooked, with numerous hidden rocks that limit the cargo to 50 tons.

Officers Going East for Steamers Captain William Kidston, master of the steamship Kansas City, and Chief Engineer R. S. Paul of the same vessel. will leave San Francisco within a few days for Norfolk, Va., for the purpose of bringing the steamship Beaver to the Pacific Coast. Captain Nelson, master of the steamship City of Pansma and John Jackson, chief of the Rose City, will bring the Bear out from the yards. The Kan-sas City sailed at 6 o'clock last evening with a full cargo and a big list of

Barks Enter on Long Sea Race.

She was

passengers for San Francisco. Sh detained by freight and baggage.

Crossing the Columbia River bar to-gether the British barks Howard D. Troop and Matterhorn have started on a 16,000-mile race around the Horn for Europe. Both vessels are wheat laden and bound out for orders. The Howard D. Troop is a swift craft and on her arrival off the mouth of the Columbia River established a sailing record of 20 days from Yoko-hama. This is three days better than the last trip of the steamship Rygja over the same route.

Sleeping Pilot Suspended 60 Days. William Dunn, pilot of the steame who on October 15 ran that weswel, who on October is ran that weswel into Cape Horn, on the Columbia River, was yesterday suspended for a period of 60 days, by Local Inspectors Edwards and Fuller. Dunn pleaded guilty to being askeep while on watch. The boat struck a giancing blow and was not damaged to any great extent.

Rainier Goes on Drydock for Repairs

For survey and repairs the steamship Rainier was taken to the Port of Port-land drydock yesterday. The extent of the damage is not as great as was at first supposed. The Rainier bumped into the west spen of the Burnside-street bridge Thursday morning and was held there by the heavy current for nine

Notice to Mariners.

Word was received in the office of the Inspector of the Thirteenth Lighthouse District reporting the beacons at the upper and lower ends of Swan'Island had been carried out by the freshet. They will be replaced as soon as the water subsides sufficiently to permit the driving

Special Treasury Agent Arrives. George W. Stratton, special treasury

George W. Stratton, special treasury agent, arrived yesterday morning from Philadelphia. Mr. Stratton will have charge of the Northwest district, suc-ceeding Colonel William M. Rice, who was recently transferred to Galveston,

Marine Notes.

The steam schooner Tallac is discharging powder in the lower barbor steamship Catania is discharging fuel at the associate tanks at Linnton The steamship Asuncion will leave down today from the Standard tanks at Ports-

Captain John Bermingham, El inspector of district No. 1, passed through Pertland yesterday en route from Seattle to San Francisco.

With passengers and freight from Cook Bay the steamship Alliance will arrive up this morning. The Alliance is three days behind her schedule.

Arrivals and Departures.

PORTLAND. Nov. 26.—Arrived.—Steam ship W. S. Porter, from San Francisco steamship Asuncion, from San Francisco steamship Catania, from San Francisco steamship Taliac, from San Francisco ateamship Bee, at Martins Bluff, from San Francisco; French hark Francisc, from London. Salled.—Steamship W. S. Porter, for San Francisco, steamship Kansas City, for San Francisco.

San Francisco; steamship Kansas City, for San Francisco.
Astoria Or, Nov. 28.—Condition at the mouth of the river at 5 P. M. smooth; wind, south, 14 miles; weather, cloudy. Sailed at 1230 A. M.—Steamer Argo, for Tillamook. Arrived in last night—Steamer Vosburg. from Nehslem. Arrived at 9 A. M.—Steamship Coaster, from San Francisco. Arrived at 9:25 and left up at 11:15 A. M.—Steamship Catania. from San Francisco. Arrived down at 11 A. M. and sailed at 12:30 P. M.—Steamer Shooknone, for San Pedro. Arrived at 9 A. M. and left up at 10 A. M.—Steamer Alliance, from Coos Bay. Sailed at 19:20 A. M.—British hark Matterhorn, for Ipswich Sailed at 10:40 A. M.—British bark Howard D. Troop, for Queenstown or Falmouth, for orders. Arrived at 1 P. M.—Schooner W. F. Jewett, from Redondo. Arrived at 4 P. M.—Steamer Elmore, from Tillamook.

San Francisco. Nov. 26.—Sailed at 3 P.

Tiliamook.
San Francisco, Nov. 26.—Sailed at 3 P.
M.—Schooner Fred J. Wood, for Columbia
River. Sailed—Steamer Mayerick, for Port-

M.—Schooner Fred J. Wood, for Columbia River. Sailed—Steamer Maverick, for Portland.

Eureka, Nov. 26.—Arrived—Steamer Roanoke, for Portland, and steamer Geo. W. Elder, for San Pedro.

San Francisco, Nov. 26.—Arrived—Steamship Asia, from Hongkong; steamer Santa Monica, from Grays Harbor. Sailed—Schooner Fred B. Wood, for Columbia River; steamer City of Sydney, for Ancon. Yokohama, Nov. 26.—Arrived November 22.—Steamer Aymeric, from Seattle, for Hongkong and Manila.

Los Angeles, Nov. 25.—Arrived—British ship Manx King, from Antwerp, steam schooner Grays Harbor, from Willapa Harbor, schooner Louise, from Willapa Harbor, Schooner Louise, from Willapa Harbor, Schooner James S. Higgins, from Fort Brägg; steam schooner Santa Barbara, from Grays Harbor, Sailed—Steams schooner Wellesley, for Grays Harbor, Tacoma, Nov. 26.—Arrived—U. S. S. Tahoms, from Seattle; barkentine Amazon, from San Francisco; steamer Portiand, from Alaska Departed—Schooner Taitus, for San Pedro; U. S. S. Burnside, for Seattle, Seattle, Nov. 26.—Arrived—Steamer Jefferson, from San Francisco; steamer Charles Nelson, from San Francisco; steam

Not only its proven ability to cure, but its absolute safety as a remedy has made S. S. S. the most desirable of all medicines for the treatment of Contagious Blood Poison. S.S.S. is made entirely of roots, herbs and barks of the forests and fields. It does not contain a particle of mercury, potash or any other harmful mineral to injure the delicate parts of the system, impair the digestion, corrode and irritate the lining of the stomach, or in any other way injure the health. It is Nature's blood purifier, harmless in its action and certain in its good results. S.S.S. removes the poison from the circulation, enriches the blood, and safely and surely cures Contagious Blood Poison. It builds up and strengthens the system by its fine tonic effects and leaves the patient not only cured of the disease, but stronger and in better health in every way. If you are suffering with Contagious Blood Poison S.S.S. is your most certain reliance; an honest medicine, and because of its vegetable purity, a safe treatment for any one. We have a special book on home treatment which explains fully the different stages of the disease, also suggestions that will be helpful to you in the treatment of your case. We will be glad to send this book together with any medical advice desired, free to all who write.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

SKIN TROUBLES

Two Little Girls had Eczema Very Badly-In One Case Child's Hair Came Out and Left Bare Patches - Father's Head Sore from Childhood - In All Three Cases

CUTICURA MET WITH ITS USUAL SUCCESS

"I have two little girls who have been troubled very badly with eczema. One of them had it on her lower limbs. I did everything that I could hear of for her, but it did not give in until warm weather when it seemingly subsided. The next winter when it became cold weather the eczema started again and The next winter when it became cold weather the eczema started again and also in her head where it would take the hair out and leave bare patches as large as a quarter of a dollar. At the same time her arms were sore the whole length of them. I took her to a physician and he said that she had two distinct types of eczema. I continued with him for several weeks and the child grew worse all of the time. Her sister's arms were also affected in the same way. My husband came home one day with a box of Cuticura Ointment and a cake of Cuticura Soap. I began using them and also the Cuticura Pills and by the time the second lot was used their skin was soft and smooth as used their skin was soft and smooth as it had not been before for the winter. We keep the Cuticura Soap and Cuti-cura Ointment constantly by us and when any little roughness or irritation appears on their skin I quickly dispel it with the Cuticura Remedies. My husband has used them with most satisfactory results for a sore head which has troubled him from childhood. Mrs. Charles Baker, Albion, Me., Sept. 21, 1908."

Cuticura Ointment is one of the most successful remedies for torturing, dis-figuring humors of the skin and scalp, including loss of hair, of infants, children including loss of hair, of infants, children and adults, ever compounded, in proof of which a single anointing with it, pre-ceded by a hot bath with Cuticura Scap, and followed by mild doses of Cuticura Pills, is often sufficient to afford immediate relief in the most distressing forms of itching, burning and scaly humors, eczemas, rritations and inflammations, permit rest and sleep and point to a speedy cure when all else fails.

Cutteurs Soap (25c.), Ointment (50c.), Reseivent (50c.), and Chocolate Costed Pilis (25c.), are sold throughout the world. Potter Drug & Chem. Cofp., Bole Props., 157 Columbus Ave., Boston, as Malled Free, Cutteurs Book on Sain Diseases.

S. Tahoma, for Tacoma; steamer Northland, for San Francisco. Tides at Astoria Saturday

Congregational Church Ministers

Pay Last Tribute. The funeral of Rev. G. W. Riggs, late pastor of the University Park and Park Place Congregational Churches, who died last Sunday, was held yesterday at 10 A. M. from the University Park Church. There was an unusually large attendance at the services and nearly all the congre-gational ministers of Portland were pres-

intendent A. J. Folsom, of the University Park Congregational Church. Rev. W. R. Jeffrey, of the University Park M. E. Church, led in devotional exercises, and the Scripture lesson was given by Rev.

fucted by Rev. J. J. Staub and Rev. E. S. Bollinger. Music was furnished by the University Park Congregational Church

The pallbearers were as follows: Dr. Luther R. Dyott, First Congregational Church; Rev. E. S. Böllinger, Highland Congregational Church; Rev. J. J. Staub, Sunnyelde Congregational Church; Rev. W. C. Gilmore, First Congregational Church of Hood River; Rev. W. H. Meyers, Laurelwood Congregational Church; Rev. G. W. Nelson, St. John

No More Bald Heads

Baltimore Specialist Says Baldness Is

Unnecessary, and Proves It. The intense interest in the wonderful work that has been accomplished in Baltimore and other cities by Wil-

liam Charles Keene, president of the Lorrimer Institute, is rapidly spreading. Many cases of baldness and faded hair of years' standing have been remedied by the remarkable preparation being distributed from Mr. Keene's laboratory, and its fame is spreading far and wide. What makes this treatment extreme-

ly popular is the fact that trial outfits are sent free by prepaid mail. Those who wish to try it are strongly advised to Write to Mr. Keene at the Lorrimer listitute, Branch 418, Baltimore, Md. They will receive the full trial free of charge and much useful information about the hair, which will pu them on the road to a rapid and cer-tain improvement.

HANDSOME 18-in. FRENCH PLUME \$2,75 \$5.00 VALUES Satisfaction Guaranteed or Money Refunded RELIABLE MILLINERY HOUSE 2027 Hadden Ave. CHICAGO

AORPHINE Before you pay a ceek to will conthe sole judge. Address
Manine Medicine Co.

3251 Lesset St., St. Lesse, No.

APPROVAL

Kodol Sour Stomach

by c mpletely and promptly digesting all the foo great, stops Dyspepsis and Indigestion and makes the stomach sweet. It is guaran-ted to relieve you, and if it fails, your money will at once be refunded by your dealer from whom you purchased it. Every tablespoonful of Kodol digests 2¹⁴ pounds of food. Try it.



Inflammations, Irritations

My Certain, Quick Cures for Men

nave given me the largest practice in fortland in Allments of Men and allow me to give my services at a very low figure, hence place my new system within the reach of all men. Everything confidential. I have the best equipment in my office to be found anywhere for the treatment of men. In coming to me you get the benefit of the finest equipment in the world. I never use unprofessional methods to gain patronage and gladly ask you to investigate my standing before calling on me. I cure it ver any curable case.

among the claims of the various specialists in every large city there is always one man who, on account of his years of experience and success, stands head and shoulders above all the rest. There cannot be two best specialists-all of them may be good, but only one of them can be best, and I apprehend there can be no controversy over this point in Portland. My office has been established 27 years, longer than any other, and is indorsed, not only by leading business men, but by a generation of cured and satisfied patients.

Every one that is accepted for treatment here at my institute receives my own personal and individual attention, and, you may have the positive assurance that you will be skillfully and honorably served by one whose conscience dictates a policy of justice to all.

My methods of curing Blood Diseases, Nervous Decline, Piles, Kidney, Bladder, Special and Chronic Diseases, and all ailments of men, are unequalled and recommended by the many I have cured of these diseases.



NOT A DOLLAR NEED BE PAID UNLESS CURED.

> CONSULTATION AND EXAMINATION FREE

at office or by mail. One personal visit is preferred, but if this is impracticable, write us a full and unreserved history of your case and get our opinion free. Many cases cured at home. Medicines fresh from our own laboratory, \$1.50 to \$6.50 percourse.

Hours, 9 A. M. to 8 P. M.; Sundays, 10 to 12.

CORNER SECOND AND YAMHILL STREETS, PORTLAND, OR.

I CURE ME

Pay When Cured

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Contracted Ailments

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