Large Tract Near Riverview Cemetery Proposed.

NO DECISION IS REACHED

Park Board Receives Offer From J Hobson of 400 Acres at \$250 Acre-Railroad Names No Price for Rocky Butte.

Four hundred acres of hill land near the Riverview Cemstery were effered to the Park Board at its meeting yesterday morning by J. Hobson for \$250 an acre for the proposed new city Zoological Garden. Those who have visited the site say it is ideal for a Zoo. Some of the members of the board expressed favor for its purchase. Definite action is to be taken at a later meeting of the board.

If the offer made by Mr. Hobson is sceepted, if will put a stop to negotla-tions being made with the Harriman in-ferests for the proposed Zoo site on Rocky Butte. The latter place is almost opposite across the city from the Hobson tract, and is more accessible at present. The one thing in the way of the Rocky Butte site seems to be the way raliroad officials are holding back from submitting a definite price for it.

Carlines Are Absent.

There are no streetcar lines to the Hobson tract, and this is against its be-ing accepted, but it was suggested that on as the Zoo is established streetcar tracks will be placed there as a muster of financial gain for the stree rallway company. Another argument of-fered against this tract is its nearness to the cemetery, which must be passed in order to reach it from the city. To a delegation of citizens from South To a delegation of citizens from South Portland, Mayor Simon made a promise at the meeting yesterday that he would favor putting through the new Terwilli-ger Parkway, which was donated to the city by the Terwilliger estate and the Fulton Park Land Company.

The Park Board recommended that the

Council accept the park presented to the city on the Peninsula known as Gammans Park. It is a small square of less

Plans Not Approved.

The proposed plans for the further improvement of Sellwood Park were not approved by the Park Board, owing to the lack of enough land to conform to the plans. The plans had been drawn with the idea that the city would act quire more land for the park, but the Portland Railway, Light & Power Com-pany, which owns the additional lands, has refused to accept the city's offer, and the offer made by the company has not been approved by the city. Further egotiations with the company may be El F. Lawrence submitted to the board

El F. Lawrence submitted to the board plans for the proposed new assembly building at Sellwood Park, but the plans were laid on the table until a future meeting. The plan to provide Sellwood with an assembly hall for amusement purposes was something of a new departure for the city, and if it is finally adopted, similar houses w i probably be constructed in other outlying districts.

The question of having the park department plant trees on a number of city-streets was presented to the board by Dr. J. R. Wetherbee, a member of the board. If the plan is finally accepted it will be along the line of a definite schome for beautifying streets where trees are

for beautifying streets where trees ar needed. A number of streets in various parts of the city were mentioned as needing the trees.

Preparation of grading plans for the Ladd and Kenilworth parks were ordered by the board, and plans for improvement of Peninsula Park were approved.

NEW DISTRICT LAID OUT Controversy Over Vista Avenue Improvement Settled.

The laying out for the second time of the assessment district for the improvement of Vista avenue, of Portland Heights, has been completed in the office of the City Auditor.

The district as laid out the first time did not balance properly, and property owners remonstrated until it was agreed that a new district should be formed. The original district was bounded approximately by a line 100 feet east of Vista avenue, extending to the west about 470 feet from the avenue. On the north it was bounded by me north line of block 66 and on the south by Jackson street.

As it stands now the district is equalized on both sides of the avenue. On the west the line varies with the hill, but follows the Montgomery drive for the most part on the southern end

hilf, but follows the Montgomery drive for the most part on the southern end and then draws in toward Vista ave-nue until it is about 100 feet west of Twenty-first street. On the east the line runs about 100 feet south of Elizabeth street, while on the north it remains unchanged. On the south the new assessment district is bounded by Myrtle street.

by Myrtle street.

The portion of the street to be improved is from the north line of block 6s to the north line of Center street. The improvement will be expensive, owing to a high retaining wall to be built on the one side for a considerable distance. This wall will cost about \$15.500.

GAME BILL TO BE TOPIC

Andubon Society to Hold Open Meeting to Discuss Proposed Law.

The monthly meeting of the Audu-ben Society to be held tonight in the Public Library, Seventh and Stark streets, will be of especial interest to all who are concerned for the better sil who are concerned for the better protection of wild birds and animals. All hird lovers, sportsmen and others interested, are invited to be present.

There will be a report from the Legislative Committee on a proposed draft of a bill to be introduced at the coming mession of the Legislature for the batter protection of game. William L. Finite, the president, who has consulted with Governor-elect West in regard to game legislation, will regard to game attitude of the Governor-

regard to game legislation, will re-port on the attitude of the Governor-elect toward conservation along lines

M. S. Kern, proprietor of lumber yards ers.

at Pendleton and Hermiston, is at the A. Mitchell, a real estate dealer

William R. Brown, a Grants Pass news-paper man, is registered at the Cor-

Hugh Wilson, accompanied by his wife,

arrived at the Portland yesterday from Caigary, Alberta. Harry E. Moran, a North Yakima Harry E. Moran. a North lastma fruitgrower, was among the arrivals at the Imperial yesterday. M. J. Church, a banker of La Grande, is staying at the Oregon while in the city on a short business visit.

W. B. Shaffer, manager of the Pres-ton-Parton Milling Company of Waits-burg, Wash., is at the Portland. E. B. Aldrich, editor of the East Ore-gonian at Pendleton, is at the Imperial.

gonian at Pendleton, is at the Imperial.

E. B. Aldrich, editor of the East OrePerkins from Yamhill.

A. F. Williams and John Day, representatives of the Minneapoils Tribune,
arrived in the city yeaterday and are
making headquarters at the Portland.
They are investigating conditions in the
Northwest relative to anniegrowing.

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Name Name City. Yosamnie Anvii Golden Gate Rose City. Henrik Ibse Sue H. Eim Falcon. Breakwater. Breaver. Roanoke. Alliance. Bear. Geo. W. Eid	San Fran Bindon Tillamoe San Ped Hongkor Frillamoe San Fri Coos Ba Ban Ped San Ped Eurcha Ban Ped	nciaco in por in por in por in por in
Sche	duled to D	epart.
Name. Rose City		Data tro Jan.

San Francis Cous Bay...

Burlingame, manager of the Walla Walla Irrigation Company; L. M. Brown, publicity manager of the Walla Walla Compercial Club, and H. B. Kershaw, sales manager of the Holt Manufacturing Com-

lliance Eureka.

us H Elmore Tillamook alcon San Francis
oanoke San Pedro aver San Pedro aver Hongkong enrik Ibsen Hongkong

Sue H. Elmore, Tillamook Jan, Falcon. San Francisco, Jan. Roanoke. San Pedro. Jan. Beaver. San Pedro. Jan. Hearik Ibsen. Hongkong Jan. Hear. San Pedro. Jan. Geo. W. Elder. San Pedro. Jan.

illiance.....

SAN FRANCISCO, Jan. 6.—(Special.)
Portland arrivals at the Palace Hotel: Mrs. Bruce Rowan, Mrs. J. F. Davies, E. Jennings, O. G. Noland, J. O. Lamb, E. J. Bryan, Mrs. R. E. Bryan, A. Edgar Broad and wife, L. Parker Bryan and wife, J. B. Ettinger, J. H. Paige and wife, H. T. Hudson, Rod E. Smith and wife, A. Gerents and wife, Bertram Del-

CHICAGO, Jan. 6 .- (Special.) -- Oregon people registered at Chicago hotels to-day as follows: From Portland—At the Congress, S. H.

Morgan, Miss Anne L. Whelan, I. F. Powers; at the Great Northern, Mr. and Mrs. William O. Spencer; at the Bre-voort, W. B. Wilson. From Medford-At the Auditorium, Mrs. Joseph A. McCord. From Vale-At the Great Northern, C. H. Oxman

CHOICE HOGS AGAIN SELL AT \$9.10.

Nine Cars Are Received From Nebraska-Bunch of Wyoming Cattle at the Yards.

The livestock market held firm on all classes yesterday, but trading was not heavy. Among the arrivals were seven cars of cattle from Wyoming and six cars of Nebraska hogs. Cholos hogs again sold at 20.10, a bunch of 82 head, averaging 199 pounds, bringing that figure. Other good lots went at 59. Heavies brought \$8.23 and \$8.50.

The only steers on sale went at \$6.35. Cows sold from \$4.50 to \$5 and heifers at \$5.75.

No sheep or lower to \$5.00.

\$5.75.
No sheep or lambs were offered.
The registered Shorthorn heifers from Union, Or., which were sold at the yards Thursday at \$6.25, were hought by F. M. Lacey for the Frank L. Smith Mest Com-

and pany.

The receipts for the day were 200 cattle, thould the calves and 602 hogs.

Shippers of the stock were Ed C. Hall. Hidgefield. Wash., I car of cattle; Phillips a 100 a Large. West Sclo. I car of cattle and calves; Joe Henline & Chilnger, Nebraska, 6 are of cattle; W. J. Schmidt, Shaniko, I car of cattle; W. J. Schmidt, Shaniko, I cars of cattle; W. J. Schmidt, Shaniko, I cars of cattle; and J. C. Louergan & Co., Border, Wyo., T cars of cattle.

The day's males were as follows: The day's sales were as follows:

	125 steers	\$10,101
1	7 bulls	4.0
9	11 coms	4.73
d	28 cows	55.60
ı	23 hogs 142	9.00
3	4 hogs 350	8.56
3	81 hogs	09,00
7	1 bull	4.0
ì	1 800	4.5
8	26 cows 857	7.7
i	22 helfers 904	6.3
3	6 steers	
	11 cows	4.3
	1 cow	2.5
1	1 calf 820	2.3
	1 hell1330	4.0
4	if hogs	8.2
	Prices current on the various class	40 400
	stock at the Portland Union Stockyards	were
9	an fallows:	
	Dates attors	\$6.04
	Glood to choice steers would	C. Server
	Wair to good steers	0.1104101
	Common steers 4.250	D. 23

201	BE DOES	
	6 hogs	ı
e)	Prices current on the various classes of	F
6	stock at the Portland Union Stockyards were	ŀ
9	ne follows:	ŀ
591	Prime steers\$6.25@\$6.90	t
t	Good to choice steers 5.00 @ 6.20	ı
-1	Wair to good steers 5.994 5.89	ŀ
	** ** ** ** ** ** ** ** ** ** ** ** **	I
-1	Choice to reime cows 5.20 0.70	ł
v	Cland to choice beef cows 4.70 0.20	ı
,	Pair to choice beef cows 4.250 4.75.	ŧ
	Common to fair beef cows 2.00 # 4.00	ı
1	Claud so shotos berfers 4.7500 5.00	ı
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3	Common hitls 2.000 3.20	ŀ
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	their to wood light calves 6.50 F 1.00	ı
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5	Pair to good heavy calves \$ 100 0.00	b
ы	Common calves	
	Good to choice stags 4.50@ 5.00	
9	Fair to good stags 4.000 4.50	
51	Choice hogs 8.75@ 9.10	
	Good to choice bogs a.c. a.cow a.re	ı
9	Yearling wethers, grain-fed 4.75@ 5.00	ŀ
\$	Old wethers, grain-fed 4.25@ 4.50	ŀ
0		ı
а	Penders	
9		ı
	Good to choice, grain-fed 6.00# 6.25	۵
-01	The second of th	i
1	Poor lambs 4.95@ 3.00	
-	the state of the same of the same than	al I

Hay-fed sheep and lambs 50c lower than grain-fed. chicage Livestock Market.

The meeting will be open for general discussion of these subjects.

PERSONAL MENTION.

E. R. Bryson, an attorney of Eugene, is at the Cornellus.

D. A. Dodge, of Salem, is among the arrivals at the Perkins.

A. R. Gowan registered yesterday at the imperial from Burns, Or.

Emery Oliver, of Sacramento, registered.

Imperial from Burns, OrEmery Oliver, of Sacramento, registered yesterday at the Portland.

W. C. Harding, a land operator of
Roseburg, arrived at the Imperial yesterday.

Constipation is the cause of many
aliments and disorders that make life
minerable. Take Chamberlain's Stomach and Liver Tablets, keep your
bowels regular and you will avoid
these diseases. For sale by all deal-

Mrs. G. M. Seitlemier left last night four-Master Oweenee for a visit to San Francisco and Los Chartered for Wheat.

SHE HOLDS MANY RECORDS

Sister Ship of Muskoka Is Rated as One of Fleetest Windjammers Afloat-Callao Her Last Port of Call.

In the charter yesterday of the British bark Oweenee, one of the fleetest windjammers afloat and a sister ship of the British bark Muskoka, which is generally rated the swiftest of the sall-ing type, there will return to Portland early in the present season a popular vessel and a widely-known skipper. Cap-tain Burchell, who has been on the four-master so long that her deck is his home.

The Oweenee received no fancy char-ter, despite her speed and name, for she is of 2334 tons net register and is not classed with what are known in the parlance of wheat exporters as handy ships. When she last cleared with wheat on December 21, 1995, the Oweenee had on December 21, 1905, the Oweenee had aboard 125,302 bushels, which is less than her tonnage indicates she would load. In January, 1907, the Oweense left the river with lumber, having 2,088,199 feet.

The last report on her movements The last report on her movements shows that she salled from Antofagasta on December 12 for Callao, from where she will proceed to the Columbia River direct. In a controversy begun recently in New York it was asserted that the Muskoka was the swiftest square-rigger the world's merchant marine has known, and Captain Albert Crowe, of this city, who was her master for years and owned who was her master for years and owned an interest, declares that she has made time that has not been equalled by saling ships, much less beaten. She holds the record for the greatest number of fast voyages between the Columbias River and Europe, but her fast trip of 161 days from the river to Falmouth was lowered by the ship Caithlock to 89

The Muskoka and the German fourmasted bark Herzogin Sophie Charlotte raced from the Columbia with wheat cargoes, the former establishing her run of 101 days while the German was 115 days on the way.

The Oweenee, while not continuing her clipper time, made a remarkable voyage a few years ago between England and Port Pirie, being but 65 days out.

SUMMER SCHEDULE APRIL 3

Steamer Bear Will Be First to Resume Early Sailings.

Vessels of the San Francisco & Portland Steamship Co. will continue to op-erate on the present schedule, through which they sail from Portland at 4 o'clock in the afternoon, until April 3, when the steamer Bear will depart at 9 o'clock in the morning at war the 9 o'clock in the morning, as was the case until the early Fall conditions canned a change.

The steamers lose time under the Winter time card, for in leaving Portland in the afternoon they travel slowly land in the afternoon they travel slowly
to Astoria, as there is no occasion for
them to arrive before daylight, unless
there is a large amount of cargo to
handle. They are not permitted to proceed seaward while it is dark.

With the Summer schedule in vogue
ateamers will sail and arrive the same

day, for as the Bear heads for Astoria she will meet the Rose City in the river. The outbound vessel can make time in the river and finish at Astoria so as to proceed through the entrance before dark.

before dark.

The new schedule sheets also have been amended in the column of rates so that the reduction of \$1 applying on the Rose City is shown from Portland to San Pedro and Los Angeles and to those points from San Francisco, but these not been ordered on the Bear and It has not been ordered on the Bear and

CAULKERS HAVE BUSY TIME

Proposals for New Work Promise to Deplete Idle Force.

Marine contractors are skirmishing around these days to employ ship caulkers for work to be started during the coming week, owing to the issuance of specifications yesterday for repairs to the Government dredges Mathloma and Champoeg and the Port of Portland dredge Columbia, while the steamer Suna Yak will be on the drydock for complete caulking and it is not questioned but that every man who can wind oakum and handle a mallet will be in demand. Marine contractors are skirmlehing in demand.

The Port of Portland Commission is to The Port of Portland Commission is to open bids at 11 o'clock Monday morning for caulking the sides, butts and bottom of the Columbia and probably for pitching the bottom. The Corps of Army Engineers will open tenders January 11 for work on the two diggers that have recently terminated operations on the Upper Willamette for the season. There is considerable caulking under way at is considerable caulking under way at present on new craft being turned out at local yards, and most of the regular men are engaged, but there are a few journeymen available who can probably select their berths before the month

CAISSON IS NEARING BOTTOM

Base Will Soon Rest 40 Feet Below River Bed.

Floating in the river eight feet from the bottom the last hig pier caisson of the Harriman bridge yesterday attained a depth of 72 feet and by Thursday it will be on bottom, where the cutting edge will begin its work. From the six wells in the caisson material will be hauled from the bottom as the edge sinks and when finally in position the caisson will rest at a death of 120 feet, the base being reet at a depth of 120 feet, the base being to feet below the riverbed. The calsson is 72 feet long by 36 feet

wide and at present has 200 yards of con-crete aboard. It will continue to be weighted as the sides are built up and weighted as the sides are built up and about 150 yards more will be added. The last concrete for the foundation was yesterday dumped into the pier on the West Side harbor line and it will be permitted to "set" until Monday, when the tops of the 250 piles, some of which extend 35 feet above the concrete, will be cut off and dumped into a boom in the river. The shaft will be started, after another large block of concrete has been added block of concrete has been added large above the piling.

RATES RAISED ON THE IONE

Vancouver Fare Remains at 25 Cents on All Steamers.

Official announcement has been made by the Western Transportation Company that hereafter the fare between
Portland and points on the Columbia
River above Vanceuver will be 50 cents
on the steamer Ione. To Vancouver the
rate will remain 25 cents. The in-

crease does not apply on the steamer Jessie Harkins, which also operates to La Camas, because the Ione is the

larger craft.
Water competition between Portland and Vancouver is regulated largely by the fact the trolley line handles a ma-jority of the passengers and the steam-ers have maintained the same tariff. The Argosy is operating in place of

the burned steamer Bateman, but the Ione and Harkins have secured the firmest hold on passengers. Ione operated in competition, but the war ended through an arrangement that permitted both being dispatched from the same dock on different schedules. During last Summer the Harkins and

Undine's Damage Material.

With the starboard side of her wheelcouse cut from the fantail to the upper deck, almost as though with an ax, her deck raised, railing splintered and other damage to the superstructure, the steamer Undine is lying at the foot of Taylor street, waiting for mechanics to repair various broken rods and connections. Members of her crew say that when she "walked" ashore in Lewis River Thursday morning, the starboard side of her wheel took the bank and that forced if from the pillar on that side, the from ring holding the outer edge of the buckets cutting through the wheelhouse When she took the water again be parts, broken when the shaft left place, were found high and dry on the bank

Wentworth Is Laid Up.

River towing having reached its most inactive state, the steamer G. K. Wentworth, of the Hosford fleet, yesterday joined the throng of idle sternwheelers, being moored at Washington street, alongside the Weown, only the skipper, pilot and chief engineer remaining aboard. Local mills are making re-pairs and logging camps have ended their labors for the Winter and this causes a cessation in towing.

Astoria Records Big Shipments. ASTORIA, Or., Jan. 6.—(Special.)— During the mouth of December, 27 vessels loaded lumber at the mills in the Lower Columbia River district. All but two were bound for California points, and their combined cargoes amounted to 20,487,205 feet of lumber and 1,300,000 shingles.

Steam Schooner Gets to Sea.

GARDINER, Or., Jan. 6 .- (Special.)-After being barbound more than a month, steam schooner San Gabriel made a dash for sea Tuesday. The sailing schooners Louise Sadie and Caroline are still de-layed by the shoaling of the Umpqua Riger bar.

Marine Notes.

In tow of the tug Wallula the scho Alvena is to leave St. Helens today, bound for San Pedro. Last of the coal cargo of the French bark Pierre Antonine is to be discharged today and the work of lining her for wheat will begin Monday.

Another of the numerous moves of the Scottish Moors was completed yesterday afternoon, when she shifted from the Oceanic to the North Bank dock. Additional repair work found aboard the steamer Golden Gate has delayed her sailing, which was scheduled for today,

until Tuesday afternoon, when she will have a large Tillamook cargo. Correspondence at the Ainsworth dock offices of the San Francisco & Portland Steamship Company having reached un-precedented proportions, su-nority has

en received to employ another stenographer. Captain Albert Burchman yester piloted the propeller steamer Colwell from Portland to the Lower Columbia River, having filed his certificate at the Custom-House showing that he succeeded

Captain Edward Ellis. It was yesterday reported that the Dol lar Steamship Company is the charterer of the Norwegian steamer Guernsey, which has arrived at San Francisco from Hakodate via Redondo, and she is to be loaded with lumber and delivered to het

owners in China, Orders have been received for the steamer Ocklahama to tow the disabled of You Need a Medicine steamer Shna Yak from the Eastern & Western dock to the Oregon drydock this morning, and by II o'clock the latter is expected to be out of water so that her hull can be examined.

Entries yesterday at the Custom-House included the steamers Washington and Jim Butler from San Francisco and the Norwegian steamer Henrik Ibsen from Hongkong, via Oriental ports and San Francisco. The Jim Butler cleared for San Francisco with 200,000 feet of lumbers.

Movements of Vessels. PORTLAND, Jan. 6.-Arrived-Steam

Not only is the blood the great nourishing source of our systems, but equally as important is its work of removing the waste of oxodized tissues which have been consumed in force and bodily heat. This waste is filtered out through the kidneys. When, however, the kidneys become weak and unable to perform their regular duties, the waste is allowed to remain in the circulation, soon forming uric acid which destroys the greater portion of nourishing elements of the blood and leave it weak and acrid. This imperfect blood deposits into the different muscles and joints the uratic impurity with which it is contaminated. Then the pains and aches of Rheumatism commence. The gritty formation which uric acid causes collects in the joints and produces the aches and stiffness which always accompany the disease. Likewise the muscles are coated and lose their elasticity, while the continual irritation to the nerves produces swelling and inflammation of the flesh.

S. S S. cures Rheumatism in the only way it is possible to overcome the disease; it cleanses the blood of all uric acid poison, and

strengthens the kidneys so they are enabled to properly filter out the waste. S. S. S. is not only the best of blood purifiers, but a fine tonic. Book eumatism free to all who write. THE SWIFT SPECIFIC CO., Atlanta, Ga.

Sue H. Elmore, from Tillamook; steamer W. S. Porter, from San Francisco. Salled—Steamer Olympic, for San Pedro.

Astaria, Or., Jan. 6.—Condition at the mouth of the river at 5 P. M. smooth; wind, southwest. 8 miles; weather, cloudy. Arrived at 8:30 and left up at 10:10 A. M.—Steamer W. 8. Porter, from San Francisco. Salled—Steamer Geo. W. Elder, for San Diego and way ports.

San Prancisco, Jan. 6.—Arrived—Steamer Roanoke, from Portland. Arrived at 10 A. M.—Steamer J. A. Chanslor, from Portland. Salled at noon—Steamer Roanoke, for Portland. Salled at 1 P. M.—Steamer Asuncion, from Portland. Salled last night—Steamer Falcon, for Portland.

Dublin, Jan. 6.—Arrived yesterday—Britlah steamer Uganda, from Portland.
San Francisco, Jan. 6.—Arrived—Steamers Nann Smith, from Coos Bay; Tenyo Maru, from Hongkons; Aorangi, from Wellington. Salled—Maveriok, for Seattle; Fair Oaks and Temple E Dorr and schooners A. M. Baxton and Lizzle Vance, for Grays Harbor; schooner Sausailto, for Siuslaw.

London, Jan. 6.—Arrived Queen Amelle, from San Francisco.

Wellington, Jan. 6.—Arrived previously—Steamer Meilai, from San Francisco.

Seattle, Jan. 6.—Arrived Previously—Steamer Meilai, from San Francisco.

Seattle, Jan. 6.—Arrived Tampleo, from San Francisco.

Seattle, Jan. 6.—Arrived—Steamer Awa Maru, from Yokobama; steamer Alameda, from Valdez; steamer Tampleo, from San Francisco.

Seattle, Jan. 6.—Arrived—Gueen Amelle, from Yeldez, steamer Tampleo, from San Francisco.

Seattle, Jan. 6.—Arrived—Gueen Arameda, from Valdez; steamer Armeria, for Eagle Harbor.

Tides at Astoria Saturday. 5:38 A. M.... 8.0 feet 11:54 A. M.... 2.4 fee 5:50 P. M.... 6.5 feet 11:53 P. M.... 1.9 fee

Abernethy Thief Goes to Prison. OREGON CITY, Or., Jan. 6 .- (Special.)—Hiram Hartman, who was in-dicted by the grand jury on a charge of stealing a set of harness from the barn of William Doggett, on the Aber-nethy place, two miles from Oregon City, pleaded guilty in the Circuit Court today to burglary, and was sen-tenced to two years in the penitentiary by Judge Campbell. Hartman was by Judge Campbell. Hartman taken to Salem tonight by Sheriff Mass. He is addicted to the use of morphine and it is possible that incarceration will cure him.

You Should Have the Best

Although there are hundreds of prepara-tions advertised, there is only one that really stands out pre-eminent as a remedy for diseases of the kidneys, liver and bindder. Swamp-Root is not recommended for everything. A sworn certificate of purity is with every bottle. For sale at all drug stores, in bottles of two sizes-50c and \$1.00.

Pay When Cured. CONSUL TATION AND DIAGNOSIS FREE. My honest and candid a dvice costs you nothing. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town, in trouble, write if you cannot call, as many cases yield readily to proper home treatment. My offices are open from 9 A. M, to 8 P. M.; Sundays, 16 to 1 only. The DR. TAYLOR Co. 2341/2 MORRISON STREET, Portland, Or.

in the past.

NO CURE, NO PAY OUR EUROPEAN METHODS CURE. \$5.00 AND \$10.00 IS OUR FEE. FREE X-RAY EXAMINATION.

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MY SPECIALTY INCLUDES Varicose Veins, 0 b s fructions, Specific Blood Poison, Contract-ed Ailments, Kidney and Blad-der Troubles, and A L L T H E AILMENTS OF MEN.

SEEK EXPERT AID NOW

Diseases of Men and Women We make no misor deceptive propnsitions to the af-nicted, neither do we promise to cure them in a few days in order to PLETE SAFE LASTING CU in the QUICK POSSIBLE TI

cialty.

Call today for free X-ray examination. If you cannot call, write your symptoms. Many cases cured by our home treatment. Call at once and be cured. once and be cured.

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Rothchild Building, 407, 408, 409, Take sie-

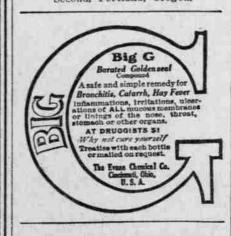


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Medicines. Cures
Cancer. Rheumatism. Consumption,
Dropsy. Catarrh,
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Liver and Kidney
Troubles. All
Chronic aliments
of men and women Examination
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255 Flanders St. S. H. WAI JING CO.

Chinose herb and root medicine for men and women with any internal, external or eruptive disease. Our Chinese doctor lately from New York Oriental Hospital also has 30 years experience. If you suffer, when others fail, we wish you to call or write to 301 the First st. Portland, Or. Free consultation and examination.

My Cures DR. GREEN Have Built My Success



THE SPECIALIST WHO CURES.

It matters not what your ailment is, nor who has treated it, if it is curable we will give you immediate benefit and a quick and lasting cure. Do not allow money matters to keep you from getting well. We charge nothing to prove our methods will cure you. Our guarantee—NO MONEY REQUIRED UNTIL, SATISFIED—is your absolute protection. Consultation, examination and medicines free.

We claim for our treatment is simply our successful way of doing things.

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