# STEAMER ELDER IS LEGAL SUIT BASIS

Head of North Pacific Company Starts Action Against "Lucky" Peterson.

#### REFUND OF \$9000 IS ASKED

Accounting Is Sought by Charles P. Doe, Who Purchased Half Inerest in Salvaged Vessel

With a view to perfecting title to his interest in the steamer Geo. W. Elder, which sails tonight for San Diego and way ports, Charles P. Doe, head of the North Pacific Steamship ompany, has sued John H. Peterson, locally known as "Lucky Jack," for an accounting, reciting that he has paid approximately \$9000 in excess of terms agreed on for a half interest in

tion with the Elder, which went on the rocks at Reuben, near Goble, when owned by the Harriman interests. At that time it was declared a total loss. She remained there 18 months and was sold by the insurance companies to Peterson as "junk," for which he paid \$10,000. He arranged with weekers from Detroit. Mich. to undertake the task of raising her, which they suc-

task of raising her, which they suc-cessfully executed.

In the pleadings filed yesterday Doe avers that July 5, 1906, when the Elder was on the Fort of Fortland drydock at St. Johns, he secured an option for a half interest in the vessel, it being stipulated that he was to pay for all repairs and to shoulder one-half of the expense of installing an oil-burn-ing plant.

Doe says that he liquidated in the sum of \$189,610.52 and that Peterson has refused to give an accounting and from what has been ascertained as to the cost of work and disbursement of funds he believes that he is entitled to a refund of \$9000. It is asked that Peterson be ordered to unfold his bookkeeping system and adjust the

discrepancy.

As Doe has entered into a merger agreement with the Alaska Pacific and Alaska Coast lines, so that they are to be operated under one holding company, with the North Pacific, it is be-lieved locally that he has sued Feter-son in advance of formally transfering his interest in the Elder to the con-

#### MINNESOTA'S LOAD IS RECORD

#### Portland Will Ship 100,000 Barrels of Flour This Month.

From Tacoma has been received news that when the Great Northern liner Minnesota sails next week she will carry to the Orient the largest cargo in her history, and more left on the dock will require two extra steamers to transport it. The Minnesota will have approximately 16,000 tons dead-weight, of which 14,000 tons will be flour, cotton and miscellaneous con-

When the steamers Dakota and Minnesota were built in 1904 many ship-ping men regarded them as too large the Dakota was evidently not seriously felt by the Hill interests other than as to her value. The Dakota has not been replaced and business was not regarded as great until one steamer.

There entered yesterday at the Custom-House the steamers Beaver, Geo. W. Elder, Carlos and Coaster, from California ports, with the Breakwater, from Coos Bay. The Beaver cleared

was ordered loaded to capacity.

Portland will export about 100,000 barrels of flour this month. The Luceric will take out 60,000 barrels, and as much more would have gone on the Strathlyon, due the latter part of the month, had not orders been received to hold back some of the shipments ow-ing to the China trouble. The Minnesota's big load is due to the fact that flour shipments for the year are to be cleaned up on the Coast and little trade is looked for after January 1.

SAILING SKIN BEAUTIFIER

#### Beaver Has Sailor Whose Complexion Is Envy of Women.

Easterners patronizing the "Big Three" fleet have propounded queries to officers of the steamers as to why Western women traveling at sea do not resort to the use of veils. It fell to the lot of the Beaver's company to answer, because aboard that vessel is a sailor whose complexion is the envy of

omen passengers.
On a recent voyage of the Beaver the seaman was found by two women busily pollshing brasswork, and al-though the passengers had not met, the remark of one, calling the other's at-tention to the fair complexion of the salt, paved the way for conversation. Unknown to the polisher of metal they discussed his looks, skin, hair, eyes and teeth. There was no debate on the fact exposure to salt air assists Mother and that the best skin food is to face the wind to produce a healthy glow, and that sea air will smooth wrinkles and clear the skin. Of course, steps must be taken in Summer to ward off tan, but at this season many brave the motion caused by heavy swells to remain on deck as much as possible to help beauty that is skin deep.

## CONDOR IS NEARLY WRECKED

## Gasoline Sloop Has Rough Exper-

ience on Coos Bay Bar. MARSHFIELD, Or., Dec. 5.—(Special)—The gasoline sloop Condor, Captain C. A. Baker, is at Kruse & Banks' shippard, at North Bend, for repairs, due to an exciting experience on the Coos Bay bar today. The Condor, which is owned by the Waldport Lumber Company, of Waldport, Or., loaded with coal and shingles, was bound for Yaquina Bay.

crossing out to sea she shipped three heavy waves and shortly after-ward four more. Though the hatches were closed, water flowed into the en-gine-room, the windows of the pilotcouse were broken by coal and some of the housing was torn away. For a short time it was feared that the boat would be lost before she could get

Captain Baker, however, managed to get out and turned around and came back into port. He has tied up for re-pairs. Not more than a ton of the cargo was lost.

LIGHTVESSEL PLAN PLEASES

Congress Asked to Provide Punds

faction in maritime circles as that of \$150,000 for the construction of a light-ship for Orford Resf, off Cape Blanco. ship for Orford Reef, off Cape Blanco. The amount asked for the Columbia River's mouth, to be used on jetty work, is \$1,000,000, but that was expected because the undertaking there has become to be regarded as a continuing project for which there will be money allotted unfil the two jettles are completed.

In the case of the Orford Reef light vessel it was not certain that the aid would be sought at the present seswould be sought at the present session, owing to ill success met with in the past. The subject has been the occasion of several special reports and has been recommended annually for the last few years. Captain J. M. Ellicott. U. S. N., took up the question in two yearly reports, and at other times forwarded pertinent statements as to the value of marking the reef. Inspector Beck, who succeeded Captain Ellicott as inspector of the seventeenth lighthouse district, is also on record as strongly advocating it, and when offi-

#### ....... STEAMER INTELLIGENCE. Due to Arrive. From Date. to

Golden Gate Beaver. Geo. W. Elide Bear. Sue H. Elimo Anvil. Eireak water. Falcon. Roanoke.	Manila. Tillamook San Pedro r. San Diego San Pedro re. Tillamook Handon. CoosBay San Diego San Prano Eureka.	In port In port In port In port Dec. 9 Dec. 9 Dec. 10 Dec. 10 Dec. 10	torne which charg mean "on ! In ca fore be fil exces
Sche	duled to Des	sart.	• bark
Geo. W. Elde Beaver. Carlos Luceric. Breakwater. Sue H. Elmo Bear.	For Tillamook F. Han Diego Han Pedro San Pedro Manila Coos Bay re Tillamook San Pedro San Diego	Dec. 8 Dec. 8 Dec. 10 Dec. 12 Dec. 12 Dec. 13 Dec. 13	sel b but t yeste sistin ceed At the C Curry

cials of the Bureau of Lighthouses were here last month he pointed out its ad-vantages and it was agreed that a gas reef until the lightvessel is completed.

#### Marine Notes.

To load additional flour the Bank Line steamer Luceric shifted yester-day from the Crown mill to Albina

Having loaded 2717 tons of wheat the German bark Anna finished work-ing resterday and will go to the stream, probably clearing today. The French ship Thiers began taking wheat at

Irving dock.

When the steamer Breakwater sailed last evening for Coos Bay she had aboard considerable cargo that had been billed via the gasoline schooner Wilhelmina, but the latter is barbound at Coos Bay.

Repairs are being completed on the steamer Washington, at Supple's dock and she is expected to load lumber and sail by Tuesday, while the damaged steamer Westerner will be off the Oregon drydock in 10 days.

To assist in getting the sunken dredge Wallowa on the beach so that repairs can be made, the dredge Umatilla was yesterday ordered by Major Morrow, Corps of Enginers, U. S. A., to proceed to Umatilla.

After discharging inward cargo here the steamer Coaster left for Rainier yesterday to load lumber, the steamer Aurelia went to Linnton to start lum-ber and proceeded to Knappton and the steamer Olympic, arriving from San Francisco, went to Rainier.

Early today a derrick from the Dia-mond O fleet will be shifted alongside the Port of Portland tug Wallula, at Alaska dock, that will be used to low-er from the dock into the tug a dyna-mo from which lights are to be secured, also power for her wireless

for San Francisco, the Elder for San Diego, Breakwater for Coos Bay, Cerlos for Knappton and the Coaster for San Pedro, with 650,000 feet of lum-

At the yards of the Portland Shipbuilding Company, a new hull is be-ing constructed for the Valley Queen, which was originally a steamer but which was originally is serving as a houseboat, while a dredge of the Nickum & Kelly fleet is there having a hole in her hull patched after being struck by the steamer

Of the cargo of the steamer Stanley Dollar, 600,000 feet of lumber is being furnished by the Monarch Lumber Company for the Government at Pan-Company for the Government at Pan-ama, under an order given the Charles Nelson Company. At Tongue Point she will load at the Hammond mill more material that was bought through W. R. Grace & Company, all of which is being inspected under the direction of Major McIndoe, Corps of Engineers, U. S. A.

Trustees of the Chamber of Commerce, at a session held yesterday, in-dorsed the action of the Shipowners' Association of the Pacific Coast in petitioning Congress to amend the law so that vessels bound to and from Portland will not be subject to the necessity of entering and clearing at the Astoria Custom-House, which, it is averred, causes needless delays. The same step was taken at the last meeting of the Port of Portland Commis-

## Movements of Vessels.

Movements of Vessels.

PORTLAND, Dec. 5.—Arrived—Steamer St. Helens, from San Francisco; steamer Johan Francisco. Sailed—steamer Breakwater, for Coos Bay; steamer Sue H. Elmore, for Tillamook.

Astoria, Dec. 5.—Condition at the mouth of the river at 5 P. M. smooth; wind southeast 16 miles; weather, raining. Sailed at 5 A. M.—Steamer J. B. Steamon for Aberdeen. Arrived at 7 and left up at 8.20 A. M.—Steamer St. Helens, from San Francisco. Arrived at 7 and left up at 10 A. M.—Steamer Olympic, from San Francisco. Arrived at 8.20 and left up at 10 A. M.—Steamer Olympic, from San Francisco. Sailed at 3 A. M.—Steamer Yosemite, for San Pedro. Arrived down at 10 A. M. and sailed at moon—Steamer Alliancs, for Coos Bay and Eureka. Sailed at noon—Steamer Jim Butler, for San Francisco. Arrived and left up last night—Steamer Johan Poulsen, from San Francisco. Sailed at 11 last night—Steamer Rose City, from Portland. Sailed last night—Steamer Northland, for Portland.

Monterey, Dec. 4.—Sailed—Steamer Bear, for Portland.

San Pedro. Dec. 5.—Sailed—Steamer Bear, for Portland.

San Pedro. Dec. 5.—Sailed—Steamer Bear, for Portland.

San Pedro. Dec. 5.—Sailed—Inverkip, for San Prancisco.

St. Vincent, C. V., Dec. 2.—Arrived—Hans B., from Portland.

St. Vincent, C. V., Dec. I.—Arrived—Hans B. from Portland. Yokohama, Dec. 4.—Arrived—Suveric, from

Tokohama. Dec. 4.—Arrived—Suveric, from Portland.
San Francisco, Dec. 5.—Arrived—Steamers Rose City, from Portland; Tailac, from Bellingham; Mayfair, from Williaps; schooner Alpena, for Newcasile, Australis, Salled—Steamers Hermonthia, for Hamburg, via Sestile and Tacoma; U. S. T. Logan, for Manula; Umatilis, for Victoria; Daisy Mitchell, for Coos Bay; schooner C. A. Thayer, for Grays Harbor.

Tacama, Dec. L.—Arrived—Steamer Col. E. L. Drake, from San Francisco; Japanese steamer Tacuma Maru, from Scattle, Salled—British steamer Silver Hirch, for Scattle.

# CARGO RATE FOUGHT

Master of British Bark Says Exporters Get Rebates.

## ARBITRATORS HEAR PLAINT

Captain of Invercee Refuses to Pay 30 Cents Per Ton When 12 Cents Go to Shippers for Truck-

age-Suit Imminent.

A dispute arising over the basis on which the British bark Invercee was to be leaded with wheat, brought about a conference at the office of Ata conference at the conference at the first of the first ces Friday morning. In the berth" and will continue loading-se the bark finishes her cargo be-the subject is settled, a suit may filled to prevent payment of the ss alleged by the master of the to have been charged. The ves-began loading at 30 cents a ton, the captain of the bark refused orday to continue the work, in-

At a meeting yesterday morning at the Chamber of Commerce, Charles E. Curry qualified as an arbitrator for A. Berg, charterer of the Invercee, and W. J. Jones acted in the same capacity on behalf of the owners. Masters of vessels in the harbor testified and all vessels in the harbor testified and all went on record against the policy of the exporters' "custom of the port" in upholding the rate of 30 cents a ton, of which they receive 12 cents rebate on the ground that it represents the cost of trucking grain from the dock to ship's tackle. Wirt Minor attended the proceedings as counsel for Mr. Berg and Mr. Bristol was on hand as attention for the owners of the Inverattorney for the owners of the Inver-

Mr. Bristol has been retained by ves-Mr. Bristol has been retained by vessel owners abroad who insist that they should not be assessed for the expense of handling wheat on the docks. He said last evening that the arbitration proceedings begun are only the first step in a controversy that will no doubt lead to a suit before a settlement is obtained to the satisfaction of owners who want the custom of owners who want the custom of paying trucking charges abolished.

of owners who want the custom of paying trucking charges abolished. Exporters aver that trucking charges must be met and declare that there is nothing wrong in the practice because it was placed in vogue years ago when the question arose as to the proper amount that should be allotted for the work and 12 cents was deemed for the work and 12 cents was deemed anyttable. In some cases it might not equitable. In some cases it might not reach that figure, but they deny that there is any intention to profit at the

expense of vessel owners.

The exporters are not desirous of waging a legal battle and decry the move to take the case to the courts as needless expense. Mr. Bristol, however, insists upon fighting the truckcharges and declares the case wi be taken to court, if necessary.

SPEIER SAYS STAGING UNSAFE

## Strike Ends When Tarpaulin I

Stretched as Life Net. There was a strike of longshoremen engaged in loading the Maple Leaf liner, Celtic King, at Montgomery dock No. 2, yesterday afternoon, when the men contended that a staging built from the dock to the vessel, about 12 to I om the dock to the vessel, about 12 to 15 feet long, was unsafe on which to work because there had been no life net suspended beneath. As the ship was not hauled close to the berth, the staging was necessary on which to truck barrels of tallow.

Harbot master Speler was summoned by the longshoremen, who refused to arbitrate with others, and, on his arrival, the situation was gone over and stress laid on the fact that if a man fell from the staging he would drop of a long pontoon used to keep vessels from striking the dock. It was offi-cially decreed by the marine sleuth that the staging was unsafe, in that a life-net was lacking, and, on it being agreed to substitute a stout tarpaulin in lieu of net, the men consented to return to

'Tis a foine shipmasther th' lad Speler must hev made, wid his weather of open for th' safety av th' min," re-marked one worker as he gave a hitch to his trousers, spat on his hands and began wrestling with another barrel

NEW DREDGE BIDS WANTED

#### Government Alters Specifications to Conform to Fund.

Rids received September 6 for the Bids received September 6 for the construction of an ocean-going dredge for service on Coos Bay have been rejected by the chief of engineers because the lowest figure exceeded the appropriation and Major Morrow, Corps of Engineers, U. S. A., has ordered ravised specifications prepared and bids will be readvertised for Deember 21

It is proposed to advertise for about two months and tenders will be opened the latter part of February, so that all plants in the United States may have an opportunity of submitting figures. Firms on the Pacific Coast will be given the benefit of the cost of bringing the dredge from the Atlantic side, which is estimated at from \$20,000 to \$30,000. and keen competition is expected. When the first bids were opened Moran Brothers, of Seattle, was the lowest. but they proposed to construct a dif-ferent type of digger than the speci-fications requested. The vessel will not be completed in less than a year.

## HARBOR MAPPING IS ASKED

Astoria Port Commission Wants Lines Fixed at Seaside.

ASTORIA, Or., Dec. 5.—(Special.)—
The Port of Astoria Commission met
today with all the members present and it was voted to request the
United States Board of Engineers to
establish the harbor lines on the Necentesing River at Seaside. canicum River at Seaside.

The question was brought up be-cause the building of foundations for some buildings at Seaside was stopped by the engineers on the grounds that the improvements were encroaching on the navigable portion of the stream.

## LARGE COOS BAY CRAFT SLIDES

## Steam Schooner A. M. Simpson

Launched at Marshfield. MARSHFIELD, Or., Dec. 5.—(Special)—A steam schooner, the largest ever built on Coos Bay, and named the Tacama Dec. L. — Arrived—Steamer Cal.

E. L. Drake, from San Francisco, Japanese
for Orford Reef Aid.

Probably no item in the budget of
the Secretary of the Navy, as sent to

Tacama Dec. L. — Arrived—Steamer Cal.

E. L. Drake, from San Francisco, Japanese
steamer Tacama Maru, from Seattle. Sailed
—British steamer Silver Birch, for Seattle.

Tides at Astoria Wednesday.

Tides at Astoria Wednesday.

Low,
thigh

Low,
the Secretary of the Navy, as sent to

1118 A. M. 7.3 feet 17:22 P. M. . . . . 2.5 feet
the Secretary of the Navy, as sent to

the 11-year-old daughter of Captain Macgenn, master of the steamer Break-water. The steamer will carry 950,000 feet of lumber and is 200 feet long. She will be used by the Simpson Lumber Company as a lumber carirer.

Schooner Long Overdue.

SEATTLE, Dec. 5 .- Much anxiety is SEATTLE, Dec. 5.—Much anxiety is felt among shipping men for the safety of the schooner. Buth E. Godfrey, Captain Jens Johnson, which sailed 160 days age from Tocopilla, Chile, for Puget Sound and since her departure from the South American port has not been heard from. Several vessels sailing about the same time from the Sound for Tocopilla arrived more than a month ago, loaded and have sailed again. The average voyage from Tocopilla to the Sound is from 50 to 60 days.

Steamer Homer Is Beached.

MARSHFIELD, Or., Dec. 5.—(Special.)—The steamer Homer, running between this city and San Francisco, was beached today in the lower bay during high tide, in order to ascertain what damage had been done to her shaft. She broke down before reaching Coos Bay, but managed to get inside. The vessel will be examined during low tide to learn the extent of the damage.

# WHEAT BREAK VIOLENT

PRICES DOWN CENT AND A HALF UNDER PRESSURE.

Largest Holder of Cash Grain Advertises for Customers, and This Starts the Rapid Selling.

CHICAGO, Dec. 5 .- Action taken by the leading owner of cash wheat here in using newspaper advertising space as a method of finding customers for his property led to-day to the most pronounced selling pressure noted for weeks in the option trade on 'Change. The outcome was a violent break in prices, with the close showing a loss of like to like net. All other luc to 16c net. All other staples suffered in sympathy—corn well to 14 2 4c down, onts off %c to 46 %c, and hog products

5 to 27 to lower.

May, the principal wheat option, ranged from 98%c to 98%c, with the close Mc net lower at 98%c.

net lower at 98%c.

May corn fluctuated between 62%c and
62%c. Closing steady, but %@le down at
62%c. Cash grades were weak. No. 2 yellow, old, quoted at Tic.

Top and bettom touched by May cats
were 49% 649%c and 48% 649c, with the
close 15 to %c net lower at 496 49%c.

Pork showed a drop of 22%c to 27%c;
lard. The leading futures ranged as follows:

	T.110 1000	sasis various	The Parents	100	CY			
	WHEAT.							
g t	Dec May July	19415	.09%	1,ow. 8 .91 .98 .93 %	Close. \$ .93 % .98 % .92 %			
d			CORN.					
d	Dec May July	.03%	62% 62% 63%	.61 .62%	6116			
1	11 11		OATS.					
e	Dec May July	.49.36	4736 -4956 -4656	46% 48% 45%	.45% -45%			
0	MESS PORK.							
8	Jan May	16.65	16.70 18.15	15.42%	18.47%			
			LARD:					
1	Jan May	8.97% 9.20	9.02%	9.12%	8.921/s 9.173/s			
	Ea I	SHO	RT RIB	S.	1.0			
0	Jan July	8.421/2	8.4216	3.20	8.1216 8.4216 8.8716			
	Cash quotations were as follows: Fiour—Barely steady. Rye—No. 2, \$1@92%c.							
	Barley-	Feed or	mixing.	75@98c:	fair to			

Barley—Feed or mixing, 75@98c; fair to choice malting, \$1.10@1.23.

Timothy seed—\$13@15.23.

Clover—\$18.50@20.25.

Lard—Per 100 pounds, \$8.80.

Short ribs—Sides (loose), \$7.87%.

Grain statistics:

Total clearances of wheat and flour were equal to 240.000 bushels. Primary receipts were 793.000 bushels compared with \$25.000 bushels the corresponding day a year ago. Estimated receipts for tomorrow: Wheat, 19 cars; corn, 422 cars; cats, 92 cars; hogs, 28,000 head.

SAN FRANCISCO, Dec. 5. — Wheat — Steady. Barley — Ensy.

Spot quotations Wheat-Shipping, \$1.474.61.524 per cen-Barley-Feed, \$1.96 per cental; brewing, 2,10@2.12% per cental. \$2.10@2.12% per cental.
Oats—Red, \$1.80@1.87% per cental; white,
\$1.75@1.85 per cental; black, \$1.65@1.80 per

Call board sales Wheat- No trade Wheat— No trading.

Barley—December, \$1.71 bid, \$1.75 saked
per cental; May, \$1.82% \$1.85 per cental. Puget Sound Grain Market

SEATTLE, Dec. 4 — Wheat—Bluestern, the: fortyfold, 70%c; club, The: Pife, The: red Russian, 78c. Testerday's car receipts, wheat 13, oats 1.

TACOMA, Dec. 5.—Wheat—Bluestem, 83c-fortyfold, 80@81c; elub, February delivery, 81c; red Russian, 78@79c. Car receipts, wheat 156, barley 3, corn 1, oats 5, hay 42

European Grain Markets. LONDON, Dec. 5.—Cargoes firm. Walla Walla for shipment at 35s 2d. English country markets quiet.

LIVERPOOL Dec. 5.—Wheat—December, 7s 3d; March, 7s 1½d; May, 7s 1½d. Weather, rain.

Minneapolis Wheat Market. MINNEAPOLIS, Dec. 8.—Whent—December, \$1.00%; May, \$1.01%; July, \$1.06; Cash: No. 1 hard, \$1.02%; No. 1 Northern, \$1.01%; 21.01%; No. 2 Northern, \$0%@ 99%c; No. 3 wheat, 94@96%c.

Canadian Visible Supply. NEW YORK, Dec. 5.—The visible supply of wheat in Canada last Saturday was 9.-287,000 bushels, a decrease of 1.844,000 bush-

Duluth Flax Market. DULUTH, Dec. 5.—Flax, on track and in store, \$1.99; to arrive, December and January, \$1.974; May, \$1.98

Bradstreet's Statement Today. NEW YORK, Dec. 5.—Bradstreet's weekly grain statement will be issued tomorrow.

## EX-POSTMASTER IS HELD

rest was telegraphed to the Federal officers here last Friday.

Diggs' bonds were fixed at \$6000. Immediately after he was remanded to fail he said that he expected to be able to furnish ball in a few days.

The prisoner is charged jointly with John W. Foulkes, his assistant, and william Parks money order clerk. William Parks, money order clerk, with embezzling \$4000 of postoffice MEN AND WOMEN CURED



Herbs and roots cure Cancer, nervounces, catarrh, asthma, codgha, la grippe, lung, liver, throat, kidney and stomach troubles. No operation a Consultation free. Write for sympton blank. Office hours 10 A. M. to 9 P. M., all day Sundays. Lady attendant. tendant.
LEE HONG CHINESE MERB
COMPANY,
142% Second St., Portland, Or.

## PAY FEE WHEN CURED RELIABLE SPECIALISTS

**IT MEN'S MISTAKES ②** 

Many a bright and promising career has been blighted by injurtous habits before the age of knowledge and understanding, and many have been cut short by the unfortunate contracting of some poisonous special aliment, which through neglect or improper treatment has completely undermined and shattered the physical strength and manly faculities. No greater mistake can be made than to consider lightly the first evidence of the introduction of any special aliment into your system or to neglect the first symptoms of weakened mind and approach of Nervo-Vital Deblity, caused by improper habits, excesses, dissipation, etc.

Such indifference and neglect of the first symptoms are responsible for thousands of human wrecks, failures in life and business. Men, why take such desperate chances? The manifestations of the first symptoms of any aliment or weakness should be a warning to you to take prompt steps io safeguard your future life and happiness. You should carefully avoid all uncertain, experimental, dangerous or half-way treatment, for upon the success of the first treatment depends whether you will be promptly restored to health again, with all taint of the poisonous aliment removed from your system, or whether it will be allowed to become chronic and subject you to future recurrences of the aliment, with the various resulting complications, etc.

MEN READ WHAT OUR PATIENTS SAY. The original, with hundreds

MEN READ WHAT OUR PATIENTS SAY. The original, with hundreds of others on file in our office. No names or addresses revealed, as our dealings with our patients are sacredly confidential. These and many other MEN have been cured of WEAKNESS AND AILMENTS peculiar to their sex after other specialists had falled to even give relief. READ and be convinced.

TESTIMONIALS.

TESTIMONIALS.

Ore. Me die al institute, Portland—
Gentlemen: It is some time since I
called at your office. At that time you
said I was cured, which I am. I owe
you \$12 and would like to settle with
you, but can't now, but will in a week.
You did a nice piece of work when
you made me a healthy man again,
and I will gladly recommend you to
all weak and suffering men.

(Signed) S. S.

Heppner, Or., July 22, 1911.—Ore,
Medical Institute—Gents: I have finished the last treatment. I have improved greatly this month, and think
another month will cure me, although
I was in a terrible condition at first.

Chehalis, Wash.—Dear Doctors: I am
cured up now. I don't have any trouble at night and my bladder is all
right. In fact, I feel like a new man.
I am not tired in the mornings, and
the dark circles under my eyes are
going away.

(Signed) O.M.
Dunsmuir, Cal., May 26, 1911.—Dear
Doctor: I am feeling bester than I
have for a year, I can discover no
trouble whatever now. I have nothing
but praise for your institution.

Hillsboro, Or., April 17, 1911.—Ore.

but praise for your institution.

A.O.M.

Hillsboro, Or., April 17, 1911.—Ore.

Medical Institute — Thanks to your
skilfful treatment I cannot notice any
bad symptoms. I again extend my
sincere thanks to you all and shall
always regard you as my greatest
benefactors.

R.S.

CONGESTED VEINS are usually found on left side. Symptoms—Aching or pain in groin or back, nervousness, weakness, loss of vitality, lack of ambition and wasting. I cure varicose enlargement by one treatment in one visit, without a severe surgical operation or suffering, or keeping you away from business.

KIDNEY AND BLADDER TROUBLES,

TROUBLES,
Obstruction, Straining, Pain in Back, Enlarged Glands, Nervousness, Swelling, Uric Acid.
I can stop these symptoms right away and they won't come back, because the cause of them is done away with by a cure being effected. I don't use strong, painful, injurious injections that do great harm. My method cures without pain, gives immediate benefits and a lasting cure.

Specific Blood Poison Cured in One Treatment by the A. O. M.
Hillsboro, Or., April 17, 1911.—Ore, Redical Institute — Thanks to your kilfull treatment I cannot notice any and symptoms. I again extend my incere thanks to you all and shall diways regard you as my greatest enefactors.

MEN, IF IN TROUBLE, CONSULT US TODAY. If you cannot call, rite for free book and self-examination blank. Many cases cured at ome. Hours—9 A. M. to 8 P. M. Sundays 10 to 12.

# OREGON MEDICAL INSTITUTE

funds of the Cordova postoffice. Foulkes is now in Jail at Cordova and Parks is out on bail. The Alaska officials kept in close touch with Diggs' movements and last week received information that the ex-Postmaster was in Portland.

# NOT SALTS, OIL OR PILLS BUT CASCARETS

No odds how sick your Stomach; how hard your head aches or how Billous-Cascarets make you feel great.

You men and women who somehow can't get feeling right—who have an almost daily headache, coated tongue, foul taste and foul breath, dizziness, can't sleep, are billous, nervous and upset, bothered with a sick, gassy, dis-ordered stemach, or have backache and

foel all worn out.

Are you keeping clean inside with Cascarots, or merely forcing a passageway every few days with salts, cathartic pilis or castor oil? This is important. Cascarets work while you sleep; cleanse and regulate the stomach, re-move the sour, undigested and fermenting food and foul gases; take the ex-cess bile from the liver and carry out of the system all the decomposed waste

tter and poison in the intestines and A Cascaret tonight will straighten you out by morning — a 10-cent box from any drug store will keep your en-tire family feeling good for months. Don't forget the children. They love Cascarets because they taste good-do

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THE SPECIALIST WHO CURES. We are constantly receiving letters of genuine gratitude and praise from our cured patients, but we never publish them. Absolute secrecy in all professional dealings is one of our fron-clad rules. Of all the men who have been cured by us and made happy, among them some of the best citizens of Portland and vicinity, not one letter, name, face or case has even been exposed or made public. What the afflicted man wants is not publicity, but a cure; a safe, rapid and permanent cure, and this we are prepared to give you in the strictest privacy.

AFFLICTED MEN, before treating

Embezzlement of Funds Charged to

Man Arrested Here.

Joseph F. Diggs, ex-Postmaster of
Cordova, Alaska, was arrested in the
Chamber of Commerce building
Monday by Deputy United States
Marshal Hamlin on an embezzlement
charge and is being held in the County Jail. The warrant for Diggs' arrest was telegraphed to the Federal officers here last Friday.

Diggs' bonds were fixed at \$6000.

Our offer—NO MONEY RE-QUIRED UNTIL SATISFIED—is your absolute protection. Consul-tation, Examination and Diagnosis free and strictly private.

What you want is a cure. Come to us and get it. Once under our treatment, you will quickly realize 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. We put new energy in to worn-out bodies. Office hours, daily, 9 to 5; evenings. 7 to 8; Sundays, 10 to 1.

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

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I am a duly qualified phy-sician and sur-geon. I have had 30 years'

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I do not cure all ailments, but cure all I take. There is no delay. You are benefited at once. The spark of life is soon revived and quickened. Once more hope is re-kindled and life becomes bright again.

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with Blood Ailments, Nervous Decline, Varicose Veins, Piles, Rupture, Kidney, Bladder and all allments peculiar to men. Do not let money matters keep you away, as my charges are so low as to be within the reach of all. GOOD HONEST WOBK and a SQUARE DEAL is what you want. Consultation and examination free, Call now or write.

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CONSULTATION FREE. If you live out of town and cannot call, write for symptom blank and circular, inclosing 4 cents in stamps.

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