STEEL WORKS GETS

North Pacific Steamship Company Fails to Pay Bill for \$4863.71.

ACTION FOLLOWS MISHAPS

Efforts Will Be Made to File Bond for Amount Due So Vessel Can Depart for South - Steamer Has Run of III Luck.

Failure on the part of the North Pa-eiffe Steamship Company to liquidate an indebtedness of \$4862.71, which rep-resents the bill of the Willamette Iron & Steel Works for repairs to the steamer Roanoke when she bucked into the bank near Goble, late in August, and was rendered helpless, yesterday caused the vessel to be likeled by United States Marshal Colwell, suit aving been instituted in the Federal

The legal entanglement followed close In the latest mishap of the Roaneke, for while entering the Golden Gate from San Pedro on the last voyage, she collided with the barge Amy Johnston, which was being towed by the oil tank steamer Rosecrans, and sustained damage forward, necessitating repairs to two plates at San Francisco. It is es-timated that about \$2200 will cover loses on the Amy Johnston, the headother equipment damaged. The Rose-erans and Johnston were bound for Portland, the former carrying oil and the latter a cement cargo.

bill of the Willamette Iron & Steel Works against the steamer is for labor and material. fact she was lifted on the Port of Port-land drydock at St. Johns, it was necessary for the repair force to be trans-ported from the city each day, while material had to be carried to and from

The bill is alleged by the steamship interests to have been excessive and that is given as a reason why it was not paid. Yesterday a telegram was received offering to compromise the account, which was not even considered. The Oregon Drydock Company had a bill of \$420 for painting the Roanoke at the same time, which is included in the suit, but it is said the drydocking charges, amounting to over \$1800, have not been collected by the Port of Portland commission.

Is considering the advisability of making a proposal to buy a certain amount ing a proposal to buy a certain amount of foodstuffs from Portland jobbers in exchange for steamer service, the return cargoes to Portland jobbers of coal, fish and cheese.

Three large steamers, the Pifield, Bandon and Elizabeth, now make weekly trips between here and San Francisco, and while Bandon is geographically in Oregon, its commerce is allogether with Californ'a.

Bandon refuses to do business by what it regards as the expensive and

here, as this is her sailing day and efforts will probably be made to file a bond to cover the amount due, so she can depart for San Francisco, San Pedro and San Tiles. The Roanoke may not be delayed Pedro and San Diego.

SITE MAY BE PURCHASED

Government Has No Site for Oregon City Locks.

Unless Federal authorities can purchase outright a site for the proposed new locks at Oregon City, in connection with which data are being compiled by Major Mcindoe, Corps of Engineers, U. S. A., to be forwarded to Washington, steps must be taken to conform property led for the plant. Under title by the Portland Railway, Light & Power
Company to the present locks, which
affects water power at the Williamette
Falls, the flow of the entire river at that milet to begin loading ties for San Falls, the flow of the entire river at that point is privately controlled, but it is the opinion of many that the Government can insist on sufficient water being available for navigation purposes. In fact, such a raling has been given by the United States Attorney-General.
In preparing for the new locks the Government cannot occupy property above the low water line, unless resorting to purchase or condemnation. Should the undertaking be started when further appropriations are made by Congress. there is sufficient money available from the last rivers and harbors bill to finish the preliminary work. During the period of construction the present canni would be open to navigation. Immediately on the completion of the Government plant the embargo placed on products moving up and down the Willamette will be lifted and the task of locking steamers through will be reduced to about the same through that resulted in the Casarant was a present that the casarant was a present canning the casarant was a present canning the casarant was a present canning the case of the casarant was a present canning the casarant was a present case of the casarant was a present case of the casarant was a present case of the case of the casarant was a present case of the casarant was a present case of the case of the casarant was a present case of the case of th

Tender of Drag Holst Discharged for Breaking Big Pipe. etalls of a strike participated in by

time as that required in the Cas-

the deckcrew of the Government dredge Chinook have been reported to Major MeIndos, Corps of Engineers, U. S. A., from Astoria by Captain Dunbar, master

permitted to strike the bottom heavily, breaking one pipe. Captain Dunbar not only stremuously objected to such work, but released the sailor from further responsibilities on the vessel and, in the vernacular of the waterfront, "set him on the beach." Six or eight other habitues of the forecastle, not coincid-ing with the move of the skipper, dis-played their disapproval of the proceeding by declaring a strike, which ter-minated by successors being signed, and that small part of the Federal machinmoves with the same precision as

DOCK SHOSHONE HERE TODAY

Tugs and Fire Engine Pump Out Disabled Steam Schooner.

ASTORIA, Or., Nov. 15.—(Special.)— With her rudder smashed, one blade broken off her propeller, a portion of her shoe gone and leaking so badly that she was practically water-logged, the steam schooner Shoshone. Captain Asplund, was towed into port this morning by the steam schooner G. C. Lindauer.

The Shoshone which was in ballast

from San Francisco started over the Grays Harbor bar shortly after 4 o'clock yesterday afternoon. The sea was smooth but the tide low and the vessel struck hard on the shoal, being so badly damaged that she was almost unmanageable. Cartain Assigned hyperses. ageable. Captain Asplund, however, succeeded in backing the craft into deep

water where he dropped anchor.

The pumps were immediately put in operation, but as the water was pouring in at the rate of four or five inches an hour, it gained and within three hours after the accident happened the fires were put out. Steam was then turned were put out. Steam was then turned on from the donkey boller, and despite 11:56 P. M. ... A7 feet 5.56 A. M. ... 2.2 feet 11:56 P. M. ... A7 feet 5.56 P. M. ... -1.1 feet

he fact that the pump was under water was kept running until about 2 o'clock its morning, when it choked and had

to be stopped Shortly before dark last evening the steam schooner Lindauer, which was en route from California for Grays Harbor, came along and after taking off a portion of the Shoshone's crew, placed a line on board and brought the disabled craft to Astoria. On arrival there was about seven feet of water in the Shoshone's bold. The vessel reached port none too seon, for within another hour she would

She was docked at the O. R. & N. wharf and a fire engine and the tug Wallula began pumping her out. They succeeded in lowering the water about three fest and this evening the tug One-onta went alongside and set her powerful pumps at work. The Shoshone will be towed to Portland tomorrow and lifted n the Port of Portland drydock for re-

The Shoshone is owned by the McCormick Lumber Company, of San Francisco. She was built in 1968 at Fairhaven, Cal., is 175 feet long and her net tonnage 341 tons. This is the second time the

STEAMER INTELLIGENCE.

*	Due to Arriva.
	Name. From Date Reshoks. San Pedro. In port Bear. San Pedro. In port Gelden Gats. Tillamook. In port Fue H. Elmars. Tillamook. In port Eureka. Eureka. Nov 17 Rygja. Hongkong. Nov 17 Rose City. Ban Pedro. Nov. 19 Heankwars. Coos Bay. Nov. 20 Geo. W. Elder. San Pedro. Nov. 24 Beaver. San Pedro. Nov. 24
	Scheduled to Depart.

	Name.	For	Data	128-	
		Tillamook			
	Sue H. Elmo	re. Tillamcok	Nov. 16		
	Posnoke	Eun Francisc	to Nov. 16		
	Eureka	Eureka	. Nov. 18		
		Sas Pedro			
-1		Coos Bay	Nov. 22		
- 1		r. San Pedro			
-1		San Pedro			
- 1	Rygja	Hongkong	Nov 23		
-1	Beaver	Ean Padro	Nov. 28		
•					

craft has been in trouble off the Washington Coast. About two years ago, when crossing out from Wiliapa Harbor. she lost one of the members of her crew badly smashed.

BANDON WANTS STEAMER LINE

Trade Agreement With Portland Merchants May Be Suggested.

BANDON, Or., Nov. 15,-(Special.) The subject of securing a regular teamer to run between Bandon and Portland is under discussion in Banthe local plant while her rudder post, pintles and other parts were being don, and the Bandon Commercial Club-straightened and new material fitted. is considering the advisability of mak-

Bandon refuses to do business by what it regards as the expensive and roundabout Coos Bay route, having a

To complete her lumber cargo the steamer Shasta left Prescott last evening for Inman-Poulsen's.

It has been decided to go to sea once more with the gasoline schooner Della, which will leave tonight for Nestucca. Being a day behind schedule the steamers Golden Gate and Sue H. Elmors will not depart for Tillamook until this

Having completed her lumber cargo at Rainler the schooner Fearless will today be towed to Astoria by the steamer Ock-

Captain Caples has resumed command

of the steamer Ottawa, succeeding Cap-tain Nellsen. Captain Atwell is skipper of the steamer Geo. W. Simons, vice Captain Thomas. When the tog Geo. R. Vosburg salls

tomorrow, having the barge Nehalem in tow, the latter will be laden with 500 tons of steel ralls and other equipment for Tillamook.

Laden with \$494 barrels of cement, which was brought here from abroad by the French bark Babin Chevaye, the British steamer Rupert City sailed last evening for Vancouver, B. C.

Captain Matheson, master of the Gov-ernment tug Arago, has filed a report with Major McIndoe, Corps of Engineers, U. S. A., stating that Sunday evening, when the Arago was at the Government moorings, she was struck by the steamcade Locks.

er Breakwater, being navigated by Pilot Emken, and austained damage on the port side that will necessitate repairs amounting to \$300.

Movements of Vessels.

PORTLAND, Nov. 15.—Arrived—Steamer Golden Gate, from Tillamook; steamer Sue H. Elmare, from Tillamook. Salled—Steamer W. E. Perier, for San Francisco; British ship Port Stanley, for Queenstown, or Falmouth for orders; Rupert City, for Vancouver, H. C.; steamer Breakwater, for Coos Bay.

McIndos, Corps of Engineers, U. S. A., from Astoria by Captain Dunbar, master of the vessel, who writes that he has replaced the unruly tars and that the digger is continuing her work at the entrance to the Columbia River.

Major McIndos said yesterday that his information indicated that one of the sailors, who was in charge of the holst of a drag or pipe, had managed the gear carclessly so that the drag was permitted to strike the bottom heavily.

M.—Steamer Resecrans, for San Francisco, and teamer Wasp, for Grays Harbor. Sailed at 0 A. M.—Steamer F. H. gear carclessly so that the drag was permitted to strike the bottom heavily.

M.—Steamer G. C. Lindauer, for Grays Harbor sailed at 0 A. M.—Steamer F. H. Leggett, from Redondo. Sailed at 3:15 P. M.—Steamer G. C. Lindauer, for Grays Harborsking one pipe. Captain Dunbar not bot.

N.—Steamer G. C. Educator, for Grays Infbor.

San Francisce, Nov. 15.—Sailed at 10 A.

M.—Steamer Klamath, for San Pedro. Arfived at 5 F. M.—Steamer Beaver, from
Portland. Arrived at 2 P. M.—Steamer Falcon, from Portland. Sailed yesterday—
Steamer Assurcion, for Portland.
Point Lebes, Nov. 12.—Passed—Steamer
Argyll, from Scattle, for Port San Luis,
Eureka, Nov. 15.—Sailed Steamer Eureka, for Portland.
Queenstown, Nov. 15.—Arrived yesterday

—Hritish bark Iverna, from Portland.
London, Nov. 15.—Sailed—Luxter, for
Tacome.

Hritish bark Iverna, from Portland.
London, Nov. 13.—Sailed—Luxter, for Tacoma.

San Francisco, Nov. 13.—Arrived—Steamers Wilhelmina, from Honoluly, Bear, from Scattle; Pfileld, from Bandon; Thomas L. Wand, Caspatrano, Newburg, from Grays Harbor: Mariposa, from Tabiti; Cuzzco, from Mollendo; Elizabeth, from Bandon; Faicon, Beaver, from Portland, Sailed—Steamers Nevadan, for Honolulu; Queen, for Victoria; M. F. Plant, for Coos Bay.

Los Angeles, Nov. 15.—Arrived—Steamer Governor, from Seattle, Sailed—Steamers Gee, W. Elder, for Portland; Admiral Sampson, for Seattle; Ross City, for Portland; Santa Monica, for Aberdeen; Raymond, for Willaga Harbor.

Tacoma. Nov. 15.—Arrived—Japanese steamer Inaba Maru, for Santle, steamer Riverside, for San Francisco; Steamer Riverside, for Validez; steamer Riverside, for San Francisco; steamer Honolulu; steamer Riverside, for San Francisco; steamer Honolulu; steamer Riverside, for Validez; steamer Vetoria, for Validez; steamer Metror, for Ladysmith. Sailed—Steamenhy Metror, for Ladysmith. Sailed—Steamenhy Hornet, for Mukiliso; steamer A. G. Lindesy, for Bost Harbor; steamer Metror, for Ladysmith. Sailed—Steamenhy Hornet, for Mukiliso; steamer A. G. Lindesy, for Bost Harbor; steamer Metror, for San Francisco; steamer City of Puebla, for San Francisco; steamer Penryth Castle, for Tacoma; steamer President, for Everett; steamer Col. E. L. Drake, for Dupont; steamer Col. E. L. Drake, fo

Tides at Astoria Wednesday.

Acreage in Exporting Countries Is Increased.

CROPS ARE DOING WELL

Bumper Harvests Promised in Argentina and Australia - Sowing Operations in the Northern Hemisphere.

WASHINGTON, Nov. 15.—Foreign crop endiations for October are reviewed by the inited States Department of Agriculture as United States Department of Agriculture as follows:

"Agriculture in the Northern Hemisphere has in the last month been in its man autumnal phases—the sowing of Winter ereals, and the gathering of late maturing crops. In the temperate zone of the Southern Hemisphere it is the vernal season, corn planting is in progress and Winter cereals, in near approach to maturity, are in the stages of vegetation characteristic of the latter half of Spring.

"From neither hemisphere is reported any widespread variation from a seasonable normal in the condition of cereal crops and to that extent the agricultural situation is satisfactory throughout the world. Good prices and other causes in the last few years have given fresh impulse to wheat cultivation and in many of the principal producing contribution increased areas are spoken of as having been had down to grain.

"In Argentina it is officially confirmed wheat will be reaped at the approaching harvest from 1,000,000 acres more than last year and invications point to an increment of probably 500,000 acres in Australia.

"Throughout Western and Contral Europe

crement of probably 500,000 acres in Australia.

'Throughout Western and Central Europe and in parts of Russia, the Autumn up to mid-October was dry. Difficulty and delay were widely experienced in preparing the soil for seed. Late October rains, however, relieved the situation, and in all the states winter cereals, though in some cases sown late, are for the most part spoken of as growing well.

The dry season was propitious for heresting the late crops, especially for the digging of potatoes. The European yield is almost £,000,000,000 bushels annually—in point of bulk the most important of all food crops. The striking feature of this season's yield is the dissurous deficiency in France: a heavy shortage is also forseen in parts of Germany.

"Corn in Southern Europe has mostly been gathered and the yield, as a whole, will probably approach the record. Vintages in France, Spain and Italy have given extremely poor results. In some of the important producing provinces of the same countries the clive crop is pronounced a failure and a heavy deficiency is predicted in the European output of olives."

December Crop Reports. WASHINGTON, Nov. 11.—The December rop reports of the United States Department of Agriculture on the acreage and ondition of Winter wheat and rye on Dember 1 will be issued on Wednesday, December 3, at 1 P. M.
An estimate on the cotton crop of 1916-11 ill be issued on Friday, December 3, at 1 P. M.
P. M.

WHEAT AT CHICAGO CLOSES

WHEAT AT CHICAGO CLOSES

WITH SHARP GAINS.

Cables Are Bullish, Primary Receipts Small and Cash Grain

at a Premium.

CHICAGO, Nov. 15.—Wheat closed at almost the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day. From the start there was no time where the top for the day is the could be started the top for the day. From the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, that cash wheat at Baltimore had gone to a premium. Even a big increase in the same clities. The fact was noticed, too, the fact had been contained by the grown of the same clitics.

Gallot on the fact was notice

10 10	May July Dec	-93%		\$.56%	\$.974 .944 .915				
н	CORN.								
	May July Dec	.48%	.45% .45% .46%	45% 45%	481				
1 1 20 1	May July Dec	123.54	.31%	10154	-24 -21 -21 -21				
125	MESS PORK								
n n	Jan May	17.50	17.50	17.85 16.17%	16.27				
0	LARD.								
4	Jan May		10.27 W		9.77				
10	SHORT RIBS.								
dit	Flour-8	9.00 otations itendy.	Were Am	8,9214	9.95				
2	Rye-No	. 2. 78c.							

Hye-No. 1, 75c.
Harley-Feed or mixing, 60@70c; fair to choice maiting, 73@53-5c.
Flaxesed-No. 1 Southwestern, 32.57; No. 1 Northwestern, 32.70.
Timothy seed-83.60.
Clover 514.50.
Pork-Mess, per barrel, 317.75@18.
Lard-Per 109 pounds, 311.
Short ribs-Sides (loose), \$5.50@16.50.
Sides-Short, clear (boxed), \$10.624.@
11.125.

Sides—Short, clear (boxed), \$10.814.61
11.1245.
Grain statistics:
Total clearances of wheat and flour were equal to \$15,000 bushels. Primary receipts were \$60.000 bushels, compared with 1.052.000 bushels the corresponding day a year ago. The world's visible supply, as shown by Bradistreet's, increased 5.003,000 bushels. Estimated receipts for tomorrow: Wheat, 31 cars; corn, 120 cars; cats, 145 cars; hogs, 27,000 head.

Receipts. Shipments.

Changes in Available Supplies. NEW YORK, Nov. 15.—Special cable and telegraphic communications received by Bradstreets' show the following changes in available supplies as compared with previous account:

Wheat United States, east of Rockdes, increased 1,942,000 Canada, increased 1,661,000 Total United States and Canada, increased increased
Afoat for and in Europe, increased 1,400,000
Total American-European supply
increased
Corn, United States and Canada,
decreased
Outs, United States and Canada,
1,642,000
Corn, United States and Canada,
1,642,000
Corn, United States and Canada,
1,642,000
Cota, United States and Canada,
1,642,000
Cota, United States and Canada,
1,642,000

MINNEAPOLIS, Nov. 15.—Close: Wheat, December, \$1.93; May, \$1.07% \$1.07%, Cash, No. 1 hard, \$1.07%, No. 1 Northern, \$1.00% \$1.07; No. 2 Northern, \$1.02% \$1.05; No. 3 wheat, \$1.00% \$21.03%.

European Grain Markets. LONDON, Nov. 15 .- Cargoes firmer, buy-

ers show more disposition to operate. Walla Walla for shipment at 35%. English country markets quiet; French country markets firm. LIVERPOOL, Nov. 15.—Wheat—December, 6s 11% d; March, 7s %d; May, 7s %d, Weather fine.

Grain at San Francisco. SAN FRANCISCO, Nov. 15.—Wheat and arley—Firm. Spot quotations— Wheat—Shipping, \$1.40 \$1.42 per cen-

Barley Feed, \$1.014 \$1.024 per cental; ewing, \$1.95 \$1.075 per cental. Outs Red, \$1.174 \$1.25 per cental; hite, \$1.45 \$1.55 per cental; black, \$1.30 \$2.55 white \$1.50 plos par 1.65 per cental. Call board sales— Wheat—Ne trading. Barley—December, \$1.04 ½ per cental; May, \$1.10 per cental.

Grain Markets of the Northwest. TACOMA, Nov. 15. — Wheat—Milling: Bluestem, 75c; club, 75c; feed Russian, 74c, Export: Bluestem, 75c; fortyfold, 76c; club, 5c; red Russian, 73c. Receipts, wheat, 84 cars; barley, 5 cars; corn 2 cars, oats 2 cars, hay 5 cars.

SEATTLE, Nov. 15.—Milling quotations: Hluestern, 83c; fortyfold, 81c; club, 80c; Fife, 50c; red Russian, 78c. Export wheat; Bluestern, 80c; fortyfold, 78c; club, 77c; Fife, 77c; red Russian, 75c. Yesterday's car receipts, wheat 22 cars, oats 12 cars, barley 3 cars, corn 3 cars, hay 15 cars. Dried Fruit at New York

NEW YORK. Nov. 15.—Evaporated apples come forward alowly and the market is quiet with the high grades mostly nominal on the spot; fancy and choice are nominal. Prime. 75 \$3 \$5; common to fair, \$15 \$75.

Prunes quiet; offerings small, prices firm. Quotations range from \$67.00c for Californias up to 20-40s and \$4.300c for Oregons from \$60.20c.

Peaches quiet and barely steady. Choice, \$75.70c; extra choice \$845.0c; fancy \$4. s quiet and barely steady. Choice extra choice, Sigsign; fancy, Sig

DEMAND IS SLUGGISH AND CRITICAL.

Trade Refrains From Buying With Accumulation at Gateway Points-Latest Deals.

The dally market bulletin of the North estern Fruit Exchange, Spalding building,

ollows: The market situation continues exceedingy difficult, and the demand is sluggish and critical. The trade are hard to interest except at very low prices. There is con-siderable accumulation at gateway points and the trade know this, and it keeps them from buying. What a pity that the whole Northwest is not thoroughly organized and that the different producing sections do not join hands and present a solid front to the trade and avoid this foolish and unnecessary overcrowding of the markets, and by achieving a wide distribution keep the situation healthy at all times. This is the salvation of the industry, and the sooner the Northwest fruitgrowers come to understand this, the sooner will the business be placed on a sound conservative basis, to which it is entitled by its importance and value. Until that time the growers are more of leas at the mercy of the market.

We have made the following sales, all of which represent extreme top notch value, and are only possible because of our extensive facilities which enable us to keep out of the beaten track to a large extent. The demornilization, however, is widespread, as the trade watch the large markets closely and take their viewpoint from the larger operators.

F. F. E. 6555, from Cashmere, November Northwest is not thoroughly organized and

operatora.

P. F. E. 6555, from Cashmere, November
J. 19 different varieties, all choice grade,
old at 85c f. o. b. to a buyer in Georgia.

P. F. E. 2897, from Cashmere, 10th, 236
Janos, 309 Black Bens at \$1.25 f. o. b. shipder volut.

solo, Miss Ruth Gunn; tenor solo, C. E.
Boniface; reading, Miss Eugenia Craig;
bass solo, Ralph Lee; vocal duet, Miss
Eva Wells and Mr. Boniface; solo, Mr.
Fright Several sallors will take part in the programme, and all friends are cordially invited.

Wheat Carriers Are Active.

Orders have been given to rush the lining of the French bark Babin Chevaye, which was shifted yesterday from the North Bank dock to Montgomery The Selene's lining was finished last night and on Thursday she will be moved to Martin's dock to begin loading wheat. The Vincennes will haul to Albers' dock No. 3 today and shift to the elevator tomorrow. The British ship Port Stanley, wheat laden for the United Kingdom, left down yesterday.

Expansion Gets Good Rate.

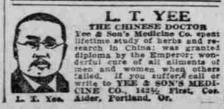
In the charter of the schooner Expansion at a rate of \$4.25 for lumber from Knappton to San Pedro, and the engagement of the schooner Samar at the same sum for lumber to San Diego from Puget Sound, is said to be indicated a stronger tone in the coastwise freight market. It is forecasted that higher rates may rule

If I Had Eczema

it costs would be worth while, and others have been dured. Yes, I'd try D. D. and get it at Skidmore's Drugstore

If I Had Eczema

HIGHEST TIDES OF THE SEASON AT GEARHART THIS WEEK



Men Only

Why Old Methods Fail Why My Methods Cure

Pay When Cured

The old-fashioned methods of treating men's allments failed because they were wrong and unscientific. My own original forms of treatment cure because they are so thoroughly right as to meet every require-ment. But it will be well to enter into de-talls somewhat, and tell you wherein the old is wrong and the new is right.

First, the measures commonly employed are wrong because based upon vague ideas as to the nature of the aliments they are intended to cure. Second, because they are relics of an era in medical science that dealt harshiy with sickness and failed to recognize the fact that nature's own laws govern in sickness as well as in health. Fill a well person's system with harsh, drastic and irritating drugs and you disorder to some extent every bodily function. The same violence to the sick is even more harmful. The physicians of a few generations ago did not realize this. They regarded all aliments as something to be dealt severely with, and they indulged in violent dosing, cutting, bleeding and burning.

My methods of treating men's allments cure because they have been



My methods of treating men's ailments cure because they have been developed in the light of accurate knowledge and because they do no more than gently assist nature in removing the ailments and establishing health. I have no need for the knife or poisonous dosting, or for harsh and painful treatment of any sort. The magnitude of my practice, which is many times that of any other specialist in the West in treating men's allments, stands as monumental testimony to the success of my treatment. Men afflicted with ailments may come to me fearing neither pain nor failure, for all my methods are mild and harmless, and I will not accept a case unless I know that a permanent cure will follow.

Consult Me Free

There is a popular impression that specialists' fees are exorbitant. If such be true, we wish to state that it is not applicable to us. On the contrary, our very large practice and unusual facilities for treating men enable us to offer the very best treatment inexpensively. A physician is not entitled to his fee in advance. We are the only specialists in the West who conduct business on these principles.

Contracted Ailments

The serious results that may follow neglect of contracted aliments could scarcely be exaggerated. Safety demands an absolutely thorough cure in the least possible time. I have treated more cases of those aliments than any other physician upon the Pacific Coast. My cures are thorough and are accomplished in less time than other forms of treatment require in producing even doubtful results; employ remedies of my own devising, and my treatment is equally effective in both recent and chronic cases.

Varicose Veins

There is no necessity for surgical operations in the treatment of vari-cose veins. This ailment yields completely to my mild and painless method, and results are far better than were ever attained by the harsh and dangerous practice of cutting. But one week is required, and seldom is it even necessary to detain the patient from his business.

Obstructions My treatment is absolutely painless, and perfect results can be de-pended upon in every instance. I do no cutting or dilating whatever.

Specific Blood Poison

No dangerous minerals to drive the virus to the interior, but harm-is, blood-cleansing remedies that remove the last poisonous taint. Examination and Advice Free

I offer not only FREE CONSULTATION and ADVICE, but of every case that comes to me I will make a careful examination and diagnosis without charge. If you cannot call, write for Diagnosis Chart. My offices are open all day from 9 A. M. to 8 P. M., and Sundays from 10 to 1.

The Dr. Taylor Co.

My Terms for Treatment

within the reach of all. I will not accept your case if I cannot ours you. I will give you an absolute guarantee to cure you or not charge

you one cent for my services. are discouraged is because they have given no care to whom they entrust-ed their case, their precious health. ed their case, their precious health. They do not consider the ability, professional standing and reputation of the physician or specialist of whom they took treatment, but have considered far more the fact that by not going to a specialist of ability they could get cheaper treatment. Such is not the case, because it requires ability and skill to cure any one of the aliments to which I devote my full time and attention, and the specialist who possesses the ability to cure, gets all the business he can attend to. If you are today discouraged because you have not been cured it is your own fault. You have no one else to blame but yourself. If you have sought treatment and are not cured, it is simply because of the fact that you have not thought enough of your health, your life, to pay the price of a competent, reliable specialist, who possesses the ability necessary to cure you.



The one thing for any man to consider is simply this: "I want to get cured. I must get the allment conquered before it conquers me."
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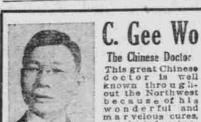
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