PRIMED BY TRIP

Secures Useful Data on Visit to Marvelous Dredge Columbia.

WORK DONE WONDERFUL

Major McIndoe Plans Two Additional Diggers Improving Upon Pattern of Mammoth Machine Already at Work.

When Major J F. McIndoe, Corps of Engineers, United States Army, leaves for Washington Monday to confer with the Chief of Engineers regarding two spection dredges to be built this year, besides discussing with him matters pertaining to the Inauguration of operations on the north jetty at the month of the Columbia, he will have an armful of data covering the operations of diggers in local waters to refresh his memory, on which he made a special trip pesterday afternoon to the big digger Columbia, as the guest of the trip yesterday afternoon to the big digger Columbia, as the guest of the Port of Portland.

Dredge in Full Operation.

Accompanied by Gerald Bagnall, of the Engineer Department, in charge of the construction of the south jetty. Major McIndoe left in the Port of Port-land launch Marie at 2 o'clock yester-day afternoon, Captain Hugh T. Groves. superintendent of the Commission's dredges and J. E. C. Lockwood, archi-tect of the Commission and designer of the Columbia, being on hand to guide

the party.

The Columbia is working on the eight-foot steamboat channel to the westward of Swan Island, near the lower end of the cut and when the party reached there she was in full operation, her 30-inch suction-pipe running full of sand and water. Despite the fact she is pumping the material on lowland that requires a mile of pipe and the elevation is about 14 feet, the wice was carriers a canacity volume. pipe was carrying a capacity volume and she was seen to the best advan-

The Government officers made a com-The Government officers made a complete inspection of the dredge, from the hold to quarters of the upper deck for officers and crew, and Major McIndoe pronounced her "landy and well arranged." He regards her as one of the best illustrations that could be cited of a type for local waters, as she is the largest single-suction dredge in the world today. There are others of the double pattern that can handle more material, but the Columbia has pumped material, but the Columbia has pumped 25,000 cubic yards of material in 54 hours and her fuel hill today, sawdust being consumed, is but \$750 a month.

Drift Forced to Surface.

On the present werk she is handling between 8000 and 12,000 cubic yards from the channel, because considerable is lost through the unusually long pipeline required. At the same time the material is deposited on land with such force that at one point, where there is a slough, the layer of sunken logs and other submerged drift was forced to the surface by the discharge from the pipe.

pipe.
The Columbia is 250 feet long, has a beam of 50 feet and is 12 feet deep in the hold. Major McIndoe's idea for the the hold. Major Meladoe's idea for the two dredges to be constructed is to have them nearly as large as the Co-lumbia, except that their suction pipes will have a diameter of 24 inches and the pump of a proportionate capacity, which will generally reduce the cost of operation. He estimates that prelim-inaries could be disposed of in the way of drawing plans councillus specifica. of drawing plans, compiling specifica-tions and receiving the approval of Washington officials so that bids could be opened here in six months.

BELT LINE SWITCHING FREE

Dockowners May Handle Cargo by Water for Transshipment Here.

West Side docks located south of the

west Side documents south of the Steel bridge, where rail facilities are not available except at night and then only through the payment of a switching charge, may enter more generally into the transshipment of generally into the transshipment of cargo and a few owners may install spur tracks connecting with the belt line as the result of actification yesterday received from F. H. Fogarty, assistant general freight agent of the Hill lines, who wrote that after June 8 the switching charge applying on the lines of the United Rallways and

the lines of the United Railways and Oregon Electric within the city limits would be eliminated.

After July 4 the same rule will apply on cars routed via the North Bank line and Northern Pacific system, the additional time being required in which to make the order effective in that regard because it has to be sanctioned by the Interstate Commerce Commission. Often goods are received on docks having spur tracks that could be handled on other docks so that steamers would not be moved so often, and on some lines shipments are resteamers would not be moved so often, and on some lines shipments are refused at California ports when not in sufficient quantity to justify harbor moves being made in order to reach a borth with rail facilities. Now freight can be loaded in cars at night which are "spotted" on Front street, and if short spurs are put in they can be loaded during the day, the elimination of the switching charge being strong inducement. inducement.

COMMISSION WORKS IN DARK

Washington Law Governing Steam-

ers Is Effective June 9.

Steamboatmen having business along the north bank of the Columbia River, which krings a portion of their trade under the jurisdiction of the Washington Public Utilities Commission, which becomes a successor to the Washington State Railroad Commission June A are wondering what steps will be demanded of them to comply with the provisions of the new statute.

The same indefinite condition exists on Fuget Sound, and a series of meetings of the commissioners and steamahlp men is being held to determine on what ground they meet. It has been

ahip men is being held to determine on what ground they meet. It has been anhounced in advance that all craft under five tone, engaged in the passenger or freight trade, will be governed by the new regulations. So far the commissioners have endeavored to interpret the law to steamer owners, saying that they are not familiar with marine affairs and admitting the difference between steamakin and railroad affairs.

ship and railroad affairs. ahip and railroad affairs.

One difficult feature is a regulation of log towing, and to the establishment of a tariff for that is a problem to be solved, as rafts are bundled from various points and consequently for different distances. With the steambest husiness is many places there is no competition.

complete their work on the new gasoline yacht Bayocean her trial trip will not be made from Supple's yards. Her machinery is virtually ready, but as much time would be lost if she were taken out for a spin within the next few days, that it was deemed best to wait until she was nearly in condition to be turned over to her owners.

Steamer Back in Coos River Service.

MARSHFIELD. Or. June 1—(Special.)—The river steamer Alert has been put back in the Coos River service from Marshfield to Allegany after having been on the dry docks for repairs for some weeks past. The boat is in first-class shape and will make daily trips each way together with the Millicoma, giving two boats each way for the people of the Allegany district. The boat line will run in connection with the new automobils line from Allegany to Drain and it is expected that by

STEAM	ER INTELLI	GENCE
	ous to Arriva	
Name.	From.	Date
Struthlyon	San Franci	In port
Nome City	San Franci	son in port
Golden Gate	Tillamook.	In port
Breakwater	Coos Bay-	June 3
Geo. W. Elde	er. Sen Diege	June 4
Amedia	Bureka	June 7
Beaver	San Pedro.	June 7
Rounoke	San Diego	June 11

river-boat and auto passengers can be taken from Marshfield to Drain in nine hours.

Marine Notes.

Lumber laden for the Golden Gate the barge Amy Turner was towed to As-toria from St. Helens yesterday.

To load lumber for the south the schooner A. B. Johnson restorday arrived in from San Francisco and will be towed to Westport.

To be lifted for cleaning and repainting on the Port of Portland drydock, the tug Wallula left up from Astoria last evening, and will reach St. Johns today. To begin loading lumber under char-ter to the American Trading Company, the German bark H. Hackfeld will be towed from Linnton to the dock of the North Pacific Lumber Company today. Until the East Side pler of the Broad-way bridge is finished the tug Cruiser, of the Union Bridge & Construction Company's flect, will remain idle, she having been ordered out of commission

In general cargo the French bark La Blanche, which is under charter to load out with wheat for the Portland Flouring Mills Company, sailed from Havre for this port May 28, as reported yesterday by the Merchants' Exchange.

Deputy Collector of Customs Barnes will conduct a sale at 2 o'clock this afternoon in the Government building of

will conduct a sale at 2 o'clock this atternoon in the Government building of Italian marble, cigars, cigarettes, fireworks and other goods that have accumulated through due process of law.

When the steamer Golden Gate sailed last evening for Tillamook she had a full list of passengers, there being included in the number is members of a belt team formation to the Coast offy. ball team journeying to the Coast city to engage in a few games.

Carpenters are completing the third caisson for the Union Bridge & Construction Company, which will be used to excavate for one of the center plers of the Broadway bridge, and it will be launched from ways near the elevator in a few days.

With most of bar corresponders

With most of her cargo made up of Japanese oak logs and the remainder heling about 256 tons of Chinese mer-chandles, the Oriental liner Strathlyon entered yesterday at the Custom-House and began discharging logs at Banfeld's dock. She had an unoventful voyage. To have worn parts replaced with fit-

tings of 1911 manufacture, the engine of the Port of Portland launch Mafie has been shipped Bast, and she is being propelled with a sunstitute. When the old engine is returned and installed she is expected to increase the speed.

Superintendent McDonaid, of The Dalles, Portland & Astoria Navigation Company, has contracted for an unusual assortment of music for the Sunday excursion of the steamer Bailey Gatzert, York's military band and orchestra having been engaged, the former to play on ing been engaged, the former to play on the upper deck and the orchestra in the cabin.

Coming to load cargo for the Orient under charter to the China Import & Export Lumber Company, the British tramp Oswelstry arrived yesterday afternoon from Redondo, and left up. She will berth at the bunkers of the Pacific Coast Company to load 150 tons of coal and then shift to St. Johns to begin working lumber. working lumber.

and then shift to St. Johns to Segme working lumber.

In connection with the participation of the steamer Rose City in the Rose Festival marine parade. It was announced yesterday that she would leave from Almsworth dock at 10:30 o'clock Monday morning and proceed down stream to meet Rex Oregonus, returning at the head of the column of 100 vessels to the foot of Stark street, where the festival monarch is to land.

Entered at the Custom-House yesterday, the steamers Casco, Tamalpals and Shna Yak from San Francisco, British steamer Strathlyon from Hongkong and Japanese ports, and the steamer W. S. Portor from Monterey, The Casco cleared for the Golden Gate with 50:000 feet of lumber; the Tamalpals for the same harbor with a like cargo; the Porter for San Francisco, and the Bear for San Francisco and San Pedro.

Movements of Vessels.

Movements of Vessels.

PORTLAND, June 1.—Arrived—Steamer Falcon, from San Francisco; steamer Aberdeen, from San Francisco; steamer Gen. from San Francisco; steamer W. S. Poeter, for San Francisco; steamer W. S. Poeter, for San Francisco; steamer Tascalpaia, for San Francisco; steamer Washington, for San Francisco, from San Francisco, steamer Roamington, for San Local way ports. Arrived at 1.500 and left up at 4.7 M.—Steamer Roamington, for San Francisco, via Eureka; arrived at 1.500 and left up at 4.20 P. M.—Steamer Aberbachen, from San Francisco, via Eureka; arrived at 2.15 P. M., steamer J. A. Chansion, from Manterey; arrived at 4. P. M.—Steamer J. S. Steamer J. A. Chansion, from Manterey; arrived at 4. P. M.—Steamer J. S. Steamer J. A. Chansion, from Manterey; arrived at 4. P. M.—Steamer J. S. Steamer J. A. Chansion, from Manterey; arrived at 4. P. M.—Steamer J. R. Steamer J. A. Chansion, from Manterey; arrived at 4. P. M.—Steamer Heaten, from Graya Harbor; schemer J. B. Steamer Heaver, for Graya Harbor; steamer Helens, for Graya Harbor; steamer Helens, for Graya Harbor; steamer Lansing, for Vancouver.

Having Sange S. John L.—Arrived Steamer Miasourian, from Sanlas Cruz, Britiah comes Bay, June L.—Arrived At A. M.—Steamer Breakwater, from Portland.

Tataesh Island, June L.—Arrived—Antilochus, for Facoma.

Havre, May 28.—Salled—French bark La Banche, for Facoma.

Tides at Asteria Friday.

Tides at Asteria Friday. 6.25 A. M. . 5.0 feet [11.27 A. M. . -0.4 feet

Bayoccan Trial Not Sct.

The Coron cities of Secol, Fusin, Chemilpo and Ping-Tang new have excellent systems of water supply.

SHIPPERS GET AID OWES

Switching Charges Will Be Paid by North Bank.

RATE IS NOW \$5 PER CAR

Move Will Benefit Front Street and North Portland Rusiness Houses and Give Competition to Har-

riman Lines on Coast.

Freight patrons of the Oregon Electric and United Railways will be relieved after July 1 of the switching charge of \$5 per car on all shipments routed over the North Bank and Great Northern roads. This charge will be absorbed by the North Bank and paid to the United Railways, which operates the Front street belt line by which a great number of shippers on the West Side of the river are served.

All shippers were notified by Archibald Gray, assistant general freight and passenger agent of the Great Northern, yesterday, of the proposed change.

tange. This arrangement will place the Wes Side shippers on an equal basis with other Portland industries having direct orali connections. The saving of \$5 per car will be an appreciable item to nu-merous wholesale and compilssion mer-chants on Front street, and to a large number of small industries in South

Portland. Increased activity in the affected dis trict is expected to result from the agreement of the North Bank to pay the switching charge. Many concerns there are operating on a narrow margin of profit and relief from the 55 per car switching will be a great bene-

This move, on the part of the Hill line, is taken to counteract the effect, as much as possible, of the position of the O.-W. R. & N. and Southern Pacific roads on the East Side giving shippers there direct connection without extra switching charges.

Notice of the intended change of collecting this charge was sent to the Interstate Commerce Commission, and to the Oregon Raliroad Commission yeaterday. As notice must be posted at least 10 days previous to the inauguration of the new tariff, the change must be delayed until July 4, instead of taking effect immediately.

PORTLAND TRAIN TO BE FIRST

Honor of Entering New \$20,000,000 Chicago Depot Assigned.

Portland will play an important p Portland will play an important part in the formal opening of the new \$20.000.000 passenger depot of the Chicago & Northwestern Ballroad at Chicago on Sunday morning as train No. 6. which left here Wednesday night over the O.-W. R. & N. line, will be the first to operate into the new terminal. R. V. Holder, general agent for the Northwestern in this city, yesterday received telegraphic advice that the honor of being the first to enter the station will

ling the first to enter the station will be reserved for this train.

The new Northwestern terminal is probably the most modern structure of the kind in the West. It is located in the heart of Chicago, at Canal and Medical streets. Madison streets. So long as the Union Madison streets to long the strange-pacific continues its traffic arrange-with the Northwestern, Portland peo-ple traveling over the Harriman sys-tem lines, will arrive in Chicago at this

CLAIM ADJUSTMENTS SOUGHT

Railroad Would Expedite Settlements for Shortage and Damage.

To bring about a quicker settlement of shortage and damage claims accruing in the handling of freight, traffic officials of the O.-W. R. & N. Co. yesterday conferred in Portland. In attendance at the meeting were R. B. Miller, traffic manager; W. D. Skinner, of Seattle, general freight and passenger agent of the second division; Frank W. Rob-

of the second division; Frank W. Rosinson, general freight agent, and Harvey E. Lounsbury, assistant general
freight agent.

The company is endeavoring to eliminate as much as possible delays in adjusting claims, and is working along
lines by which they expect to reach this
end.

Sunday School Visitors Duc.

A special train bearing 500 delegates to the International Sunday School convention at San Francisco will pass through Portland on Thursday, June 15, allowing the visitors a day to see the sights of this city. The travelers will be recruited from St. Paul and points south and east of that place. They will leave over the Northern Pacific on June 5 and will travel in easy stages, stopping a day each in Butte, Spokane, North Yakima, Seattle and Tacoma. An entire day will be devoted to seeing Portland. Local Sunday school workers will entertain them during their stay in Portland.

UMATILLA OFF FOR ALASKA Departure From San Francisco Re-

calls Klondike Rush.

SAN FRANCISCO, June 1 .- (Special.) The days of the Klondike were recalled when the Pacific Coast Steamship Company's steamer Umatilla departed this afternoon for Nome and St.
Michael, first of the San Franciscomuch of which was formerly handled by

\$5 to \$15

By DR. LINDSAY, the Eminent, Long

Established Specialist

WHY PAY MORE

for inferior treatment when you can get the very best medical attention at a fee of from ONE-FOURTH to ONE-HALF that charged by other specialists with my reputation? Remember that you are not asked to pay for any experiments or any failures. If your case will not yield to treatment I can ascertain that at the first examination, and will frankly tell you so and give you advice how to take care of yourself.

MY SPECIALTIES ARE—Nervous Debility, Blood Allments, Pfles, Varicose Veins, Rup-tures, Kidney, Bladder and all allments pecu-liar to men.

MEN CURED

COME AND CONSULT US PREE OF ALL CHARGE.

Corner Alder and Second Streets. Entrance 1281/2 Second Street. Portinnd, Or. Office Hours-9 A. M. to S P. M. Sundays 10 A. M. to 1 P. M.

To Lydia E. Pinkham's Vegetable Compound

Scottville, Mich.—"I want to tell you how much good Lydia E. Pinkham's Vegetable Com-Wash have done me. I live on a farm and have worked very



lly, but I tell them of my good friend, your Vegetable Compound, and that your Vegetable Compound, and that there will be no backache and bearing down pains for them if they will take

down pains for them if they will take it as I have. I am scarcely over without it in the house.

"I will say also that I think there is no better medicine to be found for young girls to build them up and make them strong and well. My eldest daughter has taken Lydia E. Pinkham's Vegetable Compound for painful periods and irregularity, and it has always helped her.

"I am always ready and willing to speak a good word for the Lydia E.

speak a good word for the Lydia E. Pinkham's Remedies. I tell every one I meet that I owe my health and happiness to these wonderful medicines."—Mrs. J. G. Johnson, Scottville, Mich., R.F.D. 3.

Lydia E. Pinkham's Vegetable Com pound, made from native roots and herbs, contains no narcotics or harm-ful drugs, and to-day holds the record for the largest number of actual cures of female diseases.

Alaskan fleet out of here. There were 400 passengers on the steamer and a large crowd at the Broadway wharf to give them a rousing sendoff. The fact that Captain Tom Reilly, the veteran Alaskan navigator, was not on the Umatilla's bridge, which he has occupied for many seasons, was regretted by many. Captain Reilly is recovering from an attack of apoplexy and his command is filled by Captain A. G. Harris.

recovering from an attack of apopiexy and his command is filled by Captain A. G. Harris.

The Pacific Coast Company's freighter Montara, Captain C. C. Moore, also got away today for Nome and St. Michael, chuck-a-block with provisions, general merchandise and mining machinery.

Blunt's Reef lightship No. St. Captain Ward, came in today for repairs.

The schooner Honoiqu from Hana with sugar, was the only windjammer to arrive today.

With many passengers and a rich cargo of Oriental merchandise, the Japanese liner America Maru arrived at noon from China and Japan.

In ballast the Union Oil Company's tanker Washtenaw, Captain Graham, arrived today from Astoria.

MONEY AVAILABLE FOR PORT

Delay in Supreme Court Decision

Causes No Embarrassment. Causes No Embarrassment.

Port of Portland Commissioners of the old board are not worrying this month about the source from which funds are to be drawn to meet expenditures necessitated for the May payroll, for Major McIndoe, Corps of Engineers, U. S. A., today will turn over to them a check representing money due for dredging during the month, for which the Commission receives \$250 a day of 24 hours. In addition Superintendent Campion of the towage and pilotage service has taken in from the operation of his department approximately \$5200.

in from the operation of his department approximately \$5200.

The monthly payroll is less than \$10,000 and the surplus either will be held in reserve to meet June's expenses or applied on accounts that have been owing for more than a month. It was believed that the Supreme Court would decide the legality of the new Commission this week, but it may be a week or ten days before the question is ruled on. Meanwhile the appointees of Governor West are resting on their oars, no meeting having been called for yesterday as there was no business before the body to be disposed of, pending a report from Salem. to be disposed of, pending a report from Salem.

LOS ANGELES COMPETES HERE

Business on Southern Route Grows to Benefit of Portland.

Los Angeles manufacturers of fruit baskets and other articles in which light baskets and other articles in which light woods are used have entered into active competition with Northwest firms. On her last voyage, the steamer Bear brought a carload of baskets consigned to Wawawat, Wash. It was second shipment of the same size to be received for that locality, and it is said the southern houses are seeking Northwest markets for other goods that are turned out in a small way in that section.

The Harriman interests are increasing

a small way in that section.

The Harriman interests are increasing trade between Portland and Los Angeles gradually, and a portlon of the northbound business regularly consists of coment and ashphalt, while a small amount of fruit and fresh vegetables are world by steamer Southbound an

Cured in Five Days F Varicose Veins,



Dr. A. G. Smith

I am the only specialist in Port land who does not advertise a fictitious name or photograph.

I publish my true photograph correct name, personally conduct my office. I am the most successful and reliable, as medical credentials and press records prove. I make this statement so that you will know you consult a true specialist, who sees and treats patients personally. I possess skill and experience, acquired in such a way that no other can share, and should not be classed with medical companies. It is impossible for a medical company to attend col-lege. Companies have no diplomas or license to practice medicine in Oregon or any other state, Medical companies usually are named after a doctor. A portrait, whose personality and identity are indefinite, is selected and published as the legitimate specialist of the office. Hired substitutes, ordinary doctors with questionable ability, give consultation, examination

Hernia, Blood Poison

No Betention From Occupation,
Family or Home

NO SEVERE OPERATIONS,
MANY CABES PERMANENTLY
CURED IN ONE TREATMENT.
MOST TIME-SAVING, MOST NATURAL, MOST SAFE. A RADICAL
AND PERMANENT CITE. I
GIVE MY WORD AND WILL CITE
YOU TO OTHER MEDICAL AUTHORITIES THAT THIS IS A
FACT. I AM CERTAINLY PREPARED TO CURE BY EXPERIENCE AND EQUIPMENT, WHICH
ARE THE KEYSTONES TO SUCCESS. I HAVE THE BEST
EQUIPPED MEDICAL OFFICE ON
THE COAST. I WILL GIVE \$500
TO ANY CHARITT AS GUARANTEE THAT EVERY STATEMENT
IN THIS ANNOUNCEMENT IS
TRUE.

I invite you to come to my of-

IN THIS ANNOUNCEMENT IS
TRUE.

I invite you to come to my office. I will explain to you my
treatment for Varicose Veins,
Hernia, Nervous Debility, Blood
Polson, Piles, Fietuia, Bladder,
Kidney, Prostatic and all Men's
Aliments, and give you FREE a
physical examination; if necessary
a microscopical and che mical
analysis of secretions, to determine pathological and bacteriological conditions. Every person
should take advantage of this opportunity to learn their true condition. A permanent cure is what
you want.

VARICOSE VEINS

you want.

VARICOSE VEINS

Impair vitality. I daily demonstrate that varicose veins can be cured in nearly all cases by one freatment, in such a satisfactory way that the vital parts are presented and strengthened, pain ceases, swelling subsides, a healthy circulation is rapidly restablished, instead of the depressing conditions. I guarantee you a cure to stay cured or refund the money.

HERNIA (RUPTURE)

money.

HERNIA (RUPTURE)

Disregard of existing hernia has cost many lives. The smallest hernias are the most dangerous to life, because of the increased liability to strangulation. I cure rupture in selected cases with perfect safety and entail no suffering, and do not detain you from occupation, under guarantee. Many cases cured to stay cured in one treatment.

**eog" FOR BLOOD POISON.

I use Professor Ehrlich's wonderful new discovery, "606," in cases of Specific Blood Poison. It cures in one treatment, and is the greatest marvel of medical science. This new remedy has been successfully used in thousands of cases. Let me explain it to you.

WRITTEN GUARANTEE—Dr. Smith's written guarantee means a cure or no pay for services. I guarantee to cure certain allments or refund every dollar you have paid me for my services. My cervices cost you nothing unless I cure your Varicose veins, Hernia, Piles, Fistula, Blood Poison, or any allment I guarantee to cure. My terms are reasonable and no more than you are able and willing to pay for benefits.

Office hours—9 A. M. to S P. M. Sundays, 19 A. M. to I P. M.

Dr. A. G. Smith

approximately 600 tons.

That business gives the three steamers more than ballast cargo between San Francisco and Los Angeles, and makes Portland the transshipping point for considerable freight that finds destination by Washington in Washington.

The Bear sails again today with a

large cargo, and the Rose City, due this afternoon, has an average list on her manifest.

PIEDMONT WANTS CLUB Institution in Irvington Will Be Taken as Model.

A. F. Flegel, Dr. I. N. Plumer, P. L. McKenzie, P. E. Sullivan and M. G. Nease compose a committee from Piedmont. Walnut Park and the surrounding district to prepare a plan for the organi-zation of the Piedmont Club. George P. Lent, who was chairman of the meet-P. Lent, who was chairman of the meeting Wednesday night when the committee was chosen, said that the movement was for the purpose of buying ground and building a clubhouse for the neighborhood, modeled after the lrving-

ton Club. W. F. Woodward, president of the Irv on Club, gave a history of the or- Salem 20 3.6 0.1 90 ization of the Irvington Club, and Wilsonville 37 6.1 0.2 90

rall. When the Bear reached Los An-geles she discharged nearly 1000 tons of Portland cargo and loaded back with three "ironclad rules"—no liquor can be used on the premises, gambling is not permitted and there must be no debts contracted against the property. Mr. Woodward placed at the disposal of the Piedmont committee copies of the constitution and by-laws of the Irvington

234% Morrison Street

Club.

P. E. Sullivan said he had made a canvass of the district and found the people unanimous for the clubhouse. It was the sentiment of the meeting that between 15 and 20 lots would be necessary for the club grounds.

Dally River Readings.

STATIONS	Flood stage	Height (in feet)	Change last 24 hours	Rainfall last 24 hours
Wenatches	40	24.0	0.4	
Lewiston	24	9.8	0.7	.00
Riparta	30	10.0	0.8	.00
Umatilla	25	21.0	0.3	
The Dalles	17	13.1	-0.3	00
Vancouver	15	13.0	-0.3	.00
Eugene	1 10	4.0	0.0	.00
Harrisburg	18	1.0	0.2	.00
Albany	20	4.0	0.0	.00.

Danger Lurks in Neglect

"THE FOREMOST SPECIALISTS" "HONEST TREATMENT-POSITIVE RESULTS"



My Fee in Many Cases CURED IN **FIVE DAYS**

VARICOSE VEINS OBSTRUCTIONS PILES FISTULA

No Detention from Business or Heme. No Severe Operations. Many Cases Thoroughly Cured in One Treatment. I have Proof for Every Statement I Make.

My Claims Are Founded on Cures If you are a weak, alling man, stop and think what you could accomplish if you were strong and well—what a source of happiness, good health and robust strength would be to you.

It takes more attength to live under the conditions of illness than it does when in health. All my life I have been studying this problem-aring complaints of men - restoring to strength I know that I can quickly and surely restore My immense practice, my large medical offices are the result of cures sure, certain. I can cure

YOU CAN PAY AFTER CURED INQUIRE

Investigate for yourself REMERBER, IT COSTS YOU NOTHING to have the opinion of the best. A thorough, painstaking EXAMINATION given each and every person by me personally.

WEAKNESS

To any man who is suffering from WEAKNESS
—FUNCTIONAL DECLINE, or PROSTATIC DISEASES—let me ask you the question: Will you put
your time seasinst mined if I fail to cure, MY
EER-VIEW COST YOU NOTHING. This remarkable treatment you can only procure from ME. It
consists to and every treatment is given by me,
as it is too valuable to intrust to an assistant.

I can cure you and make you as well as you
ever were in your life. I will tone up your systum, cleanse the poison from your blood, give you
a healthy color to your cheeks, a brightness to
your eye, so that in a very short time you would
not know that you ever had a sick day in your
life.

ABSOLUTE CURES

You can't afford to experiment with your HEALTH AND STRENGTH.

My long years of experience as a SPECIALIST in disease scullar to men have proved to me that it per cent of the men are suffering from one or more of the following conditions: VARICOSE VEINS, DISORDERS, RUPTURE Specific Blood Poison, Contracted Disorders, Kid-ney and Bladder Troubless, Postratic Disease, Piles, and all Reflex Pelvic Allments.

Examination and Consultation Free I MAKE NO CHARGE WHATEVER FOR CONSULTATION, EXAMINATION AND FULL INFORMATION, AND YOU HAVE NOTHING TO PAY FOR EXCEPT BATISFACTORY TREATMENT.

Medicines furnished from my own laboratory, \$1.50 to \$6.50 per course. If you cannot call, write for particulars, Many cases are curable at home. Hours 9 A. M. to 8 P. M. Sundays 10 to 12. ST.LOUIS MEDICAL CO. 130% TAMBILL ST., COR. SECOND ST.

PORTLAND, OR.

The Dr. Green Offer

No risk to run. Our guarantee MONEY REQUIRED UNTIL SFIELD—is your absolute prote where the cannot tell you in this nouncement all we would like but will fully and freely explain the come to us for the help need.

AFFLICTED MEN, before to elsewhere, honestly investigate proven methods. You will then stand how easily we cure all deases of VARICOSE VEINS, SPH BLOOD POISON, NERVO - VITA BILLTY, OBSTRUCTIONS, BLA and KIDNEY troubles, CONTRA aliments, PILES and all RECTA ments.

What you want is a cure, to us and get it. Once under treatment you will quickly re how simple a thing it is to get in the hands of a specialist knows his business. Our curee not only years to life, but ill years. Office hours, daily 2 evening, 7 to 8; Sunday, 10 to 1

DR. GREEN C

Their Properties **Known for Centur**

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