SUDDEN GALE IN HARBOR MENACES

British Steamer Iran Barely Escapes Collision With Hawthorne Span.

CRAFT BUMPS BOATHOUSE

Cascades Swings Against Bridge and Severs Stern Lines — Ottawa Blown Near Shore—Launches, Steaming, Are Safe.

Strong wind on the Willamette yesterday afternoon caused the British tramp Iran to escape narrowly from colliding with the new Hawthorne-avenue bridge and later with the draw rest of the Morrison-street bridge.

It became necessary to postpone the attempt to move the vessel to Montgomery dock No. 2 and berth it on the West Side, where it bumped into E. E. Kellogg's boathouse and did minor damage. About the same time the steamer Ottowa, of the Diamond O fleet, had more than half its smokestack torn off under the Burnside-street bridge, while trying to move a barge.

Precautions were taken before moving the Iran from Inman-Poulsen's and rafts on the West Side above the Hawthorne avenue bridge were shifted, as was the dredge Portland, which was working in the channel. The steamer Cascades, in charge of Captain James Shaver, head of the Shaver Transportation Company, and the steamer M. F. Henderson of the same fleet, had lines aboard the Iran, the Henderson being at the stern of the tramp, which was backed downstream.

The wind caused some difficulty above the bridges and in passing through the Hawthorne draw the Cascades swung against the east pier, breaking its stern lines. When the big tramp was midway between there and the Morrison-street bridge the wind sprang up afresh. As the vessel had no cargo its port side offered a strong purchase for the breeze, and as its bow swung toward the west, the stern was in line for the drawrest. Prompt work in backing the craft saved a serious accident. The vessel was hauled to the west side, headlines being made fast to Albers' dock at the foot of Main street. Shortly before 6 o'clock another attempt made to shift the craft was successful. It will load wheat in the lower hold and finish with lumber, the cargo being destined for Calcutta.

The launch Elidor, of the harbor patrol, was moored at Kellogg's and was moved by Engineer Clarence Gilliland in time to prevent its destruction, as the gangway from shore just over the launch's berth was damaged by the shock when the Iran struck the boathouse float. The launch Imperial was lying outside the float, but was also moved, confining the damage to the gangway and the northeast end of the boathouse float.

The steamer Ottowa, in charge of Captain John Neilson, was under the west approach of the Burnside-street bridge early in the afternoon, and was blown toward shore. When it was backed, the stack caught on the bridge supports and only about three feet was left above the hurricane deck. The steamer's whistle was also out of commission. Repairs were ordered immediately.

WIRELESS LAW POINTED OUT

Customs Officials Making List of Vessels Not Equipped.

All ocean-going passenger steamers operating from Portland that carry 50 or more passengers and crew are being notified by Collector of Customs Malcolm regarding the provisions of a Federal statute that requires that wireless apparatus be installed by July, 1911. Vessels in that class, whether documented here or at other Coast ports, are on the list and the masters are being asked for information concerning the probabilities of the aerogram equipment being added.

All the larger vessels operating to San Francisco and points south have wireless, but the Eureka, which steams to Humboldt Bay, and the Breakwater, making Coos Bay points, are not equipped. Some of the steam schooners that carry passengers do not boast the modern service, but it is intended that the law shall be enforced in every instance. Owners are merely holding off until the measure becomes compulsory. If they continue to solicit passenger business they will not be permitted to leave port, when the law becomes effective, without wireless.

STEAMER PLANS TO BE BEST

Appliances of Latest Type to Be Installed on Towboat.

During the first lay-over day here of the steamer Oklahama, which is expected to be rushed during the present week in towing vessels to and from Portland, a meeting will be held in which her master, Captain Pearson, Superintendent Campion, of the pilotage and towage service, and Pilot Archie Pease, of the Port of Portland Commission, will confer with C. H. Norrlin, marine architect, regarding details of construction of the new steel sternwheeler, for which plans are being drawn.

It is hoped to incorporate in the plans and specifications the most modern improvements in engines and boilers besides steam gear for handling hawsers and other deck equipment. Mr. Campion, being at the head of the department to which the new craft will be assigned, has a few ideas dealing with the arrangement of deck space and the cabin, which will be augmented by those of Captain Pearson. While Commissioner Pease, because of his experience as a pilot and master of rivercraft and general knowledge of conditions, will be expected to contribute suggestions.

STANFORD LIMPS INTO PORT

Barkentine Leaks Badly After Striking Grays Harbor Bar.

ASTORIA, Or., Oct. 26.—(Special.)—The four-masted barkentine, Jane L. Stanford, which sailed yesterday from Grays Harbor for Brisbane, Australia, with a cargo of 1,165,000 feet of lumber, was towed into this port this afternoon in distress. Her cargo may have to be discharged so that repairs may be made.

Captain Robert Petersen, master of the vessel, says he left Grays Harbor about 2 o'clock yesterday afternoon. There was a swell on the bar and as the craft was crossing over it struck hard aft. Soon it was found to be leaking badly and it was headed for the Columbia River, arriving off the bar early this morning. The pumps were working most of the time but they had been shut off for about six hours when the Stanford arrived. During that time she had made 42 inches of water.

Captain Petersen has notified his employers and the underwriters and will await orders before taking further action regarding the vessel. It is the second time the Stanford has come to this port in distress. The first instance was in 1906, when it collided with the steam schooner J. B. Stetson, a short distance off the mouth of the river. At that time practically all of its headgear was carried away.

Captain Albert Crowe, representing the San Francisco underwriters, expects to receive instructions today to survey the Stanford, and if damaged as her condition indicates, she will probably be ordered here for docking. He was informed that the Stanford was kept afloat with her main and steam pumps, but that the steam pumps were disabled yesterday and the water gained so rapidly the skipper had to make port.

OLD CRAFT PLEIADES SOLD

Boston Towboat Company Vessel Bought by New Yorkers.

SEATTLE, Oct. 26.—The steamship Pleiades, the last vessel of the Boston Towboat Company, which for years operated a line of passenger and freight steamers between Tacoma, China and the Philippines, has been sold to New York interests, the names of whom are withheld. The steamship is valued at $250,000.

The craft is under charter to the American-Hawaiian Steamship Company, and will not be turned over to its new owners until next January, when it will load cargo for the voyage to the Atlantic.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Hercules	Hongkong	Astoria
Ryrja	Hongkong	Oct. 25
Beaver	San Pedro	In port
Falcon	San Francisco	Oct. 27
Golden Gate	Tillamook	Oct. 29
Eureka	Eureka	Oct. 29
Sue H. Elmore	Tillamook	Oct. 30
Breakwater	Coos Bay	Oct. 30
Bear	San Pedro	Oct. 30
Roanoke	San Pedro	Oct. 30
Rose City	San Pedro	Nov. 4
Geo. W. Elder	San Pedro	Nov. 6

Scheduled to Depart.

Name.	For	Date.
Beaver	San Pedro	Oct. 29
Eureka	Eureka	Oct. 31
Sue H. Elmore	Tillamook	Nov. 1
Golden Gate	Tillamook	Nov. 1
Breakwater	Coos Bay	Nov. 1
Roanoke	San Francisco	Nov. 2
Hercules	Hongkong	Nov. 3
Bear	San Pedro	Nov. 3
Rose City	San Pedro	Nov. 8
Geo. W. Elder	San Pedro	Nov. 9
Ryrja	Hongkong	Nov. 10
Falcon	San Francisco	Nov. 29

Marine Notes.

Longshoremen have begun loading of the Japanese tramp Tamon Maru No. 2 at Inman-Poulsen's, her lumber being for the China market.

Application has been made by the master of the French bark Bidart to be shifted from Irving dock to Martin's dock to finish loading wheat.

Following complete overhauling and repainting the Oregon Railroad & Navigation Company's steamer Elmore, is again in service and is operating on the Portland-Astoria freight run.

Repainted and overhauled, the steamer Ione has resumed service to Washougal, after a layoff of two weeks, relieving the steamer Georgia Burton, which will return to the towing field.

Negotiations are under way for the sale of all or a portion of the French bark Vincennes' cargo at Astoria, and her start for this port will be delayed. The Kirkcudbrightshire may leave up tomorow.

Norman Schroeder, recently appointed engineer of the harbor launch Elidor, has resigned to accept ashore, and J. C. Glover will take examination for the place. Clarence Gilliland, oldest in point of service, is on the day relief.

Captain A. L. James is master of the steamer Georgia Burton, vice Captain F. Hagstrom; Captain J. E. Neilson is on the Ottawa, relieving Captain R. E. Caples, and Captain S. S. Dalby is skipper of the steamer Wauna in place of Captain E. H. Berry.

Lieutenant-Commander W. A. Moffett, in charge of aids to navigation south of the Oregon line, has given notice to mariners that at the entrance to Humbolt Bay North Spit buoy 3, a black first-class can, disappeared October 22 and will be replaced soon.

While en route through Willamette Slough yesterday, the gasoline craft Argosy's crew picked up the body of John Anderson, 34 years old, who was a fisherman. The deceased disappeared two weeks ago. The body was brought here and taken to the morgue.

Commander Ellicott, inspector of the local lighthouse district, will depart this week for Newport to confer with officials of that city regarding a request sent to Washington that the municipality be permitted to erect bathhouses on land included in the old lighthouse tract.

While Major Morrow, Corps of Engineers, U. S. A., was with Major McIndoe yesterday, inspecting the Government dredge Chinook, at Astoria, his home at 834 Marshall street was damaged by fire. Major and Mrs. Morrow moved there but a few days ago.

New staterooms are to be added to the Oregon Railroad & Navigation Company's steamer Harvest Queen, her texas altered and general work done to fit her as an auxiliary to the steamer Hassalo, as the Harriman interests have little use for towboats since disposing of the service to the Port of Portland.

At the Custom-House yesterday the British ship Wm. T. Lewis, from Kahului, in ballast, the steamer J. A. Chanslor with an oil cargo from Gaviota, and the steamer Beaver and Yellowstone, from San Francisco, were entered. The Chanslor cleared for San Francisco, the steamer Rainier for the same port with 840,000 feet of lumber, and the Norwegian steamer Hercules for Hongkong and Manila, carrying 32,023 barrels of flour valued at $128,092.

Movements of Vessels.

PORTLAND, Oct. 26.—Arrived—Steamer Johan Poulsen, from San Francisco; British ship Wm. T. Lewis, from Kahului. Sailed—Norwegian steamer Hercules, for Hongkong and Manila via Astoria to complete cargo; steamer Geo. W. Elder, for San Diego and way ports; steamer Sue H. Elmore for Tillamook.

Astoria, Oct. 26.—Condition at the mouth of the river at 5 P. M., smooth; wind, east 4 miles; weather, clear. Arrived at 5 and left up at 8 A. M.—Steamer Johan Poulsen, from San Francisco. Sailed at 9:30 A. M.—Steamer Golden Gate, for Tillamook. Arrived down at 9:40 A. M. and sailed at 12:30 P. M.—Steamer Breakwater, for Coos Bay. Sailed at 10:30 A. M.—British ship Glenalvon, for Queenstown or Falmouth for orders. Arrived at 2:40 P. M.—Barkentine Jane L. Stanford, from Grays Harbor, for Brisbane, struck on Grays Harbor bar in passing out; has four feet water in hold; pumps disabled. Left up at 3 P. M.—British ship Port Stanley. Sailed at 8:30 A. M.—Steamer Washington, for San Francisco.

San Francisco, Oct. 26.—Sailed last night—Steamer Tahoe, for Portland.

SEATTLE, Wash., Oct. 26.—Arrived—Fair Oaks, from Tacoma; Tallac, from San Francisco; Eureka, from Tacoma; U. S. transport Tahoma, from Bering Sea; steamer Umatilla, from Nome. Sailed—U. S. S. Manzanita, for Point Robinson; steamer City of Seattle, for Skagway; steamer Queen, for San Francisco.

Tides at Astoria Thursday.

High.	Low.
9:47 A. M....7.5 feet	3:09 A. M....0.5 foot
9:18 P. M....7.3 feet	3:47 P. M....2.9 feet

For pains in the side or chest dampen a piece of flannel with Chamberlain's Liniment and bind it on over the seat of pain. There is nothing better. For sale by all dealers. **

FARES MAY TUMBLE

San Francisco-Los Angeles Rate to Be $4, Is Report.

BERTHS AND MEALS EXTRA

Railroad Method of Charging for Passage to Be Inaugurated by Fast Passenger Steamers Yale and Harvard.

Coast steamship circles were agog over late details from San Francisco concerning the operation of the speedy steamers Yale and Harvard, which are en route from New York to be placed on the San Francisco-Los Angeles run, and it is said they will be started with rates at $4, against $11.50 as charged by the San Francisco & Portland Steamship Company and Pacific Coast Steamship Company between these points.

However, in the case of the Yale and Harvard an innovation in passenger traffic is to be introduced on the Pacific, as the $4 rate will apply only to the passage, the dining service being a la carte and berths will be charged for as on standard trains, probably lower. The standard rate between Los Angeles and San Francisco is $2.50 for a berth and on the Yale and Harvard it will be about $2.

The vessels, being equipped with staterooms of the ordinary character, with special suites of two and three rooms, with baths, will be operated in opposition to the fast trains of the Southern Pacific, the "Owl" and "Lark," and a steamer is to sail from each port at 5 o'clock in the afternoon, except Monday.

Passengers, while compelled to pay the same fare, may travel as on second-class trains also, for they will be permitted to lounge in the cabins at night without the necessity of purchasing berth accommodations, while under the a la carte service they may dine as they elect. In addition it is understood that a large bar will be maintained, while other features will help revenues in lieu of cargo, as the craft will carry no heavy merchandise. The Western Pacific is reported to have closed with the Bennet-Goodall Company so that its express service will be handled between the two ports on the Yale and Harvard. A passenger agreement probably will be made by the rail interests. The time of arrival will be 9 o'clock in the morning, which will be as early as the "Lark" reports on the Coast line and less than two hours after the "Owl" arrives.

Though the steamers may not make serious inroads in the travel drawn by the fast trains, it is estimated that they will secure a large percentage of business handled by slow trains on the Coast line and valley route, because the steamers will cut the running time and offer an attractive reduction in rates. The San Francisco & Portland Steamship Company and Pacific Coast Steamship Company will be in direct competition with the new line south of the Golden Gate. A rate war is prospective, but the pioneer corporations will be in a position to combat, as they carry cargo to offset passenger losses and besides have their revenue to and from northern ports to make up any deficiency that may be suffered in the South.

Lewis Rushed for Wheat.

Telegraphic instructions to Captain Manning, of the British ship Wm. T. Lewis, owned by Hind, Rolph & Co., resulted yesterday in orders being issued to discharge her ballast at Linnton as soon as possible. She will be lined immediately for wheat and it is understood if the vessel is not chartered her owners will purchase her cargo on speculation. The craft was formerly the Robert Duncan and was purchased several months ago and renamed in honor of the superintendent of shipping for her new owners. The British ship Port Stanley left up yesterday afternoon and will discharge ballast at Linnton, where she will arrive today.

Captain Shaver Named President.

Directors of the Clatskanie Transportation Company yesterday met at the office of the Oregon Round Lumber Company and re-elected those in office to serve as executives during the coming year. Captain James Shaver is president, Captain W. O. Hosford vice-president and D. C. O'Reilly secretary and treasurer. The proposition of constructing a gasoline barge for use on the Clatskanie, to assist the steamer Beaver and to look after local business was discussed.

Mascot's Competition Strong.

In competition with 15 trains on the Northern Pacific and Oregon & Washington line, and handicapped through the fact she cannot reach Woodland, the steamer Mascot continues to bring passengers to the city from Lewis River points that are accessible. Low water is preventing her from reaching the forks of the stream, but a fair amount of freight is being carried, which will increase with a better boating stage.

Heather Due With Chains.

Bringing chains with which to test the winch of Umatilla Reef Lightship 67, which is undergoing repairs at the plant of the Willamette Iron & Steel Works, the lighthouse tender Heather will arrive here today. Repairs ordered on the first contract on the lightship have been completed. Commander Ellicott, of this district, wishes to test the winches to ascertain if they are satisfactory. The second contract for retubing the boilers, will be finished shortly. The Heather will remain in port until after Monday, when bids are to be opened for docking the craft.

Care Shown Moving Steamer.

Before the steamers Cascades and M. F. Henderson, of the Shaver fleet, hauled the British tramp Iran into the stream at Inman-Poulsen's yesterday, log rafts lying on the West Side were shifted and the dredge Portland moved, so that the big steamer could be "lined up" for the bridges. She is a twin screw craft and of such size that maneuvering her through the busy harbor proved no slight task. Lumber has been loaded 'tween decks and she will take wheat in the hold, finishing with lumber on deck. The carrier is under charter for Calcutta.

BLOOD TROUBLES

CONSTITUTIONAL INFECTION

Constitutional Blood Poison is the most insidious of all diseases. It begins in an insignificant manner, usually the appearance of a tiny sore being the only outward evidence of its presence. But down in the blood the treacherous infection is at work, and in a short time its chain of symptoms begin to crop out. The mouth and throat ulcerate, skin eruptions break out, sores and ulcers appear on the body, the glands in the groin swell, and sometimes the hair comes out. Mineral medicines cannot cure Constitutional Blood Poison; they only shut the disease up in the system to smoulder and await an opportunity of breaking out afresh. The only possible way to cure the disease is to REMOVE the germs from the blood. S. S. S. goes into the blood, and while removing the infection makes the blood pure, fresh and healthy. This causes a general upbuilding of the entire system, and when S. S. S. has made a cure there is no return of the hideous symptoms. S. S. S. is made entirely of vegetable matter, containing not the least particle of mineral in any form. It is a perfectly safe medicine and a certain cure for blood poison. We have a Home treatment book which we will be glad to send free to all who write and request it, also any medical advice without charge.

SSS

THE SWIFT SPECIFIC CO., Atlanta, Ga.

MIND FAILS; CITY IS LOST

Insane Man Tells Albany Eugene Has Sunk Into Ground.

ALBANY, Or., Oct. 26.—(Special.)—The startling information that the entire city of Eugene had sunk into the ground was imparted to Linn County officers today by H. W. Knowles. They didn't take his word for it, however, and committed him to the Oregon State Insane Asylum.

Knowles was picked up on the streets here last evening by Chief of Police Munkers, who observed his strange actions. Knowles said he owned a bank, a saloon and an automobile in Eugene but all had disappeared with the remainder of the city into the ground. He and one woman were the only residents of Eugene who survived the disaster, he said, and the woman was taken from the town by a train-load of United States soldiers. Knowles made his way to Albany on foot.

He has been working recently at Mill City.

MEN CURED $10 IS OUR FEE

Pay When Cured

We have every known remedy appliance for TREATING YOU. Our experience is so great and varied that no one of the ailments of Men is new to us. COME IN AND TALK IT OVER.

General Debility, Weak Nerves, Insomnia—Results of exposure, overwork and other Violations of Nature's laws. Diseases of Bladder and Kidneys, Varicose Veins, quickly and permanently cured at small expense and no detention from business.

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.

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MEDICAL AND SURGICAL OFFICE IS

WHERE MEN GET CURED

Moderate charges, fair dealing, skillful service, and speedy cures have won for us the confidence and patronage of afflicted men.

Certainty of Cure

When we treat a patient there is no guess work about it. Neither is there any question as to what the result will be. For many years we have devoted all our efforts to a single task, with the determination that if possible we would place the treatment of men's ailments upon an absolutely scientific basis. This we have accomplished. We have positively cured a large number of cases that were deemed absolutely incurable by any methods other than those we employ. We do not care who has treated you or how long or by what means he has treated you; the probability is that we can cure you, and we will be able to speak definitely in the matter when we know the details of your case.

MEN, honestly investigate our proven methods, and you will understand how easily we cure VARICOSE VEINS, OBSTRUCTIONS, SPECIFIC BLOOD POISON, NERVO-VITAL DEBILITY, PROSTATIC, BLADDER and KIDNEY troubles, and all contracted ailments.

If you are ailing, come directly to our office, and we will give you private counsel and a careful personal examination free of charge. Then, if you decide to take treatment, terms and payments will be arranged to your own satisfaction. Hours, daily, 9 to 5; evenings, 7 to 8; Sundays, 10 to 1 only.

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SPECIALIST FOR MEN

Here Is an Opportunity for Any Man to Be Cured Easily, Quickly and Permanently

NO MAN should suffer the loss of that vitality which renders life worth living, or allow himself to become less than Nature intended, when there is at hand a certain cure for his debility. Most of the PAINS, most of the DEBILITIES of the STOMACH, HEART, BRAIN, NERVES and AILMENTS of MEN from which men suffer are due to an early loss of Nature's reserve power. You need not suffer from this. You can be restored. The very element which you have lost you can get back, and you may be as happy as any man. You can be cured by the right kind of treatment. Come to my office; investigate my methods.

FIRST WARNINGS OF DANGER

When you are first aware of any disease or debility upon your vitality, then you should procure the proper medical advice and treatment without delay. You will secure to yourself that health, success and enjoyment of life which is every man's lot, whose bright and steady eyes, clear and healthy skin, active brain, congenial make-up and physical development show that no contaminating influences of disease are devastating his system, that no mental, moral or physical debility is making his life a miserable failure.

MY TREATMENT AND DIAGNOSIS

I do not treat symptoms. I treat and cure the ailment behind the symptoms. If the case presents even the slightest feature upon which I have a doubt, or if I recognize incurable complications, I positively refuse treatment. I would rather give up my practice than indulge in either guesswork or make-believe cures. I have devoted years of earnest and conscientious endeavor to the unravelment of some of the most perplexing problems that ever confronted the profession, and believe that I have attained the limit of medical possibilities in my particular branch of practice. I have brought to light the true nature of men's ailments and the causes of the symptoms they present. In addition I have by the scientific blending of drugs produced remedies that meet every condition that it seems possible to cure. There is no cause to hesitate. Consultation costs nothing, and I will not offer my services unless I can cure you.

NOT A DOLLAR NEED BE PAID UNTIL CURED

My Original and Exclusive Treatment for Men's Ailments Has Been Proven in Numbers of Instances Where Success Has Seemed Impossible Before. Information That Is of Vital Interest to Every Sufferer Free. How They Can Be Cured Without Experimenting. Have You Violated the Laws of Health?

Corrrect Medical Methods for the Permanent Cure of Blood Ailments, Piles and All Bladder and Kidney Ailments.

Medicine furnished from my own laboratory for the convenience and privacy of my patients, from $1.50 to $6.50 a course. Hours 9 A. M. to 8 P. M. Sundays from 10 to 12.

FREE Consultation and examination. If you cannot call, write for free self-examination blank and book. Many cases cured at home.

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REAL CURES FOR MEN ONLY

The Leading Specialist.

Different doctors have different ideas in regard to cures. Some call a suppression of symptoms a cure. They dose for drug effects and claim that nothing more can be done. But the real ailment remains, and will bring the symptoms back again, perhaps the same as before, or perhaps modified in some manner.

I claim that nothing less than complete eradication of the ailment can be a real cure. I treat to remove the ailment and not merely the symptoms. I search out every root and fiber of an ailment, and I cure to stay cured.

YOU CAN PAY WHEN CURED

I CURE ALL AILMENTS OF MEN

I have treated hundreds of men who had long suffered a gradual decline of health as a result of ailments, and have been interested in noting the marked general improvement that follows a thorough cure of the chief ailment. My success in curing difficult cases of long standing has made me the foremost specialist treating men's ailments. This success is due to several things. It is due to the original, distinctive and thoroughly scientific method of treatment I employ.

To those in doubt as to their true condition who wish to avoid the serious results that may follow neglect, I offer free consultation and advice, either at my office or through correspondence. If your case is one of the few that has reached an incurable stage I will not accept it for treatment, nor will I urge my services upon any one. I treat curable cases only, and cure all cases I treat.

CONTRACTED AILMENTS

In no other ailment peculiar to men is a prompt and thorough cure so essential. Contracted ailments tend to work backward until the most vital nerve centers become involved in the inflammation. Then follows a chronic stage that stubbornly resists all ordinary treatment. Safety demands that every vestige of infection be eradicated at the earliest possible moment. My treatment is thorough. The remedies employed have a more positive action than has ever before been attained, and so perfect is my method of application that even chronic cases yield completely.

FREE MUSEUM

All men visiting Portland should see Dr. Taylor's Free Museum of Science. As far ahead of all other advertised museums as the Dr. Taylor methods of treating men's ailments 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.

VARICOSE VEINS

This most prevalent of all ailments of men is also the most neglected, either through dread of the harsh methods of treatment commonly employed, or through ignorance of the grave dangers that accompany the ailment. As varicose veins interfere directly with the circulation and process of waste and repair, the necessity of prompt and thorough cure cannot be too forcibly emphasized. I cure varicose veins in one week by an absolutely painless process. My cures are thorough and absolutely permanent, and are accomplished without the use of knife, ligature or caustic.

CONSULT ME FREE

To give ailing men every opportunity of investigating my methods of treatment and equipment, I offer FREE consultation. Compare the thoroughness of my examination and diagnosis with that of other physicians and you will readily see why my exact knowledge of the ailments included in my specialty enables me to foretell the exact result. I refuse to treat incurable cases at any price. If impossible to call at my office, write for particulars of treatment by mail.

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L. T. Yee.

L. T. YEE

THE CHINESE DOCTOR

Yee & Son's Medicine Co. spent lifetime study of herbs and research in China; was granted diploma by the Emperor; wonderful cure of all ailments of men and women when others failed. If you suffer, call or write to YEE & SON'S MEDICINE CO., 142½ First, Cor. Alder, Portland, Or.

BIG G The remedy for Catarrh, Colds Hay Fever The Evans Chemical Co. Cincinnati, Ohio U. S. A.

Inflammations, Irritations or ulcerations of all mucous membranes, unnatural discharges from nose, throat or urinary organs.

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