18

**STEAMSHIP BEAR** LEAVES WITH 570

Coaster Starts South With Largest List That Ever Left Portland.

## THREE BERTHS UNOCCUPIED

Dozens of Prospective Steerage Pasengers Swarm Docks Unable to

Secure Passage to Ports of Sunny South Land.

Carrying 519 passengers, three less than her allotment as fixed by the Government hispectors of steam vessels, the big coaster Bear, of the Harriman service, swing away from Alnsworth dock at 4:00 o'clock yesterday after-torn, having the distinction of sail-ing from Portland with the urgant list in the history of the harbor. She is also the first vessel of the first to get away on the new Winter schedule. Obrough which the steamets will sail in the afternoon instead of morning. The three westernoon instead of morning.

The three unoccupied berlis were in first-class cabins, every available sleep-ing accommodation in the steerage having been sold before 11 o'clock in the morning. Dozens of prospective steerage passengers, who, like greese and doke as the available of the steerage passengers. stearage passengers, who, like geese and ducks, seek warmer climes as the Fall chill is felt in the atmosphere, were turned away. Like marconed sailors they stood on the deck as the big liner swing into the stream, gas-ing forioraly on her merry company. One disappointed spectator, whose appearance botakened that he had no thought of cabin fare, but had sought a "bunk" in the steerage, even ap-proached Harbormaster Speler with re-quest that he smuggle him aboard.

thought of cabin fare, but had sought a "bunk" in the steerage, even ap-preached Harborinanter Speler with ri-quest that be snunggle him aboard. Another, mistaking the steamer Break-water for a San Francisco steamer, stealthy biel himself aboard and found sechaid for Coos Bay. It was not until he heard adleus being wafted from the Bear that he raised his head to as-certain why the Breakwäter movéd not, and at that crucial moment a watchful mate discorned his presence and assisted him with herculean ef-forts to the deck. The change in schedule brought to the deck a horde of residentis, some being attracted through the fact friends were leaving whom they wished to bid "ben voyage." Others were there from notives inspired by curicesity. The scente recalled ploneer days when the salling of San Franciesco steamers was

notives inspired by curlosity. The scene recalled ploneer days when the falling of San Francisco steamers was an event of the week. Waiting at Astoria are others who mortgaged.

Waiting at Astoria are others who expect to travel on the Bear, but there are only places for the three earliest applicants. On her previous voyage the Bear had a list of 485 persons from here and that was swelled to 510 on leaving Astoria. The Beaver had 446 and salled from the river with 483 pas-sengers. It is not unusual for steerage travel to reach heavy proportions in the Fall, as so many workmen, flaher-men and others are en route to Cali-fornia.

formin. The first-class travel is continuing longer than expected, for even with smaller steamers in service October travel was not rushing.

RAYSARK STARTS ON VOYAGE

Costly Houseboat Breaks Adrift but

## Is Saved From Damage.

Officers of the Portland Shipbuilding Company are congratulating themselves on the chance that placed the launch Imperial, of Kellogg's fleet, at their disposal late Monday night when the pala-tial houseboat Raysark, owned by Charles

soaked as a consequence, Captain Blain has a force of men working on the Ore-zon drydock discharging ballast. When the dock was launched about 1200 tons of ballast was loaded into the lower com-partment and half of that has been found sufficient to weight her a 500 tons will Portiand are displaying new activity is apparent from the fact Captain Smith, of the Harriman liner Honrik Ibsen, yes-terday said that his vessel would shift today to begin working 3500 tons for the Far East. sufficient to weight her, so 600 tons will be discharged this week. It is rock bal-GOODALL BEHIND PURCHASE There entered yesterday at the Custom-House the British steamer Uganda, from Nanalmo, and the steamer Rainler, from San Francisco. The latter cleared for the Golden Gate with \$50.000 feet of lum-ber and the Bear for the same port with seneral cargo. New Yorkers Say San Franciscoan Has Yale and Harvard.

Local steamship men who have specu general cargo. lated on the bons fide interests behind First of the mishaps to befall the Gov-erninent dradge Chinook this season was reported yesterday, when she broke a section of her cast steel suction pipe. A during the book and and mill be the purchase of the speedy turbines Yale and Harvard, which are to ply between San Francisco and San Pedro, were apsection of her cast steel suction pipe. A duplicate has been ordered and will be sent to Flavel at once, so she may re-sume dredging at the entrance to the Columbia when the weather settles. prised yesterday in private mail advices prised yesterday in private mail advices from New York that Captain Harry Geodall of San Francisco, of the widely-known steamship firm of Goodall-Perkins & Co., had made the deal. It was pre-viously reported that they had been sold to the Pacific Coast Company. The Yale and Harvard, which are rated the fastest constwine vessels on the globe. Columbia when the weather settles. Permission has been given for the re-moval of the body of Loule Chong, who was widely known among Portland's wealthier Celestials, and whose death occurred September 6, from a gunahot wound in the head. The body will be shipped to the Tong Wah Hospital at Hongkong, aboard the Oriental liner Hen-rik Disen, which sails Sunday. These are herment down for sulfare on

\* STEAMER INTELLIGENCE,

Due to Arrive. From, Dats Hongkong, In port Hongkong, In port San Pedre, In port Eureka, Oct. 5 San Pedro, Oct. 5 Name. eprik Ibsen. eruules..... nanoke..... Eureka San Pedro. San Franci tose City. falcon Ban Francisco Out ine H. Elmore. Tiliamonk Oct. Freak water. Cook Bay. Oct. Folden Gate. Tiliamonk Oct. Ben. W. Elder. San Pedro. Oct. Bear Ban Pedro. Oct. Bear Ban Pedro. Oct. Bray Manual Mongkong Oct. Golden Gate... Geo. W. Elder. Beaver.

Bygja.

Name.

enrik Ibsen.

10 11 21 Movements of Vessels. Scheduled to Depart.

Movements of Vessels.
PORTLAND, Oet. 4.—Arrived.—Steamer Felowatone, from San Francisco, streamer Felowatone, from San Princisco, steamer Felowatone, from Banden, Saled.—Steamer Bar, for San Princisco, steamer Bar, for San Princisco, steamer Bar, for Tiliamook, seamer Satt, Elmore, for Tiliamook, steamer Bar, for Coes Bay; steamer Bar, for Tiliamook, steamer Satt, San Princisco, arrived at 10:30 A. M., schouwer Alvens, from San Princisco, arrived at 10:30 A. M., schower Alvens, from San Princisco, arrived at 10:30 A. M., schower Alvens, from San Princisco, arrived at 10:30 A. M., schower Alvens, from San Princisco, arrived at 10:30 A. M., schower Alvens, from San Princisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived at 10:30 A. M., schower, from San Francisco, arrived, arrived at 10:30 A. M., schower, from San Francisco, arrived, arrived, francisco, arrived, arrive San Francisco O Henrik Issen, Hongkong, Oct. Henrik Issen, Hongkong, Oct. Falcon, Sai Francisco Oct. Rose City, Sai Pedro, Oct. Sue H. Elmere, Tillamook, Oct. Golden Gate, Tillamook, Oct. Greakwater, Jose Bay, Oct. Ges. W. Eider, San Pedro, Oct. Bear, San Pedro, Oct. Hearer, San Pedro, Oct. 

will be in active competition with the San Francisco & Portland Steamship Comapny from the Golden Gate to San Pedro. As they carry no cargo and de-

These are harvest days for sailors on the steamer Goiden Gate, of the Port-land-Tillamook fleet, for yesterday, on

which occasion the tars were given their September stipends, some of them drew in excess of \$50. The large wage was accounted for through the fact that the steamer has made extra trips between

Tillamook and Astoria that necessitated

the payment of overtime at the rate of the cents an hour.

nellics, Oct. 2.—Arrived—Maisalla, New York. 4.—Arrived—Kcon Prinz Inst. Oct. 4.—Arrived—Kcon Prinz Inst. for New York. Sallar, Oct. 4.—Sallad—Kcenigos, for

Gibralia, 107 K. 4.—Sailad.—Koenigen, for Gibraliar, Oct. 4.—Sailad.—Koenigen, for Dakar, Oct. 4.—Arrived.—Amarii du Viere, from San Francisco. Tacoma, Wash. Oct. 4.—Arrived.—Steam-r Jeanie, San Francisco. Departed.-Keamer Virginian. Honolulu: Steamor Gaskan, Beattle: Steamor Waisen. Scattle. Seattle. Wash. Oct. 4.—Arrived.— Steamer Bee, San Francisco: Japanese Reamer Gibro, Steamer Alaskan, Ta-oma. Sailed.—Steamer Alaskan, Ta-oma, Sailed.—Steamer President, Ta-oma, Ship B. Packard, Port Biakely.

Tides at Astoria Wednesday

ARE

PRICE 35 CENTS.

Sweet Potatoes Raised to

Three Cents.

SEATTLE Oct. 4 - (Special) - Vollowing

HIGHER

INVERKIP IS RETURNING HERE

British Steamer Will Bring First Swedish Cargo to Portland.

ONIONS Leas than a year after she cleared with Less than a year after she cleared with a lumber cargo for Manila, during which time she has been on the Coast again and salled from San Francisco for St. Vincent, the British steamer invorkip will arrive in Portland with general cargo from Europe. Taylor, Young & Co. were yesterday apprised that the Inverkip had been chartered for service in the Henry Lund line, and that she would be placed on the berth the first week in December for Portland, San Francisco and San SEATTLE JOBBERS ADVANCE

Butter and Cheese Are Quoted Weak or Portland, San Francisco and San

Pedro loading. "As the Inverkip is to load at Gothen-burg, she will be the first vessel to bring cargo from a Swedish port to this city," said Mr. Taylor. "She is also to receive

said Mr. Taylor. "She is also to receive cargo at Antwerp and Newcastle-on-Tyne." The Henry Lund line consigned the tramp Augustus here, which sailed in May with wheat for St. Vincent. It also has the British ship Glenholm, which is discharging at San Pedro, and will soon sail for Portland. The Inver-kip was a member of the May lumber fleet, and she will probably be chartered

**BIG BORE FINISHED** There's No Risk If This Medicine Does Not Benefit, You Pay Nothing

A physician who made a specialty of stomach troubles, particularly dyspep-sia, after years of study perfected the formula from which Rexall Dyspepsia Tablets sare made. Our experience with Rexall Dyspep-sia Tablets leads us to believe them to be the greatest remedy known for the relief of acute indigestion and chronic dyspepsia. Their ingredients are sooth-ing and healing to the inflamed mem-branes of the stomach. They are rich in pepsin, one of the greatest digestive aids known to medicine. The relief they afford is almost immediate. Their use with persistency and regularity for use with persistency and regularity for a short time brings about a cessation of the pains caused by stomach disorders. Rexail Dyspepsia Tablets will insure healthy appetite, aid digestion and pro-mote nutrition. As evidence of our sin-cere faith in Rezall Dyspepsia Tablets, we ask you to fry them at our risk. If they do not give you entire satisfaction, we will return you the money you paid us for them, without question or formality. They come in three sizes, prices 25 cents, 50 cents and \$1.00. Remember, you can obtain them only at The Owl Drug Co., cor. 7th and Wash-

## **TALKS** on **TEETH** BY THE REX DENTAL CO. BEAUTIFUL TEETH

ngton sts.

<text><section-header><text><text><text><text> the rival gangs, between which there had been intense rivalry as to which should actually let in daylight first, clasped hands and cheer after cheer poured forth. In celebration of the svent the 400 laborers and foremen, most of whom have been occupied continuously on the work does it becaus in August 1969

gether with scarcely any deviation. An average of 400 men have been em-ployed on the work since its commence-ment. The daily payroll has been in ex-cess of \$1500, and the work when com-pleted will represent an investment of upwards of \$1,000,000 on the part of the Harriman Interests. It will shorten the route of the Oregon & Washington hetween Vancouver and Portland by about five miles, as the road will come in a straight line instead of deviating by way of St. Johns. The permanent timbering of the tunnel will delay the actual completion of the contract until March.

disease. REMEMBER, please, that cheap den-tistry is the most expensive in the end. Most of our business comes from those who have learned this from sad ex-perience. Dental work should be artis-tic and beautiful as well as service-able and lasting.

26

100

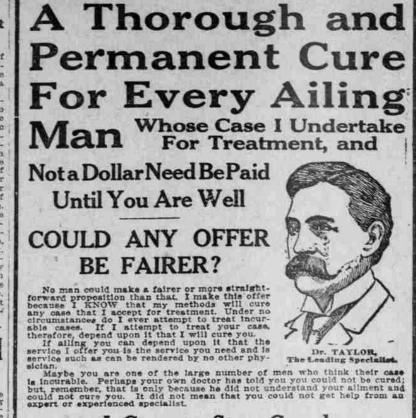
THE REX DENTAL CO., DENTISTS, 311 to 314 Abington Bidg., 16612 3d St. Terms to Reliable People.

MEN

CURED

SEATTLE Oct. 4.—(Special.)—Following an advance in Oregon, several local jobbers between the price of onlows 25 cents per sack, making the new price \$1.75. Oulons are not arriving very freely, and the demand is brink. California sweet potatoes were advanced to 5 cents in most quarters this morning. Good green corn is still in brisk demand, but scarce at \$225.

Metal Markets.



# I Cure to Stay Cured

ey a method that involves no painful processes. No other physician employs a like method, and so thorough is my work that there need not be the slightest fear of a relapse into the old condition. It is not a question of whether you can be cured, but whether you will be cured. Don't walt until it is too late. My method is perfect and quick. The cure is absolutely cer-tim. I especially solicit those cases where many so-called treatments have failed—or where money has been wasted on electric belts and other appli-ances.

Men's Ailments My Specialty

I have limited my specialty in practice to only a few of the more impor-tant aliments so that I could KNOW these thoroughly. My experience along this one path for 25 years qualifies me to say positively that such troubles as Varicose Veins. Contagious Blood Poison. Contracted Aliments, Ob-structions can be cured perfectly—so as to stay cured. Of course, I use different methods than the ordinary physician. Most of these are original with me and were devised for just such cases as the ordinary courses of treatment fail to reach.

# I CURE VARICOSE VEINS.

### CONTRACTED AILMONTS.

VARICOSE VEINS. I cure varicose veins in one week and the patient need not be detained from his business a single day. If you have sought a cure elsewhere and been disappointed, or if you fear the harsh methods that most physicians employ in treating this aliment come to me and I will cure you soundly and permanently by a gentle and painless method. Don't delay. Varicose veins have dangers and bring disastrous results. If you call I will be pleased to explain my method of curing. Every contracted ailment I treat is thoroughly cured; my patients have no relapses. When I pronounce a case cured there is not a particle of inflammation remaining and there is not the slightest danger that the disorder will return in its original form or work its way into the general system. No ailment is so trivial as to warrant uncertain methods of treatment, and I especially solicit those cases that other

doctors have been unable to cure. OBSTRUCTIONS.

No dangerous minerals to drive the virus to the interior, but harm-less blood-cleansing remedies that remove the last poisonous taint. My treatment is absolutely pain-less, and perfect results can be de-pended upon in every instance. I do no cutting or dilating whatever. My colored chart, showing the male anatomy and affording an in-teresting study in men's allments, free at office. MEN ONLY. 10,000 MUSEUM OF ANATOMY. LARGEST IN THE WEST. FREE TO MEN.

SPECIFIC BLOOD POISON.



Call at the office, if possible, for free advice, examination and disgnosis. If you cannot call, write for Symptom Blank. 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 siling man should neglect this opportunity to get expert opinion about his troubles. MY OFFICE IS OPEN ALL DAY FROM § A. M. TO § P. M., AND SUN-DAYS FROM 10 TO 1 ONLY.

The DR. TAYLOR CORNER MORRISON AND SECOND STREETS. PRIVATE ENTRANCE, 284% MORRISON STREET, PORTLAND, OR

Woman's Union Shown. Plans for a new building for the Bortland Woman's Union, to be erected on the site at Tenth and Taylor streets, were discussed by the executive board of the organization at a meeting held blands of the organization at a meeting held Monday afternoon. As soon as the building committee has made further progress with them, they will be pre-sented to the public, together with re-

quests for funds for its erection. The report of the superintendent of the present quarters maintained by the union, that 109 working girls had been refused beard and lodgings because of

refused board and loogings because of a lack of sufficient accommodations, showed the need of a new building. The president, Mrs. P. J. Mann, ow-ing to a multitude of duties in con-nection with the building and equip-



March. Construction work has been in charge of L. Gerditz. Gerditz was a military engineer in the employ of the Russian engineer in the employ of the Russo-Japinese government during the Russo-Japinese War. He built three of the 25 tunnels on the Lake Balkal railroad, which the Russians rushed to completion at enor-mous expense during the hostilities in order to consider the formation theory.

order to use it is transporting troops to the front. He was superintendent of construction in the building of the Simplon tunnel in Switzerland, the longest in the world.

THE MORNING OREGONIAN, WEDNESDAY, OCTOBER 5, 1910.

400 Workmen Celebrate When

"Daylight" Is Struck.

TASK BEGUN AUGUST, 1909

Oregon & Washington Has Expended

Million Dollars in Shortening

Route Across Peninsula-Tun-

nel's Length 5425 Feet.

"Daylight" was struck at 5 o'clock

yesterday morning in the Oregon &

Washington Railway tunnel in course

of construction underneath the Penin-

sula. The last wall of earth separat-

ward the center from the north and

south ends of the 5425-foot bore was

broken through and the members of the rival gangs, between which there

have been occupied continuously on the work since it began in August, 1908, decided to take a holiday and incident-ally settle the many wagers they had up between themselves. According to George W. Simons, manager of the Pa-

cific Bridge Company, which joined hands with Robert Wakefield in the formation of the Prninsula Tunnel Company to undertake the contract, the two parts of the tunnel came to-gether with scarcely any deviation.

ing the two forces of men working to



into the stream. The imperial secured the craft and towed it to inman-Poulsen & Company's dock. The househoat re-cently sunk at Elvera, and after being raised was towed to the yards for re-pairs. The work was completed a few days ago and the houseboat was tem porarily mocred at the dolphins, but the strong south wind of Monday night caused the lines to part. No damage re-sulted

the yards work is soon to begin At the yards work is soon to begin on four "spoon" how barges for the Dia-mond O interests, which are to be used in transporting sand and gravel. They will be staunchly constructed, but will have no houses. The derick barge Dia-mond O No. 2, which has been at the yards having her house extended aft eight feet, bus here convolted. It is not eight feet, has been completed. It is not expected to fleat the steamer No Wonder on the ways for another month, as she undergoing extensive repairs.

UGANDA HELD BY STORM

Weather So Bad Entrance to Colum-

## bia Couldn't Be Seen.

Officers of the British tramp Uganda, which arrived late Menday night from Bremerica, corrobocats the report of Pilot Staples, who brought her into the river, that Sunday's weather was decidedly stormy and so thick off the entrance to the Columbia that land could not be

Arriving off the river Sunday morning Arriving off the river Sunday morning the Uganda spent 28 hours steaming about until the pilot could board her. A big wea was running and strong winds blew from the south, their velocity be-ing estimated at 60 miles. The Uganda was here two yrars ago, but Captain Gow was not her master then. She is being lined at the Eastern & Western mull and will shift to Oceanle dock for wheat, which goes to the United King-dom.

### Borings for Dock Are Finished.

William Swisher has terminated the Rock, riving of test holes on the Failing and Lerda feed Institute property, between Stark ders. Reed Institute property, between Stark and Cak streets, on the west side of the harber, where a concrete dock is to be creeted. It was found that a short dis-tance from the riverhed was a cement rock formation that was estimated to have a thickness of three feet. That is regarded as an excellent foundation for concrete work. It will not be docided for a few days what style of dock will be built. ders. It was yesterday reported that the schoener Alvena, which entered the Co-lumbia River from San Pedro in the morning, would lay up at Astoria, await-ling an engagement. Bush orders have been issued for the British traipp Uganda, so that she can start working wheat tomorrow morning. and every effort is being made to finish ling weather on the bar and along

The state days what style of dook will
 Tornage in Port and En Rout.
 Torgen Drydock Ballast Discharget.
 Torgen Drydock Ball

their South Portland yards and drifted for grain or lumber for Spring loading.

COMBER BREAKS OVER SHIP

Schooner Alvena Has Exciting Trip

Over Bar in Gale.

ASTORIA, Or., Oct. 4.--(Special.)--The schooner Alvena arrived today 19 days from San Pedre, and will wait here for orders as she is not chartered. Captain P. L. Abrahamson, her master, says he made the run up the Coast in 17 days and was off the mouth of the Columbia River during the recent heavy gale. This morning he decided to sail in. The bar was breaking but exerciting

This morning he decided to sail in. The bar was breaking, but everything ran smoothly until the schooner was about half way across the shoal, when a huge comber rose up behind her and broke over the vessel's stern. A power heat that was on the davits was picked up and thrown over the heads of the two men who were at the wheel, com-ing down on the skylight. The boat

ing down on the skylight. The boat and engine were smashed to pieces, but the vessel was not damaged and fortunately neither of the men was in-jured. The schooner salled up to Des-demona light, when she was taken in tow.

Marine Notes.

Captain E. E. Kellogg has been enrolled as master of the steamer Hoo Hoo, flag-ship of his fleet, vice Captain A. B. Lamberson

Preparatory to being towed to sea, the French bark Gen. ds Soisdeffre was shifted to the stream yesterday and will

To work another lot of wheat for Eu-rope, the British steamer Scottish Mon-arch yesterday shifted from Montgomery dock No. 2 to Oceanic.

Appearing to have suffered none through grounding Saturday at Warrior Rock, the lighthouse tender Heather yes-terday entered the harbor awaiting or-ONE DOSE ENDS INDIGESTION, GAS,

Relief in five minutes awaits stinate case of Indigestion and Upset every man or woman who suf-

1

cooking have been formed, while a number of the lodgers at the boarding home have taken up work in German, English literature and gymnastics.

Good green corn is still in brink demand, hut scarce at \$2.25. Concord grapses, as well as California stock, sold readily at yesterday's prices. A shipment of California grape fruit arrived today. After passing through fumigation, it will be pinced on the market at \$6 per box. Peaches were still weak and almost un-salable. Tomatoes sold as high as 50 cents. There were few chargos in the dairy prod-uce market today. The tendency of the but-ter sud cheese market is toward weakness. Grain was uncharged in price. Sentiment was a little more settled, however, and in some guarters it is thought conditions are rapidly shaping themselves so that buying will be shortly resumed. Barley did not sell above \$21.

## QUOTATIONS AT SAN FRANCISCO.

Prices Faid for Produce in the Bay City Markets. SAN PELANCISCO, Oct. 4.-The follow-ing prices were current in the produce mar-

ing prices were current in the prices were current in the prices were current in the current prices and the current prices and the current of the current of

Chesse-New, 14% @166; Young America, 15% @16c. Egge-Store, 42c; fancy ranch, 45c. Paultry-Roosters, old, 55% 5.00; roosters, Poung, 55% 5; brollers, small, 45% 5; brollers, iarge, \$3.50% 5.75; fryers, 14% 5; brons, 55% 10; ducks, old, 15% 6; ducks, young, 55% 7. Vagotables-Cucumbers, 50% 75c; garlie, 2% 6c; tomatoes, 15% 400; exgplant, 40% 60c. Hops-California, 10% 15c. Millstuffs-Eran, 12% 30; middlings, 134

 Gun. Alran. \$28@50; middlings. \$34
 Hay-Wheat. \$7@14; wheat and cats.
 \$5001.50; alfalfa. \$7@14; stock. \$5003.50;
 Craw. 30@60.
 Potatose-Salinas Burbanks. \$1.4502.60;
 Proit-Apples, choice. 75. weeta 2022a. Prult-Apples, choice, 75c; common, 30c; ananas, 75c093; Mexican lines, 85,6007; alifornia lemons, choice, 55,50; Culifornia emons, common, \$2.50; pineapples, \$20

2.50. Recentpls. Flour, 4162 quarter sacks; wheat, 2850 centrals; buriey, 51,200 centrals; oats 1023 centrals; beans, 5065 sacks; orn, 155 centrals; potators, 6340 sacks; bran, 265 cents; mid-dings, 172 sacks; hay, 859 tons; wool, 198 hales; hides;

Emigrants from Hamburg and Bremen during the first quarter of the year num-bered 91.803, compared with 85.117 in the same period last year.

168 3d. Speller quilet. 5.50@5.60c New York; 6.374@5.421%c East St. Louis; spot quoted at 125 15c. Iron-Cleveland warrants 45c in London. Locally the market for Iron was dull and easter. Spot quotations: No. 1 foundry, Northern, \$15.75@16.25; No. 2, \$15.50@ 16.00; No. 1 Southern and No. 1 Southern wort, \$15.75@13.85. Dried Fruit at New York, NEW YORK, Oct. 4 -- Evaporated apples how little change. Prices steady Pancy, 10c; holes, 8% 69% c; prime, 808% c; common to

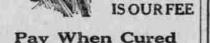
show Hitle chains choice, Sha@Sigc; prime, S@Sigc; common so fair, 60754C. Promes firm at 5@10c for California frutt up is 30-40s and The@Pice for Creagons. Apricate quiet, firm. Choice, 113,2120; extra choice, 125,2016; fancy, 184,214c. Peaches quiet, firm. Choice, 7675; extra choice, SESSic; fancy, Siges. Ralaine quiet, unsettled. Loose Muscatels, Sigse for 2 and 3-crown; choice to fancy seeded, 61; Sic; seedless, 565; London layers, \$1.20\$1.35.

### New York Cotton Market.

Stomach in five minutes. There is nothing else better to take

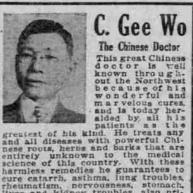
New York Cotton Jarket. NEW YORK, Oct. 4.—Cotton-Spot closed quiet, 10 points higher, Mid-uplands, 14.10c; do guilt, 14.38c, Saine, 2024 bales. Cotton futures closed barely steady at a net gain of 5 to 12 points. October, 13.32c; January, 14.15c; Pebrue, ary, 14.24c; March, 14.37c; April, 14.41c; May, 14.45c; June and July, 14.44c.

DYSPEPSIA OR A SICK STOMACH



We have every known remedy appliance for TREATING YOU. Our experience is so great and varied that no one of the aliments of Men is new to us. COME IN AND TALK IT OVER. General Debility, Weak Nerves, information and the Vielations of Nature's laws. Discases of Blader and Kidneys, Varicere Velus, quickly and permanently our even dust even debility. Aliment of the second for the second second the second seco

PACIFIC COAST MEDICAL CO. 2241/2 WASHINGTON STREET, Corner First.



heumatism, nervousness, stomach iver and kidney troubles, also pri-rate aliments of men and women. CONSULTATION FREE. Patients outside of city write for blanks and circulars. Inclose ic stamp.

THE C. GEE WO MEDICINE CO.

1621/2 First St., Near Morrison, Portland, Or.

The famous



within the reach of all. I will not accept your case if I cannot cure you. I will give you an absolute guarantee to cure you or not charge you one cent for my services.

The reason hundreds of mon today are discouraged is because they have are discouraged is because they have given no care to whom they entrust-ed their case, their precious health. They do not consider the ability, professional standing and reputa-tion of the physician or specialist of whom they took treatment, but have considered far more the fact ability they could get changer treat-ment. Such is not the case, because in requires ability and skill to cure any one of the aliments to which I and the specialist of and statend to. If you are today discouraged because you have not been oursed it is your own fault. You have not one else to blame but yourself. If you have sought treat-ment and are not cured, it is simply bot thought enough of your health, your life, to pay the price of a com-puter, reliable specialist, who pos-you. The one thing for any man to given no care to whom they entrust-



The one thing for any man to consider is simply this: "I want to get cured. I must get the aliment conquered before it conquers me" If you look at this matter from this standpoint, valuing as you must do your future health and happiness, you will consult at once the BEST and MOST RELIABLE specialist, one whom you know from his per-manently and long-established reputation to be the best, and if your case is placed with him the cure will surely follow in short order.

LASTLY, REMEMBER, there is no man who really desires to be cured who cannot place his case with me, BECAUSE I slways arrange my terms so that any man can receive expert attention and care at my INSTITUTION.

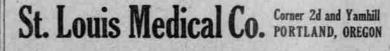
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