Tugs to Brighten Regatta.

Orders have been issued by Superin-tendent Campion, of the Port of Port-

PIPELINE CROSSING IN WAY OF CHANNEL

Port Officials Find Position of Main Is Hindrance to Future Plans.

HARBOR SURVEY IS MADE

Removal of Few Lumps Will Make Better Basin From Mill to Main Roadway-30-Foot Channel

Is Ultimate Desire.

That Portland's administration is un That Portland's administration is unitentionally interfering with navigation, through not taking steps to lower the Bull Run pipe line south of the Madison-street bridge, was illustrated yesterday, when officials of the Port of Portland Commission made an exhaustive survey of the upper harbor and foundaplenty of water above and below the pipe line crossing.

The stage of the Willamette was practically as feet and soundings over the

teally Es feet and soundings over the entire grounds, where channels are being maintained for steamers to reach the Portland and Inman-Poulsen's mills, gave measurements assuring good water even if the river drops to the three-foot stage, which is measured above zero

President Swigert and Captain Archie Pease, of the Commission, Superinten-dent Groves in charge of dredging op-erations, and Superintendent Campion, directing the towage and pilotage service on the rivers and bar, started from Ashstreet dock at 7 o'clock yesterday morn-dng aboard the tug John McCraken.

Recent Operations Successful.

Soundings were first made on the East 6ids, between the Morrison-street bridge and the new dock of the Oregon Improvement Company. Adequate depths were found for steam schooners and such vessels as discharge cargo there, showing that recent dredging operations were successful, and with the exception of a few lumps to be removed, the basin and main channel are clear.

Through the Madison-street bridge Soundings were first made on the East

main channel are clear.

Through the Madison-street bridge channel Captains Pease and Groves continued using the lead lines and more than N feet of water was found in the road, with depths close to 39 feet north of the bridge. Then the McCraken was beauted twattern on a line with the leaded upstream, on a line with the ranges to the Portland mill, where the best water was found toward the west shore, but the channel walls are holding well and there is a good depth where dredging has been carried on. Crossing the stream to Imman-Poulsen's, he work was carried on more thoroughly to as-certain to what extent recent work has

Improved the road.

With the fug steaming on the range bearing from the south end of the new mill dock, the channel was found clear to its juncture with the road to the Portland mill, and depths taken from east to west were encouraging. With the removal of a few lumps a better basin will be created in which to move heavily the hard research attenues from the mill. tly-laden tramp steamers from the mill to the main road.

Casts made in the vicinity of the old

water main were not satisfactory. As the 25-foot channel project being fos-tered by the Port of Portland and Corps of Engineers, U. S. A., includes the territory from Ross Island to the sea. and the upper harbor is becoming more

grante to result of the state o large it.

SMOKE IS BOTHER TO FLEET

Beaver Has Disagrecable Trip, Glenlee Delayed, Northland Grounds.

Excluding the loss of life and prop-Excluding the loss of life and property, the greatest discomfort felt from forest fires is probably being experienced by masters and pilots of vessels plying from Portland, for not a craft arrives but that delays or accidents are credited to the obscured condition of the river and ocean along the Coast. For the first time this season fog whistles were sounded in the harbor Thursday night and the smoke finally because a thick that steamers were comthick that steamers were com-

day hight and the smoke main; decame so thick that steamers were compelled to anchor or tie up.

The British tramp Glenlee, which anchored near St. Helens early Thursday
morning, was held there at last reports
yesterday, while the steamer Northland, en route to the lower river to
complete her lumber cargo, went
aground in the smoke late Thursday
night off Reuben. The steamer Ocklahama and tug John McCraken, of the
Port of Portland fleet, were ordered to
her assistance yesterday. It was reported that she was hard and fast
north of the channel and resting on a
mud bank over 36 feet from deep water.
Captain Kidston, master of the liner
Beaver, which arrived up yesterday
afternoon at 2:40 o'clock, pronounced
the voyage from San Francisco as the

voyage from San Francisco as the voyage from San Francisco as the worst he has experienced and said that he had not slept since leaving the Golden Gate. Dense fogs along the coast, combined with smoke being blown offshore, created a condition that added difficulties to navigation, notwithstanding which the Beaver made wood time. On the southbound trip good time. On the southbound trip she established a new record between San Francisco and San Pedro by steam-ing from dock to dock in 11% hours. At the suggestion of river pilots all in the harbor yesterday were before 4 o'clock, as the pall was

PORT STANLEY CHARTERED

French bark Thiers, taken Thursday, and the French bark Hoche, which is on the way 136 days from Liverpool.

The British tramp Netherlee has been chartered by the American Trading Company to load lumber here for Australia. She will carry about 2,580,800 feet. She is en route from Hong Kong for Puget Sound with a cargo of pigiron. The tramp Belle of Scotland, which had a large portion of her decklead aboard, shifted yesterday afternoon from the Portland mill to Linnton to work the remainder of her lumber, and the tramp Alden, at Inman-Poulsen's, has started her deckload.

The Norwegian steamer Tricolor, which is under charter to the American Trading Company also for Australia, is due today off the river from Puget Sound. She will load at the mill of the Hammond Lumber Company.

LOCKMASTER IS SUSPENDED

Disobedience Charged by Inspector and Inquiry Is Ordered.

CASCADE LOCKS, Or. Aug. 26.—
(Special.)—A misunderstanding between Val W. Tompkins, United States
Inspector, and R. G. Conner, lock keeper, has resulted in the suspension of Connor by Tompkins, for alleged diso-bedience of orders. The steamer Charles R. Spencer reached the locks

p	**********
STEAMER IN	TELLIGENCE.
Due to Arrive.	
Name Breakwager Coo Blesver Coo Blesver Til Eureka Es Roanoke Sat Golden Gate Til Geo. W. Elder Ser Falcon Sar Rose City Sar Roye City Sar	a Bay In pert i Pedro In port iamook In port ireka. In pert i Pedro In port amook Aug 27 i Pedro Aug 28 i Francisco Aug 28 i Pedro Aug 31 i Pedro Sept 3
Scheduled to Depart.	
Name Sa Broancke Sau Eureka Eus Breakwater Coo Sue H. Elmore, Til Golden Gate, Til Selja Ho Geo W. Elder Sat	s Bay Aug. 27 lamook Aug. 30 lamook Aug. 30 lamook Aug. 30

a few moments ahead of the Balley Gatzert last Sunday and was locked through passing out at the upper end of the canal, and immediately turned round for the return trip, the engineer whistling for the locks. In the meantime the Gatzert had entered the lower end of the canal and found the gates locked against her.

At this juncture inspector Tompkins returned the lockwaster to hold the

ordered the lockmaster to hold the Spencer until the Gattert had been locked through, the intention being to lock both boats through on the return trip at once. Connors replied that as the Spencer had whistled for locks he had no alternative but to pass her through first, whereupon a controversy ensued, and the inspector ordered the

auspension of the lockmaster.

The case has been reported to Major Morrow at Portland, who ordered First Lieutenant H. Roberts of The Dalles, to hold an investigation. Connor has been lockmaster here 14 years.

Lurline Delayed by Smoke.

Delayed by smoke on the lower river and an unusual amount of cargo at way and an unusual amount of cargo at way landings, the steamer Lurline did not reach Portland until noon yesterday and her return to Astoria was delayed until this morning. She will leave on time with the expectation that she will then remain on schedule. The steamer has been late for several days on account of the loss of several hours when count of the loss of several hours when her eccentric rods were damaged in colliding with a submerged timber.

Titan Digging New Berth.

afford sufficient water at the and the upper harbor is becoming more important from a shipping viewpoint because of the lumber carriers that are being loaded, it is regarded as imperative by navigators that dredging be continued. Under existing conditions it appears that the only gains to be made are in keeping the present channel open, for additional depth cannot be uniformly obtained until the pipe line is lowered. In the opinion of those following the work yeaterday, it is necessary for the main is beaunk so that it will be 21 feet below the surface of the river at zero, which will permit a 20-foot channel to be earlied on near it owing to the danger of its breaking, through the removal of adjacent material.

Soundings were concluded at 10 o'clock and it was felt by members of the party that the data secured were an accurate guide to future digging. It is planned to resume operations when dredges are seembled to "riena up" the bain befoot of Ankeny street for coasters bringing cement cargoes the dredge Titan, of the Pacific Bridge Company, was yesterday shifted from above the Madison-street bridge to that berth.

Workmen yesterday completed a new roadway to the upper deck of Ains-worth dock and the former entrance there and that to the lower dock are

The steamers J. A. Chansior and convenient for the store, as it lies be-freakwater yesterday entered at the tween the approaches of the new Steel Custom House, the former with Cair-fornia oil and the latter with cargo bridge, where streetcar traffic centers. from Coos Bay and both cleared.

At a rate of 25 shillings the French bark Jean Baptiste, now at Honolulu, has the option of Portland or Puget Sound for wheat to the United King-She is under charter to G. W.

Having ordered cargo for the steamer, Breakwater, destined for Coos Bay points, delivered on upper Alaska Dock, it was yesterday announced that the steamer would sail from that berth

With every first-class reservation sold and many taken in the steerage, which gave her a passenger list of 20% the steamer Rose City sailed yesterday morning for San Francisco and San Pedro. The Beaver, arriving in the afternoon, had about the same number.

Movements of Vessels.

Movements of Vessels.

FORTLAND, Aug. 26.—Arrived—Steamer Beaver, from San Fedro and San Francisco; steamer Eureks, from Bureks; steamer Sus H. Elmore, from Tillamook; steamer Sus H. Elmore, from Tillamook; steamer J. A. Chanslor, from Gaviote.

Astoria, Or., Aug. 25.—Arrived at 8 and left up at 7.20 A. M.—Steamer Sheshove, from San Francisco; arrived at 6 and left up at 8.20 A. M., gasoline schooter Wilhelmina, from Fanutne; arrived at 6.30 and left up at 7.20 A. M., steamer Beaver, from San Fedro and San Francisco; arrived at 8 A. M., gasoline schooner Della, from Nesticon, arrived down at 19.40 A. M., steamer Shna Yak; arrived down at 19.40 A. M., and saled at 12.15, steamer Washington, for San Francisco; arrived down at 12.30 P. M., schooner Alvena, arrived at 11.30 A. M., and left up at 12.20 P. M., steamer Eureka, from Eureka, from Eureka, arrived at 1.10 and left up at 2 P. M., steamer Elmore, from Tillamook.

San Francisco, Aug. 26.—Salled at 3 A. M.—Steamer Quinault, for Portland; salled

left up at 2 P. M. steamer Elmore, from Tillamook.

San Francisco, Aug. 26—Sailed at 3 A. M.—Steamer Quinault, for Portland: sailed at 10 A. M., steamer Geo. W. Elder, for Portland: sailed last night, steamer Maverlek, for Portland.

San Pedro, Aug. 26.—Arrived—Steamer Maverlek, for Portland.

Nan Pedro, Aug. 26.—Arrived—Steamer Maverlek, for Portland.

Victoria, Aug. 26.—Sailed—Norwegian steamer Tricelote, for Portland.

Hakodata, Aug. 26.—Sailed—Norwegian steamer Hanrik Ibssen, for Portland.

Delaware Sreakwater, Aug. 26.—Passed vosterday—Steamer Arrive, Irom Fhiladelphia for Portland.

San Francisco, Aug. 26.—Arrived—Steamers Trivetou, from Port Ludiew; Raymond, from Grays Harbor; City of Puebla, from Victoria; barkentines S. G. Wilder, from Mahukona; Gardiner City, from Ludiow; bark R. P. Rithet, from Honoiulu; schooner Sarsailto, from Studiew, Sailed—Steamers Quinault, Geo. W. Hider, for Portland, Elizabeth, for Bendoor, Sea, for Grays Harbor; Olympic, for Beilinghain; schooners Willie R. Hume, for Astoria; Lily, for Umpqua, New York, Aug. 26.—Arrived—Campania, from Botterdam.

Contractors May Be Paid for City Work Monthly.

80 PER CENT SUGGESTED

By Reducing Interest Charges to Bidders, Executive Board Hopes to Obtain Lower Bids and Increased Competition.

There is a strong probability that the Executive Board will give its inthe Executive Board will give its indorsement to a charter amendment
that will enable the city to pay contractors on city work 50 per cent a
month on jobs, as it is felt that this
would bring about easier conditions
for the firms handling improvements
and thus reduce the cost to the public.

Members of the sewer committee of
the Board are unanimous in their opinion that this plan should be adopted,
and white no formal action has been
taken, there is a probability that it
will be.

will be.
City Engineer Morris is strongly in favor of the proposal and has recom-mended that it be laid before the peo-

mended that it be inid before the peo-pie in November or June for decision. He declares that it would prove to be one of the best means of securing re-duced prices for city improvements. "If the city could be empowered to pay contractors 80 per cent a month on their work," said Mr. Morris, "It would, in my opinion, reduce the price of these improvements to from 15 to 25 per cent. The horrowed capital that

required under the present law is

so large that the interest rates eat

up a vast sum."

Under the present charter, the contractor receives nothing until his work is completed and accepted by the city.

Within the past few years, since Portiand has become a great city, contracts running into hundreds of thousands of dollars are frequently awarded. In a large majority of the cases contractors are obliged to borrow the money with which to carry on the work. All of the interest charges are added to the litems that go to make up the cost of the work, and the property owner has to pay for it.

to pay for it.

Another feature of the proposed amendment that is said to work to the advantage of the public is the additional competition that would result. If 80 per cent a month were paid to contractors on all of their jobs by the city, more of them would be enabled to enter the field, as it would not require so large an investment to carry on the business.

Payment of 80 per cent a month on all contracts is made in Seattle and

all contracts is made in Seattle and many other large cities, and the Gov-ernment also uses this system, it is

B.G STORE IS PLANNED

OPTION TAKEN ON EAST SECOND | than usual AND HOLLADAY BLOCKS

Eastern Capitalists Reported to Be Behind Enterprise-Site Regarded as Convenient.

East Side residents and shoppers restarday were discussing the contem-plated large department store which Eastern capitalists will build in the dicinity of East Second street and Holladay avenue if present plans are car-

ried out.

An option has been taken on the whole black. This, it is understood, will be converted into a long lease, so that the promoters can construct a four or

six-story concrete building on the en-tire ground.

George M. Hyland, manager of a Portland paving concern, yesterday said that he had been asked to take work on the bar and river have been forced to suspend operations, owing to the smoke.

With about 700 tons of cargo from the Atlantic Coast, the steamer Falcon har put to sea from San Francisco, where the shipment was transferred.

Workmen yesterday competed.

will accept the offer made to him.

It is understood that there is plenty of capital back of the project and that plans are well enough forward to assure the establishment of the department store. The site is considered convenient for the store, as it lies be-tween the approaches of the new Steel bridge and the proposed Devices

PASSING AUTO HITS MAN Victim Staggers Off of Curb-Ab sence of Tail Lamps Costs \$5.

John Montgomery staggered off the curb at Third and Burnside streets Thursday night, when drunk, and was struck by a passing automobile, owned by F. L. Kelley. Montgomery was not

by F. L. Keiley. Montgomery was not seriously injured. He was arrested, but released later.

John F. Brice, with offices in the Corbett Building, reported to the police Thursday night that he had a narrow escape from a serious automobile wreck, through the neglect of the streetcar company in running a gravel train without proper lights. Brice said that he was going out Hawthorne ave-nue at 10 o'clock Thursday night, and

that he was going out hawthorne avenue at 10 o'clock Thursday right, and in going around another car narrowly missed running into the train, which was running with the motor behind and no lights on the front.

J. A. Baxter passed the corner of Chapman and Washington streets at 1:35 yesterday morning with no tall lamps on his automobile. Patrolman Royal shouted to him to stop, but he paid no heed. Royal commandeered another car and pursued, overtaking Baxter at Fourteenth street. He was fined \$5 in Municipal Court yesterday.

Henry Meistner and Fred H. Green were caught speeding by Patrolmen Sims and Evans, of the motorcycle squad, and paid fines of \$16 each yesterday.

terday.

ROANOKE TO ST. JOHNS Broken Pump on Oregon Drydock Makes Plant Useless.

American Trading Company Takes

Netherlee for Australian Cargo.

More life was vesterday added to the grain charter market through the fixture of the British bark Port Stanley.

Which is at Santa Rosalia, where she arrived June 13 from Hamburg. She was taken for October-November loading, and is reported as having been secured by the Portland Flouring Mills Company, which is credited with the Company, which is credited with the content of the Rosalia with the content of the Rosalia where she arrived June 13 from Hamburg. She was taken for October-November loading, and is reported as having been secured by the Portland Flouring Mills Company, which is credited with the content of the Rosalia wit

instead of on the bottom, which would have been the case had she grounded astern. Her hull is reported in good shape. Captain Blaine said that three or four days would be required to replace the broken parts of the rudder. At the office of the company, where \$1500 has been returned to passengers who insisted on not being further delayed, it was said that the Roanoke would depart from here at noon Sunday. Some passengers left on the steamer Klamath, which sailed yesterday afternoon, and more will go on the Redondo, leaving Astoria this afternoon.

Three Accompany Four Men Up Perilous Prouty Peak.

MANY DANGERS ESCAPED

land Commission, for the tug Waltula to take part in the marine parade of the Astoria regatta Tuesday. She will display all her flags, while the tug Oneonta, which is out of commission, To Preserve Records of H. H. Prouty's Pioneer Ascent, Party of Mazamas Climbs South Pinwill also fly all colors at her berth. All staterooms on the steamer Charles R. Spencer, which is to carry Admiral Robinson and his staff to Astoria Sunday, have been engaged and reservations are being made for tickets by experiously. nacle of North Sister.

HURRICANE DRIVES PORTLAND PARTY FROM MOUNT HOOD.

After Shivering Among Rocks Waiting for Gale to Subside, Climbers Abandon Ascent.

ROWE, Or., Aug. 26.—(Special.)— Mount Hood was in an angry mood Wednesday morning, when a party of nine was driven down from the mountainside by a terrific hurricane.

The party was made up of E. C. Gilt-ner, Mrs. Giltner, L. H. Wells, William Gerretson, Jr., Hans Nicklas, Henry Bauer, Emil Bauer, Joe Heller and Paul Bauer. This party left the snow line at 1 A. M., under the charge of Guide Miles, and made fine progress through the lava beds and broken boulders, un til nearing the first snowfield, when it encountered the most terrific wind storm imaginable. The wind was keen and chilling.

Miles quickly disposed the members of the party behind the big rocks for shelter, but even then the wind was so bitter cold that all suffered keenly. In hopes that the wind would subside and permit the ascent to be made, the party waited an hour or more, crushed among the rocks, but the wind grew more vio-lent. The guide went out on the snowfield, but the wind was so violent that

he could not maintain his foothold.
Finally the entire party turned back at 2:30 A. M. The return down the mountainside was made in safety, but with much discomfort, as the wind blew the fine volcanic ashes and sand against their faces with force. The party reached the camp at timberline in safety, and after a rest of an hour reached Government Camp. The party returned to Rhododendron Tavern Wednesday at \$:30 A. M. Guide Coelman said that the wind

stallation, payable out of the water re-celpts. Both petitions will be referred to the people by the Council, it is be-

BURGLAR ADMITS GUILT

Robbery in Two Homes Cleared Un by Arrest in Seattle.

Two recent burglaries were "cleared up" and others are expected to be taken from the list of unsolved problems, through a partial confession made to Detectives Hellyer and Moloney yesterday morning by George Griffin, one

of three men arrested in Seattle and brought back here Thursday night. Griffin admitted that it was he who Griffin admitted that it was he wno robbed the home of Arthur Williams, Sixty-sixth and Kilckitat streets, on along rocky ledges hundreds of feet above a safe landing-place, hanging on besides smaller articles. Griffin was trying to pawn the articles in Seattle, the lee or clambering hand-over-hand giving the name of the real owner as when he was arrested. his own, when he was arrested.

He also admitted that he entered the home of Miss Shogren, 229 Grand avenue. August 23, and stole a carving set. The detectives expect to fasten severa other small burglaries upon Griffin and upon Howard Christiansen and Bur Chinn, who were arrested with him.

CONSERVATION CONGRESS

BY EDGAR E. COURSEN. CAMP RIDDELL, Aug. 22.-A party of

seven Mazamas made the most spectac-ular and successful climb ever attempted in the Northwest by a mixed party of

in the Northwest by a mixed party of men and women yesterday.

The ascent was of the south pinnacle (now known as Prouty Peak) of the North Sister in the Three Sisters group. As far as is now known, this particular peak had never been climbed to its summit until H. H. Prouty, of Portland, a member of this year's Mazama expedition, managed to gain the top on August 9. Mr. Prouty found no record of anyone else ever having reached the summit, although at the top of the north peak, which is a part of the same mountain, but lower and separated from Prouty Peak by a practically impassable chasm, he found the names of Rodney Glisan, Mr. Loomis and a third person, whose name was partially obliterated by moisture. Since August 9 this particular peak, which is ascended from the north side and which presents no very great peak, which is ascended from the north side and which presents no very great difficulties, has been climbed by a party of three, Messrs, Hicks, Mohler and Melendy, and also by Edgur E. Coursen, of Portland, who made the ascent alone on August 17.

Climb to Preserve Records.

In order to preserve from the elements the record of Mr. Prouty, which he had left written on a handkerchief under a stone at the top of Prouty Peak, Mr. H. H. Riddell, in command of the 1910 Ma-zama expedition, determined that a Mamama expedition, determined that a Mazanma metal box must be taken to the top. Four men and three women undertook the dangerous task. The party consisted of H. H. Prouty, guide and leader: H. H. Riddell, Miss E. Louise Almy, Miss Jeanne M. Stewart, Miss Geraldine Coursen, Edgar E. Coursen and Jack Benefiel. This party, equipped with alpenstocks, ice axes, Swiss hemp rope and furnished with water canteens, hard tack and dried fruit, started at 5:15 A. M., August 2.

M., August 2.

The day was ideal for climbing, fairly warm, but with a delightful breeze stirring. For the first two hours the ascent over the snowfields and glacier which lie between the North and Middle Sisters was easy work, but after crossing the glacier and striking the long ridge leading from the south, the work be-M., August 2 the glacier and striking the long ridge leading from the south, the work became both difficult and dangerous. The ridge is steep, narrow and the way is blocked by numerous hillocks and cliffs of rock, some of which had to be climbed over, while others could be gone around by working over the sliding rock at the base.

So and a so any or two, guides would continue to take up the mountain until at least the risk time of the year as this time of the year as this time of the year as the same and Public Docks Issues Before Council.

When the City Council meets at 3:30 of clock this morning, two initiative measures will be presented for submission to the electors in the November election. One provides for a mamendment to the charter for a new system of larging water realmon do the council and the property of the public docks. The petition for the public docks are now with City Auditor Barbur, containing 3700 names. It provides for a new system of larging water realmon of the second of the purchase of the public docks are commission was filed yeaterday afternoon with City Auditor Barbur, containing 1700 names. It provides for a new system of larging water realmon of the second for the public docks are commission was filed yeaterday afternoon with City Auditor Barbur, containing 1700 names. It provides for a new system of larging water realmon for the public docks are commission was filed yeaterday afternoon with City Auditor Barbur, containing 1700 names. It provides for a new system of larging water realmon for the public docks are commission was filed yeaterday afternoon with City Auditor Barbur, containing 1700 names. It provides for a new system of larging 1700 names. It provides for a new system of larging 1700 names. It provides for a new years are not to the strong box and and camp are consistent with the part of the force of the purchase commission was filed years and the part of the force of the purchase of larging 1700 names. It provides for a new years and the part of the force of the purchase of the part of the force of the purchase of the part of the part of the force of the purchase of the part of the force of the force of the purchase of the part of the force of the force of the purchase of the part of the force of

Hair-breadth escapes and moments of extreme peril were numerous for each member of the party, but the day passed without any accidents. The half-inch rope was once cut by a failing rock as neatly as if done by a rasor. Jack Benefiel, who was just about to descend on the rope climbed down the cliff, recovered the failen portion and made a splice in mid air, enabling the rest to descend safely. Mr. Coursen was caught by a rockslide while recovering his daughter's alpenstock and was only saved from being carried over a precipice by a quick throw of the rope by Mr. Prouty. Part of the success of the as-Prouty. Part of the success of the as-cent was no doubt due to the lightness of the party, the average weight being only 130 pounds.

Girls Show Grit.

Owing to the difficulties and dangers of the climb, it will probably be many years before the ascent of Prouty Peak will be attempted again and it is not likely that any woman will ever set foot on its summit again. The men of the party speak with the most unbounded admiration of the nerve and grit shown by the three girls. Whether crawling along rocky ledges hundreds of feet above a safe landing-place, hanging on with fingers and toes to holes cut in fulness.

SIX HIGH PEAKS CLIMBED

Mazamas Home From Noteworthy

Trip to Three Sisters Region. EUGENE, Or., Aug. 25.—(Special.)— The main body of Mazamas has re-turned to Eugene, after an outling full of enjoyment and excitement to them. The Canadian Pacific has announced a special round trip rate to the National Conservation Congress to be held at St. Paul. Tickets on sale September 2. For rates and full particulars apply at 142 Third street.

CURES J.J. BLOOD POISON

Contagious Blood Poison is the most powerful and destructive of all blood disorders. It corrupts and vitiates the entire circulation and manifests itself in the most hateful and loathsome symptoms, such as ulcerated mouth and throat, copper-colored spots, and even sores and ulcers on different parts of the body. The poison causes the hair and eyebrows to fall out, and sometimes the finger nails come off and the entire giandular system is attacked. No medicine can cure Contagious Blood Poison which does not rid the circulation of every particle of the insidious virus. The least taint left in the blood will break out afresh, when treatment is left off. S. S. S. is the real and certain cure; it goes into the blood and by removing every particle of the poison, and adding rich, healthy qualities to the circulation, forever cures this powerful disease. All who suffer with Contagious Blood Poison may cure themselves in the privacy of their own homes by using S. S. S., and following instructions contained in our Home Treatment Book, which which we will send, together with any medical advice desired, free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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If Honest and Responsible YOU CAN PAY WHEN CURED

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MEN TAKE HEED of COMPETENT ADVICE We have been the means of restoring thousands of afflicted sufferers to complete and perfect health. Will you place your confidence in the care of honest, skillful and successful specialists? Years of practical experience, thousands of dollars spent in researches and scientific investigation, supplemented by an immense practice, has enabled us to evolve a special system of treatment that is a safe and prompt cure for special aliments of men. The change in thousands of cases is marvelous. Blighted lives, blasted hopes, weakened systems and nervous wrecks have been safely and promptly cured by our method. We have evolved a system of treatment that is a powerful and determined medicinal corrective.

WE CURE Blood Poison, Varicose or Knotty Veins, Obstructions, Nerve Weakness, Rupture, Piles, Fistula, Kidney and Bladder Trouble and all Ailments Common to Men.

Men make no mistake when they come to us. We give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are alling, consult us. Medicines furnished in our private laboratory from \$1.50 to \$6.50 a course.

If you cannot call, write for self-examination blank. Hours, 9 A. M. to 8 P. M. daily. Sundays, 9 to 13 only.

OREGON MEDICAL INSTITUTE

Dr. Taylor's \$10,000 Museum of Anatomy Open FREE to Men

All men visiting Portland should see Dr. Taylor's Free Museum of Science. As far shead of all other advertised museums as the Dr. Taylor methods of treating men's allments are superior to the old, haphazard and guesswork treatment. An exhibition prepared at a great cost of time and labor. No charge to see museum, which is entirely apart from medical offices.

The Leading Specialist Office Hours-9 A. M. to 8 P. M. Daily. Sundays, 10 to 1.
If You Cannot Call, Write for Symptom Blank.

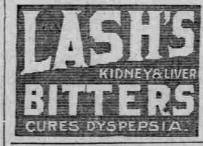
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The poctor That Cures. Pay When Cured

MY FEE FOR A CURE IN UNCOMPLI-CATED CASES IS \$10. I am an expert specialist, have had 30 years' practice in the treatment of ailments of men. My offices are the best equipped in Portland. My methods are modern and up to date. My cures are quick and positive. I do not treat symptoms and patch up, I thoroughly examine each case, find the cause, remove it and thus cure the ailment.

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