## TUG TYPE IS ISSUE

Supple Urges Construction of Propeller Boat.

#### EXPENSE LESS, HE SAYS

Sternwheeler Held to Be All Right Under Old Conditions, but With Present Vep Channel Other Style Is More Efficient.

Apropos of the step taken by the Port of Portland Commission to ask for bids on a steel sternwheel towboat, which are to be opened at an adjourned ession to be held tomorrow afternoon Joseph Supple, a veretan marine bu er of the city, has protested against the type of vessel adopted, which he characterizes as one suitable for tow-

ing log rafts, but unfitted for handling ships to the best advantage. Mr. Supple states unreservedly that in view of the excellent channel available from Portland to the sea, where shallow water conditions are no longer to be contended with by towboats, that a propeller steamer should be con-structed. He made the following detailed statement:

tailed statement:

I wish to votce my protest against the construction of this type of boat for such service. I have examined the plans prepared by the Fort's engineer and find that they cover a boat 215 feet long over all, with an estimated draft of six feet with fuel aboard. The hull is of a type sultable for towing loss from a kingpost, but is not sutable for towing deep-draft ressels alongside and ahead. I know the members of the Commission are able men, but they have no practical knowledge of building steamboats and but scant experience in operating them. They are dependent upon the savice of others and in this case I am certain that they have listened to poor counsel.

the advice of others and in this case I am certain that they have listened to poor remnsel.

I have during my life done nothing but build beats and observed their operations and I don't have to resort to theory or experiment to determine the comparative merits of the sternwheel and serve propeller in a towheat, and any without healtation never use a sternwheel for towing when you can use a propeller.

The reason for this is that the screw propeller yields at least 25 per cent greater efficiency from the power applied to it than does the sternwheel, even of the large diameter shear on this plan. The screw propeller engines can be built with triple and quadruple suparations. The strenwheel type does not permit more than one expansion cylinder and no condenser can be used. This creates a further loss of perhaps 25 per cent. In short, I claim that a propellier type properly designed can be operated on but little more than one-half of the fuel required to do the same work with a stern wheel.

In spending the money relied by taxation an equal or greater amount of care should be taken to spend it judictously than is used in applying capital to private enterprises.

In this case the cost of operation should

shield be taken to append it processes to used in applying capital to private enterprises.

In this case the cost of operation should be the first question considered and I am sure that the Port Commission has not considered data comparing the cost of operation of various types of towboats or they would never have effected these plans.

Our riverness forget that the channel to the sea is no longer obstructed by shallow bars and that the banks are no longer lined with cheap cordwood, cut within a stone's throw of the landing. Today we have a channel kept cleared to a good depth and a harrel of oil out off the fuel bill is if saved to the tapayers. On the Mississippi the shallow bars require a light-draft hull to pass them, and very heavy stern-wheel towboats are used, but here we can use the more economical propeller tug and it is folly to try augithing else.

The Pert Commission has been to no very great expense in having these plans drawn and it is not too late to stop the project, and I carnestly suggest that these plans be recalled and that the Commissioners investigate theroughly the cost of operation of a boat such as the plans show, also of a series propeller tug of equal towing capacity, and I am cartain that they will discard the sternwheel type.

### President May Be Asked to Stop

Panama Rate War. Since the Bates & Chesebrough inter-

fornia-Atlantic Steamship Company on both coasts, via the Panama Canal, Government officers in charge of railroad operations on the lathmus have filed requisitions for 700 additional freight cars. During the month of Deember \$0,000 tons of cargo were hauled the line, showing an unprecedented increase.

Traffic Manager Chapman expects to remain in this territory until the steamer Stanley Dollar is loaded with lumber, which will be the last of the week, as she did not arrive early res-terday from Balbao, as expected. It was estimated that she would make the run from Point Conception in 30 hours and she was sighted passing there Friday night.

The latest report dealing with the and American-Hawaiian lines is that the California Legislature will adopt a measure calling on President Taft to interesde, pointing out that the Gov-ernment should not be a party to the rate war by permitting tariffs to be cut in conjunction with the canal rail

BOSTON IS BEING EQUIPPED

On Expenditure of \$18,000 Cruiser Will Be Worth \$4,268,000.

Though Governor West has signified his intention of vetoing the bill creating the Oregon Naval Militia and its appropriation of \$25,060, which was passed last week by the Legislature. Rear Admiral Cottman, in charge of the Puget Sound Navy-yard, has written Commander J. M. Ellicott, his aid in this district, that orders have been assed and wark commanded aboard the issued and work commenced aboard the cruiser Boston to fit her for service with the naval militia of Oregon, that step being taken in consequence of a

request made by Governor West that she be assigned here. The Pederal Government has author-fied Admiral Cottman to expend \$18,000 on the cruiser in refitting her and plac-ing her i- condition for immediate service. Taking into consideration the

fact she will serve as an armory for the naval militia and be equipped with all gear, including small arms and paraphernalia required by the state parapherbana required by the state of force, she will represent a value of \$4.28,600 and at not one cent's cost to the state. It is not expected that the Boston will be at the yards long and as soon as it is shown that the militia fleered to care for the vessel, she will be dispatched to the Columbia River. The State of Washington made strenu-ous efforts to secure the historic Bosbut its naval militia was given

### Kitsap Ordered Repaired.

To the Elliott Bay Drydock Company To the Elliott Bay Drydock Company has been awarded a contract for repairs to the steamer Kitsap, at Scattle, which was sunk recently in collision and was raised two weeks ago. The repairs are to be made at a cost of \$12,000. Four bids were filed but the others ranged from \$12,000 to \$125,000. The Kitsap was built in Portland by Joseph Supple. It is said that her machinery can be used after being overhauled, but the steamer

Invermay Starts; Klio Ready. Longshoremen yesterday began load-ing the British bark Invermay with wheat at the North Bank dock, the car-go being furnished by the Portland Flouring Mills Company, though the ves-sel is under charter to Hind, Rolph & Co. The Klio finished discharging bal-last at Lionton in the afternoon and will be the next ship moved into the harbor to join the grain fleet.

Marine Notes.

Lumber-laden for San Francisco, the schooner King Cyrus is to be towed to Astoria today from St. Helens. Six cans of milk yesterday brought to the city from Bluerock, Wash, on the steamer Jessie Harkins were conmned by the local health author-

Captain El S. Edwards, local inspecto

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i	STEAMER INTELLIGENCE	
ŧ	Due to Arrive.	
٠	Name From D	nte
ı	Hercules Hongkong In	110
٠	Roanoke San Pedro In Stanley Dollar, Halbon In	po
*	There's Double Dailed Pak	200

Name.	For	Dat	AL.
	San Pedr	o Feb.	22
Hercules	. Hongkon	gFeb.	21
Golden Gate.			39
Anvil			2
Stanley Dolla	er. Balbon	Feb.	34
Hue H. Elmor	re. Tillamoo	k Feb.	24
Beaver	Sun Pedr	nFeb.	25
Falcon	San Fran	cisco.Feb.	æ
Breakwater.	Coos Bay	F 60.	200
Geo. W. Elde	r Han Petr	D Mar.	
Alliance	Euroka.	· · · · · · · · · · · · · · · · · · ·	10.5
Bear	San Petr	O MAT.	13
Rose City	San Petr	O Mar.	
Strathlyon	Hongkon	g Mar.	124

and after tarrying briefly at Seattle will his course for Southeastern

With most of her cargo aboard, the German bark Wandsbek went aground at Linnton yesterday, and was floated by the steamer Ocklahama. She will finish loading lumber tomorrow.

Movements among the wheat fleet yes terday included the shifting of the Nile from Irving to Oceanic dock and the Invermay in the afternoon from North Bank dock to the elevator.

First of the season's catch of smelt in the Cowlitz River, amounting to 25 tons, was brought to Portland on the steamer Lurine. Another consignment was transported by the steamer Joseph

Oriental liner Hercules before noon to-day, and she will sail for Hongkong and way ports will 80,756 barrels of flour, valued at \$198,548, and other cargo, making the total value \$199,701.

It was resterday reported that the work of loading the ship Jabez Howe, at Astoria, will continue for three weeks and then she will sail for Alaska as a member of the salmon fleet. Other vessels that Winter in the Columbia will be leaded in March.

In order to escape detention because of this being a holiday, the Pacific Ex-port Lumber Company yesterday cleared the British steamer Queen Alexandra for Shanghal and Tsingtau with 2,422,288 feet of lumber, valued at \$37,321. She will probably get away early tomorrow.

Two complaints have been filed with Major McIndee. Corps of Engineers. U. S. A., by Captain Caples, of the steamer Ottawa, regarding delays at the Burnside and Morrison-street bridges Februay 15. They will be forwarded to the office of United States District Attorney

For the seven months ending January Il Portland exported 5,155,661 bushels of the starnwheel type.

COAST BUSINESS TAXES ROAD

Wheat, taking-first place in the customs districts of the United States. Fuget Sound was second, with 3,255,221 bushels, the figures being from the monthly summary of the Department of Commerce and Labor.

Operations were yesterday resumed by the St. Johns Lumber Company, and as the plant of the Peninsula Lumber Com-pany and that of Clark & Wilson, at Linnton, are working, business is be-coming better for towboats. Yesterday was the first day in two months that four steamers of the Shaver fleet were away from the yards.

Supplies were yesterday loaded aboard the Government dredge Mathloma at Taylor-street dock, and she moved over to Supplie's yards to tow the dredge Champoeg to the Government moorings. She will leave tomorrow for the Upper Willamstte to remove snars above Cor-Willamette to remove snags above Cor-vallis, where considerable wheat is awaiting transportation, and in a short time she will be followed by the Cham-

There yesterday entered at the Cus-tom-House the steamers Casco, Roan-oke and Rose City from San Francisco and the Breakwater from ocs Bay. The Rose City cleared for San Fran-ciceo and San Pedro, the Breakwater for Coos Bay, Roanoke for San Diego and way ports, the Oriental liner Her-cules for the usual Far Eastern ports and the British steamor Queen Alex-andra for Shanghai and Tsingtau.

Movements of Vessels.

PORTLAND, Peb. 21.—Arrived—Steamer tanley Dollar, from Balbon. Sailed— teamer Ross City, for San Francisco and an Pedro; steamer Breakwater, for Con-lay; steamer Johan Poulsen, for San Fran-

San Pedro; steamer Breakwater, for CoosBay; steamer Johan Poulsen, for San Franciscus.

Astoria, Feb. 21.—Condition at the mouth
of the river at 5 F. M., smooth; wind south,
it miles; weather, parity cloudy. Arrived at
7:15 A. M.—Steamer Washington, from Willaps Harbor, for San Francisco; put in with
pumps disabled. Sailed at 7 A. M.—Steamer Bosserans, for Mentercy. Sailed at 8 A.
M.—Steamer Alikance, for Coose Bay and
Eureka. Sailed at 10 A. M.—Steamer Maverick, for San Francisco. Arrived at 2 and
lift up at 6 F. M.—Steamer Stanley Bollar,
from Balboa.

San Francisco, Feb. 21.—Arrived—Steamers Herra, from Honolulu; Tellac, from
Everett; Fairhaven, from Port Ludkow;
schooners Oregon and Advance, from Coquille River. Sailed—Steamers Atlas and
bargs 30, for Tacoona; bark John Winthrey,
on whaling cruise; Umatilla, for Victoria;
Tahoe, for Grays Rarbor; Falcon, for Pertland; Bear, for San Fedro.

Seattle, Fab. 21.—Arrived—Steamer
Arryll, from Han Francisco; steamer Jeffersen, from Skagway; steamer Winginian,
from Sailna Cruz; steamer Rolman, from San
Francisco. Sailed—Steamer Hellerophon,
for Vancouver; steamer Buckman, from
San
Francisco. Sailed—Steamer Bellerophon,
for Vancouver; steamer Buckman, from
San
Francisco. Failed—Steamer
Buckman, from San
Francisco. Sailed—Steamer
Buckman, from San
Schooner Wawesma, for San Diego.

Tides at Astoria Wednesday.

Tides at Astoria Wednesday. High. T.S feet 0:42 A. M. ... 4.2 feet M. ... 5.4 feet 2 28 P. M. ... 1.5 feet

OSHKOSH HULL IS INTACT

Owners of Ill-Fated Craft Would

Rescue Schooner.

ASTORIA, Or., Feb. 21.—(Special.)—Steps are being taken by the owners of the stranded gasoline schooner Oshkosh to rescue her from the jetty sands where she drifted ashore last Monday. A force of men is now at work on the craft and today a large donkey engine was shipped down to haul the hull further up on the beach.

As nearly as can be learned, the hull is still intact and the engines practically

Wednesday, March 1, Set as Date to Invite Settlers.

LEAFLETS GO BROADCAST

Month's Reduced-Rate Period Expiring April 10, All Railroads Begin Great Campaign to Make Northwest Magnet.

Wednesday, March 1, will be Col-

nists' day in Oregon. Every resident of the state who is able to write is expected on that day to send a letter to an Eastern friend or relative extending an invitation to come to Oregon in the period during which reduced rates will be in effect on all the railroads-from March 10 to

This plan was originated by the passenger department of the O.-W. R. & N. Railroad and the publishers of the Sonset magazine, who will aid in the plan to the extent of distributing free among the several communities out-side of Portland and in Portland itself copies of leaflets that may be inclosed in a letter without adding to the cost of postage.

of postage.

A supply of 421,000 leaflets has been printed for this state. These are divided among 36 individual communities, each community having its own inforation and descriptive material printed

Other states of the Northwest will take part in the colonist campaign, but none so extensively as Oregon. Washington and Idaho will distribute 90,000 and 30,000 leaflets respectively. Oregon Advertised Most.

This state will receive virtually 10 times the publicity by this movement that is given any other state. The same proportion of advertising will be that is given any other state. The same proportion of advertising will be maintained in other exploitation methods to be introduced by the railroads. Only 5000 leaflets will be used in Oregon, which will be divided between the Chamber of Commerce and the Commercial Club. The publicity departments of those bodies will distribute them. The people of Portland have been asked to take part in the general colonists day movement to the extent colonists' day movement to the extent of writing a letter to some one living outside the state who may be induced to come here within the reduced-rate

period or perhaps to remain permanently.

The general form of leaflets, being printed in 10 different cities of the state, is the same, the front cover bearing a sunburst marked by a heavy black ring in which a passenger train ...e only figure.

"Oregon Now" Prominent.

"Oregon Now," appears within the ring and below it the words "Colonist Fares," allowing space for filling in the name of the city from which the leafiet is sent. A list of the passenger agents and a map of the Harriman system is printed on each with a ring and an arrow pointing to it surround-ing the city to which the letter writer desires to call attention particularly. desires to call attention particularly.

The price of one-way tickets from the principal Eastern station is also given, with an explanation that by arrangement with the local agents in Oregon the fare of the intending settler may be paid by a friend at the point of destination, the information telegraphed to the starting point and the transportation furnished there without waiting for correspondence by mail.

Virtually the same towns of the state that have already taken advantage of the Harriman system's offer to pro-vide general community publicity are those having the leaflets printed

System Helps Valley.

By comparison of figures, officials of the railroad have estimated that the number of settlers in those communities that have used the community method provided by the railroad have received the greatest increase in the number of settlers from year to year. These towns are located, prin-cipally, in the Willamette Valley. The reports show that in the 20-day period of 1905 they drew more people from outside the state than in the 60-day period of 1908.

### SCHOONER HAS BAD LEAK

WASHINGTON LIMPS INTO AS-TORIA FOR REPAIRS.

To Right Craft on Way to San Francisco 400 Bundles of Lath Jettisoned-Surveyor to Inspect.

ASTORIA, Or., Feb. 21.—(Special.)— The steam schooner Washington, Cap-tain Meyer, Himped into port today in a leaking condition. The Washington sailed from Williapa Harbor at 7 o'clock last night en route to San Francisco with a cargo of lumber. She met with no accident but immediately after crossing the Willapa Harbor bar began to leak badly and soon had a bad list. To right her about 400 bundles of lath To right her about 400 bundles of lath were jettlsoned. Despite the fact that both the steam and the hand pumps were kept constantly at work, the water gained steadily, so Captain Meyer decided to head for the Columbia River, and when the vessel came inside this morning there was 25 inches of water in her hold. As soon as the smooth water of the harbor was reached the leak subsided to about two inches an hour, so that the pumps were able to

hour, so that the pumps were able to keep the craft clear. The location of the leak has not been discovered, but it is believed that some of the seams have opened or the butts started. Captain Crowe, surveyor for the San Francisco board of underwriters, will arrive tonight with a diver from Portland to make an examination of the hull and what will be done with the vessel will not be decided until he makes his report. The Washington was on drydock and given a thorough overhauling only a few weeks ago. The vessel is insured abroad, while the cargo is insured in San Francisco.

COURT REFUSES PETITION

Eugene Citizens Lose Fight for 20 Per Cent Rebate From Levy.

EUGENE, Or., Feb. 21.—(Special.)—
The County Court refused tonight to
grant the petition of the taxpayers'
mass meetings for a rebate of 20 per
cent from the levy of 10 mills, giving
as a reason that the county cannot be
conducted on the levy requested.
The netition came from a packed conducted on the levy requested.

The petition came from a packed mass meeting held at the Courthouse last Saturday afternoon.

# My Terms for Treatment

within the reach of all. I will not accept your case if I cannot cure you. I will give you an absolute guarantee to cure you or not charge you one cont for my services.

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



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

If you look at this matter from this standpoint, valuing as you must do your future health and happiness, you will consult at once the BEST and MOST RELIABLE specialist, one whom you know from his permanently and long-established reputation to be the best, and if your case is placed with him the cure will surely follow in short order.

LASTLY, REMEMBER, there is no man who really desires to be cured who cannot place his case with me, BECAUSE I always arrange my terms so that any man can receive expert attention and care at my INSTITUTION.

Blood Allments, Nervous Decline, Kidney and Bindder Allments, Varicose Vetas and All Allments Peculiar to Men.

EXAMINATION AND CONSULTATION FREE Men make no mistake when they come to me. I give you the results of long experience, honest, conscientious work, and the best service that money can buy. If you are alling consult me. Medicines furnished in our private laboratory from \$1.50 to \$6.50 a course.

if you cannot call, write for self-examination blank. Hours 3 A. M. to 8 P. M. dally. Sundays, 5 to 12 only.

St. Louis Medical Co.

2301/2 Yambill St.

PORTLAND, OR.

Harriman Lines Carry 49,491, 000 Persons in Safety.

Report for 1910 Received by Local Agents Shows no Fatalities. 17,960 Miles Covered-Anti-Accident Crusade Effective.

Installation of safety devices and maintenance of the block signal system are cited as responsible factors for the record of the Harriman ratiroads in carrying 49,491,000 passengers in 1910 without sacrificing a single life. This report was received by the local offices yesterday.

of Julius Kruttschnitt, director of maintenance and operation, at Chicago. It covers the business of the Union Paelfic and Southern Pacific lines and all affiliated roads, including those in the Northwest, a total of 17,960 miles. total number of passengers carried, on a mile basis, is 3,000,000,000.

The Harriman system carried 10 per cent of the estimated 1910 passenger traffic. The figures for most of the other railroads have not yet been compiled by the Government, but in 1909 the Interstate Commerce Commission reported the number of passengers carried as 25,000,-000,000. The figures for 1919 will not ex-

Many other railroads have gone through a year without a fatality to any of its passengers, but it is said that no system has made this record for such a large total of passengers.

Results on the Harriman lines are asserbed to a compaign wared by the ascribed to a campaign waged by the management for years to reduce acci-dents. The Harriman system now has more miles of automatic block signal more miles of automatic block signal protection than any other system in the world. Mr. Kruttschnitt has directed special attention to the accident problem, and began several years ago to bring about a reduction by giving complete publicity to all forms of accidents and their investigation, which, it is believed, spurred officers and employes to greater efforts to safeguard lives.

In 1903-1904 the number of accidents on the Union Pacific was 20 for 1,000.000 locomotive miles. On the Pacific system locomotive miles. On the Pacific system of the Southern Pacific the number of accidents per 1,000,000 locomotive miles was reduced from 23.5 to 10.5 in the same

"Since the final bulletin," the report says, "announcement by Federal and state courts of comprehensive and de cisive decisions in proceedings brough by this bureau have enabled suppression of railway ticket scalpers through in-junctional and criminal procedure in

many localities heretofore infected by this persistent parasite."

Ashland to Hold Election March 4

ASHLAND, Or., Feb. 21 .- (Special.)-A special election has been called for March 4 to amend the charter so that salaries of Mayor and Councilmen can be raised by the City Council. It is proposed to place the salary of Mayor at \$90 and Councilmen at \$30 pe month. At a special election held in December the question of placing the salary of Mayor at \$125 and Council-men at \$25 per month was voted down



# RHEUMATISM



Don't waste your money on worthless drugs. Get Electra-Vita and get well. GIVEN FREE

Our big, free book tells all about Electra-Vita, how it cures and what it costs. Send us this coupon with your name and address and receive a copy by return mail:

THE ELECTRA-VITA CO. 209 MAJESTIC BLDG., SEATTLE, WASH. Please send me, prepaid, your free 99-page, illustrated book.

\$10.00 X-RAY EXAMINATION AND AN HONEST OPINION OF YOUR CASE GIVEN ABSOLUTELY FREE BY THE BRITISH-ELECTRO MEDICAL CO.

The object of this offer is to prove to the sick and alling citizens of Portland and vicinity we have the grandest, simplest and most successful method of restoring health and curing allments known to the scientific world. Many of you who have been taking medicines and so-called treatments for months will be absolutely cured in a few treatments. Have you varicose veins, blood poisoning, general debility, ladder or prostatic trouble, frequent urination, burning, pain and itching? All can be stopped in 24 hours, Files, rupture and rectal ailments cured without the knife or detention from business. Are you in pain from rheumatism, lame back, eclatica, lumbago, locomotor ataxia or weak kidney? Have you constipation, stomach or liver trouble, catarrh or deafness, skin aliments? If so there is quick relief and a permanent cure in store for you if you call upon the British Electro-Medical Co, who will give you an honest opinion and honest treatment, which cures to stay cured.

Why not call today and be cured before this grand offer is withdraw Remember, 310 X-Ray examination and consultation absolutely if the British Electro-Medical Co, cannot cure you they will tell you story they do not believe in treating people if they cannot benefit them.



THE BRITISH ELECTRO-MEDICAL CO. Rooms 407, 408 and 409 Rothchild Bidg., Portland, Or. 287 1/2 Washington St. Take elevator to 4th floor. Hours—9 to 1, 2 to 5, 7 to 8. Sundays, 10 to 12.

# MEN MEN!

DON'T BE DISCOURAGED Don't Give Up Hope There Is Help for You ACT TODAY



on any simulations of may be suffering from.
With this low fee and my long and successful experience in treating aliments of men you need not men you need not another day.

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

Come in and see me. Have a confi-dential talk and be examined without cost or obligation. I will cure you. DR. LINDSAY

The Old Reliable Specialist. er Alder and Second streets. En-ce 1284; Second street, Portland, Office hours-9 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M.

AN ENEMY OF SICKNESS C. Gee Wo Is Daily Demonstrating His Ability to Cure the Various Aliments That Come to Him For Treatment.



THE CHINESE DOCTOR Lots and lots of powerful and poisonous drugs taken internally may seemingly help the ailment for which they were intended, but may be very njurious in some other way. This is especially true of mercury in its various forms.

injurious in some other way. This is especially true of mercury in its various forms.

Nothing that I use can react on the patient and cause any complications. The vegetable kingdom furnishes my remedies in the form of Roots, Herbs. Barks and Buds. These are gathered from every quarter of the world and administered according to formulae that have been kept a profound secret within the families of the Chinese doctors. Unfailing cures are the result of these remedies. My consultations are free. Out-of-town patients may send four cents in stamps and secure a consultation blank and circular. I can diagnose your case that way.

The C. Gee Wo Chinese Medicine Co.



ISOURFEE

Pay When Cured

We have every known remedy ap-pliance for TREATING YOU. Our ex-perience 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 o adder and Kidneys, Varicose Velns, quickly and permanently cured at small expense and no detention from business. tion from business.

SPECIAL ALLMENTS—Newly contracted and chronic cases cured. All burning, itching and infiammation stopped in 24 hours. Cures effected in seven days. Consultation free. If unable to call, write for list of questions. Office Hours—2 A. M. to 8 P. M. Sundays, 10 A. M. to 1 P. M. only.

Pacific Coast Medical Co 224% WASHINGTON STREET.



C. Gee Wo The Chinese Docto: This great Chinese doctor is tell known throughout the Northwest because of his wonderful and marvelous cures.

wonderful and in a rveious cures, and is today heralded by all his patients as the acceptant of the patients as the acceptant of the medical science of this country. With these renterely unknown to the medical science of this country. With these armiess remedies ne guarantees to rure catarrh, asthma, lung troubles rheumatism, nervousness, stomach liver and kidney troubles, also private allments of men and women. CONSULTATION FREE.
Patients outside of city write for planks and circulars. Incress +2

THE C. GEE WO CHINESE MEDICINE CO. 162 1/2 First St., Near Morrison,

To Mrs. S. K. Chan:

The S. K. Chan Chinese Medicine Co., 226 1/2 Morrison St., between First and Second, Portland, Oregon,



cheapest and the best.

My reputation as the leading specialist in men's all ments is firmly established by my work of the past, and there is no necessity of my resorting to irregular methods in order to keep busy. My skill, ability and straightforward methods entitle me to the success that I have won, and to the full measure of public confidence that I enjoy.

YOU NEED NOT PAY UNLESS CURED.

MY MODERN and up-to-date methods effect a certain and speedy cure of blood and skin ail ments, eezema, kidney and bladder allments, rupture, rheumatism, despondency and all allments and their complications.

EXAMINATION AND ADVICE FREE, If you can not call, write for Diagnosis Chart. My offices are open from 9 A. M. to 8 P. M. Sun-days, 10 to 1 only.

The DR. TAYLOR Co. 2341/2 Morrison St., Portland, Or.



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

THE FIRST SYMPTOMS.

THE FIRST SYMPTOMS.

If we could but see and treat all men when the first symptoms show themselves there would be no need for specialists in chronic aliments. There would be few men seeking recuperation of their physical, mental and other powers. Few would be marked with the indelible stamp of constitutional aliment, and suffering of this kind would be reduced to a minimum. But as long as men continue to disregard the golden adage, "a stitch in time saves nine," and continue to neglect themselves or be indifferent in securing the right kind of treatment at the outset, just so long will there be multitudes of chronic sufferers.

PAY WHEN SATISFIED.

PAY WHEN SATISFIED. Do not allow money matters to keep you from getting well. We charge nothing to prove our methods will cure you. Our ofter—NO MONEY REQUIRED UNTIL SATISFIED—is your absolute prosection. SATISFIED—is your absolute protection. Consultation, examination and diagnosis free.

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AFFLICTED MEN, before treating elsewhere, bonestly investigate our proven methods. You will then understand how easily we cure all curable cases of VARICOSE VEINS, SPECIFIC BLOOD POISON, NERVO-VITAL DEHILITY, ORSTRUCTIONS, PROSTATIC, BLADDER and KIDNEY troubles, CONTRACTED allments, RUPTURE, PILES and all RECTAL allments.

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