# DRYDOCK RATE IS CUT 50 PER CENT

Port of Portland Makes Reduction With View of Adding Business.

MINIMUM NOW ONLY \$25

President of Oregon Drydock Company Regards Action as "Out of Harmony," but Future Course Is Undecided.

Determined to make the Port of Portland public drydock attractive to shipowners and to give owners of ves-sels an opportunity to lift them at un-heard of rates, the Port of Portland Commission yesterday gave one of the higgest surprises of the present administration by cutting the tariff 50 per cent. The new rates will be effective Monday and apply on all vessels and include a reduction of one-balf of the minimum charge. The dissels and incinde a reduction of one-half of the minimum charge. The dis-count allowed under the ra'es effect-ive November 1, 1910, of 15, 20 and 25 per cent, according to the amount of business given the dock in a year, are wiped cut by the cut of yesterday.

"We have not been swamped with patronage at the drydock and the cut was made with a view to getting busi-ness and rather than have the plant idle so much we feel that it is best to

idle so much we feet that it is best to reduce the rates," said Commissioner Wheelwright, chairman of the drydock committee. The reduction means a 50 per cent cut under the tariff of the Oregon drydock, a private concern, which has secured the bulk of the business and particularly autors accessed at the ness, particularly among vessels of the

### Low Schedule Adopted.

The tariff will be 10 cents a ton on steamers up to 399 tons, 9 cents up to 1999 tons, 8 cents up to 2999 and 7 cents up to 4000 tons and over. On scows will be \$15 and \$5 for each lay day. It was agreed by the Commission that no lower charge would be au-thorized for the use of electricity, tools and dock gear and where the minimum charge for a vessel has been \$50 it will be \$25 after Monday.

Until early in the Fall the rates were 24. 21. 18 and 15 cents on steamers, acording to the same basis of tonnage, and on sailing vessels 19, 17 and 15 cents, but the cut effective November I was to 29, 18, 16 and 14 cents on steamers and 18, 16 and 14 cents on

sailing vessels.

W. H. Corbett, president of the Oregon Drydock Company, said that the action of the Com: ssion was incomprehensible to him and that the reduc-tion of 50 per cent made Portland the me of the lowest drydocking rates in the country. He said he was sorry to hear of such action, as it was out of harmony, but what steps he and his colleagues would take he could not say until he had discussed the situation.

### McIntosh Gains Benefit.

The low rates worked to the benefit of Robert McIntosh, who bid \$1280 for repairs on the tug John McCraken be-fore the reduction was announced, but fore the reduction was announced, but anticipating such a move he agreed to lower the figure \$75 if the rates were dropped 25 per cent and he accepted a drop of \$150 on the 50 per cent decline. He will pay the Port of Portland also for the use of the dock in handling the McCraken. The bid of the St. Johns Shipbuilding Company, \$137 was first decided to be the lowest, but that corporation plagmed to raise the tug on poration planned to raise the tug on ways. Joseph Supple bid \$1500 and asked a month in which to complete the task, saying that it was impossible o do proper work on the lines set orth for less. Theodore Knudson bid \$1275, but it was said the proposals

were ambiguous.

Bids for rubber sleeves for the dredge pipe lines and for lining for pumps on both diggers were opened and referred Captain Groves, superintendent of The subject of entering into con-

tracts for supplying the dredges with fuel during the coming season was left to Captain Pease, acting as chairman in the absence of C. F. Swigort. Bids will also be asked for brush and other material to be used in constructing a bulkhead at the drydock, where the basin is to be improved.

BRIDGE DOLPHIN TORN OUT

Flood Halts Work on Railroad Crossing and Does Damage.

More reports of flood damage were received yesterday along the river than Wednesday in the same district, yet it was not serious and in most innewl of steamers to recover property hat had broken adrift.

When a raft of logs broke loose from the Portland mill Wednesday afternoon it crashed into one of the new dolphins of the Hawthorne bridge, on the north side of the west pan, and yesterday the dolphia went out. Some of the piling having been broken and it was so weakened that it could not withstand the current. Of 19 piling in the dolphin, 13 were recovered and towed to the city levee by the steamer Hoo Hoo.

Three barges of sand, owned by the Columbia Digger Company, dragged inchors from a point below the Hawthorne bridge and drifted through the Morrison bridge without damage and were picked up by the steamer Her-One was anchored off Stark street, where the anchor fouled a cable of the Pacific States Telephone & Telegraph Company, so that it was impos-sible to move the barge without dam-age to the cable.

At the site of the new Harriman bridge the gasoline cruiser Eva was chartered to stand by in the event anyhing went adrift and she also assistthing went adrift and she also assisted men from one part of the works to
another. The fact the water had risen
to within two feet of Alaska dock
caused the Union Bridge & Construction Company to lay off a part of its
crew after all material on the lower
deck had been moved. Work will be
retarded the remainder of the week,
but by Monday, it is expected, the
water will have receded sufficiently will have receded sufficiently permit the concreting of piers to be esumed. Soundings made yesterday at the site of the new pier on the East side showed that the flood had not caused the foundation to scour and it is not expected damage will result.

A launchlouse broke from its berth at some point in the upper harbor and passed through the bridges. Considerable heavy drift, even large trees.

erable heavy drift, even large trees, came down. The crew of the steamer Pomena, which returned from Oregon City before noon, owing to the closing of the locks and the impossibility of Tides at Asteria Friday.

was in danger and that they did not see any damage.

Mimi Enters Harbor and Pierre Antonine Leaves Today.

Coming to load wheat for the United Kingdom the British ship Celtic Glen, 34 days from Callao, entered the Columbia River yesterday morning and today she will leave up, bound for Linnton to discharge ballast. The German bark Miml, which was at Linnton, yesterday shifted to the North Bank to begin work-

shifted to the North Bank to begin working wheat.

The German ship Elfrieds, lying in the
stream at Linnton, was hauled into the
berth vacated by the Mimi to discharge
haliast. The French bark Pierre Antenine yesterday cleared with III,733 bushels of wheat, valued at \$57,265, and will
start down this morning, bound for
Queenstewn or Falmouth for orders.
Among the early arrivals expected is the
French bark Bossanet, which nut out from French bark Bossuet, which put out from the Golden Gate January 14. The French ship David d'Angers sailed from San

### STEAMER INTELLIGENCE.

Due to Arrive.
Name From Date.  Northland San Francisco In port Allianew Eureka in port Golden Gate Tillamook in port Klamath San Francisco In port Rose City San Fedra In port Falcon San Francisco In port Falcon San Francisco In 1 Roanoke San Francisco In 1 Roanoke San Francisco In 2 Breakwater Coos Bay Jan 22 Breakwater Coos Bay Jan 22 Breakwater San Pedro Jan 23 Beaver San Pedro Jan 24 Bear San Pedro Jan 24 Geo W. Elder San Pedro Jan 26
Scheduled to Depart.

i	Name. For. Data KiamathSan Prancisco Jan. 20
٠	Golden GateTillamockJan. 21 AllianceEurekaJan. 21
:	Rose City San Tedro Jan. 22
٠	Northland San Francisco Jan. 23 Falcon San Francisco Jan. 23
:	BreakwaterCoox BayJan. 24 Sue H. Elmore, TillamookJan. 24
ŧ	Roanoke San Pedro Jan. 25
1	Beaver San Pedro Jan. 27
	Geo. W. Elder san Pedro Feb. 1
	Bear San Pedro Feb. 1

Diego Tuesday and the same day the French ship Marechal de Castries put out of Hobart, bound for Portland.

### Alliance Floats Once More.

Her repairs being practically com-pleted for a second time within a week, the steamer Alliance was lowered from the Pert of Portland drydock yesterday afternoon and towed to Martin's dock, where she will take on cargo satting vessels it will be 3 cents on and at the same time minor work re-carriers up to 539 tons, 8 cents up to maining will be attended to. It is 393 tons and 7 cents for those of 1000 probable the steamer will sail for Eu-tons and over. The docking charge on reka and way ports Saturday.

Captains "Jim" and "Del" Shaver took turns at the wheel yesterday, owing to a rush of work caused by the breaking adrift of five rafts of the Willamette Pulp & Paper Company, moored at St. Johns, and two rafts of the University Lumber Company. Cap-tain "Jim" Shaver went out on the steamer Cascades to round up the run-aways, while his brother looked after harber work as skipper of the Sarah

To work additional cargo the French bark Bayard yeaterday moved from the North Bank dock to Oceanic. To carry passengers from trains stalled by landslides on the O. R. & N.

the steamer Elmore yesterday made a trip to Corbett and brought the be-lated travelers to Ash-street dock. To load lumber for the south the steamer Dalsy yesterday left for Pres-cott. The steamer Northland will finish discharging at Oak-street dock

will

Captain Thomsen, skipper of the steamer Alliance, who went to San Francisco, his old home, on business Francisco, his old home, on business tracks are laid and construction trains are running 25 miles north of trains are running 25 m connected with repairs to that vessel, returned yesterday and resumed command. Commander Ellicott, Lighthouse In

spector, was yesterday advised by mail that Lightvessel 22, which left her sta-tion on Umatilla Reef Sunday, after breaking her chain and lesing 130 fathoms, would return to her station

Replanking in several places will be quired on the hull of the steamer J. Teal and considerable work will be done on her stem, which was damaged through striking rocks. She is on the ways at the yards of the St. Johns Shipbuilding Company.

To load lumber for Shanghai the British tramp Northumbria was yesterday chartered by the China Import & Export Lumber Company. She is at Guaymas and will proceed first to Puget Sound, as she has general cargo for Henry Lund & Company.

Superintendent Campion, of the Port of Portland Campion, of the Port

of Portland towage service, resterday assured Harbormaster Speler that a small raft of piling that had lodged against one of the plers of the new Harriman bridge would be hauled away on the arrival of tugboats from the lower river.

the lower river.

It was yesterday learned that the British steamer Strathlyon, which was recently taken by the Portland & Asiatic Stéamship Company under time charter for a year to replace the lost Norwegian steamer Selja, salled from Hongkong Wednesday. She is to steam via the usual Japanese ports and is expected here February 18.

There yesterday cleared at the

There yesterday cleared at the Custom House the French bark Pierre Antonine, for the United Kingdom; steamer Northland, for San Francisco, with 350,000 feet of lumber and considerable wheat; the steamer Dalsy in ballast for San Francisco, and the old tank steamer J. A. Chanslor light for the same port. With the steamer Rose the same port. With the steamer City, the Northland, Chanslor Daisy entered with cargo from the Golden Gate.

## Movements of Vessels.

PORTLAND, Jan. 12.—Arrived—Steamer Port Bragg, from San Francisco. Sailed— Steamer Sue H. Elmore, for Tiliamook; tug Geo, R. Vosburg and barge Nehalem, for Tiliamook.

Geo. R. Vosburg and barge Nehalem, for Tillamook.

Astoria, Jan. 19.—Condition at the mouth of the river at 5 P. M., moderate, winc, southwest, 20 miles, weather, cloudy. Averteed down at 10.20 A. M. and sailed at 2.70 P. M., British bark Furfarshire, for Queenstown or Falmouth. Arrived at 9 A. M. sailed up at 2 P. M., steamer Fort Bragg, from San Francisco. Sailed at 11 A. M., gasoline schooner Anvil, for Sandon and wayports. Sailed at 12.30 P. M., steamer Case., for San Francisco. Arrived at 11 A. M., British ship Celtic Gen, from Callao, Sailed at 2.45 P. M., British bark Inverness, for Queenstown or Falmouth. Sailed at 12 noon, staamer Geo. W. Sider, for San Diego and way ports.

eteamer Geo. W. Eider, for San Diego and way ports.

San Francisco, Jen. 19.—Arrived at 2 A. M. steamer Rainier, frem Postfand. Salled it P. M. steamer Faicon, for Portland. By wireless—Fifteen of crew of steamer Lakine were taken off by steamer Watson and vessel abandoned.

Monterey, Jan. 19.—Arrived—Steamer Rainier, from Astoria; San Jacinto, Temple E. Dorr, from Grays Harbor; ship Leon Blum, from Newcastle, England. Scient, for Grays Harbor; ship Leon. Steamers Falcon, for Portland; Seen, for Grays Harbor; ship Leon.

Sventile.
Yokohama, Jan. 13.—Sailed—Hercules, for Portisand, Or.
Isle of Wight, Jan. 19.—Passed—Falls of Orchy, from San Francisco, for Offmsby.
Callaze, Jan. 19.—Arrived previously—Princess Mary, from Clyde, for Vancouver, Montevidee, Jan. 19.—Arrived—Admiral Exelmans, from San Francisco.

of the locks and the impossibility of navigation above there, said that they did not think property above Portland 5:01 P. M... 4.8 feet 11:16 P. M... 1.5 feet

# CELTIC GLEN HAS ARRIVED

Nevada - California Activity Gives Color to Rumors.

CONNECTION IS POSSIBLE

Railway Officials Discredit Story That Pendleton Is Destination. Klamath Falls Regarded as More Likely.

In the recent movements of the di-rectors of the Nevada-California-Ore-gon Rallway, operating from Reno, Nev., northward to Alturas, Cal., is seen a plan on the part of the Hill system to secure a physical connec-tion between the lines in Oregon and San Francisco. San Francisco

San Francisco.

The possibilities of such action are many and the reasons for it are numerous, although Portland as well as Eastern officials of the Hill companies deny the intention to form such an amalgamation with the southern line.

The announcement recently went out from the office of the Nevada-California-Orescon that an extension is to be

riom the office of the Nevada-Califor-nia-Oregon that an extension is to be built from Alturas to Pendleton, but doubt was expressed as to the course to be taken in rounding Goose Lake, on the boundary between California and Oregon. At the time the road was built the intention to invade Southern Oregon was expressed by the officials, but the ultimate direction of the ex-tension seems never to have been de-termined.

That the new line should be built to That the new line should be built to Pendleton is a statement which Portland railroad men give little credence. They are inclined, rather, to believe that Klamath Falls or a point on the Oregon Trunk line in the Deschutes Valley will be the ultimate destina-

With Klamath Falls as the terminus, with Klamath Falls as the terminus, connection would be given with the new main line of the Southern Pacific that now is being built. If the backers of this road seek to effect a rail connection with the Hill lines the construction of a road into Klamath Falls will not preclude this possibility, as the extension of the Oregon Trunk to that city is not without the scope of near future railroad development.

The construction of a road to any

The construction of a road to any point south of Bend, or even as far north as Bend, would accomplish the same junction with the Hill line. The object in building from Alturas o Pendleton is not apparent. But if such a move is contemplated it seems likely that the road would be built on the east side of Goose Lake. The fact that doubt was expressed as to the course to be adopted in rounding Goose Lake gives reason to believe that Pen-dieton is not the objective point after

With the northern end of the line fully connected with the Hill system in the Northwest the operation of trains into San Francisco would be a comparatively easy matter if the relation-ship between Hill and the Western Pacific is as pleasant as appears from the

NATRON BRANCH DONE IN YEAR

Trains to Run Into Klamath Falls Next January, Says Visitor.

With 100 miles of railway yet to construct, it will be one year before the Southern Pacific Company will be running trains over the Natron branch into Klamath Falls. That is the opinion of Judge Baidwin, of Klamath, who

"I was talking with Contractor Erick-son just before leaving and he said that the grade was completed this week considerably above Sprague River. The track is laid to Williamson River. All told about 40 miles are graded and 30 miles of track laid north from Klamath Falls. From Natron, south, I understand, 45 miles have been completed. The intervenies same is completed. The intervening space is in the neighborhood of 100 miles. Much of this is of easy construction, partic-ularly in what is known as the Klam-ath Marsh. Here it will be constructed quickly and, as Constructor Kelley told me, with the exception of pushing a serious barriers.

"We all figure that next January we will be able to come direct to Portland by this new route. I have been told that several new contracts have been let between a point above Sprague River and the southern terminus be-

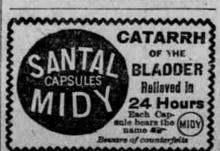
low Natron.
"Our postal bank is something of a failure. It was a mistake in my opinion to place it there. We are all bor-rowers. We have a thinly settled coun-try. The man who has money to lend certainly would prefer to let the banks have it at 4 per cent rather than the Government at 2 per cent. The bank should have been located in a more settled country where the conditions are different. Down our way we are all developers and are engaged in trying to build up a country. We have not reached the stage where we can afford to have idle money."

BRANCH LIBRARY BURNED

Building Is Beyond Repair and 4000 Books Are Ruined.

Fire starting from an over-heated stove destroyed the branch library of the Portland Library Association, at East Eleventh and East Alder streets, early yesterday morning, damaging the building beyond repair and ruining the 4000 or more volumes inside. Ef-forts of neighbors, equipped with garfire department, but the fire had





# gained such headway before it was discovered that only the shell of the

discovered that only the shell of the building was preserved.

One janitor has charge of this building and the branch library in Albina. He had started a fire in the East Portland building and had gone to the other to do likewise. While he was gone the heat became so intense that the woodwork ignited. Mrs. S. D. Graves, living near the library, saw the smoke and after turning in an alarm called the neighborhood. The damage is estimated at between \$6000 and \$8000. The records were destroyed and it is not known who the persons are who have books borrowed from the library.

the library.
Borrowers are requested to return
their books to the main library at Seventh and Stark streets. Immediate steps will be taken by the trustees to provide a temporary home for the branch, and a new building will be erected as soon as possible.

## AUTOISTS WILL BANQUET

Local Club to Entertain Prominent Speakers at Annual Meeting.

Portland and Oregon automobile en thusiasts to the number of 300 or more have accepted invitations sent out by the entertainment committee of the Portland Automobile Club to participate in the festivities attending the annual banquet of the organization scheduled to be held at the Commercial Club to-

An elaborate repast has been pre-pared for the autolsts, and a programme of speeches from prominent officials and auto enthusiasts has been arranged. M. C. Dickinson, president of the Au-tomobile Club, will act as toastmaster and has a number of surprises up his sleeve to be pulled on the auto owners at opportune intervals. In planning this big "jinks" President Dickinson has been ably assisted by Julius L. Meler, W. B. Mackay and Frank Branch Riley, each of whom has offered some unique suggestions for the entertain-

ment of the clubmen.

Among the prominent speakers who will talk of subjects of interest to the autoists are Governor West, Theodore B. Wilcox and others of prominence in public affairs.

Among the attractions announced for tonight will be the displaying of several motion picture films of famous automobile races, among which will be De Palma's victory at the recent Palm Beach races.

## MONUMENT MEN COMING

Dealers of Three States to Meet in Portland Next Week.

Thursday, January 26, has been fixed as the first day of the two days' session of the Northwestern Monument Dealers' Association, to be held in Portland. The states of Idaho, Washington and Oregon are within the jurisdiction of the society. E. M. Thayer, president, of Seattle, is scheduled to open the meeting. He will deliver his annual address, after which will be read the report of H. J. Blaesing, of Portland, as delegate to the National convention of monument dealers, held this year in Rochester, N. Y.

There will be a theater party the first night. On the second day there will be reports of committees, election of officers and a sight-seeing trip. Thursday, January 26, has been fixed

of officers and a sight-seeing trip. That night at 6:30 a banquet will be held at the Hotel Belvedere. It is thought 100 monument dealers will be

## MAN LEAPS FROM BRIDGE

Helping Line Thrown by Crew of Steamer Refused by Suicide.

While others were scurrying around, toiling and sweating to move their belongings beyond the reach of flood waters, an unknown man walked up the west approach of the Steel bridge at 10 o'clock yesterday morning, con-

assures for her a quick and complete recovery. Mother's Friend is sold at drug stores.

Write for free book for expect-

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how it cures and what

it costs. This book is

finely Illustrated and

explains many things

garding the diseases of men and women.

Cut out the coupon

you should know re-

tinuing his way over the draw and to to change their places to conform with a point opposite the bridge-tenders the building laws, under advisement.

The other members of the board, been the rall and, seemingly without the sides Chairman Russell, are Ion Lewis ed the rall and seemingly without the sides Chairman Russe slightest pause, hurled himself into the swirling waters of the Willamette.

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Call and let us convince you that we have cured where other doctors and SPECIALISTS have falled. By permission we can refer you to cured patients and show you letters we are receiving from cured and grateful men. If your case is curable we can cure you, but if it is not we will frankly tell you so. Examination free, and you will be under no obligation whatever to take treatment. If afflicted do not delay nor neglect your condition, for a quick and lasting cure means a great deal to your future life and happiness. Remember our charges as Specialists for a guaranteed cure are far less than those charged by family Doctors and Surgeons and other Specialists.

No matter whom you have been to see or what you have tried, I can and will cure you, or I will tell you it cannot be done.

17 Years of Success in Treating Men

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WE CURE BY NEW SCIENTIFIC METHODS WHICH CANNOT FAIL BLOOD AND SKIN AILMENTS, NERVE WEAKNESS, VARICOSE OR KNOTTED VEINS, OBSTRUCTIONS, SORES, ULCERS, SWOLLEN GLANDS, PILES, KIDNEY AND BLADDER AILMENTS AND ALL AILMENTS COMMON TO MEN.

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Afflicted Men-Has Your Physi-

cian Failed to Cure You?

Refuse to Suffer Longer on Promises

Call Today on

Simon Perfects Organization.

with the new building law, held their

first session yesterday, electing Lewis

Russell chairman. The board will

meet on the third Thursday of every

month, in the afternoon at 3 o'clock,

to listen to complaints of builders who appeal to them from the decision of the Building Inspector. Miss Agnes Hesse, stenographer in the office of the Building Inspector, will serve as secretary for the board.

One of the first acts of the new board was to take an appeal made by

board was to take an appeal made by

a delegation of moving picture men, who want a year and a half in which

It is the nature of women to

suffer uncomplainingly, the dis-

comforts and fears that accom-

pany the bearing of children. Motherhood is their crowning

glory, and they brave its suf-ferings for the joy that chil-

period of waiting, nor feel that she is in danger when baby comes,

if Mother's Friend is used in preparation of the event. Mother's

different ligaments, overcomes nausea by counteraction, and prevents

backache. Its regular use fits and prepares every portion of the

mother's system for a proper and natural ending of the term, and it

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Electra-Vita is a scientific device for saturating the nerves and vitals with a steady, unbroken current of electric life for hours at a time while you sleep, without the least sheck or unpleasant sensation. Electra-Vita builds up vitality and strength and gives to every weak or inactive organ the power to do its work properly as nature intended. When your body has sufficient electric energy to satisfy the demands of nature, weakness and disease cannot exist.

Electra-Vita is different from electric belts, faradic bat-teries and other contrivances you may have seen or used. It makes its own power and is always charged ready for use. Let us send you the names of cured patients. They will tell you what Electra-Vita did for them.

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To people who suffer from

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

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SPECIAL AILMENTS—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in geven days. Consultation free. If unable to call, write for list of questions. Office Hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M. only.

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dren bring. No expectant mother need suffer, however, during the Grand Offer to Sick Men and Women FREE \$10 X-RAY EXAMINATION AND Friend relieves the pain and discomfort caused by the strain on the FREE CONSULTATION.

Cell at once and find out what your trouble is before this grand offer is with-frawn. The British Medicine Coare curing the sick with their wonderful European methods of electric and natural treatment.

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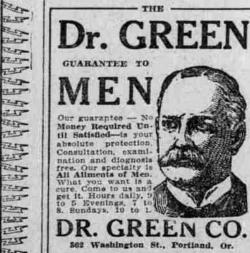
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cured without the knife or

cured without the knife or detention from business; constipation, stomach, liver, gall stones, kidneys, blad adlments, pimples, sores, ulcers, anywhere on body, eczems, rheumatism, catarrh, varicose veins, sciatica, lame back, fits, nervousness, locomotor ataxis and all chronic diseases. If away from the city write for particulars, Call at once and be cured. Consultation and \$10 X-Ray examination free.

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I Have the Largest Practice Because I Invariably Fulfill My Promises.



I have treated so many cases of men's aliments that I know exactly what to do in every instance. Never is it necessary for me to resort to guesswork. The treatment given is accurate from the very beginning until a cure is effected. By accepting curable cases only, and by making no mistakes in treating them. I meet with no failure and my patients are never disappointed.

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CONTRACTED AILMENTS. Every case of contracted allmen I treat is thoroughly cured; my patients have no relapse. When patients have no relapse. When I pronounce a case cured there is not a particle of infection or inflammation remaining, and there is not the slightest danger that the aliment will return to its original form or work its way into the general system. No contracted aliment is so trivial as to warrant uncertain methods of treatment and I especially solicit those cases that other doctors have been unable to cure.

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Not merely a suppression of sur-face indications, but a radical cure. Every taint of poison driven from the system. No harmful drugs em-

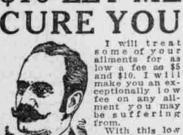
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