BIG SUM ASKED TO DEEPEN COLUMBIA

Major McIndoe Wants $1,560,000 for Year's Task, $3,042,500 Sought.

U. S. ENGINEER REPORTS

Dredging of Shoals Main Work Undertaken—$60,000 Recommended for Upper Willamette. Many Snags Removed.

Congressional appropriations aggregating $3,042,500 for river and harbor improvements in this section of the Pacific Northwest for the fiscal year ending June 30, 1911, are recommended by Major McIndoe, corps of United States Engineers, in charge of this district, in his annual report to the Secretary of War, printed copies of which were received in Portland yesterday. The largest appropriation recommended is $1,560,000 for continuing the improvement of the mouth of the Columbia. The sum of $1,000,000 is urged for necessary work in the same stream between The Dalles Rapids and the Celilo Falls.

Fifteen Sums Asked.

The detailed amounts that can be profitably expended in this district, according to Major McIndoe, for the fiscal year ending June 30, 1911, exclusive of the balance unexpended on July 1, 1909, are as follows:

Improvement mouth of Columbia River	$1,560,000
Columbia River between foot of The Dalles Rapids and the head of Celilo Falls	1,000,000
Columbia and Lower Willamette	175,000
Canal at the Cascades	105,000
Columbia and tributaries above Celilo Falls to Snake River	90,000
Upper Willamette	60,000
Columbia between Vancouver and Snake River	15,000
Tillamook Bay and harbor	10,000
Cowlitz River	5,000
Coos River	5,000
Lewis River	2,500
Gauging waters of Columbia River	1,000
Grays River	500
Clatskanie River	500
Total	$3,042,500

Dredging Only Improvement.

According to Major McIndoe's report, operations for the improvement of the Columbia and lower Willamette Rivers below this city during the fiscal year ending June 30, last, consisted almost entirely in dredging the shoals between this city and Astoria. In this work the United States dredger Ladd and Clatsop were employed, a total of 341,430 cubic yards of material being removed from the different shoal places in the lower estuary of the river.

At the mouth of the Columbia work has been in progress at Fort Stevens throughout the year, says the report, but the active work of receiving stone and extending the jetty tramway was suspended from December 31 to April 13, on account of inclement weather. At the beginning of the fiscal year the tramway had been extended to a point 29,416 feet from the root of the jetty and the enrockment had been brought to a height of from four to five feet above mean low tide.

Tammany Extends 3000 Fight.

During the year the tramway was rebuilt out to the end of the old jetty and extended past that point to a total length of 3500 feet. Continuing, the report says:

The survey of the bar, completed the latter part of June, shows quite a marked improvement in the navigable channel since the survey of last year.

The survey of last year showed a channel about 6000 feet in width with a minimum depth of 24½ feet, with two navigable channels at the most easterly and westerly limits, having minimum depths of 25½ and 25 feet, respectively. The survey of this year shows that the 6000-foot channel has narrowed to 4700 feet by the westerly movement of Clatsop Spit, due to the extension of the jetty. The easterly 25½-foot channel of last year has been eliminated and the westerly 25-foot channel has deepened to 26½ feet.

The reduction of the total width of the 24½-foot channel during the past year has resulted in a well-defined, navigable channel with a minimum depth of 26½ feet and a width of 2000 feet at its narrowest point, while only about 1000 feet of the length of the 26½-foot channel has a depth of less than 27 feet and only 2000 feet a depth of less than 28 feet.

The conditions of Peacock Spit are about as usually found, with a slight shoaling in spots and a gradual movement to the west and north.

Clatsop Spit at its 24-foot contour on the north side of the jetty shows a slight cutting of the channel side and a westerly movement of about 1500 feet at its west end. On the south side of the jetty the 24-foot contour remains about the same along the south edge of the spit, but at the west end it has advanced seaward about 2000 feet.

The changes that have taken place during the past year are very satisfactory and give promise of a greater depth of channel in a short time.

Work on Rapids Rushed.

Much benefit has resulted at Umatilla and Homly Rapids on the upper Columbia from deepening and straightening the river channel, although much more of this work needs to be done. The total work of the season on this section of the river is summarized as follows:

Biggs Rapids—210 drags with the channel rake, deepening the crossing about two feet.

Lower Umatilla Rapids—542 cubic yards of rock blasted and removed.

Middle Umatilla Rapids—571 cubic yards of rock blasted and removed.

Upper Umatilla Rapids—67 cubic yards of rock blasted and removed.

Homly Rapids—67 cubic yards of rock blasted; 327 drags made with rake; 1614 tons of bowlders, etc., were removed from the bed of the river and placed where they would improve the channel.

The following summary is given of work done on the Snake River:

In all 1385 tons of stone were placed in dams at Slaughter House Rapids; 55 cubic yards of reef were blasted from Texas Rapids; 1297 cubic yards of rock were removed from Palouse Rapids; 1127 cubic yards of rock from Pine Tree Rapids, and 1093 cubic yards from Fish Hook Rapids.

Wall at Cascades Asked.

Construction of a concrete wall to replace the earth bank on the south side of the upper lock at the Cascades of the Columbia, to cost about $100,000, is another improvement recommended by McIndoe. The cost of operating these locks during the year was $15,353.83. Statistics are included in the report showing that during the 12 months 24,168.62 tons of freight and 70,482 passengers passed through the locks on the various river craft. The following review is given of the operations on the Columbia between Vancouver and the mouth of the Willamette:

No active operations were carried on during the year. In September a survey was made of the shoals between the railroad bridge at Vancouver and deep water below the lower point of Hayden Island. The survey showed that the former dredged channel along the Hayden Island shore had not been maintained, but had shoaled in places to 10 feet or less at low water. The best channel over the shoal appeared to cross over the Washington shore, with a controlling depth of about 11 feet at low water.

Early in the season it was the intention to redredge a channel to the projected 20 feet low-water depth across the shoal, but the Port of Portland suction dredges could not be hired as in former years for this work, and no other dredge was available.

The sawmill of Pittock & Leadbetter at Vancouver, Wash., which heretofore has furnished nearly all the ocean cargoes, burned down, and as it appeared that it would not be a good policy to redredge a channel which would probably fill up at the next high water, and for which there was little or no demand, it was decided not to attempt dredging this last season, especially as no economical dredge could be hired for the work.

The above-mentioned sawmill has been rebuilt, and it is proposed to use the United States dredge Oregon to redredge the channel after the freshet in the Columbia subsides.

The dike at the head of Oregon Slough has remained intact, and requires no repairs at this time.

Coquille Jetty Lengthened.

The status of work at other points in this district is reviewed in the report as follows:

Coquille River, from Coquille City to mouth of river.—During the year the jetty was extended a farther distance of 135 feet, and 8587 tons of stone were dumped thereon. Under this contract a total of 31,427 tons of stone were placed in the north jetty, it being extended a total distance of 285 feet seaward. This contract completed all the work contemplated under the approved project, and, with the work done in former years, resulted in the construction of the south jetty 2700 feet in length, and the north jetty 1575 feet in length. Both jetties are of the high-tide, rubble-stone type, with their sea ends 600 feet apart. The influence of these jetties has caused the channel to be straightened and located away from dangerous rocks, and has increased the low-water depth on the bar from about three feet to 10 feet. The ends of the jetties have been more or less beaten down by the seas, but this action seems to have ceased, and the bar depths seem to remain fairly permanent.

Coos Bay Work Rests.

Coos Bay and Harbor.—No active operations under the approved project of construction of jetties were carried on during the fiscal year. The Government plant was cared for, and during March and April about 53 acres of the North Spit were planted with Holland grass (Arunda arenaria), the roots being taken from adjacent plantings of former years.

The condition of the north jetty is about the same as previously reported, pilots reporting a least low-water depth of about 20 feet over the bar. The jetty tramway and wharf have been completely destroyed by the freshets and decay, and the jetty itself more or less beaten down by the Winter storms.

Tillamook Snags Removed.

Tillamook Bay and Bar.—At the beginning of the fiscal year the work of snagging with the Government plant on Hoquarten Slough was in progress, and continued until about August 1, between Tillamook City and Memaloose Point. This stretch was thoroughly snagged, and approximately 196 large snags and 1919 small snags and trees were removed from the channel.

The use of the dredge by private citizens for the removal of a rock heap in Wilson River was authorized by the department, and this work was done during August and September, all expenses of operation being paid by the people interested. The dredge was also loaned, under authority of the department, for deepening the channel in Hoquarten Slough above the county bridge. This work was intermittently carried on during December and January, after which the plant was laid up for the Winter.

With the funds provided by the act of March 3, 1909, it is proposed to snag and redredge the shoals to the projected depth of nine feet, and at the close of the year a new bucket for the dredge had been ordered and the work of overhauling the plant commenced.

The controlling dikes constructed in former years in Tillamook Bay are more or less in need of repair, and as the channel requires annual dredging and snagging additional funds will be required. It is estimated that $10,000 can be profitably expended in the next two years in making repairs to these dikes and in maintaining the improved channel.

Willamette River Cleared.

Work on the Willamette River was confined to a stretch on the river between Corvallis and Newberg, a distance of 81 miles, and consisted of snagging, dredging and making necessary repairs to dams and revetments. In all, 126,000 cubic yards of material were removed from the river. The same character of work was performed in the Yamhill River. The locks in this stream were open 155 times during the year. They were closed 74 days, from September 23 to March 24, on account of high water. The cost of their operation was $1188.66.

MAYOR BUYS STAMPS

CHECK CHEERS BUSY SALES-MANAGERS.

Seattle Sends Word $7000 Was Raised There in One Day—Local Fund Not Yet $10,000.

The first day of the last week of the Christmas stamp campaign, conducted by the Visiting Nurse Association, opened with considerable gladness at headquarters yesterday morning, owing to a letter and check that were received in the first mail from Mayor Simon. This communication showed that the city's executive took a deep personal interest in the movement to raise a fund of $10,000 to help in the fight being waged against the white plague, and gave the women concerned in the sale of stamps new cheer.

Mayor Simon suggested that, inasmuch as only one call has been made upon the business men for contributions, a second canvass would not be amiss.

Pleased as were the members of the association to receive this letter, they regret that it will be impossible to follow out the Mayor's suggestion. Most of their number are too exhausted by the length of the campaign to make the recanvass of the business offices, and the remainder feel that their attention must be given to the booths, of which some additional ones have been opened for the final week of the sale.

New incentive to the work was also given by the report from Seattle, where "Red Cross buttons" were sold for a day, in an endeavor to raise a fund of $10,000 for similar work there. In the one day in which the campaign was conducted in the city on Ellicott Bay, nearly $7000 was raised. The members of the Visiting Nurse Association feel that if Seattle could raise $7000 in one day for work against tuberculosis, the men and women of Portland ought to be able to give $10,000 in four weeks at least. With this matter of local pride in view, the work this week will be prosecuted vigorously.

The booths today will be in charge of the following:

Meier & Frank, Miss Alta Rush and Miss Louise Mistick; Olds, Wortman & King, morning, Miss Elizabeth P. Sawyer and assistant; afternoon, Miss Gracia Wold, Miss Dorothy Nash and Miss Scoggin; Lipman-Wolf, Miss Isabella Gauld and assistant; Woodard & Clarke, morning, Miss Hamilton Williams and Miss Evelyn Wilson; afternoon, Miss Louise Poulson and Miss Laura Cumming; Tull & Gibbs, morning, Miss Louise Beakel and Mrs. T. T. Strain; afternoon, Mr. J. P. Cook and Miss Scoggin; Charlton's 5 and 10-cent store, Mrs. F. Kuettner and assistant; Kennard & Adams, booth in charge of Tuesday Afternoon Club, Mrs. L. M. Davies supervising; Postoffice, Mrs. M. E. Perry and Miss McLane; J. K. Gill's, morning, Miss Elva Friendly and Miss Germaine Sammels; afternoon, Miss Helen Collents and Miss Sophie Beck; Chamber of Commerce, morning, Miss Irene Flynn; afternoon, Miss Lois Senders; Wells-Fargo building, morning, Mrs. E. C. Giltner; afternoon, Miss Haddon and Mrs. P. J. Marsh; Hotel Portland, Miss Vida Reed and Miss Mildred Fuller; Hotel Imperial, Mrs. Lydell Baker; Hotel Oregon, morning, Miss Virginia Merges and Miss Francis Fuller; afternoon, Mrs. James McKinnon, Miss Helen Moore, and Miss Amorette Crossley; Hotel Perkins, Miss Amelia May and assistant.

TO CURE A COLD IN ONE DAY.

Take LAXATIVE BROMO Quinine Tablets. Druggists refund money if it fails to cure. E. W. GROVE'S signature is on each box. 25c.

A fine display of ladies' alligator bags at Harris Trunk Co.

BARK BEARS LUMBER

Jordanhill Clears for London With 1,959,781 Feet.

CARGO SECOND IN MONTH

Vessel to Leave Today—Steamer Cape Finistere Finishes Loading 3,000,000 Feet — Demand Is on Increase.

With 1,959,781 feet of lumber, valued at $23,443, the British bark Jordanhill, Captain Kennealy, cleared yesterday for London direct. The vessel will leave down this morning and will proceed to sea Thursday if weather conditions are favorable. The vessel carried lumber from Portland to Europe, clearing in April, 1908.

The British steamship Cape Finisterre, under charter to carry lumber to Melbourne, Australia, has finished loading and will clear today. She will carry close to 3,000,000 feet and will leave down in the afternoon. Foreign lumber shipments to date, not including the Cape Finisterre, total 3,217,031 feet, and it is probable that this figure will be doubled before the first of the year.

Coastwise shipments of lumber will be heavy for December. The fleet of coasting craft has been kept well on schedule and vessels have been leaving south with full cargoes. The demand in San Francisco and San Pedro is increasing, and rates and shipments are stiffer than for some time.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Sue H. Elmore	Tillamook	In port
Breakwater	Coos Bay	In port
Geo. W. Elder	San Pedro	In port
Kansas City	San Francisco	In port
Alliance	Coos Bay	Dec. 23
Roanoke	San Pedro	Dec. 26
Rose City	San Francisco	Dec. 27
Falcon	San Francisco	Dec. 28
Henrik Ibsen	Hongkong	Jan. 3
Selja	Hongkong	Indef't

Scheduled to Depart.

Name.	For.	Date.
Sue H. Elmore	Tillamook	Dec. 20
Geo. W. Elder	San Pedro	Dec. 21
Breakwater	Coos Bay	Dec. 22
Kansas City	San Francisco	Dec. 24
Alliance	Coos Bay	Dec. 25
Roanoke	San Pedro	Dec. 28
Falcon	San Francisco	Dec. 30
Rose City	San Francisco	Dec. 31
Henrik Ibsen	Hongkong	Jan. 12
Selja	Hongkong	

Entered Monday.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, from San Pedro and way.

Asuncion, Am. steamship (Bridgett), with fuel oil, from San Francisco.

Samason, Am. steamship (Hobson), with ballast, from Coos Bay.

Cascade, Am. steamship (Marco), with ballast, from San Francisco.

Roma, Am. steamship (Lawson), with fuel oil, from San Francisco.

Cleared Monday.

Geo. W. Elder, Am. steamship (Jessen), with general cargo, for San Pedro.

Asuncion, Am steamship (Bridgett), with ballast, for San Francisco.

Cascade, Am. steamship (Marco), with 125,000 feet of lumber, for San Francisco.

Roma, Am. steamship (Lawson), with ballast, for San Francisco.

Jordanhill, Br. bark (Kennealy), with 1,959,781 feet of lumber valued at $23,443, for London.

GOLDEN GATE TO MAKE RUN

Vessel Will Replace Argo on Tillamook Bay Route.

The steamer Golden Gate, recently purchased by the owners of the wrecked steamer Argo, arrived today from Seattle and had on board 73 tons of coal for G. W. Sanborn, that will be discharged here. She will go on the Columbia River-Tillamook run as soon as she can be placed in proper shape.

The steam schooner Yellowstone arrived today from San Francisco and will load lumber at Rainier. The steam schooners F. S. Loop and Shoshone arrived today and will load lumber.

A bill of sale was filed in the Custom-House whereby Walter Cochran, E. P. Peck and J. H. Peck, all of Kelso, Wash., sell the steamer Mystic to the Hammond Lumber Company for a consideration of $3800. The craft will be used by the mill company in towing logs. She was built by Wilson Bros., of this city, in 1907, and her dimensions are as follows: Length, 54 feet, beam 15 feet, depth 4 feet, tonnage 30 tons gross, 20 tons net.

The revenue cutter Manning sailed this afternoon for Coos Bay to take a power lifeboat to the life-saving crew at that point. This life boat is of the latest make and is the one used by Captain Wicklund in his exhibition drills at the Seattle Exposition.

FAST TRIP MADE UP COAST

Steamship Kansas City Reaches Port at 4:30 P. M. Yesterday.

In command of Captain Louis N. Nopander, ex-master of the steamship Senator, the steamship Kansas City arrived from San Francisco at 4:30 o'clock yesterday afternoon in one of the fastest passages on record for this season of the year. The Kansas City sailed from the California port at noon Saturday and was docked at Astoria 37½ hours later. She made a fast run up the river.

The Kansas City brought a large list of passengers and all the freight she could handle. Captain Kidston, ex-master of the Kansas City, left for the East Saturday evening and will assume command of the new steamship Beaver, now under construction at Newport News, Va., for the San Francisco & Portland Steamship Company. The Beaver will leave for the Pacific Coast about February 1.

MONEY FOR IMPROVEMENTS

J. N. Teal, Writing From Washington, Confident of Appropriation.

That when a final agreement is reached on the appropriation for the improvement of rivers and harbors in the United States Oregon will get all that is coming to her, or a fair share at least, is the belief of J. N. Teal, head of the Oregon delegation to the National rivers and harbors congress, concluded some days ago in Washington, D. C.

A letter from Mr. Teal was received yesterday by E. C. Giltner, managing director of the Chamber of Commerce in which he expresses great optimism.

"We all appeared before the joint session of the rivers and harbors committee of Congress," he writes, "and are well pleased with the result."

NEW LIGHTHOUSE FAVORED

Oregon Delegation at Washington to Support Local Committee.

The placing of a lighthouse on the south jetty of the Columbia River, now under course of construction, will receive the support of Representative Ellis and Senator Bourne. Letters from both favoring the project of a lighthouse there, fathered recently by the Chamber of Commerce, were received yesterday by Managing Director Giltner.

The proposition, also advanced by the Chamber of Commerce, to have the Oregon delegation make a fight for the improvement of Coos Bay, was also referred to favorably.

Poltolloch to Be Sold January 12.

Bids for the purchase of the British ship Poltolloch will be received in the United States Court, January 12, 1910, and the craft sold to the highest bidder. The vessel will be sold to satisfy claims against the craft which amount to about $15,000. The vessel was attached several weeks ago the principal claimant being J. & A. Brown, of San Francisco. That firm held claims for supplies delivered at Sydney and San Francisco in the sum of $10,500. Stevedoring claims, bills for subsistence in Portland and minor accounts run the total of claims filed up to $15,000.

Marine Notes.

The steamship Catania is discharging fuel oil at Linnton.

The steamship Roma sailed for San Francisco yesterday afternoon.

The steamship Asuncion sailed for San Francisco yesterday afternoon.

The steamship George W. Elder is due to sail this evening for San Pedro and way ports.

With passengers and freight for Coos Bay ports, the steamship Breakwater will sail tomorrow evening.

The steam schooner Tallac sailed for San Francisco from Coble yesterday afternoon. She carried a full cargo of lumber.

Arrivals and Departures.

PORTLAND, Dec. 20.—Arrived—Steamship Kansas City, from San Francisco; steamship Catania, from San Francisco; steamship Golden Gate, from Puget Sound. Sailed—Steamship Asuncion, for San Francisco; steamship Tallac, from Coble to San Francisco; steamship J. B. Stetson, from Prescott, for San Francisco; steamship Roma, for San Francisco.

Astoria, Or., Dec. 20.—Conditions at the mouth of the river at 5 P. M., smooth; wind, 5 miles; weather, clear. Arrived at 7:20 and left up at 9:15 A. M.—Steamer Kansas City, from San Francisco. Arrived at 7:30 and left up at 9:30 A. M.—Steamer Catania, from San Francisco. Arrived at 7:40 A. M.—Steamer Golden Gate, from Seattle. Sailed at 8 A. M.—Steamer W. S. Porter, for San Francisco.

San Francisco, Dec. 20.—Arrived at 1 A. M.—Steamer St. Helens, from Portland. Arrived at 4 A. M.—Schooner Virginia, from Columbia River. Arrived at 5 A. M.—Steamer Coaster, from Columbia River.

Tides at Astoria Tuesday.

High.	Low.
7:53 A. M....8.1 feet	1:18 A. M....1.9 feet
8:35 P. M....8.4 feet	2:40 P. M....1.5 feet

TUTTLE BROUGHT BACK

ALLEGED SWINDLER GETS A HEARING ON WEDNESDAY.

Two Women Declare They Lost Large Sums by Too Much Confidence in Prisoner.

H. A. Tuttle, arrested in Wausau, Wis., who is wanted in this city for swindling women on whom he first worked the "affinity" game, arrived in Portland yesterday morning in the custody of Detective Joe Day and was later arraigned before Judge Bennett, his case being set over until December 22 for a hearing.

At least two victims of Tuttle are known to the authorities, the amount of his swindlings being close to $2000. The complaint on which his arrest was made is brought by Marie Veal, an East Side resident, who says that she gave him $950 for the purpose of buying an interest in a pool and billiard-room and that instead of buying the pool room, Tuttle used the money for his own purposes.

The charge alleged against him by Marie Bobmeier, a waitress at the Delmonico restaurant, 149 Seventh street, however, is of a more reprehensible character than the first.

Miss Bobmeier represented to the District Attorney's office that Tuttle paid violent court to her and that she gave him sums at various times to deposit in the bank for her. Instead of depositing the money, Tuttle made an entry in the book to deceive the young woman and kept the money. After Tuttle had gone away she went to the bank to draw some of her money and found that she had no funds on deposit there, the entries in her book being forgeries made by Tuttle. An information against Tuttle on this charge has not yet been filed.

Tuttle was visiting his relatives when placed under arrest. He left Portland two months ago.

DISH-BREAKERS ARE FREED

Dan Tarpley and Companion Paying for Wreckage Case Quashed.

Charges against Dan Tarpley, a well-known timberland dealer with offices in the Chamber of Commerce building, and H. L. Averill, a lineman, who were arrested in the Pekin restaurant, at Sixth and Stark streets, in a free-for-all fight at 3 o'clock Saturday morning, were dismissed yesterday afternoon in the court of Justice of the Peace Olson, where they were arraigned for assault and battery and malicious destruction of personal property.

Chin Hing, manager of the restaurant, the complainant, requested to have the charges withdrawn after the men had paid him for the wreckage created in the place. In the fight sugar bowls and other dishes are said to have been used as missiles.

There is another charge against the same two men as a result of the affray, the police accusing them of drunkenness and disorderly conduct. The case was called before Judge Bennett yesterday morning. On the request of attorneys for the fighters trial was postponed until December 22.

Try This for a Severe Cough.

Take a pint of Granulated Sugar, add ½ pint of warm water and stir about 2 minutes. Put 2½ oz. of Pinex in a pint bottle and fill up with the Granulated Sugar Syrup. Take a teaspoonful every one, two or three hours. The taste is pleasant.

The prompt results from this simple home-made article will surprise you. It usually conquers a deep-seated cough in 24 hours, and is a splendid household remedy for hoarseness, whooping cough, colds, chest pains, bronchitis, etc.

The recipe above given makes a full pint—enough to last a family a long time—and costs only 54 cents. It keeps perfectly, and is easily prepared in five minutes. Children take it willingly.

Pinex is the most valuable concentrated compound of Norway White Pine Extract. It is rich in all the well-known pine elements which are so healing to membranes.

None of the weaker pine preparations can compare with the real Pinex itself. All druggists have it, or will get it for you if requested.

Strained honey can be used instead of the syrup, and makes a very fine honey and pine tar cough syrup.

$50 REWARD

For any case of Kidney, Bladder or Rheumatic trouble Hall's Texas Wonder cannot cure if taken in time and given a fair trial. One bottle often perfects a cure. Sold by all druggists or mail, $1.00. Send for testimonials. Dr. E. W. Hall, 2926 Olive st., St. Louis, Mo.

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started to save yet? If not, get started, and by this time next year have an account you can be proud of. There is nothing helps make Christmas a day of pleasure as a good bank account. We pay 4% interest on savings, also invite your check account. Are equipped to accommodate you with every banking necessity. Open 8 A. M. to 5:30 P. M. Saturdays 8 P. M.

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THAT ARE AILING, NERVOUS AND RUN DOWN

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THE DOCTOR THAT CURES.

ALL PATIENTS DESIRING TREATMENT WHO CALL BEFORE JANUARY 1 WILL BE FURNISHED WITH MEDICINE ABSOLUTELY Free of Charge. I charge for cures only. Pay me as you get the benefit of my treatment.

FEE FOR A CURE is lower than any specialist in the city, half that others charge you.

I am an expert specialist, have had 30 years' practice in the treatment of ailments of men. My offices are the best equipped in Portland. My methods are modern and up-to-date. My cures are quick and positive. I do not treat symptoms and patch up. I thoroughly examine each case, find the cause, remove it and thus cure the disease.

I CURE Varicose Veins, Contracted Ailments, Piles and Specific Blood Poison and all Ailments of Men.

CURE OR NO PAY—I am the only Specialist in Portland who makes no charge unless the patient is entirely satisfied with the results accomplished, and who gives a written guarantee to refund every dollar paid for services if a complete and permanent cure is not effected.

MEN Visit Dr. Lindsay's private Museum of Anatomy and know thyself in health and disease. Admission free. Consultation free. If unable to call, write for list of questions.

Office hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M. only.

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Young Ming Chinese Medicine Co. Wonderful remedies from herbs and roots cures all diseases of men and women. Consultation and pulse diagnosis free. If you live out of town and cannot call, write for symptom blank. 247 Taylor st., bet. 2d and 3d.

KONDON'S CATARRHAL JELLY

Instantly Relieves and Cures Catarrhal Sore Throat

Do not neglect Catarrhal sore throat. It will never get better of itself. Unless treated in time it becomes chronic, leads to loss of voice, foul breath and serious complications.

Kondon's (in sanitary tubes) gives quick relief. Snuff a bit of this aromatic, soothing, healing jelly well into the nasal passages. Take a small portion internally, leaving in the throat as long as possible, rub the throat well with the jelly—you'll find almost instant relief. Get a 25c or 50c tube today of your druggist or send penny postal to us for free sample.

Kondon Mfg. Co., Minneapolis, Minn.

25c or 50c Sanitary Tube at all Druggists Sample FREE

I CURE MEN

The Only High-Class Specialist in the Northwest Confining His Practice Exclusively to MEN'S AILMENTS

DR. TAYLOR, The Leading Specialist.

Consult Me First

Even though your case may be one that some other doctor is able to cure, and though his cure be absolutely thorough and permanent, there is yet good cause for your coming to me for treatment. The service I render is entirely unlike and better than the ordinary. I have devised new and scientific methods of treating men's ailments in all their phases. I cure cases that others cannot cure, and cases that others can cure I cure in less time and without pain or possibility of injury. All my forms of treatment have been perfected along the lines of nature's requirements and are in exact harmony with the natural recuperative forces. Therefore, my cures are painless, prompt and thorough.

Contracted Ailments

The serious results that may follow neglect of contracted ailments could scarcely be exaggerated. Safety demands an absolutely thorough cure in the least possible time. I have treated more cases of contracted ailments than any other physician upon the Pacific Coast. My cures are thorough and are accomplished in less time than even doubtful results. I employ remedies of my own devising, and my treatment is equally effective in both recent and chronic cases.

I Treat Men Only

The vast multitude of men who have taken my treatment have not been disappointed. They know that I do not promise more than I perform. To them I have actually illustrated in the cure of their own cases the truth of what I claim, namely, that my treatment is as certain to cure as it is that my patient engages my services and follows my directions. My success is due not alone to education, experience, skill and scientific equipment, but to the fact that I limit my study and practice strictly to ailments of men. To male maladies alone I have earnestly and exclusively devoted 25 years of my life, and on them all my faculties are concentrated.

PAY WHEN CURED

VARICOSE VEINS

There is no necessity for surgical operations in the treatment of Varicose Veins. This ailment yields completely to my mild and painless method, and results are far better than were ever attained by the harsh and dangerous practice of cutting. But one week is required, and seldom is it even necessary to detain the patient from his business.

OBSTRUCTIONS

In the treatment of obstructions I have again triumphed over surgery. I employ an original method by which the obstructing tissue is completely dissolved, and all inflammation and irritation throughout the system expelled. No pain, no cutting, no dilating, and a sure cure in every instance.

A REAL MUSEUM

LARGEST AND FINEST MUSEUM OF ANATOMY ON THE COAST. Masks, models, plaster casts, skulls, skeletons, beautiful life-like models in wax; also many natural specimens preserved in alcohol.

FREE TO MEN

This museum is in a distinct and superior class, above anything heretofore shown in Portland.

There are over 500 pieces shown in this exhibit, and it is entirely separate from our medical offices. It is interesting and instructive to a high degree. All men visiting Portland should see DR. TAYLOR'S FREE MUSEUM.

EXAMINATION FREE

I do not charge for advice, examination or diagnosis. If you call for a private talk with me, you will not be urged to begin treatment. If impossible to call, write. Hours, 9 A. M. to 9 P. M.; Sundays, 10 to 1.

The DR. TAYLOR Co.

CORNER MORRISON AND SECOND STREETS. PRIVATE ENTRANCE, 234½ MORRISON STREET, PORTLAND, OR.

Men Who Are Nervous and Careworn

Gloomy and Despondent

—LET ME REBUILD and RE-VITALIZE You at MY OWN RISK

Not a Dollar Need Be Paid Until Cured

It is always safest to try a strange horse out in the harness a while before starting on a long trip with him. You don't need to be a "trial horse" for anybody, but it is a safe conclusion that the man who shuts his eyes and buys a horse on the seller's estimate will not always get what he pays for. The same is true in selecting a physician.

There may be plenty of good apples in the "top talk layer," but you can't always be sure the whole barrel is sound without looking through them, and that is what you ought to do with every proposition.

You certainly can make no mistake by letting a doctor cure you first and then pay him for "goods delivered." Many doctors advertise this plan, but are not always sincere in the proposition. I advertise not a dollar need be paid unless cured, and "that goes."

I correct unhealthy conditions the same as a shoemaker would mend a pair of shoes. I made men strong enough to succeed because my whole time and study for years have been in this one line of thought, and my knowledge and experience have brought me to a point of proficiency that the average doctor has found it impossible to reach in the general practice of medicine and surgery.

These are the ailments that wreck men:

Blood Poison, Varicose Veins and the Aftermath of Infectious Ailments

These are the things in the life of men that MAIM, CRIPPLE AND KILL, and the thing that gives them more power than they would have otherwise is neglect and indifference of the individual. Neglect rusts the mind, is the mother of poverty, and the root of all evil. Habitual neglect shows not only a weak head, but a faint heart. If you intend to succeed in life get "The Today Habit" of doing your duty.

I want every man who feels that he is not up to the proper standard of health to come to my office and have a confidential, heart-to-heart talk with me. This will cost you absolutely nothing, and you do not place yourself under the slightest obligation to take treatment from me by so doing any more than you would be expected to buy a suit of clothes that might not suit you simply because you had asked the price. 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.

Consultation and advice always free, whether at office or by mail. Medicines from $1.50 to $6.50 per course; within any man's reach. If you cannot call, write for self-examination blank.

HOURS—9 A. M. to 8 P. M. SUNDAY, 9 TO 12.

ST. LOUIS MEDICAL CO., Portland, Oregon

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of candy should have a box of CASCARETS in the bottom. Then *eat* and be *merry*, but at bed time remember to take your CASCARET, the one medicine that will help you help nature get rid of the extra load without grip or gripe and that awful upset sick feeling.

Buy a 10c box CASCARETS—week's treatment—and have it handy to use every night. Xmas week.

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Inflammations, Irritations or ulcerations of all mucous membranes, unnatural discharges from nose, throat or urinary organs.

Sold by Druggists or in plain wrapper, express prepaid, on receipt of $1, or three bottles, $2.75. Booklet on request.

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prevents nausea by Digesting all the food you eat, cures Indigestion, stops Dyspepsia, makes weak stomachs strong. Kodol acts promptly, is pleasant to take, and may be used by anyone as directed with perfect confidence of good results. Every tablespoonful of Kodol digests 3¼ pounds of food. It is guaranteed. Try it.

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