RYGJA, NOT SELJA, THOUGHTAGROUND

Steamship Company Officials **Mystified and Confirmation** Is Lacking.

SCENE IS OUT OF COURSE

Selja Should Have Been Ready to Leave Manila, According to Her Schedule, on Day When Accident Was Reported.

That it was the Oriental liner Rygja and not the Selja that struck in Far Eastern waters Tuesday, is the opinion of General Agent Ransom of the Port-land & Asiatic Steamship Company, who yesterday said that he knew no rea-son why the Selja should have been in the vicinity of the Tsugari Straits. "We have not been apprised that the Selja reached Manila, though she is re-ported to have arrived there.

Selja reached Manila, though she is reported to have arrived there June 9, and if she did it seems to me improbable that she has sailed, as she had cargo for that port and was to have loaded over 1,000,000 feet of lumber, which I don't think could have been accomplished in time for her to have sailed before today," he said.

Tsugari Straits lie north of Yokohama and while he thought it more than probable that it was the Rygja that suffered the mishap, Mr. Ransom wald that even then he would be unable to comprehend just what took the vessei into that locality.

The local officials have been kept in

The local officials have been kept in the dark as to the facts, which they attribute to the scene of the accident being remote from a cable office, and they not only are unable to ascertain the damage sustained, but are mystified as to the identity of the ship in trouble.

MICHELSON CASE TO TRIAL

Resume Made of Fall Trouble at Madison-Street Bridge.

Trial of the case of Balfour, Guthrie & Co. against Robert Wakefield, contractor of the Madison-street bridge, was begun yesterday in the United States Court, the Portland exporters alleging damages in the sum of \$1660 because of delay in the sailing of the Norwegian steamer Christine Michel-

The Michelson was loaded for Shanghai, China, and ready to leave her berth, south of the Madison-street bridge, about the middle of November, 1909. At that time Mr. Wakefield had undertaken to remove the draw pier and the pier immediately east of it, the work having progressed to the tearing down of the east pler to a height of seven feet above low-water mark. At that time the freshet is said to have submerged the remnants of the pier to such an extent as to make dan-gerous the navigation of the east channel, the regular route down the river, so the Michelson remained at her an-chorage. After the water had subsided somewhat the ship got away, but is chargable with demurrage, which the exporters are trying to recover.

Mr. Wakefield is urging in defense of the suit that he marked the dangerous remnants of the pier with a dolphin, as well as pilling, and that the channel was as free from hindrance as it had ever been. Witnesses are to be intro-duced, and it is probable that the re-mainder of the week will be consumed with the hearing. with the hearing.

Russians Making Endeavors to Ascertain True Course of Currents.

ASTORIA, Or., June 16 .- (Special.)-To gauge the action of the currents of the Pacific Ocean, Russian hydrographic officers stationed at Vladivostok have endeavored to obtain information by the often-tried method of hermetically sealing a note in a bottle and casting t adrift, with the request that the inal address.

This proved successful in this in-stance, as such a bottle was discovered near Sunset Beach, about six miles south of the mouth of the Columbia River, It was found by Miss Edna L.

More technically described this location is in latitude 46.55 north, longi-tude 123.56 west. The distance is 4500 miles by survey. The note enclosed was written in Russian and reads as

"Vladivostok, Siberia, August 10 1908.—This bottle was thrown overboard in order to ascertain the rate and direction of the current from the Rus region of the current from the Rus-sian surveying ship Ohotek, in latitude 49.40 north, longitude 160.8 east. The finder is requested to sign this paper on the other side, where found, lati-tude and longitude, and the date there-of and forward it to the following: Vladivostok Hydrographic Directors of the Pacific Ocean."

FATHER AND SON ARE MASTERS

Eureka Leaves Tonight on New Schedule to Humboldt Bay.

"Like father, like son," is the case with Captain O. L. Thompson, of the steamer Eureka, of the North Pacific Steamship Company's fleet, whose pater is skipper of the ting Hercules, now en route to the Sound, and the master of the Bureka has accepted the new berth fresh from tugboat service in San Francisco Bay, where he was identified with the Spreckels and Red Stack interests.

The Bureka is discharging at Martin's

dock and will sail on her first voyage of the season to Eureka tonight. It is pro-posed that she will operate on a seven-day schedule, and, as she has accommodations for 40 passengers, is expected to prove a popular acquisition to the coterie, prove a popular acquisition to the coterie, Captain Thompson says the Humboldt bar is in excellent condition and is stead-ily improving. He was master of the steamer Aberdeen last Winter and op-erated her between the Bay City and Eureka, and is thoroughly familiar with

In 1898, Captain Thompson was on the tug Rescue, then in service on the Columbia River bar, and later sailed as mate on mer Columbia, which was lost three years ago.

TORPEDO FLEET IS SOUGHT

Edmund Giltner, secretary of the Chamber of Commerce, will today discuss with officials of that body the advisability of inviting one division of torpedo-boat destroyers to visit Portland. The division, made up of the destroyers Whitelets and the division, made up of the destroyers Whitelets and the division of the destroyers Whitelets and the destroyers and soundings are made by different masters at convenient intervals. His latest report is from Grays Harbor, where Captain Allon, of the steamer Svea, made soundings June 10 and report the lowest water was 17 feet. land. The division, made up of the destroyers Whippie, Hull, Truxton and Hopkins, is due today at Grays Harbor from the south, and it is possible the

HILL MILITARY ACADEMY GRADUATES THIS YEAR NUM-



It was reported that some of the fleet would be in the harbor during the Rose Festival, but it appears an official in-Festival, but it appears an vitation was not extended and that part of the programme was omitted. The of the programme was omitted. The cruiser Albany was off the mouth of the Columbia one day during the Festithe Columbia one day during the Festival, having turned back from Grays Harbor because the pilots would not take her in, and she would have been available had the committee been aware of her presence. Naval officers say executives of the Coast fleets enjoy visiting this city and that when in this district they would be pleased to make the run up the river, but through the fact their movements are not followed, they come and go without their proximity come and go without their proximity

Mariners Appraised of Changes.

Commander J. M. Ellicott, inspector of the Thirteenth Lighthouse district, has published a list of changes affecting aids to navigation, designated as

follows:

Oregon—Coos Bay: Outer buoy. PS firstclass can, replaced May 29, having been
found missing. Columbia River: Henrici
landing range rear light; correction. The
light is 46 feet above the water and 633 feet
in the rear of the front light.

Washington—Juan de Fuca Strait; Waaddah Island light; intensity of light fncreased. May 18 the post lantern was replaced by a lens lantern, Juan de Fuca
Straight: Point Wilson buoy. 6, first-class
can, replaced May 5, having been found out
of position. Rich Passage: Point Glover
buoy, I, first-class can established June 9 in
67 feet of water. Port Susan: Port Susan
light moved May 5 about 1500 feet southwesterly from its former position, and is
now shown, II feet above the water, from a
white arm on an unpainted three-pile dolphin, bare at low water.

Alaska—Cook Inlet, Port Graham: North
spit buoy, I, heretofore reported out of poaitlon, was replaced May 19.

More Lumber for China Markets.

Another big lumber cargo for China has been negotiated from the Eastern & Western Lumber Company by Balfour-Guthrie, and is to be shipped in about 40 days, though the vessel has not been named. The steamer Elsa, now working at the mill for Manila, is taking a mixed cargo BOTTLE CROSSES THE PACIFIC that gives promise of excellent stowage and will aggregate 2,900,000 feet. She will finish today, and though four of her new firemen walked ashore yesterday, no trouble is expected in securing a full

Spencer Pilots His Own Vessel. Unable to secure a master for the steamer Charles R. Spencer, which departed yesterday on her initial trip of the season to Hood River, Captain E. W. Spencer, owner of the craft, was compelled to assume charge. He had negotiated with George Gentskow, pllot of the steamer Balley Gatzert, to

STEAMER INTELLIGENCE.

	Due to Arrive.
Beaver. Rose City Breakwater. Falcon. Golden Gate Sue H. Elmo Geo. W. Elde Bear. Hercules. Roanoke Rygja.	From Date. San Francisco In port. San Francisco Indeft. Coos Bay. In port. San Francisco In port. Tillamook. June 18 Tillamook. June 18 Tillamook. June 19 San Fedro. June 20 Hongkong. June 20 San Pedro. June 25 Hongkong. July 10 Hongkong. Aug. 12
Sch	eduled to Depart

Name. For Date Rose City. San Francisco Indeft Breakwater. Coos Bay. June 18 Beaver. San Francisco June 18 Falcon. San Francisco June 19 Falcon. San Fedro. June 21 Golden Gate. Tillamook. June 21 Golden Gate. Tillamook. June 21 Bear. San Francisco. June 25 Henrik Ibsen. Hongkong. June 28 Rosnoke. San Francisco June 28 Resulte Bear. Hongkong. July 10 Rygja. Hongkong. July 30 Selja. Hongkong. Sept. 3

accept the billet, but the latter refused when the craft was ready to depart. Captain Spencer said that he would prefer charges against Gents-kow before Local Inspectors Edwards and Fuller. The Spencer had 75 pas-sengers. She will make daily trips to Hood River, and go to the Cascades

New Motor-Boat Rules Made.

New orders received by Collector of Customs Malcolin from the Bureau of Navigation place additional restrictions on motor craft and particularly those carrying passengers, and make it compulsory for all vessels over five tons to be documented. The regulations provide that two dopies of them must be carried and that only a licensed operator can be in charge. The regoperator can be in charge. The regulations became effective June 10, and most of the restrictions must be adopted at once.

Bar Soundings Being Reported.

John McNulty, in charge of the local hydrographic office, has instituted a system through which he hopes to keep in touch with changes on bars in Coast

Navy Department will be requested to | street to connect with the addition now being constructed to the Washington-

To complete her off-shore lumber cargo, the tramp steamer Wotan was shifted last night from the North Paeific dock to the Portland Mill. Commander J. M. Ellicott will depart Saturday to inspect the Yaquina Head light station, previous to under-taking a journey to the Alaska sta-tions aboard the tender Heather, which

is about ready to leave the Willamette Iron & Steel Works. Entries yesterday at the Custom-House included the British bark Iverna, from Santa Rosalia in ballast. The ves-sels clearing were the steamer Shna Yak, with 900,000 feet of lumber for

Redondo, and the steamer Nome City, with 800,000 feet, for Port Los An-Towing the barge Nehalem, laden with a locomotive, 80 tons of explosives and other railroad material, the tug Vosburg left down yesterday afternoon for Tillamook.

Arrivals in the harbor yesterday increased the coastwise fleet, as the steamers Falcon, Hoquiam and J. A. Chanslor reported from the Bay City, the Breakwater from Coos Bay and the Eureka from Humboldt Bay.

Though reported from San Francisco yesterday that the British steamer Falls of Orchy, recently chartered, would bring 1000 tons of cargo to Par-rott & Co., members of that firm said had not been apprised of the

Wednesday afternoon at 1:30 o'clock is the time set for the official trial trip of the tug Oneonta, which the Willam-ette Iron & Steel Works is construct-ing for the Port of Portland. The craft will be given a test of four

Movements of Vessels.

PORTLAND, June 16.—Arrived—Steamer Hoquiam, from San Francisco; steamer Eureka, from Eureka; steamer Falcon, from San Francisco; steamer J. A. Chanslor, from San Francisco; steamer Breakwater, from San Francisco; steamer Breakwater, from San Bay, Salied—Steamer Shna Yak, for Redondo; steamer Nome City, for San Pedro, via Rainjer: tug Voeburg, towing barge Ne-

Redondo; steamer Nome City, for San Pedro, via Rainier; tug Vosburg, towing barge Nehalem, for Tiliamook.

Astoria, Or., June 18.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 8 miles; weather, cloudy, Arrived last night—Steamer Eureka, from Eureka. Left up at 12:30 A. M.—Steamer Hoquiam. Arrived at 5 and left up at 6:30 A. M.—Steamer Falcon and J. A. Chanslor, from San Francisco. Arrived at 7:35 A. M.—Steamer Geo, W. Fenwick, from San Francisco. Arrived at 7:35 and left up at 9 A. M.—Steamer Breakwier, from Coos Bay.

M.—Steamer Geo. W. Fenwick, from San Francisco. Arrived at 7:35 and left up at 9 A. M.—Steamer Breakwiter, from Coos Bay.

San Francisco, June 16.—Arrived at 6 A. M.—Steamer Geo. W. Elder, from San Pedro, and steamer Shoshone, from Columbia River. Sailed at 7 A. M.—Steamer Rose-crans, for Portland. Sailed at 11 A. M.—Steamer Washtenaw, for Portland. San Pedro, June 16.—Arrived last night—Steamer Shasta, from Portland.

San Pedro, June 16.—Arrived last night—Steamer Shasta, from Portland.

Southampton, June 16.—Arrived—Teutonic, from New York.

Havre, June 16.—Arrived—La Savole, from New York.

Flymouth, June 16.—Arrived—George Washington, from New York.

San Francisco, June 18.—Arrived—Steamers Admiral Sampson, from Seattle; Shoshone, from Astoria; Elizabeth, from Bandon; barkentine Lahina, from Newastle, Aus. Sailed—Steamers Rose and Washtenaw, for Portland; Westerner, for Grays Harbor, Geo. W. Elder, for Astoria; ship Acme, for New York; schooner R. W. Bartlett, for Puget Sound.

Seattla, June 18.—Arrived—Steamer Meteor, from Skagway; Japanese steamer Sado Maru, from Tacoma; steamer Klamath, from Sound ports; steamer Klamath, from San Francisco; United States steamer Armeria, from Astoria; steamer Ramath, from Sound ports; steamer Ramath, from San Francisco; United States steamer Armeria, from Astoria; steamer Manter, for Valdez; steamer Swaud, for Port Blakely.

Tacoma, June 16.—Arrived—Steamer Watson, from Sasttle; steamer Meteor, from Alaska; steamer Seattle; steamer Meteor, from Alaska; steamer Seattle; steamer Meteor, from San Francisco, June 15.—Arrived—Steamer Hermonthis, from San Francisco, valpariso, June 15.—Arrived—Steamer Hermonthis, from San Francisco, Valpariso, June 15.—Arrived—Amiral Exelmans, from Ban Francisco, Valpariso, June 15.—Arrived—Adriatic, for New York.

Tides at Astoria Friday,

Tides at Astoria Friday. 9:47 A. M.....6.0 feet 8:57 A. M.....1.8 feet 9:38 P. M.....8.0 feet 8:55 P. M.....2.7 feet

information for expectant mothers.

Hill Military Academy Class Is Graduated.

BEST SCHOLAR ALASKAN

Hood River Student Wins Gold Medal in Competitive Drill-Rev. Benjamin L. Young Delivers Commencement Address.

Before an audience that comfortably filled the commodious academy armory, the annual June commencement ex-ercises of the Hill Military Academy were held last night. Ten young men were mustered out

were held last night. Ten young men were mustered out.

J. W. Hill, principal of the academy, complimented the students for their industry and good behavior. Rev. Benjamin L. Young, paster of the Taylor-street Methodist Episcopal Church, followed with an address upon "Common Sense, Courage and Character," in which he said that character was a man's finest asset.

Mr. Hill then presented the gradue

man's finest asset.

Mr. Hill then presented the graduates with their diplomas. The members of the graduating class were applauded as they marched forward to receive

Picked Companies Drill.

The programme was ended with competitive drill between picked mem-bers from the three companies. Cadet Captain-Adjutant William J. A. Baker, of Hood River, and a member of the graduating class, won the first prize, a gold medal. Cadet Corporal Edwin Stenberg, of St. James, Minn., won the second prize, a silver medal. Captain Wilson and Lieutenant Spooner of Company R. Organo National Cart pany B, Oregon National Guard, acted

as judges.
Cadet Corporal Bryant Hall, with an Cadet Corporal Bryant Hall, with an average of 931-7, won first prize in scholarship. He is from Fairbanks, Alaska. In scholarship and perfect deportment, Cadet Sergeant Leroy W. Barnhart, of Ouray, Colo., was first; Cadet Lieutenant Wendell K. Philips, of Vancouver, Wash., second; Cadet Corporal Edwin Sternberg, of St. James, Minn., third; Cadet C. F. Strobel, Portland, fourth; Cadet Rankin Clark, of Portland, fifth.

In the preparatory and primary de-

In the preparatory and primary de-partment, the cadets having obtained the highest scholarship and deportment are as follows: Cadet Paul Jones, Portland, first; Cadet Lloyd M. Mills, Portland, second; Cadet Richard E. Stanton, third.

Roll of Honor Announced.

The roll of honor consists of: Eight months-Cadet Lleutenant W. K hillips, Cadet Sergeant L. W. Barnhart, adet Corporal Edwin Sternberg, Cadet F. Strobel, Cadet I. M. Mills. Seven months-Rankin Clark, A. H. Bell. Five months-Errol Briggs, R. E. Stan-

Five months—Brubaker Hutchinson, O. P. Winningstad, Meredith Eskridge, Paul Jones, L. E. Garrison, Frank O'Brien.
Three months—Thomas Daly, James Hutten, W. Ward H. Martin, W. C. Dey.
Two months—J. R. Coon, J. W. Huson,
Sidney Gordon Sidney Gordon. One month-Bryant Hall, Frank Clark,

One month—Bryant Hall, Frank Clark,
H. S. Ellis, H. D. Jaeger, R. E. Wiley,
H. E. Pulliam, Oliver Byerly.
The names of the cadets graduated last night are: Garnett M. Babbitt, of Portland; William J. A. Baker, of Hood River; Bryant Hall, of Fairbanks, Alaska; Harry M. C. Hunnington, of Los Angeles; Wendell K. Phillips, of Vancouver, Wash; Mathew Troy, of Portland; Clarence W. Westbrook, of Smith River, Cal.; Earl C. Wurzweiler, of Portland, and Charles M. Zbinden, of Seattle, Wash.

Club Now Seeks Building-School Director Fleischner Indorsed.

Sunnyside wants a bank and at the meeting of the push club Wednesday night at the office of Dr. J. A. Pettit it was decided to take the subject up with the business men. It was announced that a banker was willing to establish a bank in Sunnyside if encouragement is given. An effort will be made to obtain the construction of a suitable building on Belmont street. The club was made a committee of the whole to accomplish this. Sunnyside wants a bank and at the

The club indorsed School Director Fleischner for re-election. Ben Riesland, chairman of the push club committee on public service com-mission, told the club that progress had

been made toward framing the initiative law to be submitted in the November election. He said that an attorney had been engaged to draw up the law. The club indorsed the proposed public service commission and appropriated \$25 to assist in defraying the cost of obtaining The club adopted resolutions thanking

the East Side Business Men's Club for favors shown Sunnyside in the children's parade, and to E. D. Curtis, principal of the Sunnyalde school.

Twenty Years' Absence Ended.

After 20 years, Captain Fagan, of the British bark Iverna, which reached Linnton late Wednesday night from the lower harbor, following a voyage from Santa Rosalia, is revisiting the Rose City. He says he can note remarkable changes in the development of the port. On his previous visit he was yet climbing toward the goal of a master, being mate in the Peter Iredale, one of the best known of the old grain show. shps.

Astoria Shipping News.

ASTORIA, Or., June 16 .- (Special.) -Salem, Oregon.—I have sold I'all's
Texas Wonder of St. Louis, Mo., for
the last five years for kidney, bladder
and rheumatic troubles, and have never
had a complaint and cheerfully recommend it to the public. J. C. Perry.
Sixty days' treatment in each bottle.

ASTORIA, Or., June 16.—(Special.)—
Coos Bay today with freight and passengers for Portland.
The steam schooner Hoquiam arrived
this morning from San Francisco with
a general cargo for Portland. After

the body, the use of which lubricates the muscles and tendons,

softens the glands and ducts, prevents lumps forming in the breasts,

and relieves the pain, nervousness, nausea, and other troubles from

which so many expectant mothers suffer. Where Mother's Friend is used regularly it fits and prepares the system for an easy and natural consummation of the term. Women who massage with this great liniment are always saved much suffering when baby comes, and recover more quickly, and without ill effects. Mother's Friend

is sold at drug stores. Write for our free book containing valuable

. THE BRADFIELD CO., ATLANTA, GA.

A LINIMENT FOR EXTERNAL USE.

Friend is that it safe-guards the future health of the

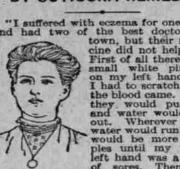
mother. It is a liniment to be applied externally to

One of the most valuable qualities of Mother's

CADETSWIN HONORS ECZEMA VICTIM GAVE UP HOPE

After Suffering a Year with Raw, Watery Humor on Hands and Face -Prescriptions Did Not Do a Bit of Good-Scratched Till Blood Came and Had to Quit Work.

COMPLETELY CURED BY CUTICURA REMEDIES



"I suffered with eczema for one year and had two of the best doctors in town, but their medicine did not help me. First of all there were small white pimples on my left hand and I had to scratch until the blood came. Then they would puff up and water would run out. Wherever this water would run there would be more pimples until my whole left hand was a mass of sores. Then my other hand became affected and they were like a piece of raw meat. Then it came on my face, neck and under my right arm so that I was unable to raise my arm for two weeks. It became so bad that I was obliged to give up work. "About four months ago I started to doctor and the doctor told me it was eczema. So he told me to get—ointment and soap. I used them for a month and they didn't do me one bit of good so I tried another doctor. He gave me three different kinds of medicines, but I was very much put out when these remedies did not help me. I was unable to sleep at night and I gave up all hope until I decided to try the Cuticura Remedies. I used two cakes of Cuticura Soap, two boxes of Cuticura Resolvent and I am glad to say I am cured. Miss Nora Shultz, 242 North Third St., Reading, Pa., Jan. 4 and 7, 1909."

Hair Promoted by shampoos with Cuticura Soap and Growth light dressings of Cuticura. This treatment allays itching and irritation, destroys hair parasites, cleanses, purifies and beautifies and tends to make the hair grow upon a clean, healthy scalp.

discharging she will proceed to Grays Harbor to load lumber for a return.

The oil tank steamer J. A. Chansler arrived this morning with 38,000 barrels of fuel oil for Portland.

The steamer Eureka arrived today from San Francisco with freight and passengers for Portland.

The steamer Falcon arrived today for Portland with freight which came over the Mexican route.

the Mexican route.

The steamer Geo. W. Fenwick arrived this morning from San Francisco to load lumber at the Hammond mill for a return.

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

SUNNYSIDE WANTS BANK COME TO ME

AND BE CURED THE DOCTOR PAY WHEN CURED MY FEE FOR A CURE IN UNCOMPLI-CATED CASES IS \$10.

I nim an expert specialist, have had 20 years' practice in the treatment of aliments of men. My offices are the best equipped in Portland. My mathods are modern and up-to-cate. 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 aliment.

I CURE Varicose Veins, Contracted Aliments, Piles and Specific Blood Poi-son and all Aliments of Men.

CURE OR NO PAY—I am the only Specialist in Portland who makes no charge unless the putient 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

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. Sun-Office hours—9 A. M. to 9 P. M. Sun-days, 10 A. M. to 1 P. M. only.

DR. LINDSAY 1281/2 Second St., Corner of Alder, Portland, Or.



C. Gee Wo THE CHINESE DOCTOR This great Chinese doctor is well known

doctor is well known threugheut the witheugheut the Northwest because of his wonderful and marvelous curea and is today heralded by all his patients as the country. With these harmless remedies country. With these harmless remedies he guarantees to cure entarth, asthme, lung troubles, rheumatism, nervounces, stomach, liver and kidney troubles, also private diseases of men and womes. CONSULTATION FREE.

Patients outside of city write for The C. Gee Wo Medicine Co. 162% First St., Near Morrison., Portland, Or.

Women a Specialty The well-known Chinese DR. S. E. CHAN, with their Chinese remedy of herbs and roots, cure wonderfully. It has cured many sufferers when all other remedies have falled. Sure cure for male and female, chronic, private diseases, nervousness, blood poison, rheumatism, asthmatmann, rheumatism, r

Place of Honor in **Family Medicine Chest**



Mrs. Louis Inra will never be without Duffy's Pure Malt Whiskey, now that she has found out what it will do for her. Last Winter it cured her of a severe cold. Her happy husband says:

"In justice to Duffy's Pure Malt Whiskey I must say that it cured her of a severe cold when everything else she tried failed. She has been troubled with a cough every Winter recently, and has tried all kinds of patent medicines and home remedies without their doing her much good. Finally I advised her to try Duffy's Pure Malt Whiskey once and see if it would not give her some relief. That was early last Winter, and the results were very gratifying, so much so that Mrs. Inra will never be without your valuable Malt Whiskey any more, and has such faith in it

that it takes the place of honor in the Family Medicine Chest." Louis Inra, 422 East 19th Street, New York.

Ministers of the gospel, doctors of medicine, nurses and people everywhere unite in commending Duffy's Pure Malt Whiskey, a perfeet tonic stimulant, the one true medicinal whiskey

Duffy's Pure Malt Whiskey

is an absolutely pure distillation of malted grain, great care being used to have every kernel thoroughly malted, thus destroying the germ and producing a liquid food, tonic and stimulant, requiring no digestion, in the form of a medicinal whiskey. Its palatability and

freedom from injurious substances render it so that it can be retained by the most sensitive stomach. Its gentle and invigorating properties influence for good every important organ in the body. It makes the old feel young and keeps the young strong and vigorous.

CAUTION.—When you ask your draggist, grocer or dealer for Duffy's Pure Malt Whiskey be sure you get the gendine. It is an absolute in pure medicinal mait whiskey and is sold IN SEALED BOTTLES ONLY—never in bulk, Look for the trade-mark, the "Old Chemist," on the label, and make sure the seal over the cork is unbroken. Price, \$1.00 large bottle. Write Medical Department, The Duffy Malt Whiskey Co., Rochester, N. Y., for doctor's advice and an illustrated medical booklet containing testimonials and rules for health, both seat free.



Go to the Reliable Specialists FOR MEN



You Can Be Cured Other Men Are **Being Cured** Every Day

I can positively assert that there does not exist a single cane of Blood Disease, Nervousness, Varicose Veins, Piles, Kidney, Bladder and other Ailments of Men that I can not cure promptly, safely, permanently—if in reach of medical science.

Don't Give Up

no doubt, were strength than you.

Not a Dollar Need Be Paid Unless Cured.

You Run No Risk-I Will Treat You Free for one week if you desire to prove that I can cure you. I have spent thousands to develop my treatment and I know what it will do. Don't experiment elsewhere. Try my treatment free, and be convinced that I can cure you. While the ordinary doctor is experimenting and making mistakes, I accomplish cures. See me now.

Out-of-Town Men Visiting the City Consult me at once upon arrival and maybe you can be cured before re-turning home. Many cases can be cured in one or two or more visits, continuing treatment when home. Consultation and Advice Free.

IMPAIRED VITALITY

I promise you results so prompt and positive that you will not need any one to point out the improvement. In short I will give absolute results in every case and a written memoradum to refund every cent if you are not perfectly cured. I want to talk with the men who have tried other methods and found them unavailing. I want to talk with the men who have almost given up hope of being cured. I can convince them by actual cures.

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

Hours—9 A. M. to S P. M. Sundays, 10 to 12.

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The Work of a Specialist Is the Doing of a Few Things Best

There is not a physician living who can claim to be proficient in the treatment of all human ailments. To attain the highest possible degree of proficiency in all departments of medical science would require half a dozen lifetimes of study and as many more of practical experience. The regular practitioner is proficient in a large number of allments. The specialist must first become proficient for general practice and must then go on to proficiency in a few of those conditions and diseases more difficult to under-



stand and more difficult to cure. Pay Me When I Have Cured You **EXAMINATION FREE**

I offer not only free consultation and advice, but of every case that comes to me I will make a careful examination and diagnosis without charge. No alling man should neglect this opportunity to get expert opinion about his trouble.

HOURS-9 A. M. TO 9 P. M. SUNDAYS, 10 TO 1.

HF YOU CANNOT CALL, WRITE FOR DIAGNOSIS BLANK.

The DR. TAYLOR Co.

2341/4 MORRISON STREET, CORNER SECOND, PORTLAND, OREGON.