DAYS OF ASTORIA ROAD NUMBERED

Business of Railway to Be Merged With North Bank on March 1.

STEP IS TOWARD COMBINE

Effect of Merger Is to Give Spokane Direct Rail Communication on One Line to Sea by Way of Portland Gateway.

After March 1 the Astoria & Columbia River Railroad will be out of business, all its affairs then being merged in the hands of the Spokane, Portland & Seattle, or North Bank Railway.

Provision for this step was made at the recent meeting of directors of the North Bank road, held at Vancouver, when Louis W. Hill, president of the Great Northern, was here a few weeks ago. It is the first step toward the general consolidation of all the Hill lines radiating out of Portland into one large company.

After March 1 the Oregon Electric, the United Railways and the Oregon Trunk also will be more closely related to the North Bank, as all the stock of each of those three companies will be held in the treasury of the North Bank. The electric lines and the Deschutes Valley line will continue, however, each under its respective head and title, with John F. Stevens as president.

General consolidation of the smaller lines is not contemplated for the immediate future.

With the consolidation also came an increase in the capital stock of the North Bank to $62,500,000, which will permit the Spokane, Portland & Seattle Railway Company to issue bonds for future development work in Oregon. Upon the ability to place these bonds depends largely the amount of new work that will be taken up within the next few years.

Amount of Loan Not Determined.

It is likely that the bond issue will be authorized at about the time that the merger goes into effect, but the exact amount of the loan has not yet been determined. That, too, will depend somewhat upon the condition of the market.

With the merger of the Astoria & Columbia River line with the North Bank the latter road will extend from Spokane through to the sea. The operation of through trains, however, is not contemplated.

When the coast line passes out of existence the question of the disposition of the 40-mile strip of right of way and trackage between Portland and Goble again will have to be disposed of. This property belongs to the Northern Pacific and, prior to the completion of the Vancouver bridge, was used by the road for the operation of its trains into Portland after ferrying them across the river from Kalama. The Astoria & Columbia River road used this trackage by a rental arrangement, building the continuation to the coast with its own funds. Frequently reports of the sale of the Portland-Goble property have been made, but according to the original terms by which it was secured by the Northern Pacific, it will remain in the possession of the latter road.

Northern Pacific Gains Territory.

The continued ownership of this property by the Northern Pacific has given that road the exclusive right to solicit freight and passenger patronage in that territory. All goods consigned from the district were routed out over the Northern Pacific. The acquisition by the North Bank would have given the agents of the Great Northern, which is a half owner with the Northern Pacific in the North Bank, an equal opportunity of soliciting business there.

While the most important effect of the merger will be the opportunity that it will give the company for issuing bonds, the most striking immediate result will be the passing from existence of the Astoria & Columbia River road. The familiar letters, "A. & C. R.," will be erased and "S. P. & S." substituted.

S. S. HOTCHKISS IS DEAD

Former Portland Contractor Stricken in St. Louis, Mo.

ST. JOSEPH, Mo., Feb. 20.—(Special.)—Stephen Sherwood Hotchkiss, aged 70 years, formerly a contractor in Portland, Or., died here today from tuberculosis, after five months' illness.

Hotchkiss was born in New York, moving to Kansas when about 40 years old. After staying there several years he moved to Portland, Or., where he engaged in the contracting business. His health failing him, he moved to St. Joseph a couple of years ago, and had lived here since.

He is survived by a widow, four sons and one daughter. One son, W. F. Hotchkiss, still resides in Portland. He has been notified of his father's death and is expected to come here.

CITY LOSES ALARM SUIT

Attorney Grant Will Appeal From Judge Coke's Decision.

Judge Coke, of Marshfield, who heard the case of the City of Portland against the National Automatic Fire Alarm Company here eight months ago, yesterday handed down a decision against the city. It will be appealed without delay by City Attorney Grant. John K. Kollock and H. W. Hogue, of Portland, represented the company in the case.

If the decision is allowed to stand, it means that the company, which operates a private fire alarm system in Portland, will be permitted to use the conduits of the city in its service. Fire Chief Campbell and City Electrician Savarian are opposed to the arrangement, saying it is detrimental to the city's system.

PERSONAL MENTION.

George E. McCutcheon, of Coos Bay, is at the Oregon.

C. O. Kimball, of Walla Walla, Wash., is at the Lenox.

Benjamin Brown, of Tacoma, is registered at the Ramapo.

H. R. Bernard, of McMinnville, is registered at the Lenox.

M. L. Thompson and E. J. Pugh, of Falls City, are at the Oregon.

Mr. and Mrs. George W. Warren, of Warrenton, are at the Portland.

Richard Simon, of Seattle, brother to Mayor Simon, is registered at the Oregon.

W. L. Sterling, a business man of Walla Walla, is at the Cornelius.

W. F. Byars, a merchant of Goldendale, Wash., is at the Cornelius.

F. H. Caldwell, a druggist of Newberg, is registered at the Cornelius.

I. S. Geer, a merchant of Burns, and family, are staying at the Imperial.

Wallace Fowler, a lumberman of Castle Rock, is registered at the Perkins.

E. M. Wingate, Mayor of The Dalles, and Mrs. Wingate, are staying at the Imperial.

J. R. and G. W. Smith, merchants of Corvallis and their wives, are staying at the Perkins.

J. E. Rosenberg, of Spokane, one of the active politicians of Washington, is at the Ramapo.

James A. Fee, of Pendleton, formerly Judge of the court of Umatilla County, is at the Imperial.

State Senators M. A. Miller, of Lebanon, and N. Wheeldon, of The Dalles, are at the Perkins.

Mr. and Mrs. William Dollar and Mrs. Charles Sweeney, of Spokane, are staying at the Portland.

A. S. Shockley, who operates a big planing-mill at Baker, and Mrs. Shockley, are staying at the Portland.

W. W. Lunger, who came from Davenport, Ia., six months ago and purchased a big farm near Lafayette, is at the Lenox.

CHICAGO, Feb. 20.—(Special.)—Portland people registered at Chicago hotels today as follows: Miss B. Wagenlaid, at the Congress; C. Beebe, at the Lasalle.

SAN FRANCISCO, Feb. 20.—(Special.)—Portland arrivals at the Palace Hotel today were: Mrs. G. T. T. Trommald, Mrs. John Paulsen, Miss Paulsen, John Trommald, Jay S. Hamilton, Graham Griswold, James Patterson, G. M. Cornwall, H. H. Emmons, L. R. Frilda, S. S. Bailey, Frank Gibson, Mr. and Mrs. Theodore Krause, Isaac Sweet, A. L. Tetu, Dr. A. Tilzer, Z. Swett, Mrs. E. B. Spencer, John A. Jennings, G. H. Kendall.

BRIDGE BONDS IN DOUBT

CHICAGO FIRM STILL DELAYS ITS PURCHASE.

Mayor and City Auditor Believe Bondbuyers Will Reject Issue. Letter Is Received.

"We have our attorneys looking into the subject, with the expectation of taking the bonds," is the brief statement made by a member of the firm of Farson, Son & Co., of Chicago, to The Oregonian correspondent in that city yesterday afternoon, relative to the $500,000 worth of Broadway bridge bonds bid for by them.

This statement's tone differs from that of a letter received yesterday morning by City Auditor Barbur, enclosing a communication from a firm of attorneys who are to pass upon the legality of the issue for Farson, Son & Co. It was felt by the Auditor and by Mayor Simon and others in official circles that the letter might forecast the final rejection of the issue. It asked for additional data and said that, with the material at hand, the attorney felt they could not approve the bonds.

"I am inclined to take at its full value the statement given The Oregonian correspondent by Farson Son & Co.," said Mayor Simon when the statement was read to him last night. "As there is no illegality in the proceedings, I feel that any reputable firm will favorably eventually on the issue. I can see no reason why this Chicago firm should reject the bonds."

Data asked for by the Chicago attorneys will be forwarded at once by City Auditor Barbur. This was decided upon at a conference between him and the Mayor in the afternoon.

When Mr. Barbur received the letter, it confirmed a belief that has been growing in official circles for some time, that Mr. Duniway had laid before the bondbuyers certain details that had caused them to hesitate about taking the issue and probably to refuse the bonds.

"The letter," commented Mr. Barbur, "is a peculiar one. The names of the attorneys for the buyers are not mentioned, but they ask for copies of the legislative act and the bill passed by Congress and for other data connected with the bond issue which, it appears to me, they should have had long ago on their own initiative. The attorneys say they have only examined the subject partially, ask for all of this additional matter and then end up by saying they do not believe they can approve the issue."

The contract let recently to the Union Bridge & Construction Company contains a clause automatically cancelling the contract in case of failure of the city to sell the bonds for the bridge, so that there is no danger of any complication from this source. Mayor Simon took the precaution to have this inserted in case any emergency should arise.

The substructure work and the clearing away of the approaches to the bridge are progressing rapidly, and will continue indefinitely, as there is about $250,000 in the treasury for the purpose.

BUNCO GAME AT BAKER

Manager Ashley, of Commercial Club, Nips "Deal" in Bud.

BAKER, Or., Feb. 19.—(Special.) What is perhaps one of the smoothest bunco games ever worked upon the commercial clubs and real estate men of Oregon has just come to light through the Baker Commercial Club.

About a month ago a letter was received from Louis Vernier of Louisville, Stark County, Ohio, in which he represented himself to be a farmer in search of a location in Baker County and stating that about thirty other farmers were also coming to this section to purchase farms. He stated that these farmers lived in several counties in Ohio and that it was considerable work to get them lined up and that it required considerable correspondence, etc. He asked that the club mail him one hundred postage stamps so that he could write the people interested, stating that it was his intention to come in March with a special car. He also asked that the club send him a check for $8 so that he could place an advertisement in several of the papers stating when the car would leave. He explained that this advertising would cost $11 but that he would be willing to pay $3 himself.

Manager Ashley of the Commercial Club wrote the gentleman that if he would send a list of the names literature would be mailed direct, but no reply was received. The matter has been referred to Postmaster Lachner of this place, who will take it up immediately with the Federal authorities.

Athena to Get New Bridges.

ATHENA, Or., Feb. 20.—(Special.)—County Commissioners Walker and Cockburn were in this city Thursday and informed the citizens of this community that there were to be three new steel bridges put in near this city. One of them is to be placed at the south end of Third street, which will be close to the City Park, one will be placed on the reservation road east of this city and about one mile from here, and the third bridge is on the same road but about one-half mile further on, near the farm of George Lieuallen.

DONKEYSCOWSINKS

Two Craft Break Loose, Drift Down Crowded Harbor.

ONE BOAT TURNS TURTLE

Docks Scene of Excitement When Scow Starts Down Stream, Hits Another and Then Goes Under. Damage Is Not Large.

Through the breaking of a bit on a donkey scow yesterday afternoon, owned by Brown & McCabe, which was moored alongside the German ship Wilhelmine, that was being shifted from the North Bank to Alber's dock, the craft broke adrift, colliding with a second donkey scow lashed to the ship and both embarked on independent voyages down the harbor. The jangling of telephone bells in Brown & McCabe's office for the ensuing 15 minutes was the noisiest in the history of the firm and in response to numerous notifications that the scows were "on their way," launches were dispatched to the scene.

Before one of the runaways could be captured it filled and sank, but as the hull is of unusual buoyancy the weight of the engine caused it to turn turtle and it did not disappear. It was taken in tow and beached near the North Pacific mill dock and the other was captured and made fast.

The Wilhelmine shifted from Albers' dock in the morning to discharge a portion of her general cargo and in the afternoon was being returned to that berth. The scows were used in hoisting cargo and no delay resulted, as the Wilhelmine reached the berth after the longshoremen had ceased work for the day.

An examination of the sunken scow will be made today and it is not expected that material damage will be found. Matt Troy, superintendent for the firm, says that because of the odd construction of the scows and the fact that they carry heavy donkey engines, it is not unusual for them to give trouble in Winter when storms buffet them about. A large fleet is maintained here because of the number of cargo vessels often in port at a time and they are built small so that they can be used to advantage alongside vessels.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From	Date.
J. B. Stetson	San Francisco	In port
Hercules	Hongkong	In port
Rose City	San Pedro	In port
Strathlyon	Hongkong	In port
Breakwater	Coos Bay	In port
Roanoke	San Pedro	In port
Stanley Dollar	Balboa	Feb. 21
Beaver	San Pedro	Feb. 21
Golden Gate	Tillamook	Feb. 21
Sue H. Elmore	Tillamook	Feb. 22
Anvil	Bandon	Feb. 23
Falcon	San Francisco	Feb. 24
Geo. W. Elder	San Pedro	Feb. 26
Bear	San Pedro	Feb. 27
Alliance	Eureka	Feb. 28

Scheduled to Depart.

Name.	For	Date.
J. B. Stetson	San Francisco	Feb. 21
Breakwater	Coos Bay	Feb. 21
Rose City	San Pedro	Feb. 21
Roanoke	San Pedro	Feb. 22
Hercules	Hongkong	Feb. 23
Golden Gate	Tillamook	Feb. 23
Anvil	Bandon	Feb. 23
Stanley Dollar	Balboa	Feb. 23
Sue H. Elmore	Tillamook	Feb. 23
Beaver	San Pedro	Feb. 26
Falcon	San Francisco	Feb. 28
Geo. W. Elder	San Pedro	Mar. 1
Alliance	Eureka	Mar. 2
Bear	San Pedro	Mar. 3
Strathlyon	Hongkong	Mar. 10

STANLEY DOLLAR DUE TODAY

Chapman Arrives to Arrange Matters for Traffic Department.

Aboard the steamer Stanley Dollar, due in the river today from Balboa, is 2100 tons of general cargo, mostly bulky stuff, which was shipped direct from New York and Philadelphia. While it is the first full cargo to be handled in the new servce via the Isthmus of Panama by Bates & Chesebrough, it is not the initial shipment, as the California-Atlantic Steamship Company has transhipped considerable freight from San Francisco to Portland on regular steamers.

The Stanley Dollar is to berth at Kerr, Gifford's section of the North Bank dock, but negotiations for a permanent dock have not been closed. J. W. Chapman, traffic manager, and F. H. Robinson, his assistant, have been in the city since Sunday arranging for the discharge of the cargo and the loading of the steamer outward with lumber for the Government to be used on the canal. It is hoped to develop a large lumber business from Portland to the Atlantic Coast, as the water rate is nearly one-half of the rail tariff, and if the patronage justifies it the Portland schedule will provide for a steamer every two weeks. The next large shipment will leave New York March 21 and be delivered here from the Pacific side of the isthmus direct.

PACIFIC REBATE IN EFFECT

War Declared Last Week on Tramps by Regular Lines.

Operation of the deferred rebate system on the Pacific Ocean, applying to cargo from Japan that is destined for rail points in the United States, and may later reach shipments originating in China, went into effect last week on the basis of a refund of 5 cents a ton, as decided on by the Pacific conference, which includes the Portland & Asiatic Steamship Company, Pacific Mail, Osaka Shosen Kaisha, Blue Funnel, Nippon Yusen Kaisha, Toyo Yusen Kaisha, Great Northern Steamship Company, Canadian Pacific Steamship Company and the Bank Line.

It is said that tramp steamers of the Standard Oil Company and other corporations have been so active in the Pacific trade, thereby securing return cargoes from Japan at rates decidedly below what are in effect on the regular liners, that this step was taken. It will mean that shippers giving all business from the other side to the established lines will be paid the rebate, but if at any time they patronize the tramps the rebates cease. The companies set up that they maintain sufficient regular schedules to care for all business and that they are striving to improve the American-Japanese trade, but as the tramps carry their cargoes via the Suez Canal, Pacific Coast ports reap no benefit.

HOLDEN DAMAGED IN BLOW

Virginia Reports Vessel Dismantled and Deckload Gone.

SAN FRANCISCO, Feb. 20.—The schooner Virginia, which arrived from Astoria today, reports having spoken February 14 the schoner Willie A. Holden, bound for Valparaiso from Puget Sound. The Holden was partially dismantled and her deck load was gone, evidently the result of a severe storm. The Holden is thought to be headed for San Francisco.

It is believed that the Willis A. Holden sustained the damage in the gale of a week ago, as she sailed from Puget Sound February 8, and the same day was reported passing Tatoosh. She followed the usual slant of windjammers and stood out to sea, and that is taken as the reason why she was not sighted by steamers of the regular coasting fleet. Reports made last week of the presence of floating lumber north of Cape Blanco indicated that a vessel was in trouble, but it could not be accounted for through any of the Columbia River fleet.

INSPECTOR HELPS SEARCHERS

Patrol Seeks Bodies of Three Men Drowned Off Tatoosh Island.

Search for the bodies of Forrest Cowan, Mrs. G. L. Talmadge and M. Waddell, who were drowned Saturday while on the way from the Cape Flattery lighthouse in a small boat, to board a tug for the mainland, has been facilitated through an order issued by Commander J. M. Ellicott, inspector of the seventeenth lighthouse district, who has wired Lightkeeper Cowan, father of Forrest Cowan, who was assistant keeper, that the hunt can be conducted in any manner that will not interfere with the service of the Cape Flattery light.

That means, briefly, that the distracted father can use men at his command to patrol the beach and adopt such means as are within his power to recover the bodies, so long as the light is looked after and navigators safeguarded. In the opinion of Commander Ellicott the bodies probably are being carried north by the current, which is influenced during the Winter and Spring seasons by the prevailing weather, the trend being from the south. For that reason he thinks that they will be reported, if found, in the vicinity of Vancouver Island. Telegrams have been sent giving details of the accident and the head of the district has lent what assistance is possible.

Doe's Fine Is Lowered

Fines of $500 imposed on C. P. Doe, owner of the steamer Geo. W. Elder, and of $100 on Captain G. M. Jossen, her master, for having carried to San Francisco 175 passengers, when her certificate permits but 160 persons, have been reduced to $300 against the owner and $25 against the master. In lowering the fines the Secretary of the Treasury stated, in a letter sent to the San Francisco customs officers, that the department considers the carrying of excess passengers as one of the most serious violations of the steamboat inspection laws.

New Pilothouse Is for Tender.

Recommendations were yesterday made to Washington by Commander Ellicott, of the Seventeenth Lighthouse District, that a new pilothouse be constructed on the tender Columbine, which was inspected Sunday at Astoria. She will also be equipped with a new windlass and minor repairs are to be prosecuted on the machinery. The vessel is said to be in better condition than expected, after such lengthy service.

Marine Notes.

To take on additional wheat, the British tramp Strathness moved yesterday from Montgomery dock No. 2 to Oceanic.

From the North Bank dock the British ship Nile yesterday hauled across the stream to Irving dock to finish working wheat.

What is said to be a steamer's jackstaff, with halyards rove, has been found on the beach at Seaside, between Columbia and Gearhardt Park.

Harbormaster Speier resumed his duties yesterday, after an absence from the bench of several days, due to being in the throes of a rheumatic attack.

In addition to rudder repairs other work has been started on the pilot schooner Joseph Pulitzer and she may not leave the public drydock until the last of the week.

From Rainier the steamer Johan Poulsen yesterday shifted downstream to Oak Point and the steamer Westerner left here for Rainier, both loading lumber.

So far as has been ascertained by members of the State Board of Pilot Commissioners no action was taken by the Legislature for the sale of the obsolete pilot schooner San Jose, which is lying at the Port of Portland drydock.

Four lines were parted and about eight feet of the starboard guard torn from the steamer M. F. Henderson Sunday afternoon, when she swung against the Morrison-street bridge while assisting in shifting the tramp Queen Alexandra from the upper harbor to the Victoria dolphins.

There was received yesterday afternoon at the yards of the Portland Shipbuilding Company the steamer Ottawa, of the Diamond O fleet, which is to have her machinery overhauled, probably some of her hull planking renewed and other work done to fit her for the Summer's towing.

In connection with the loading of the British steamer Queen Alexandra, lying at the Victoria dolphins, four barges of the Diamond O fleet were in service yesterday, lightering lumber to the big vessel from the Portland mill, and another scow was sent to Inman-Poulsen's for more of the material.

No bids have yet been received at the Port of Portland Commission headquarters on the proposed steel sternwheeler, tenders for which are to be opened Thursday afternoon.

In general cargo from the Orient, the British steamer Strathlyon yesterday entered at the Custom-House, and the Alliance did likewise from Eureka and Coos Bay, with the steamers Rosecrans, Westerner and Maverick entering from San Francisco. The Alliance cleared for the return to the same ports in general cargo and the Maverick and Rosecrans in ballast for San Francisco, the Westerner clearing with 550,000 feet of lumber for that harbor.

By March 1 it is expected that the mill of the Portland Lumber Company will resume operation and the steamer Wentworth will leave today for the company's camp, located a short distance below Rainier, to tow up two lografts. The Shaver interests yesterday dispatched a steamer to the Columbia for a raft, and as other logging camps are getting in shape for the season, March will probably open bright for the towboat owners.

Movements of Vessels.

PORTLAND, Feb. 20.—Arrived—Steamer Casco, from San Francisco; steamer Roanoke, from San Diego and way ports. Sailed—Steamer Sue H. Elmore, for Tillamook; steamer Alliance, for Eureka, via Coos Bay; steamer Maverick, for San Francisco; steamer Rosecrans, for San Francisco.

Astoria, Feb. 20.—Condition at the mouth of the river at 5 P. M., smooth; wind, northwest, 8 miles; weather, clear. Sailed at 6 A. M., steamer Shoshone, for San Francisco. Arrived at 8 and left up at 9 A. M., steamer Casco, from San Francisco. Sailed at 10 A. M., steamer Golden Gate, for Tillamook. Arrived at 10:15 A. M., steamer Nehalem, from San Pedro. Arrived at 4 P. M. and left up, steamer Roanoke, from San Diego and way ports. Sailed at 5 P. M., San Francisco, Feb. 20.—Arrived at 1 P. M., steamer Beaver, from San Pedro. Sailed at 1:30 P. M., steamer Asuncion, for Portland. Arrived—Schooner Virginia, from Columbia River.

Yokohama, Feb. 20.—Arrived February 18, Norwegian steamer Henrik Ibsen, from Portland.

Dieppe, Feb. 20.—Arrived February 16, French bark General de Boisdeffre, from Portland.

San Francisco, Feb. 20.—Arrived—Steamers Nann Smith, from Coos Bay; Norwood, from San Jacinto; Coronado, E. G. Lindauer and Mayfair, from Grays Harbor; Saginaw, Quinault and Grays Harbor, from Willapa; Atlas, from Seattle. Sailed—Bark Eduardo Detaille, for Newcastle, Australia. Hamburg, Feb. 17.—Sailed—Sakkarah, for Tacoma.

Perim, Feb. 20.—Sailed—Antiochus, for Tacoma.

Seattle, Feb. 20.—Arrived—Steamer Bellerophon, from Tacoma; U. S. C. S. Burnside, from Astoria. Sailed—Steamer Laturi, for Port Ludlow; steamer Charles Nelson, for Mukilteo; steamer Strathay, for the Orient; steamer President, for Tacoma; steamer Kamakura Maru, for Tacoma; steamer Watson, for San Francisco; steamer Bertha, for Valdez.

Tides at Astoria Tuesday.

High.	Low.
6:13 A. M. ....7.6 feet	1:27 A. M. ....1.7 feet
7:57 A. M. ....8.2 feet	

"I Suffered Intense Pains in My Left Side."

Do you realize it is better to be safe than sorry, that it is the best policy to lock the stable door before the horse is stolen?

Dr. Miles' Heart Remedy

cured Mrs. C. C. Gokey, of a stubborn case of heart disease, such as thousands are now suffering with. Read what she says:

"Before I began taking Dr. Miles' Heart Remedy I had been suffering from heart trouble for over five years. I had grown so weak that it was impossible for me to do thirty minutes work in a whole day. I suffered intense pains in my left side and under the left shoulder blade, I could not sleep on the left side, and was so short of breath that I thought I should never be able to take a full breath again. The least excitement would bring on the most distressing palpitation. I had scarcely taken a half-bottle of the Heart Remedy before I could see a marked change in my condition. I began to sleep well, had a good appetite, and improved so rapidly that when I had taken six bottles I was completely cured.

MRS. C. C. GOKEY, Northfield, Vt.

If you have any of the symptoms Mrs. Gokey mentions, it is your duty to protect yourself.

Dr. Miles' Heart Remedy.

is what you need. If the first bottle fails to benefit, your money is returned. Ask your druggist.

MILES MEDICAL CO., Elkhart, Ind.

MEN

CURED FOREVER!

Reliable Treatment.

$5 to $10

Fees in Simple Cases

Afflicted Men—Has Your Physician Failed to Cure You?

Refuse to Suffer Longer on Promises

"You Need My Advice."

Call Today on The Reliable Specialists

Men Heed Competent Advice When Others Fail

Call and let us give you a careful, painstaking examination absolutely free. Our opinion and advice will cost you nothing. Perhaps a little advice is all you need. X-Ray examinations, when necessary, free. No money required to commence treatment, and you can arrange to pay fee when cured.

Call and let us convince you that we have cured where other doctors and SPECIALISTS have failed. 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 Cures Guaranteed or No Pay

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.

We are permanently located, incorporated and licensed under the laws of Oregon.

MEN, IF IN TROUBLE, CONSULT US TODAY. If you cannot call, write for free book and self-examination blank. Many cases cured at home. Hours—9 A. M. to 8 P. M. Sundays 10 to 12.

OREGON MEDICAL INSTITUTE

291½ MORRISON ST., Bet. Fourth and Fifth, PORTLAND, OR.

Logical Eczema Remedy Mild, Soothing Wash

Although many different kinds of remedies have been tried for the cure of Eczema and other skin diseases, it has been proven by years of tests and thousands of cases that the only possible cure is in the form of a liquid. This is a mild, soothing, healing wash made of Oil of Wintergreen, Thymol, Glycerine, and a few other ingredients, compounded so carefully that each one has its proper effect.

This simple compound is now made up in the D. D. D. Prescription—so harmless that it will clear the blotchy face or wash away the pimples as readily as it will stop that awful itch and cure the worst case of Eczema.

Try D. D. D. It is wonderful what it will do for any kind of skin trouble. No matter what it is—D. D. D. will prove to you that you can be cured. The very first drops will give you instant relief.

Get a 25c trial bottle today.

Woodard, Clarke & Co., Skidmore Drug Co.

Victim of Drink Needs Orrine

Drink cunningly destroys the will power, and while the drunkard wants to do what you tell him, he wants a thousand times more the drink that he craves. Medical treatment is necessary. Orrine destroys the desire for liquor, so that the drink will not be missed and restores the patient to health.

This remedy is thoroughly scientific and is so uniformly successful that it is sold with a guarantee to refund your money if after a trial it has not benefited. Booklet free on request. The Orrine Company, Orrine Building, Washington, D. C. Sold in this city by Skidmore Drug Co., 151 Third St., and 372-374 Morrison St.

Good Time?

Last night—eating big dinner is often the maker of a BAD TODAY. Why not? Over-eating means extra work for the stomach and bowels. You've got to suffer if you don't help nature unload with CASCARETS. *"They work while you sleep"*—you're O. K. in the A. M. Tonight's the night to take care of tomorrow. 885

CASCARETS—10c box—week's treatment. All druggists. Biggest seller in the world. Million boxes a month.

RHEUMATISM

PAINFUL & DANGEROUS

Rheumatism is due to a diseased condition of the blood cells and corpuscles, brought about by an excess of uric acid in the circulation. It is not only a very painful disease but an extremely dangerous trouble. The briny, acrid state of the blood gradually forms a coating over the muscles, and by depositing a cement-like substance in the joints frequently terminates fatally, or leaves its victim a hopeless cripple. It is natural to "doctor" the spot that hurts, and it is quite right to use liniments, hot applications, etc., to get temporary relief from a painful joint or swollen tendon; but Rheumatism is not a skin disease, and such things, when depended on alone make one careless, and the disease gets a firmer hold on the blood. S. S. S. cures the disease because it is the greatest of all blood purifiers. It goes into the circulation, and removes every particle of the irritating uric acid, builds up the blood, makes it rich and oily, and in this way prepares it for the proper nourishment of all joints, muscles, nerves and bones. If you have Rheumatism, get the uric acid out of the blood by taking S. S. S., a purely vegetable medicine, and enjoy freedom from its misery. Book on Rheumatism and any medical advice free to all who write.

SSS

THE SWIFT SPECIFIC CO., Atlanta, Ga.

THE DR. GREEN

OFFER TO

MEN

Our offer—No money Required Until Satisfied is your absolute protection. Consultation, examination and diagnosis free. Our speciality is All Ailments of Men. What you want is a cure. Come to us and get it. Hours daily, 9 to 5. Evenings, 7 to 8. Sundays, 10 to 1.

DR. GREEN CO.

362 Washington St., Portland, Or.

To Mrs. S. K. Chan:

MRS. S. K. CHAN

Dear Madam: I wish to thank you for all you have done for me. I had been sick so long and had taken so much other remedies without benefit. As soon as I had taken the first lot of your medicine, I felt like a new woman, which is saying a good deal, because I was so weak from sickness and suffered so much, I could not leave my bed. Now I am strong and entirely cured. If I was 10,000 thousand miles away, I would send to you for medicine when I were sick. I wish all people suffering from weakness or sickness would take your medicine. They would bless you the rest of their lives, as I will the rest of mine.—Mrs. O. S. Edwards, Junction City, Or. Call or write

The S. K. Chan Chinese Medicine Co., 226½ Morrison St., between First and Second, Portland, Oregon.

ThoroughCures

The Leading Specialist.

Many doctors call a suppression of symptoms a cure. Some dose for drug effects and then claim that nothing more can be done. But the real ailment remains and will bring the symptoms back again, perhaps the same as before, or perhaps modified in some manner. My treatment is effective in completely removing the ailment, because it goes to the very source of the cause. It searches out every root and fiber of the ailment and thus effects a REAL CURE—one that is permanent. The thoroughness of my methods in treating men's ailments has brought cures where others fail, has enabled me to promise much with certainty of fulfilling every promise and has rewarded me with pre-eminence in the medical field and with the largest practice of its kind in the West.

PAY WHEN CURED

My Specialty Includes:

Varicose Veins, Specific Blood Poison, Obstruction, Kidney and Bladder Troubles, Piles and all Contracted Ailments.

CONSULTATION FREE—MY HONEST AND CANDID ADVICE COSTS YOU NOTHING. I cheerfully give you the very best opinion, guided by years of successful practice. Men out of town in trouble, write me if you cannot call, as many cases yield readily to proper home treatment and cure. My offices are open all day from 9 A. M. to 8 P. M. and Sundays 10 to 1.

The DR. TAYLOR Co.

234½ MORRISON STREET, CORNER SECOND, PORTLAND, OR.

MEN

DON'T BE DISCOURAGED

Don't Give Up Hope There Is Help for You

ACT TODAY

I will treat some of your ailments for as low a fee as $5 and $10. I will make you an exceptionally low fee on any ailment you may be suffering from.

With this low fee and my long and successful experience in treating ailments of men you need not suffer another day. I don't care who has failed to cure you, and has failed—I will give you a sure cure and a small fee. Don't give up before seeing me.

By the latest methods known to MEDICAL science I successfully treat VARICOSE VEINS, PILES, NERVOUS AILMENTS, SKIN AILMENTS, KIDNEY, BLADDER, LUNG AND BLOOD AILMENTS, RHEUMATISM, LIVER AILMENTS AND ALL CHRONIC AILMENTS OF MEN.

Come in and see me. Have a confidential talk and be examined without cost or obligation. I will cure you.

DR. LINDSAY

The Old Reliable Specialist.

Corner Alder and Second streets. Entrance 128½ Second street, Portland, Or. Office hours—9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M.

MEN CURED $10 IS OUR FEE

Pay When Cured

We have every known remedy appliance for TREATING YOU. Our experience is so great and varied that no one of the ailments of Men is new to us.

COME IN AND TALK IT OVER.

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

SPECIAL AILMENTS—Newly contracted and chronic cases cured. All burning, itching and inflammation stopped in 24 hours. Cures effected in seven 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.

Pacific Coast Medical Co

224½ WASHINGTON STREET.

L. T. YEE & SONS

The Old, Reliable Chinese Doctor spent lifetime study of herbs and research in China; was granted diploma by the Emperor; guarantees cure all ailments of men and women when others fail. If you suffer, call or write to YEE & SON'S MEDICINE CO., 142½ First, Cor. Alder, Portland, Or.

S. H. WAI JING CO.

Chinese 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 301½ First st., Portland, Or. Free consultation and examination.