ROCK ORDER LAST

450,000 Tons Expected to Finish Jetty Work.

GREAT MOLE NEARLY DONE

Major McIndoe Calls for Bids on Delivery of Stone for Final Work Next Year—North Jetty to Be Started Early.

Bids for delivering 450,000 tons of rock at Fort Stevens for use on the south jetty at the mouth of the Columbia River were ordered advertised for by Major McIndoe, of the United States Engineers, yesterday. Major McIndoe will open the proposals August 19. It is not improbable that this will be the last large order for material in connection with the jetty work, as it is to be completed next season and not much more than finishing work will be done after the season ends in November.

The contract now in force called for the delivery of 600,000 tons, and began September 1, 1910. The Fort Stevens plant has facilities for handling 4000 tons daily, though for a time after work was resumed in April less than that amount was delivered. Fourteen trains are hauling rock on the trestle, each having 16 cars, and the most rapid work in the history of the project has been accomplished this year. When the finishing touches are put on, less speed will be obtained; besides, two or more short spurs will have to be constructed on the river side to prevent further shoaling, as the last survey shows a large sandbar forming there.

The present rock contract was awarded to the Columbia Contract Company on a basis of $1.12 a ton. There is available for rock under the new specifications approximately $700,000, which is what left from the last Congressional appropriation, and the balance will be diverted to the next apportionment, when provision will be made for early work on the north jetty. This jetty will extend from the base of North Head a short distance toward the main channel and then seaward, paralleling the present south trestle.

LOW WATER BLOCKS SERVICE

Oregona 18 Hours Making Run to Salem on 20 Inches.

One more stretch of the Willamette River has been abandoned for a time by transportation interests because the steamer Oregona required 18 hours to cover 72 miles, and then had to "line" over so many bars that every wire rope and hawser aboard was broken. As a result the Oregon City Transportation Company yesterday notified shippers that no freight would be accepted for delivery south of St. Paul or Mission Landing, 46 miles from Portland. Not long ago the company was compelled to haul the steamer Pomona off the Portland-Corvallis run because of low water, and until there is a better boating stage the service to Salem will be discontinued.

In 1893 the Yellow Stack Line was established, and the Summer of 1910 was the first season in which the company was prevented from reaching Salem. The river is said to be changing rapidly and apparently the channel is filling, despite work done in some places by the Corps of Engineers.

The steamer Oregona left Portland at 8:45 o'clock Monday morning and reported at Salem at 1 o'clock yesterday morning, having scraped over every bar between Mission Landing and the capital when drawing but 20 inches of water. When light her draft is 14 inches, and her owners assert that it is impossible to build a steamer of lighter draft that can ply on the Upper Willamette with sufficient cargo to warrant the expense. Conditions between Portland and Mission Landing are such that the Oregona can cover the route with a full load, but there will not be more freight offered than can be accommodated on three trips every week.

On an understanding with Major McIndoe, Corps of Engineers, U. S. A., that dredging will be carried on at once at Ash Island Bar and Mission Bar, while the mouth of the Yamhill River will be deepened so that the steamer can ascend to Dayton, the comapny officials expect to move all crops that can be reached in that territory. At the mouth of the Yamhill the depth is only 12 inches. Teams and scrapers were used last year with good effect there, and if a depth of 20 inches can be gained this year the regular service will be extended to Dayton.

SWIMMERS SMOKE ON ROOF

Danger of Fire at Flour Mills Reported to Police.

Fear of serious fire at the Portland Flouring Mills through carelessness of bathers, who have made the roof of the mills their headquarters from which to dive and who smoke between swims, has led to a request to Harbormaster Speier to direct the attention of the night patrol to the necessity of keeping bathers away from the property.

An objection was not made to the bathers congregating there until smoking became general among them, and as the big roof surface is in such a dry condition, the restriction has become general. At other places along the harbor front bathers have established rendezvous, and in most instances they have complied with the bathing-suit ordinance and not created a disturbance, but a few bands have been dispersed for violating the regulations.

Owing to the unusually warm weather of the last few days the harbor police have encountered double duties, as they have to watch bathers and keep a lookout at the Oaks, where overcrowding of floats at the landing has caused complaint to be made to customs officials and Harbormaster Speier.

Quintet of Fishermen to Be Tried.

ASTORIA, July 18.—(Special.)—Complaints were filed in the Justice Court today charging John Sandeburg, Jonas Peterson, Vincent Bacotish, Jack Renikke and Arne Wahl with having in their possession fish which were unlawfully caught during the Sunday closing period. These men were arrested last Saturday by Deputy Fish Warden Gor. Two of the cases are set for hearing tomorrow, but the case against Wahl will be tried on Thursday morning before a jury.

Marine Notes.

O. P. Rankin, first officer of the steamer Rose City, left that vessel yesterday to rusticate for a few weeks at Seaside on his first vacation in three years.

Bringing 600 cases of Tillamook cheese, the largest amount she has carried of that product for several years, the gasoline sloop Delia arrived in yesterday.

Local Inspectors Edwards and Fuller made a personal examination of the gasoline schooner Wilhelmina yesterday, the occasion being her annual inspection.

The Norwegian steamer Rygja is to finish her Oriental cargo tomorrow and sail Friday morning on her last voyage with freight for the Portland & Asiatic Steamship Company.

With lumber laden for the United Kingdom, the German bark H. Hackfeld was towed through the bridges from the Portland mill yesterday and continued down stream.

Carrying a part cargo of lumber the steamer Stanley Dollar of the California & Atlantic line, will sail at 8:30 o'clock this morning for Hoquiam to complete her cargo for Balboa.

After four different hours had been set for her to move, the British steamer Kumeric shifted from the North Bank dock to Albina dock at 7 o'clock last evening to begin working outward cargo.

Fred Baumgartner, agent for the Elmore interests, left yesterday for Tillamook and Nestucca in the interest of trade expected to be worked up for the two gasoline schooners that are to be put on the route, the Patsy and Tillamook.

Fogs in the north having required the constant operation of the signal at Grays Harbor light station, the tender Manzanita was dispatched there yesterday to replenish the coal supply. The tender Heather is delivering supplies to Puget Sound stations.

Entries yesterday at the Customhouse comprised the steamers Geo. W. Elder, Rose City and J. A. Chanslor from California ports, and the gasoline schooner Anvil from Bandon. The Elder cleared for San Diego, the Alliance for Eureka via Coos Bay, Stanley Dollar for Hoquiam, Anvil for Bandon, barge Amy Turner for San Francisco with 650,000 feet of lumber, J. A. Chanslor for Monterey and Nome City for San Pedro with 850,000 feet of lumber.

In tow of the steamer Hoo Hoo, a donkey barge belonging to the McCabe Company, stevedores, which recently filled to the deck at the Portland mill while lashed alongside the German bark H. Hackfeld, was taken to the yards of the St. Johns Shipbuilding Company, where she will be cut in two and both sections used as donkey scows.

When 200 members of a Gillette excursion party reach their Eastern homes they are expected to laud Columbia River scenery, as they are to leave this morning on the steamer Bailey Gatzert for The Dalles and there will embark on their special train, which will leave the Union Depot light this evening. W. H. Soule, tourist representative of The Dalles, Portland & Astoria Navigation Company, secured the business yesterday. The party arrived in the morning from the south and passed yesterday touring Portland on a special observation train of the Portland Railway, Light & Power Company.

Movements of Vessels.

PORTLAND, July 18.—Arrived—Steamer Breakwater, from Coos Bay; steamer Olsen & Mahony, from San Francisco; gasoline sloop Delia, from Nestucca. Sailed—Steamer Sue H. Elmore, for Tillamook; steamer Nome City, for San Pedro; steamer Klamath, for San Diego and way ports; steamer Alliance, for Eureka via Coos Bay; steamer J. A. Chanslor, for Monterey.

Astoria, July 18.—Condition at the mouth of the river at 5 P. M., smooth; wind south 18 miles; weather cloudy. Sailed at 4:30 A. M.—Steamer F. S. Loop, for San Francisco. Sailed at 5 A. M.—Steamer Bear, for San Francisco and San Pedro; steamer Olsum, for Port San Luis. Sailed at 6 A. M.—Steamer Carlos, for Tacoma. Arrived at 6 and left up at 8 A. M.—Steamer Breakwater, from Coos Bay. Arrived at 10 and left up at 11 A. M.—Steamer Olsen & Mahony, from San Francisco. Arrived at 4 P. M.—Gasoline schooner Bayocean, from Bayocean.

San Francisco, July 18.—Passed last night—Tug Hercules, with log raft in tow, from Columbia River, for San Diego.

Belfast, July 18.—Arrived—British ship Nile, from Portland.

Limerick, July 18.—Arrived—French bark Boissut, from Portland.

Queenstown, July 17.—Arrived—German ship Kilo, from Portland.

Queenstown, July 18.—Sailed last night—Steamer Shenhome, from Portland, for San Pedro.

San Pedro, July 18.—Sailed—Steamer Beaver, for Portland.

Aberdeen, July 18.—Arrived yesterday—Steamer Teloiwatoma, from Portland.

New York, July 18.—Arrived—Minnehaha, from London. Sailed—Nieuw Amsterdam, for Rotterdam; Kaiser Wilhelm der Grosse, for Bremen.

Cadiz, July 18.—Arrived—Montevideo, from New York.

Antwerp, July 17.—Sailed—Solvefs, for San Francisco.

Boston, July 18.—Arrived—Numidian, from Glasgow.

San Francisco, July 18.—Arrived—Sierra, from Honolulu; Daisy, from Willapa. Departed—Siberia, for Hongkong; Umatilla, for Victoria; Maverick, for Portland.

Seattle, Wash., July 18.—Arrived—Steamer Sakkarah, from Hamburg; steamer State of California, from Tacoma; steamer U. S. Snohomish, from Mean Bay; steamer Seward, from Tacoma. Sailed—Steamer Col. E. L. Drake, for Tacoma; U. S. Survey steamer Explorer, for Kuskokwim River; steamer Governor, for Everett; steamer Santa Ana, for Southeastern Alaska; steamer Seward, for Nome; steamer Humboldt, for Skagway; steamer State of California, for Skagway.

Tacoma, July 18.—Arrived—Steamer Col. E. L. Drake, from San Francisco. Sailed—British steamer Knight of St. George, for San Francisco; steamer State of California, for San Francisco; steamer Seward, for Seattle and Nome; steamer Col. E. L. Drake, for San Francisco.

Los Angeles, July 18.—Arrived—President, Yosemite, from Seattle; Shoshone, from Columbia River; Svea, from Grays Harbor; J. R. Stetson, from Portland. Sailed—Pat Oaks, for Grays Harbor; J. R. Stetson, Beaver, Roanoke, for Portland; Alcatraz, for Greenwood; Wellesley, for Columbia River.

Tides at Astoria Wednesday.

High.	Low.
6:28 A. M....6.1 feet	0:23 A. M....1.0 feet
6:45 P. M....8.2 feet	0:08 P. M....2.6 feet

Santa Barbara at Raymond.

RAYMOND, Wash., July 18.—(Special.)—The steamer Santa Barbara, Captain Vaddart, arrived from San Francisco Sunday evening with a passenger list of 34. This is the maximum number that the Santa Barbara is allowed to carry, owing to the fact that she is not equipped with wireless telegraphy. She is making regular trips between Willapa Harbor and Southern California ports.

Mrs. Taft's favorite book is "Pride and Prejudice," by Jane Austen, and this fine old novel is the gift which she invariably makes to the daughters of her friends who are about to make their debut in society.

STEAMER INTELLIGENCE.

Due to Arrive.

Name.	From.	Date.
Washington	San Francisco	In port
Rygja	Hongkong	In port
Stanley Dollar	Balboa	In port
Kumeric	Manila	In port
Geo. W. Elder	San Diego	In port
Rose City	San Pedro	In port
Anvil	Bandon	In port
Breakwater	Coos Bay	In port
Golden Gate	Tillamook	July 19
Bayocean	Bayocean	July 19
Falcon	San Francisco	July 19
Beaver	San Pedro	July 22
Sue H. Elmore	Tillamook	July 22
Roanoke	San Diego	July 23
Bear	San Pedro	July 27
Henrik Ibsen	Hongkong	Aug. 1
Hercules	Hongkong	Aug. 10
Strathlyon	Hongkong	Aug. 25
Alliance	Eureka	July 26

Scheduled to Depart.

Name.	For.	Date.
Bayocean	Bayocean	July 19
Geo. W. Elder	San Diego	July 19
Rygja	Hongkong	July 20
Stanley Dollar	Balboa	July 20
Anvil	Bandon	July 20
Breakwater	Balboa	July 20
Golden Gate	Tillamook	July 20
Washington	San Francisco	July 20
Kumeric	Manila	July 22
Falcon	San Francisco	July 22
Sue H. Elmore	Tillamook	July 25
Roanoke	San Diego	July 26
Beaver	San Pedro	July 27
Bear	San Pedro	Aug. 1
Henrik Ibsen	Hongkong	Aug. 10
Hercules	Hongkong	Aug. 25
Strathlyon	Hongkong	Sept. 15
Rose City	San Pedro	July 22
Alliance	Eureka	July 28

WHEAT PRICES SAG

New Crop Supplies Piling Up in Eastern Markets.

BIG AVAILABLE RETURN

Values Weaken at Chicago With Unloading by Longs — Showers in Sections Where Needed. Corn and Oats Down.

CHICAGO, July 18.—With supplies of new wheat piling up here and with the world's available supply showing a substantial increase, the market for the cereal slowly succumbed today under the crush. Closing figures varied from the same as last night to ¼@¾c down. First sales of this year's wheat from the harvest in Michigan were made here today. Illinois continued to sell freely, and there was a surprising resumption from Missouri. Then, too, the world's total made a gain of 505,000 bushels, contrasting sharply with a decrease of 5,427,000 bushels a year ago. Besides generous showers in the growing crop states were falling and the evidence was plentiful that the longs were unloading on the bulges here. September ranged from 87⅝c and 88⅝@88⅜c, with latest trades ¼c net lower at 87⅝c.

Drenched fields everywhere west of the Missouri River resulted in heavy selling of corn. Outside limits for September proved to be 63⅝c and 64⅝c, with the close 63⅝c, a net decline at exactly 1c. Cash grades were in only moderate demand. No. 2 yellow finished at 64⅛@64⅜c.

The oats market was overloaded by hedging sales against free arrivals at country stations. High and low points for September were 43⅛c and 41⅝c. The close, 42½c, represented 1c loss, compared with 24 hours before.

Purchases on Milwaukee account helped provisions and so did an advance in hogs. At the end pork was 7½c to 10c up, lard 2½@5c and ribs 10 to 12½c.

	Open.	High.	Low.	Close.
WHEAT.				
July	$ .86⅝	$ .87	$ .86	$ .86⅝
Sept	.88⅝	.88⅝	.87⅝	.87⅝
Dec	.91⅛	.91⅝	.90⅝	.90⅝
May	.95⅛	.95⅝	.94⅝	.94⅝
CORN.				
July	.62⅝	.63⅝	.62½	.62⅝
Sept	.64⅝	.64⅝	.63½	.63⅝
Dec	.61⅝	.61⅝	.60½	.60⅝
May	.63½	.63½	.62⅝	.62⅝
OATS.				
Sept	.43⅛	.43⅛	.41⅝	.42½
Dec	.44⅝	.45	.43½	.44⅝
May	.46⅝	.46⅝	.45½	.46½
MESS PROK.				
Sept	15.90	16.00	15.85	15.97½
Jan	15.40	15.40	15.20	15.40
LARD.				
July	8.15	8.17½	8.12½	8.17½
Sept	8.27½	8.27½	8.20	8.27½
Dec	8.25	8.25	8.20	8.25
Jan	8.25	8.25	8.20	8.25
SHORT RIBS.				
Sept	8.47½	8.50	8.40	8.50
Jan	7.92½	8.00	7.92½	8.00

Cash quotations were as follows:

Flour—Steady.

Rye—No. 2, $1⅛c.

Barley—Feed or mixing, 70@85c; fair to choice malting, $1.05@1.14.

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

Timothy seed—$9@13.50.

Clover—$9@15.50.

Pork—Mess, per barrel, $15.87½@16.

Lard—Per 100 pounds, $8.17½.

Short ribs—Sides (loose), $7.62½@8.37½.

Sides—Short, clear (boxed), $8.37½@8.50.

Grain statistics:

Total clearances of wheat and flour were equal to 227,000 bushels. Primary receipts were 1,681,000 bushels, compared with 680,000 bushels the corresponding day a year ago. The world's visible supply, as shown by Bradstreet's, increased 505,000 bushels. Estimated receipts for tomorrow: Wheat, 375 cars; corn, 65 cars; oats, 131 cars; hogs, 23,000 head.

	Receipts.	Shipments.
Flour, barrels	21,500	15,900
Wheat, bushels	658,000	363,000
Corn, bushels	90,000	656,000
Oats, bushels	288,000	265,000
Rye, bushels	6,000	.....
Barley, bushels	14,000	8,000

Changes in Available Supplies.

NEW YORK, July 18.—Special cable and telegraphic communications received by Bradstreets show the following changes in available supplies as compared with previous accounts:

	Bushels.
Wheat, United States East Rockies, increased	3,039,000
Canada, decreased	34,000
Total, United States and Canada, increased	3,005,000
Afloat and in Europe, decreased	2,500,000
Total, American and European supply, increased	505,000
Corn, United States and Canada, decreased	227,000
Oats, United States and Canada, decreased	2,000,000

Grain at San Francisco.

SAN FRANCISCO, July 18.—Wheat steady, barley firm.

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

Barley—Feed, $1.27½@1.30 per cental; brewing, nominal.

Oats—Red, $1.25@1.40 per cental; white, nominal; black, $1.15@1.50 per cental.

Call board sales: Barley—December, $1.30 per cental bid; May, $1.37½ per cental asked.

Grain Markets of the Northwest.

TACOMA, July 18.—Wheat: Bluestem, 94c; fortyfold, 86c; club, 84c; red Russian, 82c. Receipts, wheat, 3 cars; hay, 5 cars.

SEATTLE, July 18.—Wheat—Bluestem, 92c; fortyfold, 88c; club, 83c; Fife, 85c; red Russian, 82c. Oats $27 per ton. Barley $23 per ton. Hay, $7.75. Car receipts up to noon: Wheat 6, hay 12, corn 1.

Minneapolis Wheat Market.

MINNEAPOLIS, Minn., July 18.—Wheat—July, 95¼c; September, 95¼c; December, 96¼c; No. 1 hard, 98¼c; No. 1 Northern, 94¼@97¼c; No. 2 Northern, 94@96¼c; No. 3 wheat, 92@94¼c.

European Grain Markets.

LIVERPOOL, July 18.—Wheat—July, 6s 10½d; October, 6s 8½d; December, 6s 9½d. Weather cloudy.

English country market steady; French country markets, holiday.

Wool at St. Louis.

ST. LOUIS, July 18.—Wool—Unchanged. Territory and Western mediums, 17@19c; fine medium, 15@17½c; fine, 11@14½c.

Hops at New York.

NEW YORK, July 18.—Hops—Steady.

FASTING AS DISEASE CURE

Writer Says That Overworked Nature Requires Real Rest.

SEATTLE, Wash., July 17.—(To the Editor.)—I have read with great interest and appreciation an editorial in The Oregonian of last Friday on "The Fasting Cure." While it is in no sense a complete defense of fasting for the cure of disease, it represents with fairness and justice the attitude assumed by the medical profession and by the ignorant laity against aught that threatens the field so long and successfully occupied by drug-dosage, and for this as well as for its broad-minded view, The Oregonian is to be congratulated.

My own work in the treatment of disease on natural lines, has covered a period of 15 years, and in this time I have fasted over 2000 cases with a death record of 20. These patients fasted absolutely for from eight to 75 days, and in those whose deaths occurred while under my care, post-mortem examinations never failed to reveal organic defects that made it the inevitable outcome, fasting or feeding. My opinion in the matter is that the administration of the method really lengthened the lives of these sufferers. In view of this record, I think I may be permitted to speak ex cathedra and to present in a brief way the success of the system I advocate, as compared with that of the still empirical science of medicine.

I contend, and my experience bears me out to the last degree, that the administration of drugs for the cure of disease is and has been the great cause of organic defects in the human body. In no one of the several deaths that have occurred in my practice, was arrested development of the vital organs absent; in each a condition was present that had required shock or continued functional disturbance to produce. This internal state showed in cartilaginous deformation and disintegrated structure, a condition of long standing.

The patients who come to me are in great majority those who have followed orthodox methods in the *blind manner for which tradition and ignorance are responsible.* The result is that in no instance is the outlook encouraging, for they comprise the failures of medicine, and bring with them *the poorest of foundations* upon which to build a healthy structure. When I say that in all my cases free from serious organic defects, the fasting method properly applied has never failed to develop immediate improvement and to accomplish ultimate cure, I am making a statement not at all exaggerated and one that is easily verified.

Fasting is in itself but a means to an end, a cleansing and resting process that prepares the body for right living in future time. A cure cannot be accomplished until the individual co-operating with Nature, completes what the fast began. Regarding disease as a unity, its beginnings are seen to lie at the threshold of the process of digestion. Its seeds are sown in the mouth and the stomach, intestines and other vital organs, injured by food improperly prepared and worked beyond limit by oversupply, continue and conserve their propagation. Impaired digestion and impure blood are cause and effect, and impure blood is disease.

Disease is never the foe of life, but is Nature's plan for the restoration of a temporarily unbalanced system to equilibrium or health. Hence, granting that impaired digestion is the source of impure blood or disease, it is reasonable to assume that abused digestive functions, properly relieved from labor for a time, will recover and return to their appointed tasks with renewed vigor. Overworked nature has but one means of recuperation, rest and rest alone; and in this fact lies all that the fast implies. Total abstinence from food is not needful in all cases, and the judgment of experience is the sole guide in determining its application. Other natural hygienic means assist in carrying the treatment to successful issue, and they include fresh air, sunshine, exercise, the bath and the enema.

The Oregonian's plea for toleration should, I think, include investigation, but the latter has never been voluntarily assumed by the body of the medical fraternity, a condition well discussed in the editorial referred to.

LINDA BURFIELD HAZZARD.

TITAN TO REMOVE DYKE

Government Will Finish New Swan Island Channel.

Authority was yesterday received from Chief of Engineers Bixby by Major McIndoe, Corps of Engineers, U. S. A., to lease the dredge Titan, controlled by the Pacific Bridge Company, to remove a dyke at the head of Swan Island, which blocks the channel on the west side. The dredge is to be used about 20 days, and will remove material to a sufficient width to conform to the channel recently dug to the west of the island by the dredge Columbia, of the Port of Portland fleet, which dug material a depth of eight feet.

The dyke was constructed about 1899, when the district was in charge of Major Hanbury, Corps of Engineers, U. S. A., who had previously recommended that the main ship's channel be constructed inside the island, instead of to the eastward, as it is now maintained. Below Swan Island and about midway between that point and St. Johns, a shoal had formed, and it was reasoned that if a dyke were constructed at the head of the island to a height of four feet above low water that the current and entire flow at lower stages would be diverted to the main channel, thereby scouring on the shoal.

Some marine men have held that the west side offered the best opportunity for the maintenance of the ships' channel, as it was a more direct course from the main harbor, but the Government selected the east course. As the growth of commerce demands more space, it is expected that the west side will be improved or a portion of the island removed to increase the width of the present channel.

Kosmos Line's New Schedule Out.

SEATTLE, Wash., July 18.—(Special.)—Beginning with sailings from Hamburg July 4, the Kosmos line has inaugurated a new 90-day service to Puget Sound. Instead of stopping at numerous ports on the west coast of South America the line will omit Peru and Ecuador, northbound. To maintain the improved service, in addition to 40 steamships already operating, the Kosmos Line is building three 12,000-ton freighters of the most improved type.

PIONEER PASTOR RETURNS

Hoquiam Visitor Preached in Washington Territory in 1871.

HOQUIAM, Wash., July 18.—(Special.)—Rev. W. T. Chapman, of Lewiston, Me., came back to Hoquiam today after an absence of 39 years, with the hope of finding some of the old-timers. Mr. Chapman came to Hoquiam 40 years ago and for over a year had charge of the circuit of the local Methodist Church, extending over a territory nearly 80 miles in length.

He was later transferred to Klamath. When he arrived here in 1871 only one house, the home of Ed Campbell, stood where Hoquiam now is and the family of Samuel Benn lived at the site of Aberdeen. Six families were strung along the Chehalis River to Montesano.

He built the first church in Chehalis County and preached from Oakville, at the east end of the county, wherever he could find an audience. He used horses, boats and went on foot to cover his circuit and today he came back to see if any of the people he knew in the old days were still here.

Rev. Mr. Chapman has relatives at Olympia, Centralia, Portland and at many points in Oregon. From here he returned to Centralia and after a short visit will go to Portland. He has ridden over every part of Oregon on horseback when roads were unknown.

COUNTY TO FIGHT OLSON

Demurrer to Magistrate's Suit for Pay Is Filed.

District Attorney Cameron and Attorney C. W. Fulton, representing the County of Multnomah, have filed a demurrer to the complaint of Justice of the Peace Olson, who is seeking an order from the court compelling County Auditor Martin to deliver to him his salary warrant, which was held up because of his failure to turn over to the County Treasurer money received for performing marriage ceremonies. It is alleged that the facts as set forth by the magistrate do not constitute sufficient cause of action.

The time for the hearing of the demurrer has not yet been set. The county authorities by this step aim to assume the aggressive in preference to being put on the defensive by responding to an order to show cause why the warrant should not be issued.

County Auditor Martin has already been cited to appear in court tomorrow to show cause in the case of Justice of the Peace Bell, whose salary for June is withheld for the same reason that Olson's warrant has not been paid.

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It seems almost a miracle to many patients who have called on this famous man and in such short time become well by his treatment.

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I cure rapidly, painlessly and at small expense. I will demonstrate actual results in your case. I will give conclusive evidence of my merit which is obtained and maintained by ability. I invite you to come to my office. I will explain my treatment for Hernia, Piles, Fistula, Varicose Veins, Pelvic, Nervous, Blood, Kidney and Bladder Diseases. I will give you a free physical examination; if necessary, a microscopical and chemical analysis of secretions to determine existing pathological and bacteriological conditions. Every person should take advantage of this opportunity to learn their true condition. Certainty of cure is what you want.

A thorough investigation should be made by every ailing person as to the specialist he consults. Duty and destiny to self and those who depend upon you demand the best medical attention. I have the ability and can give you this service. I have always charged a very reasonable fee, so that my services may be obtained by any man who sincerely desires to be cured. I make no misleading statements or unbusinesslike propositions; neither do I desire to be particularly independent, and I would like to have you for a patient if you will come to me on a strictly professional basis, and the inducements that I offer, which are my ability and 30 years' successful experience, time-saving treatment and guarantee of cure of certain diseases.

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also known as Nervous Debility, Nervo-Vital Debility, Neurasthenia, etc. If you have any symptoms of this ailment, such as loss of energy or ambition, vitality, easily fatigued, dull, listless feeling, nervousness and other symptoms, I want you to be sure and call. I have given this condition of men special study and I unhesitatingly say that my treatment is not excelled by any other specialist, regardless of what they may claim. I know what I have accomplished in even the most severe cases—letters of indorsement are on file, and there is no reason to believe that I cannot cure YOU also. REMEMBER, by calling you do not obligate yourself to take treatment.

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Newly contracted cases quickly cured. All burning, itching, inflammation and discharge checked in 24 hours. Many cases cured in one week. We have a specific treatment for this ailment.

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Burning Pains, Tortures, Misery, Straining, Cystitis, Stone in the Bladder, Gravel, Blood, Mucous and all Kidney and Bladder Ailments which you do not care to trust to the family doctor. I am a specialist, and am prepared to give you quick relief and a speedy cure.

"Old Chrronic Cases" Cured

If you have an old case that has been hanging on for weeks or months, and which medicine from doctors and druggists can't seem to cure right, there is some reason. I have a scientific cure, and will cure you quickly and cheaply. Don't let any ailment drag you down and weaken you.

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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 established instead of the depressing conditions. I guarantee you a cure to stay cured or refund the money.

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