PILOT SCHOONER TO HAVE WIRELESS

Joseph Pulitzer to Have Equipment to Aid Vessels Arriving Off Bar.

RADIUS WILL BE 50 MILES

Signal System Along River to Be Arranged for Ocklahama but Tugs Will Not Be Equipped. Portland to Dredge for City.

As a further safeguard to shipping and to facilitate the meeting of all vessels desiring a cicerone to bring them into the Columbia, the Port of Portland Commission will equip the pilot schooner Joseph Pulitzer, now lying out of commission at the foot of Ash street, with apparatus to be installed and maintained by the United Wireless Telegraph Company. It will be the first improvement of the kind placed on a Pacific Coast pilot craft.

The question was taken up at yesterday's session of the commission when it was proposed by the United Wireless to install a plant on the new bar tug Gneonta for \$100 and maintain it and furnish an operator for \$100 a month and do the same on the steamer Ocklahama and the Pulitzer for an initial cost of \$109 and \$75 a month. It was suggested that the Ocklahama was not in a service that required her to keep in touch with headquarters, bourly and a further safeguard to shipping

cost of \$100 and \$75 a month. It was suggested that the Ocklahama was not in a service that required her to keep in touch with headquarters hourly and that by arranging a system of signals at convenient points between Portland and Astoria she could be communicated with when towing vessels.

As regards the Oneonia, it was said that as she has but one mast, an additional expense would be entailed in equipping her with wireless, while as more must be met if she was required to remain at sea and have a double crew, it was thought advisable to order but one plant installed. The United Wireless proposed to operate from the Pulitzer by means of storage batteries that would guarantee an operating range of but ten miles, but the commission said a dynamo might be connected with her engine so she could gend and receive messages at least 50 miles, and, if necessary, an auxiliary engine will be installed. miles, and, if necessary, an auxiliary engine will be installed.

The commission will enter into a dredging contract with the city to excavate ditches on the bed of the Wil-

cavate ditches on the bed of the Willamette from East to West Clay street, in which are to be laid watermains. Mayor Simon communicated with President Swigert regarding the work and it was decided that the city could have the dredge Portland for two months, beginning next week, for \$250 a day. It was requested by the Willamette Iron & Steel Works that the third payment on the tug Oneonta, amounting to \$23,087.59, be liquidated, but it was thought best to wait until the official trial trip about June 25 to make the payment, as the final payment is due on the acceptance of the craft. The secretary was instructed to write the builder; to the effect it was desirous that the Oneonta be at Astoria at least a week preceding July 1 for a thorough

that the Oneonta be at Astoria at least a week preceding July 1 for a thorough tryout, as at that time the charter of the tug Wander terminates.

Damage to the guard of the steamer Alliance, when she was struck May 30 by the towboat Ocklahama, while the latter was mineuvering at the foot of Jefferson street to pick up a tow, was ordered repaired, at a cost of about \$50.

Captain Sandstrom, master of the steamer McCraken, asked for an increase in salary of \$25 a month, saying that others were receiving \$125 for the same service, but the commission agreed to give him an increase of \$15, dating from June 1.

BIG TRAMP FINISHES TODAY depart

Knight of Garter's Admirers Still Debating on Her Cargo.

Last of the lumber destined for the British steamer Knight of the Garter which was sold for Tsintau, Shanghal which was sold for Isintat, Shanghai and Taku will go aboard today at the Eastern & Western Lumber Company's mill, and up to last night it was not known for a certainty that the craft would take on to exceed 5,000,000 feet, which will class her cargo as the record load of that material taken from Columbia River. Secause figures were not available

as to the exact amount the tramp took on before she shifted to the Eastern on before she shifted to the Eastern & Captain J. C. Downlag, where the control of the control of the captain Captain J. C. Downlag, which is the control of the captain J. C. Downlag, which is the captain J. C. size and the fact she was compelled to shift to Linnton, and it is expected she leave immediately upon the last stick being stowed.

STEAMERS TO MOVE AT ONCE

pany has purchased two cargoes in Japan and has yet to charter the carriers. One of them will be named so as to begin loading in August or September, and the other in the late Fall or Winter. The Oriental liner Henrik Ibsen shifted to the company's dock yesterday to discharge about 1,000,000 feet of Japanese oak. The Otara No. 2 will bring about

1.250,000 feet, and she may load back with Oregon fir for a Japanese port.

AUCKLAND MAY BE INCLUDED

Canada Likely to Insist on New Port in Mail Contract.

VANCOUVER, B. C. June 9.—(Special.)—Sir James Mills, president of the Union Steamship Company of New Zealand, who is now on his way to Ot- | Tilford candles,

tawa to appear on behalf of his com-pany, which is seeking to secure a new ocean mall contract between Can-ada and the Antipodes, believes that

Empire.

At present the company has the contract from Canada up to July, 1911, earning a yearly subsidy of \$185,000 from Canada and \$150,000 yearly from Australia and Fiji.

Astoria Shipping Notes.

ASTORIA, Or., June 9.—(Special.)—
Steam schooner Jim Butler salled today
for San Francisco with 450,000 feet of
lumber loaded at Linnton and 170,000
feet loaded at Rainier.
Steamer Falcon salled today for San
Francisco with a general cargo from
Portland, which will go over the Mexican
Railroad to the Fast

Railroad to the East. Steam schooner Yosemite sailed for San Pedro this morning with \$20,000 feet of lumber loaded at Stella. Motor schooner Oshkosh arrived today from Tillamook with a cargo of chees

for Portland.
Tank steamer Washtenaw sailed for California today after discharging fuel oil in Portland. Tank steamer Chancellor arrived from

STEAMER INTELLIGENCE. Due to Arrive. Name. From Date.

Golden Gate. Tillamook. In port.

Golden Gate. Tillamook. In port.

Rose City. San Francisco Indeft
Sus H. Elmore. Tillamook. June 10

Breakwater. Coos Bay. June 11

Roanoke. San Pedro. June 12

Beaver. San Francisco June 18

Falcon. San Francisco June 18

Hear. San Francisco June 10

Hear. San Francisco June 10

Hecules. Hongkong. June 20

Rysja Hongkong. July 10

Selja. Hongkong. July 10

Scheduled to Penert

Scheduled to Depart. Scheduled to Depart.

Name. For Date.

Rose City. San Francisco Indeft
Golden Gate. Tillamook. June 10
Bear. San Francisco June 11
Sus H. Elmore. Tillamook. June 12
Breskwater. Coos Hay. June 13
Roanoke. San Francisco June 14
Beaver. San Francisco June 14
Beaver. San Francisco June 18
Fraicon. San Pedro. June 19
Geo. W. Elder. San Pedro. June 21
Henrik Ibsen. Hongkong. July 10
Rysjia. Hongkong. July 30
Selja. Hongkong. July 30
Selja. Hongkong. Sept. 3

Richmond, Cal., today with fuel oil for Portland.
Steam schooner Casco arrived today from San Francisco with freight for Portland and will load lumber at up river points for a return.

Port of Toledo to Deepen Channel. TOLEDO, Or., June 9.-(Special.)-Engineer E. Schiller, of Portland, arrived and is now surveying the channel from To-ledo to Oysterville. As soon as this work is done the port will let bids for deepen-ing the channel so it will be possible for seagoing vessels to come to Toledo.

Marine Notes.

The steamer Quinault sailed for South Bend last evening.

A. F. Halnes, general freight agent of the Blue Funnel line, was in the city yesterday from Tacoma.

The steamer Casco, which arrived

up yesterday morning and discharged general cargo at Oak street, left in the evening for St. Helens.

On her next voyage, sailing Saturday, the gasoline schooner Oshkosh will call at Siletz. She sailed from Tillamook yesterday morning for this

After having been on the lower river several days, loading at Knapp-ton and Kalama, the steamer Shasta departed last night for Prescott to

complete her cargo.

It is reported the British ship Kirkcudbrightshire, which is to load coal at Newcastle, N. S. W., for the Columbia River, sailed for the former port May 23 from East London, South Africa. Orders have been issued to recon

orders have been issued to recom-mission the steamer Washington, which has been lying for about two years at St. Johns. She will take her first cargo at Kalama, and will be commanded by Captain J. Peterson, formerly master of the steamer J. Mar-hofter.

Beginning next week the steamer J.
N. Teal, of the Open River fleet, will
depart from Portland Mondays,
Wednesdays and Fridays, instead of
starting alternate days, beginning
Tuesday. The change was decided on as a means of facilitating the handling of freight.

Though almost ready for sea, it was decided that the steamer Golden Gate would not start on her Tillamook schedule last night. Her accommodations for 35 passengers, which were added since she left the run, were yesterday inspected. It is expected she will sail on a five-day schedule.

As the result of a conference be-tween representatives of the Seattle Chamber of Commerce and Commander Chamber of Commerce and Commander J. M. Ellicott, of the Thirteenth Light-house District, he has commissioned Captain J. C. Downing, who sails from Seattle, June 12, in command of the steamer A. G. Lindsay, to install buoys at the entrance to Kuskokwim Bay, a tributary of Behring Sea.

Movements of Vessels.

PORTLAND, June 9.—Arrived—Steamer J. A. Chanaler, from San Francisco; gaso-line schooner Wilhelmina, from Yaquina; steamer Casco, from San Francisco. Salled —Steamer Shasta, for San Francisco via Prescott; steamer Casco, for San Francisco, via St. Helens; steamer Quinauit, for South Bend.

In Ten Days, Work of Dividing
Alaska Dock Will Be Begun.

Imperative instructions to vacate Upper Alaska dock in ten days were received yesterday by General Agent Ransom, of the Harriman steamer lines, who was informed by J. P. O'Brien, general manager of the Northwest rail lines, that the work of cutting the docks in twain would be inaugurated by that time.

It is proposed to use the standing portions of the dock for housing supplies of the bridge contractors. Mr. Ransom is of the opinion that he can bendle all cargo on Alnsworth dock, as he has recocupied the lower dock, but, owing to the teamsters' strike, he will not grant consignees storage privileges. Extra space may be secured on Albers dock No. 8.

JAPAN HARDWOOD IS BOUGHT

Two Additional Cargoes Will Be Discharged Here by January 1.

In addition to material due next month on the Japanese steamer Otaru No. 2, the Pacific Hardwood & Manufacturing Company has purchased two cargoes in Japan and has yet to charter the carriers. One of them will be named so as to beein York
Queenstown, June 9.—Sailed—Majestic, for New York
Punta Arenas, June 1.—Arrived.—Radames, from Hamburg, for San Francisco,
Naples, June 1.—Arrived—Germania, from New York,
Liverpool, June 5.—Arrived—Zeeland, from Boston,
Boston, June 9.—Arrived—Winifredian, from Liverpool; Cymeric, from Liverpool, via Queenstown,
New York, June 9.—Sailed—LaSavole, for Hayre; George Washington, for Bremen; Re d'Italia, for Naplest Oscar II, for Copenhagen.

hagen. New York, June 5.—Arrived—Steame. Nekar, from Naples.

Tides at Astoria Priday.

High Low.

2:12 A. M. . . 9.4 ft. 9:28 A. M. . . . 1.3 ft.
4:00 P. M. . . 7.1 ft. 9:30 P. M . . . 3.6 ft.

Sig Sichel & Co., three stores, cigars, ccos and pipes. Sole agent Park &

J. F. Stevens Now President of Pacific & Eastern.

ROAD MAY BE EXTENDED

Great Northern Official, It Is Understood, Has Acquired Control of Stock Formerly Owned by J. R. Allen, Who Retires.

John F. Stevens has been made president of another railroad, this time the Pacific & Bastern, the road that is being constructed eastward from Medford toward a connection with the Oregon Trunk Line in Central Oregon. Trunk Line in Central Oregon.

Mr. Stevens is now the head of all of
the Hill rallroads that are strictly Oregon properties. His election to the first
position on the Medford road means, it
is reported, that the Hill interests have

is reported, that the Hill interests have recently acquired outstanding stock approximating 40 per cent, which had been controlled by J. R. Allen, retiring president of the road. Mr. Allen apparently retains enough stock to permit him to qualify as director.

At the time of the visit of President Hill, of the Great Northern, in Medford, Mr. Hill let it be understood plainly that the Hill interests would not proceed further with extensions of the road unless they were able to acquire all the stock. At that time 60 per cent of the stock only was owned by the Hills. Since then negotiations have been under way, it is

was owned by the Hills. Since then negotiations have been under way, it is understood, with the minority stockholders with the result that the latter have disposed of their holdings to Mr. Hill and Mr. Stevens.

At a meeting of the stockholders held in Medford this week a new set of directors and officers was elected. The officers are as follows: President, John F. Stevens; vice-president and manager, William Gerig; secretary, J. W. Lawlor. Mr. Stevens succeeds Mr. Allen as president and Mr. Lawlor succeeds J. H. Humphrles as secretary. Mr. Gerig is re-slected. The directors are J. F. Stevens, J. R. Allen, C. E. S. Wood, S. B. Linthleum and William Gerig.

Railroad Personals.

John F. Stevens, president of the Oregon Trunk Railroad, left inst night for Chicago to be absent several weeks.
W. H. Snedaker, general agent at San Francisco for the Illinois Central Railroad Company, is taking in the Rose Festival and renewing his acquaintance with Northwest shippers.
Sheldon A. Volkman, of St. Paul, is another traveling freight agent the Great other traveling freight agent the Great Northern has sent to Portland to familiar-ize himself with this territory. Mr. Volkman is now in the city.

LIQUOR MEN TAKE STAND

OREGON RETAIL DEALERS RE-SOLVE TO UPLIFT BUSINESS.

Aid and Assistance of Association to Be Given Toward Revoking Licenses of Law Violators.

convention of Oregon retail lquor dealers adjourned yesterday after a two days' session, in the latter hours of which a set of resolutions was adopted pledging the members of the association toward an effort to

the association toward an citor to uplift the business and to restrain vio-lations of the law.

In addition to advocating the revo-cation of licenses held by those who do not comply strictly with legal regulations imposed upon the business, discussion yesterday in close session, it is said, indicated that the organization may, before long, come forward with proposed legislation which will coinwho look upon the liquor business as a legitimate one, but one upon which some further reasonable regulations should be imposed.

The convention served to unify the men engaged in the business, and sincerity and enthusiasm were shown by all the 200 delegates toward the prin-

ciples set forth in the resolutions.

The time and place of the next meeting have not been set, but the liquor men will get together probably several times during the coming campaign to discuss the state-wide prohibition movement. A committee to direct the campaign against the abolishment of the sale of liquor in Oregon was appointed, consisting of the offi-cers of the association. These officers are Frank Hoffman, president; C. D. secretary, and A. G. Magera

The text of the resolutions adopted

The text of the resolutions adopted follows:

We, the delegates of the state convention of the Retail Liquor Dealers' Mutual. Social and Protective Association, assembled at Portland, Or., recognizing and appreciating the activity of the 'Liberal League' of Oregon in the state-wide prohibition campaign, hereby extend to the Liberal League' of Oregon in the state-wide prohibition campaign, hereby extend to the Liberal League the assurance of our unqualified support. The alliving further that our business is mainly sustained by the residents of the State of Oregon, we therefore pledge our unqualified support and influence to the end that all members of our organization as far as possible patronize 'Oregon-made goods.'

Realising further that our business is a legitimate one and that it should be at all times conducted along legitimate lines, be it Resolved. That we hereby extend our hearty accommends to the local organizations that they take such steps and means to have the lucaness of all violators of the law—whether city, county, state or United States—revoked; and be it further.

Resolved, That we hereby pledge our aid and assistance toward revoking all licenses now held by persons who conduct their business in connection with houses of questionable repute.

We further resommend that the law with reference to the liquor business be so follows:

inflammation of the breast glands and in every way aids in preserv-

THE BRADFIELD CO., ATLANTA, GA.

A LINIMENT FOR EXTERNAL USE.

remedy, but the comfort and healthful condition its

valuable information for expectant mothers.

use produces makes it of inestimable value to every

Not only is Mother's Friend a safe and simple

MAN AT HEAD Substitutes Are Dangerous



Facsimile 1-3 regular size.

NO-STOP TO WOODLAWN

Such a Trolley Car Service Is Urged by Writer.

PORTLAND, June 9.—(To the Editor.)— On behalf of the Woodlawn people, I wish to state the reason why the citizens of Woodlawn and vicinity are often compelled to board a Vancouver car in order to get to their homes from down town, as is complained of by the Vancouver communication published in The Oregonian of this morning, under the heading of "Vancouver Folk Vexed."

In the first place, the Woodlawn cars are stopped sil along the line to take on and let off passengers, while the Vancouver cars are not. Therefore, the people wishing to go from the West Side to any place cast of the Burnside bridge will pile into a Woodlawn car, regardless of the Woodlawn people, who have to take that car to reach their homes, or stay down town, or take the Vancouver car, which the East Siders cannot take, because it is not stopped to let them off. zens of Woodlawn and vicinity are often because it is not stopped to let them off.
The people of Woodlawn would not occupy the Vancouver cars to the inconvenience of the Vancouver passengers if
they were not crowded out of their own
cars by other East Side people, who could reach their homes by many other cars not available for Woodlawn. If the trol-ley car company would run the Wood-lawn cars through to Highland without stopping. I think it would help matters some. To run more cars through to Woodlawn would be better still.
G. H. HAMILTON.

SHEEP AS LAND-CLEARERS

That Topic and Harmful Land Conservation Are Discussed.

SALEM. Or., June 8.—(To the Editor.)—Apropos of a news report in The Oregonian of this date, I want to explain the interest moted at a weelgrowers' meeting at McMinnville of more than 100 sheephreeders.

There are two causes at work to promote that result on the west side of the Williamette Valley, while sheepraising is inert on the east side of the same valley. The farmers on the west side, against the Coast Range, are wisely increasing grain-srowing to meet the lotal market, increasing from the freedom of homehuliding on the Coast Range, and in its valleys. It is not cursed with the meddlesomeness of so-called conservation, and James W. Webb, who writes from Clatsop County of an old man oftculating petitions for a forest reserve on Humbig Mountain country ought to publish that man's name, so that it can be known by landhungry people desiring homesteads.

There is no better assistant to clean grainfarming than sheep and goats. No animals will help in clearing rough land so much and give a profit in meat and wool, as sheep.

Twenty-five to 40 years ago it was not uncommon to take flocks of sheep to rough lands on the foothills of the Cascades. Poople even bought land there to do so and raised its value by so doing. There is no ting of that now, and a good many districts have been abandoned by the influence of the agents of faine conservation. It is proving a monstrous mistake as an influence of injustice by executive order, unwarranted laws, destructive of contomy and good government. The writer sincerely hopee Congress will not grant the Preeddent power of withdrawal by executive order and will stop this false conservation by getting back to the osofition existing when Oregon was admitted to the Union.

No Lincoin Republican can believe he would ever have robbed the people of their birthright in public domain by exacutive order, unwarranted by the National Constitution. It is labor that creates values from the land, the rivers and the deep sen.

JOHN MINTO.

Newport Floated; Sails Tonight. Caulking having been completed or the steamer Newport yesterday, she was floated from the Oregon drydock and steamed to Martin's dock, where

was awaiting her the largest cargo she was awaiting her the largest cargo she has secured for Coquille and vicinity. She will sail tonight, and such a mass of freight was accepted that her deck will be piled high with machinery and other bulky stuff.

Unscrupulous dealers, mindful only

of their profit and caring nothing for the health of their patrons, are offer-

ing for sale low-grade mixtures, which

they tell you are "as good as Duffy's Pure Malt Whiskey."

Some go so far as to try to make

you believe it is Duffy's Pure Malt

Whiskey. These cheap concoctions

are foisted on the people with the in-

When a remedy has been before

the public for more than half a cen-

tury, has been prescribed and used

by the best doctors and in prominent

hospitals, and has carried the blessing

of health into so many thousands of

homes as Duffy's Pure Malt Whis-

key has, imitations are bound to arise. They may imitate the bottle and label

only-no one can imitate the contents.

has been used with remarkable results in the treatment and cure of all throat, lung and stomach troubles and

all wasting and diseased conditions. It is sold in sealed bottles only. The Old Chemist's Head is on the label and over the cork is an engraved seal. Be certain this seal is unbroken. Sold by druggists, grocers, dealers or

Write The Duffy Malt Whiskey

Co., Rochester, N. Y., if you are of-fered substitutes when you ask for

Malt Whiskey

Duffy's Pure

direct, \$1.00 a large bottle.

Duffy's Pure Malt Whiskey.

tent to deceive.

BUSINESS MEN'S EXCURSION

To Corvallis, June 14.

Account commencement exercises at the O. A. C., Corvallis, a special train will leave Portland Union Depot at 7 A. M., June 14, via the East Side and Alroundtrip rate of \$2.60 has been made for this excursion, which is run under the auspices of the Portland Commer-



TAKE THIS CAR FOR

.AURELHURST PORTLAND'S MOST BEAUTIFUL RESIDENCE PARK.

THAT ARE WEAK, NER-**VOUS AND**

RUN DOWN

COME TO ME AND BE CURED THE DOCTOR PAY WHEN CURED

MY FEE FOR A CURE IN UNCOMPLI-CATED CASES IS \$10. I nm an expert specialist, have had 30 years' practice in the treatment of silments 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 allment.

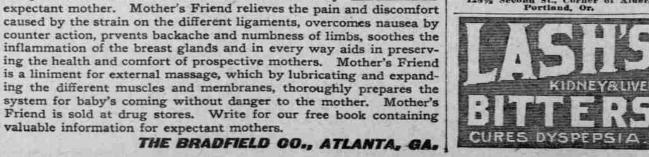
I CURE Varicose Veins, Contracted Ailmonts, Piles and Specific Blood Pol-son and all Ailments of Men.

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 service; if a complete and permanent cure is not effected.

SPECIAL AILMENTS—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in seven days. Consultation free, If unable to call write for list of questions.

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

DR. LINDSAY 125% Second St., Corner of Alder, Portland, Or,



My Equipment Is Complete for the Treatment of

Much of the delicate equipment of my office and hospital is especially constructed to meet the requirements of my distinctive methods of treatment, which involves the scientific application of every curable in-fluence known to be helpful in treating the class of ailments I cure.

I have stopped at no expense that could add to the efficency of my work or the comfort of my patients. There is no other equally equipped institution for the treat-ment of men's ailments in the Pacific Northwest.



DR. TAYLOR. The Leading Specialist.

YOU CAN PAY WHEN CURED

Consultation and advice free at office or by mail. If you are afflicted, consult me. You can place implicit confidence in what I tell you, and if I accept your case you can rest assured that a complete and permanent cure will follow my treatment.

Blood Ailments

cure this allment completely. The system is thoroughly cleansed The last symptom vanishes to appear no more, and all is accom-plished by the use of harmless, blood-cleansing remedles.

Men's Ailments

I have reduced the time required for curing ailments about onement. It replaces danger with safety. It forestalls chronic complications. It removes the infection and inflammation before the vital center becomes involved. To many men it means the difference between perfect health and a lifetime of misery and nervous debility. My method is mine alone. My treatment is original; in some features it resembles the ordinary. In its chief essentials it is different. In its results it is entirely different. It is safe, prompt and thorough. ment. It replaces danger with

My success in permanently cur-ing nervous aliments fully demonstrates the absolute correctness of my methods of treatment.

Obstructions

Surgery is not only harsh, painful and dangerous, but is entirely unnecessary in the treatment of obstructions. I employ a painless method by which the obstructing tissue is dissolved and all the membranes involved thoroughly cleansed and restored to a healthy state.

Varicose Veins

The perfection of my method of curing varicose veins is no less than a marvelous achievement, and affords a striking example of the wonderful possibilities of mild and gentle forms of treatment. Equally forcible, it demonstrates the folly of resorting to surgery in the treatment of this allment. I cure varicose veins in one week, without cutting or pain, and seldom is it necessary to detain the patient a single day from his business. A cure is a certainty in each instance, normal circulation is restored, and the natural processes of waste and repair are a gain established throughout the organic system. Why suffer varicose veins and endanger your health? I offer you a radical cure, and my treatment is independent of the harsh, painful and dangerous features that characterize the methods usually employed.

The DR. TAYLOR Co.

OFFICE HOURS 9 A. M. TO 9 P. M. DAILY. SUNDAY, 10 TO 1.

Weak Men

RESTORED To Perfect Health and Strength and Robust

NEW LIFE FOR WORN OUT and NERVOUS MEN

Condition.

CONSULTATION, ADVICE AND EXAMINATION FREE. Free Museum of Anatomy

Open Daily for Men Very Instructive and Interesting.

Man Know Thyself.

Our Practice Limited to Ailments of Men Only

We know the aliments and weaknesses of men like an open book. We have been curing them for years. Thousands upon thousands of men, restored to perfect health and strong nerves, are today living monuments to our skill, knowledge and success. We never hold out false hopes We never undertake a case we cannot cure. We have made so thorough a study of all the diseases of men—of Varieose Veins, Contagious Blood Poison, Nerve Weakness—and have cured so many cases that if there is a cure for YOUR disease you will find it here. When we undertake a case there is no such thing as fall-ure. We charge nothing for consultation, and our knowledge, skill and experience are at your service. We will explain to you How and Why We Can Cure You. Why the aliments of men require the knowledge and skill of a specialist.

WE CURE Blood Poison, Nerve Weakness, Rupture, Piles, Fistula, Kidney and Bladder Trouble, Urinary Obstructions, All Ailments and Weaknesses Common to

MY GUARANTEE, NO PAY UNLESS CURED. MEN, IF IN TROUBLE CONSULT US TODAY If you cannot call, write for free Book and Self-Examination Blank. Many cases cured at home. Hours—9 A. M. to 8 P. M. Sundays 16 to 12.

OREGON MEDICAL INSTITUTE 291% MORRISON ST., Bet. Fourth and Fifth, PORTLAND, OR.

BIG SUMS OFFERED FOR CURES OF ECZEMA

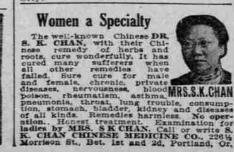
Thousand-Dollar Bonuses Found Un-

Several cases have become known of persons in different parts of the country who have made standing offers of a thousand dollars each for some course of treatment which would permanently cure them of eczema. The offers were withdrawn when, at a comparatively trifling expense these persons experienced complete cures through the use of poslam, the new skin remedy, which is sold for 50 cents by all good druggists, particularly the Skidmore Drug Co. and the Woodard, Clarke & Co.

Poslam is daily giving evidence of its remarkable healing properties in curing the worst cases of eczema and eradicating facial and other disfigurements of years' standing. All litching is stopped with first application. In minor affections, such as pimples, rash, herpes, barber's and other forms of tich, red noses, inflamed skin, etc., results show after an overnight application, only a small quantity being required.

quired.

No one is asked to purchase poslam without first obtaining one of the free trial packages, which will be sent by mail to any one who will write direct to the Emergency Laboratories, 32 West Twenty-fifth street, New York City.





C. Gee Wo THE CHINESE DOCTOR ibroughout the Northwest because of his wonderful

ithreugheuithe
Northwest because
of his wonderful
and marvelous curea,
and is today heraided by all his
patients as the
recatest of his kind. He treats any
and all diseases with powerful Chlose
roots, herbs and barks that are entirely
unknown to the medical science of this
country. With these harmless remedies
he guarantees to cure catarrh, asthma,
lung troubles, rheumatism, nervousness,
stomach, liver and kidney troubles, also
private diseases of men and womes.
CONSULTATION FREE.

Patients outside of city write for

Patients outside of city write for blanks and circulars Inclose to stamp. The C. Gee Wo Medicine Co.

162% First St., Near Morrison. Portland, Or.

