DUFTO BOWERMAN

When President of Senate, Acting Governor Saved Railroad Amendment.

Development of Central and Southern Oregon Direct Outcome of Adoption of Measure Permitting State Bonds.

The following article was written for The Oregonian by a prominent citizen of Oregon, who has taken an active part in the development of the state and who ted at Salem in putting through th Legislature the constitutional amend-ment permitting the state to issue bonds for rullroad construction. The writer's purpose in making this statement is to correct certain misurelerstandings about the attitude of Mr. Bowerman, then president of the State Senate, toward

their project: Instead of his being a cheap attorner of the Harriman system and the tool of the corporation interests, the true story of the campaign for development in Ors-gon reveals Jay Bowerman, Republican candidate for Governor, in the light of championing the cause of the people at a critical time in the history of the compronwealth. The men who for two years had struggled to call attention to the undeveloped condition of Central and Southwestern Oregon are the best wit-nesses to Mr. Bowerman's absolute freedom from corporate dictation. Men like William Hanley, of Burns; William Grimes, of Cous Bay; Colonel Hofer, of Salam, and scores of the biggost business men of Portland who backed the fight force railroad construction into Cer tral Oregon all know Mr. Bowerman to be anything but a cheap hireling of the alleged plutocrats they were combating in their efforts to secure ratiroad co-

Interior Development Preached.

The nattle to break up the isolation of Central Oregon, and call attention to the isolation of the region containing \$0.000 square onless was carried on systematically for two years. It included development conventions beginning with Marshfield and extending across the state, including Burns, Princettle, Roseburg, Klamath Falis and Ontario. Prominent business men from all parts of the state, business men from all parts of the state, and especially Portland, visited all these eities sometimes going hundreds of miles in automobiles, and spending their memey freely to preach the gospel of development. Two weeks after the great development congress at Burns on July 2, 186, the first break for a trunk line into Central Oregon was made by Porter Bros. who began operations in the Deschutes Canyon. Six weeks later the Harriman system undertook to block their operations, and before six menths had passed the Hill and Harriman sys-

had passed the Hill and Harriman sys-tems were both pushing into Central Oregon with thousands of men.

Alded by powerful recruits, the men fighting for development redoubled their efforts. They held more development con-ventions and enlisted the co-operation of the Portland commercial bodies. Resolutions were adopted asking the Gover-nors of Oregon and Idaho to appoint missions to formulate reports on it could be done by the respective state governments to promote railroad construction. The Oregon Co reported two bills favorably. One was the General Port Commission act, which was put through the Legislature, and under which every harbor on the West Coast is proceeding to despen its chan-nels on the plan of the Port of Portland Commission. The other bill reported was a sweeping, all-inclusive amendment to the constitution under which railroads can be constructed by cities, countles or railroad districts. This was the "big stick" which was welded over the rail-roads in the campaign for the development of Oregon with startling effect. The Hill and Harriman interests re-doubled their energies to show the people of Oregon that no such drastic measwere necessary for the development of Oregon. Harriman began construcath Falls. The Hill interests began to acquire one railroad property after aner in the state and put a half dozen surveying parties in the field.

Fight Made in Legislature.

The hottest part of the campaign was still shead. No difficulty was experienced a putting the General Port Commission till through both houses at Salem. Under the flery leadership of Speaker McArthur the railroad amendment was forced through the House of Representatives. In the Senate it struck a "snag." The promoters of the "big stick" legislation were coully told that no such act could receive the sanction of the upper House. A powerful combination of the upper House.

A powerful combination of the big interests was on in the Senate. The railroad amendment slumbered in the judiciary committee and men like Colonel C. E. S. Wood, Joe Teal, William Hanley and William Grimes thundered in vain at the doors of the Senate. They took recourse to the commercial organizations of Port-land, which they managed to arouse to section. They pitted the big interests of the metropolis against the big interests in control of the Senate. The Portland Chamber of Commerce held special ses-micas and indersed the railroad amend-ment by resolution, demanding its submission to the people, as a means of arousing the railroad builders to a sense of their duty to Oregon. A special train went to Salem carrying 100 of the most prominent business men of Portland to demand the passage of the railroad amend-

ment by the Senate.

The managers of the development campaign, backed by the Bortland delegation waited on Jay Bowerman, who was president of the Senate. He heard their ar-guments for the railroad amendment. The delegation representing the manufacturdelegation representing the mannacturing banking and wholesale interests continced him of the necessity then existing for putting through the railroad amendment. They showed how railroads had been promised to Oregon for years, how promises had again and again been broken. They showed that unless this court through and subamendment was put through and sub-mitted to the people all railroad con-struction might be stopped as soon as the Legislature was safely adjourned.

Bowerman Saves Amendment.

President Howerman listened and asked a few questions. When they were all through he went valuntarily before the committee of the judiclary and made an argument. Result: The railroad amendment was favorably reported. It was put on the calendar for passage. Mr. Bowerman did not stop with that. He took the floor of the Senate and made a speech for the amendment. He was in a fighting mood. He pictured the needs of the Inland Empire and demanded justice for Southwestern Oregon, re-President Howerman listened and asked deeds of the initial ampire and demand-ed justice for Southwestern Oregon, re-gious which had long been bottled up, and argued that if submission of the railroad amendment to the voters of the

the measure. After a hard fight, lasting the greater part of the afternoon, the cause of development won by a vote of is to 14, and due entirely to the courage and energy of the president of the Scu-ate. Jay Bowerman, the Republican can-didate for Governor. didate for Governor.

Previous to Bowerman's speech from the floor of the Senate that body had stood 16 to 14 against the measure in spite of a vigorous special message which flovernor Chamberlain had sent in to the Senate for the railroad amendment The corporation lobby had been strong enough to keep the bill from being reported and had an actual majority against it. Leading Democratic newspapers of the state, that are now accus-ing Bowerman of being a tool of the corporations, then loudly acclaimed him as a friend of the people and a true cham-pion of the cause of development.

ARGUMENT TURNS SCALE ELKS VISIT PRAIRIE CITY

Antlered Herds From Baker, Harney and Grant Countles Celebrate.

PRAIRIE CITY, Or., Oct. 28 .- (Special.) PRAIRIE CITY, Or., Oct. 28.—(Special.)

The Elks, 200 strong, took Prairie City
by storm Wednesday night, and the town
never had a better or livelier aggregation
than the splendid representation of the
Antiers from Baker. Harney and Grant
counties who gathered here to pay their
respects to the home members and the
new city-to-be at the terminus of the
railroad. The local members of the order
and their friends prepared a grand reand their friends prepared a grand re-

VETERAN OF PHILIPPINE CAMPAIGN DIES IN PORT-LAND.



Andrew Barger. With military honors the re-mains of Andrew Barger, who served in the Spanish-American War as a corporal in Company F. Second Oregon Infantry Volunteers, were buried yesterday afternoon in the Second Oregon plot at Riverview Cemetery. Mr. Burger died Wednesday at

his home at 1997 East Washing-ton street, from a complication of discases. It is said he had never been well since his return home from the Philippines, and his death is attributed to ill health caused by the severe campaign through waich he served in the

In the Philippines, Corporal Barger was assigned to take charge of a number of men whose duty it was to forage for horses to be used by the United States troops. The work involved ex-treme dangers, and was accomp-lished to the credit of the cor-

poral in charge.

Although becoming physically incapacitated from military duty.
Mr. Harger never received a pension, but an application for one was pending at the time of his death. He was never married.

.........

ception and set plates for 130 persons The Grange hall was crowded with the members of the order and their friends. The Baker City Elks arrived on a special train at 7:30 P. M. At the Prairie City Hotel an address of welcome was made by Judge Davis, responded to by the exalted ruler. The Elks repaired to the dining-room hall at \$15. The follow-ing responded to toasts: Dr. V. C. Belk-nap, of Prairie City: Judge Ofmstead, nap. of Frairie City. Junge Chalseau.
John Donnelly, Dr. Dotson, Herald Clifford, C. A. Johns, W. B. Levens, C. P.
Murphy, Charles I. Flynn, G. B. Small,
C. H. Breck, all of Baker City; Jerome
C. Moore, of Mount Vernos, and John Fisher, of Haines.

BOY TRUANT IS CAPTURED

Roland Forsberg, of Oregon City, Found Asleep in Kalama Hotel.

KALAMA, Wash., Oct. 28.—(Special.)

—Holand Forsberg, the sen of Mr. and
Mrs. Frank Forsberg, of Oregon City,
who mysteriously disappeared some
days ago, was captured here last night by Link C. Burton, of the Burton Ho-tel. Young Forsberg had surreptitious-ly gained admission to one of the as and was asleep when discovered

by the cierk.
He was without funds and was granted permission to remain in the room. Meanwhile close questioning brought forth the fact that he was the young man whose picture had been published in the papers as having run away from his home at Oregon City.

Mr. Burton, after giving the lad some very wholesome advice, employed him to do chores around the hotel, and notined the hove mother at Oregon City. tified the boy's mother at Oregon City. in turn wired Mr. Forsberg, who is in Scattle looking for his sor Young Forsherg gives as his reason for leaving home that he did not want to go to school.

Quinan Assigned to Portland.

SEATTLE, Wash., Oct. 28.-Captain SEATTLE, Wash, Oct. 2s.—Captain
Johnstone H. Quinan this morning gave
up command of United States revenue
cutter Tahoma to take up new duties
as superintendent of construction and
assistant inspector of life-saving stations
in the 15th Lighthouse District, with
headeunters at Portland Or. Cantain headquarters at Portland, Or. Captain, Quinan, who takes the place of Captain Howard Emery, at Portland, left by the morning train for Portland.

Dredge Oregon at Marshfield.

MARSHFIELD, Or., Oct. 28 .- (Spe-MARSHFIELD, Or., Oct. 28.—(Spe-cial.)—The Government dredge Oregon arrived from Gray's Harbor at Coos Bay this evening. She was in tow of the tug Daring, and crossed in over the har at dark. The dredge is to be used in the bay to widen and deepen the channel, and the work will be paid for by the \$50,000 appropriation made by Congress.

Chehalts-Centralia Line Done. CHEHALIS, Wash., Oct. 28.—(Spe-ciāl.)—After numerous unavoidable de-lays the connection of the electric line between Chehalis and Centralia was made today. The overhead crossing over the Northern Pacific tracks was and argued that if submission of the railroad amendment to the voters of the state would help the cause of development it was the duty of every Senator ment it was the duty of every Senator who loved his state to cast his ballot for

Bjornstjerne Bjornson to Take Wheat to United Kingdom.

MASUNDA TO SAIL SOON

With Departure of French Bark Bidart, Last of October Wheat Fleet Will Have Been Dispatched From Port.

If the length of a name counted for much, Portland would have secured an immense addition to her grain tonnage yesterday, and as it is \$251 net tons have been gained through the engagement of the Norwegian steamer Bjornstjerne Bjornson, which will load, wheat here next month for the United Kingdom. She is en route from Norfolk for Bremerton with a cargo of

folk for Bremerton with a cargo of Government coal. She has been on the way 55 days, and was reported at Punta Arenas, October 10.

The vessel is practically new, as she was launched in 1993, and is owned at Bergen, Norway, by V. Torkildsen, who is also credited in Lloyd's with having the Oriental liner Henrik Ibsen, now operating out of this port in the Harriman service, the steamer Christian Bors and the steamer Admiral Borreson, which is well-known here. The Bjernstjerne Bjornson is 410 feet long, has a beam of 54 feet, and is long, has a beam of 54 feet, and is 28.4 feet depth of hold. The British tramp Masunda will get

The British tramp Masunda will get away during the carly part of November. As she is working rapidly, and yesterday shifted from Oceanic dock to Montgomery No. 2, where the tramp Iran, which was taking wheat in the lower hold, finished and moved to the Victoria delphins to complete her load of lumber. With the departure of the French bark Bidart, the last of the Costable Costa will have been dispatched October fleet will have been dispatched with grain.

Wheat and flour reservations being made by the Portland & Asiatic Steamship Company for three months ahead, and large lots have been offered ahead, and large lots have been offered for the Oriental liner Hanrik Ibsen, gailing January 15. A new schedule has been compiled governing the de-parture of the steamers from this side, which was received yesterday, and shows the Rygia, which is the next shows the Rygia, which is the next carrier due, will sall November 25; the Selja, December 15; the Ibsen, Janu-ary 15; the Hercules, which is yet at Astoria, February 1, and the Rygia, February 20.

OREGONA LOSES PILOTHOUSE

Wind Blows Sternwheeler Against Bowsprit of French Bark.

Pilot Williams, of the steamer Oregona, experienced a narrow escape, and the upper part of the pitothouse of the craft he guided was badly dam-aged late Thursday night. The Oregona was caught by the wind while maneuvering for a landing at Albers' maneuvering for a landing at Albers' dock No. 1, and was blown against the bowsprit of the French bark Habin Chevaye. Of 16 panes of glass in the pllothouse, but two were felt intact, while the entire roof was torn away, supports splintered and most of the window sashes reduced to kindling.

The Oregona had returned from Dayton and Mission Landing earlier in the evening and was on her regular round

evening, and was on her regular round of the harbor collecting cargo con-signed to Upper Willamette points, There was a strong wind blowing and, like most sternwheelers, the house of the Oregona offered a large mark for the blow, which made handling diffi-cult. The bark's bowsprit struck the pilothouse roof on the starboard side, forward and tors. I have below the starboard side, forward, and tore a large hole. The steamer Pomona yesterday was sent to the upper river, and repairs were at once started on the Oregona, with the expectation that she may be able to re-sume operations Monday.

BIDS FOR REPAIRS LIVELY

Oregon Drydock After Work and Rates May Be "Shaded."

Details of repairs to be made to the hull of the barkentine Jane L. Stanford, which arrived late last night in a leaking condition, have not been settled.

STEAMER INTELLIGENCE.

Due to Arrive. Name Prom Date Hercules Hongkong Astoria Beaver San Fedro In pr Falcon San Francisco In po J. B. Stetson San Francisco In po Golden Gate Tillamook Oct. Eureka Cet Eureka Oct. Sue H. Elmore Tillamook Oct. Sue H. Elmore Tillamook Oct. Bear San Fedro Oct. Bear San Fedro Oct. Bear San Fedro Oct. Pose City San Fedro Nov. Geo W Elder Ean Fedro Nov. Rygja Hongkong Nov. Scheduled to Depart. Name. For Date Beaver San Pedro Oct. Eureka Ctreka Oct. Sue H. Elmore. Tillamook Nov. Palcon San Francisco Nov. Golden Gate. Tillamook Nov. Breakwater Coos Bay Nov. Breakwater Coos Bay Nov. Boanoke San Francisco Nov. J. B. Stetson San Francisco Nov. Berules Hongkong Nov. Best San Pedro Nov. Geo. W. Eider San Pedro Nov. Geo. W. Eider San Pedro Nov. Bygja. Hongkong Nov.

apparently, for yesterday there was a scurrying around among contractors who seek the work. Some expect to assign to the Port of Portland dry-dock business in excess of \$5000 during the year, and there was an oppor-tunity to "shade" bids below the tariff, which goes into effect in November. Captain Crowe, of the San Francisco underwriters, planned to dock the Stanford at St. Johns, but Captain Blain, of the Oregon drydock, was in com-munication with the owners of the ves-sel yesterday, and today will meet the skipper. Under the percentage disskipper. Under the percentage discount system it is expected there will be more strenuous competition among local contractors for future business. Those in a position to secure the most work can reap the benefit of greater than a their accounts for the reductions on their accounts for the year. The Stanford will first be discharged, which will require a few days, as she has aboard over 1.000,000 feet of lumber. It is not expected that she will be lifted before the new rates are

MAKAWELI SIGNS HER CREW Needles to Finish Cargo and Other

Craft Are Expected.

Seven sailors were yesterday signed on the American barkentine Makawell, which is at Westport ready to sail for Delagos Bay with a lumber cargo, the men being supplied by the Grant & White interests. The vessel is to be towed to the lower harbor by the tug Wallula, which yesterday started up

with the barkentine Jane L. Stanford and delivered her to the steamer Ocklahoma, which had the French ship

The British tramp Needles, which has been loading at Prescott, will shift to-day to Kalama, the steamer M. F. Henderson being ordered for the move. The tramp is to sail shortly, as most of her cargo is aboard, and the steamer Nehalem brought for her a cargo of redwood from Eureka. The Nehalem fittished discharging yesterday and left for Astoria. The German ship Omega, which is under charter to load for which is under charter to load for Hamburg, is being looked for, as she sailed from San Diego October 6, and aise the British rhip Glenheim, which put to sea October 15 from San Pedro. The latter will load for the United Kingdom. These vessels may be dis-patched with the November fleet.

LONG CHAIN TO TEST WINCH

Commander Ellicott Will Order Anchor Raised From Bottom.

Commander J: M. Ellicott, lighthouse inspector, is to direct an unusual trial Tuesday at the plant of the Willamette Iron & Steel Works, in which a chain 175 fathoms in length will be attached to the anchor of Umatilla Reef Lightship No. 67 and lowered to the bed of the Willamette, to be hauled aboard by the steam winch, so as to thoroughly test the equipment. The thoroughly test the equipment. The chain was transported by the tender

Heather. When the lightship is on station a large amount of chain is required to hold the anchor and the winch must be in perfect working order so that the immense weight can be raised and lowered without difficulty. It is probable that the chain will also be made able that the chain will also be made fast ashore and the winch used to haul the vessel ahead, because the water is not of sufficient depth to show what the winch could do if the ancher was lying on the bottom of the Pacific. With acceptance of the winch the first contract will end on the light vessel. There remains a second one for the retubing of her boiler and minor works, which will be terminated next month.

Oshkosh to Float Today.

Blades of her propellers having been straightened and her engines made more secure by belts that run through the timbers, which extend fore and aft each side of the keelson, the gasoline schooner Oskosh is expected to be floated from the Oregon drydock this evening. Two coats of paint have been applied to her hull and minor work ne that fits the craft for another season on the coast. The Oskosh appears to be a diminutive steam schooner the dock, as her lines are similar and her construction of a sturdy order.

David Evans Sold to Japs.

Hereafter the schooner David Evans, known from one coast to the other, will be salled under the instructions of Japanese, for she has been sold to ests at Kobe, by the Pacific Shipping Company. The vessel is to be trans-ferred to the British registry. She is at Eagle Harbor and is to load lumber at Port Blakely for the Far East. The craft is a four-master of 748 tons, net register, and was built at Marshfield, Or., in 1901.

Marine Notes.

Ray W. Hankinson, recently appointed superintendent of the Alaska lighthouse district, arrived from Philadelphia yesterday and he will proceed to join Com-mander Tillman, who left Seattle on the tender Armeria two weeks ago. Captain Williams, master of the British ship Port Stanley, which is dis-

charging ballast at Linnton, reports en-countering rough weather in the Gulf of California, en route from Santa Rosalia, and ten days was required to run to Cape St. Lucas.

There is a still hunt being maintained for Rinshichi Maissimora, the third of the crew of the Japanese tramp Tamon Maru to leave the vessel here. Immigra-tion Inspector Barbour has been in-formed that the Jap deserted Monday

steamers J. B. Stetson, Hoquiam and Saginaw yesterday entered at the Custom-House. The Stetson cleared with 400,000 feet of lumber for San Pedro. the oil tank steamer Roma for Port San Luis in ballast, the Hoquiam in ballast for South Bend, and the Saginaw light for Raymond. The two latter will sail

Major McIndoe, Corps of Engineers, U. S. A., has notified corporations dredging send and gravel in the harbor for building purposes, that material must not be dumped into the stream after being removed and that crews known to leave screenings in the river will be presented. Compaint has been made secuted. Complaint has that in the vicinity of Ross Island numerous lumps have appeared, which are due to carclessness in handling ma-terial. Digging is carried on under spe-cial permits from the engineers.

Movements of Vessels.

Movements of Vessels.

PORTLAND, Oct. 28.—Arrived—Barkenline Jane L. Stanford, in distress, from
Grays Harbor, for Brisbane; steamer Northland, from San Francisco; steamer Wellesley,
from San Francisco; steamer Wellesley,
from San Francisco; steamer Wellesley,
from San Francisco; Sailed—French, ship
Hoche, for Queenstown or Falmouth for
orders; steamer Rainler, for San Francisco;
steamer Kellowstone, for San Francisco;
steamer Kellowstone, for San Francisco;
Astoria, Oct. 28.—Condition at the mouth
of the river at 5e.P. M., smooth; wind, south,
20 miles; weather, cloudy. Left up at 6
A. M., barkentine Jane L. Stanford, Arrived at 7:30 and left up at 8:30 A. M.,
steamer Northland, from San Francisco, Arrived at
8 and left up at 9:20 A. M., steamer Falcon, from San Francisco, Arrived at
8 and left up at 9:20 A. M., steamer Wellesley, from San Francisco, Sailed at 8:30
A. M., steamer Shoshane, for San Pedro,
San Francisco, Oct. 28.—Sailed at 7 A.
M., steamer Shoshone, for Portland, Sailed
at 1 P. M., steamers Bear and Rosnoke, for
Portland; at 2 P. M., steamer Casco, for
Portland; at 2 P. M., steamer Casco, for
Portland; at 2 P. M., steamer Eureka,
for Portland.

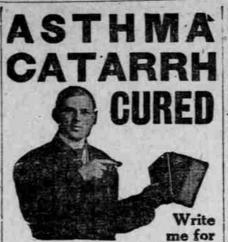
for Portland,
San Pedro, Oct. 28.—Arrived yesterday,
steamer Nome City, from Portland,
San Francisco, Oct. 18.—Arrived—Steamer
Watson, from Seattle; Korea, from Hong-



Strength Renewed and of * Ease and Comfort

follows the use of Syrup of Figs and Elixir of Senna, as it acts gently on the kidneys, liver and bowels, cleansing the system effectually, when constipated, or bilious, and dispels colds and headaches.

To get its beneficial effects, always buy the genuine, manufactured by the California Fig Syrup Co.



50c PACKAGE

If you suffer with Catarrh or Asthma, I want you to try free at my expense my "Home Treatment," which is making so many wonderful cures of chronic and acute cases. I know what it will do and an therefore willing to stand the expense of proving my claims. You know I could not afford this If my remedy did not cure.

No matter what you have tried, don't despair, but send me your name AT ONCE. Other so-called remedles for Catarrh and Asthma only give relief for a few hours or a few days, while the discuss steadily grows worse and more difficult to cure permanently. In the foul silmes of Catarrh and Asthma the germs of Consumption breed rapidly and the whole system is impaired and left open to the attacks of dangerous diseases. Horrible suffering results—days are one long torure and nights sleeplous agont, we remedy cleaness the system of all im-

are one long torture and mights steepessagony.

My remedy cleanses the system of all impurities and stops the dripping in the throat, hawking and spitting foul breath, head noises, loss of tasts and small, hoarseness, watery eyes, heal the scabs in nose, prevent gasping for breath and sleepless nights.

Cut out the coupon below, sign and send it or write me a letter and I will mail you free a fole package and book, both in piain wrapper. Meution your disease.

FREE 50c PACKAGE COUPON_

T. Gorham, 1937 Gorham bldg., Battle Creek, Mich. Please mail me absolutely free, in plain wrapper, without any obligation, one 58c package of your Remedy and copy of your book FREE.

I suffer with (mention disease here.)

kong; Capastrane, from Grays Harbor; ship Werner Vinnen, from Antwerp. Salled Steamers Shoshone, Roaneke, for Astoria; Bear, Casto, for Portland; Queen Amelic, for London; Bandon, for Coquille; M. F. Plant, for Cocs Bay; Harold Dollar, for Se-stile.

Tides at Astoria Saturday.

11:04 A. M. . . S.2 feet 4:48 A. M. . . . 1.0 foot 11:15 P. M. . . 7.6 feet 5:27 P. M. . . . 1.4 feet As usually freated, a sprained ankle will disable a man for three or four weeks, but by applying Chamberlain's Liniment freely as soon as the injury is received, and observing the directions with each bottle, a cure can be effected in from two to four days. For sale by all dealers.

HEREDITARY BLOOD POISON

Scrofula is a disease manifested usually by a swelling and ulceration of the glands, especially about the neck. It is almost entirely hereditary in its origin, being the dregs or remains of some specific blood poison. Where the blood is greatly weakened with the scrofulous poison, the disease attacks other portions of the system besides the glands, and then we see its effects in weak eyes, poorly developed bodies, running sores and ulcers, skin diseases, especially on the scalp, catarrhal troubles, etc. Scrofula usually makes its appearance in childhood, though manhood or womanhood may be reached before the poison progresses to the stage of outward manifestation. S. S. S. is the one real cure for Scrofula. It is a blood purifier without an equal, and it cures this destructive blood poison by removing every trace of the infection from the circulation. S.S.S., in addition to cleansing and



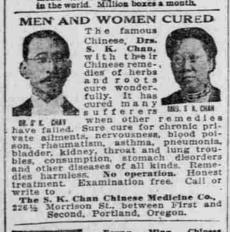
purifying the blood, assists the stomach and digestive members in the creation of new blood corpuscles and other nourishing matter for the circu-

lation. S. S. S. increases the resistive powers of the system and by strengthening and building up the vitality, allows nature to make a perfect and lasting cure. Book describing the disease and any medical advice sent free to all who write. THE SWIFT SPECIFIC CO., Atlanta Ga.

Good Time?

Last night-eating big dinner is often the maker of a BAD TODAY. Why not? Over-eating means extra work for the stomach and bowels. You've got to suffer if you don't help nature unload with CASCARETS. "They work while you sleep"-you're O. K. in the A. M. Tonight's the night to take care of tomorrow.

CASCARRTS—noc box—week's treat-ment. All druggists. Biggest seller in the world. Million boxes a month.





Young Ming Chinese Medicine Co. Wonderful remedies from herbs and roots cure all diseases of men and women. Honest treatment. No operations. We cure when others fall. Hundreds of testimonials from grateful patients. Consultation free 247 Taylor si, bet. 2d and 2d.

A PHYSICIAN'S SUCCESS

been in the same location for many years, still every day in the week my offices are thronged with the sick and afflicted, availing themselves of the liberal low fee rate extended to the public by this eminent spe-. Why is this so? Simply because my reputation for cures has stood the test of years. There are no extra fees for complicated cases. You may have one or a dozen ailments—the price is the same. I have a special treatment for each ailment I treat. A patient remarked in my reception parlors: "Doctor, I do not see how you can give such thorough and painstaking treatment and devote so much care and attention to each patient for such a very low fee." I replied: "My profit lies in the large number I cure every year."

Many cases accepted for less than \$10 now.

I concentrate my faculties on a single line of ailments. I treat Varicose Veins, Hernia, Kidney and Bladder Ailments, Piles, Blood and Skin Ailments and their AL-LIED AILMENTS. I am certainly prepared to cure by experience and equipment, which are the keystones to success. I have the best-equipped medical office in the city.

His Special Low Fees Will

Interest You Now

Contact with many patients has given me practical knowledge. I have records to show that I have treated more cases in my specialty than any other specialist in the West.

A few hours or days under my treatment may add years and health to your life. If you are suffering from any ailment I will examine you free. Every man should take this opportunity to learn his true condition.

CONSULTATION FREE. MY HONEST AND CANDID ADVICE COSTS YOU NOTHING. I cheerfully give you the very best opinion, guided by years of successful practice. My cures are permanent and lasting. No tonics that stimulate temporafilly, but thorough, scientific treatment for the removal of conditions responsible for functional derangement.

Call if you can. Write today for self-examination blank if you cannot call. No business address or street number on my envelopes or packages. Medicines from \$1.50 to \$6.50 a course from our own laboratory. Hours from \$ A. M. to \$ P. M. daily. Sundays from 10 to 12.

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239% YAMHILL STREET

Not a Dollar Need Be Paid

UNLESS CURED

PORTLAND, OREGON

DOCTOR GREEN

WHERE MEN GET CURED

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

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 aliments upon an absolutely scientific basis. This we have accomplished. We have positively cured a large number of 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 allments,

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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