BAYOCEAN MAKES FAST TRIAL TRIP

New Boat for Run to Coast Surpasses Expectation of Her Designer.

SEVENTEEN MILES MADE

After Slight Changes Vessel Will Start on Route—Planned to Accommodate 51 Passengers on Trip.

Making a mile in excess of her contract requirement and traveling four hours without a hot bearing, the trim passenger yacht Bayocean, which left Supple's yards at 2:30 o'clock yesterday afternoon, returned at 6:30 o'clock, after a spin to a point a short distance below Reeder's. The trip was purely a builder's trial, as she had not been tested except for a short time Friday afternoon, and then with but two of her three gasoline engines. Her best speed was 17 miles an hour.

While Captain Fritz Hirsch acted as master of the vessel, she was virtually run by Fred Ballin, her designer, and A. F. Rober, of the Rober Machinery Company, which had the machinery contract. A few guests were aboard, including T. I. Potter, her owner, and Fred P. Baumgartner, representing the S. Elmore & Co. interests. As soon as the vessel can be placed in readiness, she will go on the Portland-Bayocean route.

But one feature tended to interfere with a full trial of the machinery for the entire time; the exhaust was not carried off as expected, and slight changes are necessary. The water found its way to the main engine and prevented a free ignition for a short period. Mr. Rober expressed himself as satisfied with the showing and confident that the Bayocean will reel off better time when her engines have been thoroughly adjusted and bearings worn down, which will follow naturally after a few trips.

Little Vibration Noticed.

In establishing the water line, Mr. Ballin's calculations were approximately true, and in the model of the Bayocean, he says it will be proven that she is a good sea vessel, but one-third of her displacement being in the water. While her three engines were working and as many propellers revolving, there was little vibration noticeable. Each engine, which is of the Speedway type, reeled off approximately 600 revolutions. The main engine is of 175-horsepower and the port and starboard engines each 150.

The main engine is air-starting and air-reversing, while the others are air-starting and have clutches for reversing. There is an auxiliary engine for electric lights, for which provision has been made for 120, while the same gear pumps from the bilge and furnishes pressure for the fire pumps. A fresh water capacity is provided with 2000 gallons and other tanks will care for 2500 gallons of gasoline. It is estimated that with all engines working, 60 gallons of gasoline will be consumed each hour and her tank supply will last for two round trips.

Officers Are Experienced.

Captain Hirsch came here several years ago as mate on the liner Numantia, and until recently he was on tugs of the Port of Portland at the mouth of the Columbia. First Officer Vickman has been signed on the Bayocean, and in the engine-room, Eugene Weideman and L. H. Campbell will preside. With the deck crew, oilers and those in the steward's department there will be a crew of 15 and the sailors are garbed in trup yachtman's style, having white duck uniforms for fair weather and blue for other occasions. The officers are uniformed also.

In operating the Bayocean, an effort will be made to handle the tourist and regular beach classes, there being berths for 51 persons. Besides this there are six extension berths that can be utilized in the after cabin and with her saloon and galley arrangement, she can care for a large number on daylight trips. Mr. Supple has about completed his contract and when the vessel is ready, she will leave here two evenings each week, making her third trip Saturday mornings.

NORTH BANK BEGINS WORK

New Dredge Goes to Burlington to Make Private Fill.

For a time the dredge North Bank, which has been completed by Joseph Supple and turned over to the Spokane, Portland & Seattle Railroad, will be operated at Burlington, where she began work yesterday, having been formally turned over by her builder Sunday, together with two oil barges, all pipe pontoons and pipe.

The digger was constructed for service along the line of the Hill road on the north bank of the Columbia River, there being a number of heavy fills to make where trestles are now in use. As the company has contracted with the Ruth Investment Company for the fill at Burlington it is thought that when not in service along the line the digger will be chartered to private interests. In that work she will not enter into competition with the dredges of the Port of Portland, though being of the suction type also, as their operations are confined to improving channel conditions rather than making fills on land, though in chartering the dredge Columbia for the Swan Island channel work the Government has also contracted with land owners to deposit the dredged material ashore to reclaim low sections.

DARING WILL TOW BARGES

New Service to Start With Old Carriers Known Here.

Another move made by the Alaska Barge Company in fitting its fleet for service between Portland and San Francisco in handling cement northbound and loading back with lumber has been to charter the tug Daring, of the Grays Harbor Tugboat Company's coterie, the engagement being for an indefinite time. The barges to be used are well known here, having been originally built to transport rock to the Columbia River jetty and include the Washougal, Wallacut, Washtucna and Washington.

Work has been commenced on Puget Sound for getting them in readiness for the new work, cargo booms being raised, donkey engines loaded and other gear for hoisting purposes being put aboard. The first barge is to arrive in about a week, probably laden with coal, as the company has a contract to deliver a few loads of fuel here. The service will also include Puget Sound points, but as it will be in direct competition with steam schooners and the largest fleet of that type operated between Portland and San Francisco, the company will no doubt center its efforts on the local trade. Steam schooner owners have not received all the lumber patronage from the Columbia River that they desire, and if the barge interests are able to keep their carriers full returning to the Golden Gate, it means that the steamers will suffer.

Oswestry Back From Kalama.

While time was lost by the China Import & Export Lumber Company in the dispatch of the British tramp Oswestry, through having been compelled to send her to Kalama to load a part cargo as additional lumber was not ready at Linnton, an effort will be made to rush her, as she yesterday finished at Kalama and is due to begin working at Linnton today. Four gangs of longshoremen will be employed, and it is hoped to have her out of the river this week.

Marine Notes.

Having completed loading her lumber cargo at Westport the schooner A. B. Johnson will leave there this afternoon in tow of the steamer Ocklahama, bound for San Francisco.

Policeman Grisim, of the harbor patrol force, has captured Wesley Sublette, 16 years of age, and recovered a gasoline engine stolen from Eugene Waldorf's launch at Oswego.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Strathlyon	Hongkong	In port
Sue H. Elmore	Tillamook	In port
Bear	San Pedro	In port
Falcon	San Francisco	June 13
Breakwater	Coos Bay	June 13
Suveric	Hongkong	June 14
Golden Gate	Tillamook	June 15
Riverside	Balboa	June 15
Anvil	Bandon	June 15
Alliance	Eureka	June 16
Rose City	San Pedro	June 17
Geo. W. Elder	San Diego	June 18
Beaver	San Pedro	June 22
Roanoke	San Diego	June 25

Scheduled to Depart.

Name.	For.	Date.
Sue H. Elmore	Tillamook	June 13
Breakwater	Coos Bay	June 15
Strathlyon	Hongkong	June 15
Bear	San Pedro	June 17
Anvil	Bandon	June 17
Falcon	San Francisco	June 16
Golden Gate	Tillamook	June 17
Alliance	Eureka	June 18
Suveric	Hongkong	June 20
Riverside	Balboa	June 20
Geo. W. Elder	San Diego	June 21
Rose City	San Pedro	June 22
Beaver	San Pedro	June 27
Roanoke	San Diego	June 28

Having been cleaned and repainted, the Port of Portland pilot schooner Joseph Pulitzer was launched yesterday from the public drydock. She will leave for Astoria tonight.

Towing Barge No. 93, the oil tanker Atlas reached the river yesterday and after dropping her tow proceeded to Puget Sound. The steamer M. F. Henderson left for Astoria last night to bring the barge here.

Hugh Delanty, of Aberdeen, of the Grays Harbor Stevedoring Company and Lloyds' sub-agent there, who passed through Portland Thursday en route for San Francisco, was yesterday reported to have been operated on there for appendicitis.

In the interest of longshoremen, a law has been enacted in Australia that prevents the importation of goods in sacks weighing over 200 pounds and notification has been received locally of the regulation.

When the steamer Beaver sailed for California ports, every first-class berth was taken, on account of the rush of the Rose Festival visitors returning home. There is also a natural increase in southbound travel due to the approach of the vacation season.

Such quantities of fuel oil were dumped into the river in the vicinity of the Hawthorne-avenue bridge yesterday morning that every craft moored in the vicinity of Kellogg's boathouse had a thick coating of the substance on their hulls. Boatowners were not in a pleasant frame of mind on discovering it.

In another week it is expected that the first cigar-shaped lograft of the season will be towed seaward from Wallace Slough, bound for San Diego, as it is nearing completion and the Benson Lumber Company will dispatch others southward during the Summer, moving in all about 50,000,000 feet of lumber.

Captain "Ernie" Kellogg says that the number of pleasure boats and launches used in the harbor Sunday, estimating from early morning until midnight, was the largest in the history of aquatic attractions in Portland, the record being due to the number of Rose Festival visitors from the interior who were drawn to the river.

Passenger vessels can no longer carry Pintsch gas in cylinders, the Supervising Inspector-General of Steam Vessels having ruled that it is a dangerous article. It has also been ordered that in addition to the ordinary hand lead line, an efficient mechanical deep-sea sounding apparatus must be installed and maintained in working order on ocean vessels of 500 gross tons or over.

Yesterday's reading of the Government guage showed the Willamette here is 16.5 feet above zero, which caused virtually all dockmen to forsake the lower decks, as the water was beginning to wash over the planking. Today it is said the stream will rise to 16.7 feet and there may be no increase tomorrow, but more water is looked for the latter part of the week. There is greater amount of drift, but as the rise is due principally to backwater from the Columbia, there is little current.

Movements of Vessels.

PORTLAND, June 12.—Arrived—Steamer Bear, from San Pedro and San Francisco; steamer Westerner, from San Francisco; steamer Washtenaw, from Port Harford. Sailed—Steamer Beaver, for San Francisco; steamer Golden Gate, for Tillamook; gasoline sloop Condor, for Waldport.

Astoria, June 12.—Arrived at 5:30 and left up at 7:30 A. M.—Steamer Bear, from San Francisco and San Pedro; steamer Westerner, from San Francisco. Arrived at 12 noon and left up at 1:20 P. M.—Steamer Washtenaw, from Port Harford. Arrived at 12 noon—Steamer Atlas, towing barge No. 93, from San Francisco. Sailed at 3:30 P. M.—Steamer Atlas, for Seattle; steamer Aurelia, for San Francisco. Left up at 2 P. M.—Barge No. 93. Arrived down at 3:30 and sailed at 6:30 P. M.—Steamer Beaver, for San Francisco and San Pedro.

San Francisco, June 12.—Arrived—Steamer Johan Poulsen, from Portland. Sailed yesterday—Steamer F. S. Loop, for Portland.

Eureka, June 12.—Arrived—Steamer Alliance, from Portland.

Tatoosh, June 12.—Passed—Steamer Northland, from Portland, for San Francisco.

San Francisco, June 12.—Arrived—Steamers G. C. Lindauer, from Grays Harbor; Quinault, from Willapa; Nans Smith, Grace Dollar, from Coos Bay; Hornby, Castle, from Antwerp; Johan Poulsen, from Astoria; Lansing, from Vancouver; Buckman, from Seattle; barkentine Fullerton, from Victoria. Sailed—Steamers Norwood, Fair Oaks, for Grays Harbor.

Tacoma, June 12.—Arrived—Steamer Hayades, from Honolulu.

Seattle, June 12.—Arrived—Steamer M. F. Plant, from San Francisco; steamer Tuscer, from Tacoma; steamer Admiral Sampson, from Valdez; steamer Northland, from Sitka; schooner F. S. Redfield, from San Francisco; steamer President, from San Francisco. Sailed—Steamer Titan, for Victoria; steamer State of California, for Skagway; steamer Northland, for Tacoma.

Columbia River Report.

Condition at the mouth of the river at 5 P. M., smooth; wind, northwest 32 miles; weather, cloudy.

Tides at Astoria Tuesday.

High.		Low.	
1:09 A. M.	8.4 feet	8:17 A. M.	-0.2 feet
2:49 P. M.	6.9 feet	8:12 P. M.	4.2 feet

Sprains require careful treatment. Keep quiet and apply Chamberlain's Liniment freely. It will remove the soreness and quickly restore the parts to a healthy condition. For sale by all dealers.

ALL ARE SELLERS

Wheat Holders Are Frantic to Let Go.

COLLAPSE A SURPRISE

When Bull Leaders Begin to Unload Prices Break Sharply, July Falling More Than Three Cents.

CHICAGO, June 12.—Savage selling to put an end to loss ripped the top today off the market for wheat. With big shipments of grain heading for Kansas City and with the harvest area rapidly widening, owners here became half frenzied when a bull clique, which is supposed to have closed out a load of 10,000,000 bushels accumulated in the May deal, began a selling movement directed chiefly against the July delivery. That option broke more than 3 cents a bushel in addition to a 5-cent decline last week, and closed unsettled 2⅛ to 2¼c down, as compared with Saturday night. Other months at the end of trading were off 1@1⅛c to 1⅜c net lower. Latest figures showed corn ⅛c down to ⅛c up, oats at ⅛@⅜c to ½c advance, and provisions dearer by 2½@5c to 27½c.

For a while it seemed as if everybody in the pit was frantic to join in the selling of wheat. Only when support from influential interests came to the rescue did the downward plunge of the market receive a check. Even then but little reaction took place and there was a decidedly nervous feeling prevalent when the bedraggled-looking brokers trooped out of the pit. The collapse had come as a thorough surprise to all except a few. Early buying on the part of the bull leaders threw the majority of speculators off guard. Flooding of the market with offerings, however, turned loose a pandemonium. July ranged from 85⅝c to 89c, closing 2⅛@2¼c down at 86⅜@86½c.

Corn displayed a great deal of independent strength in the face of the wheat decline. July fluctuated between 54½c and 55¾c, closing nervous, but only ⅛c off at 54⅝c. Cash grades were easy. No. 2 yellow finished at 54⅞@55¼c.

In oats an advance to the highest prices of the season was made, but not held. Outside limits for July proved to be 38⅜@38⅝c and 37⅞c, with the close ⅛ cent net higher at 38⅛c.

Packers and shorts were buyers of provisions. In the end pork showed a gain of 17½c to 27½c, and other products had risen 2½@5c to 7½c.

The leading futures ranged as follows:

	Open.	High.	Low.	Close.
WHEAT.				
July	$ .88¾	$ .89¼	$ .85⅞	$ .86½
Sept	.88	.88⅝	.86	.86⅝
Dec	.90	.90½	.88	.88⅞
CORN.				
July	.55	.55¾	.54½	.54⅝
Sept	.56½	.57⅛	.56	.56¼
Dec	.55⅜	.56	.54⅞	.55⅜
OATS.				
July	.38¼	.38⅝	.37⅞	.38⅛
Sept	.39¼	.39⅜	.38½	.39⅛
Dec	.40⅞	.41	.40	.40⅝
MESS PORK.				
July	15.22½	15.40	15.17½	15.40
Sept	14.92½	15.15	14.92½	15.15
LARD.				
July	8.20	8.25	8.20	8.25
Sept	8.30	8.37½	8.30	8.37½
SHORT RIBS.				
July	8.17½	8.27½	8.17½	8.27½
Sept	8.15	8.25	8.15	8.22½

Cash quotations were as follows:

Flour—Barely steady.

Rye—No. 2, 91c.

Barley—Feed or mixing, 55@75c; fair to choice malting, 85@94c.

Flaxseed—No. 1 Southwestern, nominal; No. 1 Northwestern, nominal.

Timothy seed—$@11.

Clover—$15.75.

Pork—Mess, per barrel, $15.50@15.75.

Lard—Per 100 pounds, $8.17½.

Short ribs—Sides (loose), $7.50@8.25.

Sides—Short, clear (boxed), $8.12½@8.25.

Grain statistics:

Total clearances of wheat and flour were equal to 194,000 bushels. Primary receipts were 523,000 bushels, compared with 530,000 bushels the corresponding day a year ago. The visible supply of wheat in the United States decreased 567,000 bushels for the week. The amount of breadstuff on ocean passage decreased 2,584,000 bushels. Estimated receipts for tomorrow: Wheat, 29 cars; corn, 179 cars; oats, 298 cars; hogs, 16,000 head.

	Receipts.	Shipments.
Flour, barrels	12,100	11,000
Wheat, bushels	32,400	10,100
Corn, bushels	675,800	463,000
Oats, bushels	243,800	307,400
Rye, bushels	2,000	....
Barley, bushels	18,000	11,400

Grain at San Francisco.

SAN FRANCISCO, June 12.—Wheat and barley steady.

Spot quotations: Wheat—Shipping, $1.42½@1.50 per cental.

Barley—Feed, $1.30 per cental; brewing, $1.30@1.35 per cental.

Oats—Red, $1.30@1.32½ per cental; white, $1.60@1.62½ per cental; black, $1.15@1.32½.

Call board sales: Wheat, no trading; Barley, December, $1.28 per cental bid; $1.29½ per cental asked.

Grain Markets of the Northwest.

TACOMA, June 12.—Wheat: Bluestem, 96@97c; fortyfold, 88c; club, 86@87c; red Russian, 84c. Receipts, wheat, 19 cars; hay, 1 car.

SEATTLE, June 12.—Wheat: Bluestem, 98c; fortyfold, 88c; club, 87c; Fife, 87c; red Russian, 85c. Oats, $28.50 per ton; barley, $27 per ton. Car receipts up to noon: Wheat, 18 cars; corn, 2 cars; oats, 3 cars; hay, 12 cars.

Minneapolis Wheat Market.

MINNEAPOLIS, June 12.—Wheat, July, 92⅝c; September, 90⅝c; December, 91⅛@91¼c; No. 1 hard, 95⅛c; No. 1 Northern, 93@94⅝c; No. 2 Northern, 90@93⅛c; No. 3 wheat, 88@91¼c.

European Grain Markets.

LIVERPOOL, June 12.—Close: Wheat, July, 6s 9⅛d; October, 6s 7⅝d. Weather, cloudy.

English country markets quiet, lower to sell; French country markets weak.

Wheat Harvesting in Missouri.

SEDALIA, Mo., June 12.—The harvesting of wheat began in Central Missouri today. The grain is in excellent condition. The average yield is estimated at 15 bushels per acre.

Visible Supply of Grain.

NEW YORK, June 12.—The visible supply of grain in the United States Saturday, June 10, as compiled by the New York Produce Exchange, was as follows:

	Bushels.	Increase.
Corn	5,353,000	669,000
Oats	5,413,000	735,000
Rye	31,000	*1,000
Barley	846,000	*70,000

*Decrease.

DREDGE REACHES COQUILLE

Digger Oregon to Remove Shoals on River Beyond Bandon.

BANDON, Or., June 12.—(Special.)—The dredge Oregon, which has been at Coos Bay for nearly a year, was brought to the Coquille River Saturday to dredge that stream to complete the Government project, which calls for the expenditure of $56,000 and the removal of 150,000 yards of dirt from four or five shoals between Bandon and Coquille.

This improvement will make a 10-foot channel at low water all the way from Bandon to Riverton and a nine-foot channel from Riverton to Coquille. The channel at Bandon is about 24 feet deep at all times and about the same amount of water at the bar. With dredging the few shoals between this city and Coquille it will make navigation easy on the river.

COAST PATRONAGE REVIVING

New Elmore Vessels Will Now Have Passenger Equipment.

At the instance of Portland wholesalers and many residents of smaller Oregon coast cities, S. Elmore & Co. will equip the new gasoline vessels under construction, to be named the Tillamook and Patsy, with passenger accommodations and it is proposed to place them on regular schedule to all ports south as far as Bandon and the Coquille River.

Fred P. Baumgartner, who arrived last week to assume charge of the company's marine interests, will leave today for Tillamook on the steamer Sue H. Elmore in connection with the plan to increase the passenger patronage on the Coast and next week expects to be at Coos Bay personally to inspect the new vessels. The steamer Elmore is to be retained on the Portland-Tillamook run and the others will sail from here and touch at Tillamook but continue south from there. Contracts have been made for handling fuel oil from Portland and special tanks will be provided for that purpose. The Tillamook will be ready early next month and work on the Patsy will be hurried so she will be available as soon as possible.

DEFICIT IS IN SIGHT

STATE TREASURER PREDICTS LACK OF FUNDS.

Estimates That $750,000 in Warrants Will Be Unpaid Before Next Tax Levy Is Made.

SALEM, Or., June 12.—(Special.)—That there will be $750,000 worth of state warrants unpaid before the next state tax levy is made, was the prediction of State Treasurer Kay this morning.

The State Treasurer blames this condition to the system of making up levies. The State Board, in making its levy, must be guided by the appropriations of the preceding Legislature. As the levy last year was extremely low and the appropriations at the last session of the Legislature the highest ever made in the history of the state, the treasury is in a peculiar condition.

The great bulk of the appropriations made by the last Legislature for the biennial period are drawn upon the Treasurer during the first quarter of the two years. Consequently the funds on hand will be unable to withstand the onslaught, and many of them will have to be stamped "not paid for want of funds."

This probably means that the levy next year must be increased a considerable extent to make up for the deficiencies in the payments from the state treasury.

TAFT PARDONS MURDERER

Man Who Prevented Escape of Insane Convicts Rewarded.

WASHINGTON, June 12.—President Taft today granted an unconditional pardon to Lorenzo D. Barnes, an inmate of the Government hospital for the insane here, who recently prevented a wholesale delivery of insane convicts from the institution by overhearing their plans and notifying the guards.

Barnes was convicted of killing a man who had defamed his wife. While serving a life sentence he became insane, but has since regained his reason. Attorney-General Wickersham recommended his pardon with the observation that he had "taken the life of one scoundrel, but saved the lives of several Government officers."

President Taft denied the application for executive clemency of Clarence Kidwell, of Oklahoma, who ambushed and killed the husband of a woman with whom he had questionable relations. In refusing clemency, President Taft made the following indorsement:

"A brutal murder for lust. The applicant escaped the hanging so richly deserved. No further clemency can be extended."

REDS DANCE AT HOOD RIVER

Berrypicking Season Attracts Many Indians to Territory.

HOOD RIVER, Or., June 12.—(Special)—Amid befitting surroundings members of Yakima and Klickitat Indian tribes, hundreds of whom have invaded this locality during the berry season, gave a war-dance and pow-wow here Sunday night. Weird chanting of the squaws and the monotonous beating of tom-toms by the braves added color to the performances. Offers of the local fruitmen have enticed an unusually large number of Reds into the territory this season.

The braves, not content with the incomes furnished by their more zealous squaws, are maturing plans whereby monetary gain may be had from their exhibitions of nimbleness and agility dances.

Many persons went from the city to the pow-wow given by the Indians at the Burns-Jones farm Sunday evening.

BROZILE GOES TO JAIL

Man Convicted of Selling Whisky Could Not Pay Fine.

OREGON CITY, Or., June 12.—(Special.)—Charles Brozile was today convicted of selling liquor near Estacada and fined $150 by Justice of the Peace Samson. He was unable to pay the fine and was sent to jail to serve 75 days. It is also probable that he will be proceeded against by the Federal authorities. Tony Brozile, who was arrested at the same time, will be tried in a few days.

Three witnesses testified that they bought whisky in Brozile's place. C. F. Brown said that he had bought a bottle of whisky from Brozile for which he paid $1.60. Lingo Favilla was fined $150 several months ago for selling liquor in the same neighborhood where Brozile had his place. He was also tried and punished by the United States Court.

FRANCE QUESTIONS SPAIN

Moroccan Move by Castilians Must Be Explained.

PARIS, June 12.—Official denial was given this evening to the statement published here that France has notified the powers signing the Algeciras agreement that she has informed Spain she cannot approve of Spanish occupation of El Araish territory in Morocco. For the moment, it is declared, France will not consult the powers regarding the Moroccan situation, but will treat with Spain.

France, it was said at the Foreign Offices, has asked Spain clearly to explain the occupation by Spanish troops of new Moroccan territory and to define exactly whether she proposes to remain permanently in that region.

Two Murderers Executed.

OSSINING, N. Y., June 12.—Two men were put to death in the electric chair in Sing Sing prison this morning. Frederick Gebhardt, convicted of killing Anna Luther in the woods at East Islip, L. I., in April, 1909, was executed first. Gebhardt committed bigamy in marrying the girl that he might get her money. Gebhardt collapsed when the guards told him in the deathhouse to get ready, and it was necessary to carry him to the execution chamber. Thomas Barnes, a "yeggman," known as "Bangor Billy," who shot Jack Leonard, went to his death after Gebhardt. Barnes killed Leonard because of the latter's promise to aid the officers in breaking up a band of "yeggmen." Barnes went coolly to the chair.

Governor Issues Ultimatum.

SALEM, Or., June 12.—(Special.)—With the pavement on East State street to the Penitentiary grounds tied up because of difficulties among the property-owners, Governor West issued the ultimatum today that the state will not consider the paving of Twenty-fourth street to complete the Asylum and Penitentiary loop, unless the city paves East State street. The Governor had planned to park and beautify the state grounds and place a wide roadway between the two institutions. This will not be done unless the city paves State street.

As a *toilet soap* for preserving and purifying the complexion, hair and hands, and as a *skin soap* for dissipating irritating and unsightly conditions of the skin, Cuticura Soap, assisted when necessary by Cuticura Ointment, is unrivaled.

Cuticura Soap and Ointment are sold by druggists and dealers everywhere, but a liberal sample of each, with 32-p. book on the skin, will be mailed free on application to "Cuticura," Dept. F, Boston.

Cured in Five Days

Dr. A. G. Smith.

I am the only specialist in Portland 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 college. 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 and treatment.

Varicose Veins, Hernia, Blood Poison

No Detention From Occupation, Family or Home

NO SEVERE OPERATIONS. MANY CASES PERMANENTLY CURED IN ONE TREATMENT. MOST TIME-SAVING, MOST NATURAL, MOST SAFE. A RADICAL AND PERMANENT CURE. 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 CHARITY AS GUARANTEE THAT EVERY STATEMENT 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 Poison, Piles, Fistula, Bladder, Kidney, Prostatic and all Men's Ailments, and give you FREE a physical examination; if necessary a microscopical and chemical 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

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

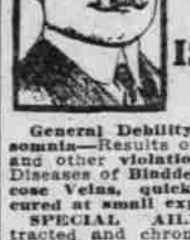
"606" FOR BLOOD POISON.

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 ailments or refund every dollar you have paid me for my services. My services cost you nothing unless I cure your Varicose Veins, Hernia, Piles, Fistula, Blood Poison, or any ailment 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 8 P. M. Sundays, 10 A. M. to 1 P. M.

Dr. A. G. Smith 234½ Morrison Street Corner Second PORTLAND, OR.



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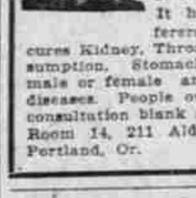

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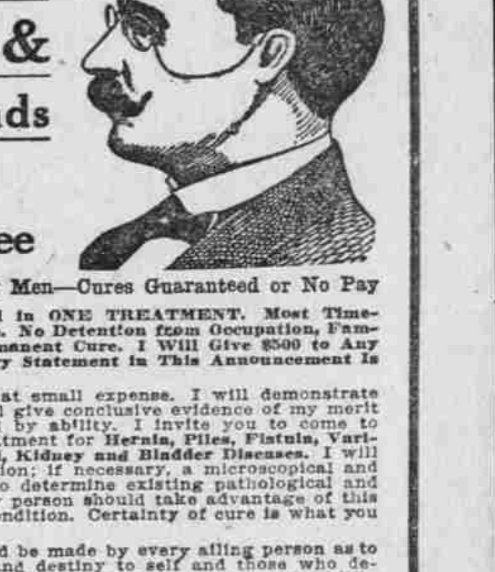

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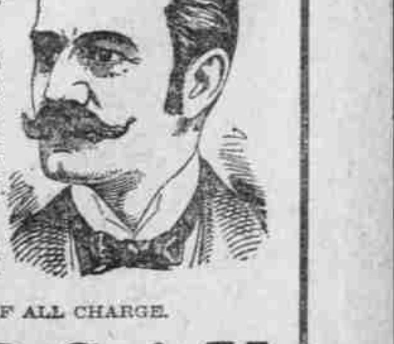

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