Harbor Authorities Inspect Waterfront Facilities.

DOCK OWNERS ARE WARNED

River Service and Portland Depart ment Work in Harmony to Lessen Danger--Crews Study Shore Equipment on Tour.

Improving fire-fighting facilities on the waterfront and to ascertain the heat connections that could be made with street mains near docks, besides Inmiliarizing themselves with entrances and exits other than those provided for teams, were subjects of inspection yes-lerday afternoon by Battallon Chief Jay Stevens and Captain Johnson, the latter master of the fireboat George H. Wil-liams, and Harbormaster Speler. In the launch Elidor a complete four of the harbor was made, and, while particular attention was paid to means at hand in the way of hydrant connections and berths where the fireboat can work to the best advantage in emergency, the condition of many docks was noted and may be the cause of repairs being forced later.

A week ago members of the fire department notified dockowners and ocpartment notified about the securupants to remove moss and other accumulations on roofs as a measure
against first Portland has not suffered from a disastrous fire on the
harbor since the George H. Williams
was commissioned, such as were enwas commissioned, such as were en-rountered in former days, and with the proposed new fireboat in service also, it is intended that both craws shall be-toms familiar with every hydrant on the rear streets, as well as private water supplies maintained on the docks for fire protection.

fire protection. Harbormaster Speier said that dockpwners display an inclination to abide by municipal rules in the way of keep-ng refuse off their property and pre-venting the accumulation of inflamma-ble stuff beneath docks, and with even the wooden firewalls demanded he does not think there is danger of a great apread at any time.

JULY FLOUR EXPORTS LARGER

Month Closes With No Movement of Wheat to Foreign Ports.

Wheat to Foreign Foris.

Two liners carried the cereal exports of Portland last month, the Rygie, sailing July 20, and the Kumeric, which departed two days later. Their combined flour shipments of 35,218 barrels exceeded the showing of the corresponding month last season by 12,057 harrels. No wheat was floated for off-shore destinations during the month, there being no movement to the Far East and as old-crop wheat had been cleaned up there was no tonnage dispatched to the United Kingdom.

A year ago one cargo was cleared aboard the British bark Iverna, the bulk of it being old-crop cereal that

aboard the British bark Iverna, the bulk of it being old-crop cereal that was held at tidewater, and it was most-ly leaded in June, but in addition the liner Hercules carried \$340 bushels across the Pacific. Prospects for busi-pess in the foreign grain trade are no ness in the foreign grant, unless there in no increase in the offerings of flour, although in August last year three vestis had a combined flour exportation of but 24,073 barrels and the grain season not being on, not a bushel of wheat was sent away. September had only one grain cargo to its credit, which will probably be exceeded this season, as grain will begin moving to tidewater this month in quantity. At least one square-rigger will reach port with general cargo from Europe and dis-charge in time to get away in Septem-

ONE LONE CARRIER WORKING

and Coastwise 10,981,300 Feet. and Coastwise 7,701,300 Feet.

One lumber cargo is being loaded

one lumber cargo is using coases for offshore dispatch on the entire eiver from Portland to the sea. It is at Prescott, where the schooner George Billings is working material for Sydney, and while there was more activity during last month, exports fell below those moved for the same period to the same period below those moved for the same period. ing 6,880,262 feet, valued at \$80,276. A year ago there was floated 12529. 632 feet, and two years ago the move-ment reached 12,245,367 feet. Last month's business was made up of 2,807,807 feet, valued at \$23,501, that

went to London on the German bark H. Hackfeld: 736,246 feet worth \$7696 shipped on the liner Rygia for the Orient: 88,800 feet at \$250 cleared on the Kumeric for the same territory, and 2,650,200 at \$42,319, exported on the ritish steamer Ethelwolf, for Delagoa The coastwise column is

with 16,362,500 feet that went forward on 12 vessels, but lack of cheap mate-rial and the disinclination of local millmen to accept ruling prices caused 15 additional carriers to be sent else-where for return cargoes, most of them loading at Washington points. In July, 1910, the coastwise cargoes approxi-mated 10,751,000 feet, and in July, 1909, they reached 8,244,000 feet.

CHINOOR'S REPAIRS ENDED

Astorians Blame Portland for Break in Vessel's Gear.

Repairs to the Government dredge Chinook will be completed that she may leave down the river today, a flaw may leave down the river today, a liaw in a casting having prevented the work being terminated Saturday. On resum-ing her station at the mouth of the Co-lumbia she will be operated on ranges conforming to the main channel, which found to have shifted to the orth on the last survey and about half mile from where the Chinoek had been operating. Every effort will be made to increase the depth of the main

Asterians are criticising the Gov ernment engineers for having ordered the Chinook here for repairs, and say that Portland Influences are at work to induce the Engineers to withhold the dredge that there may be no more water at the entrance to the river than ere is in the channel from Portland. Government officers say that the Chin-ook required repairs, and as often as she is in need of attention she will be ordered to cease operations, but it is hoped to keep her in service continu-ously to ascertain just what she can accomplish in a year's run.

BOARD MAY NAME ENGINEER

Dock Commission Will Meet Thurs

day to Hear Reports.

will have charge of the work now contemplated. It is hinted that the journey of Senator Mulkey and H. L. Corbett to the East, while including the study of docks and their construction, facilities and maintenance, also dealt with an investigation of credential of the posiacilities and maintenance, also ith an investigation of creden-certain applicants for the posi-

tials of certain applicants for the position of engineer.

A mass of detail work is to be
worked out in advance of actual construction of the municipal berths. It
is thought that there will soon be a
secretary appointed to succeed Edmund C. Giltner, of the Chamber of
Commerce, who has acted in that
capacity for the Commission, assisting in starting the work and gathering data. Senator Mulkey expected to
be at the meeting. As chairman of
the board he probably will outline a
number of suggestions dealing with
the establishment of the docks.

uson's Officers to Testify.

ASTORIA, Or., July 31.—(Special.)—
Captain Church, Mate Jordan and other officers of the tug Samson, left for Portland teday to testify tomorrow at the investigation of the collision in which the steamer M. F. Henderson was sunk. During the absence of her regular officers, Captain V. Boelling and W. H. Hobson are acting as master and pilot of the Samson.

Mines Laid in Columbia.

ASTORIA, Or., July 21.—(Special.)— The mine-laying steamer Major Sam

	*******	*******
SEE.	AMER INTELL	AGENCIE.
Bear Northia Bue H. I Rose CH Falcon. Bayecos Hearth: riolden Anvil Breakw Alliance Beaver. Roanck Herruie	Due to Arriv Fram Dier San Dier San Peor nd San Fram Elmore Tillsmoo y San Fran Elmore Hongkon Date Tillsmoo Bayocean Insen Hongkon Ster Coos Hay Eursks Ean Pedr San Diege Hongkon on Hongkon	Data on In port on In port clace In port x. in port a. Aug. 1 caug. 2 Aug. 3 Aug. 4 Aug. 5 Aug. 5 Aug. 5 Aug. 5 Aug. 7 caug. 17
	scheduled to De	mark.
Name.	For.	Data
Bear Bayocsa Geo. W. Northla: Anvil Fulcon. Golden G Rose Cit Breakwa Alliance Rosanoka	Imore Tillamogi Ban Fedra p. Bayocaan Elder Man Diesvon od. San Fran- San Fran- late. Tillamool F. Ban Fedra Cone Ban Eureka. San Bureka.	Aug. 1 Aug. 2 chaoa Aug. 3 Aug. 3 casea Aug. 3 casea Aug. 3 casea Aug. 5 Aug. 6 Aug. 7 Aug. 7 Aug. 10

uel Ringgold arrived last night from Puget Sound and will remain here for several weeks to lay mines in the lower harbor. Six of these mines, three on each side of the river, are to be exploded next month.

Captain Killman, of the schooner L. D. Foster, which is ready for sea or the lower river, expects to be towed to Astoria tomorrow, bound for the West Coast.

Harbormaster Speler sent Hugh Brady, the municipal grappler, to Newberg last evening in response to a request for his services to recover the body of a man named Jones, who was drowned there in the morning.

To go out of commission until funds are available after the next Congressional appropriation for Upper Willamette channel improvements, the dredge Champoeg arrived down last evening and will be tied up at the Government moorings.

and will be tied up at the Government moorings.

To load lumber the steamer Temple E. Dorr left the harbor at 5 o'clock yesterday afternoon for Ranier, the steamer Shasta leaving St. Johns at that hour also for Ranier to finish and the steamer Yellowstone departed at 4 o'clock for St. Helens.

Another circular from the general

Another circular from the general passenger department of the San Francisco & Portland Steamship Company, received yesterday, announced the appointment of A. B. Englehart as city ticket agent at San Francisco, being in the department recently enlarged when the department recently enlarged when Adolph Ottinger was named as general

Leintenant Commander L. C. Richardson cut short the stay of the torpedo fleet yesterday at Tacoma and proceed-ed on a round of Puget Sound ports so that the fleet can complete the Itin-erary in time to leave August 3 and reach Astoria the following day to participate in the opening of the Cen-tennial celebration.

Following a week of preparation par-tial success yesterday crowned the ef-forts of the weekers working to raise the steamer M. H. Henderson, as she was lifted a short distance from the

PORTLAND'S CEREAL EXPORTS FOR FIRST MONTH OF 1911-1912 SEASON.

Cleared July	Flour Barrels.	Value
20-Bygja, N	or. m.,	
Hongkong	26,965	\$107.862
22-Kumeric.	Br. at.,	
Hongkong		44,092
For July		\$152.854
	y, 1910, 184.T	
els of wheat		

bed of the Columbia, so her main deck was exposed and it is planned to have the hull in the harbor Thursday or Friday. The hull will be swung be-tween two barges and it is estimated that 24 hours will be required in which

to tow it here. Movements of Vessels.

FORTLAND, July SL.—Arrived—Steamer Vesterner, from San Francisco; steamer leo. W. Elder, from San Diego and way orre, steamer Washtenaw, from San Fran-isco. Salled—Steamer Golden Gate, for illamook.

ciseo. Salled—Steamer Golden Gate, for Tillamonie.

Astocia, July 31.—Condition at the mouth of the river at 3 P. M., smooth; wind north-west, 14 miles; weather cloudy. Arrived at 4:30 and left up at 7 A. M.—Steamer West of and left up at 8 A. M.—Steamer Gee. W. Elder, from San Diego and way ports. Arrived at 2:45 P. M. and left up at 4:20 P. M. Steamer Washieraw, from San Francisco. San Francisco. July 31.—Salled—Steamer Baver, for San Pedro. July 31.—Arrived—Steamer F. M. Legget, from Columbia River.

Monterey, July 31.—Arrived—Steamer J. A. Chansior, for Portland.

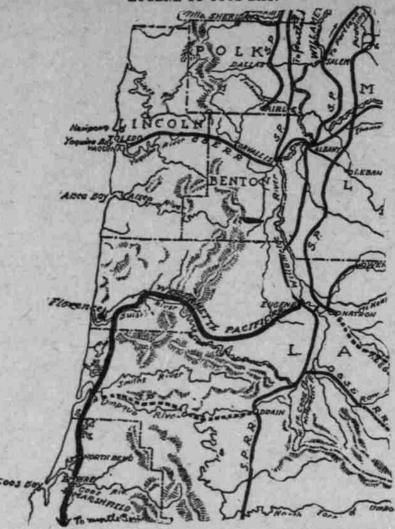
Tatoosh, July 31.—Passed in—British steamer Ethelwolf, from Portland, for Nan-aimo.

Talcorn. July 31.—Arrived Steamer Mexico Maru, from Tacoma; steamer Latouche, from Southwestern Alaska; steamer Latouche, from Southwestern Alaska; steamer F. S. Leep, from San Francisco; steamer Governor, San Francisco; steamer Kumeric, from Everett; steamer M. F. Plant, from Tacoma; Bailed—Steamer M. F. Plant, from Tacoma; Barge Sig Bonanza, for Prince Rupert; steamer F. S. Loop, for Everett; steamer Latouche, for Tacoma; San Francisco, July St.—Arrived—Steamers Mariposa, from Tahitt; Oleum, from Seattle; Dalay, from Willapa, Salled—Steamers Mariposa, from Willapa, Salled—Steamers Mariposa, From Willapa, Salled—Steamers Beaver, for Portland; Cowrie, for Moj; W. F. Herrin, for Seattle, Suez, July St.—Arrived—Antilochus, from Tacoma, from Liwerpeol, Montevideo, July 31.—Arrived—Rosmoks, from Tacoma, from Hamburg.

Loo Angeles, July 31.—Arrived—Rosmoks, from Portland; Francis H. Leegett, from Astoria; Acme, from Eureka; Wellesley, from Eureka; Santa Rosm Island, from Santa Rose Island; Tabos, from Grays Harbor, Salled—Carlos, for Tacoma.

At Thursday's session of the Public Dock Commission it is expected to set-

ROUTE OF SOUTHERN PACIFIC'S PROJECTED LINE FROM EUGENE TO COOS BAY.



HEAVY LINE SHOWS APPROXIMATE COURSE OF NEW ROAD.

DOTTED LINE SHOWS ABANDONED COURSE UPON WHICH WORK WAS STARTED FOUR YEARS AGO.

COOS BAY IS GOAL

\$8,000,000 Eugene - Marshfield Line Is Ordered.

PORTLAND MADE CLOSER

System to Cross Timberland and Coal Fields Owned by Harriman Interests-Stations Not Yet Selected - Bids Due Soon.

When Judge Robert S. Lovett, present head of the Harriman system, was in Portland a year ago he said the road to Eugene would be built and that it was one of the projects that likely would receive early considers-

He intimated then that the pro-

posed route from Drain westward would be abandoned. Other Harriman officials always have been eager to enter the Coos Bay region, because it is rich in natural resources. Mr. Harriman, himself, wished to see the work taken up and route out of Drain. His difficulty in reaching an agreement with the people of Coos Bay forms one of the inter-

esting incidents of his notable career.

Eugene New Base. Abandonment of the Drain project is due to the constantly changing situation in railroad affairs in Oregon. When the Natron-Klamath cut-off is completed, work on which is under way. Drain will no longer be on the main line of the Southern Pacific. Eugene is just north of the junction point between the present main line and the Natron cut-off and will be the working confluence of traffic coming over both portions of the system. Shipments originating in th Coos Bay California will be handled over the main line southward an dthis would necessitate a haul over an adverse grade to Eugene from Drain and a transfer to the main line thre. By building direct to Eugene this unnec essary haul is avoided and all traffic-northbound as well as southbound— will be nearer its destination when it reaches the main line. It will place Portland closer to the Coos Bay district as cotton the distance from Eugento Drain—in addition to whatever advantage in distance the Eugene-Marshfield rout has over the Drain-

Although final surveys have not been completed, the general course of the road has been determined. It will strike out in a general westerly direction from Eugene until it reaches the Siuslaw River and will follow that stream through the Coast Range until it nears the ocean. Thence the course will be almost due south to Marshfield, where connection will be made with the Coos Bay, Roseburg & Eastern. This line will be operated in connection with the new road, giving it a mileage from Eugene to its terminal of about 165 miles. The actual length of the road between Eugene and Marshfield has not been determined. Mr. O'Brien estimates it at 125 miles.

Sluslaw to eB Followed.

Southern Pacific Company also owns extensive coal fleids on the routs of the new line and it is probable that these will be operated extensively. Coos Bay pople assert that there is coal enough in that region to supply the entire Northwest for over 100 years. Rights of way already have been obtained over much of the proposed route. Officials here are not ready to say through what town the line will pass, as they are not sure which of several possible routes through several parts of the territory they will select. The original survey included the city of Florence at the mouth of the Siusiaw River on the main line of this road, but it is not probable that Florence will be thu spenefited, as it is on the north side of the bay formed by the river where it empties into the ocean. It would be difficult to cross this body

It would be difficult to cross this body

Towns Want Branches.

Mr. O'Brien has no definite knowl edge of what plans will be made to reach several important towns that necessarily cannot be included on the

necessarily cannot be included on the main road. Business inferests of several of these places are eager to have branch lines connect them.

Included in the general plan of development outlined by the Harriman interests, and one other motive for the determination to connect with the Southern Pacific line at Eugene, is the east and west line across Oregon and east and west line across Oregon and t continuation of the O.-W. R. & N. Company's Dechutes Valley Road to a convenient point on the Natron-Klamath main line.

While the east and west line has not yet been authorized by the Harriman directors it has received serious consideration at recent meetings and is one of the next steps to be taken in the march of progress joined in by the units state.

Authorization of the remaining link of the Natron-Klamath project will be made in time to give the new Coos Bay road the full benefit of shipping over the most direct line in either direction.

Land at Bend Level.

When the Deschutes line is completed to Bend a gap only 55 miles long will separate it from Crescent on the Natron-Klamath cutoff. This route already has been surveyed, and it is probable that it will be built by the time the other projects under way are

nite was done. After arrangements were made to construct the new road between Natron and Klamath, surveyors were thrown into the field to dewestward from Eugene. Half a dozen practical routes were reported, and rights of way were obtained over the most desirable portions. Officials of the road went over certain sections of the proposed line and concluded that the road could and should be built.

Bids to Be Asked Soon.

Early in the Spring the engineers again were sent into the territory but have complete figures for the route in less than a month after which the engineering department will be able to prepare plans and ask for bids.

Julius Kruttschnitt, director of maintendance and operation of the Harriman system, has made a personal investigation of the situation and the directors of the Southern Pacific Comat between \$7,000,000 and \$8,000,000.

but says it may reach 130 miles. It will not exceed 130 miles. It will not exceed 130 miles. It is rule, be cured by a single dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy. This remery has no sutry that is rich in virgin timber. The

time the other projects under way are completed. The country between Bend and Crescent is comparatively level, and the road could be built on an easy grade. This project also is included in the Harriman development scheme, but it has not been authorized. It was about two years ago that the Harriman interests first considered the advisability of beginning the early construction of the road between Eugene and Marshfield. Even before the gene and Marshfield. Even before the Drain project was conceived this route had been considered, but nothing defithe feasibility of building

this time for the purpose of obtaining data for the information of prospective contractors. Mr. O'Brien expects to have complete figures for the route in pany have approved the project. In-complete estimates already submitted to them place the cost of construction

DRIVES OUT

Malaria is a disease which gradually destroys the strong, nourish-

the cure of malarial troubles because it contains no harmful minerals,

and while ridding the system of the malarial germs, S. S. S. builds up the

Oscar Vanderbilt, Hood River orchardist, lost his case against Minette Thullen Bishop and Joseph C. Thullen,

formerly of Ohio, by decision of Federal

Oscar Vanderbilt, Hood River

Orchardist, Loses Suit.

PROVE

Judge Wolverton Holds That Apple

Grove Was Taken for \$43,000

After Misrepresentations by

Owner--Sale Canceled.

BUYERS

FRAUD

Judge Wolverton yesterday. Vanderblit sold his 30-acre orchard near Hood River March 23, 1910, to Carrie R. Schmick, the agent for Mrs. Bishop and Mr. Thullen, for \$43,900. The buyers paid \$1000 cash, \$9000 in 30 days, and were to have paid \$5000 in 90 days, another \$5000 December 1, 1910, and the balance of \$23,000 in five years, Upon making the December payment a deed to the premises was to have been given by Vanderbilt, and the purchasers were to give a mortgage for the \$33,000 balance.

Return of Land Asked.

When default was made in the pay-ments, Vanderbilt brought suit to have the contract rescinded, and either to have the property returned to him on account of the failure to pay, or to have it sold to pay the balance of

Mrs. Bishop and Mr. Thullen then Mrs. Bishop and Mr. Thullen then filed equity proceedings, declaring that Vanderbilt had used fraud and misrepresentation in making the sale. Judge Wolverton found yesterday that such fraud had been used; that the purchasers had been told there was no hard pan, when in fact the orchard was found to have hard soil which caused found to have hard soil which caused the roots to spread near the surface, making it impossible to plow.

Vanderbilt was also charged with representing that there were not more than 14 varieties of apple trees; that the net income was equal to 20 or 30 per cent of \$42,000 every year; that the net returns for 1908 were \$11.322; that only 50 or 60 of the trees, which were resct, were over 14 years old, and that deep plowing had been used and had benefited the orchard.

Trees Found to Be Old.

Mrs. Bishop and Mr. Thullen said the trees are 17 years old, that there are from 24 to 36 varieties in the orchard, instead of 14, that the roots of the trees cannot penetrate the hard soil; that the net returns have been a great deal less than represented, and that the orchard is not worth more than \$20,000. Judge Wolverton ordered the con-Judge Wolverton ordered the contract canceled; that Vanderbilt return to Mrs. Bishop and Mr. Thullen the \$10,000 paid in on the property, with 6 per cent interest from the time it was paid; that he also pay them \$1736.26 for the money and time they expended in caring for the orchard, and that he bear the costs of the suit.

The defendants are given a lien on the orchard for the amount due.

the orchard for the amount due.

Buy it now. Now is the time to buy a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed before the Summer is over. This remedy has no superior. For sale by all dealers.

For Your Hair Here Are Facts We Want You to Prove at Our Risk

Marvelous as it may seem, Rexall "93" Hair Tonic has grown hair on heads that were once baid. Of course it is understood that in none of these cases were the hair roots dead nor had the scalp taken on a glazed, shiny ap-

When the roots of the hair are en When the roots of the nair are en-tirely dead and the porce of the scalp are glazed over, we do not believe that anything can restore hair growth. When Rexall "93" Hair Tonic will do as above stated, it is not strange that we have such great faith in it and that we claim it will prevent bald-ness when used in time. It acts scientifically, destroying the germs which are usually responsible for baidness. It penetrates to the roots of the hair, stimulating and nourishing them. It is a most pleasant tollet necessity, is delicately perfumed and will not gum now permanently stain the hair.

nor permanently stain the hair.

We want you to get a bottle of
Rexall "93" Hair Tonic and use it as
directed. If it does not relieve scalp irritation, remove dandruff, prevent the hair from failing out and promote an increased growth of hair and in every way give entire satisfaction, simply come back and tell us and without question or formality we will hand back to you every penny you paid us

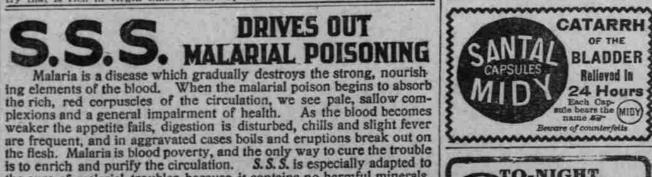
Hair Tonic and seil it on this guarantee, because we believe it is the best hair tonic ever discovered. It comes in two sizes, prices 50 cents and \$1.00. Remember you can obtain it only at The Owl Drug Co., Inc., cor. Seventh and Washington Sts.

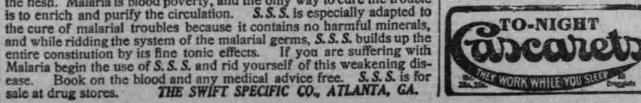
DR. WING LEE



I make my own Chi-

I make my own Chinese herb and root medicines. I am an educated Doctor and use the treatment of the Physicians practicing in Oregon and Washington. I have used Chinese herb and root medicines exclusively for 45 years. I examine patients carefully and thoroughly. No matter of how long standing the disease, no matter what the aliment, it is curable. Female, kidney, throat, heart, liver, stomach diseases, consumption, blood poison, piles all cured by my treatment. Out-of-town people write for circulars and consultation blank. town people write for circulars a consultation blank. 27 North Fifth St., Portland, Or.





Danger Lurks in Neglect

"THE FOREMOST SPECIALISTS"

HONEST TREATMENT-POSITIVE RESULTS"

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 strength to be sick than well—it takes more strength to live under the conditions of illness than it does when in health. All my life I have been studying this problem-curing complaints of men — restoring to strength weak, alling men. I know that I can quickly and surely restore you to health, 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 OF PROSTATIC DISEASES—let me ask you the question: Will you put
your time against mine? If I fall to cure, MY
BERVICES COST YOU NOTHING. This remarkable treatment you can only procure from ME. If
consists of 11 TREATMENTS—NO MORE, NO
LESS. Each 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 system, cleaned 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 diseases peculiar to man have proved to me that \$6 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 Polvio Allments.

No Detention from Business or Home. No Severe Operations. Many Cases Thoroughly Cured in One Treatmen I have Proof for Every Statement I Make. Examination and Consultation Free

I MAKE NO CHARGE WHATEVER FOR CONSULTATION, EXAMINATION AND FULL INFORMATION, AND YOU HAVE NOTHING TO PAY FOR EXCEPT EATISFACTORY TREATMENT. Medicines furnished from my own laboratory, \$1.50 to \$6.50 per course. If you seamet call, write for particulars, Many cases are ourable at home. Hours \$ A. M. to \$ P. M. Sundays 10 to 12.

ST.LOUIS MEDICAL CO

23034 YAMHILL ST., COIL SECOND ST.

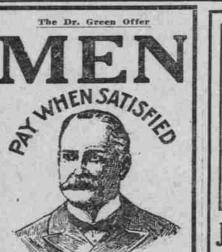
My Fee in Many Cases

VARICOSE VEINS OBSTRUCTIONS

CURED IN FIVE DAYS

PILES

PISTULA



THE SPECIALIST WHO CURES Moderate charges, fair dealing killful service, and speedy cures re responsible for our immense ractice. Consultation, Examination

WHERE MEN GET CURED Our well-known and reliabli trative institution, the DR. GREE office, is a permanent fixture of Portland. It has become a Mecca of hope for afflicted men throughout the Northwest. Its financial responsibility is as solid as gold. Its business and professional methods are clean. The strictly modern treatment it administers, as scores of its cured patients know, is skillful, scientific and successful.

AFFLICTED MEN, before treating elsewhere, honestly investigate our proven methods. You will then understand how easily and quickly we cure all curable cases of VARICOSE VEINS, SPECIFIC BLOOD POISON, NERVOWITAL DEBILITY, URETHRAL OBSTRUCTIONS, BLADDER and KIDNEY troubles, CONTRACTED allments, PILES and all RECTAL allments.

What you want is a cure. Come to us and get it. Once under our treatment, you will quickly reslize how simple a thing it is to get well in the hands of a specialist who knows his business. Our cures add not only years to life, but life to years. Office hours, daily 9 to 5; evening, 7 to 8. Sundays, 10 to 1.

DR. GREEN CO 362 Washington St., Portland, Or.

Consultation Free

DR. WO

You Can Find Out the Nature of Your Trouble. Then, if You Wish, Get Proper Remedies

Since Dr. We practiced in Portland some years ago, he has traveled extensively, visiting the leading hospitals in China securing new remedies learning successful means of combating sickness. Now that he has resumed his practice in Portland once more, he is pre-pared to give the people the benefit of his knowledge and ways of treating such diseases as cancer, rheumatism, stomach and lung troubles and hundreds of others. Patients out of town inclose 4 cents in stamps when writing for symptom blank and

Wo Chinese Medical Co.

250 1/2 Alder, Corner Third Entire Corner, Second Floor,



BING CHONG' Chinese Doctor Made of Chinese herbs and root medicine cures all kinds diseases of the heart, lungs, liver, stomach, kid-ney, blood troubles of man and woman when others fall if you suffer, call of write to 18515 3d st., room



J. J. Keefe, Ph. G., M.D. Men's Specialist

I am the only specialist in Portland that publishes his own photograph, personally conducts and manages his own office, and so ns ults with and treats all his own patients. I have more qualifications and experience than any other specialist advertising in this city.

Every man calling at my office is assured of my personal and individual treatment until a cure is effected. My fees are one-fourth that exacted by the various "medical companies," "Institutes" and "museums." Be sure to consuit me before treating elsewhere.

Why treat with irresponsibles when you can secure the expert services of a responsible specialist?

See me if you have any of the following disorders: Varicose Veins, Hydrocele, Obstructions, Nerve, Bluod and Skin Disorders, Bladder Troubles, Blood Poisons, Eruptions, Ulcers, Weakness, Prostntitis, Piles or Fistula.

9 to 5—7 to 8 Dally; Sunday, 10 to 12 Examination—Advice—Free.

Examination-Advice-Free.

Rooms 309-10-11 MERCHANTS TRUST BUILDING, Corner 6th and Washington Sts., Portland, Oregon.



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