ROADS WOULD KIL POLITICS' PLAYER

Fights for Freight Rate Reduction to Encounter Opposition.

JOHN T. WILLIAMS HERE

Organizer of American Railroad Employees & Investors' Association Talks to Harriman Lines' men-Sitarts Local Branch.

That plans are under way to com-bat reductions in freight rates when urged by indiviftuals or parties in seeking political preferment, was the gist
of an address heard yesterday by 350
employes of the (). R. & N. and Southern Pacific general offices in Portland,
who congregated in the auditor's office
on the tenth floor of the Wells-Fargo
building. The speaker was John T. building. The speaker was John T Williams, organizer of the American Railroad Employes' and Investors' As-

The meeting was tone of a series of risch gatherings that have been addressed by Mr. Willyams in the last week and are preliminary to the organization in Portland of a branch of the association, which, it is expected, will have at least 1000 members.

Oregon to Be Canvassed.

association began its work of organizing branches Jamuary 1, 1909, and now has 200 branches, with a mem-bership of 50,000. Organizations have bership of 50,000. Organizations have been formed in every rational center in California within the last six months, where 15,000 men have joined the association. Oregon is now the principal field of activity in the West and will be thoroughly covered.

The association was created with the idea that there is a mutuality of interest between the employe and 4 mployer. Mr. Williams urged that the 1 ime has come for closer co-operation between railway employes and employers, for, he declared, whenever an attampt is

he declared, whenever an attampt is made by legislative action to reduce the earning power of the railry ads a consequent attampt will surely be made to depreciate the earning power of the employed.

"You have never heard a promise in connection with a movement to force a reduction of freight rates that if the rates are reduced the cost of your living will also be reduced," he told his hearers.

He contrasted the statements that in 1907 the combined manufacturing industries of the country paid their officials, while the railroads paid their employes 21 per cent. He said that in 1905 the industries of the country, other than railroads, paid 15 per cent, on the invested capital, while the railroads paid only 4 per cent. roads paid only 4 per cent. Freight Rates Lower Here.

In his talk he further pointed out that in 1907 the railroads of the United States carried freight for an average of three-fourths of a cent per tonof three-fourths of a cent per ton-mile as against a corresponding figure of two and one-fourth cents in Great Britain and one and three-fourths cents in continental Europe. He laid emphasis upon the statement that the American roads in that year carried freight more than twice as cheaply as did the roads of continental Europe

and more than four times as cheaply as did the railroads in England.

Mr. Williams also produced figures which showed that the American rall way employe received an average wage in 1907 of \$641, while the average yearly wage of the railway employe in Ger-many was \$553 and in Great Britain \$276. The speaker also defended the capital-tzation of the American railroads against the criticism that their stock is watered. The American roads in 1907, he said, were capitalized at \$55,000 per mile, whereas the railroads of England were capitalized at \$272,000, or five times as much. Figures were also quoted showing that the Besign roads are capitalized at \$165. the Belgian roads are capitalized at \$166. 000 per mile, French roads at \$140,000 per mile and the government-owned roads of Germany at \$108,000 per mile.

All Members Given Fair Show. The organization of which it is pro

posed to form a large branch in Port-land consists of railroad employes and railroad investors or their representatives. The membership of Asiatics or other undestrables is unsolicited. The switchman or the man from the cinder pit is fully as eligible to the office of president of the organization as any of the high officials, says Mr. Williams. In fact, officials and employes meet on a common ground in the deliberations of the organization. The principles of the organization are declared as follows:

the organization. The principles of the organization are declared as follows:

Its purpose shall be, by all lawful methods, so cultivate and maintain between its members such a spirit of mutual interest and such concern on the part of all of them for the weifare and prosperity of American railroads as will best promote their successful and profitable operation, for the benefit alike of their employees, investors and the public. To encourase, by every proper method, cordial and friendly feeling on the part of the public toward American railroads and their business.

To publicity provide means and methods for obtaining consideration and hearing from all legislative bodies and commissions empowered to enact laws rules and regulations affecting the conduct and operation of railroads. To do whatever lawful things may be necessary in order to secure a fair return alike to capital and to labor invasted in American railroads, with due regard at all times to efficient service, fair treatment and safety to the public.

This association shall at no time be used for partisan political purposes, hor shall it take any part in controversies, if any, which railroad officials. Its membership shall consist of railroad employes, railroad investors, or their representatives.

The National association is governed by a committee composed of high officials of the railroads and men prominent as employes. P. H. Morrissey, exgrand master of the Brotherhood of Rail-way Trainmen, is president of the National association. On the executive

way Trainmen, is president of the Na-tional association. On the executive committee are President Earling, of the Chicago, Milwaukee & St. Paul.; President Ripley, of the Santa Fe; President Wincheil, of the Rock Island, and President Harris, of the Burlington. Mr. Williams, who is here as organizer, is a railroad conductor, with headquarters at Los Angeles.

ELMER DOVER LOCATES HERE

Ex-Secretary to Mark Hanna to Take Charge of Byllesby Interests.

Representing H. M. Byllesby & Co. of Chicago, who have purchased the holdings of the Northwestern Corpo-ration, Elmer Dover has arrived in Pertiand and will be permanently connected with the company in this city, Byllesby & Co. will open Northwest headquarters in Portland about April 1. Mr. Dover was for two terms secre-tary of the National Republican com-mittee and for 12 years was connected with the committee in that and other capacities. He was also at one time secretary to the late Senator private secretary to the late Senator Mark Hanna. Pending the arrival of superior offi-

cers, Mr. Dover declines to discuss the plans of Byllesby & Co. in the Northwest. Private dispatches received in Portland yesterday from Chicago assert that Byllesby & Co. confirm the report that they have purchased the properties of the Northwestern Corporation.

New York Central Manager Here. C. F. Daly, vice-president and general manager of the New York Central system, arrived in Portland yesterday from California and will go north to Seattle today. Mr. Daly is accompanied by Mrs. Daly, their daughter, Mrs. W. R. Barnet, and Mr. Barnet. This is Mr. Daly's first visit to Portland and is one of pleasure. The party is stop-ping at the Portland.

SHIP MUST PASS INQUIRY San Francisco Issues Order Requir-

ing Quarantine Inspection.

SAN FRANCISCO, March 6 .- Dr. F E. Trotter, surgeon in charge of the United States Quarantine service at San Francisco, has issued an order re-

FIRST OF NEGRO RACE TO SIT AS JUROR IN OREGON CASE.



Within the memory of the oldest employes of the United States court the District of Oregon, Robert B. Perry is the first member of the negro race who has sat as a juror in the trial of a case. Mr. Perry is one of the panel selected in the personal injury suit of D. J. Warren against the Oregon Lumber Company, where-in the sum of \$25,000 is asked in lieu of a loss of the sense of smell, partial deafness and brain injuries. The juror was closely examined by attorneys for both sides of the controversy and was acceptable because of the highly creditable character of his replies, submitted with dignified

Robert E. Perry is employed at the Ladd & Tilton Bank as collection messenger. He is also in charge of shipments of currency to correspondent banks, and one of nost trusted employes of the institution. Perry commenced service with the bank 22 years ago, succeeding his father, at that time as janitor. He has climbed the ladder of promotion steadily and now draws a salary considerably in excess of \$1000 per year.

Mr. Perry is a property-holder at Lents, where he resides with his wife and child. He inherited property with the death of his father, and has constantly added to his holdings dur-1.5g the period of years passed with ti se famous old Portland bankers.

quiring all vessels arriving at this port from Hilo, T. H., to submit to quarantine measures and produce cerificates from the authorities at Hilo. showing that the quarantine there has been observed.

The order followed advices received

by Dr. Tratter to the effect that there is a plague at Hilo and that outgoing quarantine measures are being enorced. No particulars of the plague have been received.

Raymond Marine Notes.

RAYMOND, Wash., March 16.-(Special.) The steam schooner Mayfair, Captain Olsen, is loading at the Raymond Lumber Company's mill for San Francisco. The steam schooner Willapa, Captain Johnseam schooler whaps, Captain Johnson, which loaded at the Willapa and Raymond Lumbar Company's mill for San Pedro, Santa Marbara and San Diego,

The steam schooper Quinault, Captain Peter Koffald, took on a general cargo of lumber for San Francisco at the Clerin-Hamilton, Quinault and Creech mills; she also took on soms lumber at South Bend for the McCormack Lumber Company. The second mate of the vessel broke his leg while Joading at South

The barkentine Geneva, belonging to the Turner Company, of San Francisco, Captain W. H. Smith, is loading at the Quinault mill for Tahiti. Captain Smith expects to be gone about four and onehalf months, and will bring back a cargo of cocoanuts to San Francis The Geneva is the largest brig on the Coast, having a 70-foot bearn and carrying 560,000 feet of lumber.

Major McIndoe Due Saturday.

Major James F. McIndoe, United States Engineers, who was recently or-dered to Washington to report to the Senate committee on the proposed pur-chase of the locks at Oregon Caty, is expected to return to Portland the lat-ter part of this week. Major Jay J. Morrow, Corps of Engineers, has been ordered to report for duty at Portland not later than April 20. The district has been divided as the work was 200 heavy for one man. E. B. Thompson, assistant engineer, reported for duty in the district yesterday.

Arabia Loads Rice at Rangoon. Captain C. Neumann, master of the German steamship Arabia, which for-merly operated between Portland and the Orient in the service of the Portland & Asiatic Steamship Company sires to be remembered to all his Port-land friends. Letters received yesterday from Captain Neumann announce the sailing of the Arabia from Rangoon for London, Rotterdam and Hamburg with rice. After leaving Portland the

Arabia was laid up at Shanghai for several months undergoing repairs. Ship Dunsyre to Carry Lumber.

J. J. Moore & Co. have chartered the British ship Dunsyre, 2056 tons, to load lumber at Portland for Melbourne, Australia. The vessel is now at San Francisco and will report here for April loading. The Dunsyre arrived at the California city January 11, with the california city II with the california city II with the california city II with th general cargo from Antwerp. While off the Horn she was smashed up dur-ing a storm, her wheel was carried away, and minor damage done about the decks.

Edgeworth Slice is a tobacco of merit, well deserving its popularity."

on Grays Harbor.

NEW AIDS RECOMMENDED

Commander Ellicott Returns From Tour of Inspection of Lights on Grays Harbor-Makes Many Alterations on the Bay.

Additional aids to navigation have been recommended for Grays Harbor by Com-mander J. M. Ellicott, who has returned to Portland from a tour of inspection of the lights and buoys in that locality. In addition to the recommendations, Com-mander Ellicott replaced the beacons by spar buoys and replaced the nun at Whitcomb's flats by a bell buoy. Commander Ellicott spent two days on Grays Harbor making a personal investigation of the conditions of the lights and alds to navigation. The replacing

-	R INTELLI	GENCE.
D	ue to Arrive	
Name.	From	Date.
Kansas City Alliance Ramona Reanoke Falcon Golden Gate Rose City Geo. W Elder Santa Clara Selja	Coos Bay. Coos Bay. San Pedro Tillamook. San Franci San Pedro San Pedro Fan Pedro Hongkong.	Mar. 17 Mar. 20 Mar. 20 Mar. 20 Mar. 21 Mar. 21 Mar. 22 Mar. 22 Mar. 24 Apr. 14

Name. For Date,
Kansas City San Francisco Mar. 1
Alliance... Coos Bay Mar. 1
Rosancke... San Pedro Mar. 2
Ramons... Coos Bay Mar. 2
Ramons... Coos Bay Mar. 2
Goldsn Gate... Tillamook... Mar. 2
Geo. W. Bider. San Prancisco Mar. 2
Geo. W. Bider. San Pedro... Mar. 2
Geo. W. Bider. San Francisco Mar. 2
Santa Clara San Francisco Mar. 2
Santa Clara San Francisco Mar. 2
Seija... Hongkong... June 1
Hercules... Hongkong... June 1
Hercules... Hongkong... June 1
Sue H. Elmore. Tillamook... Indert

Entered Wednesday. Ramona, Am. steamship (Nelson), with general cargo from Coos Bay. Seginaw, Am. steamship (Walvig), with general oargo from San Fran-Argyll, Am. steamship (Dickson), with fuel oil from San Francisco.

Cleared Wednesday. Ramona, Am. steamship (Nelson), with general cargo for Coos Bay Argyll, Am. steamship (Dickson), with ballast for San Francisco. Della, Am. gasoline schooner (Ta-ball), with general cargo for Nes-tucas.

of the dolphins by spar buoys was made necessary by the dredging operations being conducted by the United States Engineers. The spars are only temporary. New buoys were anchored in the places of the old ones at all points below Grays Harbor lower light.

ment. The tender Heather is now on Grays Harbor finishing up the work laid out by the inspector. During the time Commander Ellicott was at Aberdeen and Hoquiam, the weather was thick and he was prevented from making an inspection of the work which had been done outside the Grays Harbor bar.

Notice Given to Mariners.

Captain E. D. Parsons, master of the steamship Golden Gate, has reported to John McNulty, nautical expert in charge of the local hydrographic office, that on the afternoon of March 12, when the vessel was midway between Tillamook Rock and Cape Falcon, he passed a large quantity of driftwood. When the vessel was off Cape Falcon Captain Parsons sighted a large tree, about 100 feet long and six or seven feet in diameter, with roots attached. The tree was directly in the path of Coos Bay steamers and was a menace Coos Bay steamers and was a menace

Astoria Marine Notes.

ASTORIA, Or., March 16 .- (Special.)-The steam schooner Thomas L. Wand,, after she discharged her cargo from San Francisco up the river, sailed this morning for Grays Harbor to load lumber for

the Bay City.
The steamer Stanley Dollar cleared at the Customs House today for San Pedro with a cargo of 1,250,000 feet of lumber, loaded at the Hammond Lumber Company's mill.

The steam schooner Hoquiam safled for Grays Harbor today to load lumber for San Francisco.
The steamer Coaster cleared today for

It is not that you will like other foods less-but that you will like

Post **Toasties**

A trial tells a delightful, comforting story.

The crisp, goldenbrown fluffy bits have an irresistibly delicious flavour that particularly pleases the palates of old and young.

"The Memory Lingers"

Postum Cereal Company, Ltd. Battle Creek, Mich.

A FEELING OF SECURITY

You naturally feel secure when you know that the medicine you are about to take is absolutely pure and contains Dolphins Replaced by Spars on harmful or habit producing drugs. Such a medicine is Dr. Kilmer's Swamp-Root, the great Kidney, Liver and Bladder Remedy.

The same standard of purity, strength and excellence is maintained in every bottle of Swamp-Root. Swamp-Root is scientifically com-pounded from vegetable herbs. It is not a stimulant and is taken in

It is not recommended for every-It is nature's great helper in reliev-ing and overcoming kidney, liver and bladder troubles.

teaspoonful doses.

A sworn statement of purity is with every bottle of Dr. Kilmer's Swamp-

If you need a medicine, you should have the best.

If you are already convinced that Swamp-Root is what you need, you will find it on sale at all drug stores in bottles of two sizes, 50 cents and \$1.

Sample Bottle of Swamp-Root Free by Mail Send to Dr. Kilmer & Co., Bingham-Y., for a sample bottle, free by t will convince anyone. You will also receive a booklet of valuable information, telling all about the kid-neys. When writing be sure and mention the Portland Daily Oregonian.

San Francisco. She carries a cargo of San Francisco, She carries a cargo of 630,000 feet of lumber, loaded at the Hammond Lumber Company's plant.

The steam schooner Jim Butler arrived this morning from San Francisco to load lumber for a return.

The revenue cutter Manning left up the river this morning for repairs and alterritors.

Marine Notes.

With passengers and freight for Coos Bay ports, the steamship Ramona sailed last evening at 8 o'clock.

The Norwegian steamship Eir, lum-ber laden for Hankow, sailed at day-light yesterday morning. With general cargo from San Fran-cisco, the steam schooner Jim Butler

arrived up last evening. She will take general cargo from Portland to Se-attle. The steam schooner Shna-Yak shifted to Prescott yesterday afternoon. She will load lumber for San Francisco.

After discharging general cargo at Portland from San Francisco, the steam schooner Yellowstone will load lumber at Prescott. Edward Anderson has been appointed purser and pilot of the steamship Golden Gate, operating between Portland and Tillamook.

Arrivals and Departures.

PORTLAND, March 16 .- Arrived steam ip Jim Butier, from San Francisco. Sailed Norwegian steamship Eir for Hankow; —Norwegian steamship Eir for Hankow; steamship Ramona, for Coos Bay ports.

Astoria, Or., March 16.—Condition at the mouth of the river at 5 P. M., smooth; wind south 10 miles; weather, cloudy. Sailed at 7:15 A. M.—Steamer Thomas L. Wand, for Grays Harbor. Arrived at 9:40 A. M. and left up—Steamer Jim Butler, from San Francisco; arrived at 12 noon and left up at 2:20 P. M., steamer Alliance, from Coos Bay; arrived at 3 P. M., schooner Mabel Gale, from San Francisco. Left up at 12 noon, British ship Arctic Stream. Sailed at 1:46 P. M., steamer Hoquiam, for Aberdeen. Arrived down at 8:10 P. M., Norwegian steamer Eir.

San Francisco, March 16.—Arrived at midnight—Steamer St. Helens, from Portland; at 3 A. M., steamer Bowdoin, from Portland. Sailed at 11 A. M., steamer Tamaipais and Asuncion, for Portland; sailed at 3 P. M., steamer Casco, for Portland.

Eureka March 16.—Sailed—Steamer San-

New buoys were anchored in the places of the old ones at all points below Grays Harbor lower light.

Recommendations forwarded to the lighthouse board by Commander Ellicott, are for two additional buoys in the dredged channel below Hoquiam and for the restoration of the buoy marking the shoal at the outer end of the south jetty. He also recommended a range light on the crossing from Whitcomb's Flats to Westport.

The proposition to establish three red lights on the north side of the channel between Hoquiam and the old Grays Harbor light, was taken under advise-

Hiver Platte, March 13.—Sailed—Steamer H. C. Henry, from Middlesborough, for Se-attle. Yokohama, March 16.—Arrived previously —Steamer Asia, from San Francisco, via Honoluby. Steamer Asia, from San Francisco, via Honolulu.

New York, March 16.—Arrived—J. L. Luckenbach, from Seattie; Fredrich der Grosse, from Bremen; Sicilian Prince, from Hamburg, Salied—Campania, for Liverpool. San Francisco, March 16.—Salied—Steamers Atlas, for Tacoma: Tamalpals, for Astoria; Doris, for Willapa; Raymond, for Grays Harbor; Casco, for Astoria; Dalsy Freeman, for Grays Harbor, Arrived—Steamers Bowdoin, from Astoria; Carmel, from Grays Harbor; Maverick, from Seattle.

Nuples, March 16.—Arrived—Duca d'Aosta Tides at Astoria Thursday. High. Low. 5:06 A. M. . . 8.5 feet 6:52 P. M. . . 6.0 feet 12:21 P. M. . . . 0.3 foo

Causes Debility Here are Facts Backed Up by a Strong Guarantee

Catarrh causes debility. In our opinion, most people suffering from general debility have catarrh. Such cases of debility cannot be completely cured by medicine not designed to eradicate catarrh. In every case where our remedy fails to give entire satisfaction we will not charge a cent for the medicine employed during the trial. Now, surely no one should hesitate to believe us or to put our claim to a practical test under such conditions. We will take all the risk; no one else can lose anything by the transaction.

We make these statements and this We make these statements and this offer because we know and have time and again proved that Rexall Mucu-Tone rarely falls to do as we claim. It is not a cure-all prescribed to cure every disease that flesh is helr to. It is intended for one purpose, i. e., to cure catarrh by assailing the diseased condition in a reasonable, scientific way, which is to employ agents that have been found to have the tonic and alterative power to correct faulty metabolism (tissue change) and to stimulate and help nature overcome the cause or causes of catarrh. This being done, appetite increases, nutrition improves, weight is gained, comfort of body is attained and life's work taken up with the zest natural to the per-fectly healthy individual. We want you to try Rexall Muou-one. Follow directions and take it

we want you to try Rexail andu-Tone. Follow directions and take it regularly and consistently for a rea-sonable length of time. Then, if you are not satisfied, come back and tell us and the money you paid for the treatment will be returned without any argument whatever.

Rexall Mucu-Tone comes in two sizes, 50c and \$1.00 a bottle. Sold only at

our store,—The Rexall Store. The Owl Drug Co., Inc., cor. 7th and Washing-ton Sts.



MEN CURED EVERY DAY

And Skepticism Dispelled

If you have drifted from one physician's office to another without relief, and gone the rounds of the various pretenders until disgust and despair is your lot, you are the very person I want to consult. Because a blacksmith is unable to repair a watch is no reflection on an expert watchsmith. My treatment will build up and replenish the vital tonicity of the enfeebled system, as hundreds of hitherto hopeless and despairing patients will testify.

With me there is no experimenting. I have eliminated such a large number of ailments from the various forms of diseases and confined my practice so exclusively to those selected as my specialty that my record along these lines renders successful competition out of the question

If you expect to hold your own in the keen competition of life, you must get in full possession of your faculties. The foundation of success in business and the most desirable of all physical attainments is health. The capabilities and powers possessed by any man, or the brightest spirit, with its wonderful possibilities, must depend upon health. Intellectuality, knowledge and ambition can do nothing without it, and health is, therefore, of the most commanding interest and importance.



NOT A DOLLAR NEED **BE PAID UNLESS CURED**

STOP AND THINK

Should the experience of physicians who have received the unqualified indorsement of the pulpit, the press and laymen not be worth something in your own case? Under my care you are absolutely assured of the most modern methods and the latest discoveries known to medical science. The unsolicited testimonials from cured patients and business men should be of some value to you, and my fee for a cure is insignificant compared with results.

It is possible that other specialists might, in a given case, be able to benefit. But why go through a fence of burrs after one blackberry and get more burrs than berries? Why experiment, when tried and true will cost less money.

I make no claims that are not supported by the facts. The company commenced business in its present quarters over 30 years ago, and is doing more than double the amount now than 10 or 20 years ago. References are the best banks and business men and grateful patients cured all over Oregon and Washington. I have given my entire time for years to the four diseases that wreck men: Variouse Veins, Blood Poison, Vital Weakness and Infectious Ailments and their results, and I cure them to stay cured forever.

ARE YOU A SUFFERER?

You Can Be Cured—Other Men Are Being Cured Every Day—Come to Me and I Will Cure You

MY MOTTO-The Best Treatment at Reasonable Prices DON'T GIVE UP BEFORE CONSULTING ME-CALL AT ONCE IF IN TROUBLE

My fees for cures are lower than the general family physician or surgeon. Medicines furnished from our own laboratory for the convenience and privacy of patients, from \$1.50 to \$6.50 a course. If you cannot call, write for our free self-examination blank. Many cases are cared at home.

Hours-9 A. M. to 8 P. M., and Sundays from 10 to 12. St. Louis Medical Company

COR. SECOND AND YAMHILL

PORTLAND, OR.

QUALITY EXPERIENCE

Experience is a thing of quality as well as quantity. Years of practice are no true measure of a physician's skill. Medical specialists, as a rule, give prominent mention to



cialists, as a rule, give prominent mention to the number of years they have devoted to the practice of the various specialities. In this regard I do not differ from most other specialists. I frequently state that I have treated men only for 16 years. This is a thing of importance that can be told in a few words. That's why I tell it so often. The thing I now wish to tell about requires more space in telling, and I may or may not tell it more than this once.

Experience isn't worth much unless it has quality in it. In fact, if su't worth anything. It is test like all other bad things—the greater the quantity the more badness there is. I do not mean this as a personal reference to any other doctor, whether general practitioner or specialist. I merely make the statement because it is the truth that has application here. To do a thing wrongly a thousand times only fits one for doing it wrongly again, and the oftener he does it wrongly, the less apt he is to do it rightly? To treat a thousand patients indifferently or carelessly doesn't make skill, but it adds indifference and carelessness. To treat a thousand patients thoughtfully, carefully and conscientiously develops skill, a thing of value to the physician himself, and to every patient he may treat thereafter. This is experience of quality. It is a kind of experience that I have been constantly acquiring for 25 years.

I have carried no moss-grown theories or methods with me. Others may cling to theories—i profer truths. I have put thought and study into all my work that I might assertain the truth and make ny treatment scientific. I have feit a personal interest in the welfare of my patients, and have made my treatments scientific. I attempt to ourse only those cases that I can cure and do ourse are all ailments peculiar to ourse, and the discusses that I can cure and do ourse are all ailments peculiar to ourse, and the discusses that I can cure and do ourse are all ailments peculiar to ourse, I am able to cure them because of the quantity and quality of my e

You Can Pay When Cured

CONTRACTED AILMENTS Be sure your oure is thorough. Not one of my patients has ever had a relapse after being discharged as cured, and I oure in less time than the ordinary forms of treatment re-

No dangerous minerals to drive the virus to the interior, but harmless, blood-cleansing remedies that remove the last poisonous taint. **OBSTRUCTIONS** My treatment is absolutely pointess, and perfect results can be depended upon in every in-stance. I do no cutting or dilat-ing whatever.

SPECIFIC BLOOD POISON

VARICOSE VEINS aplete Cure Without Surgery Under my treatment the most

regrevated cases of varicose veins are cured. There is no cutting, no pain, and it is seidom necessary that the patient be detained from his occupation. Normal circulation is at once restored throughout all the organs, and the natural processes of waste and rapair are again established. If you are afflicted with varicose veins, consult me at once. Delay can but bring on aggravated conditions and nervous complications that will impair the vital functions and involve the general health.

Consultation and Diagnosis Free

a private talk with me, you will not be urged to begin treatment. If

The DR. TAYLOR Co.

CORNER MORRISON AND SECOND STREETS. OFFICE HOURS-9 A. M. TO S P. M. SUNDAYS-19 TO 1 ONLY.





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 3d and 3d.

Come to Me and Be Cured Pay When I

Cure You t the benefit of THE DOCTOR by treatment. THAT CURES FEE FOR A CURE is lower than any specialist in the city, half that others charge you, and no exorbitant charge

for medicines.

I am an expert specialist. Have had 30 years' practice in the treatment of diseases 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, Piles and Specific Blood Poison and all Allments of Men. for medicines.

Specific Blood Poison and all Allments of Men.

SPECIAL AILMENTS—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in seven days.



insures every man a lifelong cure, with out taking medicine into the stomach. Examination 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.

DR. LINDSAY 1281/2 SECOND ST., COR. OF ALDER, PORTLAND, OR.

Slaves to Morphine Cocaine, Whisky, etc., LISTEN! Get in touch with me. Let me "show you" that this is no "fake." That I CURE the habit, or disease, in two to three days - without suffering - no matter how long addicted, or how nearly dead.
If you can get to me (though on a stretcher) I'll CURE you, and you'll

regain your former weight and health DR. D. B. GRIFFIN E. 30th and Gladstone Ave., Port-land, Or. Phone Sellwood 1399.

Kodol

For Indigestion Dyspepsia. Sour Stomach. Weak Stomach, or in fact ANY Stomach Trouble caused by Indigestion. Get a bottle today and try it. Kodolis guaranteed to relieve you and fif! rails your money will at once be refunded by the



