During Last Year 600,000 Sacks of

Cement Discharged There.

INVASION OF EAST SIDE HILL'S PLAN

Great Northern Considering Three Routes to Distributing District.

NEW BRIDGE IS PROPOSED

Span Over Columbia at Troutdale Pirst Scheme; Use of North Bank Bridge, Second: Viaduct Over Willamette. Third.

Whether or not James J. Hill is in-terested in the recent remity transfers on the East Side waterfront involving 12 half blocks, the Great Northern Railway, his pet project, is considering the invasion of the Hast Side imple-ment distributing district over one of routes that have been recom-

three routes that have been recommended.

One of these routes is by bridging the Columbia at Treatdale and connecting the North Bank Road with the Oregon Water Power division of the Portland Railway, Light & Power Company; another is by means of a line connecting with the North Bank at the south end of the Columbia River double-track bridge, traversing the Peninsula and entering the objective district over the Third-street commonuser track, and the third is by bridging the Willamette south of the Hawthorns bridge and connecting with the Front-

bridge and connecting with the Front-street line of the Oregon Electric. Each of these three plans is under consideration in the offices of the Great Northern at St. Paul. Information Leaks Out.

Information concerning them has been gathered within the last few weeks. Some of the reports have not yet had time to reach their destination. A movement to adopt one of these plans is probable within the next few weeks.

Serious consideration has been given

few works.

Serious consideration has been given the proposal to buy the Oregon Water Power Road and bridge the Columbia at Troutdale. The fact that such a move also has been contemplated by officials of the Chicago, Milwaukee & Power Ginnt worken in been known Puget Sound system has been known in the Hill offices for a long time. If this step is taken it will be with the anticipation that the Milwaukee eventually will enter Portland over the same route, as the Government will not recently other than a commonwer, ermit other than a common-user ridge to be built across the Columbia

at Troutdale.

It is believed that this has been the reason for the Milwaukee's hesitancy in adopting that route liself, as a bridge over the Columbia connecting with the Oregon Water Power tracks would enable Hill to place the North Bank into Portland's East Side over the same structure. same structure.

Water Power Tracks for Sale. The Oregon Water Power trucks have been for sale for quite a while, as it is understood that the Portland Rallway, Light & Power Company is not eager to engage extensively in inter-urban business, excepting as it aids in the development of its power projects. The plan to enter the East Side by trackage through the Peninsula district was attempted at the time the hig bridges were built, but it met with opposition and was not pushed through.

opposition and was not pushed through opposition and was not pushed through. Its feasibility already has been admitted. This route is probably the least expensive of the three, as it would not require the construction of a bridge. Moreover, it would enable the North Socrever, it would enable the North Bank Road to serve the varied indus-tries that rapidly are developing on the Peninsula. The track on East Third street was laid by the O.-W. H. & N. Company on a franchise containing a common-user clause, and once connected with these rails the Hill roads would have equal rights in the desired district with the Harriman sys-

Third Proposal Popular.

To build a bridge across the Willam-etts at a convenient point south of the Hawthorns bridge and connect the East Side district with the Front-street road to Portland people, insamuch as there is considerable clamor for another hridge in that vicinity now. It could be mide to serve the traffic of the city as well as that of the railread, That the Great Northern is planning

the East Side invasion is no longer doubted, but whether the Hill people also are the financial interest back of the recent real estate movement has not been determined. If James J. Hill was not the actual directing genius. ctivity in that neighborhood in-

CAMPBELL IS ANSWERED

H. J. Parkison Takes Issue With State University President.

PORTLAND, Or., Jan. L .- (To the Editor.)—To consolidate the two schools (the University of Oregon and Agricultural College at Corvall's) will be superfluous and Ill-advised, is the belief of P. L. Campbell, president of

the University of Oregon.
Such is the statement appearing in today's Oregonian, followed by an interview from our president of the University pertaining to the merits of con-

To this interview I should like to make some answer in The Oregonian, as feel that President Campbell is dedging the issue upon this question, which has been presented to the voters of Gregor by the application of the refer-endum against the \$500.000 appropria-tion for additional land, buildings, equipment, etc., for the University of Oregon. An appropriation which is in addition to the regular \$250,000 bi-chmial appropriation for maintenance of the University.

'As to the question of dupiteation between the two schools, there can be but a small percentage of financial loss—the percentage of loss at the maximum, can be no more than 5 per cent, and an average of no greater than t Thus says President Campbell in his interview

The writer will not beg the question lative to the percentage of saving of oney to the taxpayers after consolidation. It is here admitted that a saving will be effected in the operation of the school after the two institutions have been united. Great or small, this saving should be made if it is possible to secure equally efficient results for the student.

In this statement, President Campbell

\$175,000 for the construction, equip-ment and furnishing of a modern, fire-proof library and museum," and still another \$152,258.92, largely for addianother \$153,758.92, largely for addi-tional lands, equipment and apparatus. There same things must be had in duplication at the Corvallis College, if the two schools are kept separate. Therefore, it is plainly evident that the consolidation of the schools would save to the taxpayers, now, today, not after a while, a great proportion of the above

amounts.

It is estimated that consolidation of the two schools would effect an immediate saving to the taxpayers of Oregon of at least one-third of a million dollars, i. e. taking the basis from the heavy appropriations made by the last Legislature for the University of Ore-

The saving spoken of by President Campbell would be in addition to fur-ther costs necessary for lands, build-

ings and equipment.

The president of the University further says: "With the connecting link of a railroad between Eugene and Corvalits, which is now assured, the possibility for co-operation will be unlimited."

Does President Campbell in these

Does President Campbell in these words mean to say that it is the proper thing for the state to maintain two separate institutions, and have one set of instructors for the two schools, using the railroads to transport them back and forth to and from their daily duties in the two schools?

Compare this business policy, if you please, with the farmer who is operating a large dairy and has one of his harms at Corvallis, at large cost to him, and another barn at Engene, at equally as great cost, and the employes in the business are transferred back and forth daily upon the railroad to their duties at each of the two places; it seems to me that these arguments

it seems to me that these arguments speak voinmes towards the merits of consolidation.

There is emphasis in isolation. This has been the history of schools throughout the country—"thus continues

has been the history of schools through-out the country—" thus continues President Campbell.

It appears to me that there is "em-phasis in isolation." This emphasis ap-pears each two years at the time the Legislative Assembly meets, and the strong lobby, put up by the interested districts, appear at the State Capitol and demand a large slice of money from the taxasvers. Of course, the from the taxpayers. Of course, the argument is, that this is done in the interest of "higher education," but the

dated institution upon a mill tax, di-rectly upon the property of the state, thus to provide our school with an am-ple fund for its proper establishment

and maintenance. By so endowing our institution of higher learning, it will take this school out of the hands of the professional politician and the jobbyist of the financially interested districts where the Thus our institutions of learning will be placed upon a dignifed basis, where they can progress without the contaminating influence of the log-rolling tendency of the well meaning but overworked and sometimes uninformed law makers. H. J. PARKISON.

CHOICE GRADES UP IN BOSTON MARKET.

Territory of All Kinds Moves Freely. Unsold Stocks at End of Year.

BOSTON, Jan. 2.—Fairly good trading continues in domestic wool of all grades, although the rush of last month has slack-ened. Values are very strong and many thoice grades have been marked up doring the past 10 days.

The demand for Ohlo choice half-blood fleeces is good, while territory wools of all grades are moving frenty with some inquiry for Tenas 12-months. Palled wool is also in fair demand.

The amount of unseld weel in Boston wool bins on December 30, reported under eath of the Heston Wool Commission House, totalied 60,610,940 pounds, of which 62, 100,123 pounds was domestic and 7,000,817 pounds was foreign wool.

Texas fine, six to sight months, 45,947c; fine, 12 menths, 52c; fine Fall, 43,948c.
California Northern, 43,950c; middle country, 46,947c; Southern, 43,946c; Fall, free, 40,942c.

Oregon, Eastern, No. 1 staple, 55,985c.

400 42c.
Oregon, Eastern, No. 1 staple, 55@58c;
Eastern elething, 50c; Valley, No. 1, 46@47c.
Territory, fine staple X, 60@58c; fine
medium staple, 58@58c; clothing, 51@58c;
time medium clothing, 45@50c; half-blood,
combing, 56@57c; three-sighths blood, combing, 50@57c; quarter-blood, combing, 45@
40c.

Pulled, extra. So@Ste; fine A. 49@S0c; A.

Naval Stores.

SAVANNAH, Ga. Jan. I.—Turpentina irm: 204,970 Mc: sales, 2144 barrels; re-cipts, 12,930 barrels; shipments, 420 bar-cis, stocks, 25,215 barrels. Rostn. firm: sales, 2526 pounds; receipts. rels, stocks, 35,355 berrels.

Rosin, firm: sales, 3576 pounds; receipts,
\$577 pounds; shipments, 537 pounds; stocks,
\$139,965 pounds. Quoto: E, \$6,075,67.15;
19, \$6,9567.15; E, \$767.15; F, \$7.0567.20;
G, \$1,174,67.20; H, \$1,1567.20; I, \$7,174,
67.20; K, \$7,274; M, N, \$7,40; WG, \$7,30;

New York Cotton Market.

NEW YORK, Jan. 2.—Cotten futures closed firm, at an advance of 16 to 21 points. January. 8.01c; Pebruary. 8.08c; March. 9.15c; April. 8.22c; May. 8.50c; June. 8.32c; July. 8.50c; June. 8.32c; July. 8.50c; December. 9.43c; October. 9.82c; November. 9.55c; December. 9.87c. Cotton. spot. closed steady. 19 points higher. Miduplands. 8.50c; do guif. 9.50c. Falcs (delivered on contract), 68,500 bales.

Hope at New York. NEW YORK, Jan. 2.—Hope—Dult,

PORTLAND FLOAT WINNER

Rose Festival at Pasadena Gives First Honor to City.

"Ralph W. Hoyt, president Rose Festival, Portland, Or.—Portland Rose Festival won first prize over all, for finest float. Trophy a costly and beautiful energie. (Signed), George

L. Hutchin. The above telegram received yester-day by Raiph Hoyt, president of the Pertland Rose Pestival Association, announced signal honors that had been won by Portland at the annual New Year's Rose Festival at Pasadena, Cal. The float entered in the confest by the Portland association represented a huge basket of roses, the design of which was built out of thousands of rose blossoms. Within the float on a raised dats were seated an Oregon wo-

man and her two little girls, who are passing the Winter in Pasadena.

President Hoyt was very much pleased with the success of the float, which had been designed and built in Portland. It was shipped from this city to Pasadena in a special car. Mr. Hoyt believes that Pasadena will enter many floats in the parades of the Portland Rose Festival next June.

RENT A NEW PIANO.

Two Days' Inspection of River Planned by Guides.

SHOALS TO BE SOUGHT

Captain Groves to Lead Party Today if Weather Permits - Season's Digging to Be Scanned.

Dredges to Await Call.

Unless weather conditions are regarded so cold that there would be danger of the lead lines freezing, a party of pilots will leave today on the tug Wenonah, guided by Captain Hugh T. Groves, of the Port of Portland dredging department, for an inspection of the channel, probably as far as Slaughters, to ascertain if the season's digring in the stream has been suffi-cient. If a shoal is discovered one of

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STEAMER	R INTELLIGI	ENCR
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Du	e to Arriva.	
Name	From	Date
	Mantla	. In por
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Ge. W. Elder.	. san Diego	. In port
Northland	San Francisc	e in por
	· Hani da	
	. Tillamook	
Alliabra	Eureka	A PARTY
Banker	. San Piego	Tan 5
Breakwater	. Coos Bay	Jan 7
	San Prancise	
	San Pedro	. Jan. B
Rose City	. San Pedr	Jan. 13
Sched	uled to Depart	
Same.	Fine.	Date.
Northiand	Sun Pedro	Jan. 1
	ban Diego	
	. Handen	
Alliance Property	. Tiliameok	Jan. 4
	. San Francisco	
Beaver		

the dredges will be sent to remove it, as it is desired to have such tasks dis-posed of before the diggers move close to the mouth of the Willamette.

to the mouth of the Willamette. Marcus Taibot, general manager of the Port of Portland Commission, made a trip yesterday to the dredge Columbia, which is working on the Columbia City ranges, a short distance below St. Helens, where a lump was found in the road. She will finish removing it tomorrow or Friday. The channel on the range is between 500 and 500 feet long, and it will be "cleaned out." A visit was also made to the dredge Port.

long, and it will be "cleaned out." A visit was also made to the dredge Portland and everything was found to be working satisfactory.

It is planned by Mr. Talbot to have one of the dredges shifted to the harbor when work on the river is finished, except what is necessary in the Willamette, as there is considerable digging to be done on the Portland end of the channel. An effort will be made to confinue both vessels in service unof the channel. An effort will be made to continue both vessels in service un-til high water in June and July pre-vents the hest results from being at-tained. When idleness is imperative the annual overhauling will be ordered. If the pilots depart today they will be met on the lower river by the tug McCraken and transfer to her, as it is expected that they will pass at least two days on the trip. two days on the trip.

CHEHALIS AND ECHO RACE

Two Simpson Barkentines Leave in Company for Callao.

Odds are being placed that the barkentine Chehalis will report at Callao before the barkentine Echo, both of which put out from Grays Harbor Saturday. The question arose as to speed of the two carriers and as both are erally equal, it was determined to race from the Coast to the Peruvian har-

The vessels are both known in Portland, having loaded lumber a number of times in the river, and the Chebalts of times in the river, and the Chehalis is slightly favored owing to sailing previous exploits. She was built in 1891 and the Echo was completed in 1898, the former being handlcapped slightly by reason of age and weight, but Captain Dedrick is confident he can sail her to win, while Captain Eaton has promised that the Echo will be the first to arrive. The vessels are members of the lumber fleet maintained by the Simpson interests of Coos Bay. The Chehalis has proved her met-Hay. The Chehalis has proved her mettle in rough weather and the Echo un-der smooth conditions, so they are ex-pected to break even in that respect and the race should prove a test of

CODE BOOK OUT FOR TUGS

Secret "Tips" for Business Will Rule

Hereafter. Business secrets at the mouth of the Columbia are to be more jealously guarded than are sentinels at an old

maid's convention, as the tugs of the Port of Portland and the Puget Sound Tugboat Company are equipped with wireless and sending messages is common preperty, so General Manager Talbot, of the former organization, is deep in the compliation of a "hood-winker's alphabet" and in a short time he hopes to have all messages trans-

When an inbound vessel is sighted by the pilot schooner Joseph Pulitzer a wireless is at once sent to either the a wireless is at once sent to either the tug Oneonta or Wallula, whether inside or cruising at sea, and they head for the stranger. At present, with no code in use, it is easy for the opposition, the Puret Sound Tugboat Company, to pick up the messages and their tug masters could thereby learn of movements outside or in the vicinity of where they are cruising. The wireless cutats recently installed on the Port of Portland tugs are said to be working perfectly.

RATE ON ANVIL IS REDUCED

Tariff From Portland Will Be \$8. Including Berth.

Not to be outdone by the system in vogue on the speedy turbines Tale and Harvard, operating between San Francisco and San Pedro, on which meals are served a la carte, owners of the trim gasoline schooner Anvil, running between Portland and Oregon Coast ports as far south as Bandon, have decided to cut the passenger rate \$2 and well to a separate charge for meals. decided to cut the passenger rate \$2 and decided to cut the passenger rate \$2 and maintain a separate charge for meals. The unit of the reference at the merits of the merits of the merits of the reference at the merit

umn on Winter voyages, as frequently conditions at Coast barbors cause the Anvil to be barbound and as all passengers must be provided for the unexpected culinary expenses sadly depicte the profit. The Anvil is in port and will sail tomorrow.

SUPPLE DOCK MAKES RECORD Trading Starts Off Briskly at the Stockyards.

For the year 1911 there were 600,000 sacks of cement handled on Supple's dock, though the capacity of the ALL CLASSES ARE HIGHER structure, eliminating necessary space

structure, estiminating necessary space used as loading alleys, is but 60,000 sacks. The amount represented what would have been handled in 1000 cars, each with a minimum of 60,000 pounds. In addition there was plaster, lime, asphalt and lumber equal to about 50 Sell at an Advance of a Quarter-Choice Steers Move at \$6.15.

carloads.

Of all material 80 per cent was used for construction purposes on the East Side, 5 per cent was loaded on cars for shipment and virtually the remainder sent to the West Side. The showing has resulted in stronger arguments being advanced for the location of a public dock on the East Side and to be on a site centrally located. The figures do not represent all that could have been handled, for many times shipments from California could not be The first business day of the year was a have been handled, for many times shipments from California could not be accepted and a plan to enlarge the dock has been under consideration, but it cannot be extended on the water-front side without interfering with the entrance to the Supple yards. A rear wing may be built, to include a loading shed for teams and auto trucks. sheep markets developed strength, both showing advances of a quarter.
Two leads of top-grade steers were sold at \$6.10 and \$6.15 and a hunch of 105 head

Astoria Employs Harbor Expert.

ASTORIA, Or., Jan. 2.—(Special.)— The Port of Astoria Commissioners, at their regular meeting today, employed P. P. Whitman to make surveys and prepare plans for the future improve-ment of Astoria harbor and the con-struction of public wharves. Mr. Whit-man is the engineer who prepared the plans for the harbor improvements at

Marine Notes.

Ross W. Smith, of Seattle, agent on the Northwest Coast for the Dollar

Steamship Company, is in the city.

Longshoremen began discharging the Oriental liner Strathlyon at noon yesterday and expect to complete the task at the same hour today, when she will shift to the Crown mill to begin work-

Lumber was started aboard the Norwegian steamer Hercules at the Port-land mill yesterday, and after finish-ing there she will move to the North Pacific and complete her cargo at Linnton.

Henry L. Beck, inspector of the Seventeenth Lighthouse District, sailed on the steamer Breakwater for Coos Bay last evening, and will procee from Marshfeld to the Coquille to in spect the light station there.

J. W. Ransom, general agent of the San Francisco & Portland Steamshi Company, was a passenger on the steamer Rose City yesterdus afternous being on his way to San Francisco fo the first time since the new steamer were placed in service. He may con tinue to Los Angeles. United States Steamboat Inspector

United States Steamboat Inspector Edwards and Fuller will formally pas on the steamer Leona today, as th-forward end of her lower house ha-been replaced, thereby restoring he former tonnage, and her passenge license will be reissued, preparatory to starting her on the Portland-Lewis River route. River route.

Entries at the Custom-House yester day were the British steamer Strath lyon, from Hongkong via Puge Sound; Norwegian steamer Hercules from Manila via San Francisco; steam from Manila via San Francisco; steamer Riverside, from Ancon direct; gasoline schooner Anvil, from Bandon steamer Breakwater, from Coos Bay and the steamers George W. Elder and Rose City, from California harbors. The Rose City, 'Elder and Breakwater cleared for the return, and the British bark Inverlogie, for Queenstown on Falmouth, with wheat.

Movements of Vessels.

PORTLAND, Jan. 2.—Arrived—Gasoline schooner Anvil, from Bandon and way ports; treamer Rosecrans, from Monterey; steamer Catania, from San Francisco, Salled—Steamer Rose City, for San Francisco and Can Pedro; steamer Breakwater, for Coos

Astoria, Jan. 2.—Arrived at 7:45 and left Monterey. Rev. Steamer Research and left Astoria, Jan. 2.—Arrived at 7:45 and left up at 9:15 A. M.—Steamer Resecrans, from Monterey. Builed at 8:45 A. M.—Steamer Oleum, for Port San Luis. Arrived at 10 and left up at 10:45 A. M.—Steamer Catania, from San Francisco. Arrived at 10:30 A. M.—French bark Chas Gounod, from London. San Francisco, Jan. 2.—Arrived—Steamer Coaster, from Portland. Salied at noom—Steamer Bear, for San Pedre. Arrived last night.—Steamer Nehalem, from Columbia River.

Manterey, Jan. 1.—Salled—Steamer J. A. Chanslor, for Portland.
Point Lobos, Jan. 1.—Passed—Steamers Olympic and Yellowstone, from Portland, for San Pedro.

San Pedro.

San Prancisco, Jan. 2—Arrived—Steamers
Dalsy Mitchell. Quinault, from Willapa;
Sierra, from Honolulu; Elizabeth, from
Bandon; Cosater, from Columbia River;
Thor, from Nanaimo; Carjos, Tamalpais,
from Portland. Balled—Steamers Temple E.
Dorr, Helens, for Grays Harbor; Umatilia,
for Victoria; schooner Bertle Minor, for
Bandon; bark Versailles, for Queenstown.

Tides at Astoria Wednesday.

High. 6.5 reet 5-20 A. M. 4.0 feet 11:18 P. M. 0.0 feet 6:52 P. M. -1.7 feet

Women who bear children and remain healthy are those who prepare their systems in advance of baby's coming. Unless the mother aids nature in its pre-natal work the crisis finds her system unequal to the demands made upon it, and she is often left with weakened health or chronic ailments. No remedy is so truly a help to nature as Mother's Friend, and no expectant mother should fail to use

system being thus prepared by Mother's Friend dispels the fear that the crisis may not be safely met. Mother's Friend assures a speedy and complete recovery for the mother, and she is left a healthy

expectant mothers which contains

much valuable information, and many suggestions of a helpful na-BRADFIELD REGULATOR CO.,

Atlanta, Ga.

Hogs, Wethers, Ewes and Helfers

lively one at the stockyards. The run was large, nearly 3000 head of stock being avail able— and the demand was spirited. As a result the offerings were disposed of early in the day. The cattle market continued firm and tending upward and the hog and

went at \$0. Sales at \$5.75 and \$5.85 were numerous. The best cows brought \$5 and helfers \$5.50. The advance of a quarter in the hog market was realized on the sale of three loads

at \$6.75.
For choice wethers buyers paid \$4.75 and for choice ewes \$4. Lambs sold within the

former range of prices.

Receipts over the holidays were 736 cattle, 4 calves, 404 hogs, 1601 sheep, 234 goats and 6 horses and mules.

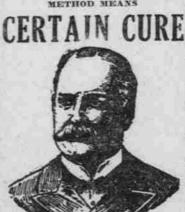
and 6 horses and muice.

Shippers were H. A. Hecker, Albany, I car of sheep; George C. Miller, Northport, Neb., I car of horses and mules; A. B. Gale. Salem. 8 cars of sheep; Dug Wasson, Harrisburg. I car of cattle; W. Cassidan, Amily, 2 cars of goats; W. I. Dishman, Lostine, 7 cars of cattle and 97 hogs; Campbell & Mcdregor, North Powder, 4 cars of cattle and how how. I. W. Brunn Pales. 2 cars of and hogs: J. W. Byrum, Baker, 2 cars of cattle and hogs: J. W. Byrum, Baker, 2 cars of cattle; R. J. Byrum, Baker, 1 car of cattle; C. M. Proft, Baker, 2 cars of cattle; F. C. Oxman, Durkses and Weiser, 3 cars of cat-tle; R. M. Stanffeld, Stanffeld, 3 cars of sheep; J. E. Reynolds, Arlington, Condon and Nicolo, 5 cars of cattle and hogs; G. M. Blakely, Condon, 1 car of cattle; May Broz. Shearer, 4 cars of cattle; T. P. Patton, Halsey, 2 cars of sheep, and C. F. Lucke, Canby, 1 car of hogs. The day's sales were as follows:

0	144 lambs 78	\$5,00
Die	61 yearlings 96	4.50
150	26 steers	5.73
	5 steers	5,87
d	5 steers 996	70.87
140	75 steers	6.10
ч.,	10 steers	5.83
	15 steers	5.87
10.	44 steers	0.10
22	3 steers1296	5.00
n	24 steers	5.86
	20 steers	3.80
n.	165 steers	6,00
m	11 steers	5.71
-5	25 steers	41,06
	1 stear 720	50.76
1-	25 steers	0.00
	24 steers	6.60
18	28 steers	6.11
	20 cows	5.00
535	2 cows	4.00
e	2 cows	4.00
183	25 cows	5.00
r	7 cows1045	4.80
	21 cows	5.00
T.	19 cows 982	5.00
to:	27 beifers 906	5.50
8.	27 cows 985	4387
2200	44 0000	5,00
	1 cow	5.00
-	1 helferII20	5.50
10	26 heifers	\$1.00
et.	1 stng	5,54
15.	1 bull1470	11.50
	1 bull1470	4.25
1-	2 calves 165	8.04
1-	2 calves 415	5,00
15	25 sheep	2.56
	265 wethers 107	4.71
8.	234 ewes 104	4.00
d	230 ewes	4,00
101	10 ewes 118	4.87
-		6.77
h		6.00
774		5.77
r		6.77
	Mary Market Control of the Control o	6,00
	THE PARTY OF THE P	0,00
	Prices quoted at the Portland	Unlos
	Stockynnis for the various classes of	
.0	were:	
12.	Cattle— ex 75	9 CO 15

Hogs - Hight hogs - 6.35@ 8.75
Choice to Hight hogs - 6.00@ 8.15
Smooth heavy hogs - 5.50@ 5.75
Sheep - Choice yearling wethers - 4.00@ 4.75

METHOD MEANS



THE SPECIALIST WHO CURES. It matters not what your allment, nor who has treated it, if it is irable, I will give you immediate mefit and a quick and lasting

Do not allow money matters to keep you from getting well. I charge nothing to prove my methods will cure you. My offer-NO MONEY REQUIRED UNTIL SATISFIED—is your absolute protection. Consultation, examination and diagnosis free and strictly private.

I claim for my treatment nothing my my successful way of doing things.

AFFLIKTED MEN, before treating approximation.

things.

AFFLICTED MEN, before treating classwhere, honestly investigate my proven methods. You will then understand how ensity and quickly I cure all curable chaes of VARICOSE VEINS without nevere surgical operation; SPECIFIC BLOOD POISON without injurious drugs (666 skillfully administered when preferred!) NERVO-VITAL DEBILITY without stimulative remediest HLADDER and KIDNEY troublest PILES, RECTAL complaints, and all allments of men.

What you want is a cure. Come

What you want is a cure. Come to me and get it. Once under my treatment, you will quickly realize how simple a thing it is to get well in the hands of a specialist who knows his business. My cures add not only years to life, but life to worn-out bodies. Office hours, daily, to 5; evenings, I to 3; Sundays, 0 to 1.

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

My One-Treatment Cures For Weak, Diseased Men



Cure, to Stay Cured

For 36 days I will heal and cure all Weak. Sick. Diseased and Discouraged men at a reduced fee. This is just one-half my usual charge, I give you the same care and attention as if you paid my regular fee. You could receive no better service for \$1900. If you could but talk to the many cured patients I am dismissing daily, you would refuse to suffer longer on the promise of other doctors. Don't be a Weakling, a Failure, and your life a missrable existence. Why pay exorbitant fees when I offer you better curative treatment for this low charge? I am a man of independent means; the curing of my patients is my first and only thought. In this I differ widely from grasping doctors who think only of their feelow men. Take advantage of this offer at once; don't wait till the last few days, when the crowded condition of my effice may prevent you seeing ms.

TOMEN WHO ARE GLOOMY DISEASED, NERVOUS THIS IS THE WAY YOU FEEL

There is usually a pain across the small of your back, blue rings under your eyes, specks before your eyes, your sleep does not rest you, you get up in the morning feeling tired, your mind at times wanders, your memory is poor, you are hollow-eyed, whites of your eyes are yellow, you are fearful, poor, you are hollow-eyed, whites of your eyes are yellow, you are fearful, poor, you start ling was expecting the worst to happen, very nervous, you start in your sleep and awake from a dream very much frightened; stinging pain in the

breast, no appetite.

If you have been unfortunate in selecting a doctor to treat you, or if you nave not given yourself the attention which your disease demands, you know that every day you put the matter off you are getting worse and worse; you are mortifled and ashamed of your position among your fellow men, life are mortifled and ashamed of your position among your fellow men, life are mortifled and ashamed of your position among your fellow men, life are mortifled and ashamed of your sould you not give much to possess that ROBUST HEALTH, SOUND NERVES and a CLEAR BRAIN that possess that ROBUST HEALTH, SOUND NERVES and a CLEAR BRAIN that were yours before the ravages of disease attacked your system? If you have this desire to be strong and maniy in a true sense of the word, call at my office at once, and I will take pleasure in explaining a treatment that has restored hundreds of men in a much worse condition than you are.

CONGESTED VEINS I cure this affliction without pain or knife. Soreness, quickly. A healthy circulation of blood is re-established, and that old-time feeling speedily returns. Avoid dangerous operation. I can give you the quickest and safest and surest cure known to medical science.

BLOOD POISON If you have sore throat, mucous patchess, pimples, copperor any symptoms of this aliment in either primary, secondard or tertiary
states, consult me and be forever cured of it. My treatment cleanses and
states, consult me and be forever cured of it. My treatment cleanses and
states, consult me and be forever cured of it. My treatment cleanses and
system. All danger of transmission or recurrence is removed. The taking
system and the property of the property of

I WANT to emphasize the importance of selecting the BEST DOCTOR. COME to ME—I will cure you in ONE TREATMENT by administering "The wonderful German Remedy"—The greatest medical discovery of the age—the results are like magic.

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WRITE us a full description of your symptoms and trouble, if unable to Call. All dealings are confidential. Expert Consultation Free, Delays are dangerous. Hours: 9 A. M. to 8 P. M. Sundays, 10 to 12 only.

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Chicago Livestock Market.

CHICAGO, Jan. 2.—Cattle—Receipts estimated at 7000; market, steady. Beeves. \$7.75 @5.50: Texas stears, \$4.25@5.75. Western steers \$4.30@6.00; stockers and feeders, \$2.25@5.75; cows and infers, \$2.26.40; calves, \$5.56@5.

Hogs—Receipts estimated at 25.000; market, steady. Light. \$7.50@6.15; mixed, \$5.55 gc.25; beavy, \$5.55@6.25; mugh, \$5.55@6.25; sough of bulk of sales, \$5.05@6.20; pigs, \$5.10@6; bulk of sales, \$5.05@6.20; pigs, \$5.10@6; bulk of sales, \$5.05@6.20; western, \$6.25@6.40; western, \$6.25@6.40; western, \$6.25@6.40; western, \$6.25@6.40; yearlings, \$4.05@5.70; lambs, halive, \$4.25@6.50; Western, \$4.75@6.00.

Gold Goes to Egypt. LONDON, Jan. 2.—Buillon amounting to f1200,000 was taken into the Bank of Eng-land today and f250,000 was withdrawn for ebipment to Egypt.



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