TILLAMOOK BAY IS TO HAVE OUTLET

Federal Government Offered Large Sum to Assure Modern Waterway.

HOPES TO BE REALIZED

Taxpayers Discuss With Army Englneers Details of Project Which Has No Precedent in Annals of Harbor Improvement.

BONDS WORTH CLICKOO TAKEN.

Or \$500,000 in bonds to be insued y the Ports of Tillamook and Bay My the Whittley Lumber Company will take \$150,000 worth at face

Two reputable bond houses have offered to take over a portion of the tauge and a private ditisen will buy about \$100,000 worth.

tion has been found, on the bay, thoreby leastning the first estimate

and a channel of Mi feet to Buy City and 14 feet to Eillamook, fum-ber carriers can be leaded having a capacity of from Lepacoo to 1,500.

Blookles being the outlet for the Enset belt of standing timber to the world, Tillamonk Eny districts have offered the Government the largest initial sum for harbore improvements

When citizens of Tillamook and Bay Bity yesterday mut with engineering of-Scers of the United States Army, after having traveled from the Coast district nd some of them compelled to make he journey on horseback to arrive in ims for the session, it was brought out that the project for harbor work was not only meritorious and one that es-tablishes a precedent in the annals of Government aid of the kind, but that the development of the humber industry for other than home consumption was at a standard until the way to the sea is in shape to accommodate vessels of at least the draft of those in the goastwise trade.

Bay City Will Go Limit.

Is effering to provide \$39,000, which representables share and probably more of the expenditure. Bay City will bond for every penny allowed by law, for but 18 per cent of the assessed valuation of the port district can be collected for harbor work, while Tillamook, with \$180,000 to be provided, is about \$100,000 short of what can be disawn on the 19 per cent lary, as the total assessed valuation of the port district there is \$5,000.000. Even in the face of that fact, expres-

Even in the face of that fact, expressions at the meeting left no doubt that the remainder of the possible fund will be placed at the disposal of the Government if it is deemed imperative.
But it was also strongly emphasized that in coming to the front with local assistance the taxpayers felt they had absoluted a huge responsibility and that with other contributions to the Government in land sales and the like, it had contributed and stood ready to profire more of its wealth to an extent that made it not unreasonable to expect a handsome appropriation from Congress so that the dream of a modern waterway could be realized. waterway could be realised.

Colonel Biddle Investigates.

Colonel John Biddle, chairman of the board of engineers, delugd into the ques-tion minutely, as he and Major C. W. Kutz. of Scattle, were not with Major Morrow, in charge of the First District, when he visited Tillamook last Septemher and gathered details that comprised the preliminary report to the chief of

opening the sension Colonel Biddle stated that all previous reports on the undertaking had been adverse until the statement forwarded on October 2, 1805. and that since a sigilable quarry had been found from which jetty material could be drawn that issued the first estimated cost. Fortimately, Major Morrow had all data from surveys and examinations so that an estimate omplied for the endightenment of the Washington authorities and the estimate was for a depth on the har of 20 feet

Jetty to Cost \$1,700,000.

The jetty project, it was stated, would retail an expense of approximately H.-100.000, and for work in the Hoquarton Slough and on the channel to Bay City would demand 1000.000.

would demand 1000.001.

Major Morrow said, from offinand estimates, that of the \$60,000 to be collected from bonds, the channel from Bay City to Tillamook would necessitate an expenditure of \$63,000, while that from the bar to Elay City would cost

that from the bar to Eay City would cost beet 189,000, leaving a surplus from the Port of Tillamook's fund of \$12,000 and from the Bay City account of \$120,000.

The question arose as to what proportion of the Purt's mency could be used on the bar, and it was suggested that any diversion of the funds for other than channel improvements might result in taxpayers availing themselves of the bower of the initialive.

More mon

Mr. Botts Explains Proposals.

IL T. Botts, president of the Peri of Fillamock Commission, said Tillamock's proposal, like that of Bay City, was con-

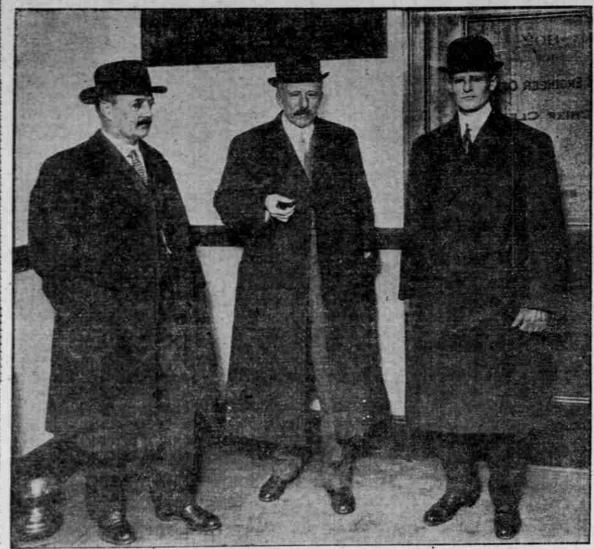
Mr. Hawkins Tells of Conditions.

Russell Hawkins, of the Whitney Lumber Company, said the last general cruise made by the County of Tiliamook showed that there is 20,000,000,000 feet of timber standing. The Royal on feet of timber standing the figure representing what the trees would out and did not include waste. He said the best extended for a radius of 28 miles south of Tiliamook, 15 miles morth and about the same distance to the context. No humber is experted mow, he said, because of the inability of mariners to reach neills and docks and that in the past material for foreign mariners.

Moore Takes Titania.

J. J. Moore & Company have taken the Norwegian tramp Tilania to load lumber for Australia under a time charter provides for either Portland or Puget Sound loading. The vessel loaded coal at Newcastic and arrived at San Francisco December 24. The Norwegian steamer Herm, which was talked about treatment and the best extended for a radius of 18 miles south of Tiliamook, 15 miles for Australia under a time charter provides for either Portland or Puget Sound loading. The vessel loaded coal at Newcastic and arrived at San Francisco December 24. The Norwegian steamer Herm, which was talked about treatment and the last general cruise made to be for Australia under a time charter provides for either Portland or Puget Sound loading. The vessel loaded coal at Newcastic and arrived at San Francisco December 24. The Norwegian steamer Herm, which was talked about treatment of the made and a steam of the made for a time for Australia under a time charter provides for either Portland or Puget Sound loading. The vessel loaded coal at Newcastic and arrived at San Francisco December 24. The Norwegian steamer Herm. which was talked about treatment of the made and the last made and a steamer provides for either Portland or Puget Sound loading. The Newcastic and arrived at San Francisco December 24.

UNITED STATES ENGINEERS WHO CONFERRED WITH CITIZENS OF TILLAMOOK AND BAY CITY YEST ERDAY.



LEFT TO RIGHT-WAJOR J. J. MOGROW, IN CHARGE OF FIRST DISTRICT; COLONEL JOHN BIDDLE, OF SAN PRANCISCO, AND MAJOR C. W. KUTZ, OF SEATTLE.

kets could be handled only by lightering to carriers anchored in deep water. Mr. Hawkins said that because of rail tar-iffs and market conditions it would be iffs and market conditions it would be impossible accurately to gauge the probable movement inland, but that 49 per cent of the cut would cover it, because only the best and finished material would go east, the rough being marketable in California and offshore, while with the opening of the Panama Canal it could reach the Atlantic Coast market.

Mr. Hendricks Assures Support.

B. J. Hendricks, of Salem, who is in terested in Bay City as president of the Bay City Land Company, said that community was willing to stand by its

wells Gilbert, president of the Wilson River Lamber Company, prefaced his re-marks by saying he did not wish to voice a discordant note, but that in his opin-ion it was not necessary for mills to be located on the upper reaches of the bay because he thought the fear of toredos cating the piling at Bay City was exag-versted.

COAST BODIES WILL ASSIST dredge, voting against both questions.

Light Vessel on Reef.

of Lighthouses that everything has been sides the Commission has plans nearing done in recommending to Congress that an appropriation of \$156,000 be made for the construction of a steam light vessel to be stationed at Port Orion Reef, off Cape Blanco, Secretary Glitner, of the Cape Blanco,

to be stationed at Port Oriord Reet, of Cape Blanco. Secretary Gillner, of the Chamber of Commerce, is preparing to forward to the Oregon delegation at Washington and to the commercial bodies of Eureka, Cal., Marshfield, Till-amook and Astoria, copies of resolutions recently passed here, in which is set forth the imperative need of a vessel at that point. Those bodies will be asked to adopt similar resolutions.

The fact Cape Blanco is one of the most prominent points on the coast in a marine way and has such a dangerous foreground because rocks extend for a long distance into the ocean, is a matter attracting the attention of all coast harbors. Vessels bound in either direction "pick up" the lighthouse on Blanco, but must stand off several miles because of Orford Reef. It is proposed by the lighthouse authorities to continue the lighthouse but doubly to safeguard commerce by designating the reef with a modern vessel that will have signal apparatus as well as night and day marks.

FUND FOR RACES IS SWELLING

Six Crews Entered for International

Events in Harbor.

More money for boat and awimning-race prizes to be distributed Monday morning to winners of the international events, to take place in the harbor, events, to take place in the harbor, swelled the fund to \$75, the Pacific Ex-port Lumber Company giving \$10, Vul-can Iron Works \$5, Oregon Drydock Company \$5, F. Botefuhr \$5 and Fred

\$125,000 Provided for Steel-Hull Dredge.

TAX IS LOWER THAN 1910

Commissioner Driscoll Opposes Not Only Dredge Construction but Assessment, Which He Says

eating the piling at Bay City was exaggerated.

President MacMaster, of the Portland Chamber of Commerce, told the engineer officers the Chamber had adopted resonations favoring the improvement and had heartily indersed it, and he hoped the beard would report favorably on it, the bearing it was one of the most important stops touching the feature of the Oregon Coast country.

Gus Nelson and C. W. Pike, of the Port of Bay City Commission, who had ridden overland, were the sole representatives of that body, while Mr. Botts was accompanied by A. J. Beals, also of the Port of Tillamook Commission.

Commissioner Driscoll entered a strong dissent to both the levy and a new dissent to both the levy and a new The Commission instructed J. B. C. Lock Washington to Be Shown Need of dredge tender Wenona, which waits on the dredge Portland, with a view to pass-Undaunted by the reply of the Bureau ing on her worthiness and include in his report an estimate for a new tug. Be-

year's operations a total of \$30,000. The original sum needed was \$35,000, but there will be due from bonds \$35,000, thereby cutting down the aggregate.

Driscoll Opposes Dredge.

Captain Pease presided at yesterday's Captain Pease presided at yesterday's gathering and there were present Commissioners Driscoll, Wheelwright, Ainsworth, Willis and Adams. When informed of the item in the budget for commencing the new dredge, Mr. Driscell made it known plainly that he was not in line for the expenditure on the ground that the dredge was not required, and that the levy should be reduced so long as the amount to be provided would not be necessary. "We have two dredges now and they are tied up most of the time," said Mr. Driscoll.

"Something may happen to one of the Columbia would be available April 1 for

means but about one-tenth of a mill in the levy and we would not omit that at any rate," said Mr. Ainsworth.
"Another dredge is absolutely neces-sary, for if anything should happen we would be severely criticised," remarked Mr. Whenlywick! Mr. Wheelwright.

Steel Hull Cheaper in End.

"I favor a steel hull for the dredge because it will have an indefinite life though costing more." said Mr. Adams. When the vote was taken Mr. Driscoll' ballot was in the negative on each ques

Fillamock Cemminsign, said Tillamocks proposal, like that of Bay City, was conditional on the Government providing a channel depth of 1s feet at low water to Bay City, where there is a depth of livre feet, and of 1s feet from Hay City works bear. That depth, said Mr. Botts, would give a road 2l feet deep at high water and ships could then be fleated harrying as high as 1.5a.600 feet of limber. He said the first proposition was for the Port to contribute 500,000 for a 15-feet channel, later fillamock for a 15-feet read and finally 456-800 for it feet, each additional two feet being estimated to cost files.

It was provinted out by Mr. Botts that while Tillamock has a population of 150-till was pointed out by Mr. Botts that while Tillamock has a population of 150-till was pointed out by Mr. Botts that while Tillamock has a population of 150-till was pointed out by Mr. Botts that while Tillamock has a population of 150-till was pointed out by Mr. Botts that while Tillamock has a population of 150-till was pointed out by Mr. Botts that while the feet out to be said and from the city was beinged that during the road and from the town of the coarse will get in line. In the swimming events no entries were made, as it will be free-for-all for hone file sallers from versels in port.

Mr. Hawkins Tells of Conditions.

Old Patterns Available. Mr. Lockwood was called into the discussion regarding plans for the new dredge, and he said that those from which the Columbia was constructed were available, except that a steel hull would be substituted. The item of \$125,000 will be about half the cost of the digger, though a greater saving may be made because patterns and other equipment of the Columbia's parts can also be used. The Columbia's hull, which is of wood, cost about \$25,000, and it is estimated that a steel hull would be an Mr. Lockwood was called into the dis-

additional expense of \$25,000, but would last \$9 or 50 years, while that of the Columbia is nearly worn out after eight

lumbia is nearly worn out after eight years' service.

Steel trusses will be secured for between \$8990 and \$9000 additional. Mr. Lockwood said that he favored some changes in the hull, allowing for greater draft and less length, which would give about the same displacement. In connection with repairs to be made to the Columbia at the drydock, specifications were ordered prepared for 39 new pontoons for the pipe line and repairs to 33 pontoons in use and six barges, also work on the tug McCraken. In speaking of the condition of the tug Wenona, Mr. Lockwood said that he believed the estimate of \$8000 for repairs to her would be a

STEAMER INTELLIGENCE. Due to Arrive. Name From Anvil Bandon Ban Pedro

FRICOR SER FIREUMENTS POLICE
Sue H. ElmoreTillamook In port
Golden Gate Tillamook In port
Bear San Pedro In port
Alliance Eureka Dec. 30
Breakwater Coos Bay Jan 1
Geo. W. Elder San Pedro Jan. 1
Rose City Fan Pedro Jan. 3
Henrik Ibsen Hongkong Jan. 4
Beaver San Pedro Jan. 8
Roanoke San Pedro Jan. 8
Scheduled to Depart.
Name. For. Date.
Falcon, San FranciscoDec. 20
Alliance Eureka Dec. 39
Sue H. Elmore, Tillamook Dec. 30
Northland San Pedro Dec. 31
Bear San Pedro Jan. 2
Brenkwater Coos Bay Jan. 3

waste of money and that a new tug should be built, larger and better, that would serve as a tender to the steel-huli dredge.

Contract for Heater Awarded.

On the recommendation of Mr. Lockrood, it was decided to award a contract to the John Woods Iron Works for repairs to the water-heater of the dredge Portland for \$450 instead of securing new es, and bids for the latter were re-

a danger signal of several short clasts when the bridge is closed, was adopted and referred to Major McIndoe, of the Corps of Engineers, U. S. A. Major McIndoe asked if the dredge Columbia would be available April 1 for

now and they are tied up most anow and they are tied up most accommand time," said Mr. Dr'scoll.

"Something may happen to one of the dredges and the Portland will last but about two seasons longer," said Captain Pease.

"To provide \$125,000 to start the dredge of Government as long as required unless other work interfered.

The estimate for the tax levy as adopted was as follows:

GENERAL FUND.

e	Required— Repairs dredge plant Dredge Portland Dredge Columbia Tug McCraken Tig Wenona Launch Marie Administration Towage and pilotage deflett Interest 5 per cent bonds. Sinking fund, 5 per cent bonds. New dredge	12,000 6,000 2,000 5,000 17,500 17,500
io d	Due from bonds	\$387,000 58,000
21		\$100,000
ie it it ie is	Dry dock	\$161,000
1363	A CONTRACTOR OF THE PARTY OF TH	FT0 000

Amount to raise. \$24,000 BONDED INDEBTEDNESS FUND. Payment of bonds. \$50,000 Surplus, 1910 Amount to raise. SUMMARY. General fund\$361,000 .0013 \$361,000 fund fund . 24,000 .0001 Bonded debt fund 57,500 .0002

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While the ordinary doctor is experimenting and making mistakes, I so-compilsh ourse. See me now.

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Out-of-Town Men Visiting the City Consult me at once upon arrival and maybe you can be cured before re-turning from a. Many cases can be cured in one or two or more visita, continuing treatment when home. Consultation and Advice Free.

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built here several years ago, will also have witcless.

FOUR SEARCHLIGHTS READY Government, Is Providing River

Forts With Powerful Lamps. On his return yesterday from Fort Stevens, where he went on business connected with fortification construction, Major McIndoe, Corps of Engineers, U. S. A., said that four of the 69-inch searchlights provided for use at the mouth of the Columbia, have been in-

stailed and until six additional arrive

mouth of the Common. have been instailed and until six additional arrive
from the East it is probable smaller
lights will be put in place.

Fort Stevens, Fort Camby and Fort
Columbia will be equipped so that the
entire entrance and approach to the
river can be brilliantly illuminated in
emergencies, and while the lights are
intended for service in time of war, so
as to keep track of hostile ships, they
will be used for night target practice.

Experiments made with the big searchlights show a newspaper can be read
five miles at sea in the rays of the
lights, and vessels can be seen, unless
fog intervenes, long before they could
reach a point where their guns could
do effective work. The lenses have a
diameter of five feet. The lights are
among the largest in use.

LUMBER CARRIER ARRIVES

Steamer Herm at South Bend to Take Big Shipment to Montevideo.

SOUTH BEND, Wash., Dec. 29.-The Zachariahson, captain, from a Mexican port to Port Townsend, arrived here today. She will load 1,000,000 feet of lumber here for Montevideo, S. A., and then go to Anacortes to complete her cargo. The Herm's lumber-carrying capacity is 2,000,000 feet and she is the largest vessel that ever came into this harbor, with the

2000,009 feet and she is the largest vessel that ever came into this harbor, with the exception of the United States coast defense vessel Monterey.

The lumber she takes from here on this trip is a portion of a 10,000,000-feet order which is being cut by the South Bend Mills & Timber Company, of this city, and the Willapa Lumber Company, of Raymond, all spruce and all for Montevidee.

Marine Notes.

Carrying 625,080 feet of lumber the schooner A. B. Johnson sailed yesterday afternoon for San Francisco.

The Oriental liner Henrik Ibsen, which will discharge a portion of her cargo before proceeding here, reported yes-terday at San Francisco.

Bound for Queenstown or Falmouth for orders, the French bark Michelet will leave down today, as she yesterday cleared with a cargo of 112,524 bushels of wheat, valued at \$98,478.

Captain Nopander docked the steamer Bear at Ainsworth dock at 3:39 o'clock yesterday afternoon from San Pedro and San Francisco, making an unusually ear-ly appearance for this season.

When the steamer Golden Care Joyle.

Were the steamer Golden Care Joyle.

When the steamer Golden Gate docked at Washington street yesterday from Tillamook, her oil tanks were on the wharf and mechanics at once began the work of changing her furnace and arranging for installing a dynamo.

To load wheat for the United Kingday salled from Tacoma for this port, while the German ship Elfrieda, under charter for the same business, put out of the Golden Cate and will arrive here early next month.

For a consideration of \$40,000 the Marine Iron Works yesterday disposed of its plant and property at St. Johns to the Star Sand Company. A branch sand dock will be located there. The tract has a frontage of \$60 feet on the

In general cargo from San Francisco, the steamer Casco yesterday entered at the Custom-House and cleared for the same harbor with 550,000 feet of lumber. The schooner A. B. Johnson cleared with lumber for San Francisco and the French bark Michelet with wheat for Europe.

PORTLAND, Dec. 29.—Arrived—Steamer Bear, from San Fedre and San Francisco: steamer Sue H. Elmore, from Tiliamook, steamer Golden Gate, from Tiliamook, steamer Golden Gate, from Tiliamook, salied—Schooner A. B. Johnson, for San Francisco: steamer Sheshans, for San Fran-

M.—Norwegian steamer Henrik Ibsen, from Hongkong and way ports, for Portland. Salled German ship Elfrieda, for Portland. Tacoma, Dec. 29.—Salled German steamer Serak, for Portland. Gross Bay, Dec. 29.—Arrived—Steamer Breakwater, from Portland.

San Diego, Dec. 29.—Arrived yesterday—French ship David d'Angers, from Hamburg, for Portland.

Naples, Dec. 29.—Arrived yesterday—British steamer Scottish Monarch, from Fortland.

Portland, Seattle, Dec. 29.—Arrived—Steamer Eureka, from Bremerton; steamer Bee, from San Francisco; steamers Buckman, and Lewis Luckenbach, from Tacoma; steamer Humboldt, from Skagway, Sailed—Steamer Buckman, for San Francisco; steamer Motteor, for Skagway; steamer Bee, for Tacoma.

Liverpool, Dec. 29.—Sailed—Canada, for Portland.

Naples. Dec. 28.—Arrived—Scottish Monarch from Portland, Or.

Erishnire. Dec. 28.—Arrived previously—
Zealandia, from Vancouver.

Punta Arenas. Dec. 22.—Arrived—Abyasinia.

from San Francisco, Dec. 29.—Arrived—Steamers Hearik Ibsen, from Hongkong: Stanley
Dollar, from Seattle. Salled—Sp El Frieda.

for Fortlands. Dec. 29.—Arrived—Umatilia.

Dollar, from Seattle, Salled—Sp El Frieda, for Portland; Dec. 29.—Arrived—Umatilla, from Seattle, Rose City, from Portland; Blakeley, from Portland; Whittler, from San Francisco; J. B. Stetsen, from Portland, Sailed—Mandalay, for Crescent City; Mary Winkelman, for Grays Harbor; W. J. Patterson, for Grays Harbor; W. J. Patterson, for Grays Harbor; Gray Harbor; Arrived—Steamer Tacoma Maru, from Yokohama. Salled—German steamer Serak, for Fortland; steamer Lewis Luckenbach, for Seattle and San Francisco.

Corosel, Dsc. 28.—Salled—Greystole Castle, from San Francisco, for Liverpool.

Tides at Astoria Friday.

Ohio Ice Gorge Goes Out. EVANSVILLE, Ind., Dec. 23.—The ice gorge at Wolf Creek, which had tied up Middle Ohio River navigation for several days, broke today, clearing the

By my method I am enabled to reach the vital spot with direct treatment, which drives every aliment from the system by going to the root of the aliment. I always obtain prompt and satisfactory results, because my searching examination brings to light the nature and extent of the aliment. My facilities are the best and my treatment is perfect.

I have treated so many cases that I know just what I can do and what I cannot do, and I never promise or attempt too much. I accept no case in which I have doubt as to my ability to cure, and results are always equal to the claims I make.



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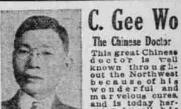
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wonderful and marvelous curea and is today heralest of his kind. He treats any and all diseases with powerful Chinese roots, herbs and barks that are entirely unknown to the medical science of this country. With these harmless remedies ne guarantees to cure catarrh, asthma, lung troubles, rheumatism, nervousness, stomach liver and kidney troubles, also private allments of men and women.

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